



# **Alaska Department of Transportation & Public Facilities Rules and Practices that Govern the Federally Mandated STIP Process**

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# Overview

- STIP Basics
- How and why do we score projects?
  - 23 USC 118 (d) impact
  - Scoring is not only path to STIP: management systems, and plans also identify projects
- “Formula” Funds issues
  - Rules



# Federal Aid Highway Program

- An extremely complex, and repeatedly amended 60+ year-old program with numerous rules, exceptions, and ever expanding procedural requirements.
- SAFETEA-LU bill was 1,700 pages long!



# STIP Basics (1)

- Statewide Transportation Improvement Program
  - Requirement established in 1991
  - All surface transportation projects shown
  - Financially constrained
  - At least 4 year horizon, may update more frequently
  - Must also contain all subordinate TIPs
  - DOT&PF must certify that rules were followed
  - FHWA & FTA must approve



## STIP Basics (2)

- Other requirements:
  - Must be consistent with statewide plan
    - This has been litigated 2x in Alaska
    - New statewide plan now in progress
  - Public process requirements extensive
    - Mandatory consultation with many parties
    - Local governments, tribes, many others
  - Transit and Highways included in STIP
    - Transit, ARRC and AMHS funds also part of STIP
  - Must meet air quality standards in non-attainment areas
    - Fairbanks PM 2.5 issue and Anchorage recent dust outbreaks are emerging concerns



## **STIP Basics (3)**

- Alaska specific:
  - 4 funding categories (per AK regulation)
  - Project nominations open to all
  - Plans, management systems or scoring establish priority
  - Sub-allocations required for MPOs
    - FMATS and AMATS only MPOs
    - Funding set by formula



## STIP Basics (4)

- Alaska eligibility – all public roads, ferries and buses
  - Recent FHWA interpretation added some port work as eligible too
- 4 STIP categories (set in Alaska law)
  - National Highway System - 48%
  - Alaska Highway System – 8%
  - **Community Transportation – 39%**
  - **TRAAK 2%, and**
  - Flexible 3% (**Only scored categories**)



# History of STIP Scoring

- Established in 1994
- Now one of three ways projects selected for STIP
  - Plans, as required by state AS 44.42.050 (d) and federal law 23 USC 135 (g)(5)(D)(i)
  - Condition data (per federal law)
  - Scoring – in response to fulfilling 23 USC 118 (e)





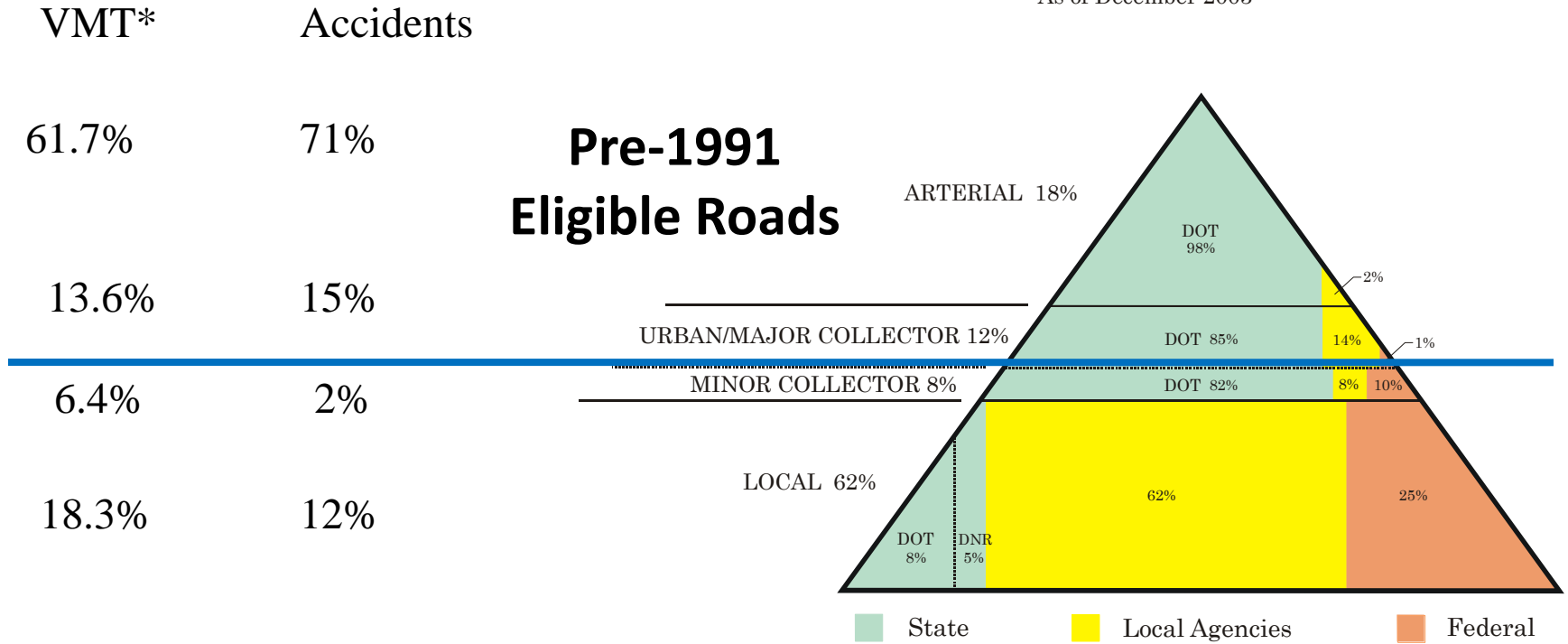
## **Title 23 Section 118 (d)**

- (e) Funds made available to the State of Alaska and the Commonwealth of Puerto Rico under this title may be expended for construction of access and development roads that will serve resource development, recreational, residential, commercial, industrial, or other like purposes.



ALASKA PUBLIC ROAD MILES:  
Arterial, Collector, and Local Road Mileage by Ownership  
As of December 2003

**Pre-1991  
Eligible Roads**



VMT – Vehicle Miles Traveled



## **Net Effect of 23 USC 118 (d)**

- Eligible roads grew from 30% to 100%; but no additional money
- Most added roads were not in plans, nor in management systems
- Without some new mechanism, many projects would never have achieved funding



# Nomination and Scoring

- Open to any nomination
  - Localities, tribes, businesses, legislators, state agencies
- Attempted to focus on critical needs
  - Sanitation roads, community connections, higher function roads
  - Greater eligibility, limited dollars meant hard choices inevitable



## Why Scoring only Community Type Projects?

- Two major categories not scored; NHS and AHS
  - Predominantly state owned
  - Have both performance data and active plans (both mandated in law)
- FMATS & AMATS follow their own rules (Federal law gives them autonomy)



# Scoring Explained (1)

- Several different scoring criteria:
  - Urban and rural
  - Transit
  - ITS (intelligent transportation systems)
  - Enhancements (trails and similar)



## Scoring Explained (2)

- Nomination cycle every 2 years
  - MAP-21 funding decline has reduced frequency
- Scored 2x; at regions and HQ
  - To reduce the nomination pool to reasonable level
- Scoring by senior staff, with both regional and statewide views



# Explanation of Formula Funds (1)

- Major categories of formula funds:
  - STP (Surface Transportation Program)
  - NHPP (National Highway Performance Project)
  - CMAQ (Congestion Mitigation, Air Quality)
  - HSIP (Safety)
- Minor categories include several additional types plus several FTA categories





# Explanation of Formula Funds (2)

- Each category of formula funds sets:
  - Eligibility or purpose
  - Longevity of funds
  - Transferability in some cases
  - Sub-allocations in some instances



# Tale of Two STIPs

- One active STIP and one new STIP being prepared
  - 2011-2014 is approved active STIP
    - Subject to frequent amendments (#9 now in progress)
  - 2014-2017 is now underway