



# Alaska Department of Transportation & Public Facilities Statewide Transportation Improvement Program

## 2018-2021 STIP

*Keep Alaska Moving* through service and infrastructure

# What is the STIP?

- **S**tatewide **T**ransportation **I**mprovement **P**rogram
- Federally required program that must:
  - Cover a period of at least four years
  - Include all FHWA and FTA funded projects and regionally significant projects
  - Be fiscally constrained
  - Be consistent with other required transportation plans.
  - Approved by Federal Highway Administration (FHWA) and Federal Transit Administration (FTA)
  - Follow a public involvement process
    - New STIP: 45 day public comment period
    - STIP Amendments: 30 day public comment period
- The STIP may:
  - Be modified due to changes in project schedules and estimates
  - Include non-federally funded projects



**2016-2019**  
**Statewide Transportation Improvement Program (STIP)**  
Amendment 3  
Approved June 28, 2017



*"Keep Alaska Moving through service and infrastructure."*

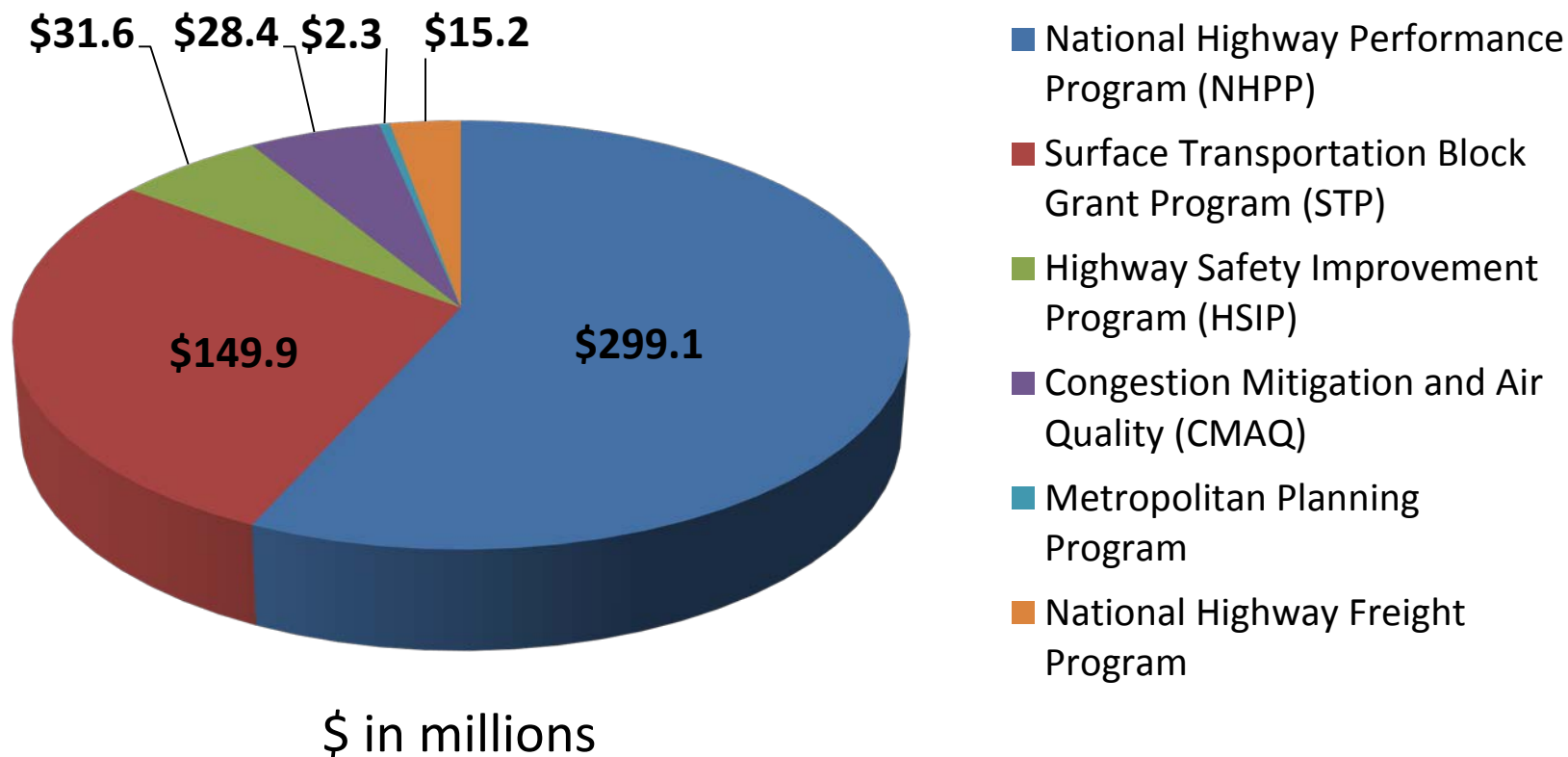
Integrity · Excellence · Respect



# Funding & Eligibility

- Each funding type has strict eligibility requirements
  - **National Highway System (NHS)** routes are primarily state owned and selected with an emphasis on safety, capacity, economy and continuity. NHS projects are funded with National Highway Performance Program (NHPP) funds and were scored for the first time using a data informed approach. Considerations included: safety, pavement condition, bridge condition, traffic, and other unique benefits.
  - **Surface Transportation Program (STP)** funding is the most flexible and availability is low. Statewide programs, such as the Community Transportation Program (CTP) have a backlog of projects waiting on funds. STP funding is also allocated to the two Metropolitan Planning Organizations: FMATS & AMATS for required and nominated projects.
  - **Safety projects** are required to be data driven and focus on reducing major injuries and fatalities using proven solutions. The Highway Safety Improvement Program's (HSIP) projects must adhere to another more strict set of guidelines.

# 2018 FAST ACT Funding for Alaska



\*Currently the federal government is operating under a Continuing Resolution for 2018

# National Highway Performance Program

- The FAST Act requires performance measures and targets to be established for the NHS related to safety, infrastructure condition, congestion reduction, system reliability, and freight movement.
- The Department has begun to evaluate and use data to score NHS projects. Process is still in early stages; scores guided project selection discussion.
- In the future, the STIP will show which specific projects help to meet the Department's performance targets.

## NHS Evaluation Standards

Safety

Pavement Condition

Bridge

Traffic

Project exhibits UNIQUE benefits or needs NOT OTHERWISE RATED.

# Community Transportation Program

**The Community Transportation Program (CTP)** is a competitive program, funded with STP funds, for projects that serve local transportation needs.

- Projects are nominated and evaluated regionally and statewide.
- Routes may be locally or state owned and are typically *not* on the National or Alaska Highway Systems (NHS/AHS) (i.e. serve local needs).
- The 2018-21 STIP continues to fund a backlog of previously scored projects.
- Draft scoring criteria for 'Urban and Rural' and 'Remote' were recently reviewed; final criteria will be available soon in preparation for another project nomination cycle.
- New CTP projects will be included in the 2020-2023 STIP.

2012 – 2015 STIP Project Scoring Criteria			
Urban and Rural Projects Criteria			
Standards	Scoring Criteria		
	9	7	4
<b>7. Public support?</b>  Weighting: 3	<ul style="list-style-type: none"> <li>• <b>Preponderance</b> of public record shows support for project, AND</li> <li>• A resolution from the local elected body shows support for project, AND</li> <li>• Project is <b>fully supported</b> in state, tribal, or local plans.</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Majority</b> of public record shows support for project, AND</li> <li>• A resolution from the local elected body shows support for project, AND</li> <li>• Project is <b>nominally supported</b> in official state, tribal, or local plans</li> </ul>	<ul style="list-style-type: none"> <li>• Project h of support elected f</li> <li>• There is record project uninc com' uno</li> </ul>
<i>Resolution is only required in areas/communities represented by locally elected body.</i>			
<b>8. Environmental approval readiness?</b>  Weighting: 2	<ul style="list-style-type: none"> <li>• Environmental approval complete = 9</li> <li>• Environmental approval likely with Categorical Exclusion = 8</li> </ul>	<ul style="list-style-type: none"> <li>• Environmental approval likely with Environmental Assessment = 7</li> <li>• Environmental approval likely with draft documents circulated = 7</li> </ul>	Envir likely v Impact
<b>9a. Surface rehabilitation</b>  Weighting: 5 or 0	<ul style="list-style-type: none"> <li>• Primarily surface refurbishment and a PMS recommendation for rehab within 2 years, OR</li> <li>• A gravel surface badly deteriorated or serious surface deformation.</li> </ul>	<ul style="list-style-type: none"> <li>• Primarily resurfacing, restoration or rehabilitation of an existing roadway on the same or similar alignment, OR</li> <li>• A portion of the project addresses serious foundation problems.</li> </ul>	<ul style="list-style-type: none"> <li>• Project w better sei major rer or longer</li> </ul>
OR			
<b>9b. Deficient width/grade/alignment (w/g/a).</b>  Weighting: 5 or 0	Significantly deficient w/g/a relative to standards.	Moderately deficient w/g/a relative to standards.	No w/



# Transportation Alternatives Program

**The Transportation Alternatives Program (TAP)** is a competitive program, funded with Transportation Alternatives (TA) funds (set-aside of STP).

- TA funds are eligible to be used for a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to storm water and habitat connectivity.
- Eligible project sponsors include local governments, regional transportation authorities, transit agencies, natural resources or public land agencies, school districts, local education agencies and schools, tribal governments, any local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than a metropolitan planning organization or State ADOT&PF). Under the FAST ACT, nonprofits are eligible as a direct grant recipient of the funds as long as they are responsible for the administration of local transportation safety programs. Nonprofits are also eligible to partner with any eligible entity on an eligible TAP project.
- Another project nomination cycle will occur soon and projects will be added to the STIP via amendment. Updates will be posted at [www.dot.alaska.gov/stwdplng/atap/](http://www.dot.alaska.gov/stwdplng/atap/)

# What STIP Tools are Available?

- Official STIP
- Prior Amendments
- HTML/Excel Search & Report
- Project Viewer Map
- Needs List Search
- News & Updates



The screenshot shows the homepage of the Alaska Department of Transportation & Public Facilities (DOT&PF) Statewide Transportation Improvement Program (STIP). The page features a navigation menu with links for myAlaska, My Government, Resident, Business in Alaska, Visiting Alaska, and State Employees. The main header includes the DOT&PF logo and the text "Alaska Department of Transportation & Public Facilities Statewide Transportation Improvement Program (STIP)". Below the header is a large image of a snowy mountain range. The main content area is titled "Welcome to the Alaska DOT&PF STIP" and contains a paragraph describing the STIP program. A central graphic displays the STIP logo and the text "2016-2019 STIP - Official Copy (10MB)". To the right, a yellow box highlights "STIP News, Highlights & Events" with a link to the "2018-2021 Draft STIP" and a "COMMENT" button. Below this, there is a link to "AMATS Admin Mod 15" and a link to the "STIP Project View Map".

<http://dot.alaska.gov/stip/>



# How to Read the STIP

Need ID: 18791 Name: Statewide Congestion and Mitigation Air Quality							Ph	Fund	FFY18	FFY19	FFY20	FFY21	After 2021
Program	Region	2013 Election District	Place Name	Highway	Primary Work	Bridge #s							
REQD	H	99	Statewide		Congestion		9	CMAQ-F	482,100	482,100	482,100	482,100	
<b>Description:</b> The Department will work with DEC and appropriate local authorities to develop sub-allocations. Provide CMAQ							9	CMAQ-M	2,729,100	2,729,100	2,729,100	2,729,100	
							9	SM	318,800	318,800	318,800	318,800	
								<b>Totals:</b>	3,530,000	3,530,000	3,530,000	3,530,000	7,060,000

Need ID: 19119 Name: Enhanced Mobility for Seniors and Individuals With Disabilities							Ph	Fund	FFY18	FFY19	FFY20	FFY21	After 2021
Program	Region	2013 Election District	Place Name	Highway	Primary Work	Bridge #s							
CTP	H	99	Statewide		Transit		9	3PF	57,625	57,625	57,625	57,625	
<b>Description:</b> FTA Section 5310 monies to be used for the purchase of rides and vehicles for eligible clients and agencies throughout rural and small urban Alaska.							9	5310	230,500	230,500	230,500	230,500	
							9	STP	318,400	318,400	318,400	318,400	
								<b>Totals:</b>	606,525	606,525	606,525	606,525	1,213,050

The STIP Intro and the Fund Code Definitions provide insight on how to read the STIP. Each approved STIP includes these informational documents.

Projects are identified by a Need ID and name, then list descriptive information, and planned funding according to phase of work, funding source, and federal fiscal year.

## 2018-2021 STIP Surface Transportation Funding Sources

Funding available to the state comes from several funding agencies, most notably the Federal Highway Administration and Federal Transit Administration. The state receives several categories of funding from each of these agencies. Each category (often referred to as fund codes) have distinctive rules for project eligibility, match ratios, and other programming factors. The following descriptions address the most significant of these categories, and

In the project tables we've identified these apportionment assignments. These apportionment assignments describe the apportionment categories of funds. The proportion not paid

### Fund Code Descriptions

**3PF (Third Party Funds)** – Funds matching funds.

**AC (Advance Construction)** – Funds of the FHWA, allows the state to begin a project prior to the availability of federal funds. This tool allows the state flexibility

**ACC (Advance Construction)** – Funds to begin a project prior to the availability of federal funds.

### Project Programming in the STIP

The STIP is made up of projects, divided into phases, scheduled according to the time estimated to accomplish each phase and the funding needed to complete it. Each funding source has different requirements or objectives, so the final selection of projects for the STIP depends on the available funding.

Each of these phases may involve anywhere from a few months to many years to complete. Some projects require all of these phases, while others may need only design and construction phases. In addition, depending on the complexity of the project, each phase may consist of a number of intermediate stages. The life of a project, from identification to completion may range from a few months (rare) to many years.

**Multi-Phase, Phase 0**

**Miscellaneous/Other, Phase 9**

**Statewide Planning and Research, Phase 8**

**Design (Preliminary Engineering), Phase 2**

**Right of Way, Phase 3**

**Construction, Phase 4**

**Utilities, Phase 7**

# 2018-2021 Public Comment

Public Comment is open January 29 - March 16, 2018 at 5:00 pm AKST.

For all comments, please include your name, organization (if applicable), and project name. The STIP section accepts, reviews, and responds (when appropriate) on all comments received. We kindly ask that you please keep comments courteous and professional as they will be posted on the DOT&PF STIP website.

**Comment by email**

**[dot.stip@alaska.gov](mailto:dot.stip@alaska.gov)**

**Comment by mail**

AK Department of Transportation & Public Facilities  
Division of Program Development, STIP Office  
PO BOX 112500  
Juneau, AK 99811-2500

**Comment by fax**

(907) 465-6984

Call the STIP office if you have questions at (907) 465-4070 or Toll Free at 1(888) 752-6368. Persons with a hearing impairment can contact the department by dialing Alaska Relay at 711 and asking the communication assistant to call the telephone number listed. We are also able to offer, upon request, reasonable accommodations for the special needs related to disabilities.



# Contact Information

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