




Alaska Department of Transportation & Public Facilities **Statewide Transportation Improvement Program and Airport Improvement Program Funding**

John Binder, Deputy Commissioner
Mary Siroky, Deputy Commissioner
Marie Heidemann, Statewide Planning Chief

April 4, 2019

Our mission is to **Keep Alaska Moving** through service and infrastructure.

An aerial photograph of a highway construction project in Anchorage, Alaska. The image shows a multi-lane highway with a newly constructed overpass. The surrounding area includes industrial buildings, parking lots, and a cityscape in the distance. Snow-capped mountains are visible in the background under a clear sky. The text "Statewide Transportation Improvement Program (STIP)" is overlaid in the center of the image.

Statewide Transportation Improvement Program (STIP)

Newly Constructed 76th/Lore Overpass on Seward Highway in Anchorage, fall 2017. Photo by Jonathan Tymick, Alaska DOT&PF

4/04/2019





Overview

Transportation Funding in Alaska

FAST Act – Federal Transportation Funding

Statewide Transportation Improvement Program (STIP)

STIP Project Selection and Programming

STIP Tools



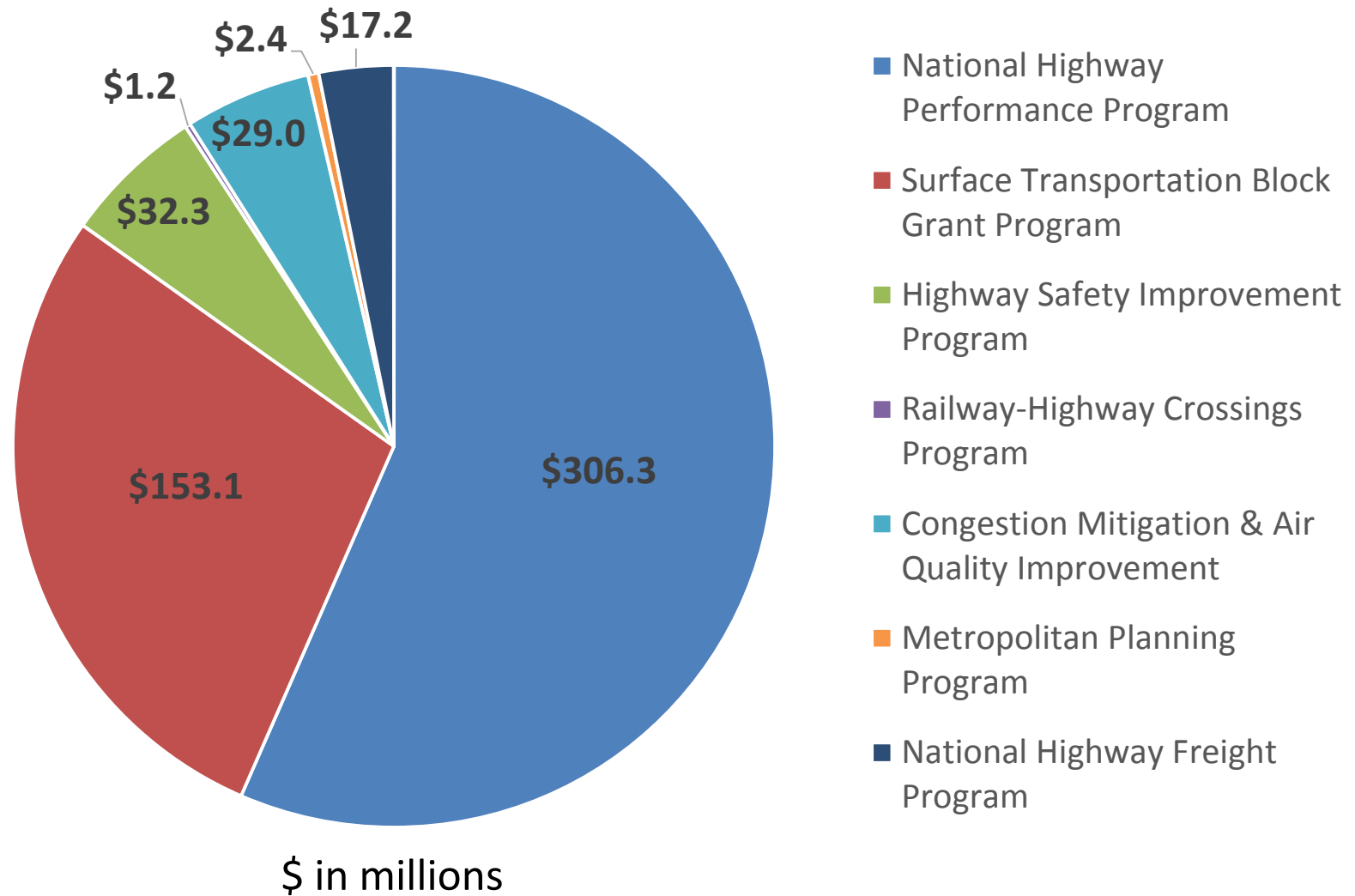
Transportation Funding in Alaska

\$1:~\$5 Highway Trust Fund return

Reliant on federal funds

Lowest state gas tax in the country

2019 FAST Act Funding for Alaska





FAST Act

- **New formula based National Freight Program to support highway freight movement (AK averages \$16M annually)**
- **Continues several dedicated programs:**
 - Ferry Boat Program
 - Transportation Alternatives
 - Federal Lands Access Program
 - Tribal Transportation Program
- **Continues Performance Based Management**
 - Targets set for safety, pavement and bridge condition, congestion, and more



FAST Act

Large rescission of apportionment scheduled for July 2020, restricts flexibility

FAST Act expires in September 2020

Congress needs to pass a new transportation bill or extension prior to October 1, 2020 for the federal transportation program to continue

Statewide Transportation Improvement Program (STIP) ⁽¹⁾

- Statewide Transportation Improvement Program
- Federally required in order to spend federal highway funds
- Approved by Federal Highway Administration (FHWA) and Federal Transit Administration (FTA)
- *Must* include all FHWA and FTA funded projects
- *May* include non-federally funded projects



The screenshot shows the official website for the Alaska Statewide Transportation Improvement Program (STIP). The header features the Alaska Department of Transportation and Public Facilities logo and the title "STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)". A navigation bar includes links for Travel, Business, News and Social, Projects, and About Us. Below the navigation bar is a large banner image of a moose on a road. The main content area welcomes visitors to the STIP and provides a brief overview of the program. A sidebar on the right lists recent news and events, including the opening of the Community Transportation Program application period and the approval of the 2019-2022 TIP. At the bottom, there are links to search the STIP and view a project map.

Alaska Department of Transportation and Public Facilities
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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Travel Business News and Social Projects About Us

You are here: DOT&PF > Program Development > Capital Improvement Program > STIP

STIP Home STIP Plans Needs & Projects Resources/Maps Plans & Regulations Contact

Welcome to the Alaska DOT&PF STIP

The Alaska Statewide Transportation Improvement Program (STIP) is the state's four-year program for transportation system preservation and development. It includes interstate, state and some local highways, bridges, ferries and public transportation, but does not include airports or non-ferry-related ports and harbors. It covers all system improvements for which partial or full federal funding is approved and that are expected to take place during the four-year duration of the STIP.



2018-2021 STIP - Official Copy (7MB)

STIP News, Highlights & Events

Community Transportation Program Application Period Open
Due May 15, 2019

AMATS 2019-2022 TIP
Approved and Incorporated
February 27, 2019

What is the STIP: How to Understand the 2018-2021 STIP

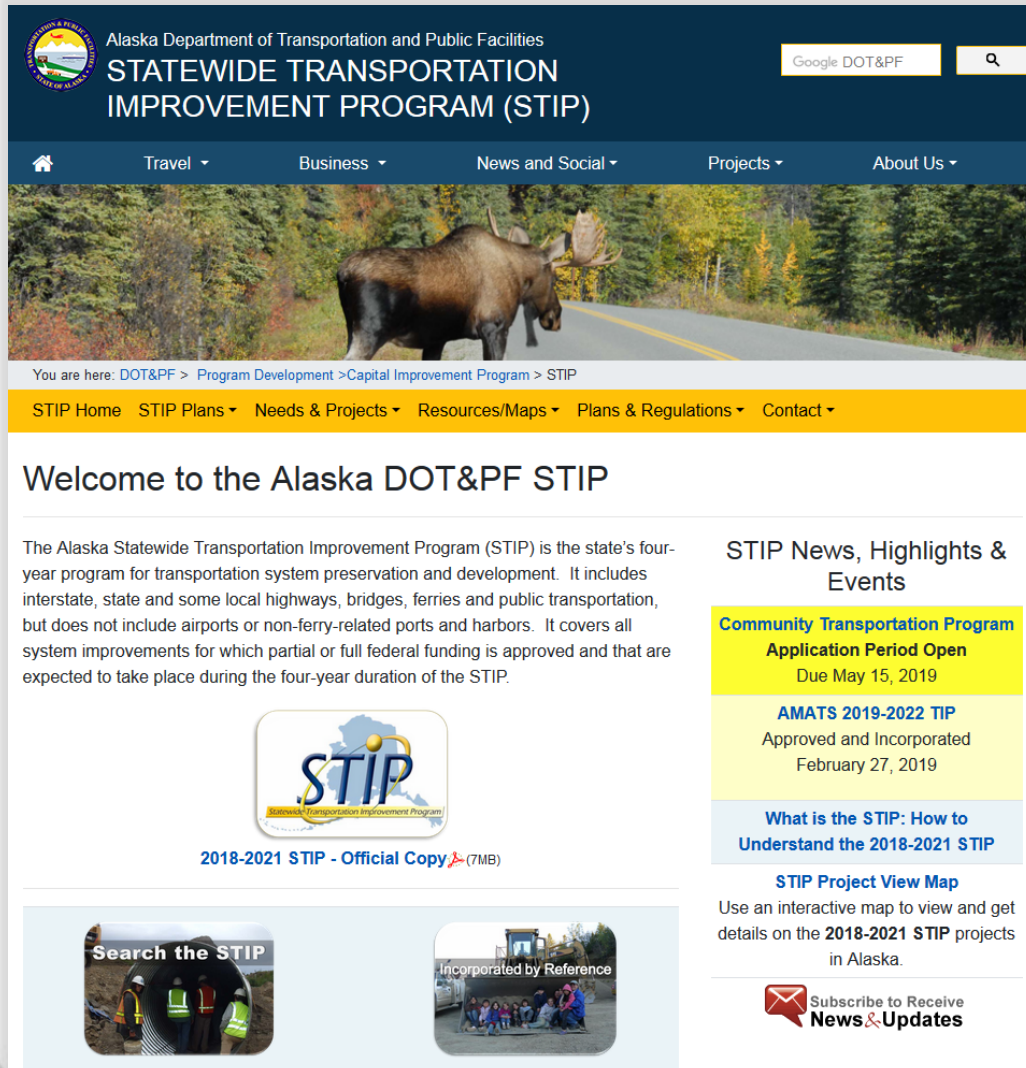
STIP Project View Map
Use an interactive map to view and get details on the 2018-2021 STIP projects in Alaska.

Search the STIP

Incorporated by Reference

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Statewide Transportation Improvement Program (STIP) (2)



The screenshot shows the homepage of the Alaska Department of Transportation and Public Facilities (DOT&PF) Statewide Transportation Improvement Program (STIP). The header features the DOT&PF logo, the program name, a search bar, and navigation links for Travel, Business, News and Social, Projects, and About Us. A banner image shows a moose on a road. Below the banner, a breadcrumb trail reads: You are here: DOT&PF > Program Development > Capital Improvement Program > STIP. A secondary navigation bar includes links for STIP Home, STIP Plans, Needs & Projects, Resources/Maps, Plans & Regulations, and Contact. The main content area is titled "Welcome to the Alaska DOT&PF STIP" and contains a paragraph describing the STIP as a four-year program for transportation system preservation and development. To the right, there is a section for "STIP News, Highlights & Events" with a yellow box for the "Community Transportation Program Application Period Open" (Due May 15, 2019), a yellow box for "AMATS 2019-2022 TIP" (Approved and Incorporated February 27, 2019), a blue box for "What is the STIP: How to Understand the 2018-2021 STIP", and a link for "STIP Project View Map". Below the map link, it says "Use an interactive map to view and get details on the 2018-2021 STIP projects in Alaska." At the bottom, there is a red envelope icon for "Subscribe to Receive News & Updates".

Alaska Department of Transportation and Public Facilities
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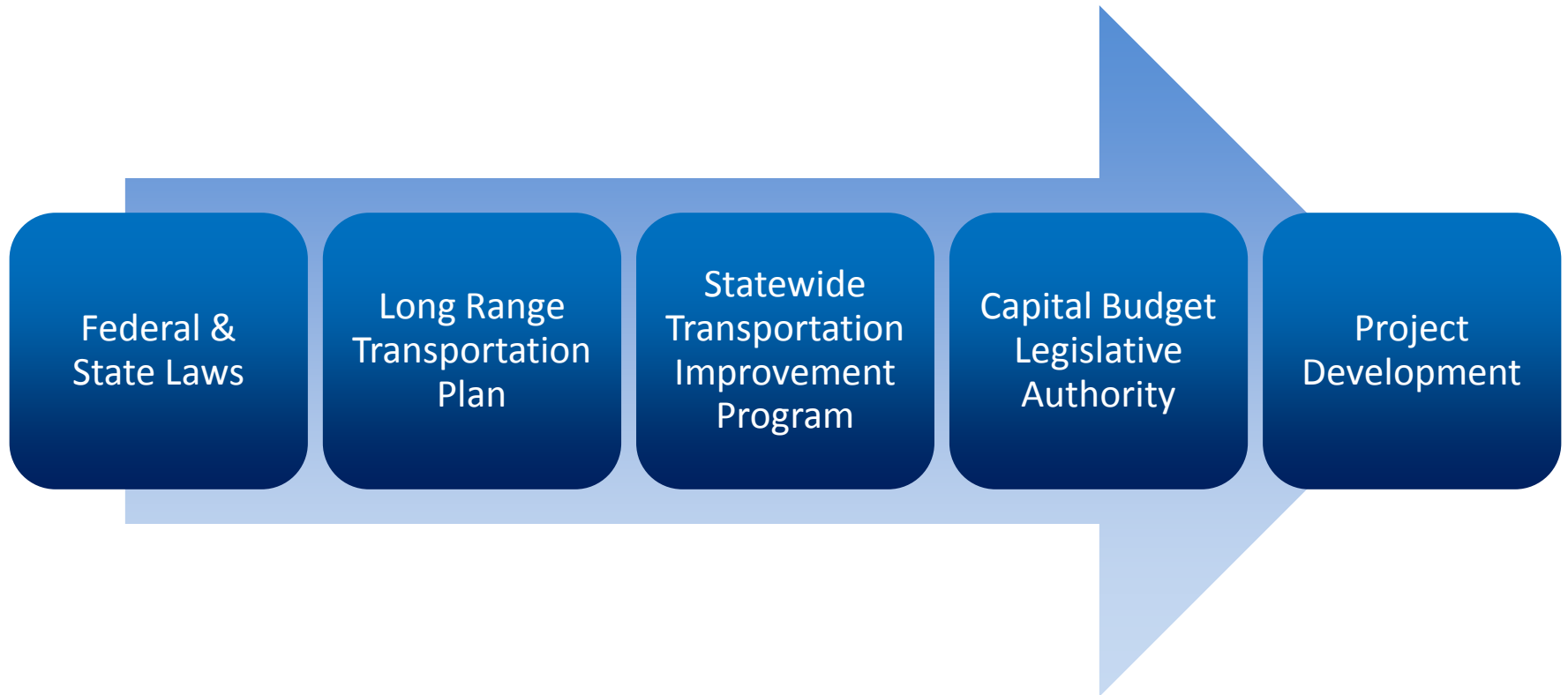
STIP Project View Map
Use an interactive map to view and get details on the 2018-2021 STIP projects in Alaska.

Subscribe to Receive News & Updates

- Must be fiscally constrained
- Public information document with defined involvement process
- Covers a period of at least four years
- Changes by ***amendment*** or ***administrative modification*** due to give and take of project schedules and estimates
- Each funding type has unique eligibility requirements

dot.alaska.gov/stip

STIP Project Selection



National Highway Performance Program Project Selection

- National Highway Performance Program (NHPP) funds must be used on the National Highway System (NHS)
- NHS routes are primarily state owned and maintained
- Projects are now being scored; data informed project selection
- Considerations include safety, bridge condition, pavement condition, traffic, and unique benefits



Highway Safety Improvement Program Project Selection

- Highway Safety Improvement Program (HSIP) focus is to reduce major injuries and fatalities using proven solutions
- Projects ranked using Benefit-Cost Analysis
- Must select projects where documented safety issues exist
- FAST Act restricts these funds to infrastructure improvements (no longer education, enforcement, or emergency response)

HSIP Purpose:

To construct highway improvements that maximize lives saved and major injuries eliminated per dollar spent.



HSIP Tunnel Vision

Other DOT&PF program funds address a wide variety of transportation needs. In contrast, HSIP funds are targeted single-mindedly at saving lives and reducing major injuries

Surface Transportation Block Grant Eligibility (STP)

Title 23 Section 133

- Construction of:
 - Highways, bridges, tunnels
 - Ferry boats and terminals
 - Transit capital projects under Title 49
 - Infrastructure-based intelligent transportation systems (ITS) improvements
 - Truck parking facilities
- Operational improvements/capital and operating costs for traffic monitoring, management, and control facilities
- Environmental measures
- Highway and transit safety infrastructure improvements
- Protection for bridges (seismic, scour, security etc.)
- Surface transportation planning programs



*Culvert installation on Homer East End Road.
Photo by Shaun Combs, Alaska DOT&PF*

Community Transportation Program Project Selection

- The Community Transportation Program (CTP) is a competitive program for communities to nominate projects for funding
- Uses Surface Transportation Block Grant Program (STBG/STP) funding
- Projects are scored through a Project Evaluation Board (PEB)
- Call For Projects open now
 - Remote
 - Urban and Rural

2020-2023
CTP Project Scoring Criteria

Remote Projects Criteria			
Scoring Criteria			
Standards	(5)	(3)	
7. Public support.	Project has a resolution of support from the local elected body* and is identified as a high priority project in state, tribal, or local plans.	Project has a resolution of support from local elected body* and nominally supported in official state, tribal, or local plans.	Project supply body
Weighting: 3			
*Resolution is only required in areas/communities represented by locally elected body. If not, a public record of support is required and any monetary commitments at the time of nomination. Capital Improvement Program (CIP) and similar lists adopted by the community must include documentation for which the sponsor would like to have considered as a 'plan' must include documentation.			
8. Environmental approval readiness.	Environmental approval complete; or Environmental approval likely with a categorical exclusion (CE) document.	Environmental approval likely with Environmental Assessment (EA).	Environmental approval likely with Environmental Statement
Weighting: 2			
Environmental documentation must follow FHWA guidelines as explained in explanation of scoring criteria.			
9. Will project provide new and/or improved access to the noted uses: ferry terminals, airports, subsistence sites, or river/ocean access?	New access to two or more uses = 5.	New access to one = 3; Improved access to two or more = 2; Improved access to one of listed uses = 1.	
Weighting: 2			

Transportation Alternatives Program Project Selection

- The Transportation Alternatives Program (TAP) is a federally-required competitive program
- Funds biking and walking improvements, Americans with Disabilities Act improvements, environmental mitigation, etc.
- Project Evaluation Board met March 27th
- Final project awards will be announced in April

TAP (TRAALK) Projects Criteria			
Scoring Criteria			
Standards	(5)	(3)	
5. Public support. <ul style="list-style-type: none"> • Resolution • Project Support • Commitments Weighting: 4	Project application includes a resolution of support from the local elected body* and is identified as a high priority project in state, tribal, or local plans.	Project application includes a resolution of support from local elected body* and nominally supported in official state, tribal, or local plans.	Project application includes resolution of support from local elected body* Project includes state, tribal, or local plans.
<i>*Resolution is only required in areas/communities represented by locally elected body. For those not represented by a locally elected body, a public record of support is required. Capital Improvement Program (CIP) and similar programs are considered as a resolution. Any document for which the sponsor would like to have considered as a public involvement.</i>			
6. Project bridges gap or removes barrier between existing trail systems or provides interpretive area for a scenic or historic site. Weighting: 4	Project provides an important connection near a school, transit facility, or other important community center (bridges a gap, removes a barrier, or provides new interpretive area for a scenic or historic site).	Project provides a modest connection or improves an existing connection (bridges a gap, removes a barrier, or improves existing interpretive area for a scenic or historic site).	No gap or barrier.
In addition to providing new connections, projects that include improvements to accessibility, provide for active friendly routes to everyday destinations requirements or wayfinding are a			

Funding Allocations

- **Funding allocations are provided to the Metropolitan Planning Organizations (MPO)**
 - Anchorage
 - Fairbanks
- **Communities affected by air pollution are eligible to receive Congestion Mitigation and Air Quality (CMAQ) funds**
 - Fairbanks
 - Anchorage/Eagle River
 - Juneau
 - Work guided by State Implementation Plan (SIP) DEC lead



STIP Programming Considerations

- **Can only program the STIP up to expected funding level**
- **Most STIP funding is “use or lose” and cannot be carried over from year to year**
 - Funding for a project must be obligated to secure funding
 - Obligation occurs when a project is certified as meeting all federal requirements and a funding agreement is signed by FHWA
- **In Alaska and nationwide ~30% of projects end up delaying into a later year**
 - Large, controversial projects are at a higher risk of slipping
 - Funding tools such as Advanced Construction (AC) allow some flexibility to pursue additional projects for when projects slip

*Rock truck making hauls in Thompson Pass.
Photo by Maddie Wenzlick, Alaska DOT&PF*

STIP Tools (1)

View Needs
and Active
Projects

Alaska Department of Transportation and Public Facilities
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Search and
create reports
using filters and
sorting tools

**Official
STIP**

View STIP
projects on a
map

dot.alaska.gov/stip

STIP Tools (2)

Alaska Department of Transportation and Public Facilities
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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You are here: DOT&PF > Program Development > Capital Improvement Program > STIP Home > Search the STIP

STIP Home STIP Plans Needs & Projects Resources/Maps Plans & Regulations

Search the STIP

The PDF copy of the 2018-2021 STIP is the only official copy and is the most recently approved revision.



2018-2021 STIP - Official Copy (11mb)

2018-2021 STIP project search - HTML or Excel format

This report has several ways to filter projects and allows custom sorting of the results. Links have been provided for detailed project information on active projects. To get the entire STIP in HTML or Excel, leave filters blank and preferences and report format before hitting the "Submit" button.

1) Search and create reports using filters and sorting tools

Alaska Department of Transportation and Public Facilities
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Search Search
DOT&PF State of Alaska

Home Travel Business News and Social Projects About Us

You are here: DOT&PF > Program Development > Capital Improvement Program > STIP Home > Search the STIP > 2018-2021 STIP Project Search

STIP Home STIP Plans Needs & Projects Resources/Maps Plans & Regulations Contact

STIP 2018-2021 Tabular Search

Choose one or more filters, then further customize by choosing one or more sorting options (default is by Need ID). Please note: The PDF of the 2018-2021 STIP is the official copy and is current as of the most recently approved revision.



2018-2021 STIP - Official Copy (11MB)

Filters

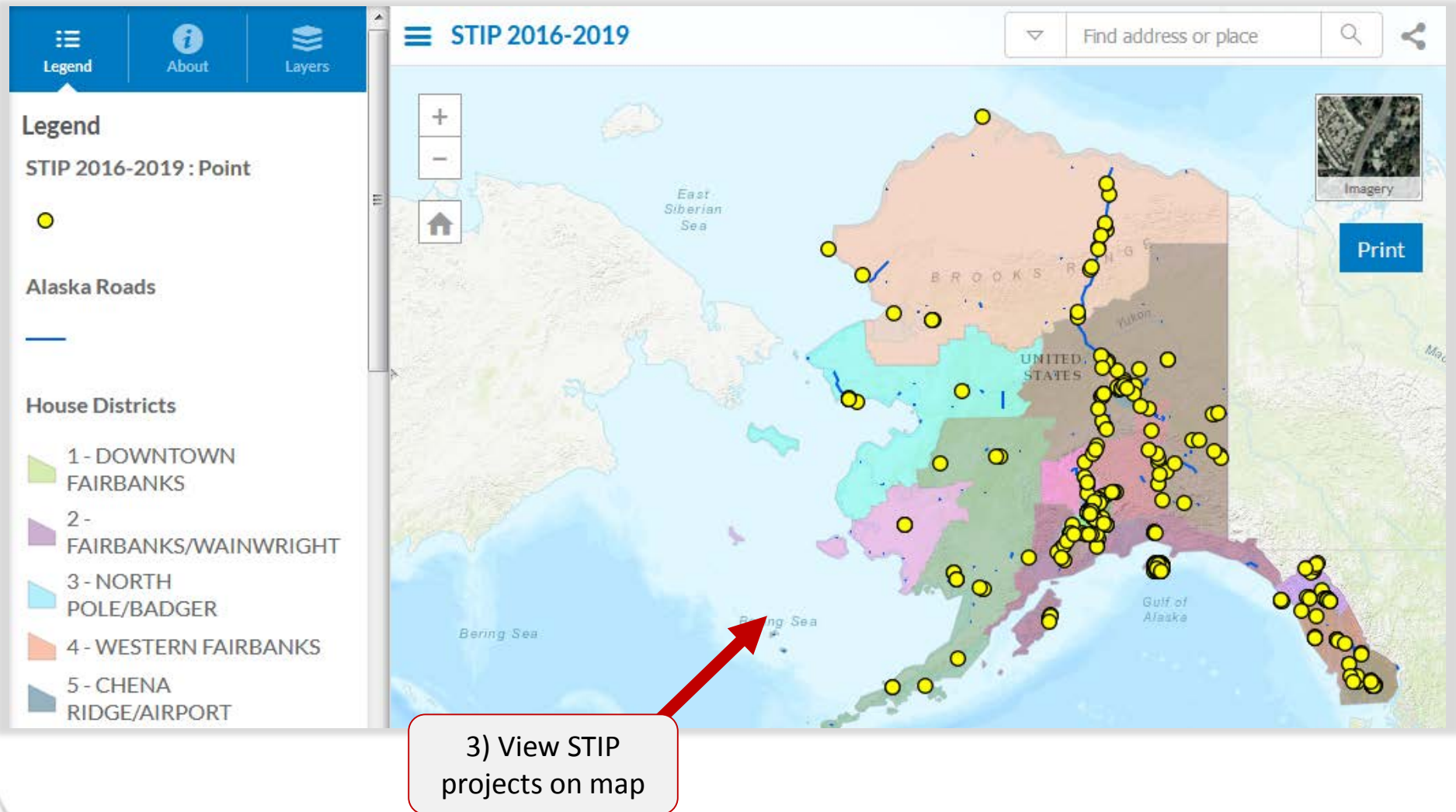
Region: Highway: Borough/Census Area: 2013 Election District: Program: Primary Work Type: Function: Bridge Number: Special Category: Project Need ID:

Sort by

Primary Sort Level	Secondary Sort Level	Third Sort Level
<input checked="" type="radio"/> Need ID	<input checked="" type="radio"/> Need ID	<input checked="" type="radio"/> Need ID
<input type="radio"/> Region	<input type="radio"/> Region	<input type="radio"/> Region
<input type="radio"/> Highway	<input type="radio"/> Highway	<input type="radio"/> Highway
<input type="radio"/> Place Name	<input type="radio"/> Place Name	<input type="radio"/> Place Name
<input type="radio"/> Borough / Census Area	<input type="radio"/> Borough / Census Area	<input type="radio"/> Borough / Census Area
<input type="radio"/> Program	<input type="radio"/> Program	<input type="radio"/> Program
<input type="radio"/> Election district	<input type="radio"/> Election district	<input type="radio"/> Election district

2) Apply filters to narrow search results

STIP Tools (3)



Notable Upcoming STIP Projects

Richardson Highway Access Improvements 353-357

Tentative Advertise March 2019

\$25.6M

Construction

Kenai Beaver Loop Road Improvement and Pathway

Tentative Advertise April 2019

\$11.7M

Construction/Utilities

HSIP: Palmer-Wasilla, Center Left Turn Lane Widening

Tentative Advertise April 2019

\$10-20M

Construction/Utilities

Seward Highway 100-105 Improvements

Tentative Advertise May 2019

\$30.1M

Construction

Alaska Peninsula Highway Bridges

Tentative Advertise May 2019

\$7.4M

Construction

Juneau Glacier Highway Improvements

Tentative Advertise September 2019

\$13.5M

Construction

Parks Highway, Pittman to Big Lake

Tentative Advertise November 2019

\$44.5M

Construction/Utilities

Dalton Highway 362-414 Reconstruction

Tentative Advertise November 2019

\$26M

Construction

Richardson Highway. Photo by Shelly Potter, Alaska DOT&PF



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A photograph of a U.S. Coast Guard C-130 aircraft in flight, viewed from below. The aircraft is white with red and grey markings, including a star on the tail. It is flying over a coastal town with buildings and a rocky shoreline in the foreground. In the background, there are large, rugged mountains under a sky filled with white and grey clouds. The text "Airport Improvement Program (AIP)" is overlaid in the center of the image.

Airport Improvement Program (AIP)

U.S. Coast Guard C-130 departing Sitka Airport. Photo by Vaughn Morrison, Alaska DOT&PF

AIP for DOT&PF Airports in FFY'18

FAA airport capital improvement project funding for DOT&PF program (~\$188.8M)

- **Cargo Entitlement (\$12.0M)**
 - Earned by airports with more than 100 million pounds landed weight
 - **Primary Passenger Entitlement (\$34.6M)**
 - Earned by airports with more than 10,000 passengers (enplanements) and scheduled commercial service
 - **Non-Primary Passenger Entitlement (\$14.1M)**
 - Earned by airports with fewer than 10,000 passengers annually
 - **State Apportionment (\$22.1M total less Muni Sponsors = \$16.1M)**
 - An area/pop. formula used after cargo/passenger entitlements calculated
 - **Alaska Supplemental (\$21.3M total less Muni Sponsors = \$14.1M)**
 - Congressional allocation based on 1980 formulas
 - **Discretionary (\$123.3M less Muni Sponsors = \$108.3M)**
 - What remains – divided among 50 states
- *Supplemental Discretionary (\$10.0M less Muni Sponsors = \$0.0M)
- Special additional federal GF appropriation – Projects Selected by FAA

AIAS Capital Funding

Airport Improvement Program (AIP)

FFY2018

	<u>Discretionary</u>	<u>Entitlements</u>	<u>Total</u>
ANC	\$40.4M	\$15.9M	\$56.3M
FAI	\$0.0M	\$1.3M	\$1.3M

Anticipated FFY2019

	<u>Discretionary</u>	<u>Entitlements</u>	<u>Total</u>
ANC	\$32.7M	\$15.3M	\$48.0M
FAI	\$0.0M	\$2.2M	\$2.2M

* State match requirement: ANC – 12.24%, FAI – 6.25%

AIP Rural System Funding FFY'15 through FFY'18

Federal Capital Funding

- Rural System AIP annual average
FFY'15 -'17 = \$138.2M
- FFY'18 AIP = ~\$130.8M

Rural Airport System State Match Required

- Generally 6.25% of project eligible costs
- A few Essential Air Service airports in designated economically distressed communities qualify for a 5% match of project eligible costs
- Annual airport match ~\$11M

Midnight sun shines on lighted X for Galena Airport closure.
Photo by Larissa Figley, Alaska DOT&PF



Airport Project Evaluation Board (APEB)

Board Members

- Deputy Commissioner, Regional Planning Chiefs, SWA Division Manager, AIP Program Manager

Project Evaluation Board Process

- Needs list development – conducted by regional planners
- Project nominations to the board
- Project scoring – criterion for airports (16) / buildings (8)
- Regular review

Airport Spending Plan Development

- Multi-year rolling plan

*David McAdoo, Statewide DES Engineering Assistant, inspects the surface of the Atka runway, September 2018.
Photo by John Orbistondo, Alaska DOT&PF*



Thank You

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