



# The Statewide Transportation Improvement Plan (STIP) & The Public Participation Process

**ABSTRACT:** As the State of Alaska evaluates budgets there has become more and more discussions regarding the STIP and public involvement, how do we program the STIP, and how do we get projects into the STIP. The STIP is 4-year fiscally constrained plan that is required by both federal and State regulations. The STIP provides the public, as well as the FHWA and FTA with where Department intends to program our federal funding over the next 4 years.

## ■ BACKGROUND & FACTS

The STIP is required under 23 USC 135 and 23 CFR 450.218 and 17 AAC 05.155. The STIP is a 4-year plan that is updated at least every three years to comply with State regulations. The STIP includes all federally funded surface transportation projects within the State's boundaries. It must include all regionally significant projects that require an action from the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA). All projects in the STIP must be consistent with the DOT&PF long range transportation plan, the Anchorage Metropolitan Area Transportation Solutions (AMATS) and the Fairbanks Area Surface Transportation (FAST) planning long range metropolitan transportation plans.

The STIP must be fiscally constrained. This means the project's financial requirements cannot exceed the amount of funding that can reasonably be anticipated to be available for each fiscal year.

Failure to comply with federal regulations and requirements will jeopardize federal funding for transportation infrastructure in Alaska.

## ■ THE PUBLIC PARTICIPATION PROCESS

The STIP must be developed with a 45-day public comment period. Amendments require a 30-day public comment period. The STIP is developed in compliance with 23 CFR 450.210 and 17 AAC 05.160. The STIP and any Amendment must be jointly approved by FHWA and FTA after all public comments have been addressed and incorporated into the final document.

The STIP and STIP Amendments are noticed in newspapers distributed statewide, the DOT&PF website, and through the State of Alaska's email notification system GOV delivery.

## ■ 2020-2023 STIP

- ❑ **229 projects** – total number of projects in the current STIP, most have multiple development phases (design, ROW, construction, etc.).
- ❑ **\$2.7B total programmed** – total amount of funding programmed in the current 4-year STIP. This averages out to over \$680M per year.
- ❑ **38 Fund Codes** – total number of funding codes that are used in the STIP to provide funding information on projects in the STIP. FHWA provides the annual apportionment of funding to DOT&PF in seven different categories (ex. STBG, NHPP, CMAQ, etc.) – each with different funding amounts, match requirements, and eligibilities.

The STIP programs between \$500-600M of FHWA funding for surface transportation improvement projects annually (ex. highways and roads, ferries, bridges, etc.). There is also another \$40-50M of FTA grants for the Alaska Railroad Corporation, Anchorage and Fairbanks Transit, and rural community transit program grants.

## IMPORTANT NOTES

- ❑ FHWA requires establishment of performance measures and targets. The Transportation Asset Management Plan has established funding thresholds for Alaska DOT&PF for pavement and bridges in Alaska.