



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

David Post  
Anchorage Field Office  
October 23, 2018



# What is the STIP?

- **S**tatewide **T**ransportation **I**mprovement **P**rogram
- Spending program for Federal Highway funds
- Required by federal law
- 4 yr spending program for Federal Highway funds
- **Must be fiscally constrained**



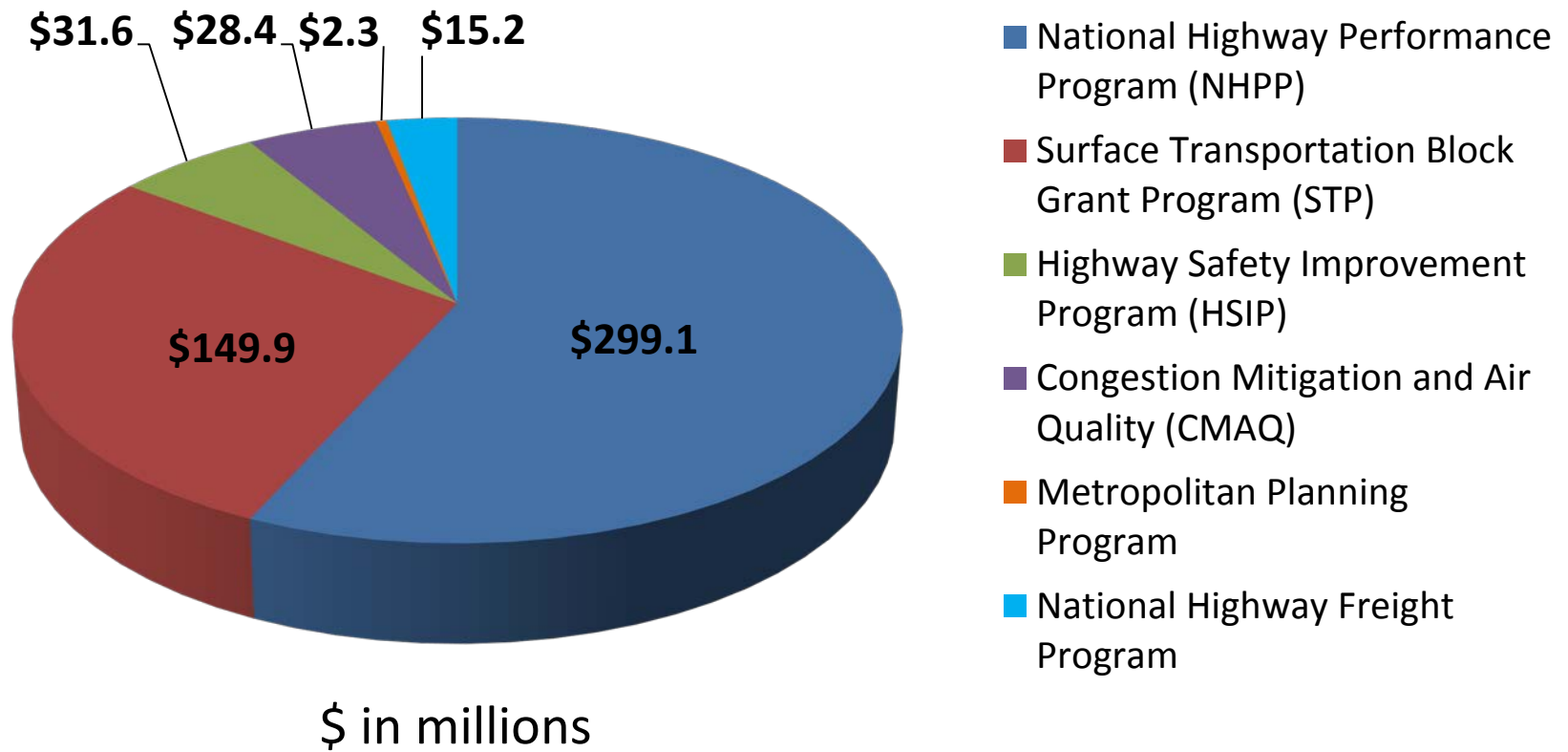
# FAST Act

## **Funding Certainty for Five Years (2020)**

- Congress passed FAST Act in December 2015
- Modest increase in total funding levels
  - Initial 5% FHWA increase and 16% FTA increase from 2015 to 2016, then 2% annual increases
- \$2.65 billion in FHWA apportionments to Alaska over five years
  - Averages \$531 million annually
- \$268 million in FTA apportionments to Alaska over five years
  - Averages \$53.6 million annually



# 2018 FAST ACT Funding for Alaska

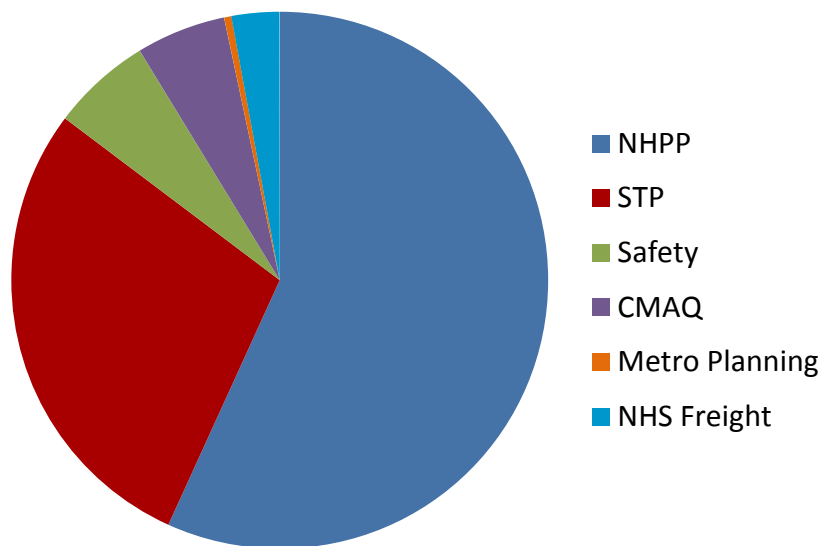


\*Currently the federal government is operating under a Continuing Resolution for 2018

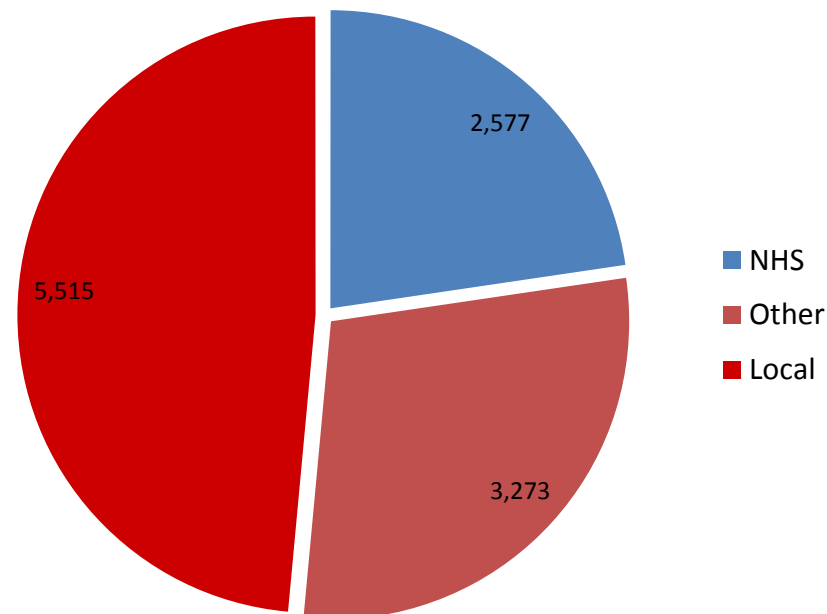


# FAST ACT Emphasis is to NHS

**Federal-aid Funds**



**Miles of Road**

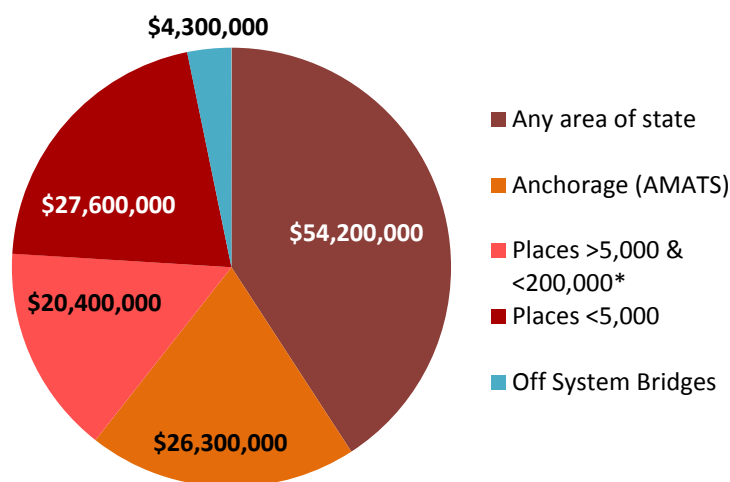


**23% of Road Miles Garner Majority of Federal-aid Funding**



# Surface Transportation Program (STP)

## STP Funds



\*Fairbanks, Juneau, Soldotna, Ketchikan, Kodiak, Sitka, Palmer & Wasilla

- **Virtually all of flexible STP funding is dedicated to Pavement and Bridge Rehab Programs (mostly 1R projects) and other required work items (40% of total STP)**
- **20% of the STP funds allocated to communities greater than 200,000 (Anchorage/AMATS)**
- **7% dedicated to FMATS**
- **Roughly \$40 Million for everything else not on NHS (includes all of CTP & AHS)**

# Community Transportation Program (CTP) Project Selection

- CTP projects are nominated by communities and scored by a Project Evaluation Board
  - Deputy Commissioner, Highways
  - Director, Statewide Design & Engineering
  - Director, Statewide Program Development
  - 3 Regional Directors
- This STIP continues to fund backlog of past CTP and AHS projects
- 2011 was the most recent nomination period

2012 – 2015  
STIP Project Scoring Criteria

Urban and Rural Projects Criteria				
Standards	Scoring Criteria			
	9	7	4	1
<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 has resolution of support from local elected body, OR</li> <li>There is a public record of support if project is located in unincorporated community in unorganized borough.</li> </ul>	<ul style="list-style-type: none"> <li>No resolution of support from Local elected body, OR</li> <li>There is no public record of support if project is located in unincorporated community in unorganized borough.</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>	Environmental approval likely with Environmental Impact Statement.	Environmental approval unlikely.
<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>	Project would be better served by a major reconstruction or longer-term project	N/A
OR				
<b>9b. Deficient width/grade/alignment</b>	Significantly deficient	Moderately deficient w/o	No w/o deficiencies	N/A



# Alaska Highway System (AHS) Project Selection

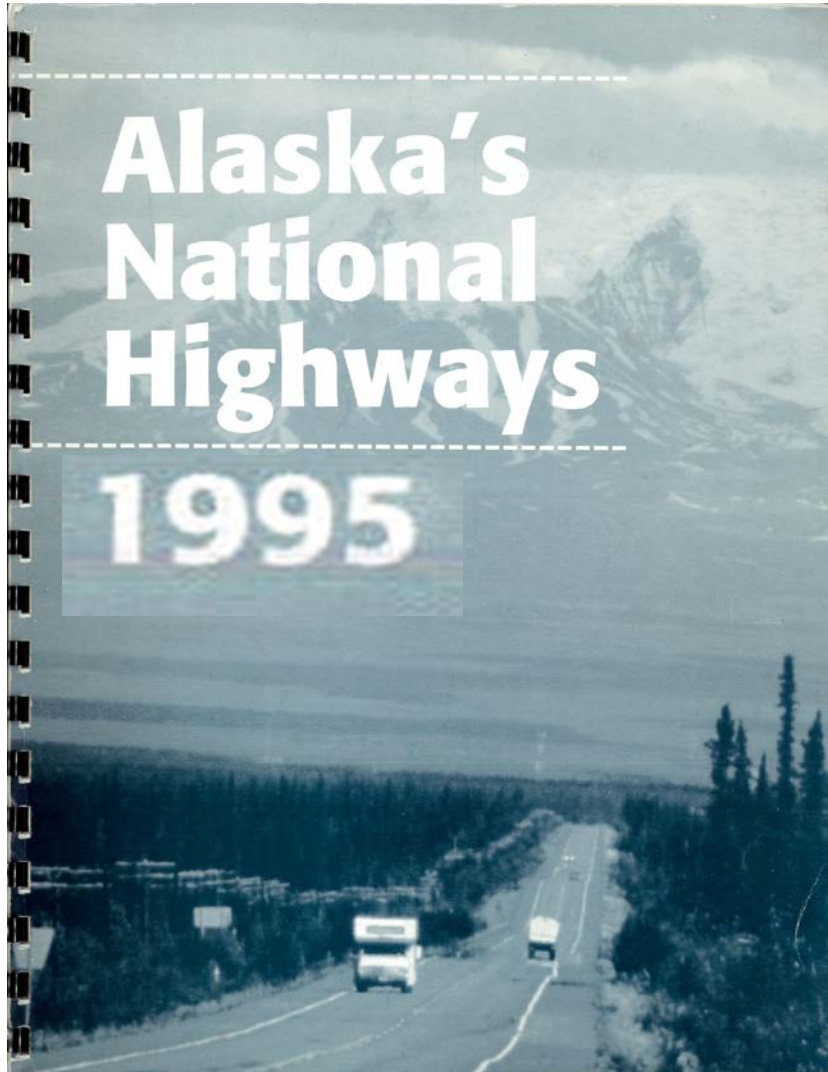
- AHS and CTP utilize the same color of money (STP)
- AHS program was originally created to allow the DOT&PF to direct funds to perform basic improvements to state owned roads that did not have a community advocating for them:
  - Petersville Road,
  - Hope Road,
  - Talkeetna Road,
  - Old Glenn Highway in Butte
- AHS has not relied upon any criteria (considered unnecessary since basic needs)
- AHS has grown significantly in size and many projects exceed basic needs

2012 – 2015  
STIP Project Scoring

Urban and Rural Projects Criteria		
Standards	9	7
7. Public support?	<ul style="list-style-type: none"> <li>• Preponderance 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 fully supported in state, tribal, or local plans.</li> </ul>	<ul style="list-style-type: none"> <li>• Majority 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>
Weighting: 3		
Resolution is only required in areas communities represented by locally elected body		
8. Environmental approval readiness?	<ul style="list-style-type: none"> <li>• Environmental approval complete = 9</li> <li>• Environmental approval likely with Environmental Assessment = 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>
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Weighting: 5 or 0		
OR		
9b. Deficient width/grade/alignment	Significantly deficient	Moderately deficient with



# DOT&PF's NH\$ Project \$election Proce\$\$



- Still working on projects selected in the 90's
  - Glenn Hwy 34-42
  - Glenn Hwy 53-56
  - Glenn Hwy 84-92
  - Seward Hwy 17-22.5
  - Seward Hwy 25-36
  - Seward Dimond to O'Malley
  - Sterling Hwy 45-60
  - Parks Hwy Pittman to Big Lake
  - Northern Region?
  - Southcoast Region?

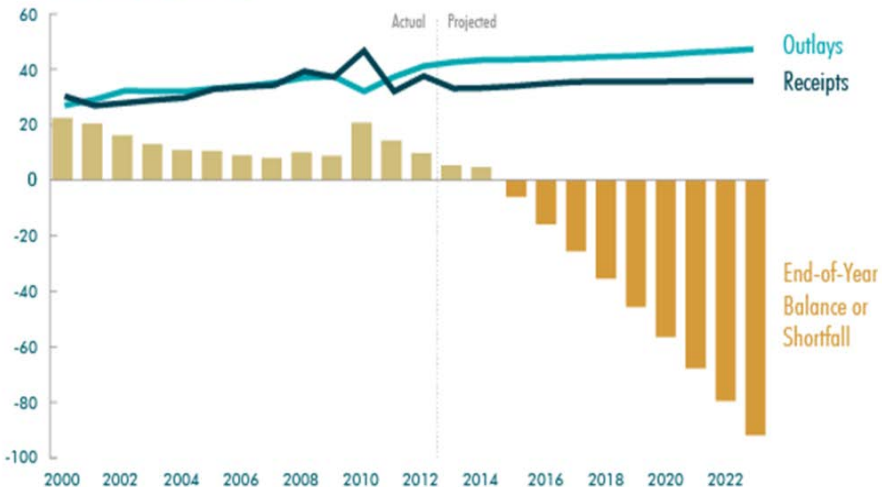
# NHS Project Selection Process\$

## 2000's NHS Selections

- SAFETEA-LU Earmarks\*
- Mega Projects
  - Gravina\*
  - Juneau Access\*
  - Knik Arm Bridge\*
  - H2H
- Safety Corridors
  - Seward 99-105
  - Seward 75-90
  - Knik Goose Bay Road
  - HSIP projects
- ARRA Stimulus
- State GF & GO
- 90's Planned Projects

Cash Flow of the Highway Account of the Highway Trust Fund

Billions of Dollars, by Fiscal Year



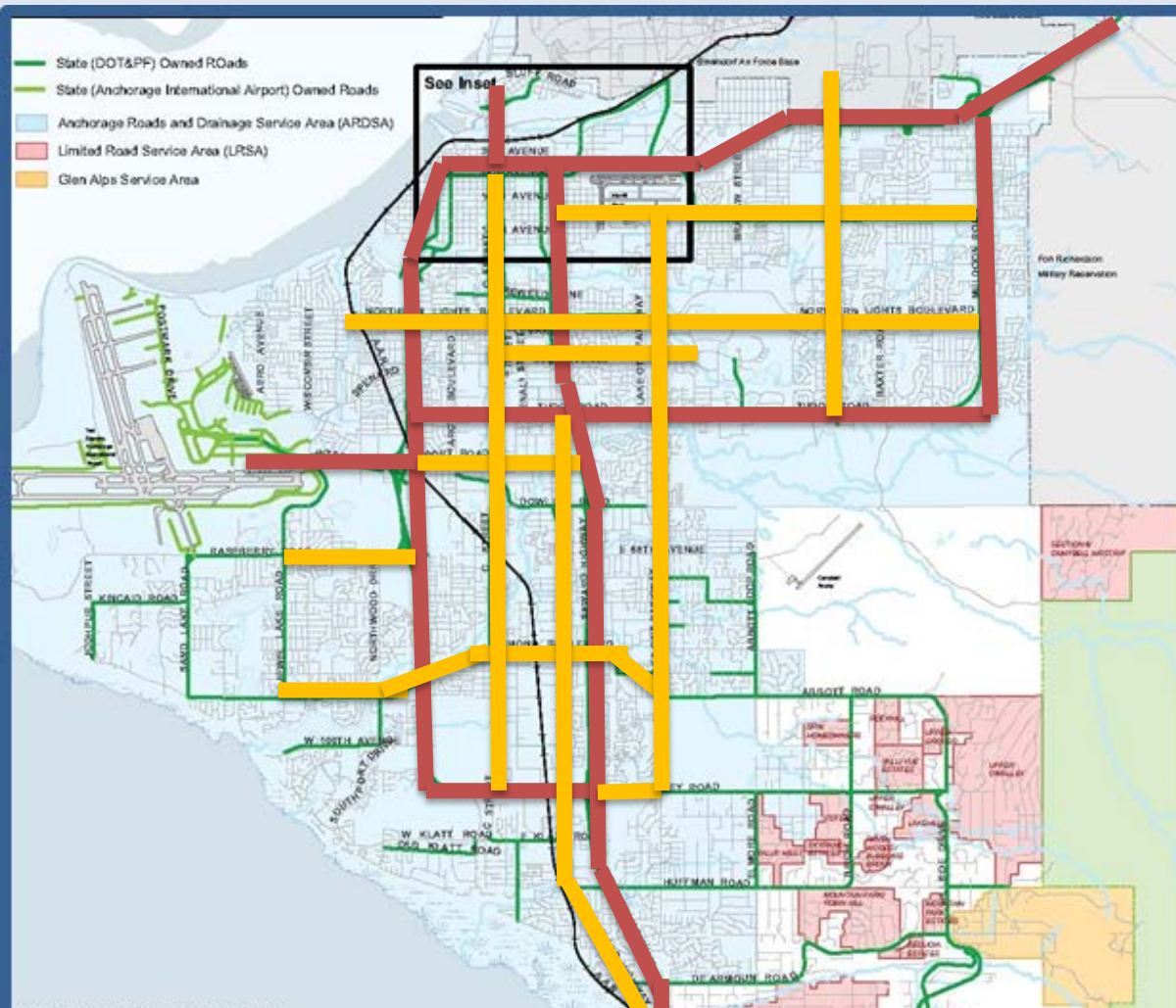
CONGRESSIONAL BUDGET OFFICE

MARCH 2013 • WWW.CBO.GOV/PUBLICATION/43884





# MAP-21 Redefined NHS



- NHS broadened to include all Principal Arterials.
- Added 90 miles (~4%) to Alaska's National Highway System (NHS)
- Greatest change in Mat-Su and Anchorage





# NHS Project Selection Process\$ in the Awkward Teens

- 1990's Planned Projects
- 2000's Safety Corridor
- Mega Projects Stopped
- State GF & GO (til oil↓)
- ARRA repaving on high volume routes
- Map-21 Performance Measures
- Steady turnover in HQ Program Development
- STIP Amendments were slowwww
- Fear of large projects more timetraps

# National Highway Performance Program

- The FAST Act requires performance measures and targets to be established for the NHS related to:  
safety,  
infrastructure condition,  
congestion, system reliability, and freight.
- 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.



# How were Projects Selected for the 2018 -2021 STIP?

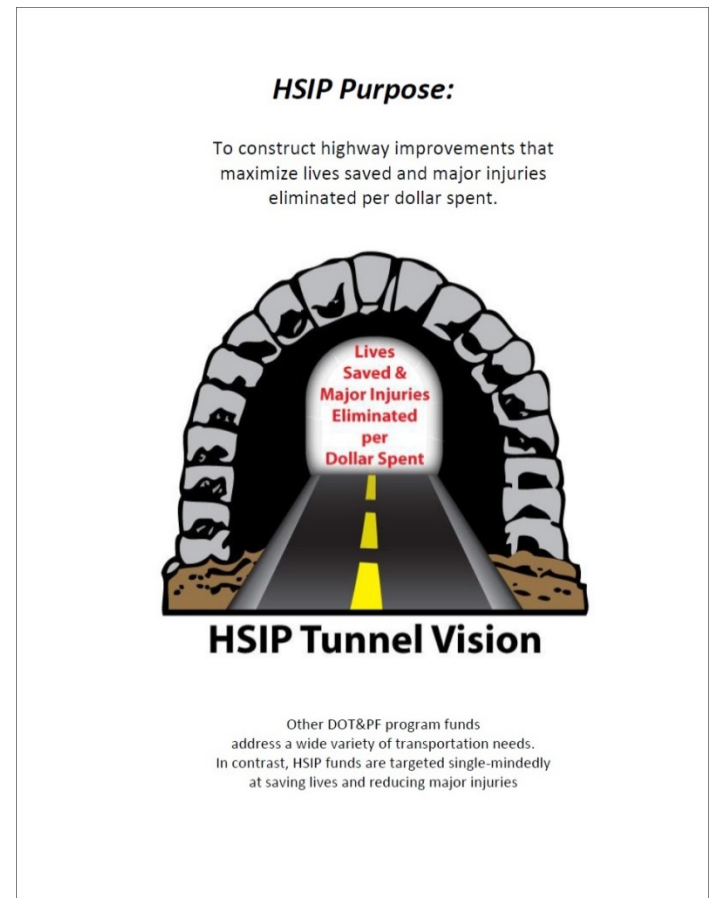
NHS projects scored for the first time!!!!!!!

STIP Criteria Included:	Fed Performance Measure:
■ Bridge condition	Bridge condition
■ Unique benefits	?
■ 2016 Pavement	Pavement condition
■ AADT/Lane	Travel time reliability
■ 2008-2012 Accidents	Fatalities Serious Injuries



# How are Projects Selected for the HSIP?

- Highway Safety Improvement Program (HSIP) ranks projects through Benefit Cost Analysis
- Program must select projects where documented safety issues exist
- Safety issues must be remedied using solutions that have been proven to alleviate such issues
- FAST Act restricts these funds to infrastructure improvements (no longer education, enforcement, or emergency response)



A collage of four images: a construction worker in a yellow hard hat and orange vest, a young man in a green safety vest, a construction worker in an orange hard hat and yellow vest, and a construction worker in a red hard hat and yellow vest.

# NHS Project Selection Process\$ in the Awkward Teens

So, how did Central Region  
do in the 2018-2021 STIP?



# NHS Project Selection Process\$ in the Awkward Teens

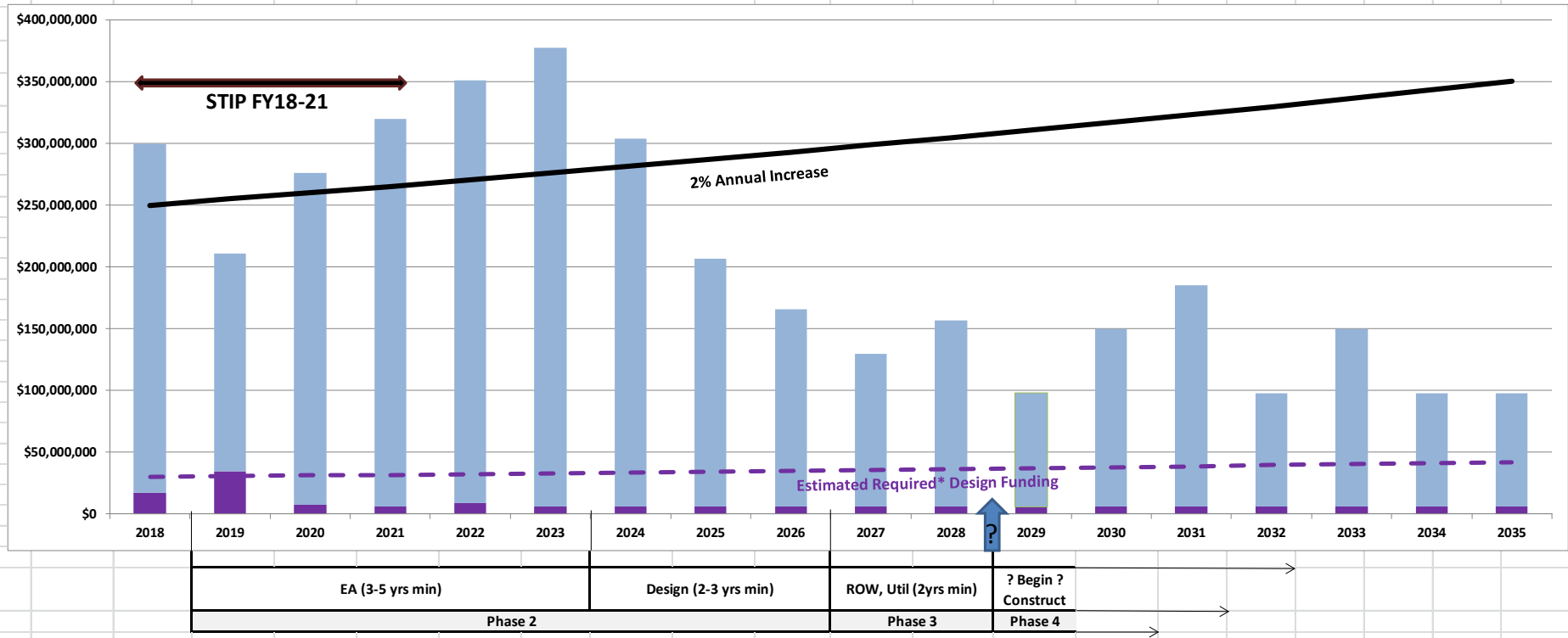
- Expanded Pavement and Bridge Rehabilitation Program
- Minimal Phase 2 design funds after 2020
- No region got large new projects



# NHS Project Selection Process in the Awkward Teens

## CENTRAL REGION 10 YEAR PROJECTION

Does NOT Include HSP



## PROJECT DEVELOPMENT TIMELINE

\* \$15 million annually in design funds are necessary to cover CR Salaries and approximately \$15 million has also been directed to consultant contracts.

# Trying to Feed the Beast with:

## Planning Environmental Linkage Studies:



Seward Hwy Safety Corridor



Parks Hwy Alternate Corridor (Wasilla Bypass)



Hiland and Artillery Interchanges

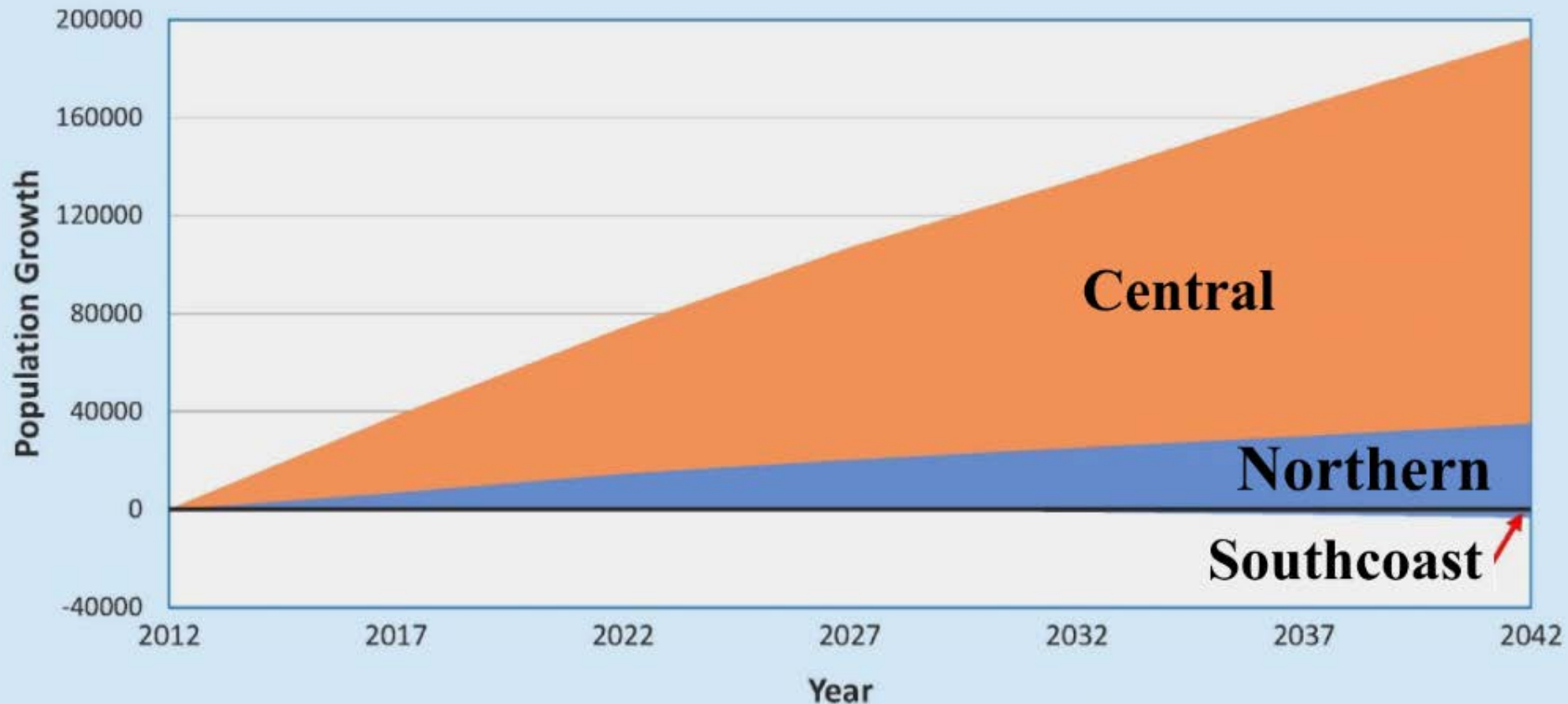


STIP Amendment 3 ?



# Central Region & Growth

- 67% of Alaska's population currently reside in Central Region
- 80% of all future population growth expected to occur in Central Region
- *By 2042, 88% of Alaska's population expected to live in Anchorage, Mat-Su and Fairbanks*





# Building a Better Mousetrap

**How do we make the process more objective, transparent, and focused on needs?**

- Score ALL projects in the STIP and show scores
- Plan for growth, anticipate needs
- Peer review of cost estimates and traffic projections for major projects
- Track plans and programs
- Educate decision makers



# NHS Planning in the Future

- Process will change dramatically
- Need to show how projects support meeting performance targets
- Missing targets has repercussions
- Data driven
- TAMP ten year plan
- Lifecycle costs







Questions?

