



Alaska Department of Transportation & Public Facilities

Statewide Transportation Improvement Program (STIP) Update for House Transportation

Commissioner Ryan Anderson, P.E.

February 29, 2024

What is the Statewide Transportation Improvement Program (STIP)?

- Required under 23 USC 135 and 23 CFR 450.218 and 17 AAC 05.155
- Four-year planning document
- Includes all federally funded surface transportation projects
- Fiscally constrained
- Contains other projects of regional/statewide significance

<https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/statewide-transportation-improvement-program-stip>

TRANSPORTATION & PUBLIC FACILITIES
STATE OF ALASKA

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

2024-2027

Statewide Transportation Improvement Program
(STIP)

STIP
Statewide Transportation Improvement Program

More information at dot.alaska.gov/stip

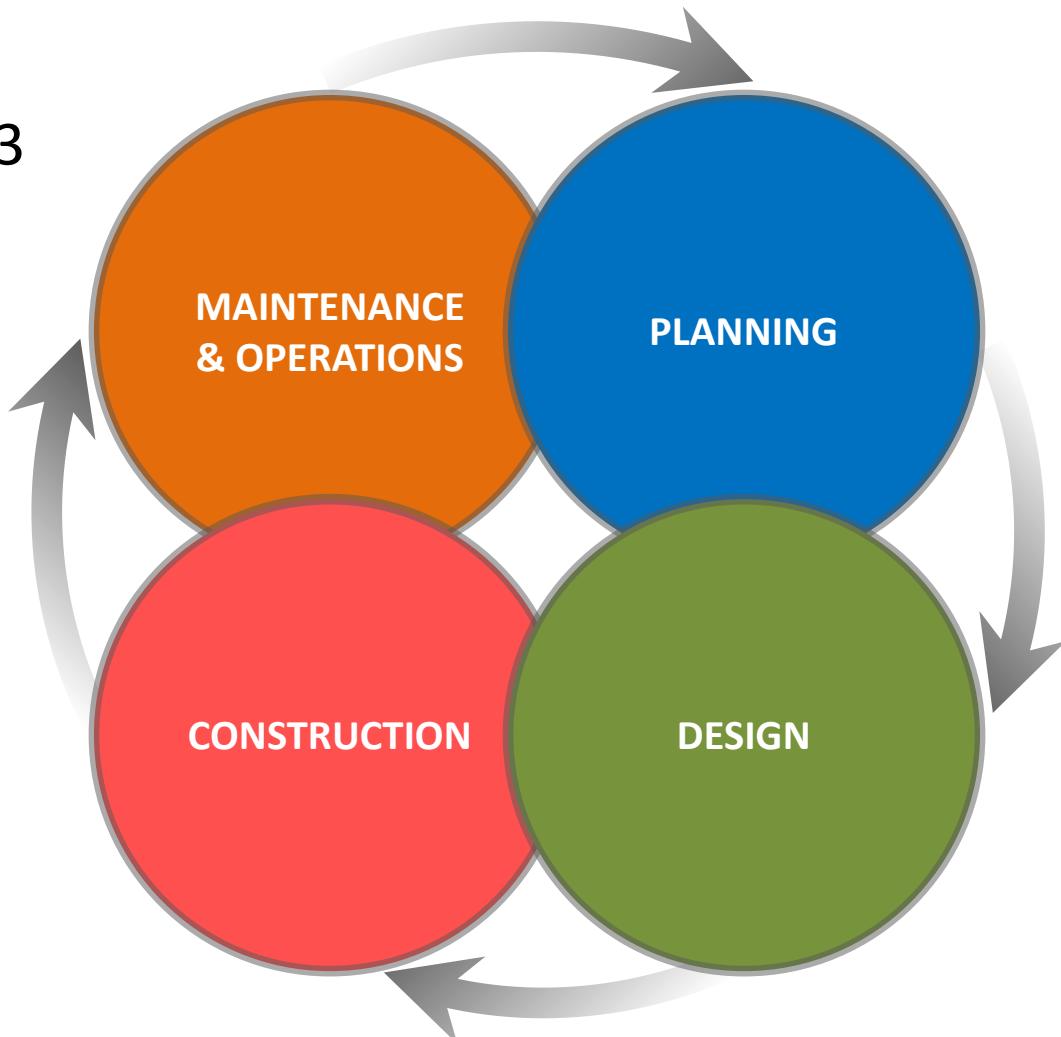
Background photo: View of northern lights through old Knik River Bridge, headlights from new Knik River Bridge.
By Lisa Torkelson, Alaska DOT&PF

[PENDING APPROVAL]

How does the STIP Impact Projects on the Street?

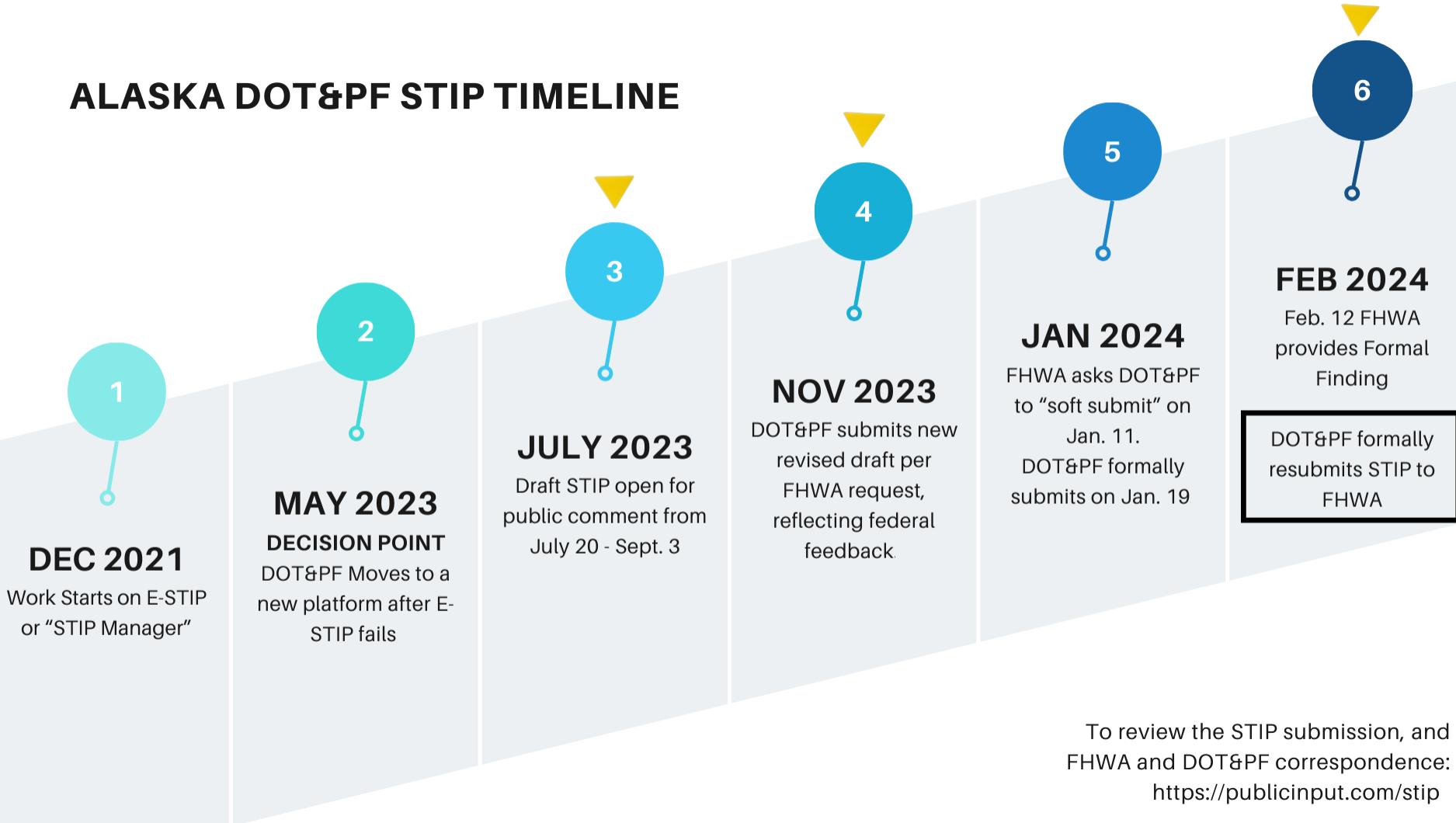
Project Delivery Continues:

- Operating under a 2020-2023 STIP Extension until March 31, 2024
- Projects continue to be obligated under the extension – close to \$200M obligated this year
- Carry over projects continue – Estimated at over \$350M
- Over \$100M in projects currently advertising for construction this summer



2024-2027 STIP Timeline Overview

ALASKA DOT&PF STIP TIMELINE



The ESTIP Problem (Dec. 2021 – April 2023)

Why a New Platform?

- Previous STIPs were built from individual spreadsheets
- Cloud Based
- Modern Tool for DOT&PF & MPOs (Metropolitan Planning Organization)
- Improved planning functionality



- Dec. 2021: RFP signed - work begins
- April 2022: Certification test shows financial information not accurate
- May 2023: Team stops work on E-STIP given flaws are deemed beyond correction with remaining time in federal fiscal year



May 2023 Decision Point



May – July 2023: New STIP Development

- Commissioner's office involvement
- 30 person DOT&PF Multidisciplinary Team
- Focus on
 - Technology
 - Engagement
 - Fiscal Constraint
 - Project Delivery
 - Programming & Planning

New STIP Platform: Shift to Modern Tools (timeline reference)

Open-Source Platform

- Cloud based
- Multiple users
- Intuitive
- Glitches worked out

New tools for public and staff

- Tables
- Dashboards
- Spreadsheets
- Workflow

Public could select projects based on region, investment area, legislative district or type of project.

Staff tools to link to project delivery, track cost increases, Legislative Authority.

Modernizing internal process to provide timely, accurate and transparent communication with the public



45 Day Public Notice (July 20 – Sept. 3)



STIP Outreach:

- Publication in statewide newspapers
- Statewide STIP mailer
- Public meeting

Mass communication:

- Press releases/earned media
- Social media
- Radio PSAs to rural Alaska

Targeted outreach:

- Presentations to civic, trade groups
- Direct email to cities, boroughs, tribes
- Direct email to transportation related NGOs (Non-Governmental Organizations)
- Direct contact with underserved communities
- MPOs (Metropolitan Planning Organizations)
- Joint House & Senate Transportation Committee Presentation



Consultations After Public Notice (Sept. 4 – Jan.)



- Aug. 2023, Dec. 2023, Jan. 2024: MPO Consultations
- Aug. 2023 – Jan. 2024: FHWA Consultations
 - FHWA STIP position in Alaska still vacant
 - FHWA and MPO Exec Directors meeting without State involvement
 - FHWA guidance lacked clarity
- Sept. 4 – Nov. 2023: Resolution of 1,200 Public Comments
- Sept. 15, 2023: FHWA Approves STIP extension
- Nov. 2023: FHWA requests an updated STIP draft
- Jan. 11, 2024: FHWA requests a “soft submittal” to give feedback
- Jan. 18, 2024: FHWA provides no feedback
- Jan. 18, 2024: Alaska DOT&PF Decision to Submit Formally



Resolution of Public Comments

Project Comments: 1200+

- 36% on West Susitna
- 11% mention Manh Cho
- 6% on Sterling Hwy/Anchor Point

Other Comments of note:

- Mat-Su Area Roads
- Anchorage Area Roads
- Kenai Area Roads
- Southeast Area Roads
- AMHS projects
- Cascade Point
- Juneau North Douglas Crossing
- Cooper Landing Bypass
- Glenn Hwy Highland Interchange

Public Comments:

- 909 Individual
- 12 Legislative
- 59 Local Government/Tribes
- 67 Non-Governmental Organizations
- 86% Alaska based comments
- 14% Out of State comments



Fiscal Constraint/Project Delivery Corrections



Existing Challenges

- Over \$3B programmed
- Project Estimates & Schedules
- Inflation and Large Projects
- Legacy Projects

New Challenges

- New Interpretations
- Fiscal Constraint - Overprogramming
- NHS routes/MPO TIPs
- Amendments and Administrative Modifications



Formal STIP Submittal and Federal Findings

Corrective Actions - Tier 1

- Tier 1, Finding 1: MPO and Other Transportation Improvement Programs
- Tier 1, Finding 2: Project Groupings
- Tier 1, Finding 3: Fiscal Constraint
- Tier 1, Finding 4: STIP Amendment and Modifications Corrective action
- Tier 1, Finding 5: Self Certifications, Federal Findings, and Federal Approvals

Impacts/Issues

- New interpretations of federal code
- True Fiscal Constraint
- Discretionary grant estimating
- MVP (Mat-Su Valley Planning) MPO
- MPO Boundaries

Table 1: STIP Revision Thresholds

Total project cost* of all phases within approved STIP	Administrative Modification	Amendment
Total project cost < \$3,000,000	10% < cost increase 50% or < \$1,000,000 whichever is less	Cost increase > 50% or > \$1,000,000 whichever is less
\$3,000,000 total project cost < \$10,000,000	10% < cost increase 30%	Cost increase > 30%
Total project cost \$10,000,000	10% < cost increase 20%	Cost increase > 20%

*Total programmed amount in the approved STIP to complete all phases of a project. It includes all sources of funds associated with the project (federal, state, local, match, etc.).

Moving Forward: Tier 2&3

Action Areas:

- New DOT&PF Policy Addressing:
 - DOT&PF/MPO Coordination
 - TIP Management – Consistency
 - Performance Targets
- DOT&PF Dedicated Team focused on MPOs
- Tackle State of Alaska – MPO Planning Authority Conflict
- AMATS Transportation Management Area (TAM) Certification Review



Moving Forward – Rolling STIP



Rolling STIP

Instead of every three years, it's an ongoing iterative process, building the capacity inside the department and allowing us to create greater layers of understanding with the public.

States with rolling (annual) STIPs:

- **Washington:** wsdot.wa.gov/business-wsdot/support-local-programs/delivering-your-project/statewide-transportation-improvement-program-stip
- **Montana:** www.mdt.mt.gov/pubinvolv/stip.aspx
- **California:** catc.ca.gov/programs/state-transportation-improvement-program
- **Nebraska** - dot.nebraska.gov/media/21hc2mkm/stip-pd-guidelines.pdf
- **Minnesota:** - www.dot.state.mn.us/planning/program/stip.html
- **Texas (every two years):** www.txdot.gov/projects/planning/stip.html



Thank You. Questions?

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