



# DECISION MAKING TOOLS



**Alaska’s Statewide Transportation Improvement Program (STIP).** The Alaska STIP is the State’s four-year, fiscally constrained program for surface transportation system preservation and development. The program describes the state’s federal funding sources and the budgeted amount for the federally funded transportation projects throughout Alaska including interstate, state and some local highways, bridges, the Alaska Marine Highway System, and public transportation. The STIP does not include airports or non-ferry related ports and harbors. Local CIPs and other legislative requests help inform which projects are included in the STIP, while Metropolitan Planning Organization (MPO) Transportation Improvement Programs (TIP) are included by reference. Projects relying on non-federal funds are only required to be included in the STIP when project development requires a federal action.



**MSB Capital Improvement Program (CIP).** A Capital Improvement Program (CIP) is a multi-year planning document that drives the identification of priority capital infrastructure projects. This process relies on communities, staff, and policy makers to identify and forecast capital needs through a public process. CIP projects are new or renovated public facilities such as roads, schools, fire stations, and libraries. The purpose of a CIP is to forecast the Borough’s capital needs over a 6-year period to allow for adequate planning, acquisition of funds, and project execution.



**MSB Long Rang Transportation Plan (LRTP).** As a long-range planning document, LRTP plans for the next 20 years, identifying current and future infrastructure needs based on population projections and travel demand models. The plan is updated every five years to reflect the changing dynamics of the region. Projects must be included in the long range plan to receive federal funding.



**Official Streets and Highways Plan (OS&HP).** The OS&HP establishes the location, classification, and minimum right-of ways for the streets and highways required to accommodate the Borough’s future. The OS&HP is updated in conjunction with the LRTP and is included as a part of the adopted LRTP.



**Other MSB Decision Making Tools.** The MSB Public Works and Capital Projects departments use two other mechanisms are used to identify road projects: *1. Road Service Area priority lists* (funded primarily from RSA funds and grants) and *2. The Capital Projects Capital Needs List* (primarily funded through the Borough budget).

**What Else?** Sometimes a project study or site-specific plans are necessary to make sure the best information is available for decision makers. Examples of other plans and studies that might be used in decision-making are listed below. *Can you think of any others?*

- ❖ Community Comprehensive Plans
- ❖ Route Studies
- ❖ Neighborhood Traffic Plans
- ❖ Traffic Impact Assessments
- ❖ Signal Plans
- ❖ Design Study Report (DSR)
- ❖ Townsite Planning Studies
- ❖ Best Practices Reports
- ❖ Non-Motorized Transportation Plans
- ❖ Public Participation Plans
- ❖ Corridor Studies & Plans
- ❖ Environmental Plans & Studies