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## ALASKA

### State Transportation Innovation Council (STIC) Charter

*Revised January 22, 2019*

#### **Objective of State Transportation Innovation Council**

The Alaska Department of Transportation and Public Facilities (DOT&PF), local public agencies and tribal transportation agencies own and maintain the surface transportation system in Alaska and make key decisions on how to deliver projects, and how best to employ techniques and technologies in its operation and safety.

The State Transportation Innovation Council (STIC) brings together stakeholders that represent public policy and market forces to lead innovation in Alaska's transportation program. The STIC provides multi-stakeholder leadership to perpetuate the deployment of innovation in Alaska. The STIC serves as a forum for initiating and overseeing the rapid deployment of innovative strategies into routine practice to accelerate transportation project delivery and enhance project quality and effectiveness.

#### **Purpose**

This Charter establishes the Alaska State Transportation Innovation Council (STIC) and defines its mission, scope and responsibility, membership, and administration.

#### **Vision**

The Alaska - State Transportation Innovation Council (STIC) will foster a collaborative culture for rapid implementation of meaningful innovations to efficiently deliver the public a modern, high quality transportation system.

#### **Mission**

Facilitate the rapid implementation of technology, tactics and techniques among transportation program delivery professionals starting at Alaska DOT&PF and moving toward all levels of tribal and local government and throughout the private and non-profit sector to ensure smart, efficient investment in Alaska's transportation services and infrastructure.

#### **Scope and Responsibility**

The STIC provides multi-discipline expertise to perpetuate the deployment of transportation related innovation in Alaska. The objectives and duties of the STIC will be to identify and recommend ways to ensure that Alaska responds to key issues and challenges that impact the highway program. The STIC will act as a catalyst for rapid deployment of those nationally and State identified technologies, techniques and tactics that have been demonstrated in "real world" applications and can offer improved performance/effectiveness in Alaska. The STIC will:

- Provide a means of ensuring regular contact among the DOT&PF, FHWA Division, tribal and local agencies and private industry;
  - Coordinate with local governments, MPO representatives as necessary to develop projects;
  - Provide a brief written report of STIC activities to the FHWA division office semiannually;
  - Help ensure the brief final report (five pages or less) prepared for each completed STIC Incentive project describes how the project specifically meets the program criteria, results, challenges, opportunities, lessons learned and budget;
  - Advise the DOT&PF Commissioner and FHWA Division Administrator on the implementation of the Every Day Counts Initiative and related matters;
  - Provide leadership to promote and support rapid deployment of selected technologies, tactics and techniques;
  - Provide a forum for discussing and proposing solutions to transportation-related problems;
  - Act as a liaison among the stakeholders represented by the membership, and may provide a forum on current and emerging issues in the transportation sector;
  - Develop a process to select technologies, tactics and techniques on which to focus implementation efforts;
  - Identify and mobilize champions within the state who are committed to the deployment of chosen technologies, tactics and techniques;
  - Monitor performance metrics to ensure priority initiatives move into standard practice; and
  - Share information with stakeholders through meetings, workshops, reporting and conferences.
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## **Membership**

The broader the diversity of the transportation industry represented on the STIC, the greater the opportunity to be comprehensive in performing the actions noted above. The STIC will best be served by membership that reflects a balanced cross-section of transportation interests, including entities from various geographic locations and agencies of varying size. Membership should include the following:

- Alaska DOT&PF
- FHWA Alaska Division
- Metropolitan Planning Organizations (AMATS and FMATS)
- Small Local Government Representative (via Municipal League)
- Large Local Government Representative (via American Public Works Association Alaska Chapter)
- Tribal TTAP Coordinator or Governor's Tribal Representative
- Law Enforcement (via Department of Public Safety)
- University of Alaska Transportation Center
- Alaska Association of General Contractors (AGC)
- American Council of Engineering Companies – Alaska (ACEC)
- Alaska Trucking Association

Subject matter experts and other advisory members may be invited to attend STIC meetings as non-voting members with the concurrence of the co-chairs. The STIC will be co-chaired by DOT&PF and FHWA representatives and composed of not more than fifteen members. The rotation of membership will occur as best fits the needs of the respective organizations and the STIC. Rotations will generally occur through events such as retirement, changes in employment and career changes, or at the request of the respective organizations.

## **Meetings**

The STIC will meet regularly at a time and place set by the co-chairs. In addition, the STIC may be convened in an emergency session to address time-critical topics as deemed necessary by the co-chairs. It is expected that the STIC meet at least quarterly.

To maximize the cohesion of the STIC and maintain its momentum, members are expected to attend all meetings. Attendance may be in person or any two-way, interactive communications means, such as conference call or video conference. Members unable to attend a meeting are strongly encouraged to send a designated alternate.

Items presented for STIC review shall be circulated electronically for members' review far enough in advance of the meeting to allow members time to review the documents in a meaningful way. The STIC may establish teams as it considers necessary for the implementation of initiatives or innovations.

## **Innovation Identification, Evaluation, and Implementation**

The STIC evaluates the applicability of a technology, tactic, or technique and selects innovations for advancement. This process provides an objective and transparent approach to the allocation of resources for innovation deployment and communicates the need to change current practice, leading to greater acceptance among the highway community for innovation implementation.

The STIC will establish selection criteria and procedures and will strive for objectivity and credibility in the selection process. A majority of voting members should agree on the recommendation of annual STIC Incentive projects that are submitted to FHWA for funding approval (please note that FHWA is a non-voting member for the purposes of funding recommendations). STIC members with conflicts of interest related to an application shall recuse themselves during the selection process.

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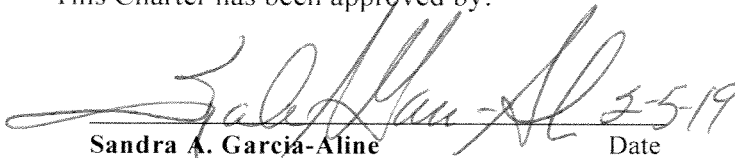
### Outreach and Communication Plan

The STIC should develop an outreach plan to share innovation deployment efforts and successes with the transportation community, public, and legislators. This plan should communicate the impact and benefits of implementing innovations within the State and demonstrate to policymakers and the travelling public that taxpayer dollars are being efficiently used.


### Measuring Success

The STIC defines the outcome being sought through the implementation of the selected innovations and monitors performance to ensure priority initiatives move into standard practice. By setting innovation goals, the STIC communicates the expected outcome and results from innovation deployment and encourages statewide implementation. Progress toward meeting the goals should be shared with the STIC members at regular meetings and be used to provide compelling information for outreach and communication activities.

This Charter has been approved by:

  
Sandra A. Garcia-Aline  
FHWA Division Administrator

Date

  
John MacKinnon  
DOT&PF Commissioner

Date