

JANUARY 28, 2025



**NORTH  
TO THE FUTURE**

# HOUSE TRANSPORTATION COMMITTEE

## **Strengthening Alaska's Transportation Future: The Role of DOT&PF and the STIP**

**Alaska Department of Transportation & Public Facilities**

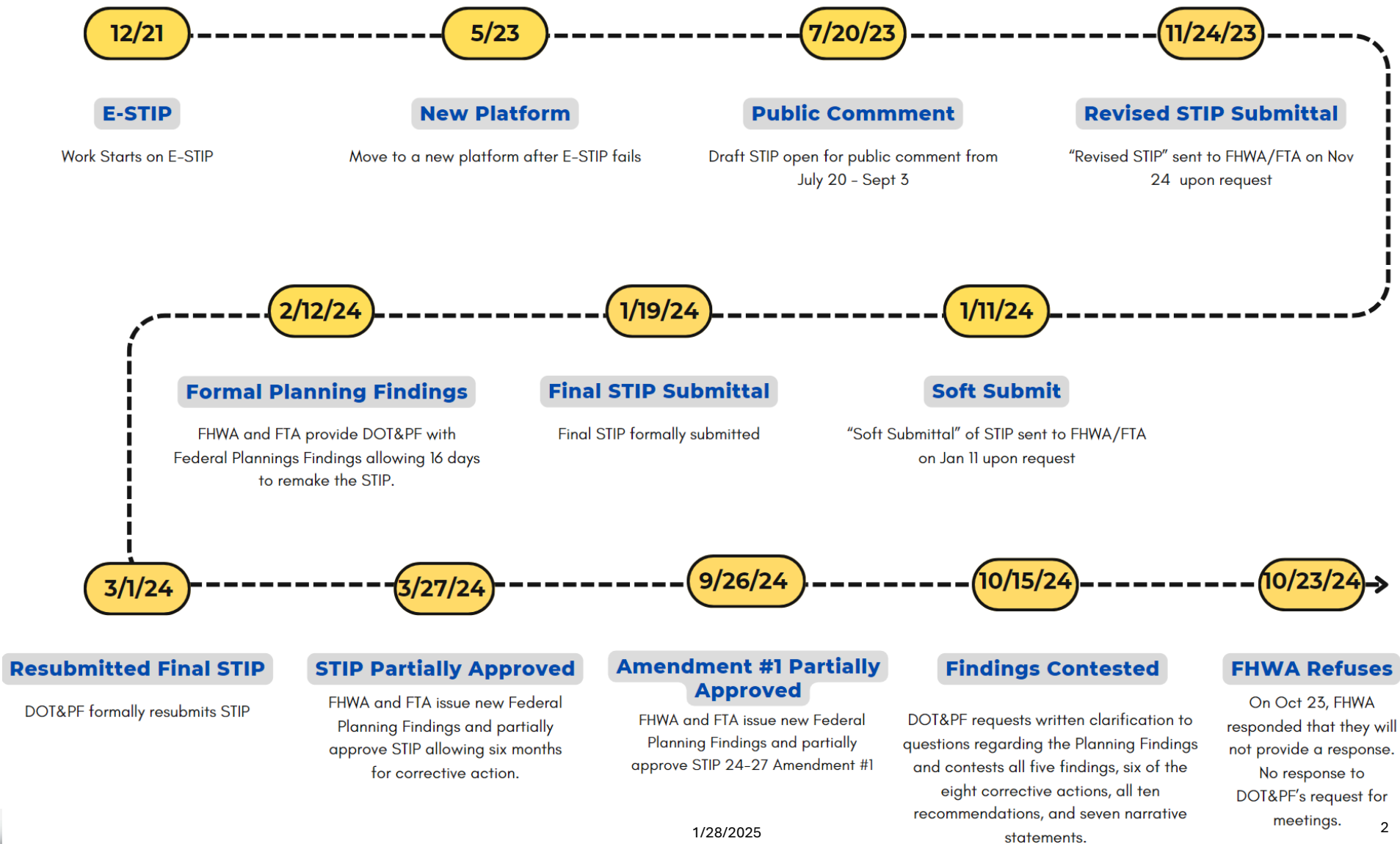
**Deputy Commissioner Katherine Keith, PMP, PMI-ACP**

**Program Management and Administration, Dom Pannone**



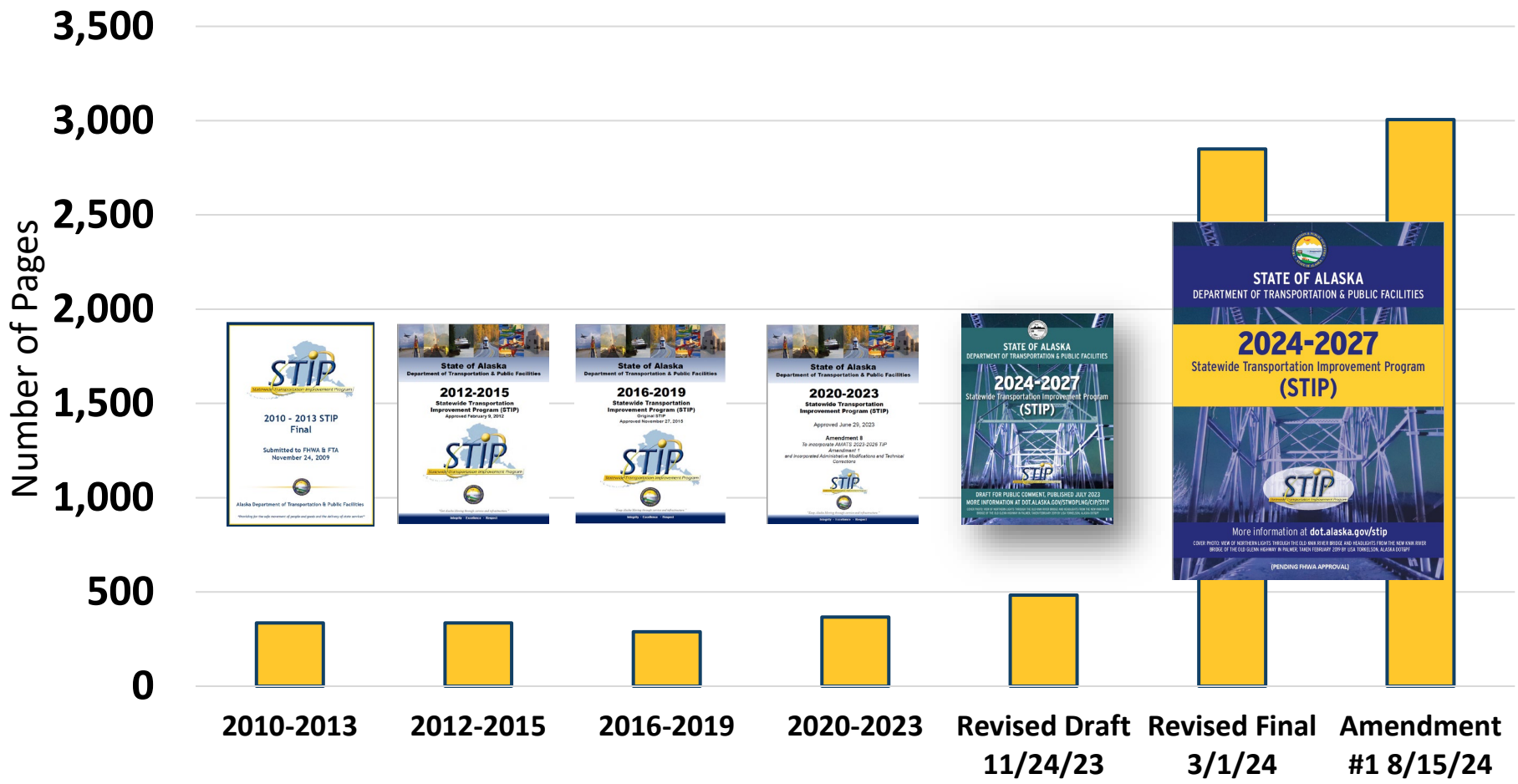
# STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

## TIMELINE



# STIP THROUGH THE YEARS – COMPLEXITY

## PAGES IN STIP PACKAGES FFY2010 TO FFY2024



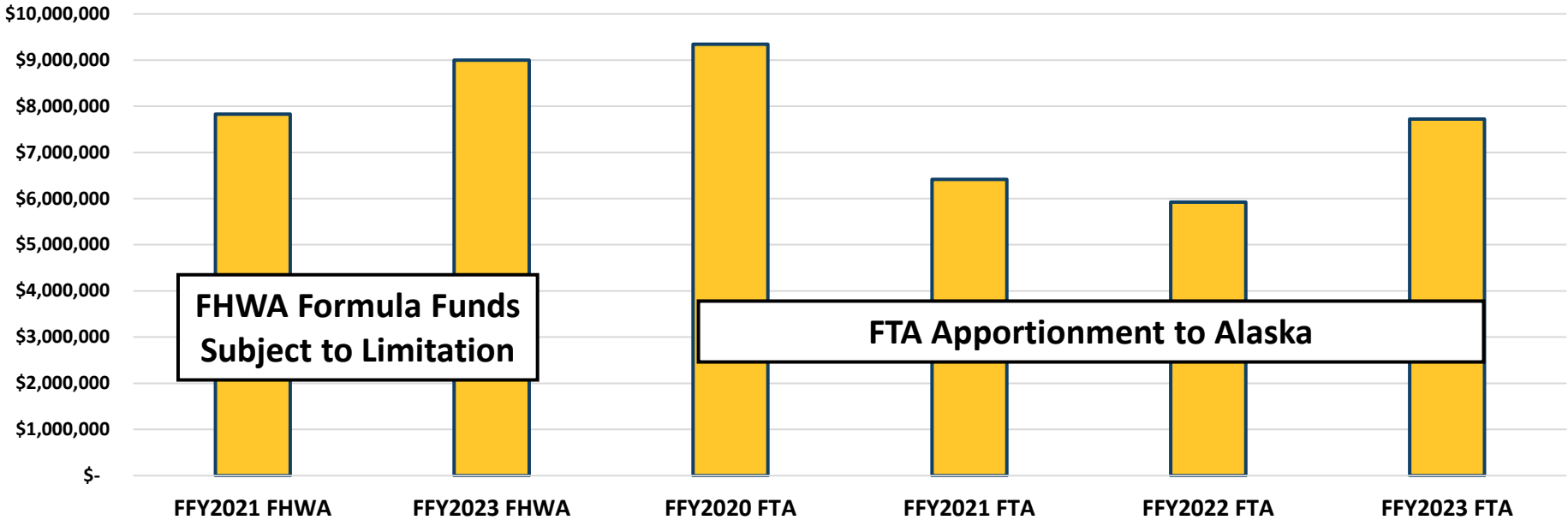
# STIP THROUGH THE YEARS – PROJECT AND PROGRAM INCLUSION

		2006-2009	2010-2013	2013-2016	2016-2019	2018-2021	2020-2023	2024-2027
3821	University Avenue Widening							X
28089	Glenn Highway Milepost 66.5-92 Reconstruction							X
28271	Prince of Wales Neck Lake Road Reconstruction							X
31274	Glenn Highway Milepost 0-33 Rehabilitation							X
12641	Seward Highway Milepost 98.5-115.3/104-115/ "Windy Corner"							X
3843	Airport Way and Cushman Street Intersection Reconstruction							X
31839	Glenn Highway Incident Management and Traffic Accommodations							X
33861	Statewide Carbon Reduction Program							X
6460, 9299, etc	AMATS/FMATS/FAST: Community Transportation Program, Transportation Program, & CMAQ Program							X



# STIP THROUGH THE YEARS - OVERPROGRAMMING

## FFY2020-FFY2023 STIP OVERPROGRAMMING

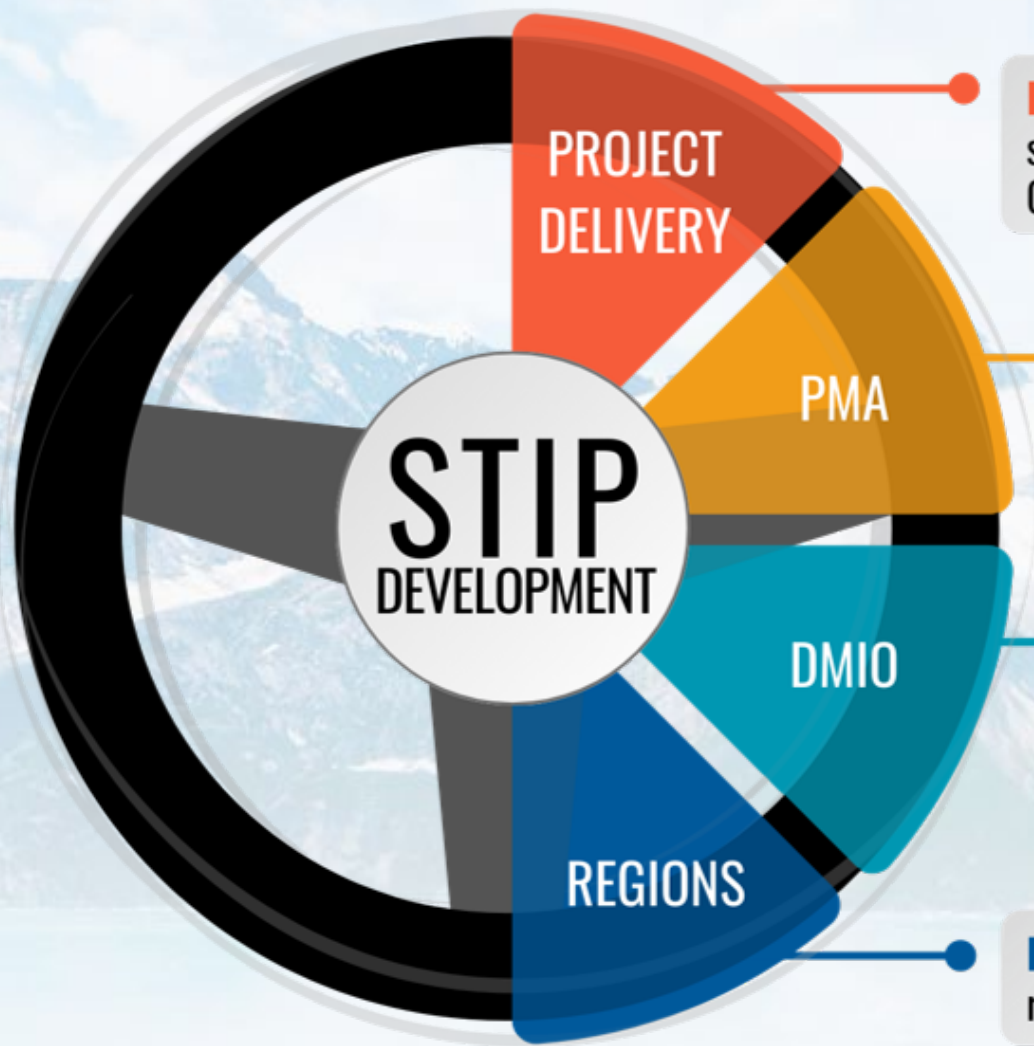


## Preliminary e-STIP Overprogrammed by \$3.4 Billion

Preliminary STIP Package (e-STIP)	May 2023	\$8.1 Billion
Public Review STIP Package	July 2023	\$6.5 Billion
Final STIP Package	January 2024	\$5.5 Billion



# STIP TEAM AND PROCESS



**PROJECT DELIVERY.** Planners with Project Delivery supported MPO coordination and programs such as CTP and TAP.

**PMA.** The federal-aid team under Program Management and Administration (PMA) verified eligibilities and funding availability.

**DMIO.** Data Management & Innovation Office (DMIO) supported data input and management as well as developing GIS mapping to support transparency with the public.

**REGIONS.** Regions provided information on realistic project costs and delivery schedules.

**STIP FFY2024-2027 Amendment #2 Public Comment Period Open in February**



# NATIONAL AWARD WINNING STIP PUBLIC ENGAGEMENT

## Public Involvement

### Interactions

**22,000** website views  
**1,200** website comments received  
**6,638** press release email opens

### Outreach

**1,362** subscriber alerts sent  
**1,100** mailers sent  
**879** direct emails sent  
**1** virtual public meeting held  
**7+** news media stories earned

### Advertising

**4** social media posts sent  
**4** legal ads published  
**4** online public notices

## STIP 2024 - 2027 Amendment

Alaska DOT&PF is dedicated to involving stakeholders and the public in the development of the STIP and its amendments, and going beyond what is required in regulation. Below are highlights from our recent

### FOSTERING AN INFORMED & ENGAGED PUBLIC



### ALASKA NATIVE COMMUNITY & TRIBAL OUTREACH

Reaching the Alaska Native community, remote villages, and Federally Recognized Tribes was a focus of our campaign.

- Sent out postcards offering formal consultations with Federally Recognized Tribes
- Followed up those formal offers with emails
- Released a public service announcement on radio in Yup'ik language
- Published a Yup'ik language social



# ORIGINAL FEDERAL PLANNING FINDINGS STIP FFY2024-2027

RECEIVED FEBRUARY 12, 2024

## FIRST WRITTEN GUIDANCE ON THE FFY2024-2027 STIP AFTER SEVERAL SUBMITTALS

- Transportation Improvement Programs (TIPs)
- Project Groupings
- Fiscal Constraint
- STIP Amendment and Modifications Corrective action
- Self Certifications, Federal Findings, and Federal Approvals

## CHANGES REQUIRED BY MARCH 1, 2024

- Excluded Programs Required Project Additions
- Fiscal Constraint by Suballocation by Year
- Discretionary Grant Inclusion by Program by Year
- Exclusion of all Metropolitan Planning Organization (MPO) Programs
- Complete Change of STIP/TIP Fiscal Constraint
- Detailed Public Engagement Summary and Change Log

**Federal Agencies Gave  
DOT&PF 16 Days to  
Recreate Entire STIP**

## RESOLUTION STATUS

- FHWA & FTA Considers 10 out of 14 Corrective Actions Complete
- DOT&PF Considers all 14 Corrective Actions Complete





# FEDERAL PLANNING FINDINGS STIP FFY2024-2027

AMENDMENT #1 RECEIVED SEPTEMBER 23, 2024

**Vague Statements  
Required Clarification  
to Implement  
Changes**

**To Date No  
Examples Provided**

## 4. 23 CFR 450.218(m) Fiscal Constraint

### STIP Amendment #1 Findings:

The Alaska DOT&PF STIP Amendment #1, Narrative provides significant improvements to the Fiscal Constraint Demonstration Detail. Funding sources are clearly labeled by year and include the local match and State funds anticipated throughout the life of the STIP. Definitions for funding sources are clearly identified in the Funding Sources and Revenue Forecast section. However, the funding amounts documented and funding source titles or abbreviations for fiscal constraint do not align with the funds identified and programmed in the Deep Dive pages in Alaska DOT&PF STIP Amendment #1, Volume 1. For example, there is a significant discrepancy of Advance Construction (AC) between the Fiscal Constraint Demonstration Detail table in the Narrative and projects identifying AC in the Deep Dive pages in Volume 1, as compared below:

	Fiscal Constraint Demonstration Detail (Narrative)	Consolidated from Deep Dive Pages (Volume 1)
Revenue*	\$944,611,694	\$944,611,694
Programmed	\$955,491,768	? X \$806,140,402
Total	? X \$(149,351,366)	\$138,471,292

\*Assumed the amount of revenue available is constant as documented in the Fiscal Constraint Demonstration Detail shown in Alaska DOT&PF STIP Amendment #1, Narrative.

Additionally, funds identified in the MPO TIPs do not align with the amount programmed. The discrepancies between the funding programmed and documented in the Deep Dive pages and the funding identified in the Fiscal Constraint Demonstration Detail raise questions whether the table in the Fiscal Constraint Demonstration Detail accurately reflects the State, local and Federal funds programmed in the STIP. The Fiscal Constraint Demonstration Detail also identifies funding for Federal Transit Administration funding identified for the Alaska Railroad. In Federal Fiscal Years (FFY) 2025, 2026, and



# REQUEST FOR WRITTEN CLARIFICATION

SENT TO FEDERAL AGENCIES OCTOBER 15, 2024

Corrective Action	DOT&PF Stance	Federal Highways Administration and Federal Transit Administration Comments
A – Urban Area Boundaries	Contest	"Projects within an MPO’s Urban Area Boundary must be included in the MPO TIP. Excluded projects include Chena River Railroad Bridge Replacement, North Pole Drainage Project, and <b>Richardson Highway Chena Bridge Replacement.</b> "
B – Discretionary Grant	More Info Needed	"Projects funded with Tribal funds must be included in the Tribal Transportation Improvement Program (TTIP), which is referenced in the STIP without modification."
C – 3C Process	Contest	"DOT&PF must ensure a cooperative planning process with MPOs, including coordinated STIP and amendment development and resolution of any differences before public release."
D – Fiscal Constraint Demonstration	Contest	"The STIP’s fiscal constraint must accurately reflect all anticipated funding, ensuring consistency in source titles across MPO TIPs."

**DOT&PF contested all five findings, six of the eight corrective actions, all ten recommendations, and seven narrative statements.**



# DOT&PF REQUEST FOR WRITTEN CLARIFICATION

SENT TO FEDERAL AGENCIES OCTOBER 15, 2024

Corrective Action	DOT&PF Stance	Federal Highways Administration and Federal Transit Administration Comments
E – Project Eligibility	<b>Contest</b>	"All STIP projects must be eligible for their designated funding sources; ineligible elements have been identified."
F – Safer Seward Highway	More Info Needed	"Parent projects extending into MPO areas cannot include ROW or final design for parts located within an MPO without TIP inclusion. Seward Highway project stages 1 and 6 are not in the MPO TIP, so certain elements are excluded from STIP approval."
G – Advance Construction STIP Procedures	<b>Contest</b>	"The STIP narrative's statement on advance construction payback through administrative actions must be removed."
H – Transparency in Project Selection	<b>Contest</b>	"The STIP should clarify performance-based and project selection processes, including prioritization criteria and programming details."



# FHWA & FTA REFUSAL TO PROVIDE WRITTEN CLARIFICATION

RECEIVED OCTOBER 23, 2024

*From FHWA and FTA: We appreciate your commitment to addressing the issues outlined in the Federal Planning Finding and look forward to continued collaboration. To effectively address your comments, we recommend meeting with DOT&PF staff to clarify expectations, resolve any disagreements, and develop an action plan to address the corrective actions.”*

**No Response to DOT&PF Request for Meetings**

## DOT&PF MEETS WITH FEDERAL PARTNERS IN DC FOR CLARIFICATION

NOVEMBER 20-21, 2024

**Given lack of response, DOT&PF and LAW met with FHWA and FTA leadership at their Washington, DC headquarters, including FHWA Executive Director Gloria Shepard.**

- **Richardson Highway Milepost 346:** Must be programmed in the STIP not TIP
- **Safer Seward Highway:** Allowed to change termini
- **‘MUST’ Statements (28)** Require attention; **‘SHOULD’ Statements (38)** Do not
- **MPO Engagement Finding:** Will only be removed “when they are happy”
- **Discretionary Grants:** USDOT lacks a comprehensive list requiring inclusion in the STIP



# METROPOLITAN PLANNING ORGANIZATION STIP MEETING LOG

APRIL 2024 TO JANUARY 2025

Meeting Type	Topics Discussed	Number of Meetings
<b>AMATS Technical Committee or Policy Board</b>	STIP Update, 3C, Boundary Discussions	18
<b>FAST Technical Committee or Policy Board</b>	STIP Update, 3C, Boundary Discussions	25
<b>FAST Technical Committee or Policy Board</b>	STIP Update, 3C, Project Prioritization	22
<b>Joint Meetings</b>	Quarterly Daylong Meetings and Work Sessions on STIP and TIP	5
<b>TOTAL</b>	<b>STIP Coordination Meetings</b>	<b>70</b>



# STATE OF ALASKA'S HIGHWAY SYSTEM RESPONSIBILITIES

## STATE RESPONSIBILITY

- Under State law, DOT&PF **mandated to maintain full responsibility and authority over the State highway system**
- Obligated to ensure consistent **management, planning, and project implementation** aligned with statewide transportation priorities and legal requirements

## FEDERAL COLLABORATION

- Federal laws require **collaborative planning** with Metropolitan Planning Organizations (MPOs)
- Federal regulations to do grant MPOs the authority to **veto projects** or supersede the State's responsibility to ensure fiscal STIP

## MPO RE-DESIGNATION

- Required under **23 CFR 450.310(j)** when there are substantial changes in **decision-making authority or responsibility**
- Includes updates to the MPO's **operating agreement**



# FAST METROPOLITAN PLANNING AREA BOUNDARY

## RICHARDSON HIGHWAY MILEPOST 346 CHENA BRIDGE

### Draft Minimum Metropolitan Planning Area Boundary Update

Legend

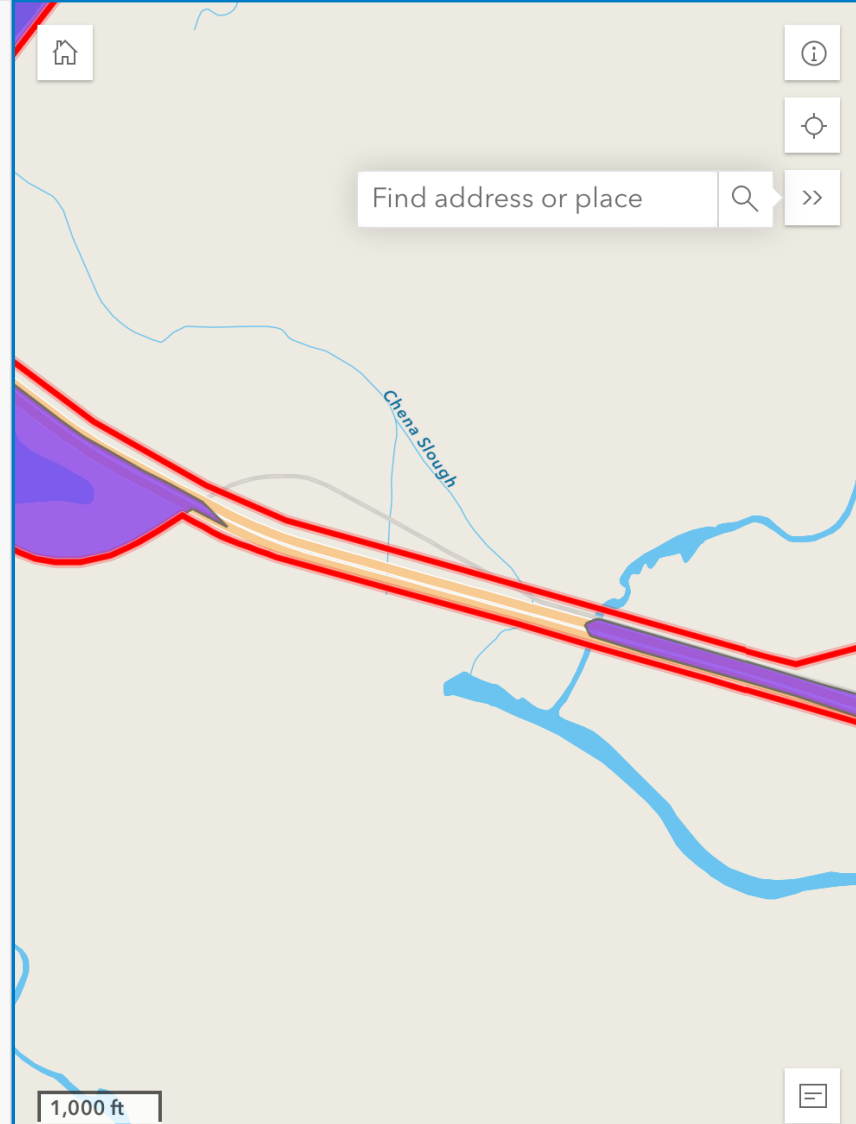
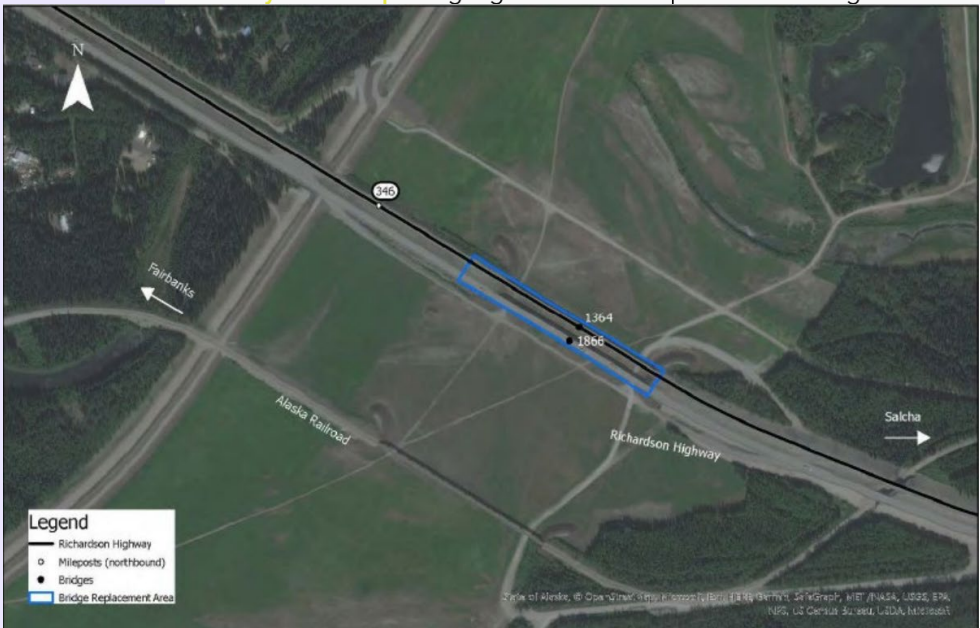
Details

Layers

Info

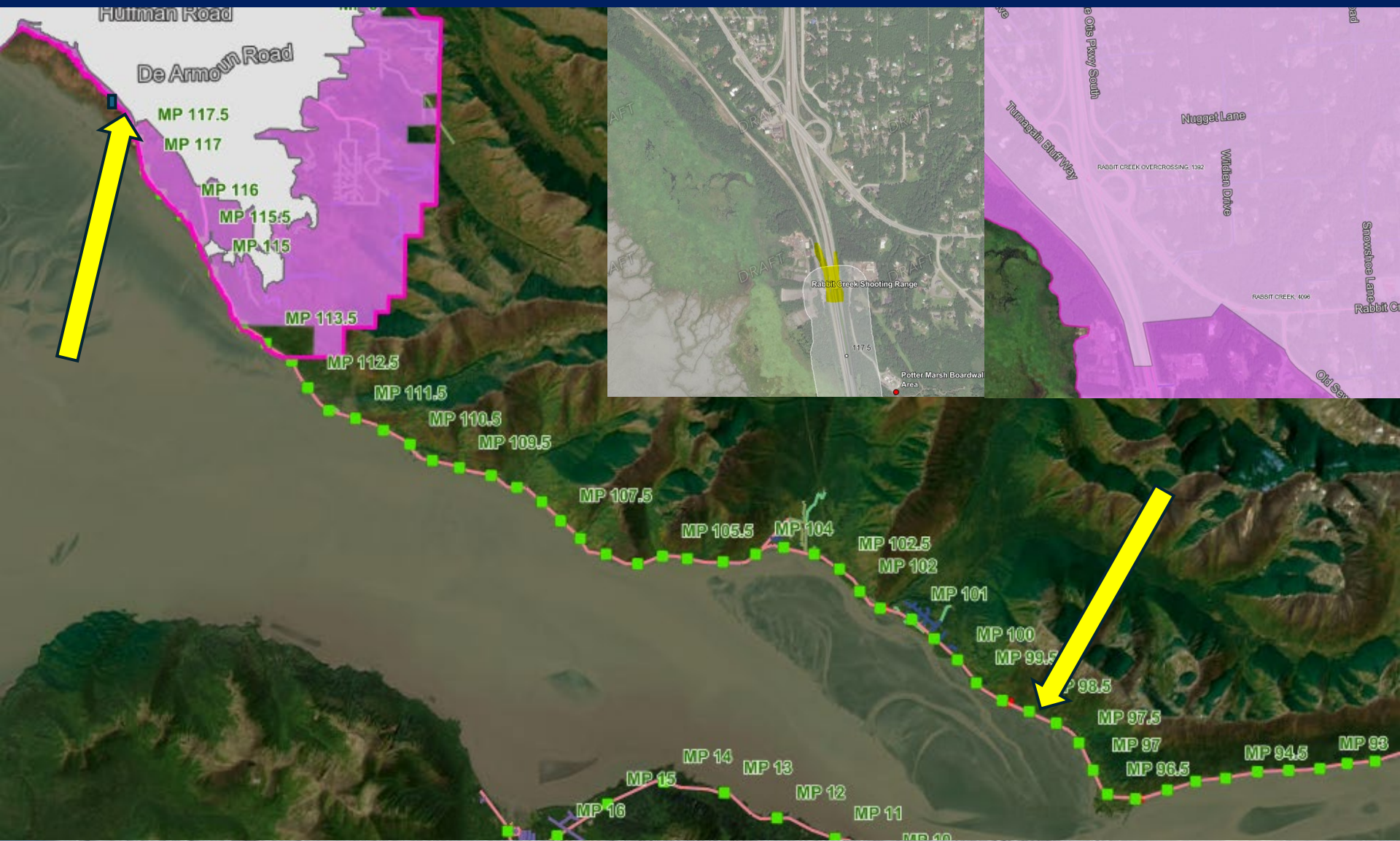
Edit

This Draft Minimum Metropolitan Planning Area Boundary (MPA) Update was approved on 10/10/2023 by FAST Planning's Policy Board to be released for public comment from 10/12/2023-11/12/2023 . The **red line** on the map indicates the proposed the Draft Minimum MPA Update. The **purple shape** on the map shows the 2020 Census Urban Area, which is required by Federal Highways to be included in our MPA. The **blue shape** on the map identifies the current FAST Planning MPA. You can see that in some areas, there have been additions to, as well as removals from, the existing MPA. The **yellow shapes** highlight where we expect residential growth to



# AMATS METROPOLITAN PLANNING AREA BOUNDARY

## SAFER SEWARD HIGHWAY



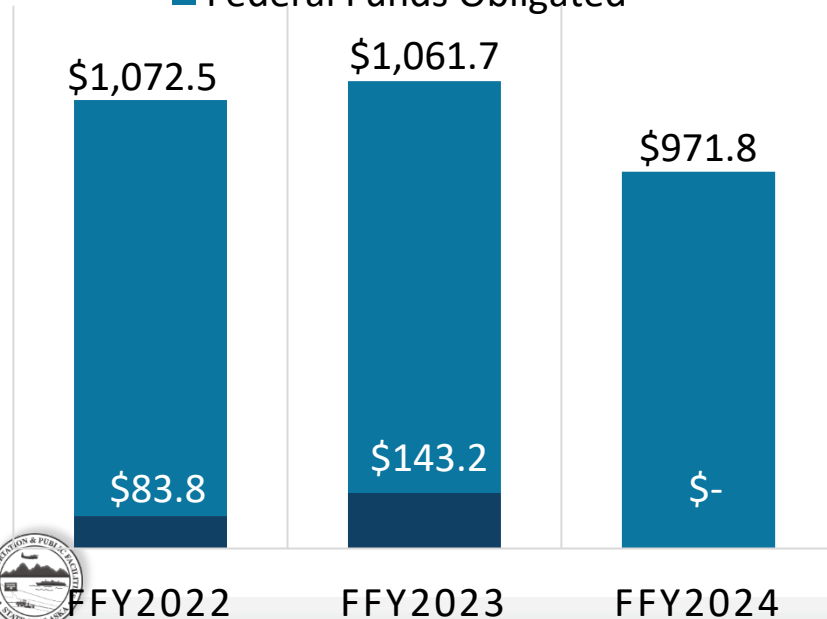


# FOCUS ON PROJECT DELIVERY: PIPELINE READINESS

Index Name	About	Trend
Construction Obligation Utilization Index (COUI)	$\frac{\text{Contract Awards}}{\text{Total Obligations}}$	↓ Change orders and preconstruction commitments reduce funds available for new awards
Funding Pipeline Index (FPI)	$\frac{\text{Total Obligations}}{\text{Contractor Payments}}$	↓ Risk of a funding gap; obligations lag behind active construction.

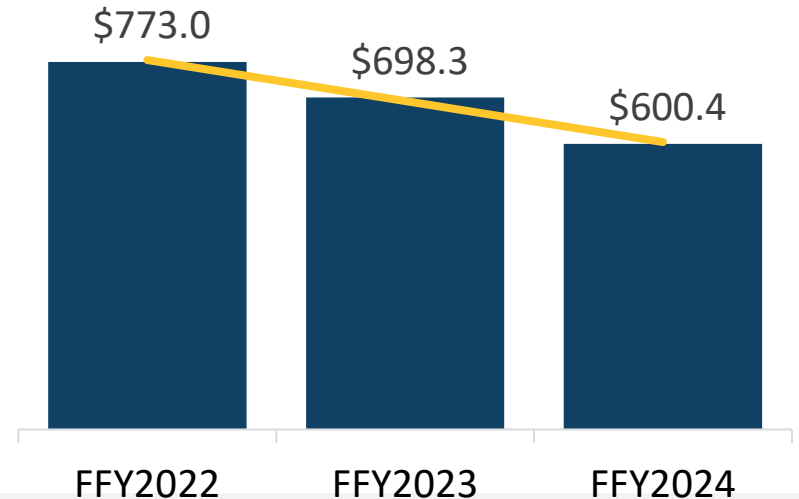
## OBLIGATIONS (\$ IN MILLIONS)

- AC Obligated
- Federal Funds Obligated



	COUI	FPI	Obligations	Contract Awards
<b>FFY2022</b>	0.72	1.84	\$1,072.5M	\$773.0M
<b>FFY2023</b>	0.66	1.54	\$1,061.7M	\$698.3M
<b>FFY2024</b>	0.62	1.29	\$971.8M	\$600.4M

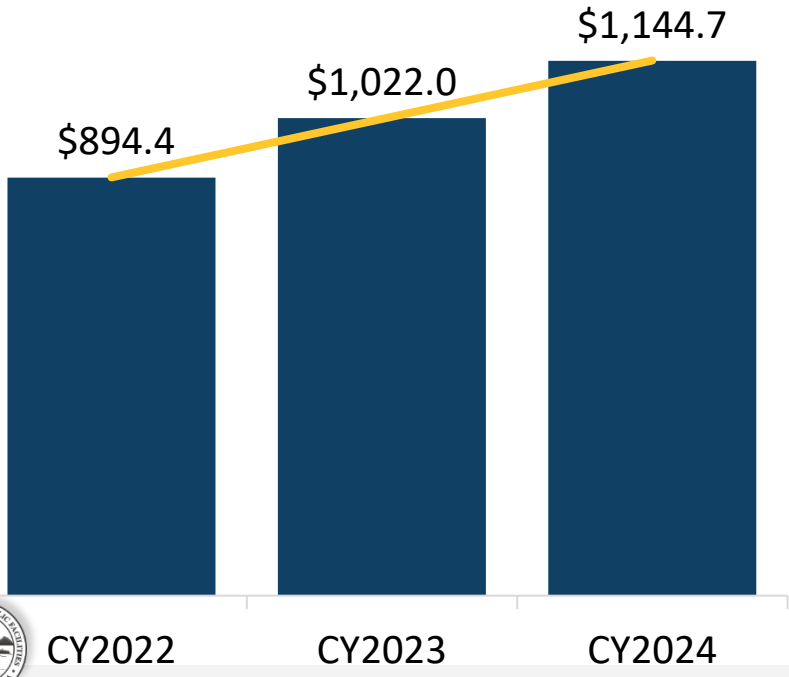
## CONTRACT AWARDS (\$ IN MILLIONS)



# FOCUS ON PROJECT DELIVERY: ACTIVE PROJECT EXECUTION

Index Name	About	Trend
Program Balance Index (PBI)	$\frac{\text{Contract Awards}}{\text{Contractor Payments}}$	↓ Declining pipeline; current activity outpaces new project starts.
Contractor Payments	<i>Payments Made Post Award</i>	Contractor payments increasing steadily.

**CONTRACTOR PAYMENTS (\$ IN MILLIONS)**



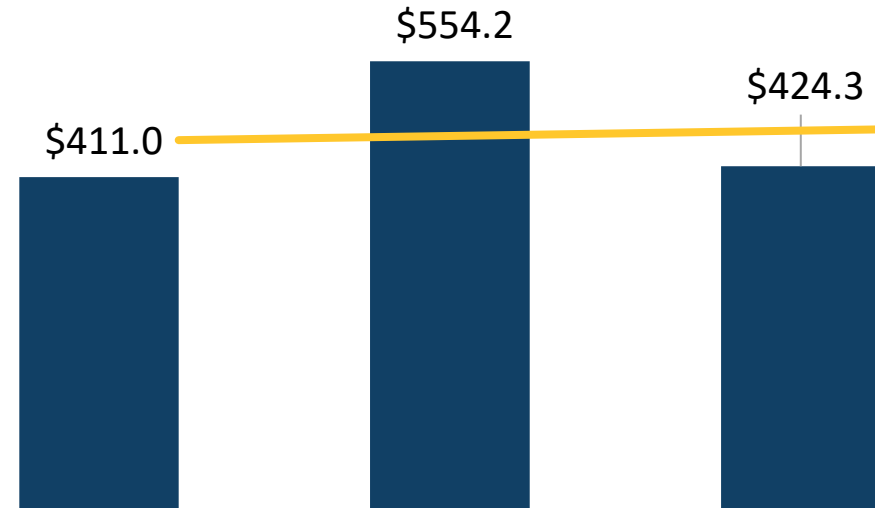
	PBI	Contractor Payments
<b>2022</b>	1.33	\$894.4M
<b>2023</b>	1.01	\$1,022.0M
<b>2024</b>	0.80	\$1,144.7M



# FOCUS ON PROJECT DELIVERY: FUNDING SUSTAINABILITY

Index Name	About	Trend
Program Activity Index (PAI)	$\frac{\text{Contractor Payments} + \text{Contract Awards}}{\text{Obligations (No AC)}}$	↑ Indicates heavy activity compared to obligations, potentially reducing the pipeline.
Advance Construction Dependency Index (ACDI)	$\frac{\text{AC Obligations}}{\text{Total Obligations}}$	↓ Reduced AC Balance to stabilize long-term funding

**ADVANCE CONSTRUCTION BALANCE**  
(\$ IN MILLIONS)



	ACDI	PAI	Advance Construction
<b>FFY2022</b>	0.08	1.26	\$411.0M
<b>FFY2023</b>	0.13	1.31	\$554.2M
<b>FFY2024</b>	0.00	1.39	\$424.3M

FFY2022

FFY2023

FFY2024



# AUGUST REDISTRIBUTION AMONG STATES

## Alaska Fund Type Challenge for August Redistribution

Surface Transportation Block Grant Urbanized >200k IJA (approx. \$66M)

Transportation Alternatives >200k IJA (approx. \$8M)

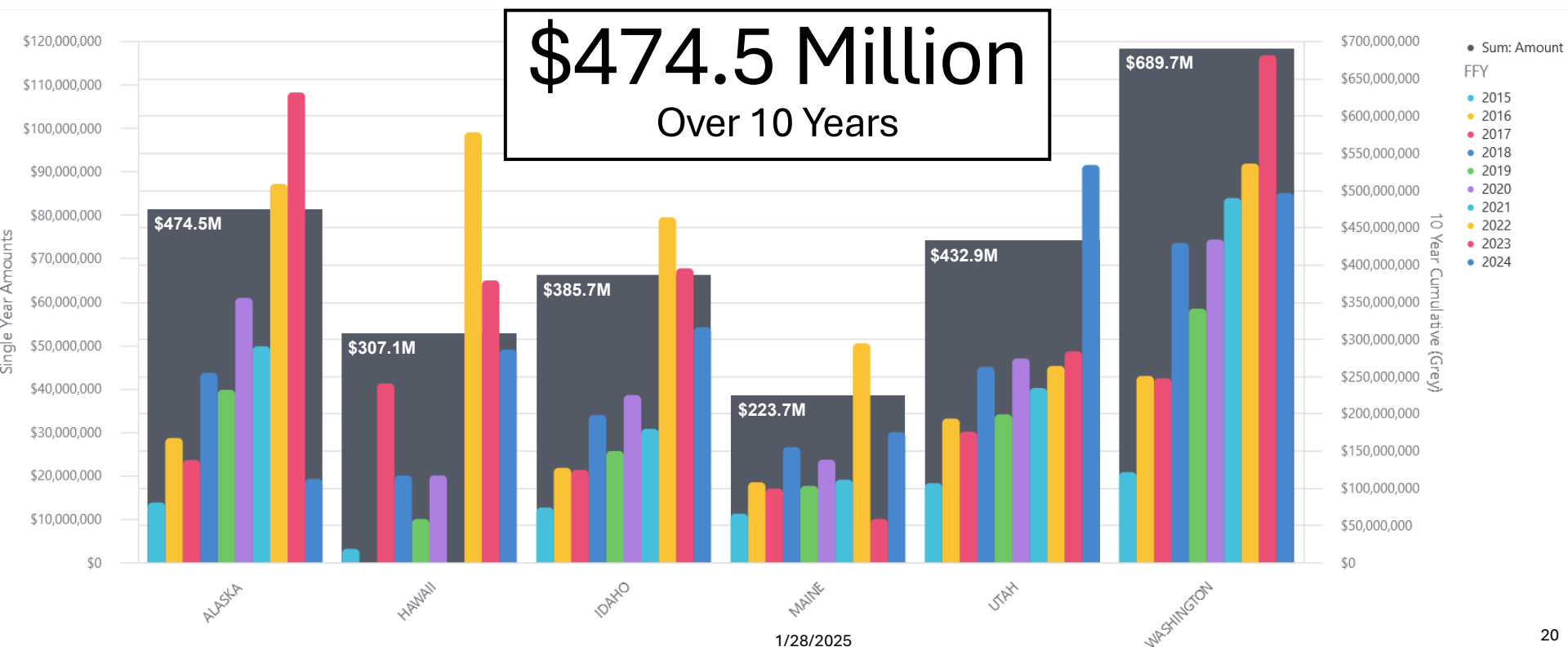
Carbon Reduction: >200k and <5K (approx. \$27M)

## 2025 August Redistribution Notification

Alaska may be eligible for up to \$126,131.8 in Authority

Success is contingent on project delivery within AMATS MPA

10 Year Comparative August Redistribution Lookback



# IMPACTS OF ADMINISTRATIVE BURDEN AND NEW PRACTICES OF FHWA

- **Required Changes to STIP Amendment Procedures**
- **Build America Buy America (BABA)**
- **Ice and Snow Roads**
  - Eligibilities are clearly written into law
  - Implementation of programs are hindered by FHWA interpretation of regulatory requirements.
- **National Electric Vehicle Infrastructure Program**
  - Recent approval of third annual plan – Alaska Energy Authority/DOT&PF joint effort
  - \$41M allocated, challenges with implementation
- **PROTECT Program**
  - Narrow interpretations of eligibility requirements
  - Several projects proposed and denied

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**Funding Pipeline Index (FPI) Below 1:** Risk of a funding gap; obligations lag behind active construction.

**Construction Obligation Utilization Index (COUI):** Within bounds but trending towards reduced project readiness

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	FPI	COUI
<b>FFY2022</b>	1.25	0.76
<b>FFY2023</b>	0.94	0.73
<b>FFY2024</b>	0.88	0.63

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# THANK YOU

**Deputy Commissioner Katherine Keith, PMP, PMI-ACP  
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