



**Alaska Department of
Transportation & Public Facilities
Roads and Highways Advisory Board
Statewide Transportation Improvement Plan (STIP)
Capital Budget – Advance Construction**

Ben White, Program Development & Planning Director

March 31, 2021

Our mission is to *Keep Alaska Moving* through service and infrastructure.

How we'll walk you through it

STIP

CAPITAL BUDGET

ADV. CONSTRUCTION

IMPROVEMENTS

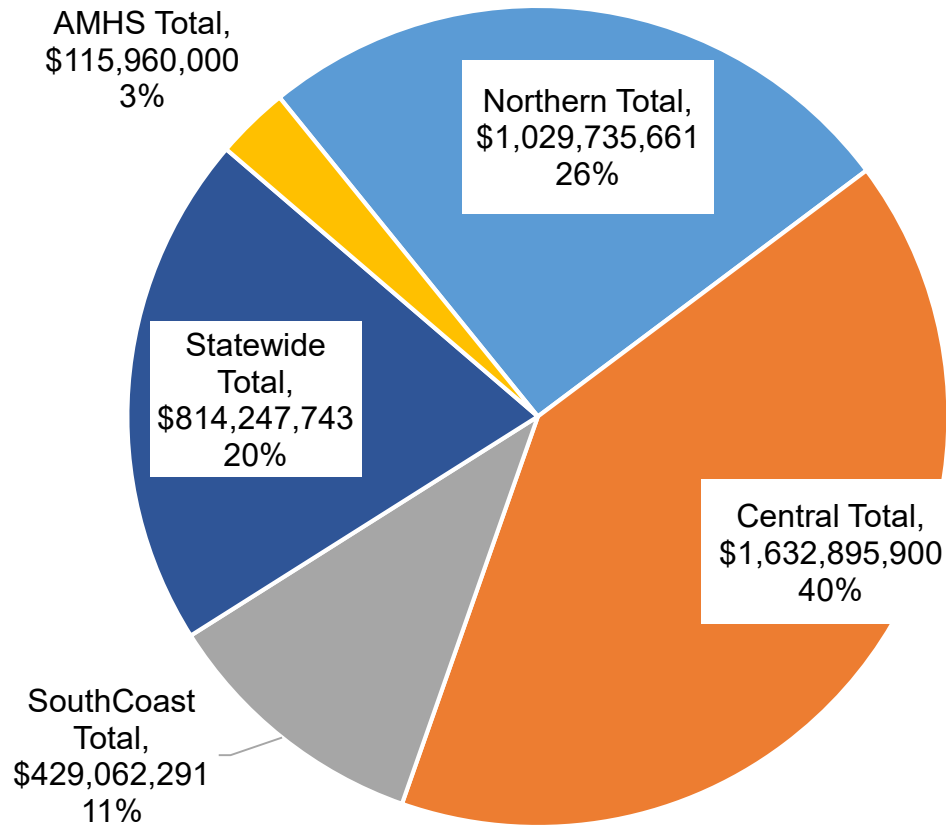


Statewide Transportation Improvement Plan (STIP)

- The STIP is a 4-year plan that is required by federal regulations (23 USC 135 & 23 CFR 450) that lists out all the federally funded, and regionally significant surface transportation projects within the state.
- Must be fiscally constrained.
- Required to be developed with a public process
- Approved by Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA)
- Failure to comply with federal regulations and requirements will jeopardize federal funding for transportation infrastructure in Alaska.



2020 – 2023 Planned Funding Distribution



- 261 Projects in the current STIP
- \$4B total programmed in the current 4 year STIP, or ~\$1B/Year
 - \$660M-\$700M/year Highways
- Development of 2022-2025 STIP starts this Fall.



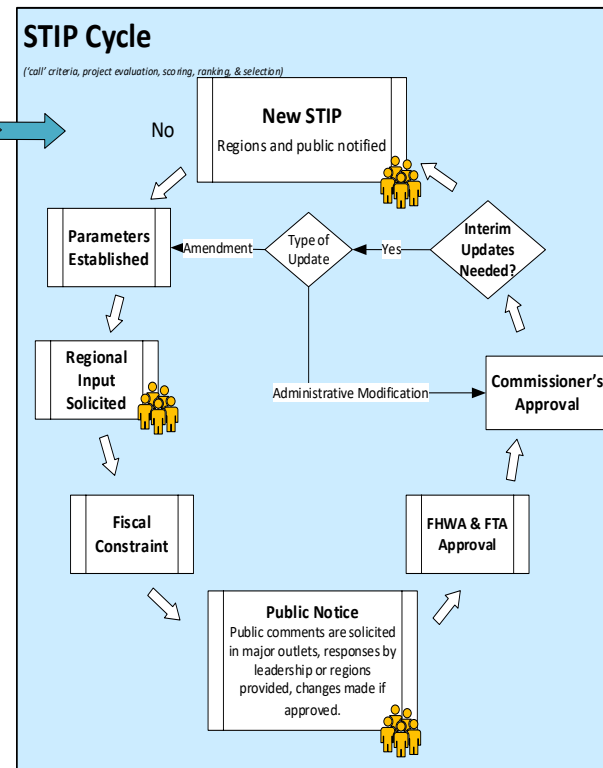
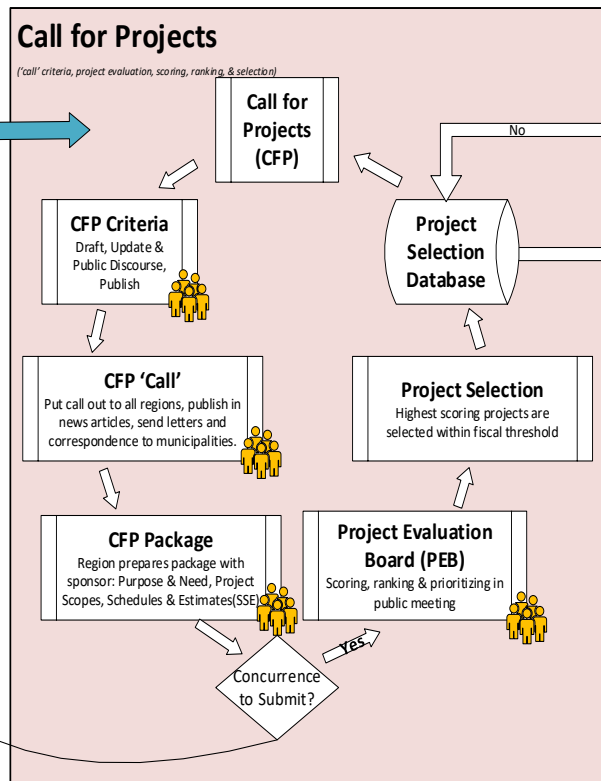
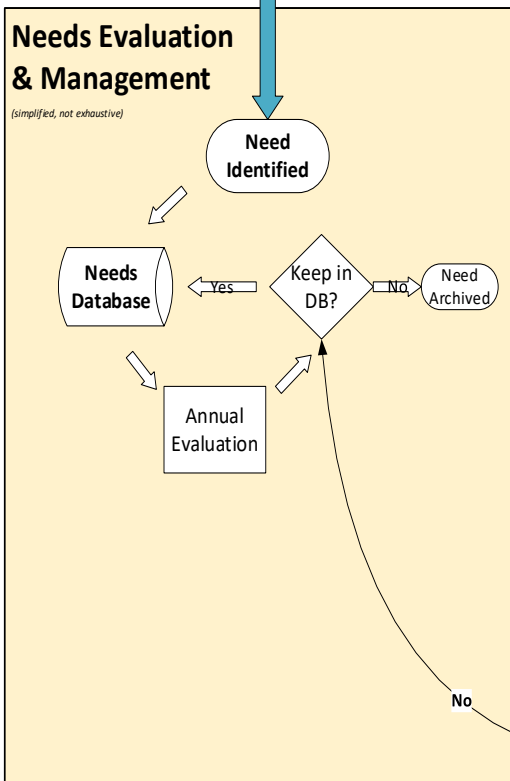
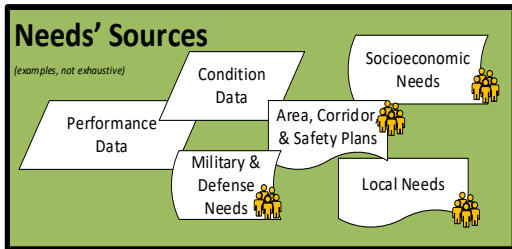


The STIP Process

The simplified, but not exhaustive steps in project development

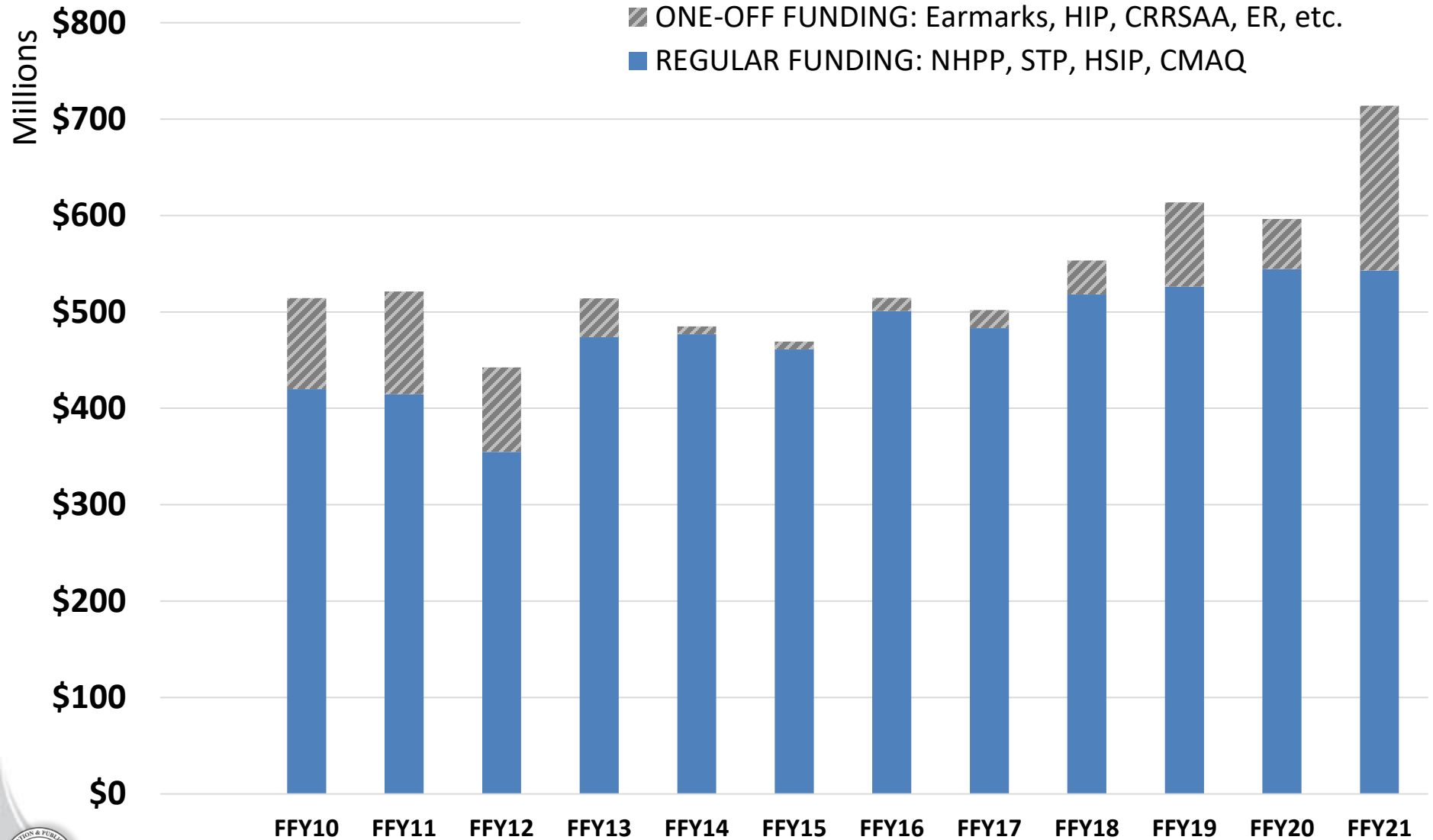


Represents times when the public is notified, solicited, or otherwise involved in the development process





Federal Limitation Over Time





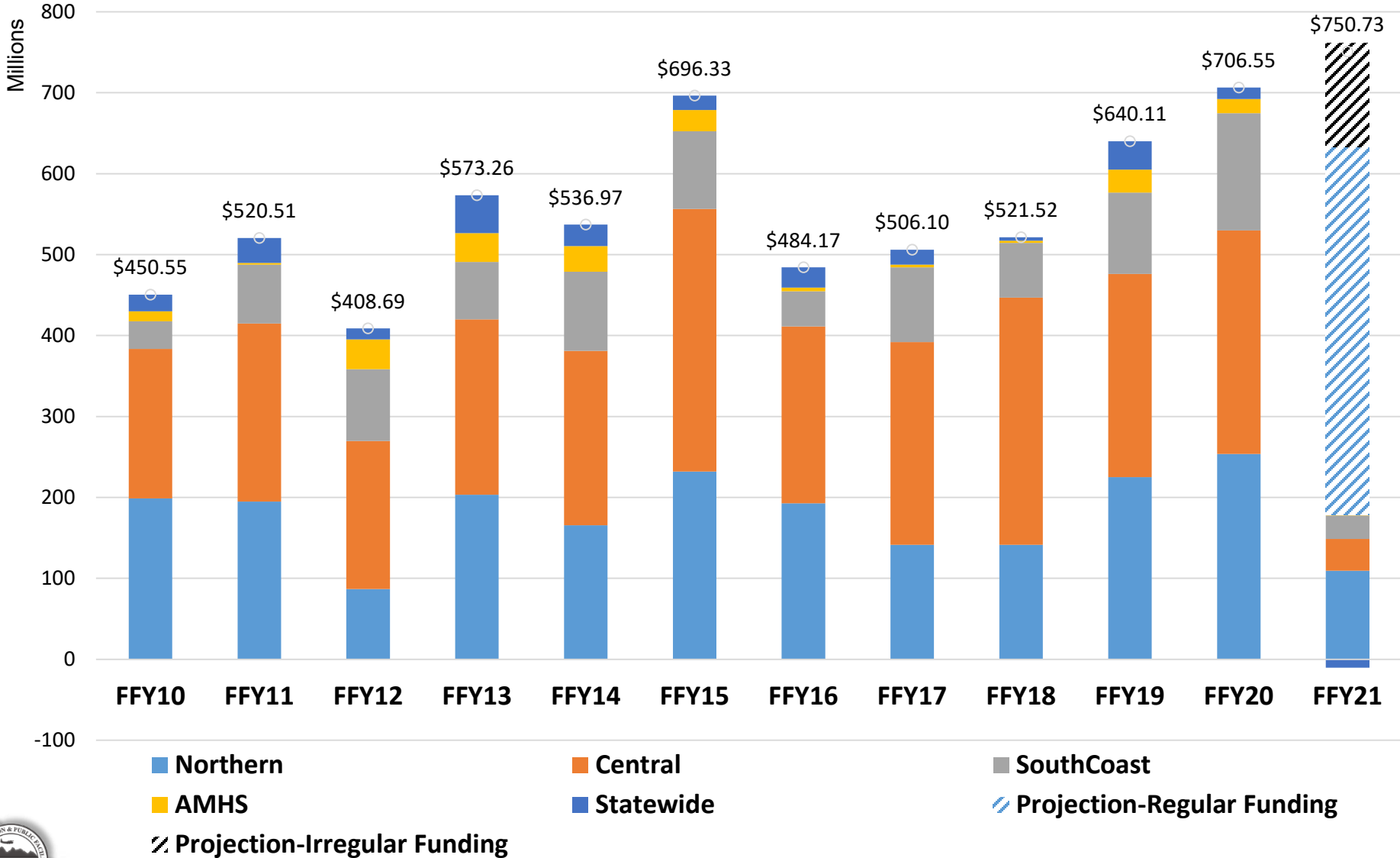
Federal Funds Distribution

FFY2021 (est.)

Apportionment Program Name	Federal Funds	Distribution
NATIONAL HIGHWAY PERF FAST	287,065,329	51.7%
PROJECTS TO REDUCE PM 2.5 EMISSIONS	2,134,659	0.4%
REDISTRIBUTION CERTAIN AUTH FAST	3,190,212	0.6%
STBG-URBANIZED >200K FAST	28,165,146	5.1%
STBG 5-200K POP FASTG	22,366,968	4.0%
STBG <5K POP - FAST	30,424,118	5.5%
STBG FAST OFF-SYSTEM BRIDGE	4,212,769	0.8%
SURFACE TRANSP BLOCK GRFS-FLEX	95,449,370	17.2%
TRANSPORTATION ALTERNATIVES FLEX	2,680,269	0.5%
TRANSPORTATION ALTERNATIVES >200K	948,140	0.2%
TRANSPORTATION ALTERNATIVES 5-200K	736,245	0.1%
TRANSPORTATION ALTERNATIVES 5K AND UNDER	988,254	0.2%
CONGESTION MITIGATION	10,670,156	1.9%
METROPOLITAN PLANNING	2,494,580	0.4%
NATIONAL HWY FREIGHT PROGRAM	9,504,995	1.7%
STATEWIDE PLANNING FAST	8,395,061	1.5%
RESEARCH DEVT AND TECH FAST	2,798,354	0.5%
RECREATIONAL TRAILS FAST	1,542,896	0.3%
HIGHWAY SAFETY IMP PROG FAST	15,506,340	2.8%
SEC 154 PENALTIES HSIP FAST	11,916,321	2.1%
SEC 164 PENALTIES HSIP FAST	11,916,321	2.1%
RAIL HWY CROSS HAZARD ELM FAST	624,750	0.1%
RAIL HWY PROTECT DEV FAST	624,750	0.1%
HRRR SPECIAL RULE FAST	918,000	0.2%
TOTAL	544,386,280	



Federal Obligations by Year



Funds Management - Challenges

Inconsistency in federal funding availability

Multiple years of projects to manage in the STIP, several phases

Project delivery is fraught with delays and slippage

Project authority comes in increments, requires completion of previous phase

Maximizing flexibility absorbs this slippage

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Advance Construction (AC): Purpose and Need

- AC is a critical financing and funds management tool for DOT&PF
- US DOT gives States the authority to use AC
 - No obligation of funds & authorizes work
- Supports Effective, Efficient, & Continuous Project Delivery
- Bridges gaps in delay in federal budget or State & Federal fiscal year overlap
- Assists with STIP fiscal constraint by spreading large projects over several years, similar to amortization
- Maximizes available funding
- Alaska DOT&PF uses “Planned AC” and “Managed AC”

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Planned Advance Construction (AC)

- Programmed in the STIP with “payback” or conversions
- Project phases must be fully obligated all at one time
 - Causes issues with very large projects, Examples:
 - Tustumena Replacement @ \$200M+ (33% of 1 year program)
 - Cooper Landing @ \$500M+ (92% of 1 year program)
 - Using AC allows the State to smooth out the effect to obligation authority
- Project can proceed without committing federal or State funds
 - As expenditures begin to accrue, those are converted to Federal funds
- Supports Effective, Efficient, & Continuous Project Delivery
- Maximizes funds available



Managed Advance Construction (AC)

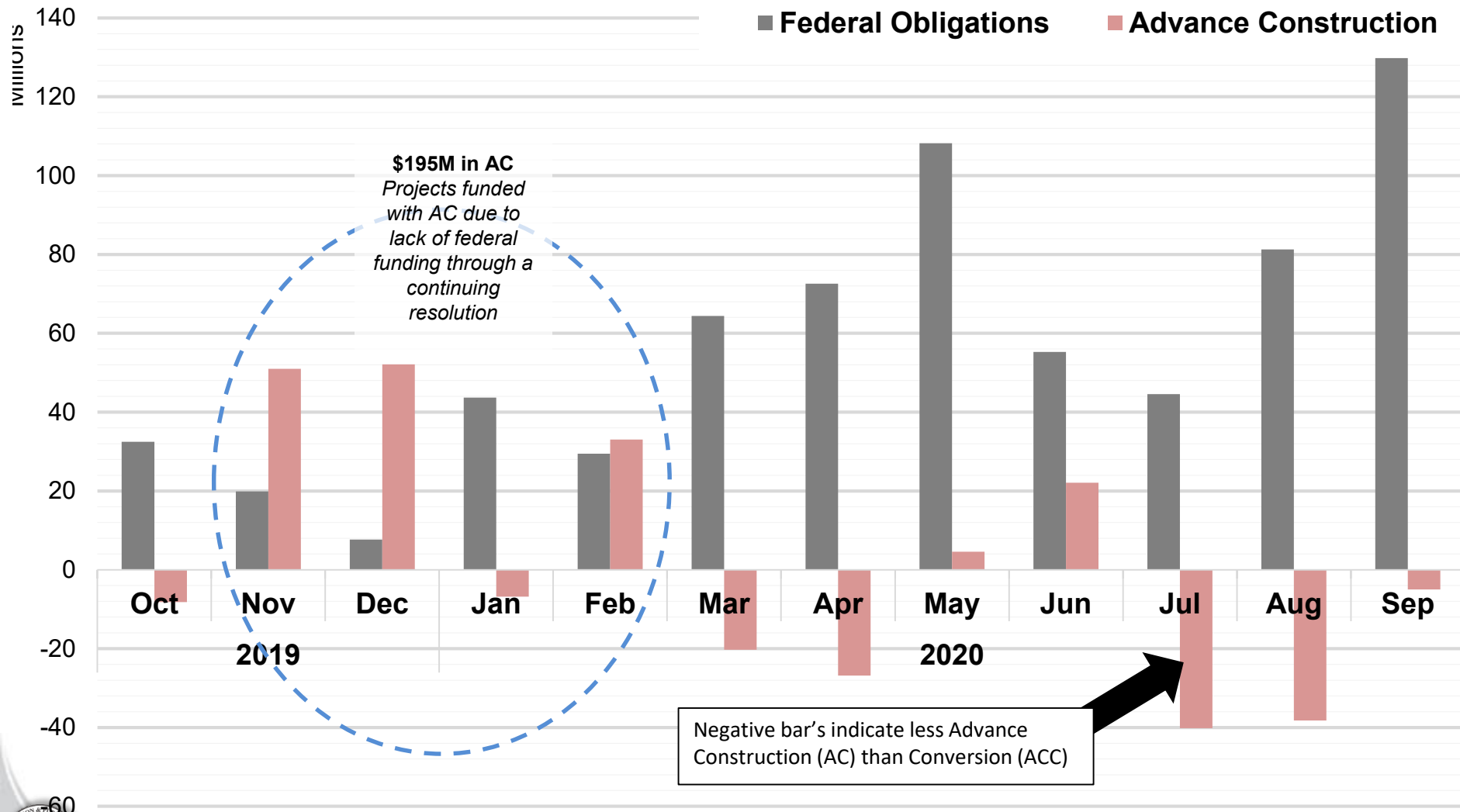
Managed AC is typically not included in the STIP and does not have planned AC paybacks. This is AC that is programmed and converted typically in a fiscal year.

- **Supports Effective, Efficient, & Continuous Project Delivery**
- **Bridges gaps due to delay in federal budget**
- **Maximizes funds available**





FFY20 Net Use of Advance Construction (AC)



AC Year-End Balances, by type

(in millions)

AC Type	FY16	FY17	FY18	FY19	FY20
Surface Transportation	\$43.0	\$75.7	\$51.2	\$64.8	\$55.3
Highway Safety	\$39.4	\$28.9	\$21.0	\$64.4	\$18.4
High-Risk Rural Road	\$0.0	\$0.1	\$2.5	\$1.5	\$2.0
Rail-Highway Crossing	\$0.0	\$0.0	\$0.0	\$0.6	\$0.1
National Highways	\$169.3	\$149.5	\$163.5	\$134.4	\$198.6
Other AC	\$26.5	\$18.1	\$6.8	\$7.8	\$12.6
Year End AC Balance	\$278.1	\$272.4	\$245.0	\$273.4	\$286.9

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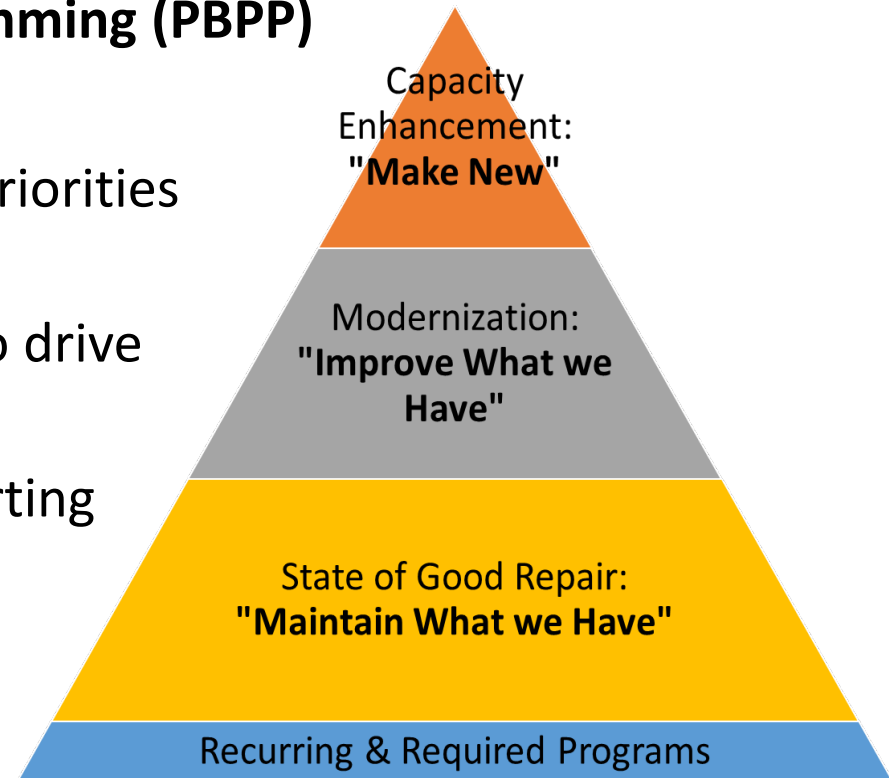
IMPROVEMENTS



Improvements to Program Development

Performance Based Planning & Programming (PBPP)

- Data-driven decision making
- Establish performance targets and priorities
- Uses asset condition, performance, socioeconomic, and other metrics to drive investment decisions
- Creates a hierarchy of authority, starting with the Long Range Transportation Plan (LRTP), Policy & Procedure, the STIP, etc.



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Improvements to Program Development

eSTIP: Technological solution to expedite STIP development and update data.

- Leveraging innovative solutions
- Public Involvement Portal with all projects mapped
- Information Systems within the Department linked:
 - This allows us to automate tasks - increasing efficiency
 - Connects STIP to Federal funding system for more real-time data/status
 - Enhanced reporting

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Thank You. Questions?

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Mat-Su Valley seen from Independence Mine (May 2017). Photo by Chuck Eldridge

