STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

2024-2027

Statewide Transportation Improvement Program

(STIP)

More information at **dot.alaska.gov/stip**

COVER PHOTO: VIEW OF NORTHERN LIGHTS THROUGH THE OLD KNIK RIVER BRIDGE AND HEADLIGHTS FROM THE NEW KNIK RIVER BRIDGE OF THE OLD GLENN HIGHWAY IN PALMER, TAKEN FEBRUARY 2019 BY LISA TORKELSON, ALASKA DOT&PF

(PENDING FHWA APPROVAL)

Alaska DOT&PF 2024-2027 STIP Narrative

ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

3/1/2024

WELCOME TO THE STIP

Welcome to Alaska's Statewide Transportation Improvement Program (STIP):

The STIP is a pivotal framework shaping our transportation landscape for the next four years. Developed by the Alaska Department of Transportation & Public Facilities, this STIP is a strategic roadmap guiding efforts to maintain, enhance and expand our state's transportation system.

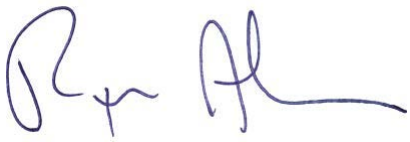
The STIP encompasses a diverse range of projects, including highway improvements, bridge repairs, waterways initiatives, and enhancements to public transportation. As Alaskans, we recognize the profound significance of our transportation system, serving as the lifeblood connecting our communities, businesses, and industries. The allocation of funds through the STIP is crucial for ensuring safety, proper maintenance, and planning and executing multimodal transportation improvement into the future.

The STIP is not just a technical document; it is a transparent resource for the public. Providing a clear overview of planned projects, the STIP promotes transparency, enabling residents, elected officials and policy makers to stay informed about upcoming improvements. This transparency is equally crucial for our contracting and consulting partners, offering insights into anticipated work opportunities.

In embracing the digital era, the Alaska Department of Transportation & Public Facilities has modernized the STIP, introducing an interactive map and database. This digital platform enhances accessibility and transparency, allowing users to efficiently explore and analyze projects. Equipped with tools for customization, such as filters for funding programs, location, region, construction years, and corridor names, the interactive map empowers users to engage more effectively with project information.

The STIP serves as a guiding document for project development and funding allocation, outlining priorities that contribute to the efficiency and effectiveness of our transportation system. By familiarizing yourself with the STIP, staying engaged, and actively participating, you play a crucial role in building a safer, more efficient, and well-connected transportation network for the state of Alaska. Thank you.

Sincerely,



Ryan Anderson, P.E., Commissioner
Alaska Department of Transportation & Public Facilities

TABLE OF CONTENTS

REFERENCE: TABLES

REFERENCE: FIGURES

CERTIFICATION STATEMENT

In accordance with 23 CFR 450.220(a), the Alaska Department of Transportation & Public Facilities (DOT&PF), as the Governor's Designee, certifies that the transportation planning process is being carried out in accordance with the following requirements.

1. 49 USC 5303 and 5304: Transportation
2. 23 USC 134 and 135: Highways
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and related statutes and regulations:
    a. 49 USC 5332 of Title VI in Transportation: Prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.
    b. 49 CFR Part 21: Nondiscrimination in federally assisted programs of the Department of Transportation
    c. 42 USC 12101 et. seq. and 49 CFR Parts 27, 37, and 38: The provisions of the Americans with Disabilities Act of 1990
    d. 42 USC 6101, The Older American Act: prohibition of discrimination on the basis of age in programs or activities receiving Federal financial assistance.
    e. 23 USC 324: Prohibition of discrimination based on sex
    f. 29 USC 794: Section 504 of the Rehabilitation Act of 1973 and 49 CFR Part 27 prohibiting discrimination against individuals with disabilities
    g. Federal Executive Order 12898: Environmental Justice
    h. Federal Executive Order 13166: Limited English Proficiency (LEP)
    i. 49 CFR Part 26: Disadvantaged Business Enterprises (DBE) in US DOT funded projects 23 CFR Part 230: Equal employment opportunity program on Federal and Federal-aid highway construction contracts
4. 42 USC 7504, 7506 (c) and (d) and 40 CFR Part 93 Sections 174 and 176 (c) and (d) of the Clean Air Act

In addition, all planning processes are in conformance with Title 19 of the Alaska State Statutes, and Chapter 17 of the Alaska Administrative Code.

Civil Rights Statement. It is the policy of the Alaska Department of Transportation & Public Facilities (DOT&PF) that no one shall be subject to discrimination on the basis of race, color, national origin, sex, age, or disability. Persons with a hearing impairment can contact the department by dialing Alaska Relay at 711 and asking the communication assistant to call the telephone number listed. We are also able to offer, upon request, reasonable accommodation for special needs related to disabilities.

Persons who believe they may have experienced discrimination in the delivery of these federally assisted programs or activities may file a complaint with:

Alaska DOT&PF Civil Rights Office
2200 East 42nd Avenue, Room 310
Anchorage, AK 99508

Phone: 907-269-0851
Alaska Relay: 7-1-1 or 1 (800) 676-3777
Fax: 907-269-084

2024-2027 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

The State of Alaska's transportation system connects Alaskans across a geographic expanse unmatched by any other state in the nation. It is a truly multi-modal system, connecting urban and rural communities across our highways, through the air, and along our waterways. The contiguous highway and waterways systems are the backbone of Alaska's transportation network, providing surface access to communities across the state.

The Alaska Department of Transportation & Public Facilities (DOT&PF) is the principal agency in the state for the planning, construction, maintenance, and operation of the highway system. As written in statutes, the DOT&PF is charged with carrying out a highway program that provides for a common defense to the United States and the state, a network of highways linking together cities and communities throughout the state (thereby contributing to the development of commerce and industry in the state and aiding the extraction and utilization of its resources), and otherwise improve the economic and general welfare of the people of the state.

Carrying out a highway program requires the development of policies, plans and programs that reflect a vision for the future transportation system of Alaska. Developing this four-year Statewide Transportation Improvement Program (STIP), with significant input from Alaska's diverse transportation stakeholders, has provided for a robust conversation of what the future holds for transportation in Alaska. In addition, cooperation with the three Alaska Metropolitan Planning Organizations (MPO), three Rural Planning Organizations (RPO), and the many other local governments and Tribes throughout Alaska, as challenging as this can be, has helped guide the development of this document.

The Alaska DOT&PF mission is to "Keep Alaska Moving." Our core values are integrity, excellence, respect, and safety. Our vision is to be modern, resilient, and agile. We believe that this strong mission, vision, and values will be critical as we face changes to the climate, technology, and workforce over the coming years. Our STIP document reflects our commitment to our mission, vision, and values, and will provide Alaskan's focused improvements to transportation infrastructure based on need.

Our strategic investment areas over the next four years are safety, state of good repair, economic vitality, resiliency, and sustainability. We believe this STIP can help us significantly "move the needle" in each of these areas through focused infrastructure investment. We have also made efforts to make the most of the new eligibilities and programs in the Infrastructure Investment and Jobs Act (IIJA) for the benefit of Alaskans, and in line with our DOT&PF vision.

This document reflects our commitment to transparency in our federal capital investments, with new digital formats that allow for the public access to information in easier ways. The public can now search for projects by name and geographic area, see the funding types, and better understand how the Federal programs work. The Infrastructure Investment and Jobs Act represents an increase in overall transportation funding for the State of Alaska and provides for many opportunities for funding. The investments included in this document make our best attempt to factor discretionary grant awards, Congressionally Directed Spending, August Redistribution, and other increases in federal revenue.

This STIP is composed of the narrative, and four volumes of information included as part of the STIP document. The first volume includes project grids and detailed one-page deep dives into the projects. The second volume includes Alaska's Metropolitan Planning Organizations Metropolitan Transportation Plans and Transportation Improvement Plans, which are incorporated by reference. This second volume also includes Alaska's Tribe's Tribal Transportation Improvement Programs, as well as the Western Federal Lands Highway Division Transportation Improvement Program. The third volume incorporates our engagement summary, and the interactions we had with individuals, legislators, local governments and Tribes, Non-Governmental Organizations, and others.

PLAN ALIGNMENT AND IMPLEMENTATION

The projects included in the STIP are in alignment with, and implement the policies set forth in, the Long- Range Transportation Plan (LRTP) as required in federal regulation (23 CFR 450.218). Serving as a strategic alignment and investment planning tool, the STIP ensures consistency with the "Family of Plans" and the LRTP. The LRTP establishes investment areas for the State, encompassing:

- Safety
- State of Good Repair
- Economic Vitality
- Resiliency
- Sustainable Transportation

These investment targets are described in further detail in **Appendix B: Investment Targets**.

Numerous projects in the STIP fulfill the requirements outlined in the Transportation Asset Management Plan (TAMP) and address the specific needs of freight transportation. Furthermore, they meet key requirements stipulated in the Infrastructure Investment and Jobs Act (IIJA). The STIP plays a crucial role in implementing the TAMP by planning funding for projects that support federal asset management requirements and meet investment targets necessary for extending the useful life of transportation facilities. More information on meeting our investment targets, and extending the useful life of our transportation facilities is included in **Appendix C: Transportation Performance Management Analysis**

The STIP maintains consistency with other various planning efforts, including the Alaska DOT&PF's Highway Safety Improvement Program (HSIP), approved regional transportation plans (components of the Statewide Long-Range Transportation Plan), Transportation Improvement Programs (TIPs) prepared by Metropolitan Planning Organizations (MPOs) in Anchorage and Fairbanks, modal and system plans, strategic investment plans, municipal comprehensive plans, and tribal transportation plans. Additionally, the STIP reflects the goals of the state administration, aiming to support economic development and identify opportunities to connect resource-rich areas to the state's highway, port, and rail systems.

State and Federal Requirements

The STIP is designed to comply with State and Federal laws and regulations to ensure compliance and eligibility for federal transportation funding programs. It aligns with the Infrastructure Investment and Jobs Act (IIJA) and previous federal transportation legislation, including the Fixing America's Surface Transportation (FAST) Act and Moving Ahead for Progress in the 21 Century (MAP-21).

Planning is a crucial prerequisite for projects included in the Statewide Transportation Improvement Program (STIP). Federal regulations, specifically 23 USC 135 and 23 CFR 450, mandate a performance-based approach to transportation decision-making, incorporating statewide plans and transportation improvement programs. These laws and regulations also include requirements for coordinating with MPOs, Federal land management agencies, Tribal governments, and communities outside of MPOs.

Certain areas in Alaska are designated as non-attainment areas, or maintenance areas for air quality standards, set by the U.S. Environmental Protection Agency (EPA). Non-attainment areas fall below the air quality standards, while maintenance areas meet the standards but require funding for ongoing maintenance programs to sustain the air quality improvements. An Air Quality Conformance Analysis is included as **Appendix D: Air Quality Conformance Analysis**

Anchorage and the Fairbanks North Star Borough have maintenance areas for carbon monoxide (CO). Juneau's Mendenhall Valley and portions of Eagle River are classified as maintenance areas for coarse particulate matter (PM-10). A portion of the Fairbanks North Star Borough is also designated as a non-attainment area for fine particulate matter (PM-2.5). Fairbanks has an approved Moderate Area SIP for PM 2.5 that includes motor vehicles emission budgets for PM 2.5

and NOX, and a Serious SIP from 2019 that was adopted with amendments on November 18 2020. However, In January 2023 the EPA issued a proposed rulemaking to disapprove portions of the amendments to the Serious SIP and the year-long a Conformity Freeze went into effect on January4, 2024. The Conformity Freeze will remain effective until a new SIP with adequate control measures to improve air quality is in place and approved by EPA.

To comply with the federal Clean Air Act, Alaska's non-attainment and maintenance areas must assess the air quality impacts of transportation projects. This analysis, known as "transportation conformity," ensures that highway and transit projects are consistent with the approved maintenance State Implementation Plan (SIP) emissions budget for CO and/or PM. Metropolitan Transportation Plans (MTPs) and TIP projects proposed for construction within these areas undergo regional and project-level analysis to confirm conformity.

State statutes and regulations further detail planning requirements. Title 19, Chapter 10 outlines state planning requirements for traffic surveys, highway development, material inspection, long-range highway programs, and future traffic planning. Title 19, Chapter 15 covers federal aid acceptance, allocation, and municipality participation. Title 19, Chapter 20 outlines the establishment of metropolitan planning organizations and approval of local transportation improvement plans.

Specific to the Alaska Marine Highway System (AMHS), AS 19.65.011 and AS 19.65.110 address short-term and long-range plans, as well as the Alaska Marine Highways Operations Board (AMHOB).

Alaska Administrative Code (AAC) Section 17 AAC 05.155 details STIP development, including federal financing allocation for the Community Transportation Program (CTP) and Transportation Alternatives Program (TAP), to Metropolitan Planning Organizations (MPOs).

Additionally, 17 AAC 05.200 allows DOT&PF to allocate funding to STIP projects without a scoring process, covering various categories such as safety, security, environmental concerns, research, training, preventive maintenance, civil rights matters, emergencies, projects specifically appropriated by the United States Congress, and projects deemed in the state's best interests.

Infrastructure Investment & Jobs Act (IIJA)

The Infrastructure Investment & Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law or BIL, is a significant piece of legislation that focuses on infrastructure investment and job creation. This landmark law includes provisions that directly impact transportation infrastructure, project prioritization, funding allocation, and more. The Alaska Department of Transportation & Public Facilities (DOT&PF) has actively ensured that the Statewide Transportation Improvement Program (STIP) aligns with the IIJA, seizing the opportunities provided by this legislation to enhance our state's transportation system.

The STIP addresses various federal requirements and guidelines to maintain Alaska's eligibility for federal transportation funding programs. It adheres to the regulations set forth by the IIJA and previous federal transportation legislation. By meeting these requirements, the STIP guarantees access to critical federal resources for transportation projects and programs.

The IIJA authorizes a substantial amount of funding, totaling $1.2 trillion, for transportation and related infrastructure spending, with nearly $550 billion allocated to new investment categories and programs. This legislation provides predictable, long-term funding certainty for transportation infrastructure planning and investment through various programs that focus on directing funds to specific types of investments and desired outcomes.

Several programs from previous transportation laws have been carried forward under the IIJA, including the National Highway Performance Program (NHPP), Surface Transportation Block Grant Program (STBG), Transportation Alternatives Program (TAP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), Highway Safety Improvement

Program (HSIP), Railway-Highway Crossings (RHC), Metropolitan Planning (PL), Statewide Planning & Research (SPR), National Highway Freight Program (NHFP), and the Ferry Boat Formula Program (FBP).

In addition to these existing programs, the IIJA introduces new eligibilities that expand the ability to invest in innovative approaches to address current challenges at the national and state levels. These new eligibilities encompass areas such as electric vehicle charging infrastructure, greenhouse gas reduction measures and investments, rural coastal infrastructure, and the maintenance of ice roads and seasonal roads.

Moreover, the IIJA establishes new programs that further enhance transportation infrastructure. These programs include the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program, Bridge Formula Program (BFP), Carbon Reduction Program (CRP), and National Electric Vehicle Infrastructure Program (NEVI).

By leveraging the provisions and funding opportunities outlined in the IIJA, Alaska's DOT&PF aims to strategically plan and invest in transportation infrastructure, ensuring a more resilient, efficient, and sustainable transportation system that supports economic growth and improves the quality of life for all residents.

Budget considerations are also taken into account with the STIP, aligning with the state Capital Budget, which outlines the allocation of financial resources for transportation projects. By integrating the STIP with the Capital Budget, adequate funding is ensured for the identified projects, allowing them to progress smoothly.

In summary, the Alaska DOT&PF STIP satisfies federal transportation legislation, including the IIJA, the FAST Act, and subsequent federal regulations, thereby ensuring eligibility for federal funding programs. It complies with TAMP requirements, aligns with the LRTP, integrates with the Capital Budget, and addresses freight requirements. By adhering to these laws, requirements, guidelines, and aligning with the Alaska DOT&PF Family of Plans, the STIP guarantees a comprehensive and strategic approach to transportation planning and investment in Alaska.

For more comprehensive information on the Infrastructure Investment & Jobs Act, we encourage you to visit the official federal website, administered by the Federal Highway Administration (FHWA). For further details regarding specific projects, funding allocations, or additional compliance with federal requirements, comprehensive documentation and clarification can be provided upon request.

2024-2027 STIP Implementation and New Tools

The development of the STIP is an ongoing process. It is a dynamic document that necessitates regular updates to account for project progress, delays, or changes in costs. As new projects are evaluated, the highest priority project may be advanced into the STIP by amendment. DOT&PF maintains a 10-year internal state highway investment plan. This plan forms the starting point for new STIPs and informs other STIP actions. While some projects may appear to be new within a four-year STIP window, it is likely that those projects were programmed in the 10-year STIP, but outside of the four-year window.

A new STIP cycle involves notifying internal staff, agencies, and the public, establishing key parameters, and soliciting input. Final approval comes from federal entities, specifically the FHWA and FTA. Before finalization, the approved projects are well-vetted and have passed through a rigorous process of evaluation and public participation.

In 2022, DOT&PF began coordinating with its planning and project delivery staff to update DOT&PF's 10-year investment plan with updated project estimates and schedules for projects already in the current 10-year investment plan. In February of 2023 a process of updating project estimates and schedules specific to the 2024-2027 STIP proposal began and, with inflation and other complicating factors, this process of updating schedules and estimates extended through the year.

Also in 2022, DOT&PF began to implement an electronic STIP (eSTIP) application designed to bring increased transparency and tracking to DOT&PF's internal STIP programming workflow. Much of the STIP programming for the draft 2024-2027

STIP was programmed in the eSTIP in early 2023. However, the discovery of data reporting errors in the eSTIP application in May 2023 required DOT&PF to pursue other options for finalizing the programming of the draft 2024-2027 STIP.

Upon completion of a re-programming of the draft 2024-2027 draft STIP using a new electronic platform, DOT&PF implemented the public review process, and released the draft 2024-2027 STIP for a 45-day public comment period in July of 2023.

The new electronic platform features an interactive map and database that allows users to explore and analyze projects within the STIP. With enhanced functionality and user-friendly features, the digital STIP provides a convenient and efficient way to access information about transportation projects. The interactive map is equipped with various tools to help users customize their project viewing experience. Users can utilize filters, search capabilities, and dashboards to narrow down projects and programs based on specific criteria. Common filters include funding programs, location, region, construction year(s), and corridor names. By selecting the desired filters, users can generate a tailored list of STIP projects that meet their specific requirements.

Furthermore, the digital STIP offers options for sorting and provides flexibility in generating dashboards. Users can choose their preferred sorting order and select whether they want the report in Excel or HTML format. These features enable users to extract and organize project data according to their needs and preferences.

With the introduction of the interactive digital STIP, transparency, accessibility, and user experience in accessing information about transportation projects was enhanced. The new platform has empowered stakeholders, professionals, and the public to explore and analyze the STIP with ease, ultimately contributing to a more informed and engaged transportation planning process.

After implementing this new platform, DOT&PF received a record number of public comments. Metrics indicate this was due both to the public outreach strategies utilized prior to and during the public comment period, as well as Alaskan's interest in IIJA and opportunities for improvements to transportation infrastructure. Several high interest and high-profile projects also attracted public interest and required significant efforts in developing comment responses.

Due to these factors, the 2024-2027 STIP was not submitted prior to the end of the 2023 Federal Fiscal Year. A 180-day extension to the 2020-2023 STIP was requested and received on September 15, 2023, from FHWA and FTA. This has allowed DOT&PF to consult with and address both public and Federal agency comments on the draft 2024-2027 STIP.

Project Selection and Funding Allocations

The project identification process for the STIP is comprehensive, incorporating a variety of sources and methodologies to ensure thorough coverage of needs and priorities. To assess the current state of infrastructure, condition data analysis is employed, considering socioeconomic factors. Performance metrics are reviewed to pinpoint areas in need of improvement, while special consideration is given to regions, corridors, and safety plans to identify targeted needs. This includes gathering input from local agencies, transportation authorities, and other stakeholders, ensuring a broad spectrum of needs is captured.

Data-Informed Project Identification. The identification of projects is refined through data-driven decision-making. This involves identifying assets in poor condition that require urgent repair. Many projects are programmed through a competitive process involving data and professional judgment to categorize, evaluate, score, rank, and prioritize projects. A Project Evaluation Board (PEB) is formed by the Commissioner to assess project applications. Based on factors such as the received score, available funding, state needs, and priorities, the Commissioner selects and programs the project cohort. Funding Opportunity Programs overseen by the State DOT&PF include the Community Transportation Program (CTP) and the Transportation Alternatives Program (TAP).

Community-Driven. The STIP includes new sections to accommodate funding opportunities through discretionary grants and loan programs like the Transportation Infrastructure Finance and Innovation Act (TIFIA). These sections allow projects of regional or community significance to be listed, even if they don't utilize State funds, federal formula funds, or other federal funds received through the State's capital investment program. These projects are labeled as "Illustrative" to indicate that no federal funding source has been identified or secured.

Request for Proposal. Projects may also be identified through a public Call for Projects, where project proposals are solicited through public announcements. The criteria for these proposals are carefully crafted, updated, and shared with the public to ensure transparency. Prospective project sponsors are provided with a package containing all necessary details, including the project's purpose, scope, schedule, and cost estimates. Before submission, there is a concurrence step to confirm the readiness of the proposal. These projects then go before a Project Evaluation Board, which scores and prioritizes them, including a public meeting to ensure community involvement. Project selection is competitive, focusing on high-scoring projects within fiscal limits.

Transportation Planning Partner TIPs. The process also involves Transportation Improvement Programs (TIPs) prepared by Metropolitan Planning Organizations (MPOs) and Regional Planning Organizations (RPOs), incorporated by reference into the STIP. The state aims to establish partnerships with these organizations to develop a unified geospatial transportation planning platform for Alaska, expected to progress within the 2024-2027 STIP timeframe. Federal regulations mandate each state transportation department to develop a STIP for areas outside MPO jurisdictions. MPOs like Anchorage Metropolitan Area Transportation Solutions (AMATS) and Fairbanks Area Surface Transportation (FAST) in Alaska develop their TIPs, (and will soon include the Mat-Su Valley Planning (MVP) MPO, Alaska's newest MPO), which are approved and incorporated into the STIP, ensuring a cohesive and comprehensive approach to transportation planning and development.

Expedited Priority Projects. Expedited priority projects, characterized by unique circumstances, and needs that fall outside the standard public process, are also added. These projects are distinguished by their urgency or timeliness, necessitating a more immediate or direct approach for addressing specific circumstances swiftly.

Once needs are identified, the project evaluation process includes a structured evaluation, which includes an annual review of all listed needs, ensuring that the database remains current and reflective of ongoing priorities. Identified projects are reviewed across several factors.

- **Strategic Alignment**: Projects must align with the state's long-term transportation goals, encompassing aspects like safety improvement, state of good repair, economic vitality, resiliency, and sustainability.

- **Project Readiness**: Priority is accorded to projects deemed 'shovel-ready,' indicating completion of essential planning, environmental reviews, and design stages facilitating a swift transition to the construction phase.
- **Cost-Effectiveness:** Projects are scrutinized for their potential to deliver maximum benefits at minimal cost, considering life-cycle costs and potential long-term savings.
- **Public Benefit**: Evaluation considers the extent to which a project serves the broader community, addressing factors such as accessibility improvements, environmental benefits, and support for underserved populations.
- **Financial Feasibility**: Projects must have a realistic and viable financial plan, detailing identified funding sources for both initial construction and ongoing maintenance.
- **System Performance**: The use of specific, quantifiable metrics is employed to assess the project's impact on transportation efficiency, safety improvements, and other relevant measures.

In addition to these factors, DOT&PF has employed an optimization process that involves a comprehensive and strategic examination of the entire system. This stage is pivotal in aligning various projects with available federal funds, considering their specific eligibilities and unique requirements. Adjustments in any one area are made in real-time, recognizing that shifts in one area directly influence capacities and needs in other categories. This stage involves a holistic examination of the entire system, aligning projects with available federal funds based on their specific eligibilities. It is important to acknowledge that, at times, projects with unique funding eligibilities or the ability to fill a gap in any one category might proceed ahead of projects that may be perceived as higher priority. Key components of this stage include:

- **Statewide Contractor Capacity:** This involves dynamic management of contractor resources across the state, ensuring equitable distribution and flexibility.
- **DOT&PF Project Delivery Capacity:** This continuous assessment focuses on the capacity of staff and contractors to manage and execute projects.
- **Corridor Impact Analysis:** Shutting down interstates for construction, especially in a state like Alaska, where many areas have limited route options, can have significant and far-reaching impacts. In such scenarios, where critical corridors are the lifeline for communities, careful planning and execution of construction work are paramount to minimize disruptions.
- **Strategic Investment Area Ratios**: Based on the general principles of strategic investment in transportation and infrastructure, the concept involves aligning project distribution with the strategic goals of DOT&PF, which may include factors like safety, economic vitality, state of good repair, resiliency, and sustainability.
- **Equity Considerations**: Justice 40 mandates that 40% of the benefits of projects go to Justice 40 populations. Efforts to ensure equitable project distribution are conducted in tandem with other optimization efforts. Changes in project prioritization based on equity can lead to adjustments in areas like landscape alignment and regional capacity.
- **Transportation Landscape Ratio Alignment**: This aspect is interlinked with other areas, particularly strategic investments and corridor analysis. Adjustments in landscape priorities can have cascading effects on project bundling and contractor allocation.
- **Project Bundling (Grouping) Opportunities**: Identifying bundling opportunities is a dynamic process, intertwined with changes in contractor capacity, regional capabilities, and corridor planning. As bundling opportunities are identified, they influence and are influenced by other optimization efforts.
- **Federal Funding Eligibility and Availability**: Central to all these efforts is the continuous monitoring of federal funding eligibility and availability. Changes in funding scenarios directly impact all other areas of optimization, necessitating adjustments in project prioritization, contractor allocation, and strategic investment distribution.

Upon selection, the allocation of funds to projects is transparent and communicated through public communications protocols.

Community Transportation Program & Transportation Alternatives Program

The Community Transportation Program (CTP) and Transportation Alternatives Programs (TAP) are competitive programs that allow communities, federal and State agencies, to submit project nominations for community needs. CTP

and TAP are just two of several project classifications in State regulation (17 AAC 05.170).

Public Notice. The CTP issues a 'Call for Projects' once every three years or less and the public notices include project evaluation criteria. The public and stakeholders are given opportunities to comment on the criteria for possible change or updates. Merit criteria is used per State regulation (17 AAC 05.175) for evaluation of projects. Some examples of criteria used includes:

- Economic benefits
- Health & quality of life
- Safety
- Intermodal transportation
- Preservation
- Environmental readiness
- Maintenance costs

Projects are submitted to the State and applications are completed for eligible projects. Significant data and research are performed to complete the application, for both project sponsors and the State, that dedicates planning, environmental, right-of-way, and engineering resources to this project solicitation.

Preliminary Evaluation. Projects that have been pre-scored are advanced to develop an engineer's estimate of Scopes, Schedules, and Estimates (SSE). These estimates are certified to the best of their ability and data available for accurate forecasting and evaluation of the project benefits to its costs.

Project Evaluation Board. Once projects have had all the data and applications prepared, pre-scoring identifies projects that may proceed to the Project Evaluation Board (PEB) based on estimated funding available. The board consists of public officials selected by the Commissioner and can include:

1. a deputy commissioner from the department, or the deputy commissioner's designee.
2. the director of the department's division of Project Delivery, or their designee.
3. the director of the department's division of Program Management & Administration, or their designee; and
4. the directors of the department's regional offices, or their designees.

Evaluators will score each criterion for each project and determine the final score by multiplying the individual scores by the weights of each criterion and then adding the total for all criteria (17 AAC 05.1775(i) and (j)).

The meeting of the PEB constitutes a meeting under AS 44.62.310 and is subject to the Open Meetings Act rules, including that each PEB member's scores will be made publicly available and that the meeting is open to the public.

It's important to note that the PEB does not award projects, it only evaluates and scores them. The Commissioner will select the final list of projects to be included in the STIP based on several factors including:

- PEB project scores and recommendations
- Fiscal constraint
- Project development considerations
- The State's best interest (CTP)

State's Best Interest. When making a decision in the state's best interest, the department will exercise discretion to address, in furtherance of this chapter, factors of significance to the department in the matter under consideration. The department will document in writing the decision of a matter on the basis of the state's best interest and memorialize the factors of significance that affected the decision. (17 AAC 05.985)

Mandatory and Other Classes of Projects not Subject to Scoring

The following types of programs or projects may be included in any project classification of the STIP under 17 AAC

05.170, without following the scoring process under 17 AAC 05.175 or the allocation by program under 17 AAC 05.190 for a non-restricted federal apportionment (17 AAC 05.200):

1) safety, infrastructure, and transportation security
2) projects to address air or water quality issues or other environmental concerns not part of any specific surface transportation project
3) research, planning, or data collection related to surface transportation
4) inspection and evaluation of surface transportation facilities
5) training and educational opportunities for staff and the public related to surface transportation issues
6) preventive maintenance or critical repair, and maintenance of surface transportation facilities
7) seismic retrofit of transportation bridges and features
8) civil rights matters not related to any specific surface transportation project
9) highway use tax evasion projects financed under 23 USC 143
10) projects specifically appropriated by the United States Congress
11) emergency requirements
12) management systems related to surface transportation systems
13) projects for the Alaska Railroad Corporation financed by the United States Department of Transportation, Federal Transit Administration or Federal Railroad Administration
14) any project or activity related to surface transportation, the completion of which is considered to be in the state's best interest

The department may include projects listed in (a) of this section in an existing STIP as a minor amendment under 17 AAC 05.195(c).

If a project is specifically recommended in a statewide transportation plan adopted under 17 AAC 05.150, the department may include that project in any project classification of the STIP under 17 AAC 05.170, without following the scoring process under 17 AAC 05.175. The department may include a project identified in a statewide transportation plan newly adopted under 17 AAC 05.150 in a pre-existing STIP as a minor amendment under 17 AAC 05.195(c).

Project Phases

The STIP consists of projects divided into various phases and scheduled based on estimated completion time and required funding. The selection of projects for the STIP is influenced by funding sources and program goals and objectives.

Multi-Phase, Phase 0. This phase encompasses programs of work with multiple individual projects where the specific phases of work are yet to be defined. Examples include allocations for the Anchorage Metropolitan Area Transportation Solutions (AMATS) and the Fairbanks Area Surface Transportation (FAST) Community Transportation Programs, Pavement and Bridge Preservation Transportation Alternative Program, Pavement and Bridge Rehabilitation Program, Highway Safety Improvement Program. Recurring programs of work are included in the STIP, allowing individual projects to be started and constructed under these programs without requiring a separate Need ID.

For projects that are not determined to be regionally significant and can reasonably be expected to be eligible for a categorical exclusion from NEPA, they may be grouped under one STIP ID, as allowed for under 23 USC Section 135. These are sometimes referred to as 'programmatic' suites of projects or Need ID's. Non-attainment areas will not have any added-capacity projects, or phases of added-capacity projects, grouped under a grouped STIP ID. The grouping of projects allows for more efficient programming and reduces the need for revisions to the STIP.

Design (Preliminary Engineering), Phase 2. The design phase involves refining project plans through increasingly detailed steps. For larger or complex projects, a reconnaissance study may be conducted to identify issues, analyze alternative solutions, and provide comparisons. Environmental reviews are conducted during this phase and practicable alternatives are developed to assess environmental impacts and estimate costs. Preliminary right-of-way and utility identification are

also carried out and a project-specific public involvement plan may be developed. Various support groups provide specific studies, reports, and design documents as needed.

Right of Way, Phase 3. During the design phase, the right-of-way staff reviews preliminary plans for each alternative under consideration. They prepare base maps, estimate acquisition and relocation costs, and assess the socio-economic effects of residential and business relocations. After project design approval, the right-of-way staff appraise land values, negotiate property acquisitions, relocate affected individuals or businesses, and manage land ownership and encroachments.

Construction, Phase 4. The construction phase involves building or altering roads and structures. Activities include land clearing, demolition, excavation, material movement, drainage, pavement, bridge construction, guardrail installation, traffic signals, lighting, culverts, and traffic control. Construction durations can range from days to years, depending on the project complexity.

Utilities, Phase 7. During the design phase, utility engineers review plans to ensure compatibility with existing utilities. Utility adjustments and relocations are determined to avoid conflicts with the project. The utility engineer designs changes to utility facilities, prepares plans, and estimates relocation costs. Utility relocations may be performed by the utility company, a contractor managed by the utility or the department, or as part of the department's highway contract.

Statewide Planning and Research, Phase 8. This phase is dedicated to planning, research, development, and technology transfer activities funded by the Statewide Planning & Research (SPR) program.

Miscellaneous/Other, Phase 9. This phase includes projects that do not involve physical construction. Examples include bridge inspections, workforce development, safety education programs, inventory and condition surveys, information technology, and planning activities not directly funded by dedicated planning funds.

The duration of each phase varies depending on the project, ranging from months to many years. Projects may require all phases or only specific phases based on their complexity. It is important to note that the life cycle of a project, from identification to completion, can span from a few months to several years.

Programs and Groupings

Programs. Many new funding programs have been established with IIJA. Alaska DOT&PF is utilizing a program approach to several investment areas to improve the value of projects delivered to the public.

Grouped Projects. The STIP will show some programs or groups of projects in a single Need ID. Grouped projects allow the Department to be agile in its response to near-real-time needs. STIP processes and procedures can, for good reason, take time. Some project groupings that can be found in the STIP are safety projects or preservation & maintenance projects.

Federal regulations (23 CFR 450.218 (j)) define the types of projects that can be grouped. To be grouped, projects must:

- Not be regionally significant.
- Not require an air conformity analysis
- Be reasonably be expected to be eligible for a categorical exclusion from NEPA
- Be grouped by function, work type, and/or geographic area
- Not be grouped by funding type or category
- In nonattainment and maintenance areas, consistent with the "exempt project" classifications contained in the EPA's transportation conformity regulations

If all assumptions of the projects are met, they may be grouped under one STIP ID. These are sometimes referred to as 'programmatic' suites of projects or Need ID's. Non-attainment areas will not have any added-capacity projects, or phases of added-capacity projects, grouped under a grouped STIP ID. The grouping of projects allows

for more efficient programming, and reduces the need for revisions to the STIP.

Projects may be started under a 'group' and, through the project life cycle, increase in size or scope to no longer meet the requirements of the grouping. In those instances, the projects will be created with their own Need ID and incorporated into the STIP via an amendment.

STIP Revision Process

The Statewide Transportation Improvement Program (STIP) is subject to revisions to accommodate changes in project schedules and maximize the state's federal spending authority. These revisions adhere to procedures established in state and federal law, and except for minor or administrative changes, require a public notice and comment period. The Alaska DOT&PF, FHWA, and Federal Transit Administration (FTA) review, track, and approve all revisions to the STIP, ensuring compliance with specific approval, review, and public notice requirements. There are three main types of STIP revisions: amendments, administrative modifications, and incorporations by reference. In addition, Alaska has three MPOs: the Anchorage Metropolitan Area Transportation Solutions (AMATS), Fairbanks Area Surface Transportation Planning (FAST), and the Mat Su Valley Planning for Transportation (MVP).

Transportation Improvement Programs (TIPs) developed by Metropolitan Planning Organizations (MPOs) are incorporated into the STIP by reference. If the MPOs have definitions outlined within their operating agreements or procedures for TIP administrative modifications and amendments that are in accordance with the provisions of 23 CFR 450, then those definitions may be used. If amendment and administrative modifications definitions are not included, or not in accordance with 23 CFR 450, then the definitions below shall apply to MPO TIPs.

Concerning the TIP, the procedures section of this document covers the procedures only for incorporation of the TIP into the STIP. The MPOs have independent procedures established for the development of the TIP and TIP revisions, including public and committee reviews.

The following criteria have been developed for processing administrative modifications and amendments to the STIP/TIP in accordance with the provisions of 23 CFR 450.

STIP Revision Definitions

Administrative Modification. Per 23 CFR 450.104, Administrative modification means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, a redemonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).

Administrative modifications are minor revisions to the STIP/TIP. This type of change does not require public review, demonstration of fiscal constraint, or FHWA/FTA approval.

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.).*

Changes may include:

- Increases to funding amounts of a project or phase of a project where the increase is greater than 10% of the total project cost and within the financial thresholds identified below:
    - The total project cost as indicated in the approved STIP/TIP is less than $3 million; an administrative modification shall be used for an increase in cost between 10% and 50% of the total project cost or $1 million, whichever is less.
    - The total project cost as indicated in the approved STIP/TIP is greater than $3 million but less than $10 million; an administrative modification shall be used for an increase in cost between 10% and 30% of the total project cost.
    - The total project cost as indicated in the approved STIP/TIP is greater than $10 million; an administrative modification shall be used for an increase in cost between 10% and 20% of the total project cost.
- Revisions to a project scope that do not:
    - Result in an air quality conformity reevaluation,
    - Result in a revised total project cost estimate that exceeds the financial thresholds established in this section, or
    - Result in a change in scope on any federally funded project that is significant enough to constitute a new project.
- Shifts project funding between projects, subject to the financial thresholds established in Table 1 of this MOU.
- Splitting up a single project or combining multiple projects.
- Adds a right-of-way phase to a project for incidental right-of-way work that does not exceed the financial thresholds established in this section.
- Adds a utility phase to a project for incidental utility work that does not exceed the financial thresholds established in this section.

Amendment. Per 23 CFR 450.104, Amendment means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes or changing the number of stations in the case of fixed guideway transit projects). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment and a redemonstration of fiscal constraint. If an amendment involves non-exempt projects in nonattainment and maintenance areas, a conformity determination is required.

Amendments are major changes to the STIP that require federal approval, public review, demonstration of fiscal constraint, or an air quality conformity. An amendment is a modification to the STIP that:

- Affects air quality conformity regardless of the cost of the project or the funding source.
- Requires an Air Quality Conformity Evaluation.

- Changes a project cost to a level greater than the financial thresholds.
- Adds or deletes a project phase other than a right-of-way or utility phase.
- Adds federal funds to a project currently without any federal funds.
- Changes in scope of a project that alters the original project intent.
- Adds or deletes a project.
- Incorporating a TIP or TIP amendment into the STIP is considered a STIP amendment and will follow the procedures listed below.

DOT&PF issues a notice of the proposed amendment through publication in a newspaper of general circulation and written notices to MPOs, tribes, and other affected parties. The notice provides a description of the amendment, its impact on the STIP, solicits comments, and establishes a 30-day comment period following the publication of the notice.

Procedures

Approval of STIP Administrative Modifications

- Administrative modifications will be incorporated into the STIP and no federal action will be required. Approval will be through a memorandum signed by the delegated DOT&PF Director or Deputy Commissioner.
- Administrative modification memorandums will be posted to the website and forwarded to FHWA and FTA for their records.
- DOT&PF will update the STIP to include these modifications periodically as full amendments or STIP updates are processed.

Approval of STIP Amendments

- Amendments to the STIP will be developed in accordance with provisions of 23 CFR 450, AS 44.42.050, and 17 AAC 05.
- DOT&PF will send draft amendments to FHWA and FTA for review at time of public review.
- FHWA and FTA will provide DOT&PF with any comments during the public review period or within one week after the completion of the public review period.
- Upon approval by the Commissioner, amendment approval requests will be submitted by DOT&PF to FHWA and FTA. The amendment approval request will include a description of the changes, a fiscal constraint analysis, and a certification letter per 23 CFR 450.218.
- Upon approval, FHWA and FTA will issue a joint, written response notifying Alaska DOT&PF of their decision.
- Amendments that contain both transit and highway projects and amendments that trigger an Air Quality Conformity Determination require joint approval from both FHWA and FTA. In these cases, the procedures for STIP approval and Air Quality Conformity Determinations will be followed.
- Once approved by FHWA and FTA, the amendment will be incorporated into the STIP.

Incorporation of MPO TIP Administrative Modifications into the STIP

- MPO TIP administrative modifications will be submitted to Alaska DOT&PF.
- MPO TIP administrative modifications will be performed through a memorandum signed by the Commissioner of DOT&PF, the statutory designee for all state transportation planning matters as outlined in AS 44.42.050 and 17 AAC 05.
- Administrative modification memorandums will be posted to the DOT&PF website and forwarded by DOT&PF to FHWA and FTA for their records. This action constitutes the incorporation by reference of the TIP revision into the STIP.

Incorporation of MPO TIPs and TIP Amendments into the STIP

- MPO TIP amendments will be submitted to DOT&PF.

- Upon approval by the Commissioner, MPO TIPs and TIP amendments will be submitted by DOT&PF to FHWA and FTA with a request for approval to incorporate the amendment into the STIP. The request will include a description of the changes, a fiscal constraint analysis, and a certification letter per 23 CFR 450.330.
- The requirements for public review will be satisfied by the MPO TIP public review period.
- Upon approval, FHWA and FTA will issue a joint, written response notifying DOT&PF of their decision.
- TIP amendments that contain both transit and highway projects and amendments that trigger an Air Quality Conformity Determination require joint approval from both FHWA and FTA. In these cases, the procedures for Air Quality Conformity Determinations will be followed.
- TIP amendment approval letters will be posted to the DOT&PF website. This action constitutes the incorporation by reference of the TIP revision into the STIP.

If a question arises on the interpretation of the definition of an administrative modification or amendment, DOT&PF, FHWA, and FTA will consult with each other to resolve the question. If, after consultation, the parties disagree on the definition of what constitutes an administrative modification or amendment, the final decision rests with FHWA for federal-aid highway funded projects and FTA for community and public transit funded projects.

Other TIPs Incorporated by Reference. Planning organizations that receive federal funding for transportation projects in Alaska and that have their own federally required TIPs must also be incorporated into the STIP by reference. For the STIP, we have incorporated the relevant planning organizations TIPs by reference as Volume 2 to the STIP. For Alaska the STIP includes TIPs from Metropolitan Planning Organizations (MPOs) and federal agencies such as Western Federal Lands (WFL) and the Bureau of Indian Affairs (BIA).

Maintenance and Operations of the Transportation System

After a project is completed and opened to public use, it is included in the DOT&PF's routine maintenance schedule. Federal planning regulations require the STIP to demonstrate that appropriate funds are available to adequately maintain and operate the surface transportation system as a whole. Most of the funds used to pay for maintenance and operations are state funds in the annual state operating budget.

Maintenance and operation forces are organized geographically by districts, with primary offices in Fairbanks, Anchorage, and Juneau. The primary offices manage highway maintenance stations distributed along the highway and airport system. Each district is staffed to adequately operate and maintain Alaska's highways.
Maintenance is the responsibility of the state or local agencies that own and operate the roads and typically is not eligible for federal funding assistance, although certain types of preventive maintenance activities are eligible for federal funding. Maintenance and operation responsibilities include all the activities to keep our multi-modal transportation system in good condition and safe for the traveling public. These include pavement repair, snowplowing, snow hauling, brush cutting, guardrail repair, sign maintenance, street/traffic light repair, drainage structures, fence maintenance, airport light repair, airport safety, security, and facility repairs.

When projects are completed for local governments, DOT&PF and the local entity enter into maintenance agreements that document commitments and requirements on Federally funded projects. These agreements typically allow a local government to maintain infrastructure on local roads.

DOT&PF has completed a Transportation Performance Analysis as part of the STIP process. This analysis outlines the alignment of the State of Alaska's transportation planning goals to national performance goals, and how these needs are defined and funded. It also outlines performance measures, and how projects in the STIP contribute to improve the measures. This analysis is included as **Appendix C: Transportation Performance Management Analysis.**

FUNDING AND FISCAL CONSTRAINT

Overview of Fiscal Constraint Requirements

The concept of fiscal constraint is a fundamental aspect of transportation planning and programming. It ensures that the Statewide Transportation Improvement Program (STIP) is financially realistic and that the programs and projects included are fully funded and can be implemented as scheduled. This section outlines the principles and legal requirements governing fiscal constraint in the context of transportation planning. Key elements include:

- Federal and state regulations mandating fiscal constraint in transportation projects.
- The necessity of aligning transportation planning with available funding sources.
- Ensuring that projected transportation investments do not exceed anticipated revenues over the planning period.
- Project delivery schedules and projected expenditure alignment.

Financial Overview

Funding available for Alaska's transportation needs comes from State and Federal funding sources. FHWA and FTA are the two primary sources of federal funds, and the State of Alaska capital and operating budgets, proposed by the Governor and approved by the Legislature, provide funding for both capital improvements and operation of the system.

STATE TRANSPORTATION FUNDING SOURCES

The State's transportation funding sources, which are critical to understanding the fiscal constraints under which the STIP operates, fund capital projects, the match required for federally funded projects, maintenance of the system, and operations of the system. Major sources include:

- State Motor Fuel Taxes - Revenue generated from state-level taxes on gasoline and diesel fuels.
- Vehicle Rental Tax - Fees collected from vehicle rentals within the state.
- General Fund - The State of Alaska's primary operating fund.

State funded projects are typically not identified in the STIP, unless they are deemed "regionally significant." State maintenance and operation funding is also not identified in the STIP but can be found on the State of Alaska's Office of Management and Budget website. Summaries by State funding sources can be found by reviewing enacted budgets of specific years. State funding is allocated every fiscal year to adequately maintain and operate the transportation system.

FEDERAL TRANSPORTATION FUNDING SOURCES

The federal government is a significant source of funding for Alaska's transportation projects through various programs and grants. IIJA requires that the federal-aid highway and federal-aid transit projects in the STIP be based on financing forecasts that are reasonable. The 2024-2027 STIP is based on anticipated federal, state and local funds. The federal-aid revenues are based on estimates of formula apportionment.

Revenue Forecast by Federal Fund Categories

The data provided outlines the forecasted funding for various federal fund categories spanning from the year 2024 to 2027. This forecast is a crucial tool for planning and allocation of resources in different sectors, ensuring effective and efficient use of federal funds. DOT&PF manuals provide guidance for estimates to include a consistent inflation rate of 3.0 percent annually, to ensure that the financial planning for these projects remains realistic and accounts for the changing economic environment. In the past, this approach has reflected a thorough and strategic method of financial management, crucial for the successful implementation of the wide array of projects within the STIP. Recently, construction costs have been influenced heavily by high rates of inflation, higher costs of mobilization, supply chain shortages, and workforce challenges due to Alaska's unique, remote location and vast geography, and limited port and road networks. Therefore, estimating contingency is often used on a project-by-project basis to address differential factors.

Federal Highway Administration (FHWA) Apportioned Formula Funding

The Federal-Aid Highways Program (FAHP) is federally assisted, state-administered. FHWA is responsible for establishing policy, regulations, and guidance, reviewing state proposals (such as the STIP), and distributing funds and paying States. State and local governments are responsible for project planning, design, and delivery. Apportionments are what many think of when they consider 'how much' funding comes to Alaska. Apportionments are defined in United States Code. Federal-aid highway apportionments have been highly variable. Nationally, Congress establishes the annual nation-wide amount. The states are then provided their amount. In the first year of IIJA the Alaska apportionment amount was $664.3. From there the amounts are distributed by calculation to each of the apportionment programs. Under IIJA, the federal-aid highway obligation authority estimate for the development of this STIP is approximately $3.4 million for fiscal years 2024 through 2027, respectively. In addition, Bridge Formula Programs and Ferry Boat Construction Programs provide an additional source of formula funding above the standard apportionment.

Obligation Caps and Exempt Funds in Federal Budgeting.

An obligation cap refers to a limit on the amount of funding that can be obligated or legally committed during a specific time frame, often a fiscal year. Obligated funds are considered "used" even though the cash may not have been transferred yet. This cap is a means of controlling spending and ensuring that it stays within the bounds set by congressional appropriations. Exempt funds, on the other hand, are not subject to these limitations. They can be obligated and spent without regard to the cap, allowing more flexibility in how and when the funds are used. This can be particularly important for emergency funds or other critical spending where the timing and amount of spending need to be responsive to immediate needs. For instance, certain types of emergency relief funds are often exempt from obligation limitations to ensure that they can be fully utilized in response to disasters without being constrained by budget caps.

__Table 2__: 2024 DOT&PF Apportioned FHWA Formula Funds

2024 DOT&PF Apportioned FHWA Formula Funds: (before post-apportionment set-asides; before penalties; before sequestration)		
Funding Category		**$ Apportionment**
CMAQ	Congestion Mitigation Air Quality	$31,195,864
CRP	Carbon Reduction Program	$16,369,297
HSIP	Highway Safety Improvement Program	$41,565,905
Metro	Metropolitan Planning Program	$3,112,075
NHFP	National Highway Freight Program	$18,091,851
NHPP	National Highway Performance Program	$377,360,736
PROTECT	PROTECT Program	$18,613,063
RAIL	Railway-Highway Crossings Program	$1,225,000
STBG	Surface Transportation Block Grant	$183,580,899
	DOT&PF Apportionment - Subject to Obligation Limitation TOTAL	**$691,114,690**
Bridge-HIP	Highway Improvement Program Bridge Funds (HIP)	$38,250,000
Bridge-INFRA	Highway Infrastructure Bridge Replacement (INFRA)	$30,250,000
Bridge-OSB	Highway Improvement Program Bridge Funds -Off System Bridge	$6,750,000
NEVI	National Electric Vehicle Infrastructure	$11,164,272
FBF	Ferry Boat Funds - Surface Transportation Block Grant	$36,868,886
DBE	DBE Training Funds	$863,553
OJT	On-the-job Training Funds	$136,113
	DOT&PF Apportionment - Exempt from Limitation Cap TOTAL	**$124,282,824**
	TOTAL 2024 Apportioned Funds	**$815,397,514**

Overall, Alaska's distribution of formula driven apportionment funds is a balanced mix of improving traditional infrastructure like roads and bridges, enhancing safety measures, and investing in future-oriented, sustainable transportation solutions. This distribution not only addresses immediate needs but also positions Alaska to effectively manage its transportation network in the face of evolving challenges and opportunities. In addition to these apportioned funds, additional formula funding has been made available for bridges.

Congestion Mitigation and Air Quality (CMAQ): The CMAQ Program provides funds to States for transportation projects designed to reduce traffic congestion and improve air quality, particularly in areas of the country that do not attain national air quality standards.

Carbon Reduction Program: Provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources.

Highway Safety Improvement Program (HSIP): HSIP is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. Emphasizing the importance of safety, these programs use funds to implement projects aligned with the Strategic Highway Safety Plan (SHSP). State of Alaska projects are data-driven and focus on reducing fatalities and serious injuries, incorporating a safe system approach that anticipates human errors and mitigates crash impacts.

Metropolitan Planning Organization Planning Funds: Metropolitan Planning funds which are provided from the Federal Highway Trust Fund and distributed by State Departments of Transportation (DOTs) to Metropolitan Planning Organizations (MPOs) to conduct the planning activities required by Title 23 of the U.S. Code 134.

National Highway Freight Program (NHFP): The NHFP goal is to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity; improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas; improving the state of good repair of the NHFN; using innovation and advanced technology to improve NHFN safety, efficiency, and reliability; improving the efficiency and productivity of the NHFN; improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and reducing the environmental impacts of freight movement on the NHFN. [23 USC 167(a) and (b)]

National Highway Performance Program (NHPP): The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS.

Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT): The PROTECT Program is established to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk costal infrastructure. The State of Alaska is focusing these funds to build resilient infrastructure that can withstand extreme weather events.

Railway Highway Crossing (RAIL): Provides funds for the elimination of hazards at railway-highway crossings.

Surface Transportation Block Grant Program (STBG): STBG provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. These grants form a crucial part of Alaska's infrastructure funding, providing essential support for a range of surface transportation projects. Although the new funding under this category is limited, it plays a significant role in

maintaining and improving the state's roadways. This apportionment includes the funding for the Transportation Alternatives Program and Recreational Trails Program.

Transportation Alternatives Program (TAP): TAP provides funding for a variety of generally smaller-scale transportation projects such as pedestrian and bicycle facilities; construction of turnouts, overlooks, and viewing areas; community improvements such as historic preservation and vegetation management; environmental mitigation related to stormwater and habitat connectivity; recreational trails; safe routes to school projects; and vulnerable road user safety assessments. Funds are focused on enhancing the quality of life and safety for Alaska's residents and visitors. These funds are typically “set asides” from existing apportionment programs.

Recreational Trails Program (RTP): This program provides funds to the States to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses.

National Electric Vehicle Infrastructure Program (NEVI): Provides funding to States to strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability. Alaska DOT&PF is working in partnership with the Alaska Energy Authority to install electric vehicle charging stations throughout the State and has developed an implementation plan that is publicly available.

Apportioned FHWA Formula Funds (Subject to Obligation Cap) Revenue Forecast

Table 3: *2024 DOT&PF Apportioned FHWA & Formula Revenue Forecast*

2024-2027 DOT&PF Apportioned Funds - Subject to Oblitation Limitation Cap									
Apportionment and Formula-Driven Breakouts	Fund Code	Apportionment	2024 Breakdown	Carry Over	2024 Revenue w/Carryover	2025 Forecasted Revenue	2026 Forecasted Revenue	2027 Forecasted Revenue	24-27 Total
NHFP		**$18,091,851**	**$18,091,851**	**$0**	**$18,091,851**	**$18,634,607**	**$19,193,645**	**$19,769,454**	**$75,689,556**
National Highway Freight Program	Y460		$17,730,014		$17,730,014	$18,261,914	$18,809,772	$19,374,065	$74,175,765
State-wide Planning 2% Set-Aside		2%	$361,837		$361,837	$372,692	$383,873	$395,389	$1,513,791
RAIL		**$1,225,000**	**$1,225,000**	**$1,981,619**	**$3,206,619**	**$1,261,750**	**$1,299,603**	**$1,338,591**	**$7,106,562**
Railway-Highway Crossings Program	YS40		$1,225,000	$1,981,619	$3,206,619	$1,261,750	$1,299,603	$1,338,591	$7,106,562
Highway Safety Improvement Program (HSIP)		**$41,565,905**	**$41,565,905**	**$7,670,698**	**$49,236,603**	**$42,812,882**	**$44,097,269**	**$45,420,187**	**$181,566,940**
Vulnerable Road User Safety Special Rule System	YS70		$6,103,626		$6,103,626	$6,286,735	$6,475,337	$6,669,597	$25,535,296
Highway Safety Improvement Program	YS30		$34,587,215	$7,670,698	$42,257,913	$35,624,832	$36,693,577	$37,794,384	$152,370,706
HSIP Takedown Set-asides			$44,638		$44,638	$45,977	$47,356	$48,777	$186,749
Rail-Highway Set-asides			$0		$0	$0	$0	$0	$0
State-wide Planning 2% Set-Aside			$830,425		$830,425	$855,338	$880,998	$907,428	$3,474,190
NHPP		**$377,360,736**	**$377,360,736**	**$8,879,379**	**$386,240,115**	**$388,681,558**	**$400,342,005**	**$412,352,265**	**$377,360,736**
National Highway Performance Program	Y001		$343,260,415		$343,260,415	$353,558,228	$364,164,975	$375,089,924	$1,436,073,541
National Highway Performance Program (EXEMPT)	Y002		$7,685,070	$8,879,379	$16,564,449	$7,915,622	$8,153,091	$8,397,683	$41,030,845
154 Penalities 2.5% Set-Aside for Safety	YS31	2.50%	$9,434,018		$9,434,018	$9,717,039	$10,008,550	$10,308,806	$39,468,412
165 Penalities 2.5% Set-Aside for Safety	YS32	2.50%	$9,434,018		$9,434,018	$9,717,039	$10,008,550	$10,308,806	$39,468,412
State-wide Planning 2% Set-Aside		2%	$7,547,215		$7,547,215	$7,773,631	$8,006,840	$8,247,045	$31,574,731
CMAQ		**$31,195,864**	**$31,195,864**	**$4,041,685**	**$35,237,549**	**$32,131,740**	**$33,095,692**	**$34,088,563**	**$134,553,544**
Projects To Reduce PM 2.5 Emissions Set-Aside	Y003		$2,176,436		$2,176,436	$2,241,729	$2,308,981	$2,378,250	$9,105,395
Congestion Mitigation Air Quality "Flexible"	Y400		$18,222,789		$18,222,789	$18,769,472	$19,332,557	$19,912,533	$76,237,351
Congestion Mitigation Air Quality "Mandatory"			$10,172,722	$4,041,685	$14,214,407	$10,477,904	$10,792,241	$11,116,008	$46,600,560
State-wide Planning 2% Set-Aside		2%	$623,917		$623,917	$642,635	$661,914	$681,771	$2,610,237
Metro		**$3,112,075**	**$3,112,378**	**$3,137,135**	**$6,249,513**	**$3,205,750**	**$3,301,922**	**$3,400,980**	**$16,158,165**
AMATS Metropolitan Planning Program	Y450		$2,021,736	$3,137,135	$5,158,871	$2,082,388	$2,144,860	$2,209,206	$11,595,325
FAST Metropolitan Planning Program	Y450		$579,243		$579,243	$596,620	$614,519	$632,954	$2,423,336
MVP Metropolitan Planning Program			$433,598		$433,598	$446,606	$460,004	$473,804	$1,814,011
Safe And Accessible Trans Options - Metro Planning Set-Aside	Y410		$77,802		$77,802	$80,136	$82,540	$85,016	$325,494
Surface Transportation Block Grant (STBG)		**$183,580,899**	**$183,580,900**	**$58,449,303**	**$242,030,203**	**$189,088,327**	**$194,760,977**	**$200,603,806**	**$826,483,313**
Surface Transportation Block Grant Statewide	Y240		$54,675,817	$12,380,601	$67,056,418	$56,316,092	$58,005,574	$59,745,742	$241,123,825
Surface Transportation Block Grant: Population > 200K	Y230		$33,620,615	$14,093,036	$47,713,651	$34,629,233	$35,668,110	$36,738,154	$154,749,149
Surface Transportation Block Grant: Population 50-200K	Y236		$16,839,173		$16,839,173	$17,344,348	$17,864,679	$18,400,619	$70,448,819
Surface Transportation Block Grant: Population 5-49,999K	Y237		$12,894,682		$12,894,682	$13,281,522	$13,679,968	$14,090,367	$53,946,539
Surface Transportation Block Grant: Population <5K	Y238		$35,595,635		$35,595,635	$36,663,504	$37,763,410	$38,896,312	$148,918,861
Surface Transportation Block Grant: Off System Bridge	Y233		$5,617,025	$6,873,714	$12,490,739	$5,785,536	$5,959,102	$6,137,875	$30,373,251
Transportation Alternatives Program Statewide	Y300		$4,070,671	$12,207,524	$16,278,195	$4,192,791	$4,318,574	$4,448,132	$29,237,691
Transportation Alternatives Program: Population > 200K	Y301		$1,990,323	$4,250,426	$6,240,749	$2,050,032	$2,111,533	$2,174,879	$12,577,194
Transportation Alternatives Program: Population 50-200K	Y306		$996,870	$1,031,507	$2,028,377	$1,026,776	$1,057,580	$1,089,307	$5,202,040
Transportation Alternatives Program: Population 5-49,999K	Y307		$763,358		$763,358	$786,259	$809,847	$834,142	$3,193,607
Transportation Alternatives Program: Population <5K	Y308		$2,107,243	$5,000,210	$7,107,453	$2,170,460	$2,235,574	$2,302,641	$13,816,128
Recreational Trails Program	Y940		$1,543,237	$2,612,285	$4,155,522	$1,589,534	$1,637,220	$1,686,337	$9,068,613
Recreational Trails Program 1% Admin	Y941		$15,588		$15,588	$16,056	$16,538	$17,034	$65,215
154 Penalities 2.5% Set-Aside for Safety	YS31	2.50%	$4,589,522		$4,589,522	$4,727,208	$4,869,024	$5,015,095	$19,200,850
165 Penalities 2.5% Set-Aside for Safety	YS32	2.50%	$4,589,522		$4,589,522	$4,727,208	$4,869,024	$5,015,095	$19,200,850
State-wide Planning 2% Set-Aside		2%	$3,671,618		$3,671,618	$3,781,767	$3,895,220	$4,012,076	$15,360,680
CRP		**$16,369,297**	**$16,369,297**	**$20,276,218**	**$36,645,515**	**$16,860,376**	**$17,366,187**	**$17,887,173**	**$88,759,251**
Carbon Reduction Program Statewide	Y600		$5,729,254		$5,729,254	$5,901,132	$6,078,166	$6,260,510	$23,969,062
Carbon Reduction Program: Population > 200K	Y601		$3,615,204	$7,239,608	$10,854,812	$3,723,660	$3,835,370	$3,950,431	$22,364,272
Carbon Reduction Program: Population 50-200K	Y606		$1,810,706	$1,562,625	$3,373,331	$1,865,027	$1,920,978	$1,978,607	$9,137,943
Carbon Reduction Program: Population 5-49,999K	Y607		$1,386,557	$3,798,173	$5,184,730	$1,428,154	$1,470,998	$1,515,128	$9,599,011
Carbon Reduction Program: Population <5K	Y608		$3,827,576	$7,675,812	$11,503,388	$3,942,404	$4,060,676	$4,182,496	$23,688,964
PROTECT		**$18,613,063**	**$18,613,063**	**$4,029,603**	**$22,642,666**	**$19,171,455**	**$19,746,599**	**$20,338,996**	**$81,899,716**
PROTECT Program	Y800		$18,240,802	$4,029,603	$22,270,405	$18,788,026	$19,351,667	$19,932,217	$80,342,315
PROTECT Program Planning	Y810		$372,261		$372,261	$383,429	$394,932	$406,780	$1,557,401
		$691,114,690	**$691,114,994**	**$108,465,640**	**$799,580,634**	**$711,848,444**	**$733,203,898**	**$755,200,014**	**$1,789,577,783**

DOT&PF Apportioned FHWA Formula Funds (EXEMPT) Revenue Forecast

Table 4: 2024 DOT&PF Apportioned FHWA Exempt Formula Funds & Revenue Forecast

FHWA Apportioned Exempt Funds								
Funding Sources		Apportionment	Carry Over	2024 Revenue w/Carryover	2025 Forecasted Revenue	2026 Forecasted Revenue	2027 Forecasted Revenue	24-27 Total
Bridge-HIP	Highway Improvement Program Bridge Funds (HIP)	38,250,000	38,250,000	76,500,000	39,397,500	40,579,425	41,796,808	198,273,733
Bridge-INFRA	Highway Infrastructure Bridge Replacement (INFRA)	30,250,000	49,212,802	79,462,802	31,157,500	32,092,225	33,054,992	175,767,519
Bridge-OSB	Highway Improvement Program Bridge Funds -Off System Bridge	6,750,000	1,399,302	8,149,302	6,952,500	7,161,075	7,375,907	29,638,784
NEVI	National Electric Vehicle Infrastructure	11,164,272	18,243,926	29,408,198	11,499,200	11,844,176	12,199,501	64,951,076
FBF	Ferry Boat Funds Surface Transportation Block Grant	36,868,886	-	36,868,886	37,974,953	39,114,202	40,287,628	154,245,668
DBE	DBE Training Funds*	136,113	727,440	863,553	140,196	144,402	148,734	1,296,886
OJT	On-the-job Training Funds*	136,113		136,113	140,196	144,402	148,734	569,446
	Total	**123,555,384**	**107,833,470**	**231,388,854**	**127,262,046**	**131,079,907**	**135,012,304**	**624,743,112**

*Based on requested funding.

Construction of Ferry Boats and Ferry Terminal Facilities Formula Program: Funds for designing and constructing ferry boats and for designing, acquiring right-of-way, constructing ferry terminal facilities, including ferry maintenance facilities, and other activities as described in the FBP implementation guidance.

Bridge Formula Program (BFP): Funding for projects that improve the condition of in-service highway bridges classified in poor condition, that preserve or improve the condition of in-service highway bridges classified in fair condition. Also, for projects that involve new highway bridge construction—for projects that address equity, barriers to opportunity, challenges faced by individuals and underserved communities in rural areas or restoring community connectivity. Funds can also be used to address the needs of highway bridges that impede the mobility of goods (e.g. freight) or services (e.g. emergency response and school bus) due to load or other operational restrictions and/or for projects that are designed and implemented to be resilient to multiple hazards and risks, including climate change, and that reduce greenhouse gas emissions relative to baseline conditions, including through the use of lower carbon materials and reducing vehicular traffic by accommodating multimodal use.

FHWA Allocated Funds Revenue Forecast

The distribution of Federal-aid highway funding on any basis *other* than a statutory formula is called an allocation. FHWA may make an allocation at any time during the fiscal year (as compared to apportionments, which FHWA, by law, makes on October 1). The FHWA also retains some funding, for example, funds for the agency's administrative expenses and some research activities. Some examples of allocations are FHWA sponsored discretionary grants, Congressionally Directed Spending, Emergency Relief Funds, etc.

Table 5: *2024-2027 DOT&PF Allocated FHWA Funds (Exempt from Limitation)*

2024-2027 FHWA Allocated Exempt Funds ($)						
Funding Sources		2024 Revenue w/Carryover	2025 Forecasted Revenue	2026 Forecasted Revenue	2027 Forecasted Revenue	24-27 Total
OFF-CDS	Congressionally Delegated Spending	28,080,550				28,080,550
OFF-DG	Discretionary Grants	221,017,069	157,620,490	190,507,918	28,159,229	597,304,706
	Total	**249,097,619**	**157,620,490**	**190,507,918**	**28,159,229**	**625,385,256**

Federal allocations are not easy to forecast due to the variability in competitive processes and awards, and the evolution of programs over time. In particular, the U.S. Department of Transportation offers a large range of competitive discretionary grant opportunities every year under the authority of the Bipartisan Infrastructure Law (BIL). Alaska DOT&PF has been aggressive in applying for these opportunities, although it's difficult to predict success rates in such a competitive environment. Congressionally Delegated Spending (CDS) is more difficult to forecast due to the political nature of these allocations.

Alaska local governments throughout the State have also been successful in securing discretionary grant awards through the Federal Highway Administration. To document these awards and pending applications, DOT&PF has developed two categories as informational sections separate from fiscal constraint: Community-driven awarded discretionary grants, and Community-driven and not-funded discretionary grants. These are included for informative purposes in the projects and program grids section of the STIP and are not factored in the fiscal constraint.

The following are the programs that are reflected in the STIP:

Other Federal Funds (OFF): Funding source identifier for allocations outside of the States apportionments.

Emergency Relief (ER): FHWA Funds available for the repair of Federal-aid highways or roads on Federal lands that have been seriously damaged by natural disasters over a wide area or by catastrophic failures from an external cause. Commonly referred to as the emergency relief or ER program. This does not include FEMA funding.

Congressionally Designated Spending (CDS): Congressionally Directed Spending is generally defined as a spending provision in federal appropriations legislation included primarily at the request of a Member of Congress providing, authorizing, or recommending a specific amount of discretionary funding to a specific State, locality, or Congressional district for a specific purpose. In FFY2023 Alaska received $491 million in CDS to support more than 130 projects for workforce development, transportation, housing, healthcare, water and wastewater infrastructure, community safety, fisheries research, wildfire mitigation and response, working waterfronts, and the military.

Discretionary Grants (DG): Many organizations around the state now can compete for various discretionary grant programs created under IIJA. They include numerous initiatives such as the Bridge Investment Program, Rural Surface Transportation Grant Program, Reconnecting Communities Pilot Program, PROTECT Discretionary Grants, National Culvert Removal, Replacement, and Restoration Grants, among others. The selection process for these grants is typically based on the project's alignment with specific program criteria and objectives.

Federal Lands Access Program (FLAP): Provides funds for projects on federal lands accessing transportation facilities.

These facilities are defined as: a public highway, road, bridge, trail, or transit system that is located on, is adjacent to, or provides access to Federal lands for which title or maintenance responsibility is vested in a state, county, town, township, tribal, municipal, or local government.

Grant: Many other grant opportunities exist that are not considered discretionary. This term applies to other various grant revenue.

FHWA Discretionary Grants

Federal allocations are not easy to forecast due to the variability in competitive processes and awards, and the evolution of programs over time. In particular, the U.S. Department of Transportation offers a large range of competitive discretionary grant opportunities every year under the authority of the Bipartisan Infrastructure Law (BIL). Alaska DOT&PF has been aggressive in applying for these opportunities, although it's difficult to predict success rates in such a competitive environment. Congressionally Delegated Spending (CDS) is more difficult to forecast due to the political nature of these allocations.

Alaska local governments throughout the State have also been successful in securing discretionary grant awards through the Federal Highway Administration. To document these awards and pending applications, DOT&PF has developed two categories as informational sections separate from fiscal constraint: Community-driven awarded discretionary grants, and Community-driven and not-funded discretionary grants. These are included for informative purposes in the projects and program grids section of the STIP and are not factored in the fiscal constraint.

The following types of grants have been awarded in Alaska, to both DOT&PF and direct recipients.

RAISE

Rebuilding American Infrastructure with Sustainability and Equity. Provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. Link to website: https://www.transportation.gov/RAISEgrants

Strengthening Mobility and Revolutionizing Transportation Grants Program (SMART)

The SMART program was established to provide grants to eligible public sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety. https://www.transportation.gov/grants/SMART

Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT)

Provides funding to ensure surface transportation resilience to natural hazards including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure. https://www.transportation.gov/rural/grant-toolkit/promoting-resilient-operations-transformative-efficient-and-cost-saving

Bridge Investment Program

Provides funding for bridge replacement, rehabilitation, preservation, and protection projects that reduce the number of bridges in poor condition, or in fair condition at risk of declining into poor condition. https://www.transportation.gov/rural/grant-toolkit/bridge-investment-program

Federal Transit Administration Formula Funds Revenue Forecast

Federal transit funding includes an urbanized area formula program, a non-urbanized area (rural, small urban and intercity bus) formula program, an elderly and persons with disabilities formula program and a capital formula program. Much of the transit program is based on grant applications. In the past, the actual flow of funding has varied. The passage of the Bipartisan Infrastructure Law (BIL) and its provisions to guarantee funding for transit programs allows predictability of federal transit funds; however, federal funds make up only a small percentage of total operating costs for the small urbanized and rural programs.

Table 6 includes all amounts apportioned to the state, including those apportioned to Urbanized Areas (UZA). Amounts attributable to each State of a Multi-State UZA over 200,000 in population are for illustrative purposes only. They are not intended to indicate any preference by FTA for suballocation amounts, nor do they have any force of law or indication of expected practice. UZA Designated recipients shall continue to sub-allocate funds allocated to an urbanized area based on a locally determined process, consistent with Section 5307 statutory requirements. Each State's share of a multi-state UZA was calculated based on the percentage of population attributable to the States in the UZA, as determined by the Census.

Table 6: *2024-2027 Federal Transit Administration Formula Funds Revenue Forecast by Location*

2024-2027 Federal Transit Administration Formula Fund Revenue Forecast by Location ($)						
Area	Carryover	2024 Forecasted Revenue	2025 Forecasted Revenue	2026 Forecasted Revenue	2027 Forecasted Revenue	2024-2027 Total
Anchorage Area FTA Funds		8,036,246	8,277,334	8,525,654	8,781,424	33,620,658
Fairbanks Area FTA Funds		1,174,812	1,210,056	1,246,358	1,283,749	4,914,974
Mat-Su Area FTA Funds		1,426,713	1,469,514	1,513,600	1,559,008	5,968,835
Alaska Railroad FTA Funds	$89,748,258	51,481,079	53,025,511	54,616,276	56,254,765	305,125,889
Alaska-wide Area FTA Funds		17,622,346	18,151,016	18,695,547	19,256,413	73,725,322
	89,748,258	**79,741,196**	**82,133,432**	**84,597,435**	**87,135,358**	**423,355,677**

The FTA administers various grant programs that provide financial assistance for the development, improvement, maintenance, and operation of public and human service transportation systems. Each public transportation program has specific requirements determined by Congress to address different needs. While some funds are disbursed directly from the FTA to designated recipients such as cities, towns, regional governments, the Alaska Railroad, or transit authorities, the DOT&PF administers many of the grant programs in Alaska according to their specific requirements.

Table 7: *2024-2027 Federal Transit Administration Apportioned Formula Funds by Program*

2024 DOT&PF Apportioned FTA Formula Funds ($)								
Funding Sources		Apportionment*	Carry Over	2024 Revenue w/Carryover	2025 Forecasted Revenue	2026 Forecasted Revenue	2027 Forecasted Revenue	24-27 Total
5303	Section 5303 Metropolitan Planning	629,915	-	629,915	648,813	668,277	688,325	2,635,330
5304	Section 5304 Statewide Planning	164,495	-	164,495	169,430	174,513	179,748	688,186
5307+5340	Section 5307 Urbanized Area Formula	23,354,446	34,416,233	57,770,679	24,055,079	24,776,732	25,520,034	132,122,524
5310	Section 5310 Enhanced Mobility for Older Adults & People w/ Disabilities	692,502		692,502	713,277	734,675	756,716	2,897,170
5311	Section 5311 Nonurbanized Area Formula	13,094,927		13,094,927	13,487,775	13,892,408	14,309,180	54,784,290
5337	Section 5337 State of Good Repair	37,080,167	55,332,025	92,412,192	38,192,572	39,338,349	40,518,499	210,461,612
5339	Section 5339 Bus and Bus Facilities	4,724,744		4,724,744	4,866,486	5,012,481	5,162,855	19,766,566
TOTAL 2024 Match and Other State Funds		**79,741,196**	**89,748,258**	**169,489,454**	**82,133,431**	**84,597,434**	**87,135,357**	**423,355,677**

**FTA 2024 Apportionment Memos have not been released. Values are 3% higher than 2023 Apportionments.*

*FTA 2024 apportionment memos have not been released. Values are 3% higher than 2023 apportionments.

5303 and 5304 (Metropolitan & Statewide Planning and Non-Metropolitan Transportation Planning): Provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states. Planning needs to be cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs reflecting transportation investment priorities.

5307 (Urban Formula Program): This program directs federal resources to urbanized areas (areas with a population of 50,000 or more as defined by the U.S. Census) and to Governors for transit capital, operating assistance, and transportation-related planning. It encompasses the 5307RR sub-program, particularly for the Alaska Railroad Passenger Operations, providing funds for planning, engineering, transit projects, and other technical studies. Eligible activities include capital investments in bus and fixed guideway systems, maintenance, and various transit improvements. For urbanized areas with populations under 200,000, operating assistance is an eligible expense, with the federal share generally capped at 80% for capital expenditures, 85% for vehicle acquisitions, and 90% for vehicle-related equipment or facilities. For operating assistance, the federal share is 50%.

Section 5307 and Section 5340 are combined to show a single amount. An area's apportionment amount includes regular Section 5307 funds, Small Transit Intensive Cities (STIC) funds, and Growing States and High-Density States formula funds, as appropriate.

Small Transit Intensive Cities (STIC). Fairbank is eligible for Small Transit Intensive Cities (STIC) funding. The STIC program is a component of the FTA's funding that provides additional financial support to small urbanized areas that achieve transit system performance measures at levels comparable to much larger cities. The performance data and apportionments for FY 2023 indicate that Fairbanks exceeded two performance factors related to transit service, which qualifies it for a STIC funding allocation of approximately $1,100,812, calculated at an estimated $550,406 per factor met or exceeded.

5337 (State of Good Repair Grants): The formula component of the State of Good Repair Grants Program (49 USC 5337) provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and motorbus systems to help transit agencies maintain assets in a state of good repair in urbanized areas.

5339 (Grants for Buses and Bus Facilities Formula Program): Provides funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

5310 (Enhanced Mobility for Seniors and Individuals with Disabilities Program): This program targets transportation services for the elderly and individuals with disabilities, with funding based on each state's demographics. It supports the purchase of vehicles, equipment, and transportation services, including a pilot program in Alaska for operating costs. The federal funds ratio is 90.97% for most of these funds.

DOT&PF receives specific funding amounts under the FTA Metropolitan Planning Program and the Statewide and Non-Metropolitan Planning and Research Program.

5311 Rural Transit Assistance Program (5311, 5340, 511b3). The Rural Transit Assistance Program (RTAP), encompassing the fund codes 5311, 5340, and 511b3, is a federal initiative FTA. It allocates funds to enhance public transportation in rural areas by supporting training, technical assistance, and related services, following the guidelines set forth in 49 USC 5311(b)(3). The apportionment of these funds is based on the rural population size as determined by the U.S. Census. For Fiscal Year 2022, the RTAP funding totaled $20,117,845, divided between National RTAP (15%) and State RTAPs (85%). These funds, which remain available for use over the designated fiscal year plus the following two years, are intended for specific sanctioned activities but do not include administrative expenses related to the program.

FTA Metropolitan Planning Program (5305(d)). This program involves apportioning funds among states to carry out specific sections related to urbanized area planning. It ensures that each state receives a minimum percentage of the total amount apportioned for urbanized area population planning.

State Planning and Research Program (5305(e)). Similar to the Metropolitan Planning Program, this program also involves apportioning funds among states but focuses more broadly on grants and contracts to carry out various sections related to both urbanized and non-urbanized area planning. Like the Metropolitan program, it guarantees a minimum apportionment for each state.

Table 8: FTA Formula Fund Apportionments by Program with Suballocation Details

2024-2027 Federal Transit Administration Formula Fund Detailed Suballocations by Program ($)								
FTA Formula Funding Program		Apportionment*	Carry Over	2024 Revenue w/Carryover	2025 Forecasted Revenue	2026 Forecasted Revenue	2027 Forecasted Revenue	2024-2027 Total
Section 5303	**Section 5303 Metropolitan Planning**	**629,915**	**-**	**629,915**	**648,813**	**668,277**	**688,325**	**2,635,330**
5303-AMATS	*AMATS MPO 5303 Transit Planning Funds*	*419,649*		419,649	*432,239*	*445,206*	*458,562*	*1,755,657*
5303-FAST	*FAST MPO 5303 Transit Planning Funds*	*120,251*		120,251	*123,858*	*127,574*	*131,401*	*503,084*
5303-MVP	*MVP MPO 5303 Transit Planning Funds*	*90,015*		90,015	*92,715*	*95,497*	*98,362*	*376,589*
Section 5304	**Section 5304 Statewide Planning**	**164,495**	**-**	**164,495**	**169,430**	**174,513**	**179,748**	**688,186**
5304-Stwd	*Statewide 5304 Transit Planning Funds*	*164,495*		164,495	*169,430*	*174,513*	*179,748*	*688,186*
Section 5307+	**Section 5307 Urbanized Area Formula Total**	**23,354,446**	**34,416,233**	**57,770,679**	**24,055,079**	**24,776,732**	**25,520,034**	**132,122,524**
5307-ANC	*FTA Urbanized Area Formula (Anchorage Area Transit)*	*6,776,900*		6,776,900	*6,980,207*	*7,189,613*	*7,405,301*	*28,352,021*
5307-ARRC	*FTA Urbanized Area Formula (Alaska Railroad)*	*14,400,912*	*34,416,233*	48,817,145	*14,832,939*	*15,277,927*	*15,736,265*	*94,664,277*
5307-MVP	*FTA Urbanized Area Formula (Mat-Su Area Transit)*	*1,244,817*		1,244,817	*1,282,162*	*1,320,627*	*1,360,245*	*5,207,851*
5307-FAST	*FTA Urbanized Area Formula (Fairbanks Area Transit)*	*931,817*		931,817	*959,772*	*988,565*	*1,018,222*	*3,898,375*
Section 5310	**Section 5310 Enhanced Mobility for Older Adults & People w/ Disabilities**	**692,502**	**-**	**692,502**	**713,277**	**734,675**	**756,716**	**2,897,170**
5310-ANC	*Enhanced Mobility for Older Adults & People w/ Disabilities (Anchorage Area Transit)*	*266,806*		266,806	*274,810*	*283,054*	*291,546*	*1,116,217*
5310-MVP	*Enhanced Mobility for Older Adults & People w/ Disabilities(Mat-Su Area Transit)*	*52,559*		52,559	*54,136*	*55,760*	*57,432*	*219,887*
5310-FAST	*Enhanced Mobility for Older Adults & People w/ Disabilities (Fairbanks Area Transit)*	*70,214*		70,214	*72,320*	*74,490*	*76,724*	*293,747*
5310-Stwd	*Enhanced Mobility for Older Adults & People w/ Disabilities (Alaska-wide +Transit)*	*302,924*		302,924	*312,011*	*321,372*	*331,013*	*1,267,320*
Section 5311	**Section 5311 Nonurbanized Area Formula Total**	**13,094,927**	**-**	**13,094,927**	**13,487,775**	**13,892,408**	**14,309,180**	**54,784,291**
5311 + 5340	*Nonurbanized Area Formula*	*12,137,596*		12,137,596	*12,501,724*	*12,876,776*	*13,263,079*	*50,779,176*
5311(b)(3)	*Rural Transit Assistance Program (RTAP)*	*119,130*		119,130	*122,703*	*126,385*	*130,176*	*498,394*
5311(c)(2)(B)	*Indian Reservation Formula**	*838,201*		838,201	*863,347*	*889,248*	*915,925*	*3,506,721*
Section 5337	**Section 5337 State of Good Repair Total**	**37,080,167**	**55,332,025**	**92,412,192**	**38,192,572**	**39,338,349**	**40,518,499**	**210,461,612**
5337-ANC-ARRC	*State of Good Repair (Anchorage Area-Alaska Railroad)*	*36,523,204*		36,523,204	*37,618,900*	*38,747,467*	*39,909,891*	*152,799,461*
5337-MVP-ARRC	*State of Good Repair (Mat-Su Area-Alaska Railroad)*	*238,436*		238,436	*245,589*	*252,957*	*260,545*	*997,527*
5337-FAST-ARRC	*State of Good Repair (Fairbanks Area-Alaska Railroad)*	*318,527*		318,527	*328,083*	*337,925*	*348,063*	*1,332,599*
5337-Stwd-ARRC	*State of Good Repair (System Wide - Alaska Railroad)*	-	*55,332,025*	55,332,025	-	-	-	*55,332,025*
Section 5339	**Section 5339 Bus and Bus Facilities Formula**	**4,724,744**	**-**	**4,724,744**	**4,866,486**	**5,012,481**	**5,162,855**	**19,766,566**
5339-ANC	*Buses and Bus Facilities (Anchorage Area Transit)*	*572,891*		572,891	*590,078*	*607,780*	*626,014*	*2,396,764*
5339-MVP	*Buses and Bus Facilities (Mat-Su Area Transit)*	*39,322*		39,322	*40,502*	*41,717*	*42,968*	*164,509*
5339-FAST	*Buses and Bus Facilities(Fairbanks Area Transit)*	*52,530*		52,530	*54,106*	*55,730*	*57,401*	*219,768*
5339-Stwd	*Buses and Bus Facilities(Alaska-wide Transit)*	*4,060,000*		4,060,000	*4,181,800*	*4,307,254*	*4,436,472*	*16,985,526*
	TOTAL	**79,741,196**	**89,748,258**	**169,489,454**	**82,133,432**	**84,597,435**	**87,135,358**	**423,355,677**

* Funds go directly to recipients with the support of DOT&PF.

Federal Transit Administration Allocated Funding

FTA has allocated over $6.6 million to Alaska for various transit initiatives, though forecasting these allocations can be challenging due to their competitive nature. Key programs include the 5339(c) Low or No Emission Program for Compressed Natural Gas (CNG) and electric buses, the Ferry Service in Rural Communities Program to maintain essential ferry services, and the Electric or Low-Emitting Ferry Pilot Program for greener ferry technologies. The Tribal Transit Program (TTP) offers grants to Alaska Native tribes for diverse transit projects, and the FTA Congressionally Directed Spending Funds support the electric ferry initiative. These initiatives highlight the FTA's commitment to environmentally responsible and community-focused transportation solutions in Alaska, within a competitive funding environment.

5339 (c). Low or No Emission Program Allocations.
There are currently two allocations for Alaska totaling over $6.6m. The Fairbanks North Star Borough is set to purchase Compressed Natural Gas (CNG) buses and paratransit vehicles, while the Ketchikan Gateway Borough plans to acquire battery electric buses along with the necessary associated infrastructure.

Ferry Service in Rural Communities Program. Provides competitive funding to states to ensure basic essential ferry service is provided to rural areas. Eligible activities include capital, planning, and operating assistance for a ferry service that operated a regular schedule at any time during the five-year period ending March 1, 2020, and served not less than two rural areas located more than 50 sailing miles apart. Funding is also available for ferry service that serves at least two rural areas with a single segment over 20 miles between two rural areas that is not otherwise eligible for funding under the Passenger Ferry Program.

Electric or Low-Emitting Ferry Pilot Program. Provides competitive funding for projects that support the purchase of electric or low-emitting ferries and the electrification of or other reduction of emissions from existing ferries. Capital projects that are eligible include the purchase of electric or low-emitting ferry vessels that reduce emissions by using alternative fuels or on-board energy storage systems and related charging infrastructure to reduce emissions or produce zero onboard emissions under normal operation.

Tribal Transit Program (TTP) Allocations. FTA awards grants directly to eligible Alaska Native tribes through an annual national competitive selection process. These funds can be used for various purposes, including capital projects for public transportation, operating costs of equipment and facilities, planning, acquisition of public transportation services, and service agreements with private transportation providers. Notably, the federal to non-federal match ratio for these funds is 100:0, meaning there is no requirement for non-federal financial contribution. DOT&PF facilitates the program and ensures the funds are appropriately distributed and utilized for transportation projects within the tribal communities in Alaska.

FTA Congressionally Directed Spending (CDS) Funds. There is one current CDS for Alaska from FTA for the Southeast Conference, and the funds are designated for the Electric Vehicle Ferry Pilot Program (2022-CMPJ-081) for $2m.

Maritime Administration Allocated Funding

The State of Alaska DOT&PF has had success in competing for Maritime Administration Port Infrastructure Development Program Grants. The Port Infrastructure Development Program (PIDP) is a discretionary grant program administered by the Maritime Administration. Funds for the PIDP are awarded on a competitive basis to projects that improve the safety, efficiency, or reliability of the movement of goods into, out of, around, or within a port. For STIP projects with PIDP awards, Marad is identified as the funding source.

Other Funding Sources Revenue Forecast

In addition to state and federal funds, the STIP may also include financial contributions from local governments, private sector participation, and public-private partnerships (P3). These sources are particularly important for region-specific projects or those involving innovative financing mechanisms. In the STIP they are referred to as Third-Party Funds (3PF).

Table 9: *2024-2027 State & Local Match and Other State Funds Revenue Forecast*

2024-2027 DOT&PF State and Local Match and Other State Funds ($)						
Funding Sources		2024 Revenue w/Carryover	2025 Forecasted Revenue	2026 Forecasted Revenue	2027 Forecasted Revenue	24-27 Total
SM	State Match	$ 122,396,092	$ 75,465,539	$ 83,710,992	$ 70,937,344	$ 352,509,967
3PF	Local Match	$ 56,547,306	$ 98,315,679	$ 25,784,504	$ 30,298,094	$ 210,945,583
TOTAL Match and Other State Funds		178,943,398	173,781,218	109,495,496	101,235,438	563,455,550
* State of Alaska General Funds						

** State of Alaska General Funds*

Transferability. Transferability for program flexibility may occur at the State's request between FHWA Programs: Section 126 of title 23, USC, provides that a State may transfer up to 50 percent of the amount apportioned for the fiscal year for 7 certain highway programs to other eligible apportioned highway programs. These programs are Highway Safety Improvement Program (HSIP), National Highway Performance Program (NHPP), Congestion Mitigation Air Quality Program (CMAQ), Surface Transportation Block Grant Program (STBG), Carbon Reduction Program (CRP), Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) program, and National Highway Freight Program (NHFP).

Illustrative Funding. Many grant programs require projects to be listed in the STIP to be eligible for grant awards. These projects and others that will be funded and advanced, if funding becomes available either through receipt of additional funds or because another project cannot be advanced, are designated as illustrative. The specific source or sources of funds will be determined when and if the project is selected to be funded.

Advance Construction

Advance Construction in Federal-aid Projects. Federal law permits states to initiate construction of Federal-aid projects through Advance Construction (AC) prior to the allocation or obligation of Federal-aid funds. This approach allows states, including Alaska, to commit future federal funds to a project, following normal FHWA approval and authorization processes. An AC project, however, must adhere to the same requirements as regular Federal-aid projects and requires authorization to proceed before advertising for letting or any project-related expenditures.

Background and Process. Advance construction has been a powerful fund management and program management tool for the State of Alaska, ensuring program consistency, efficiency, and continuity. The state ensures projects proceeding under AC are subject to the same standards, requirements, and process as a project proceeding under a fully qualified federal-aid agreement.

The FHWA Financial Management Information System (FMIS) data, dating back to 2004, demonstrates the state has leveraged AC successfully for over 2 decades. In 2004 the state's year end AC balance was $175.4M, whereas the total federal formula apportionment that year was $198.5M. In general, AC is used as a programmatic buffer in the time between awarding construction contracts and obligating federal funds, in other words it holds a liability against future revenues. There are often several months between the time in which a construction contract is awarded and when that project starts incurring expenses. When expenses are incurred on AC projects, those expenses are initially funded by state funds until the project is converted and receives reimbursement with federal revenue. AC project expenditure can be partially converted or fully converted as the project progresses.

On a weekly basis the Alaska Department of Transportation & Public Facilities reviews projects proceeding under AC,

and specifically reviews balances of actual expenditures made from state funds on those projects. The balance of actual expenditures is typically a fraction of the overall AC balance. The department then makes strategic decisions on when to convert projects under AC.

For example, AC conversion may take place when:

- Projects funded under AC are nearing completion.
- Projects authorized under AC have begun incurring expenses on state dollars where federal revenue has become available through either planned funds or project slippage (thereby making federal funds available).
- August redistribution (Re-allocation of unused funds from other states).
- Projects where alternate competitive grant funding was acquired.

Generally, the state limits the overall AC balance to less than the sum of its annual formula funding or apportionment. Keeping AC balances less than annual obligation limits ensures balances are kept within repayment and reimbursement capacity. The department leverages appropriated state matching funds and collaborates with the Office of Management & Budget to manage cashflow and expenditures on AC to stay within acceptable limits of the treasury and the state.

Financial Implications and Obligations. For projects utilizing AC, it is mandatory for the full project phase funding to be encumbered or programmed in the state's accounting system and through the DOT&PF budget, including for both state matching funds required and the state legislature federal-receipt expenditure authority. The Department must utilize state general funds upfront for the project. Federal regulations stipulate that AC must be recorded in the year incurred and the conversion of AC, which is the process of converting AC to the obligation of actual federal funds, must be documented annually.

Cash Flow Management Through Ledger Transactions. This strategy involves managing cash flow by recording ledger transactions within a six-month period, a crucial process for DOT&PF to secure eligible reimbursements efficiently. These transactions, notably, do not appear in the STIP.

Increasing Available Revenue for Critical Projects. This strategy leverages AC as a financing method. The primary objective is to enhance available revenue, focusing on the financial management of large-scale projects. By using AC, states can initiate and progress with significant projects prior to the actual receipt of federal funds, thereby effectively managing and allocating resources for these critical initiatives. This approach is instrumental in supplementing state and local resources, allowing for the timely and efficient addressing of substantial project expenses. The AC conversion process plays a pivotal role in this strategy, ensuring that funds are available when required for the successful completion of these key projects.

Table 10: *DOT&PF Advance Construction Balance by Fund Type (as of 11/2023)*

2024 DOT&PF Advance Construction Balance by Fund Type ($)		
Fund Code	**Advance Construction Balance**	**As of 11/2023**
STBG	Surface Transportation Block Grant	42,158,187
TAP	Transportation Alternatives Program	37,388
HSIP	Highway Safety Improvement Program	6,597,753
High-Risk	High Risk Rural Road	8,772,644
NHPP	National Highway Performance Program	475,609,942
Other	Other Advance Construction Funds	21,835,731
Bridge	Highway Infrastructure and Highway Improvement Bridge Programs	
	TOTAL	**555,011,644**

Refer to: **Appendix E: Fiscal Constraint Demonstration by Fund Type** for details on current DOT&PF Advance Construction balanced and forecasted Advance Construct Conversions.

State's Ability to Support Advance Construction

The Department of Transportation & Public Facilities works with the Office of Management and Budget, the Treasury

Division in the Department of Revenue, as well as the Department of Administration to ensure AC practices are supportable by the state. The Treasury Division is the bank and trust center for the State of Alaska. The Cash Management Section within the Treasury Division Functions as the cash control center for the State, collecting all revenues, paying all expenditures, and determining the amount of cash available for investment each day for the general and custodial funds.

There has never been a time where expenses have not been paid due to cash shortages. As outlined in the key practices of the Cash Management Section below, the state is well positioned to continue supporting the DOT&PF AC projects:

- **Certainty of Revenues through the Percent of Market Value (POMV) Appropriation from the Earnings Reserve Account (ERA) at the Alaska Permanent Fund Corporation (APFC)**
  Each year during the budget process the State knows the amount of one of its largest revenue sources for the upcoming fiscal year. This has been law since FY2019. For FY2024 the POMV formula appropriated $3.53 billion from the ERA to the General Fund. This represents 56% of state revenue to the general fund.

- **Solvency and Flexibility from the APFC**
  Because the ERA draw schedule is established before the fiscal year starts, the state will inevitably encounter unexpected significant cash flows throughout the fiscal year that were not known when the schedule was created. Cash Management has been collaborating with the APFC since FY2019 on the POMV draws from the ERA and they have always been flexible and accommodating of any needed revisions to the draw schedule mid-year. The APFC understands that cash flow needs can change unexpectedly so they keep a significant buffer of highly liquid investments on hand in case the state needs to revise the draw schedule with relatively short notice.

- **Strong Cash Projection capability**
  Once the budget is finalized for the upcoming fiscal year, the Treasury Division prepares cash projections for the General Fund to determine the timing and amount of the draws they expect to need to take from the ERA. These projections are based on historical patterns of daily changes in the balance of the General Fund from the previous fiscal year and then adjusted for significant known differences. The cash projections are then used to establish a schedule of draws with the APFC for the upcoming fiscal year. When establishing the schedule, the goal is to keep as much money in the ERA for as long as possible to maximize the earnings potential while still maintaining effective government operations.

- **An Effective plan for Cash Management of the State**
  The Cash Deficiency Memorandum of Understanding (MOU) was established in 1994 between Department of Revenue, Department of Administration, Office of Management and Budget, and Department of Law and is updated as needed. The MOU establishes a $400 million minimum balance threshold in the General Fund to allow a conservative cushion to ensure that we will always be able to meet all short-term obligations. The MOU also outlines procedures for addressing cash flow timing mismatches:
    - Develop monthly cash projections.
    - Monitor daily General Fund cash balances and update forecasts based on new cash flows.
    - Execute appropriated transfers from the ERA, CBR, or other funds.
    - Perform temporary fund borrowing (CBR, ERA, subfunds) to be repaid by the fiscal year end.
    - In the event of a forecasted revenue shortfall, seek legislative action through the Governor to access additional funds through appropriation from other Reserve Funds discussed above.

Additional financial characteristics demonstrating a strong financial position and the state's ability to support AC:

- Ample reserves: Currently $2.7 billion in the Constitutional Budget Reserve (CBR) and $76 billion in the Permanent Fund
- Low debt load and no new debt current authorization

- High Bond Rating and outlooks from rating agencies
- Well-funded pension obligations
- Recent budgetary surplus and deposits to state savings accounts, including the CBR
- Significant reduction in state general fund spending since 2013
- Improved oil price environment and significant available resources under development

The 10-year revenue forecast from the Office of Management and Budget reflects 10 years of consistent total revenue as follows:

Table 11: *10-year revenue forecast*

Sources of Funds	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
Traditional UGF Revenue	2,959.4	2,651.2	2,542.3	2,585.8	2,659.3	2,609.2	2,548.2	2,547.5	2,687.4	2,809.9	2,881.5
Petroleum Revenue	2,414.4	2,078.2	1,935.7	1,950.1	2,003.4	1,944.1	1,867.6	1,854.6	1,986.5	2,100.9	2,166.9
Non-Petroleum Revenue	454.5	485.2	518.8	547.9	568.1	577.3	592.8	605.1	613.1	621.2	626.8
Investment Revenue	3,616.6	3,745.0	3,847.8	3,979.8	3,964.8	4,024.8	4,090.8	4,192.8	4,299.8	4,410.8	4,527.8
Non-POMV Investment Revenue	90.5	87.8	87.8	87.8	87.8	87.8	87.8	87.8	87.8	87.8	87.8
Percentage of Market Value	3,526.1	3,657.2	3,760.0	3,892.0	3,877.0	3,937.0	4,003.0	4,105.0	4,212.0	4,323.0	4,440.0
Revenue Adjustments	41.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Carryforward	41.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Revenue	6,527.0	6,308.4	6,302.3	6,477.8	6,536.3	6,546.2	6,551.2	6,652.5	6,899.4	7,132.9	7,321.5

Innovative Funding and Financing

Transportation infrastructure projects require significant capital investment, the timing of which can cause disruption in a program of work. A complementary portfolio of options should include evaluations of funding projects with direct revenue sources, and financing projects with debt instruments.

Match. Federal programs allow for varying strategies to match federal aid, including accrual of credits that can be used as match for Title 23 projects across several programs.

- **Off-system bridge credits -** Bridges that are constructed wholly from State or local revenue sources on off-system bridges may earn credits to apply prospectively for future bridge match requirements.
- **Early acquisition of Right-of-Way (ROW) credits -** Purchasing ROW prior to a federal project may have the value of the costs of the purchase contributed towards future capital projects in the given ROW. Purchases can be made as part of a long-range plan, particularly prior to development when the cost of acquisition may rise.
- **Toll Credits -** Revenues from a toll facility that are invested back into the toll facility (via capital expenditures) can accrue toll credits, 23 U.S.C § 120 (i)(1)(a). Toll credits can be used to meet match requirements of capital projects. Toll revenues can include receipts, concession sales, ROW leases, interest, bond, and loan proceeds.

Other Matching Strategies. Federal programs allow for varying strategies to match federal aid, including the use of other federal funds.

- **Third Party Donations -** States can apply the value of third party-donated funds, land, material, or services toward their non-federal share of project costs.
- **Federal Funds as match -** Federal land manager funds may be used as nonfederal match on Title 23, 49, 53
- **TIFIA -** The proceeds of a secured TIFIA loan may be used for any nonfederal share of project costs.

Regional Infrastructure Accelerator. The Regional Infrastructure Accelerator is a US DOT-funded grant program to help accelerate infrastructure project delivery.

State Infrastructure Bank. A State Infrastructure Bank (SIB) is a revolving loan fund program established and administered by a state to provide low-cost loan financing to surface transportation projects within the state. SIBs can be capitalized with Federal-aid surface transportation funds and matching state funds or capitalized with a Transportation Infrastructure

Finance and Innovation Act (TIFIA) loan to lend to rural infrastructure projects. A federally capitalized SIB can offer loans and credit assistance to public and private sponsors of Title 23 highway construction projects, Title 49 transit capital projects, and Title 49 (subtitle V) railroad projects. Loans for (1) all or part of project cost, (2) flexible terms, (3) at or below market rates, (4) may be subordinated, and (5) short-term construction or long-term debt financing.

Public-Private Partnership (P3). Public-Private Partnerships (P3s) are long-term contractual agreements between a public agency and a private entity to design, build, finance, operate and maintain (DBFOM) an infrastructure project. A P3 involves the private sector taking on additional project risks.

Value Capture. Value capture strategies can be used to help pay for roadway and transit improvements by leveraging localized benefits. Value capture is a set of techniques that generally take advantage of the increase in property values, new transportation-related real estate opportunities, and/or the benefits of new transportation facilities to fund infrastructure improvements. Value capture techniques can promote equity and economic efficiency through the "beneficiary-pays" principle with 6 main categories including (1) Developer contributions, (2) Transportation utility fees, (3) Special taxes and fees, (4) Tax increment financing, (5) Joint development, and (6) Naming rights. Each category has a variety of techniques used to execute with varying timing, ease, and acceptance.

Tolling & Pricing. Tolling and pricing involves charging fees for the use of a roadway facility. The revenue generated may be used to pay for highway operations and maintenance and, in many cases, as the primary source of repayment for long-term debt used to finance the toll facility itself.

- ***Tolling*** **-** Involves the imposition of per-use fees on motorists to utilize a facility. Historically, these fees have been fixed, distance-based tolls that vary by vehicle type, but not by time of day.
- ***Pricing*** **-** Also known as congestion/value/variable/peak-period pricing, involves the imposition of fees or tolls that can vary on many factors. While pricing generates revenue, this strategy also seeks to manage congestion, environmental impacts, and other external costs.

Build America Bureau Debt Instruments. The United States Department of Transportation (US DOT) Build America Bureau provides financing instruments for Title 23, 49 and 53 projects.

- ***Transportation Infrastructure Finance & Innovation Act (TIFIA)*** - Provides credit assistance for qualified projects of regional and national significance. Many large-scale, surface transportation projects - highway, transit, railroad, intermodal freight, and port access - are eligible for assistance. Repayment can be amortized over 50 years (75 for mega projects) and don't start until up to 5 years after project completion.
- ***TIFIA Lite*** **-** Experienced borrowers with small, shovel-ready projects can access an expedited application process. By agreeing to forgo typical negotiation process, borrowers can access the traditional benefits of TIFIA (low interest rate, payment deferral up to five years, no pre-payment penalties, etc.) with a shorter review process. Projects eligible for TIFIA Lite can be approved up to six months faster than an average TIFIA application. Eligible projects can receive up to a $100 million loan.

GO Bond. A general obligation bond (GO bond) is a bond backed by the credit and taxing power of the issuing jurisdiction rather than the revenue from a given project. General obligation bonds are issued with the belief that a government will be able to repay its debt obligation through taxation or revenue from projects. No assets are used as collateral.

PUBLIC INVOLVEMENT PROCESS

In the past, the STIP was developed according to a department-adopted Public Involvement Procedure (PIP) but it did not generally meet with widespread public interest or involvement. Meaningful comments were not common despite the

various forms of notice and public meetings held in different parts of the state. DOT&PF wanted to improve public engagement and dialogue by using modern communication technologies and techniques to reach more Alaskans.

To achieve this goal, DOT&PF created an easy public interface with multiple tools to review the State's investments and leveraged both traditional and new media. As a result, DOT&PF had a record level of engagement, as shown below:

Table 12: *Public Engagement Statistics*

Type of Engagement	Quantity
Website Views	22,000+
Public Comments	1,200+
Individual Letters	87

The individual letters came from various sources, including non-government organizations, cities, tribes, boroughs, legislators, Metropolitan Planning Organizations (MPOs) and Regional Planning Organizations (RPOs), and individuals. The Alaska Public Involvement Plan (PIP), a requirement for States to implement and maintain a STIP, is found in both (a) the Process Coordination Matrix, and (b) in regulation (17AAC 05.135 and 17AAC 05.160). The Process Coordination Matrix can be found on DOT&PF's website[1] and is represented in Figure 1.

All Public Comments and the disposition of public comments are incorporated into the Alaska DOT&PF 2024-2027 STIP Engagement Summary and Change Log, which is incorporated by reference, and available on the Alaska DOT&PF 2024-2027 Statewide Transportation Improvement Program (STIP) website: https://publicinput.com/stip/ This document summarizes engagement with the public, local governments, Tribes, municipal planning organizations, legislators, corporations, and non-governmental organizations. It also provides references to formal public comment period timeframes and advertisements, summaries of general public involvement, summaries of municipal planning organizations and rural planning organizations involvement, Federal agency involvement, and summaries of local and Tribal government involvement. It also includes a change log summarizing changes from the public noticed STIP to the final STIP.

Requirements found in State regulations include:

- The department will publish a notice at least once in a newspaper of general circulation, and provide written notice to interested persons, MPOs, and local officials from areas outside MPOs, that an updated project needs list and a draft STIP have been prepared.
- If requested, the department will provide a copy of the project needs list and the draft STIP.
- The department will allow not less than 45 days after notice is released for review and comment upon the project needs list and draft STIP.
- During the review and comment period, the department will conduct at least one public meeting to solicit comments from members of the public, interested persons, and other participants under this section.
- The department will provide notice of a public meeting in a manner that the department considers effective to notify affected communities and members of the public who are expected to attend.
- The department will provide written notice of the availability of a draft STIP prepared under 17 AAC 05.180 to the participants listed in (a) of this section.
- The department may conduct public meetings to solicit comments on the draft STIP from members of the public and interested persons. The department will provide notice of any public meeting in a manner that the department considers effective to notify affected communities and members of the public who are expected to attend.

[1] https://dot.alaska.gov/stwdplng/cip/stip/assets/consultation_matrix.pdf

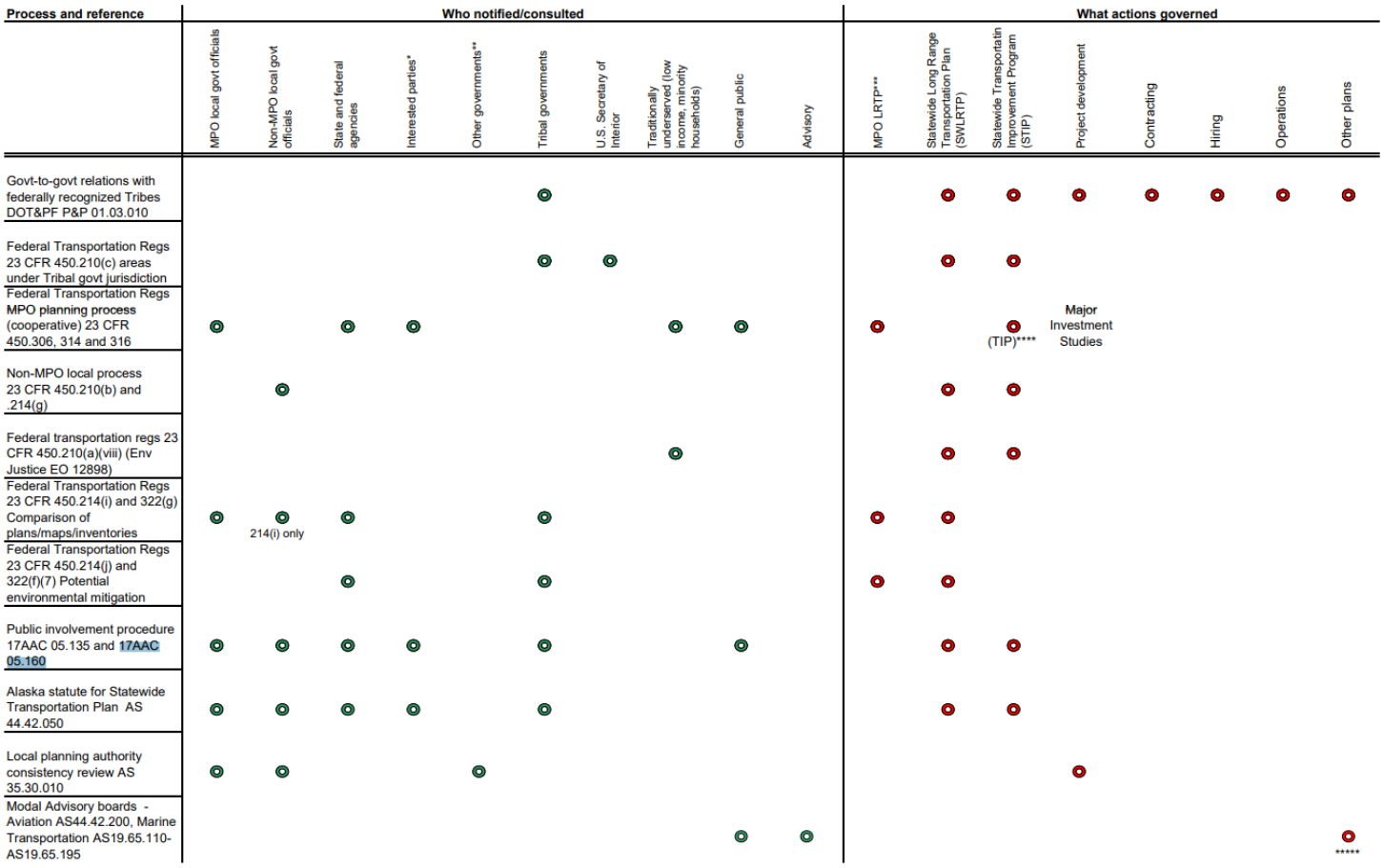


Figure 1: *Process Coordination Matrix*

MPO Involvement

DOT&PF is committed to the continuous, cooperative, and comprehensive (3c) coordination with Alaska's MPO's as outlined in 23 CFR 450.306 including developing long-range transportation plans and TIPs through a performance-driven, outcome-based approach to planning for metropolitan areas of the State.

Metropolitan Planning Organizations (MPOs) are local agencies that plan and prioritize transportation projects in urban areas. They work with DOT&PF to develop long-range transportation plans and Transportation Improvement Programs (TIPs), which list the projects that will receive federal funding. DOT&PF is committed to coordinating with Alaska's MPOs to ensure that the transportation system meets the needs and goals of the communities.

Considerable coordination between MPO and DOT&PF staff goes into the production of a Metropolitan Transportation Plan (MTP), TIP, and other MPO Planning products. DOT&PF planning staff meets weekly with the MPO to coordinate projects, discuss issues, and help with work products. Coordination is not limited to regular and internal meetings, but also includes virtual and in-person open houses and other events. However, MPO coordination sometimes lacks formality, which can lead to confusion about when and how coordination occurred. DOT&PF is committed to continuous improvement to our STIP development process, and as a result, we conducted a review of current processes and identified some areas for improvement.

Project Development Process

Documentation is critical to the success of both of our organizations. To that end, we are establishing a formal policy and procedure to eliminate ambiguity in the 3c process. The policy and procedure will include the following steps:

- MPO field planning units will create quarterly cooperation plans to coordinate and document DOT&PF's involvement in the STIP, individual TIPs, and MTP development.
- Field planning chiefs and staff will be responsible for planning and documenting these cooperation activities through the quarterly plan.

The policy and procedure will also ensure that the cooperation efforts meet the intent of both state and federal law and regulation. To do so, the cooperation efforts will utilize established committees, boards, and processes, such as:

- The Statewide Transportation Improvement Program (STIP) Committee
- The Metropolitan Planning Organization (MPO) Policy Board
- The Regional Planning Organization (RPO) Advisory Committee
- The Public Involvement Plan (PIP)

The policy and procedure will also address DOT&PF's role and responsibility for oversight of the MPOs, procedures for air quality conformity, Unified Planning Work Program development, MPO certifications, STIP and TIP development, and other joint planning processes.

RPO Involvement

DOT&PF has been pursuing the establishment of Regional Planning Organizations (RPOs) throughout Alaska. These organizations allow rural communities and tribal members to create stronger connections to transportation planning. They do so by organizing with multiple communities in a region, and by providing more feedback on a region's transportation investments through regular meetings, consultation, and engagement. DOT&PF has established three RPOs so far:

- Copper Valley RPO, established in August 2022
- Northwest Arctic Borough RPO, established in March 2023
- FAST Rural RPO, established in February 2023

DOT&PF has already seen success with increased engagement and better guidance from our first RPO, the Copper Valley RPO (CVRPO). We expect to see increased opportunities with our two newest RPOs as well. CVRPO was able to submit extensive public comments on the draft 2024-2027 STIP.

Federal Agencies

The department's efforts to coordinate with our federal agencies follow the continuous, cooperative, and comprehensive (3c) structure, which is a way of ensuring that transportation planning is consistent and coordinated among different agencies and jurisdictions. One of the ways that the department implements the 3c structure is by regularly attending and participating in the monthly Federal Land Managers Transportation Working Group (TWiG), which is a forum for discussing transportation issues and opportunities on federal lands in Alaska. Another way is by attending bi-weekly Federal Lands Access Program (FLAP) coordination meetings with Western Federal Lands (WFL) staff, which is a program that provides funding for transportation projects that improve access to federal lands. The department's FLAP funded projects are part of the STIP, and the department works closely with WFL staff to ensure that they are aligned with the federal and state goals and priorities. The department also presented the STIP at the 2023 annual Federal Land Manager's meeting in August, which was an opportunity to share the STIP development process, solicit feedback, and address any questions or concerns from the federal agencies. The department values the input and collaboration of the federal agencies and strives to maintain a strong and productive relationship with them.

Local Municipal Governments

In urban areas, Alaska DOT&PF has used various methods to continually communicate with communities, and to solicit feedback on the Draft 2024-2027 STIP. Some of these methods are:

- Leveraging local government structures and community council systems
- Working with non-governmental organizations
- Sending press releases, virtual and in-person meetings, direct mail, and email

The department also has established partnerships with statewide and local organizations, such as:

- Alaska Municipal League
- Metropolitan Planning Organizations (MPOs)

These partnerships allow for two-way and ongoing dialogue for matters affecting smaller communities. In addition, staff in urban settings are assigned to interact with their horizontal counterparts within local government structures, allowing for information saturation and dissemination at all levels of the organizations.

After the draft 2024-2027 STIP was published in July 2023, DOT&PF, in accordance with guidance on the non-metropolitan Local Official Cooperation Process, DOT&PF reached out to all non-metropolitan planning officials potentially interested in projects programmed in the draft STIP, in addition to more than 150 Tribes, to alert them of project status, funding, scope, and proposed schedule, and to urge them to follow the STIP development process. When the final STIP is published, DOT&PF will again reach out to those same entities to inform them of the final disposition of those projects and other changes of potential interest.

Tribal Governments

Alaska DOT&PF has existing Tribal consultation processes in place, which are fundamental to fostering meaningful engagement with Tribal communities across Alaska. For reference, our tribal consultation processes can be found here: https://dot.alaska.gov/tribalrelations/

Alaska DOT&PF has also established channels of communication with tribal partners throughout Alaska via regular in-person and virtual meetings, regular traditional and electronic communications, and face-to-face interactions and relationship building at substantive regional conferences and gatherings. When developing the 2024-2027 STIP, DOT&PF utilized our established lines of communications to inform, dialog and consult with Alaska's tribal partners. These continuing, comprehensive, and cooperative conversations helped us engage our tribal stakeholders, which shared their vision and goals for their communities. In addition, we augmented our established communication efforts with mass communication techniques to ensure broader awareness of the STIP's availability and public comment period in rural Alaska.

Anchorage Field Office (AFO) established bimonthly teleconferences to involve Ciri, Ahtna, Eklutna, Chickaloon, and Knik tribes. AFO has been able to establish a rapport to discuss and coordinate on a number of important national highway system routes. ANC/MSB Tribal Coordination Meetings 2023:

- February 2, 2023
- March 30, 2023
- May 25, 2023
- July 20, 2023
- September 14, 2023

AFO has been able to establish a rapport to discuss and coordinate a number of important projects on Alaska's national highway system routes.

Fairbanks Field Office focuses on monthly meetings with Interior tribes (Doyon, Manley, Minto, Nulato, Rampart, Tanana, Tanana Chiefs). The relationship is well established and is an excellent interface for both tribes and DOT&PF to exchange

information. They met and discussed the STIP on multiple occasions. The dates of the Interior Tribal Coordination Meetings in 2023 are shown in the lists below:
Interior Tribal Coordination Meetings 2023:

- Sept. 21, 2023
- Aug. 17, 2023
- July 20, 2023
- June 15, 2023
- April 20,2023

Tribal and other rural representatives were also included in various consultation activities across the State:

- Direct Mail to Tribal Leaders
- Presentation to Interior Alaska Transportation Plan Working Group on August 16, 2023
- Presentation at Ice Road Workshop on August 22, 2023
- Copper River Valley RPO consultation on August 23, 2023
- Cordova General Community meeting on August 24, 2023
- Presentation during Interior Alaska Transportation Plan Public Meeting in Minto on August 18, 2023

DOT&PF has a commitment to enhancing staff resources and guidance pertaining to Tribal engagement. The DOT&PF is actively developing a comprehensive Planning Manual to facilitate various operational tasks, including guidance on Tribal consultation procedures. A draft entry specifically addressing Tribal engagement within this manual has been prepared in draft and is slated for finalization within the next six months. We are confident that this initiative will further bolster our capacity to engage effectively with Tribal entities throughout the planning and programming phases.

Alaska Legislature: Elected Officials

Various methods were used to consult elected officials about the draft 2024-2027. State Legislators were informed through email announcements. On August 22, 2023, during the public comment period, a joint hearing of the State of Alaska House and Senate Transportation Committees was conducted. This hearing provided Legislators an opportunity to receive a presentation on the Statewide Transportation Improvement Program (STIP), ask questions, and offer feedback. The hearing, open to Alaska State Senators and Representatives from the transportation committees as well as any other interested legislators, facilitated broad participation. An email was provided to all 60 state state legislators with the STIP press release announcement and a link for comment participation on July 20, 2023. Additionally, during the public comment period, formal responses were received from 7 Alaska State Representatives and 3 Alaska State Senators. Additionally, the press release was also provided to several Alaska congressional staff.

Outreach for the STIP for Rural and Tribal Entities

In addition to these continuing, comprehensive, and cooperative efforts, we also ensured that our stakeholders were alerted to the availability of the Draft 2024-2027 STIP through a series of outreach activities, including mass media efforts and rural focused communication. Some of these activities included:

- Direct email to each community in Alaska, with a summary of proposed STIP projects that may be of interest to that community.
- Radio Public Service Announcements (PSAs) and other media targeting rural Alaska, sharing information on the availability of the draft STIP for review and the public comment period.

These outreach activities helped us reach a wider and more diverse audience and increase the awareness and participation of rural and tribal entities in the STIP development process. We appreciate the feedback and input we received from our stakeholders, and we look forward to continuing our collaboration and consultation with them.

APPENDIX A: DEFINITIONS

Administrative modification means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, a redemonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).

Advance Construction (AC) is an innovative financing tool permitted under FHWA rules that, with approval of the FHWA, allows the state to begin a project using state funds prior to the availability of federal funds. This tool allows the state flexibility to use its resources to schedule project start-ups more efficiently.

Advanced Construction Conversion (ACC) is an accounting tool to track the repayment of state funds used to begin a project prior to the availability of federal funds.

Alaska Highway System (AHS) are important roads and bridges not classified as National Highway System (NHS) that link communities. For the list of AHS roads see 17 AAC 05.170.

Amendment means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes or changing the number of stations in the case of fixed guideway transit projects). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment and a redemonstration of fiscal constraint. If an amendment involves “non-exempt” projects in nonattainment and maintenance areas, a conformity determination is required.

Asset management means a strategic and systematic process of operating, maintaining, and improving physical assets, with a focus on both engineering and economic analysis based upon quality information, to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the lifecycle of the assets at minimum practicable cost.

Attainment area means any geographic area in which levels of a given criteria air pollutant (e.g., ozone, carbon monoxide, PM10, PM2.5, and nitrogen dioxide) meet the health-based National Ambient Air Quality Standards (NAAQS) for that pollutant. An area may be an attainment area for one pollutant and a nonattainment area for others. A “maintenance area” (see definition in this section) is not considered an attainment area for transportation planning purposes.

Available funds mean funds derived from an existing source dedicated to or historically used for transportation purposes. For Federal funds, authorized and/or appropriated funds and the extrapolation of formula and discretionary funds at historic rates of increase are considered “available.” A similar approach may be used for State and local funds that are dedicated to or historically used for transportation purposes.

Capital Budget refers to a six-year capital improvement program required by the Governor per Alaska State Statute (Section 37.07.062). An appropriation bill covering year one of the ongoing plan (the upcoming fiscal year) must be submitted to the legislature on the 15th day of December, just prior to each regular legislative session. The legislature reviews the proposed capital improvement program and current year appropriation bill and makes decisions necessary to support state services.

Carbon Reduction Program: Provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources.

Commissioner means the Commissioner of the Department of Transportation & Public Facilities.

Congestion Mitigation and Air Quality (CMAQ): The CMAQ Program provides funds to States for transportation projects designed to reduce traffic congestion and improve air quality, particularly in areas of the country that do not attain national air quality standards.

Committed funds means funds that have been dedicated or obligated for transportation purposes. For State funds that are not dedicated to transportation purposes, only those funds over which the Governor has control may be considered "committed." Approval of a TIP by the Governor is considered a commitment of those funds over which the Governor has control. For local or private sources of funds not dedicated to or historically used for transportation purposes (including donations of property), a commitment in writing (e.g., letter of intent) by the responsible official or body having control of the funds may be considered a commitment. For projects involving 49 USC 5309 funding, execution of a Full Funding Grant Agreement (or equivalent) or an Expedited Grant Agreement (or equivalent) with the DOT shall be considered a multiyear commitment of Federal funds.

Conformity means a Clean Air Act (42 USC 7506(c)) requirement that ensures that Federal funding and approval are given to transportation plans, programs and projects that are consistent with the air quality goals established by a State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the NAAQS or any required interim emission reductions or other milestones in any nonattainment or maintenance area. The transportation conformity regulations (40 CFR part 93, subpart A) set forth policy, criteria, and procedures for demonstrating and assuring conformity of transportation activities.

Conformity lapse means, pursuant to section 176(c) of the Clean Air Act (42 USC 7506(c)), as amended, that the conformity determination for a metropolitan transportation plan or TIP has expired and thus there is no currently conforming metropolitan transportation plan or TIP.

Congestion Management Process means a systematic approach required in transportation management areas (TMAs) that provides for effective management and operation, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under title 23 USC, and title 49 USC, through the use of travel demand reduction and operational management strategies.

Congressionally Designated Spending (CDS): Congressionally Directed Spending is generally defined as a spending provision in federal appropriations legislation included primarily at the request of a Member of Congress providing, authorizing, or recommending a specific amount of discretionary funding to a specific State, locality, or Congressional district for a specific purpose. In FFY2023 Alaska received $491 million in CDS to support more than 130 projects for workforce development, transportation, housing, healthcare, water and wastewater infrastructure, community safety, fisheries research, wildfire mitigation and response, working waterfronts, and the military.

Consideration means that one or more parties takes into account the opinions, action, and relevant information from other parties in making a decision or determining a course of action.

Consultation means that one or more parties confer with other identified parties in accordance with an established process and, prior to taking action(s), considers the views of the other parties and periodically informs them about action(s) taken. This definition does not apply to the "consultation" performed by the States and the Metropolitan Planning Organizations (MPOs) in comparing the long-range statewide transportation plan and the metropolitan transportation plan, respectively, to State and tribal conservation plans or maps or inventories of natural or historic resources (see section 450.216(j) and sections 450.324(g)(1) and (g)(2)).

Cooperation means that the parties involved in carrying out the transportation planning and programming processes work together to achieve a common goal or objective.

Coordination means the cooperative development of plans, programs, and schedules among agencies and entities with legal standing and adjustment of such plans, programs, and schedules to achieve general consistency, as appropriate.

Corridor refers to transportation facilities that cross boundaries and traverse both rural and urban areas. These facilities, including interstate highways and other modes of transportation, need to be evaluated holistically, considering all modes and needs, such as safety, economic vitality, and the state of good repair.

Design concept means the type of facility identified for a transportation improvement project (e.g., freeway, expressway, arterial highway, grade-separated highway, toll road, reserved right-of-way rail transit, mixed-traffic rail transit, or busway).

Design scope means the aspects that will affect the proposed facility's impact on the region, usually as they relate to vehicle or person carrying capacity and control (e.g., number of lanes or tracks to be constructed or added, length of project, signalization, safety features, access control including approximate number and location of interchanges, or preferential treatment for high-occupancy vehicles).

Designated recipient means an entity designated, in accordance with the planning process under 49 USC 5303 and 5304, by the Governor of a State, responsible local officials, and publicly owned operators of public transportation, to receive and apportion amounts under 49 USC 5336 that are attributable to urbanized areas of 200,000 or more in population, or a State or regional authority if the authority is responsible under the laws of a State for a capital project and for financing and directly providing public transportation.

Disadvantage Business Enterprise means a program to ensure equal opportunity in transportation contracting markets, addresses the effects of discrimination in transportation contracting, and promotes increased participation in federally funded contracts by small, socially and economically disadvantaged businesses, including minority and women owned enterprises. The statute provides that at least 10% of the amounts made available for any Federal aid highways, mass transit, and transportation research and technology program be expended with certified DBEs.

Discretionary Grants: Many organizations around the state now can compete for various discretionary grant programs created under IIJA. They include numerous initiatives such as the Bridge Investment Program, Rural Surface Transportation Grant Program, Reconnecting Communities Pilot Program, PROTECT Discretionary Grants, National Culvert Removal, Replacement, and Restoration Grants, among others. The selection process for these grants is typically based on the project's alignment with specific program criteria and objectives.

Economic vitality investment area considers statewide economic trends, job creation, access to employment opportunities, and workforce training. It involves planning and investing in transportation infrastructure that facilitates and supports economic growth while reducing the cost of goods and services. Projects in this area may include the construction of new roads or bridges, lane additions, improved connectivity between different modes of transportation, and the replacement of ferries, among others, to enhance access to jobs, trade, and healthcare facilities.

Emergency Relief (ER): FHWA Funds available for the repair of Federal-aid highways or roads on Federal lands that have been seriously damaged by natural disasters over a wide area or by catastrophic failures from an external cause. Commonly referred to as the emergency relief or ER program. This does not include FEMA funding.

Emergency requirements means requirements to address circumstances that cause or threaten damage or destruction of a highway facility or a loss of life or property.

Environmental approval readiness means the extent to which a project has already received a required environmental approval under 42 USC 4332 (National Environmental Policy Act) or to which the department considers the project ready to receive that approval in an expeditious fashion.

Environmental mitigation activities mean strategies, policies, programs, and actions that, over time, will serve to avoid, minimize, rectify, reduce or eliminate impacts to environmental resources associated with the implementation of a long-range statewide transportation plan or metropolitan transportation plan.

Expedited Grant Agreement (EGA) means a contract that defines the scope of a Small Starts project, the Federal financial contribution, and other terms and conditions, in accordance with 49 USC 5309(h)(7).

Federal land management agency means units of the Federal Government currently responsible for the administration of public lands (e.g., U.S. Forest Service, U.S. Fish and Wildlife Service, Bureau of Land Management, and the National Park Service).

Federal Lands Access Program (FLAP): Provides funds for projects on federal lands accessing transportation facilities. These facilities are defined as: a public highway, road, bridge, trail, or transit system that is located on, is adjacent to, or provides access to Federal lands for which title or maintenance responsibility is vested in a state, county, town, township, tribal, municipal, or local government.

Financial plan means documentation required to be included with a metropolitan transportation plan, TIP, and STIP that demonstrates the consistency between reasonably available and projected sources of Federal, State, local, and private revenues and the costs of implementing proposed transportation system improvements.

Financially constrained or Fiscal constraint means that the metropolitan transportation plan, TIP, and STIP includes sufficient financial information for demonstrating that projects in the metropolitan transportation plan, TIP, and STIP can be implemented using committed, available, or reasonably available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained. For the TIP and the STIP, financial constraint/fiscal constraint applies to each program year. Additionally, projects in air quality nonattainment and maintenance areas can be included in the first 2 years of the TIP and STIP only if funds are "available" or "committed."

Freight shippers means any entity that routinely transports cargo from one location to another by providers of freight transportation services or by their own operations, involving one or more travel modes.

Full Funding Grant Agreement (FFGA) means an instrument that defines the scope of a project, the Federal financial contribution, and other terms and conditions for funding New Starts projects as required by 49 USC 5309(k)(2).

Functional classification means the grouping of streets and highways into classes or systems according to the character of service they are intended to provide in relation to the total public road system. The Federal Highway Administration requires states to classify all public roads per 23 CFR Part 470. Functional classes include the following:

- **Interstates**: These are the highest classification of Arterials and were designed and constructed with mobility and long-distance travel in mind. The Interstate System has provided a superior network of limited access, divided highways offering high levels of mobility while linking the major urban areas of the United States.
- **Other Freeway & Expressways**: Like Interstates, these roadways are designed and constructed to maximize their mobility function, and abutting land uses are not directly served by them.
- **Other Principal Arterial**: These roadways serve major centers of metropolitan areas, provide a high degree of mobility, and can also provide mobility through rural areas. Unlike their access-controlled counterparts, abutting land uses can be served directly.

- **Minor Arterials:** These roadways provide service for trips of moderate length, serve geographic areas that are smaller than their higher Arterial counterparts and offer connectivity to the higher Arterial system.
- **Major and Minor Collector**: Collectors serve a critical role in the roadway network by gathering traffic from Local Roads and funneling them to the Arterial network. Generally, Major Collector routes are longer in length; have lower connecting driveway densities; have higher speed limits; are spaced at greater intervals; have higher annual average traffic volumes; and may have more travel lanes than their Minor Collector counterparts.
- **Local**: These roads provide access to homes, businesses, and other property.

Fund Source means the origin of the funds or the entity providing the financial resources. It identifies where the money is coming from, which can be federal, state, local government budgets, or specific agencies within those levels.

Fund Type means the nature or classification of the funds based on their intended use or restrictions placed upon them. It categorizes funds according to their purpose, such as grants, loans, direct appropriations, or specific assistance programs. Fund types help in understanding the financial mechanisms in place for funding, whether the funds are for capital projects, operational expenses, research and development, or other specific purposes.

Governor means the Governor of any of the 50 States or the Commonwealth of Puerto Rico or the Mayor of the District of Columbia.

Grants refer to Federal grants that are awarded through a competitive process.

Highway rest stop or pullout means an area alongside a roadway that allows a person to drive the person's vehicle off the roadway and park it a safe distance from the traveled portion of the roadway.

Highway Performance Monitoring System (HPMS) is a national level highway information system that includes data on the extent, condition, performance, use, and operating characteristics of the Nation's highways.

Highway Safety Improvement Program (HSIP) means a state safety program with the purpose to reduce fatalities and serious injuries on all public roads through the implementation of the provisions of 23 USC 130, 148, and 150 including the development of a Strategic Highway Safety Plan (SHSP), Railway-Highway Crossings Program, and program of highway safety improvement projects.

Illustrative project means an additional transportation project that may be included in a financial plan for a metropolitan transportation plan, TIP, or STIP if reasonable additional resources were to become available, or another project cannot advance. The specific source or sources of funds will be determined when and if the project is selected to be funded.

Indian Tribal government means a duly formed governing body for an Indian or Alaska Native tribe, band, nation, pueblo, village, or community that the Secretary of the Interior acknowledges to exist as an Indian Tribe pursuant to the Federally Recognized Indian Tribe List Act of 1994, Public Law 103–454.

Intelligent transportation system (ITS) means an integration of advanced sensor, computer, electronics, and communications technologies and management strategies to provide traveler information, or to increase the safety or efficiency of the surface transportation system.

Interim Transportation Improvement Program (TIP) means a TIP composed of projects eligible to proceed under a conformity lapse and otherwise meeting all other applicable provisions of this part, including approval by the MPO and the Governor.

Long-range statewide transportation plan means the official, statewide, multimodal, transportation plan covering a period of no less than 20 years developed through the statewide transportation planning process.

Maintenance area means any geographic region of the United States that the Environmental Protection Agency (EPA) previously designated as a nonattainment area for one or more pollutants pursuant to the Clean Air Act Amendments of 1990, and subsequently redesignated as an attainment area subject to the requirement to develop a maintenance plan under section 175A of the Clean Air Act, as amended (42 USC 7505a).

Management system means a systematic process, designed to assist decision makers in selecting cost effective strategies/actions to improve the efficiency or safety of, and protect the investment in the nation's infrastructure. A management system can include Identification of performance measures; data collection and analysis; determination of needs; evaluation and selection of appropriate strategies/actions to address the needs; and evaluation of the effectiveness of the implemented strategies/actions.

Metropolitan planning agreement means a written agreement between the MPO, the State(s), and the providers of public transportation serving the metropolitan planning area that describes how they will work cooperatively to meet their mutual responsibilities in carrying out the metropolitan transportation planning process.

Metropolitan planning area means an area for which a metropolitan area plan has been developed under 23 USC 134 and 49 USC 5303 – 5306.

Metropolitan planning organization (MPO) means an organization formed to meet the requirements of 23 USC 134 and 49 USC 5303 – 5306.

Metropolitan planning organization planning funds: Metropolitan Planning funds which are provided from the Federal Highway Trust Fund and distributed by State Departments of Transportation (DOTs) to Metropolitan Planning Organizations (MPOs) to conduct the planning activities required by Title 23 of the U.S. Code 134.

Metropolitan transportation plan means the official multimodal transportation plan addressing no less than a 20-year planning horizon that the MPO develops, adopts, and updates through the metropolitan transportation planning process.

Modes of transportation means transportation accomplished by motorized vehicles, airplanes, rail, boats, ferries, bicycles, snow machines, and foot.

National Ambient Air Quality Standard (NAAQS) means those standards established pursuant to section 109 of the Clean Air Act (42 USC 7409).

National Bridge Inventory (NBI) is an FHWA database containing bridge information and inspection data for all highway bridges on public roads, on and off Federal-aid highways, including tribally owned and federally owned bridges, that are subject to the National Bridge Inspection Standards (NBIS).

National Electric Vehicle Infrastructure Program (NEVI): Provides funding to States to strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability. Alaska DOT&PF is working in partnership with the Alaska Energy Authority to install electric vehicle charging stations throughout the State and has developed an implementation plan that is publicly available.

National Highway Freight Program (NHFP): The NHFP goal is to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity; improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas; improving the state of good repair of the NHFN; using innovation and advanced technology to improve NHFN safety, efficiency, and reliability; improving the efficiency and productivity of the NHFN; improving State flexibility

to support multi-State corridor planning and address highway freight connectivity; and reducing the environmental impacts of freight movement on the NHFN. [23 USC 167(a) and (b)]

National Highway Performance Program (NHPP): The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS.

National Highway System (NHS) means the system of highways established under 23 USC 103. In Alaska, this includes the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility. Bridges are classified as either on or off the NHS (on system or off system).

Need ID means a specific identifier number for a program or project that is included in the State of Alaska DOT&PF official needs list.

Non-restricted federal apportionment means federal money allocated to the state under federal law that is not earmarked for any specific project or category of project.

Nonattainment area means any geographic region of the United States that EPA designates as a nonattainment area under section 107 of the Clean Air Act (42 USC 7407) for any pollutants for which an NAAQS exists.

Nonmetropolitan area means a geographic area outside a designated metropolitan planning area.

Obligated projects mean strategies and projects funded under title 23 USC and title 49 USC Chapter 53 for which the State or designated recipient authorized and committed the supporting Federal funds in preceding or current program years, and authorized by the FHWA or awarded as a grant by the FTA.

Operational and management strategies mean actions and strategies aimed at improving the performance of existing and planned transportation facilities to relieve congestion and maximize the safety and mobility of people and goods.

Performance-Based Planning and Programming (PBPP) involves performance measures to enhance planning and programming of projects. It links transportation performance management objectives to the selection and programming of projects in the STIP. PBPP allows for clear and open discussions about desired outcomes of the public and the strategic direction that an agency should take. PBPP provides key information for the decision-making process by heightening the role of data and focusing attention on performance outcomes.

Performance measure means an expression based on a metric that is used to establish targets and to assess progress toward achieving the established targets.

Performance metric means a quantifiable indicator of performance or condition.

Performance target means a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by the Federal Highway Administration (FHWA).

Project Evaluation Board (PEB) means a board appointed under 17 AAC 05.175(h).

Project selection means the procedures followed by MPOs, States, and public transportation operators to advance projects from the first 4 years of an approved TIP and/or STIP to implementation, in accordance with agreed upon procedures.

Project needs list means a continuously updated, database-generated list of projects nominated for inclusion in the next STIP.

Provider of freight transportation services means any entity that transports or otherwise facilitates the movement of cargo from one location to another for others or for itself.

Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT): The PROTECT Program is established to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk costal infrastructure. The State of Alaska is focusing these funds to build resilient infrastructure that can withstand extreme weather events.

Public meeting means an open house, a facilitated meeting, a workshop, a public hearing, a department-hosted radio or television call-in show, or another meeting format that the department considers most likely to encourage comments from members of the public who attend.

Public transportation agency safety plan means a comprehensive plan established by a State or recipient of funds under Title 49, Chapter 53 and in accordance with 49 USC 5329(d).

Public transportation operator means the public entity or government-approved authority that participates in the continuing, cooperative, and comprehensive transportation planning process in accordance with 23 USC 134 and 135 and xx 49 USC 5303 and 5304, and is a recipient of Federal funds under title 49 USC Chapter 53 for transportation by a conveyance that provides regular and continuing general or special transportation to the public, but does not include sightseeing, school bus, charter, certain types of shuttle service, intercity bus transportation, or intercity passenger rail transportation provided by Amtrak.

Railway Highway Crossing (RAIL): Provides funds for the elimination of hazards at railway-highway crossings.

Recreational Trails Program (RTP): This program provides funds to the States to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses.

Regional ITS architecture means a regional framework for ensuring institutional agreement and technical integration for the implementation of ITS projects or groups of projects.

Regionally significant project means a transportation project (other than projects that may be grouped in the TIP and/or STIP or exempt projects as defined in EPA's transportation conformity regulations (40 CFR part 93, subpart A)) that is on a facility that serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

Regional Transportation Planning Organization (RTPO) means a policy board of nonmetropolitan local officials, or their designees, created to carry out the regional transportation planning process.

Research refers to funds that are designated for research tasks the department undertakes, including engineering and economic studies and applied research. The federal funds ratio is 80%.

Resiliency investment area aims to assess risks and invest in solutions to develop a transportation agency and system that can adapt to and recover from the effects of climate change, natural disasters, and other disruptions. The program focuses on resiliency planning efforts, improvements, and at-risk coastal protection. Examples of resiliency projects

include implementing flood, erosion, or permafrost protection measures for bridges, ports, roads, and boat ramps. It also includes relocation support, resiliency planning, emergency drills, port facility rehabilitation, and evacuation access routes.

Revision means a change to a long-range statewide or metropolitan transportation plan, TIP, or STIP that occurs between scheduled periodic updates. A major revision is an "amendment" while a minor revision is an "administrative modification."

Rural refers to communities with a population of less than 5,000, located either on or off the roadway network. Many non-road connected communities may be considered remote, with unique transportation needs, particularly among Alaskan Native communities.

Safety investment area aims to continuously improve the transportation system's safety for all users. Projects within this area focus on initiatives such as the Highway Safety Improvement Program (HSIP), the Strategic Highway Safety Plan (SHSP), and improvements to safety corridors. Examples of safety projects include widening roadways, adding medians or guardrails, upgrading signs and signal systems, constructing passing or turning lanes, and expanding existing lanes.

Scenario planning means a planning process that evaluates the effects of alternative policies, plans and/or programs on the future of a community or region. This activity should provide information to decision makers as they develop the transportation plan.

State Implementation Plan (SIP) means, as defined in section 302(q) of the Clean Air Act (CAA) (42 USC 7602(q)), the portion (or portions) of the implementation plan, or most recent revision thereof, which has been approved under section 110 of the CAA (42 USC 7410), or promulgated under section 110(c) of the CAA (42 USC 7410(c)), or promulgated or approved pursuant to regulations promulgated under section 301(d) of the CAA (42 USC 7601(d)) and which implements the relevant requirements of the CAA.

State of good repair investment area focuses on comprehensive planning for the full life cycle costs of the transportation system. This includes planning, construction, operation, and maintenance of physical assets such as roadways and bridges. The goal is to improve funding allocation consistently and effectively. Projects within this area involve rehabilitation, preventative maintenance, reconstruction, and replacement of roadways, bridges, and other assets to ensure their optimal condition.

STIP ID: means a specific identifier number for a program or project that is included in the State of Alaska DOT&PF Statewide Transportation Improvement Program.

Strategic Highway Network (STRAHNET) highways are important to the United States' strategic defense policy and provide defense access, continuity, and emergency capabilities for defense purposes. Alaska has nearly 1,400 miles of roadway on the STRAHNET, including elements of the Richardson Highway, Sterling Highway, Glenn Highway, and the Tok Cutoff Highway, among many others.

Statewide Transportation Improvement Program (STIP) means a statewide prioritized listing/program of transportation projects covering a period of 4 years that is consistent with the long-range statewide transportation plan, metropolitan transportation plans, and TIPs, and required for projects to be eligible for funding under title 23 USC and title 49 USC Chapter 53.

Strategic Highway Safety Plan means a comprehensive, multiyear, data-driven plan, developed by a State DOT in accordance with the 23 USC 148.

Surface Transportation Block Grant Program (STBG): STBG provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and

tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. These grants form a crucial part of Alaska's infrastructure funding, providing essential support for a range of surface transportation projects. Although the new funding under this category is limited, it plays a significant role in maintaining and improving the state's roadways. This apportionment includes the funding for the Transportation Alternatives Program and Recreational Trails Program.

Surface transportation, surface transportation facilities or surface transportation facilities or surface transportation system means all systems used to move the traveling public and freight; and includes motorized vehicles, airplanes, boats, rail, bicycles, snow machines, and trails.

Sustainability investment area focuses on promoting a clean, equitable, and sustainable transportation system. The aim is to reduce costs for consumers and businesses while providing broader social and environmental benefits. Projects within this area target the reduction of greenhouse gas (GHG) emissions, energy independence, efficiency, low-cost transportation, and a healthy environment. Examples of sustainable transportation projects include electrifying ferries and ports, converting to LED streetlights, implementing rural dust mitigation measures, installing electric vehicle charging stations, and tracking transportation emissions.

Transit Asset Management Plan means a plan that includes an inventory of capital assets, a condition assessment of inventoried assets, a decision support tool, and a prioritization of investments.

Transit Asset Management System means a strategic and systematic process of operating, maintaining, and improving public transportation capital assets effectively, throughout the life cycles of those assets.

Transportation Asset Management Plan (TAMP) describes how the DOT&PF will manage the National Highway System (NHS) roads and bridges in a state of good repair (SOGR) by achieving national goals and state-set targets while managing risks in a financially responsible manner.

Transportation Alternatives Program (TAP): TAP provides funding for a variety of generally smaller-scale transportation projects such as pedestrian and bicycle facilities; construction of turnouts, overlooks, and viewing areas; community improvements such as historic preservation and vegetation management; environmental mitigation related to stormwater and habitat connectivity; recreational trails; safe routes to school projects; and vulnerable road user safety assessments. Funds are focused on enhancing the quality of life and safety for Alaska's residents and visitors. These funds are typically “set asides” from existing apportionment programs.

Transportation Control Measure (TCM) means any measure that is specifically identified and committed to in the applicable SIP, including a substitute or additional TCM that is incorporated into the applicable SIP through the process established in CAA section 176(c)(8), that is either one of the types listed in section 108 of the CAA (42 USC 7408) or any other measure for the purpose of reducing emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions. Notwithstanding the above, vehicle technology-based, fuel-based, and maintenance-based measures that control the emissions from vehicles under fixed traffic conditions are not TCMs.

Transportation improvement program (TIP) means a prioritized listing/program of transportation projects covering a period of 4 years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under title 23 USC and title 49 USC chapter 53.

Transportation Management Area (TMA) means an urbanized area with a population over 200,000, as defined by the Bureau of the Census and designated by the Secretary of Transportation, or any additional area where TMA designation is requested by the Governor and the MPO and designated by the Secretary of Transportation.

Transportation Performance Management (TPM) is a strategic approach that involves using system information to make informed investment and policy decisions to achieve national performance goals. By systematically applying this approach on an ongoing basis, TPM provides decision-makers with essential information to understand the implications of their investment decisions across various transportation assets or modes. It improves communication among decision-makers, stakeholders, and the traveling public and ensures that targets and measures are developed collaboratively based on data and objective information.

Travel Time Reliability means the consistency or dependability of travel times from day to day or across different times of the day.

Unified Planning Work Program (UPWP) means a statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds.

Update means making current a long-range statewide transportation plan, metropolitan transportation plan, TIP, or STIP through a comprehensive review. Updates require public review and comment, a 20-year horizon for metropolitan transportation plans and long-range statewide transportation plans, a 4-year program period for TIPs and STIPs, demonstration of fiscal constraint (except for long-range statewide transportation plans), and a conformity determination (for metropolitan transportation plans and TIPs in nonattainment and maintenance areas).

Urban refers to communities w5ith a population of over 5,000, generally located on the roadway network and with multiple modes of access. It also includes urban communities not directly connected to the roadway network but with access through airports, ports and harbors, and connectivity to other communities.

Urbanized area (UZA) means a geographic area with a population of 50,000 or more, as designated by the Bureau of the Census.

Waterways include coastal ports and harbors, inland waterways, and marine transportation infrastructure, recognizing the importance of maritime transportation in Alaska's transportation system.

APPENDIX B: INVESTMENT TARGETS

In Alaska's transportation planning and infrastructure management, the strategic allocation of funding is vital for both immediate functionality and long-term viability. Given the state's expansive wilderness, harsh climate, and unique economic needs, these funding decisions are critical. They are seen as scientifically informed investments that contribute to Alaska's socio-economic health and environmental responsibility. The funding allocations are designed to form a cohesive strategy, addressing current needs while preparing for future challenges and opportunities. This approach is informed by empirical evidence, historical data, and predictive models, essential in a state where robust transportation systems are crucial for survival and prosperity.

The funding strategy considers the diversity and specificity of Alaska's transportation needs across different regions. It ensures that each investment aligns with the state's vision for a safe, efficient, and resilient transportation system. The Strategic Transportation Vision for Alaska's Department of Transportation & Public Facilities (DOT&PF) guides these investments, aligning with the Long-Range Transportation Plan and the DOT&PF Strategic Plan.

The investment strategy is categorized into Strategic Investment Areas, Geographic and Modal Distribution Areas, and Organizational Excellence Areas.

Strategic Investment Areas are our "Why". These areas are identified in the draft 2050 Long Range Transportation Plan as areas of critical importance to focus investment to achieve our vision of transportation system in Alaska.

Geographic and Modal distribution areas are our "Where". These areas identify physical locations and are intended to shine a light on how investments are made across regions, but not DOT&PF regions which are mostly arbitrary lines on a map. The Department recognizes that Rural Alaska needs more intentional funding and focus, and also that strategic surface corridors and waterways require special focus.

Organizational Excellence areas are our "How". These areas identify what the Department needs to do, how it needs to operate, to accomplish our mission. We've defined that as being a Modern, Resilient and Agile DOT.

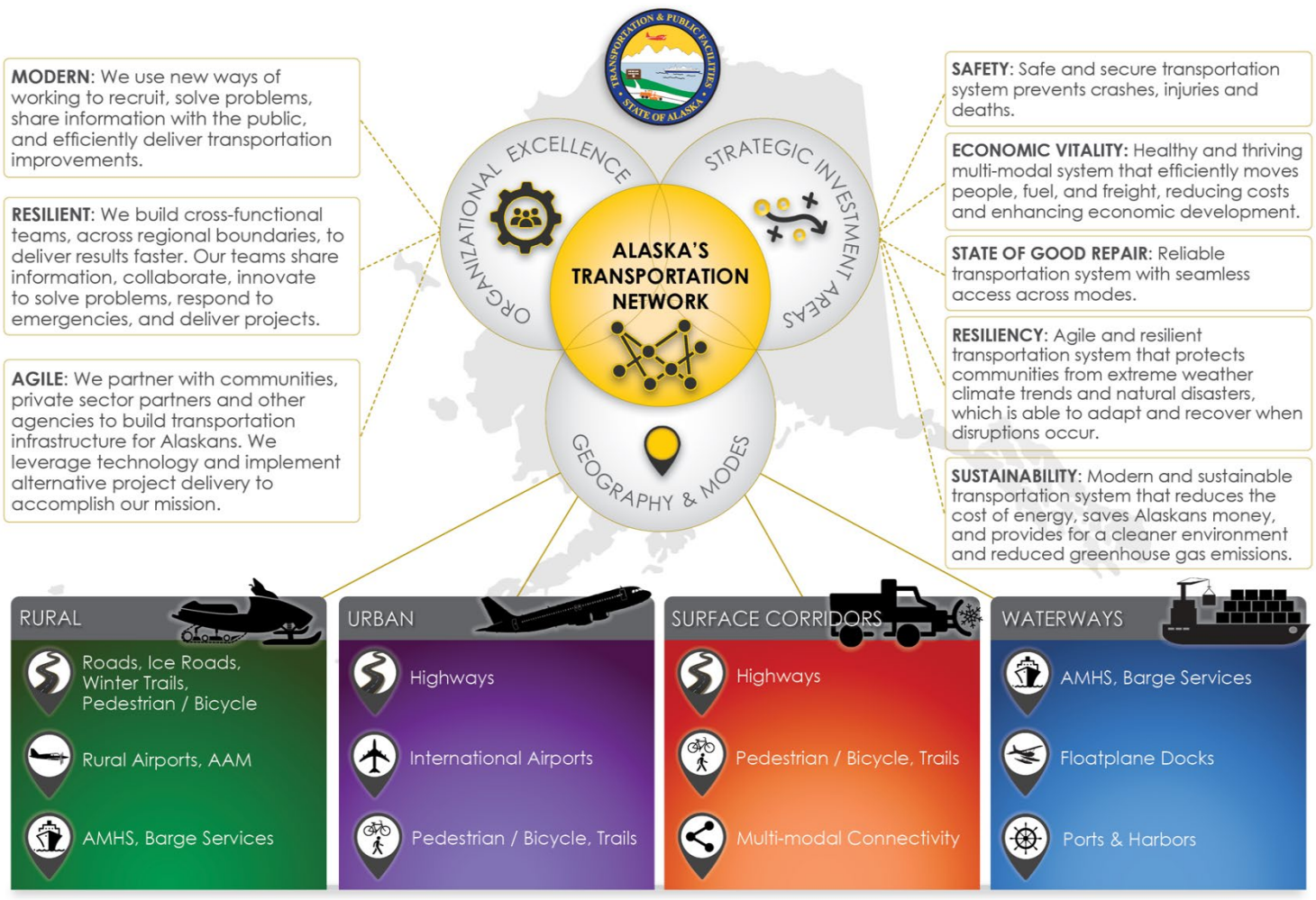


Figure 2: *Strategic Vision Framework*

The Alaska Department of Transportation & Public Facilities (DOT&PF) strategically invests in the state's highway and marine systems through a variety of capital improvement projects. These investments focus on different areas to enhance the transportation infrastructure and meet the needs of all users.

Strategic Investment

The Statewide Transportation Improvement Program (STIP) must be meticulously structured to address quintessential investment areas: Safety, Economic Vitality, State of Good Repair, Resiliency, and Sustainability.

Safety. The safety investment area aims to continuously improve the transportation system's safety for all users. Projects within this area focus on initiatives such as the Highway Safety Improvement Program (HSIP), the Strategic Highway Safety Plan (SHSP), and improvements to safety corridors. Examples of safety projects include widening roadways, adding medians or guardrails, upgrading signs and signal systems, constructing passing or turning lanes, and expanding existing lanes.

Economic Vitality. The economic vitality investment area considers statewide economic trends, job creation, access to employment opportunities, and workforce training. It involves planning and investing in transportation infrastructure that facilitates and supports economic growth while reducing the cost of goods and services. Projects in this area may include the construction of new roads or bridges, lane additions, improved connectivity between different modes of transportation, and the replacement of ferries, among others, to enhance access to jobs, trade, and healthcare facilities.

State of Good Repair. The state of good repair investment area focuses on comprehensive planning for the full life cycle costs of the transportation system. This includes planning, construction, operation, and maintenance of physical assets such as roadways and bridges. The goal is to improve funding allocation consistently and effectively. Projects within this area involve rehabilitation, preventative maintenance, reconstruction, and replacement of roadways, bridges, and other assets to ensure their optimal condition.

Resiliency. The resiliency investment area aims to assess risks and invest in solutions to develop a transportation agency and system that can adapt to and recover from the effects of climate change, natural disasters, and other disruptions. The program focuses on resiliency planning efforts, improvements, and at-risk coastal protection. Examples of resiliency projects include implementing flood, erosion, or permafrost protection measures for bridges, ports, roads, and boat ramps. It also includes relocation support, resiliency planning, emergency drills, port facility rehabilitation, and evacuation access routes.

Sustainable Transportation. The sustainable transportation investment area focuses on promoting a clean, equitable, and sustainable transportation system. The aim is to reduce costs for consumers and businesses while providing broader social and environmental benefits. Projects within this area target the reduction of greenhouse gas (GHG) emissions, energy independence, efficiency, low-cost transportation, and a healthy environment. Examples of sustainable transportation projects include electrifying ferries and ports, converting to LED streetlights, implementing rural dust mitigation measures, installing electric vehicle charging stations, and tracking transportation emissions.

Table 13: Strategic Investment Area Targets

Category	Target Funding Allocation	Outcome	Rationale
Safety	25%	Reduce traffic fatalities and serious injuries by 50% over the next ten years, from a rolling 5-year average of 75 fatalities to 38.	Investment in advanced road weather information systems, automated traffic enforcement, crash prevention technologies, enhanced emergency response infrastructure, and safety education campaigns.
Economic Vitality	22%	Boost the capacity and efficiency of transportation infrastructure supporting key sectors—oil, fishing, and tourism—by 30%.	Upgrading port facilities, enhancing airport capabilities, and expanding road networks to improve transport for goods and services.
State of Good Repair	30%	Elevate 80% of state-maintained roads and bridges to a state of good repair.	Systematic asset management, adoption of new materials and construction methods for cold environments, and preemptive maintenance strategies.
Resiliency	10%	Reinforce 70% of critical infrastructure to withstand extreme weather and natural disasters.	Bolstering structural resilience of bridges and highways, stockpiling materials, and developing redundant transportation systems for vital connectivity during disasters.
Sustainability	13%	Reduce greenhouse gas emissions.	Establishing Alternative Fuel Corridors, promoting local alternative fuel production, expanding EV charging infrastructure, introducing low-emission marine vessels, and enhancing bike and pedestrian pathways.

Landscapes

Alaska's unique geographic regions present diverse transportation needs and challenges. The state encompasses arctic coastal plains, expansive mountain ranges, river systems, coastal areas, islands, active volcanoes, high seismic activity areas, and six distinct climate zones. These factors make planning and maintaining a transportation system complex. Notably, approximately 82 percent of Alaska's communities are not accessible by road and rely on air, sea, river, or alternative modes of transportation like all-terrain vehicles and snow machines. Even communities with road access often lack alternative routes when roads are closed.

The DOT&PF's planning processes consider these factors to inform decision-making that balances competing needs. This includes finding a balance between developing the transportation system, preservation, operations, and maintenance; accommodating different modes of transportation; addressing the needs of urban and rural communities; and considering key corridors and waterways.

Urban. This category includes urban communities with a population of over 5,000, generally located on the roadway network and with multiple modes of access. It also includes urban communities not directly connected to the roadway network but with access through airports, ports and harbors, and connectivity to other communities.

Rural. Rural communities with a population of less than 5,000, located either on or off the roadway network. Many non-road connected communities may be considered remote, with unique transportation needs, particularly among Alaskan Native communities.

Corridor. Many transportation facilities cross boundaries and traverse both rural and urban areas. These facilities, including interstate highways and other modes of transportation, need to be evaluated holistically, considering all modes and needs, such as safety, economic vitality, and the state of good repair.

Waterways. This category includes coastal ports and harbors, inland waterways, and marine transportation infrastructure, recognizing the importance of maritime transportation in Alaska's transportation system.

Table 14: Landscape Investment Targets

Category	Target Funding Allocation	Outcome	Rationale
Rural	15%	Improve connectivity and accessibility in rural areas, focusing on maintaining and upgrading roads, ice roads, winter trails, and pedestrian/bicycle infrastructure. Enhance rural airport facilities for air ambulance services and general aviation.	Given the vast and often remote landscapes of Alaska, maintaining and enhancing rural transportation infrastructure is vital for community access, emergency services, and economic sustainability.
Urban	22%	Upgrade urban highways and international airports to enhance capacity and efficiency, reducing congestion and supporting economic growth.	Focusing on urban areas, the goal is to facilitate economic growth and accommodate increasing traffic volumes while enhancing the safety and efficiency of urban transportation systems.
Corridors	33%	Strengthen and expand highway networks to ensure seamless transportation across the state, supporting industry, tourism, and local travel.	Surface corridors are critical for intra-state connectivity, facilitating the flow of commerce and providing essential links between communities.
Waterways	15%	Enhance maritime services including the Alaska Marine Highway System (AMHS), barge services, and the infrastructure of ports, harbors, and floatplane docks.	Alaska's waterways are essential for transportation, especially where road access is limited or non-existent. Enhancing these services is crucial for the mobility of residents and the transport of goods.
Alaska-wide	15%	Projects that deliver benefits across the entire state and cannot be confined to a single landscape category. This includes statewide transportation safety programs, emergency response infrastructure, and other initiatives that ensure a cohesive transportation network.	The Alaska-wide category encompasses a broad range of initiatives essential for a comprehensive and effective statewide transportation system.

APPENDIX C: TRANSPORTATION PERFORMANCE MANAGEMENT ANALYSIS

Transportation Performance Management (TPM) is a strategic approach that involves using system information to make informed investment and policy decisions to achieve national performance goals. By systematically applying this approach on an ongoing basis, TPM provides decision-makers with essential information to understand the implications of their investment decisions across various transportation assets or modes. It improves communication among decision-makers, stakeholders, and the traveling public and ensures that targets and measures are developed collaboratively based on data and objective information. When effectively implemented, TPM can lead to improved project and program delivery, informed investment decision-making, focused leadership priorities, and increased transparency and accountability.

For Alaska, investments from Federal and State funding sources align to address our TMP policy goals. The State of Alaska uses a combination of Federal apportionments and allocations, Federal discretionary grants, and State capital and operating funds in its strategy to meet the national performance goals. Alaska has a solid record of keeping our infrastructure in a state of good repair, scoring well in all categories. Our outlook, as described in this document, is positive for the future.

Policy & Guidance

The Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing America's Surface Transportation Act (FAST) established the National Highway Performance Program (NHPP) requiring performance measures and targets to be established and monitored that relate to safety, bridge and pavement conditions, air quality, freight movement, and the performance of the National Highway System (NHS) to be eligible for federal funding. DOT&PF must report to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on the performance measures, based on the most recently available data. The Infrastructure Investment and Jobs Act (IIJA), passed in 2021, did not create any new performance measures, however, it continued the reporting requirements already in place and indicated that new guidance may add new measures.

Alignment to LRTP

DOT&PF is applying TPM principles to make decisions about where to invest resources. The draft Alaska Moves 2050, Long Range Transportation Plan (LRTP) uses a performance-based planning approach to plan and implement projects that address Alaska's infrastructure needs for many years. The LRTP defines five strategic investment areas:

- **Safety:** Provide for and continuously improve the safety of the transportation system for all users.
- **State of Good Repair (SOGR):** Plan for full life cycle costs across the transportation system, including planning, construction, operation, and maintenance to improve funding allocation in a consistent and effective manner and to ensure assets are in a good performing condition that does not possess a safety hazard or inconvenience users.
- **Economic Vitality:** Monitor and consider statewide economic trends such as job creation, access to jobs, and workforce training and plan for and invest in transportation infrastructure that facilitates and supports economic growth and lowers the cost of goods and services.
- **Resiliency:** Assess risk and invest in solutions to develop a transportation system that will reduce environmental impacts and adapt to and recover from the effects of climate change, natural disasters, and other disruptions.
- **Sustainability (Includes Mobility & Access):** Enhance the quality of life for all Alaskans by strategically supporting all transportation modes to improve accessibility, personal mobility, interconnectedness, and sustainable energy with the intent of moving people and goods efficiently and equitably.

The LRTP investment areas guide how the department manages capital assets and prioritizes funding. STIP projects have a defined LRTP strategic investment area to show how it supports a particular investment area. Some projects may support one or more strategic investment area, however, the one listed in the STIP is the 'primary' investment area. For

example, the Seward Meridian Project, STID ID 2481, includes an upgrade to a four-lane road (Safety investment), a bridge replacement (State of Good Repair) and a multi-use pathway (Sustainability).

Federal law (23 USC 150) defines the TPM national goals and performance measures. National goals include Safety; Infrastructure Condition; Congestion Reduction; System Reliability; Freight Movement and Economic Vitality; Environmental Sustainability; and Reduced Project Delivery Delays. Figure 1 shows the alignment of the LRTP strategic investment areas to the national performance goals. Performance measures are discussed in the TPM measures section of this document.

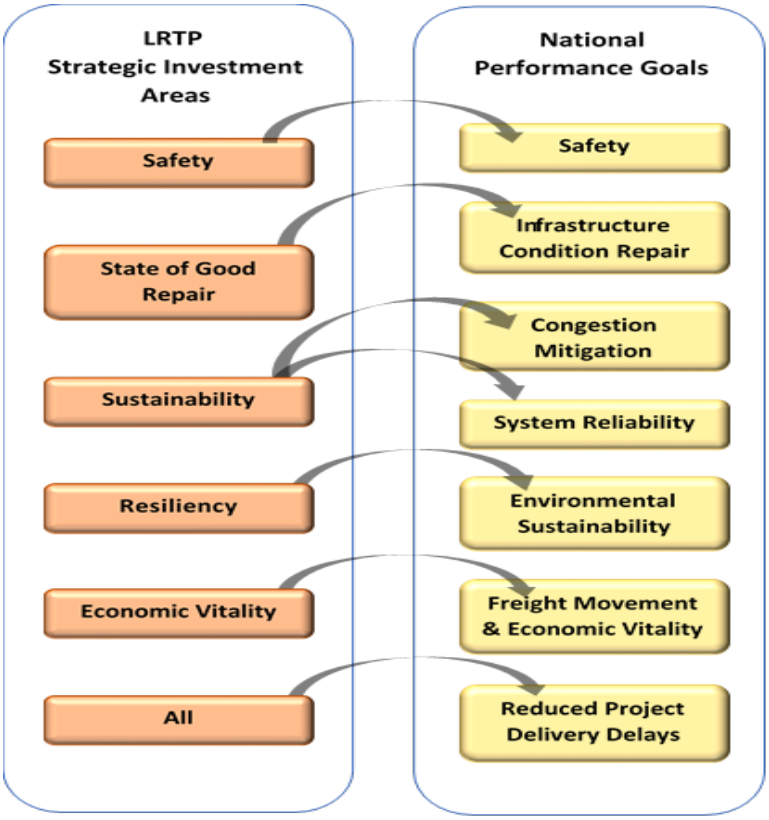


Figure 3: *Alignment of LRTP Strategic Investment Areas to National Performance Goals*

For more information visit, "Alaska Moves 2050, Long Range Transportation Plan":
https://alaskamoves2050.com/wp-content/uploads/2022/09/Alaska-LRTP-2022.09.01Public-Review-Draft.pdf

Performance Management Plans

Performance management plans document DOT&PF's project selection procedures and investment strategies. These plans are used in the performance-based planning and programming (PBPP) process to inform decision making that supports the LRTP strategic investment areas. Table 15 shows a list of performance management plans and their alignment to the LRTP strategic investment areas.

Table 15: Performance Management Plans Aligned to LRTP Strategic Investment Areas

LRTP Strategic Investment Area	Performance Management Plans
Safety	Highway Safety Improvement Plan (https://dot.alaska.gov/admsvc/stip/hsip)
	Strategic Highway Safety Plan (https://dot.alaska.gov/admsvc/stip/shsp)
SOGR	Transportation Asset Management Plan (https://dot.alaska.gov/admsvc/stip/tamp)
	Transit Asset Management Plan (Update in 2024) (https://dot.alaska.gov/admsvc/stip/tamp2024)
Economic Vitality	Statewide Freight Plan (https://dot.alaska.gov/admsvc/stip/sfp)
	Alaska Aviation System Plan (https://dot.alaska.gov/admsvc/stip/aasp)
	Marine Highway Long Range Plan (Available in 2024) Alaska Marine Highway Long Range Plan Phase One (https://dot.alaska.gov/admsvc/stip/amhs-long)
Sustainability	Carbon Reduction Strategy (Approved February 20, 2024)
	Complete Streets Plan (Available in 2024)
Resiliency	Transportation Asset Management Plan (https://dot.alaska.gov/stwddes/asset_mgmt/)

Performance Measures

The Federal TPM program (23 USC 150) established the following performance areas to carry out national performance goals:

- Safety
- Pavement & Bridge
- System Performance (travel time reliability)
- Freight Movement (truck travel time reliability)
- Congestion Mitigation and Air Quality Improvement (CMAQ)
- Transit

For each of the performance areas, federal law also establishes performance measures to support the national performance goals. Tables 17-19 show the federal performance measures, Alaska's status, and the two- and four-year performance targets. Green indicates that Alaska is meeting the target and red indicates that Alaska is not meeting the target. Safety performance measures are the only ones that require adherence to annual targets which are reported in the annual Highway Safety Improvement Program handbook. Transit performance measures are pending and will be addressed in the 2024 Transit Asset Management Plan.

For more information, see Performance Management Dashboards:
https://dot.alaska.gov/admsvc/stip/perf-dashboard

Table 16: Safety - Federal Performance Measures

Performance Measure	2021 Status	2021 Target	2022 Target	2023 Target	2024 Target
# of Fatalities	72	75	70	70	75
Fatality Rate (per 100 million vehicle miles travelled)	1.27	1.4	1.3	1.3	1.25
# of Serious Injuries	314	330	325	325	300
Serious Injury Rate (per 100 million vehicle miles travelled)	5.5	6	5.9	5.9	5.5
Non-motorized Fatalities & Serious Injuries	56	60	58	58	55

The Status and Targets are expressed as 5-year rolling averages and are applicable to all public roads. CY 2022 crash data

is not available yet. The 2021 Status is compared to the 2021 Target.

Table 17: *Pavement Condition - Federal Performance Measures*

Area	Performance Measure	Performance	2022 Status	2024 Target	2026 Target
Interstate System	% of Pavement of Interstate System in Good Condition	Good	30.1%	20%	20%
	% of Pavement of Interstate System in Poor Condition	Good	0.9%	5%	5%
Non-Interstate	% of Pavement of Non-Interstate System in Good Condition	Good	25.4%	15%	15%
	% of Pavement of Non-Interstate System in Poor Condition	Good	7.6%	10%	10%

Table 18: *Bridge Conditions - Federal Performance Measures*

Performance Area	Performance Measure	Performance	2022 Status	2024 Target	2026 Target
National Highway System	% of NHS Bridges Classified as Good Condition	Below	36.10%	40%	40%
	% of NHS Bridges Classified as Poor Condition	Good	5.80%	10%	10%

Table 19: *Freight Movement and NHS - Federal Performance Measures*

Performance Area	Performance Measure	Performance	2022 Status	2024 Target	2026 Target
Travel Time	% of Person-Miles Traveled on the Interstate that are Reliable	Good	97.70%	92%	92%
Reliability	% of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	Good	88.70%	70%	70%
Freight Travel Reliability	Truck Time Reliability (TTTR) Index (Ratio of 95th % -tile Travel Times to 50 %-tile Travel Times)	Good	1.6	2	2

Table 20: Congestion Mitigation & Air Quality - Federal Performance Measures

Performance Measure	Status	2022 Baseline	2024 Target	2026 Target
Traffic Congestion- - Annual Hours of Peak Hour Excessive Delay Per Capita	*NA	*NA	11 hrs	12 hrs
Traffic Congestion- % of Non-Single Occupancy Vehicle Travel	*NA	*NA	24.50%	25.00%
Total Emissions Reduction for CMQA Criteria Pollutants (PM2.5)	Good	0.986	0.05 kg	0.05 kg
Total Emissions Reduction for CMQA Criteria Pollutants (PM10)	Good	31.016	2.0 kg	4.0 kg
Total Emissions Reduction for CMQA Criteria Pollutants (NOx)	Good	5.085	0.05 kg	0.05 kg
Total Emissions Reduction for CMQA Criteria Pollutants (CO)	Good	361.487	20 kg	40 kg

*NA indicates that 2022 data is not available yet. The most recent data is CY 2021 from the U.S. Census, American Community Survey. These are two new measures as of FY2022 per Federal requirements. Next reporting period occurs October 2024.

For map information:
Functional Classification & NHS Maps - **http://dot.alaska.gov/admsvc/stip/func-class**

Collaborative Target Setting

Performance management entails setting targets in coordination with MPOs in Anchorage, Fairbanks, and the Mat-Su Valley. For each of the federal performance metrics, subject matter experts in DOT&PF coordinate with MPO staff to review and analyze historic and current data, discuss factors that could affect the outcomes and set targets. This generally entails more than one meeting to set targets.

Once targets are set by the teams, final recommendations are forwarded to the DOT&PF Commissioner's Office for review and approval. If the Commissioner approves the targets, a copy of the signed target setting memo is forwarded to the MPOs. The MPOs may choose to support the state in meeting its statewide targets or set their own regional targets. For the measures related to FHWA requirements, Alaska's MPOs have chosen to support the state in meeting its targets. For measures related to FTA requirements, MPOs must set their own quantifiable targets.

Safety

Safety performance measures are affected by improvements to driver behavior and infrastructure. The STIP does not include National Highway Transportation Traffic Safety Administration (NHTSA) projects which focus on driver behavior such as impaired driving, speeding, distracted driving, aggressive driving, and occupant protection. Table 17 shows the TPM Safety performance measures, status and targets. Safety targets are set annually and reported in the Highway Safety Improvement Program. The latest crash data available is CY2021. Alaska was under the targets set for 2021 for all five safety performance measures. While this is a positive outcome, Alaska strives toward zero deaths and remains focused on safety.

Figure 6 through figure 8 show the historic fatal and serious injury data on all public roads from 2013-2021. Rates are calculated by number of fatalities and serious injuries per 100 vehicle miles travelled. The non-motorized graphic (Figure 8) is a total of all walking or biking fatalities and serious injuries on all public roads.

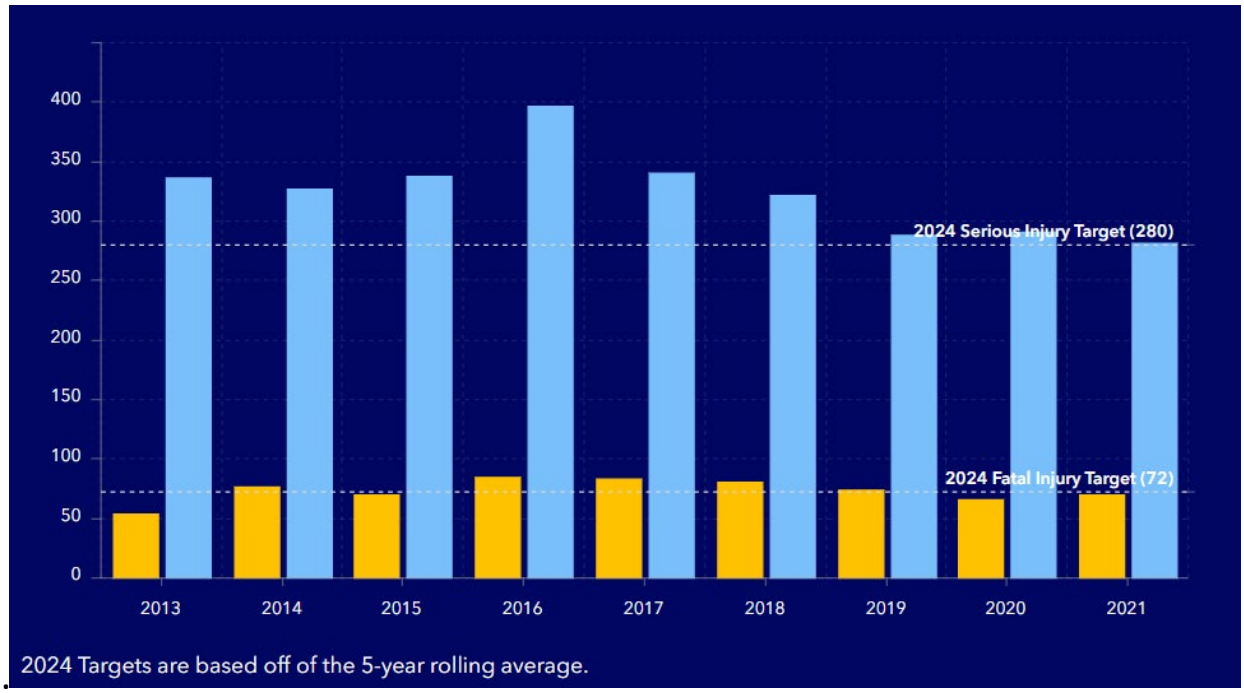


Figure 4: *Historic Fatal and Serious Injury Crashes on All Public Roads, 2013-2021*

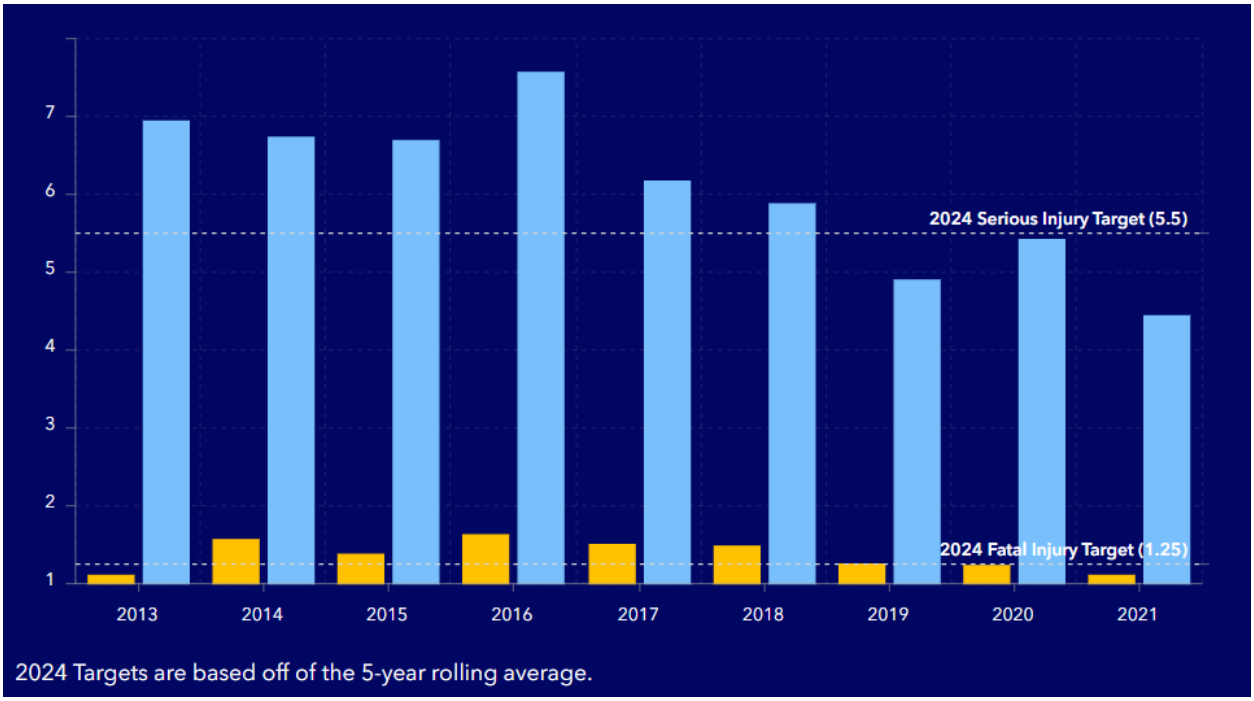


Figure 5: *Historic Fatal and Serious Injury Rate (Per 100 Vehicle Miles Travelled) on All Public Roads, 2013-2021*

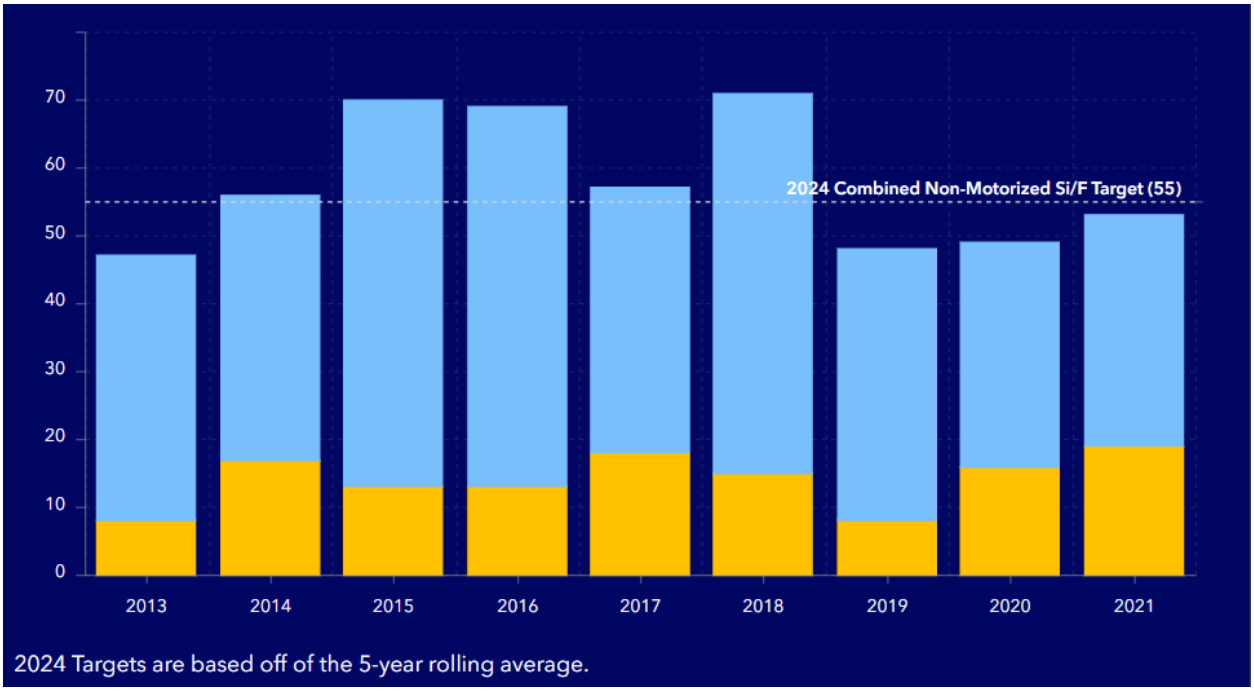


Figure 6: *Historic Non-Motorized Fatal (yellow) and Serious Injuries (light blue) on All Public Roads, 2013-2021*

Inclusion in the STIP

STIP projects that support the safety investment area are mainly funded by the National Highway Performance Program (NHPP) and Surface Transportation Block Grant (STBG). Other safety projects like railway improvements are funded through other means. Projects supporting the HSP are not included in the STIP as they are funded through the National Highway Traffic Safety Administration (NHTSA) Section 402 (23 USC 402).

Projects in the STIP that have Safety as a strategic investment area are ones that support meeting the safety targets. Many projects that have Economic Vitality, Sustainability and State of Good Repair as an investment area also improve safety. Safety investments under Safety in the 2024-27 STIP amount to over $1.5 billion, with over $150 million forecast from the HSIP program. DOT&PF emphasizes safety as it's number one investment and expects to continue to reduce fatalities and serious injuries.

Bridge & Pavement Condition

States are required by 23 CFR 490.105 to set pavement condition targets on the Interstate System and non-Interstate NHS, and, to set bridge condition targets for the National Highway System (NHS). Table 18 shows Alaska's targets for the next two and four years. The cost to keep Alaska's infrastructure in a state of good repair (SOGR) and meet its targets is estimated at $48-75 million per year for bridges and $130 million per year for pavement. This does not include funding needs for safety, economic development, resiliency, or sustainability.

As of July 2022, Alaska has 1,080 centerline miles of Interstate and 1,148 centerline miles of non-Interstate roads including 326 centerline miles of unpaved non-Interstate NHS (Dalton Highway), which represents the nation's only gravel roadways on the NHS. All but twenty-two miles of the NHS are owned and operated by DOT&PF. The remainder are managed by MPOs.

Figure 7: *Pavement Data Collection Van Located on the Dalton Highway.*

A risk identified in the DOT&PF Transportation Asset Management Plan (TAMP) is inadequate funding to preserve DOT&PF's assets in a SOGR while building new facilities, modernizing existing ones, and supporting the ferry system. Additional risks include seismic activity, flooding, coastal erosion, permafrost, and aufeis (sheet-like mass of layered ice) impacts.

The DOT&PF Bridge Program manages 1,036 bridges (including large culverts) on public roads in Alaska. The department owns 839 of them; 32 are owned by other state agencies, and 165 are owned by local governments. The department also inspects 41 ramps to ferry docks, 4 tunnels, and 87 culverts. Fourteen of these bridges are closed to the public. Of those 1,036 structures, 425 are on the NHS. Five of these bridges are owned by other local agency entities and 3 by Anchorage International Airport. The 8 non-DOT&PF bridges will not affect the overall state target or national goals.

Although the focus of the performance management is on the NHS, DOT&PF is also responsible for maintaining a significant network of non-NHS roadways (3,475 centerline miles). These roadways are also critical to the Alaska transportation system and in supporting the goals in the LRTP. They also require regular maintenance, rehabilitation, and modernization and therefore compete with NHS facilities for limited funding resources. DOT&PF nominate projects for inclusion in the STIP as needed. Figure 10 shows the historic pavement conditions for NHS and non-NHS. Ratings are calculated using International Roughness Index (IRI), fatigue cracking, and rutting as metrics for assessing asphalt pavement conditions. As required by FHWA, DOT&PF collects pavement condition data on NHS paved roads annually for rutting and roughness and for longitudinal, transverse, and fatigue cracking.

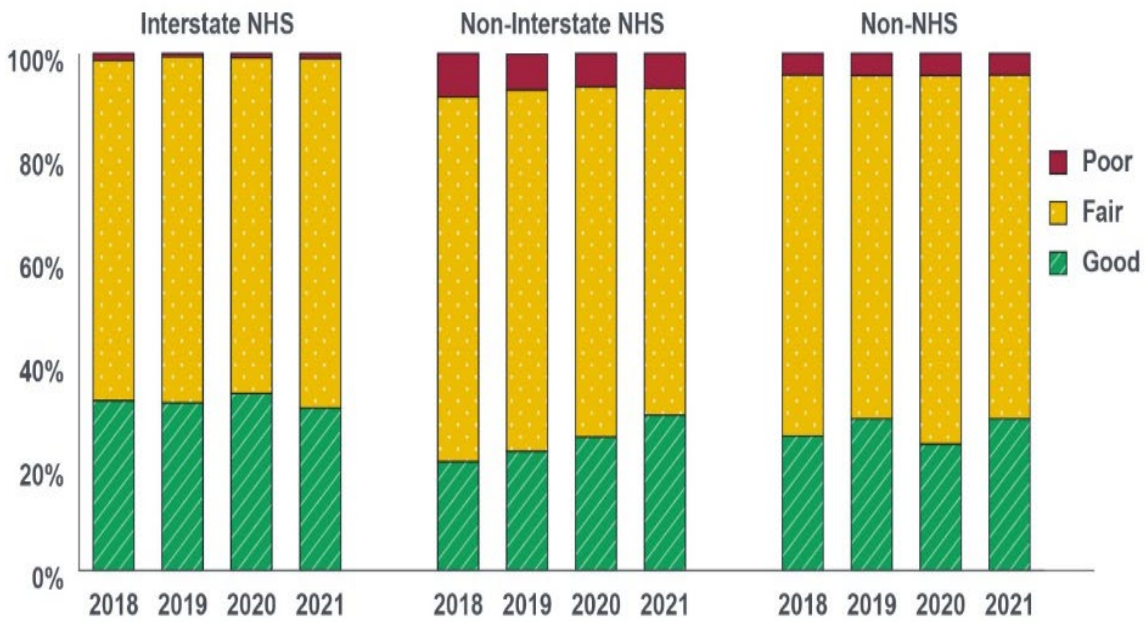


Figure 8: *Historic Pavement Condition for Interstate NHS, Non-Interstate NHS and Non-NHS DOT&PF Roadways, 2018-2021*

Figure 11 shows the historic average bridge conditions for NHS. Bridges are rated using National Bridge Inventory (NBI) General Condition Ratings on a scale of 1 to 9. Bridges are considered deficient if they receive an NBI rating of 4 or lower (Poor). Bridges are considered structurally deficient if their decks, superstructures (trusses or girders), or substructures (foundation, piers and abutments) are found to be in *Poor* condition. Bridges are inspected at least once every 24 months by DOT&PF bridge inspectors and engineers.

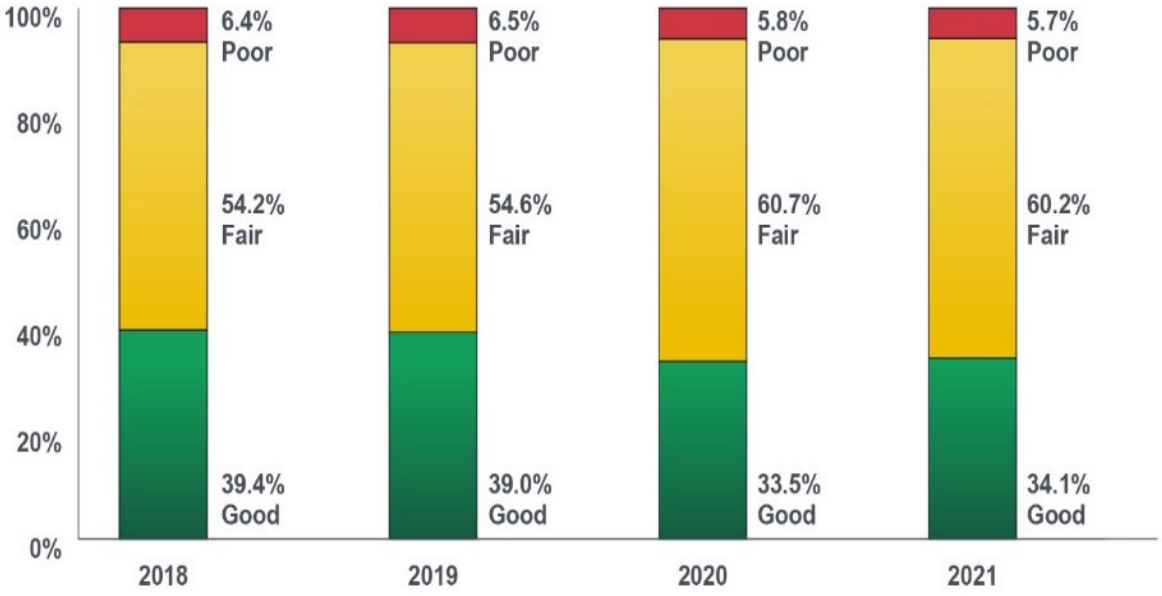


Figure 9: *Average NHS Bridge Conditions (by deck area) 4-Year Trend*

DOT&PF has been meeting pavement performance targets since 2018, however, it is just under meeting the bridge performance targets for *Good* (40%). (More Information: https://dot.alaska.gov/stwddes/asset_mgmt/assets/tamp.pdf)

Inclusion in the STIP

STIP projects that support bridge and pavement improvements are funded mainly by NHPP and STBG. Some bridges are also funded through the IIJA Bridge Investment Program (BIP). Projects in the STIP that have SOGR as a strategic investment area are funded mainly by NHPP and are ones that support meeting the bridge and pavement targets. Bridge and pavement investments on the NHS in the 2024-27 STIP will be substantial, with more emphasis placed on bridge rehabilitation, reconstruction, replacement, and preservation over the next few years. In 2022 Alaska's bridge performance was 36.1% just under the 40% target. This is up from 34.1% in 2021. DOT&PF expects to see this percentage increase and meet the 2024 and 2026 targets.

Freight Movement & System Performance

States are required by 23 CFR 490.105 to set targets for travel time reliability on the NHS (system performance) and set targets for freight movement on the Interstate System. As of FY 2022, urban areas with a population over 200,000 (Anchorage) are required to set targets for traffic congestion (Non-Single Occupancy Vehicles and Peak Hour Excessive Delay measures). See Table 20 for a list of performance measures and targets for freight movement.

Travel Time Reliability

Travel-time reliability (TTR) measures how consistent travel times are from one point to another, from one day to the next, and from one time of day to the next for all vehicles. To determine reliability, data on travel time are examined to see how they vary over time. If the difference between the normal travel (50th Percentile) and the longer travel time (80th percentile) is greater than 50 percent, the segment is unreliable.

In Alaska, factors such as weather, collisions, or construction, often make it difficult to predict how long it will take to travel from one destination to another. The overall goal of the level of travel-time reliability targets is to make travel times predictable.

The intent of these targets is not necessarily to decrease the amount of time it takes to travel, although many of the projects focus on improving mobility. The primary intent is to make travel times as consistent and predictable as possible. Alaska has met the TTR target on Interstate since 2017, staying above the 92% target for Interstate at 97.7% person miles traveled in 2022 (Figure 12). Alaska has met the TTR target on non-Interstate NHS since 2019, staying above the 70% target at 87.7% person miles traveled in 2022 (Figure 13). Construction projects were a factor in not meeting the targets in 2018.

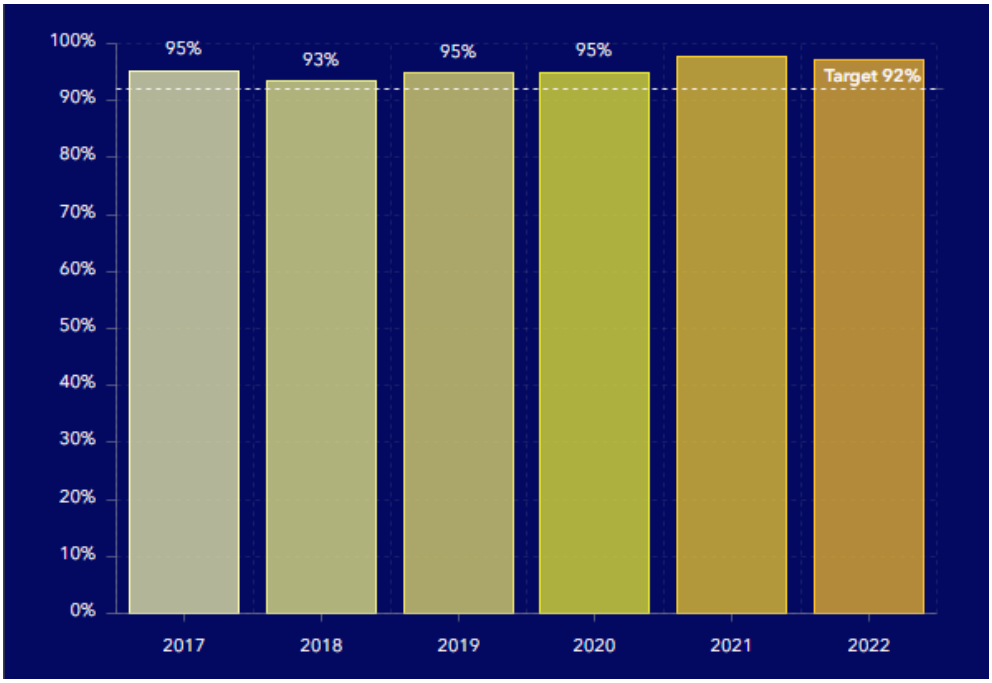


Figure 10: *Alaska's Travel Time Reliability (% Person Miles Traveled) on the Interstate System, 2017-2022.*

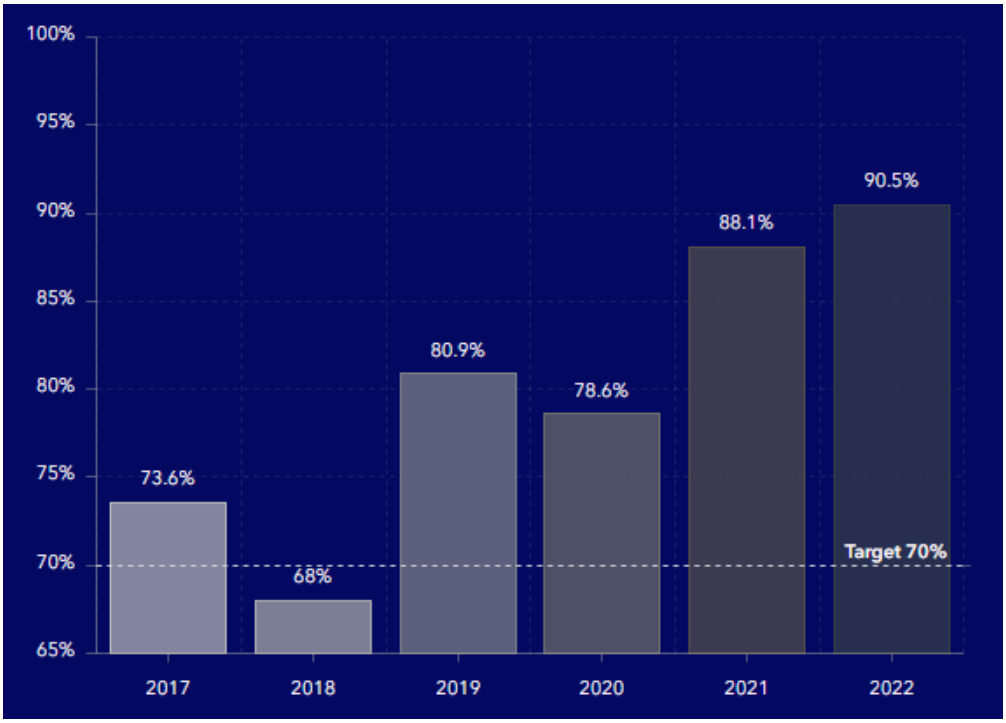


Figure 11: *Alaska's Truck Travel Time Reliability (% Person Miles Traveled) on the non-Interstate NHS, 2017-2022*

Freight movement is assessed by the Truck Travel Reliability Index (TTTR Index). Reporting is divided into five periods: morning peak (6-10 a.m.), midday (10 a.m.-4 p.m.) and afternoon peak (4-8 p.m.) Mondays through Fridays; weekends (6 a.m.-8 p.m.); and overnights for all days (8 p.m.-6 a.m.). The TTTR ratio is generated by dividing the 95th percentile time by the normal time (50th percentile) for each segment. The TTTR Index is generated by multiplying each segment's largest ratio of the five periods by its length, then dividing the sum of all length-weighted segments by the total length of Interstate. Figure 14 shows the historic TTTR Index on Alaska's Interstate. Alaska has met TTTR target on the Interstate since 2017, staying just under 2.0.

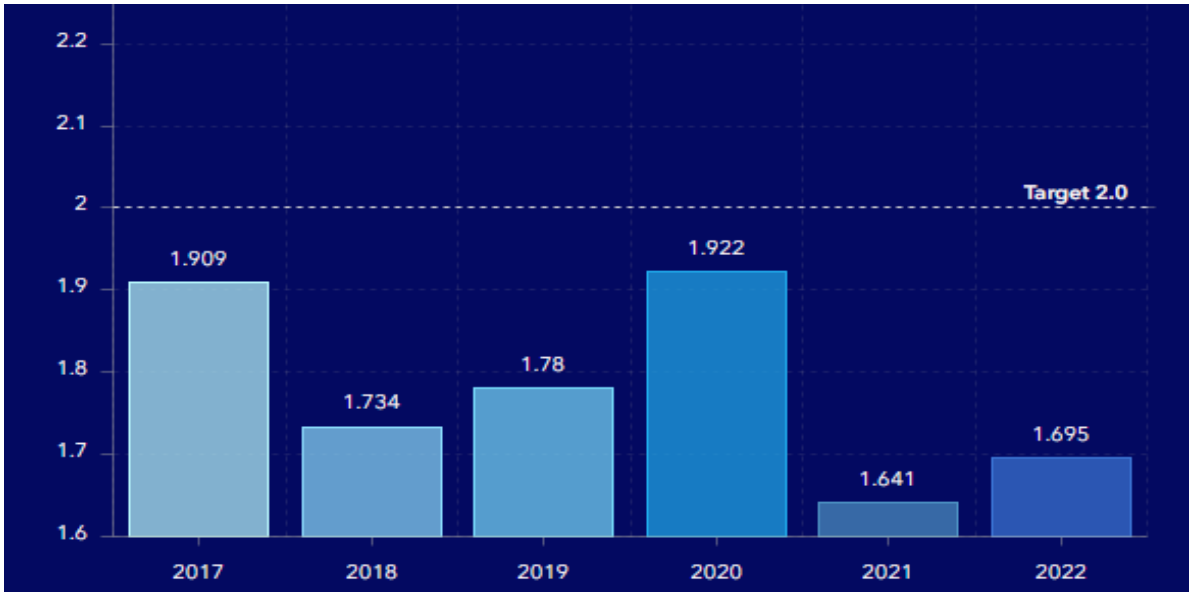


Figure 12: *Alaska's TTTR Index on the Interstate System, 2017-2022*

Inclusion in the STIP. STIP projects that improve travel times support more than one strategic investment area. For example, many Safety projects include projects that add passing lanes, improve intersections, update signal systems, or add new lanes on the Interstate and NHS. Some Economic Vitality projects will improve or construct new intersections and some SOGR projects will update or replace bridges to reduce bottlenecks, add turn lanes and improve intersections on roads. Each of these are also designed to improve mobility or make travel more consistent and predictable. Projects that support TTR and TTTR measures in the 2024-27 STIP amount to ~ $1.8 billion. DOT&PF expects TTR to maintain travel time reliability at this level of investment.

Congestion Mitigation & Air Quality

Congestion Mitigation & Air Quality (CMAQ) measures apply to urbanized areas that are in nonattainment or maintenance for ozone, carbon monoxide or particulate matter. Alaska has three communities that are formally designated by the US Environmental Protection Agency (EPA) as Nonattainment or Maintenance Areas or that near or regularly exceed the National Ambient Air Quality Standards (NAAQS).

- **Juneau**- Maintenance Area for Particulate Matter. In 2013, the EPA approved the first 10-year Limited Maintenance Plan and concurrently re-designated the area to attainment for the PM10 NAAQS, effective in 2013.
- **Anchorage**- Declared a nonattainment area for carbon monoxide (CO) in 1978. In 2012, the EPA approved the Second 10-year Limited Maintenance Plan.
- **Fairbanks**- Declared a nonattainment area for carbon monoxide (CO) in 1990. In 2013, the EPA approved the Second 10-year Limited Maintenance Plan. Also, Fairbanks was designated as a PM 2.5 Nonattainment Area in 2009.

The two MPOs, Anchorage and Fairbanks, have regional long-range transportation plans that take into consideration air quality conformity issues by creating plans focusing on various transportation corridors, pathways, public transportation systems and transportation system management elements. A new MPO, the MVP in the Mat-Su Valley, formed in December of 2023 is developing a Metropolitan Transportation Plan (MTP) and will address congestion mitigation and air quality in the future.

Traffic Congestion Measures. The traffic congestion performance measures include Non-Single Occupancy Vehicles and Peak Hour Excessive Delay measures; both having not been required until October 2022 (23 CFR 490.707). The DOT&PF coordinated with the Anchorage & Fairbanks MPO's to develop the two- and four-year targets (Table 21). Both MPOs include strategies in their Metropolitan Transportation Plans to address travel condition improvements.

Inclusion in the STIP. STIP projects that continue to improve air quality and reduce congestion are included in several strategic investment areas: Sustainability; Safety; SOGR; and Economic Vitality. Projects that support these performance

goals in the 2024-27 STIP amount to over $420 million in these investment areas. STIP projects include traffic flow improvements along high-volume corridors and air quality improvement programs in Anchorage and Fairbanks.

Transit

The FTA established four performance measures to evaluate state of good repair for transit assets. These performance measures are:

- Rolling Stock: Percentage of revenue vehicles exceeding useful life benchmark
- Equipment: Percentage of non-revenue service vehicles exceeding useful life benchmark
- Facilities: Percentage of facilities rated under 3.0 on the TERM scale
- Infrastructure: Percentage of track segments under performance restriction

The FTA performance measures will be addressed in the updated Transit Asset Management Plan (CY 2024). Transit Asset Management (TAM) uses a transit asset condition to guide how to manage capital assets and prioritize funding to improve or maintain a state of good repair. Alaska's TAM will provide consistent, accountable, and transparent program guidance for rural and small urban Alaska transit providers. Large urban areas such as Anchorage and Fairbanks have their own TAM.

Transit Asset Management (TAM) and Performance Reporting

The TAM rule requires every public transit provider that receives federal financial assistance under 49 USC Chapter 53 to develop a TAM plan or be a part of a group TAM plan prepared by a sponsor. TAM Tier II plans must contain:

- An inventory of assets
- A condition assessment of inventoried assets
- Documentation of the use of a decision support tool
- A prioritization of investments

DOT&PF is the group TAM plan sponsor for subrecipients. Subrecipients must participate in the State's group plan. Tribes that are awarded Section 5311 funds by DOT&PF and are direct recipients of these funds have the option to opt out of the State's group plan. Small urban providers do not participate in the State's group plan.

DOT&PF has developed the following useful life policy for the purpose of evaluating vehicle disposition requests and capital replacement applications. The DOT&PF vehicle useful life policy is based on either of the conditions in Table 22.

Table 21: *Vehicle Useful Life Policy*

Vehicle Classification	Useful Life Miles	Years
Vans and sedans:	100,000	4
Cutaways:		
- Small size, light duty	100,000	7
- Medium size, light duty	100,000	7
- Medium size, medium duty	200,000	10
Transit Buses:		
- Medium Duty (30'-34')	300,000	10
- Heavy Duty (35'-40')	400,000	12

Additionally, asset conditions, including facilities, are determined based off the FTA's Transit Economic Requirements Model (TERM) as outlined in Table 23.

Table 22: Asset & Facility Condition Criteria

Condition	Description	Age (Facility) Mileage (Vehicle)	Rating
Excellent	New asset; no visible defects	0%-19% of Useful Life	4.8-5.0
Good	Asset showing minimal signs of wear; some (slightly) defective or deteriorated component(s) but is overall functional	20%-49% of Useful Life	4.0-4.7
Adequate	Asset has reached its mid-life; some moderately defective or deteriorated component(s)	50%-99% of Useful Life	3.0-3.9
Marginal	Asset reaching or just past the end of its useful life; increasing number of defective or deteriorated component(s) and increasing maintenance needs	100%-124% of Useful Life	2.0-2.9
Poor*	Asset is past its useful life and is in need of immediate repair or replacement; may have critically damaged component(s)	125% or more of Useful Life	1.0-1.9
Remove	Not safe to use or operate, multiple major repairs or asset is set for disposal/retirement.		0

Transit Performance Goals and/or Objectives (Targets)

Goal 1: Bring the statewide revenue vehicle condition average rating to "Good" or better by the end of FFY 2024

- Dispose of vehicles that pose an irreparable unacceptable safety risk.
- Prioritize the replacement of vehicles that fall within the "Poor" and "Marginal" condition ratings.
- Site Review Program

Goal 2: Reduce the number of revenue vehicles exceeding their Useful Life Benchmark by 3% annually

- Prioritize the replacement of vehicles that have exceeded their ULB.
- Ongoing review of appropriate ULB for the Alaska environment.

Transit Safety Performance Reporting

The Public Transportation Agency Safety Plan (PTASP) regulation, at 49 CFR Part 673, requires covered public transportation providers and State Departments of Transportation (DOT) to establish Safety Performance Targets (SPTs) to address the Safety Performance Measures (SPMs) identified in the National Public Transportation Safety Plan (49 CFR § 673.11(a)(3)).

Under the definitions in the above regulation, only recipients and subrecipients of 5307 funding are required to maintain a public transportation agency safety plan. According to the definitions, Anchorage People Mover and Fairbanks North Star Borough MACS are both considered small public transportation providers. Both have determined to maintain their own PTASP, opting out of a state group plan, and define their own SPTs as appropriate. As a newly established MPO, Mat-Su Borough does not yet operate public transportation and is currently developing its public transportation strategy.

Per 49 CFR 673.1 (b) the regulation does not apply to the remaining public transportation systems in Alaska that operate using 5311 funding. Therefore DOT&PF does not maintain a group PTASP. DOT&PF will encourage Mat-Su Borough and their public transportation provider to develop their own PTASP and SPTs appropriate to their operating environment, consistent with the state's other small public transportation providers.

Inclusion in the STIP. STIP projects that support rural and small urban public transportation fall mostly under the Sustainability strategic investment area. Funding is derived from 23 USC sec 5311 & 5339. The potential investment impacts are difficult to ascertain. DOT&PF is building systems to track performance goals and targets (ETA CY 2025).

Maintenance and Operations Needs and Investments

In addition to capital investments outlined in the 2024-2027 STIP, state operations funds are utilized to support TPM

Policy goals, as well as provide for operational functionality of the surface transportation system. This is accomplished through a multi-faceted approach, incorporating state statutes, federal reporting requirements, and the annual legislative appropriation process.

Needs and Definitions

As required by the Executive Budget Act, AS 37.07, the State's Office of Management & Budget and legislature are required to established both a performance management system with regular appraisal and reporting of program performance, as well as a budget review function that promotes results-based government and a method of measuring results for each agency, *AS 37.07.014(a)-(b)*, *AS 37.07.040(10)*

Within this framework DOT&PF has six prioritized Key Performance Indicators (KPIs), each with defined performance targets. Two of these KPI's (1 and 2 specifically) relate to evaluating, determining, and defining maintenance needs:

- KPI Priority 1: **Preserve** Alaska's Transportation Infrastructure
- KPI Priority 2: **Operate** Alaska's Transportation Infrastructure

Preserving Alaska's Transportation Infrastructure

Preserving Alaska's Transportation Infrastructure is focused on meeting Alaska's pavement and bridge conditions targets outlined in figures 10 and 11. State funding for maintenance and contract resources to meet the performance targets is allocated on an annual basis.

Pavement data is collected annually on the Interstate highway system by a third-party contractor. Although non-Interstate NHS data is only required to be collected every 2 years, DOT&PF's contractor collects all segments annually. Pavement condition data is collected using an automated/ semi-automated method. A profiler equipped with a laser crack measurement system (LCMS), consisting of cameras and lasers, collects 3D profiles and images that are used for crack detection and to establish transverse profiles for calculations of rut depth. The profiler is certified (AASHTO R56) for data collection to establish longitudinal profiles to calculate the International Roughness Index (IRI). Patching and raveling data is also collected, although not required for reporting. Data is collected and reported to FHWA in 0.1-mile increments annually and is also loaded into the PMS. Faulting data is not collected and reported as DOT&PF does not have any Portland cement concrete roadways. DOT&PF's entire process for collecting data, analyzing conditions, and inventorying conditions is included in DOT&PF's Transportation Asset Management Plan (TAMP). The TAMP provides recommendations to staff as to pavement treatments and project selection.

Bridge inspections are conducted for each bridge biannually, and repairs are made commensurate with inspection results. Dedicated bridge inspection and repair crews are active throughout the summer and at times during the winter months. After any significant seismic event, each bridge in the seismically affected area is inspected immediately. Bridge conditions are documented and incorporated into DOT&PF's TAMP. The TAMP provides bridge management objectives that are utilized for both maintenance and project planning by staff.

Operating Alaska's Transportation Infrastructure

Operating Alaska's transportation infrastructure is primarily focused on the DOT&PF's winter maintenance priority levels for all routes, priority one through five. Road priority levels are determined through several factors including traffic volume, speed, climate, road features, geometrics, economic Impact, and roadway stability, with input from the public and the legislature.

Each priority has target conditions, letters A-E, and return-to-condition targets. These levels and targets are clearly defined in the Alaska Highway Maintenance and Operations Handbook.
https://dot.alaska.gov/stwddes/research/assets/pdf/ak_maint-ops_hb.pdf

KPI priority 2, target 1 tracks the average time per winter event to achieve performance target for each priority level:

Table 23: Winter Performance Response Times

State Fiscal Year	Priority 1	Priority 2	Priority 3	Priority 4	% of Targets Achieved	Total Events
FY 2023	9.98	11.53	15.81	19	73%	693
FY 2022	10.93	12.61	19.55	27.13	69%	737
FY 2021	13.63	10.94	18.24	30.33	70%	290
FY 2020	8.33	17.94	26.69	35.14	63%	514

KPI priority 2, target 2 tracks the percentage target conditions were achieved within time goal:

Table 24: Winter Performance within Time Goal

Fiscal Year	# of Targets Achieved	Total # of Targets	Achieved vs. Total
FY 2023	755	1059	71.30%
FY 2022	592	898	65.90%
FY 2021	278	467	59.50%
FY 2020	405	639	63.40%

Highways and Aviation Budget Components

The Highways and Aviation component budget allocation funds the dedicated crews working during the summer and winter months on pavement repairs and operational activities. Many other budgetary components support the front-line personnel, in a team construct. The State of Alaska budgets for 14 maintenance districts, 80 staffed DOT&PF maintenance camps, over 600 equipment operators (permanent + seasonal), over 150 mechanics, and hundreds of support staff focused on maintaining Alaska's transportation system.

In operations activities, DOT&PF reviews its performance regarding the goals and adjusts/reallocates resources, changes maintenance practices, or asks for budget adjustments to improve overall performance. The DOT&PF has seen a downward trend in winter response times over the previous four years, a positive outcome.

The maintenance team has also established a quality assurance program to address annual wear and tear on gravel surfacing, potholes, pavement striping and markings, culverts, guardrail, and traffic signs. It also addresses vegetation clearing needs annually. Annual field inspections are conducted across the highway system using statistical sampling methods, and service level grades are given to segments of roadways. The results of these assessments are utilized for summertime maintenance planning purposes and are also integrated into capital planning efforts. Regional maintenance prioritizes efforts to improve grades based on resource available and conditions of assets. The program is currently being modernized with the development of online dashboards and geospatial mapping.

Financial Support and System Level Costs

DOT&PF must operate within the bounds of Article IX of the state's constitution regarding funding.

On an annual basis DOT&PF works with the Governor's Office of Management & Budget to submit a budget request for the following fiscal year, containing funding increments or decrements. This request includes funding for maintenance & operations of highways under Title 19 of Alaska Statute.

All budget iterations stem from an adjusted base, the version of the current year's budget that would exist in the absence of any new initiatives by the Governor or legislature. The Governor then adds any changes, increments, or decrements in funding, forming the Governor's budget submission for the following year.

Each budget builds on work done the previous year. The budget bill then proceeds through the legislative and public hearing process before becoming law.

Upon completion of projects within the STIP any net change in maintenance needs and costs are evaluated and subsequent funding requests may be submitted as part of the annual budget.

A review of operational funding levels over from SFY 2020, excluding CIP bridge and pavement preservation funding, shows DOT&PF has received an overall increase of 9.8% in direct maintenance and operations funding from SFY 2020.

Table 25: *Direct Operational Funding*

Sum of FY2020 Actuals	Sum of FY2021 Actuals	Sum of FY2022 Actuals	Sum of FY2023 Actuals	Sum of FY2024 Management Plan
$ 121,587,500	$ 133,779,700	$ 124,716,800	$ 126,418,700	$ 133,524,300

Within the same period DOT&PF has also received approximately $13M of additional state funds to address emergency weather events and catastrophic repairs.

DOT&PF has seen a roughly 1% increase in centerline- and lane- miles since 2020 and re-opened 4 maintenance stations throughout this period. The DOT&PF has also added many innovative technologies to make maintenance and operations more efficient within this same period.

Table 26: *Centerline Miles by Region*

Centerline Miles				
Year	**Central**	**Northern**	**Southcoast**	**Total**
2020	1,554	3,366	716	5,636
2021	1,553	3,369	716	5,638
2022	1,550	3,373	759	5,682
2023	1,553	3,373	758	5,684

Table 27: *Lane Miles by Region*

Lane Miles				
Year	**Central**	**Northern**	**Southcoast**	**Total**
2020	3,429	6,862	1,452	11,743
2021	3,435	6,869	1,452	11,756
2022	3,429	6,877	1,538	11,844
2023	3,447	6,877	1,537	11,861

The state DOT evaluates staff vacancies, equipment availability, and funding levels monthly. Though inflation, workforce, and supply chain issues remain challenging across the country, the state does not project a deficit in meeting operations and maintenance needs.

DOT&PF is developing new systems to analyze performance and system conditions. A new budget component has been proposed in the State of Alaska DOT&PF FY25 Budget: The Office of Data Modernization and Innovation. This new office will be a clearinghouse for DOT&PF transportation data statewide, and work to establish new information systems for both internal and external stakeholders, including budgetary information.

Through all these factors, the State does not project a deficit in meeting the maintenance needs of Alaska's transportation system.

Unmet Targets

When performance targets are not met, various actions are triggered and taken to address the situation and improve performance. The specific steps taken can vary based on the nature of the performance shortfall, the policies, and the circumstances surrounding the underperformance. However, the most common strategies, tactics and actions include:

Root Cause Analysis: DOT&PF will analyze the root causes of the performance shortfall. This involves examining various factors, such as project planning, execution, external influences, or unforeseen circumstances that may have contributed to the target not being met.

- Prioritize Investigation:
  - Assemble a team of subject matter experts to investigate the reasons behind the performance shortfall.
  - Identify key stakeholders and involve them in the analysis process.
- Data Collection and Review:
  - Gather data related to the performance target.
  - Analyze documentation, reports, and feedback from involved parties.
- External Expertise:
  - Consider engaging external experts or consultants to provide an unbiased perspective.
  - Seek input from industry professionals and academia for diverse insights.

Performance Improvement Plans: DOT&PF generally will develop and implement a performance improvement plan designed to address the identified issues and enhance the efficiency and effectiveness of the transportation system. These plans may involve adjustments to project management processes, resource allocation, or the adoption of new technologies.

- Develop Action Plans:
  - Formulate detailed action plans based on the findings of the root cause analysis.
  - Prioritize actions that can be implemented quickly for immediate impact.
- Resource Assessment:
  - Evaluate current resource allocation for the project or system.
  - Identify areas where additional resources or reallocation may be necessary.
- Technology Integration:
  - Explore the integration of new technologies or updated systems to enhance performance.
  - Assess the feasibility and cost-effectiveness of technology upgrades.

Reassessment of Targets: DOT&PF may reassess the feasibility of performance targets. If the targets are deemed unrealistic or unattainable due to changing circumstances, they may be adjusted to more reasonable levels. This ensures that performance goals remain challenging yet achievable.

- Target Review Committee:
  - Establish a committee to review the feasibility and relevance of existing performance targets.
  - Include representatives from various departments to ensure a comprehensive assessment.
- Benchmarking:
  - Conduct benchmarking against industry standards and best practices.
  - Adjust targets based on realistic expectations and external benchmarks.

Resource Reallocation: DOT&PF may reconsider the allocation of resources, such as budget, manpower, or equipment, to ensure that projects receive the necessary support for successful completion. This may involve reprioritizing projects or redistributing resources based on the most critical needs.

- Resource Optimization:
  - Identify underutilized resources that can be redirected to address the performance shortfall.
  - Consider the impact of reallocating resources on other projects.
- Priority Evaluation:
  - Evaluate the priority of the project within the overall portfolio.
  - Ensure alignment with strategic goals when reallocating resources.

Policy and Process Review: DOT&PF may review existing policies and processes to identify areas for improvement. This could lead to the implementation of new policies or the modification of existing ones to enhance the overall performance of the transportation system.

- Policy Task Force:
  - Convene a task force to review existing policies related to project management and performance evaluation.
  - Solicit feedback from key stakeholders on policy effectiveness.
- Process Streamlining:
  - Identify bottlenecks and inefficiencies in existing processes.
  - Streamline procedures to improve the overall efficiency of project execution.

Stakeholder Communication: DOT&PF may improve communication with stakeholders, including the public, elected officials, and other relevant entities as a crucial step to put more emphasis on performance improvement. This may include updates on performance, explaining the reasons for any shortfalls, and outlining the steps being taken to address the issues.

- Transparent Communication:
  - Develop a clear and concise communication plan to address stakeholders.
  - Provide updates on the performance shortfall, actions being taken, and expected outcomes.
- Feedback Mechanism:
  - Establish a feedback mechanism to gather input from stakeholders.
  - Use feedback to make informed adjustments to strategies and plans.

Continuous Monitoring and Adaptive Management: DOT&PF may adopt a continuous monitoring and adaptive management approach. This involves regularly assessing performance, learning from experiences, and adjusting strategies and actions as needed to achieve the desired outcomes.

- Monitoring Protocols:
  - Enhance monitoring protocols to detect performance issues early on.
  - Implement real-time monitoring systems where applicable.
- Adaptive Management Training:
  - Train staff in adaptive management principles and practices.
  - Foster a culture that embraces continuous improvement and learning.

It's important to note that the specific actions taken can vary, and DOT&PF may employ a combination of these strategies to address performance shortfalls. The goal is to foster a culture of continuous improvement and ensure that the transportation system meets the needs of the community efficiently and effectively.

Summary

DOT&PF has made considerable progress in both setting and achieving performance targets for surface transportation that are in line with federal performance management guidelines. Alaska falls just short of meeting one performance target for *good* bridge condition while all others (i.e., Safety, Travel Time Reliability, Pavement Condition, CMAQ, and Bridge Poor Condition) meet or exceed targets. DOT&PF expects to meet the Bridge performance target for *Good* with projects identified in the 2024-27 STIP. Additionally, DOT&PF will continue to work with MPOs, FHWA, NHTSA and other key transportation partners throughout the state to set performance targets and continue to achieve progress towards these targets with strategic investments through this and future STIPs.

APPENDIX D: AIR QUALITY CONFORMANCE ANALYSIS

According to the U.S Energy Information Administration (EIA), as of 2021 Alaska is ranked 39th nationwide for CO_2 emissions. However, Alaska ranks first in the United States for per capita total energy consumption and expenditures. This is likely because of the state's reliance on air travel as a transportation mode, coupled with the harsh climate and large travel distances. The Alaska Department of Environmental Conservation (ADEC), Division of Air Quality prepared *Alaska Greenhouse Gas Emissions Inventory 1990-2020* (ADEC report) (ADEC. 2023. Alaska Greenhouse Gas Inventory, 1990-2020. https://dec.alaska.gov/air/anpms/projects-reports/greenhouse-gas-inventory) which notes that Alaska's emissions of CO_2 come from the generation of electricity, the residential and commercial sector, industrial, transportation, waste decomposition, agriculture, and disturbing emission sinks. The industrial sector holds the largest share of emissions at 48.9 percent (including oil and gas, mining, waste management, and agriculture). Transportation produces 33 percent of CO_2 emissions in Alaska, which is the second highest by economic sector.

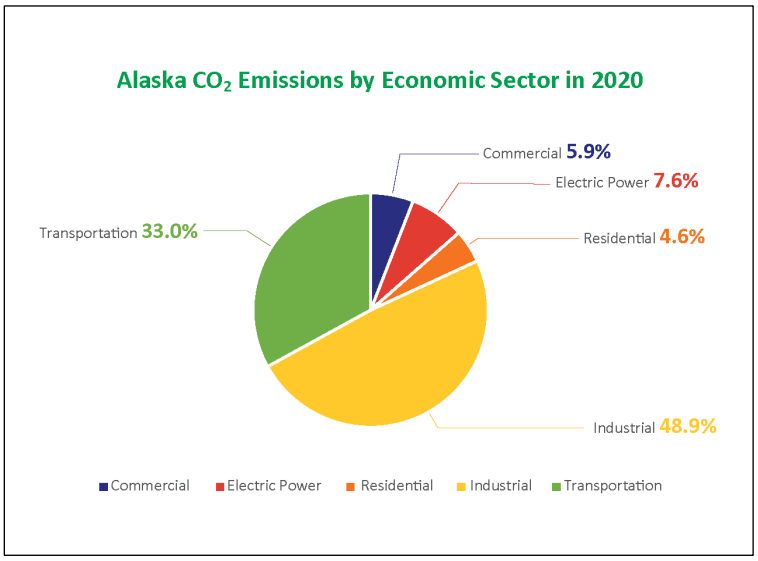


Figure 13: *Alaska CO2 Emissions by Sector*

Alaska's transportation related emissions are outlined in the ADEC report by CO_2 equivalent (CO_2e) for on-road vehicle emissions and off-road vehicle emissions. Although the measure of the report is CO_2e, the most substantial emission from on-road and off-road vehicles is CO_2, as such we recommend the following as an inference and relative measure. On-road vehicle emissions data is current as of 2018 and includes passenger vehicles, light-duty trucks, and diesel highway emissions. As of 2018, passenger vehicles reached 1.4 MMT per year in 2018, the highest since 1990 even though the state's population has been in decline, but only a minor increase since the previous high in 2007. Light-duty trucks (SUVs and personal pick-up trucks) account for approximately 0.5 MMT per year as of 2018. According to the ADEC report, diesel highway emissions (CO_2e) have been rising since 1990 and as of 2018 were at 0.8 MMT per year (Figure 16: Nationwide CO2 Emissions by Sector).

For comparison, and to highlight the unique nature of Alaska relative to the rest of the US, Figure 16 depicts the US CO_2 emissions by sector in 2020. Although the emissions from the transportation sector are similar to the rest of the US, a much larger proportion of emissions in Alaska come from the industrial sector (e.g., mining, oil and gas, etc.), while electric power generation in Alaska results in much lower emissions.

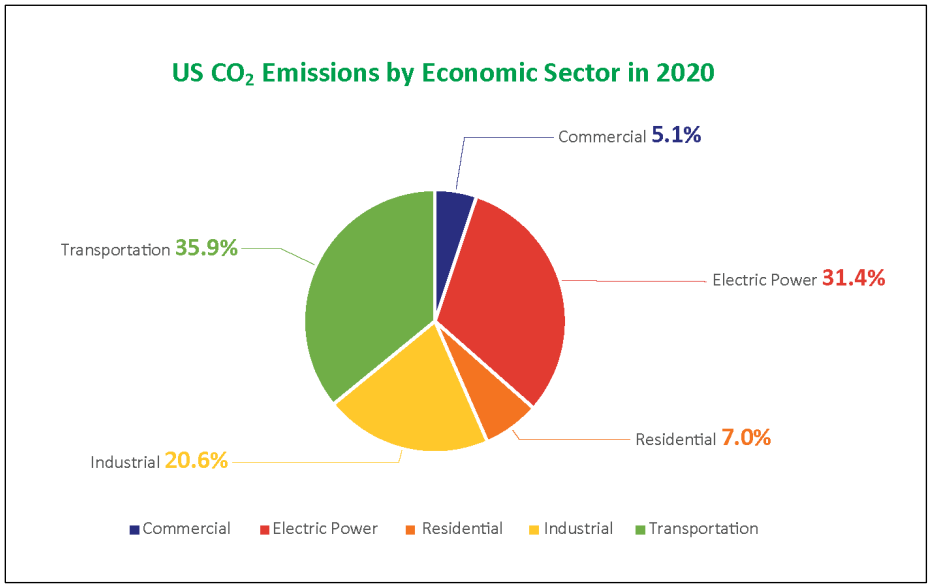


Figure 14: *Nationwide CO2 Emissions by Sector*

The total CO_2 emissions for Alaska reported for 2020 is 33.4 million metric tons (MMT) [2], up from recent years but well below the high of 45.4 MMT in 2005. Following a similar trend, CO_2 produced from fossil fuel combustion (e.g., on-road sources) reached a peak in 2005 at 14.9 MMT but has remained consistent between seven and nine MMTs in the last decade. For reference, Wyoming's total CO_2 emissions for 2020 were 6.9 MMT, 6.8 MMT from fossil fuel combustion and California's total emissions for 2020 were 153.6 MMT, 148.4 MMT from fossil fuel combustion.

Off-road vehicle emissions are reported as CO_2e and include aviation, maritime, and locomotive. Aviation emissions, including large cargo and passenger aircrafts as well as smaller single- and twin-engine aircraft, make up the bulk of CO_2e emissions. Aviation emissions peaked at nearly 14 MMT per year in the mid-2000s but have declined since then to less than eight MMT per year. Maritime traffic emissions data is not classified by vessel type and according to the ADEC report, may exclude Class 3 and Class 4 vessels (large ocean-going cargo and cruise ships) which generate substantially more emissions than smaller vessels. Accordingly, maritime emissions have remained between 50,000 and 100,000 metric tons per year since 2009 and as of 2018 are approximately 75,000 metric tons. Locomotive emissions calculations are not consistent among data sources, according to the ADEC report. However, the locomotive CO_2e reaches a relatively small range per year at between 7,000 and 37,200 metric tons.

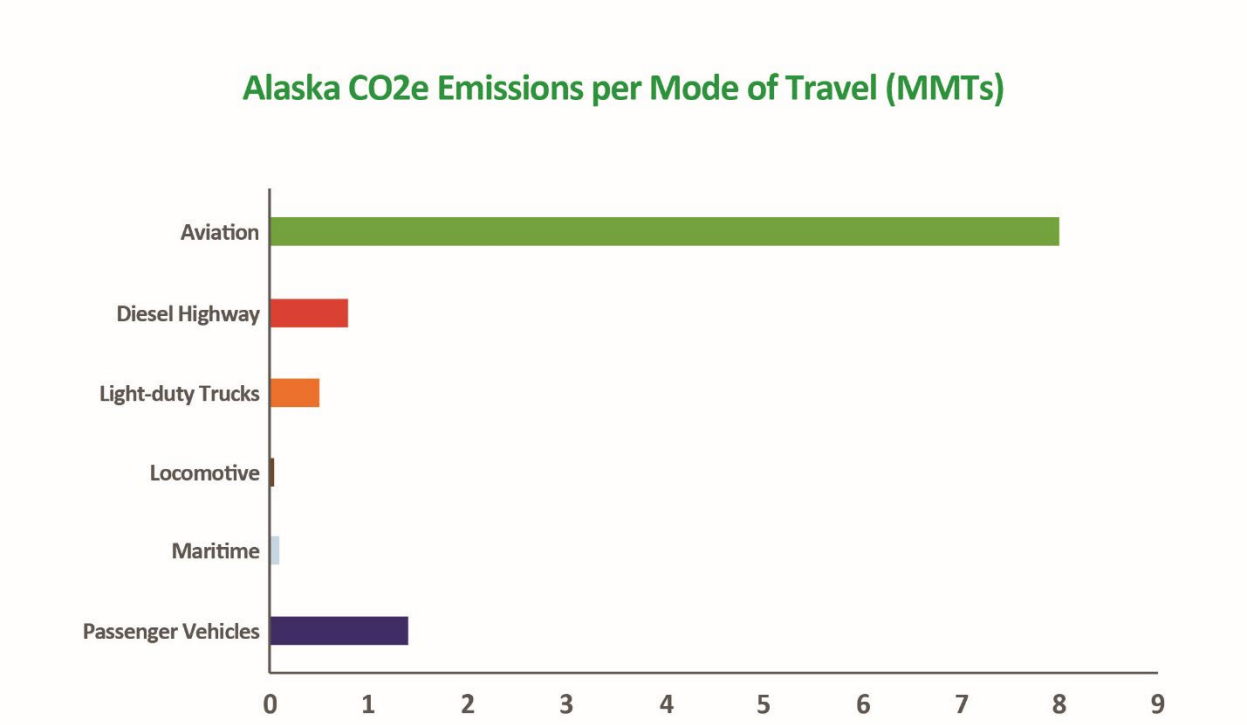


Figure 15: *Alaska CO2 Transportation Sector Emissions*

ADEC reports aviation leads for GHG emissions at nearly 8 MMT, while all on-road sources combined do not quite reach 3 MMT. As noted in the Foreword (Section 1) and Introduction (Section 2), by law, this CRS is specifically targeted towards on-road emissions. For on-road emissions, passenger vehicles are the leading contributor of CO_2e, followed by diesel highway emissions, light-duty trucks, maritime, and locomotive.

EPA Air Quality Issues, Congestion Management and Air Quality Projects

Certain areas in Alaska are designated as non-attainment or maintenance areas for air quality standards set by the U.S. Environmental Protection Agency (EPA). Non-attainment areas fall below the air quality standards, while maintenance areas meet the standards but require funding for ongoing maintenance programs to sustain the air quality improvements.

Anchorage and the Fairbanks North Star Borough have maintenance areas for carbon monoxide (CO). A portion of the Fairbanks North Star Borough is also designated as a non-attainment area for fine particulate matter (PM-2.5). Juneau's Mendenhall Valley and portions of Eagle River are classified as maintenance areas for coarse particulate matter (PM-10).

To comply with the federal Clean Air Act, Alaska's non-attainment and maintenance areas must assess the air quality impacts of transportation projects. This analysis, known as "transportation conformity," ensures that highway and transit projects are consistent with the approved maintenance State Implementation Plan (SIP) emissions budget for CO and/or PM. Metropolitan Transportation Plans (MTPs) and TIP projects proposed for construction within these areas undergo regional and project-level analysis to confirm conformity.

Anchorage Metropolitan - Planning Area (MPA) Maintenance Area

The AMATS planning area in Anchorage contains limited maintenance areas for PM-10 and CO as designated by the EPA. To comply with EPA requirements, AMATS, the Municipality of Anchorage, and the DOT&PF collaborate to fund projects that maintain compliance with the limited maintenance areas. CMAQ funds are allocated annually by the DOT&PF to support measures outlined in the Statewide Improvement Program (SIP) aimed at reducing emissions or concentrations of air pollutants from transportation sources within the AMATS boundary.

Fairbanks Metropolitan Planning Area (MPA) Non-attainment Area

The Fairbanks Metropolitan Planning Area (MPA) falls within a serious particulate matter non-attainment area and a Carbon Monoxide (CO) maintenance area designated by the EPA. Those particulate matters with a diameter of 10 microns or less (PM10) are inhalable into the lungs and can induce adverse health effects. Fine particulate matter is defined as particles that are 2.5 microns or less in diameter (PM2.5). Therefore, PM2.5 comprises a portion of PM10. PM10 and PM2.5 often derive from different emissions sources and have different chemical compositions. Emissions from combustion of gasoline, oil, diesel fuel or wood produce much of the PM2.5 pollution found in outdoor air, as well as a significant proportion of PM10. PM10 also includes dust from construction sites, landfills and agriculture, wildfires and brush/waste burning, industrial sources, wind-blown dust from open lands, pollen, and fragments of bacteria.

The Fairbanks North Star Borough (FNSB) and the Alaska Department of Environmental Conservation (ADEC) jointly develop and implement State (Air Quality) Implementation Plans (SIPs) to work towards attaining air quality standards for PM2.5 and maintaining CO levels. FAST Planning, FNSB, and DOT&PF provide support by conducting travel demand modeling, identifying emission-reducing transportation projects and programs, and allocating annual CMAQ funds. FAST Planning serves as the CMAQ Project Evaluation Board, overseeing the project nomination process, scoring and prioritizing projects for programming and execution by DOT&PF.

Adverse Health Effects

Several adverse health impacts have been associated with exposure to both PM2.5 and PM10. For PM2.5, short-term exposures (up to 24-hours duration) have been associated with premature mortality, increased hospital admissions for heart or lung causes, acute and chronic bronchitis, asthma attacks, emergency room visits, respiratory symptoms, and restricted activity days. These adverse health effects have been reported primarily in infants, children, and older adults with preexisting heart or lung diseases. In addition, of all the common air pollutants, PM2.5 is associated with the greatest proportion of adverse health effects related to air pollution, both in the United States and world-wide based on the World Health Organization's Global Burden of Disease Project.

Short-term exposures to PM10 have been associated primarily with worsening of respiratory diseases, including asthma and chronic obstructive pulmonary disease (COPD), leading to hospitalization and emergency department visits.
Long-term (months to years) exposure to PM2.5 has been linked to premature death, particularly in people who have chronic heart or lung diseases, and reduced lung function growth in children. The effects of long-term exposure to PM10 are less clear, although several studies suggest a link between long-term PM10 exposure and respiratory mortality. The International Agency for Research on Cancer (IARC) published a review in 2015 that concluded that particulate matter in outdoor air pollution causes lung cancer.

Clean Air Act & Planning Conformity

The Clean Air Act (CAA Sec.176(c), 45 USC 7506) requires federally supported transportation plans, transportation improvement programs, and projects to be consistent with ("conform to") the purpose of the applicable SIP. FAST Planning is the designated Metropolitan Planning Organization for Fairbanks, Alaska and conducts air quality conformity analyses on projects within its boundaries. Since 2019 it has also evaluated projects within the entire PM 2.5 non-attainment area for CMAQ project selection, including those in the "donut" area beyond its boundaries but within the PM 2.5 non-attainment area.

Planning level conformity analyses involve modeling air quality emissions for the projects within the non-attainment area or metropolitan planning area against an approved transportation emissions budget that conforms to emissions models in an approved SIP. All projects within the non-attainment area and reflected in the TIP or STIP within the non-attainment area must demonstrate conformity under the federal transportation conformity rule (40 CFR Parts 51 and 93) and be included within applicable planning documents to proceed.

Project level conformity also applies. In non-attainment and maintenance areas, projects must come from a currently conforming transportation plan and TIP that have undergone a conformity determination which has been approved by

FHWA. DOT&PF will assess quality impacts as part of project level conformity. This analysis is sometimes referred to as "hot spot" analysis.

Conformity Determinations

MPO's, like FAST Planning, make initial conformity determinations in metropolitan areas. State Departments of Transportation do not make determinations, but they can assist in analyzing emissions from outside metropolitan planning organization boundaries. FHWA and FTA make final conformity determinations. Conformity determinations must be made whenever transportation plans or programs are updated or amended, or when non-exempt highway and transit projects receive FHWA or FTA funding or approval. In addition, plan and program conformity determinations are completed on a periodic basis and when new emissions budgets become available. EPA, in consultation with FHWA and FTA, is involved with many aspects related to transportation conformity, including:

- Writing federal conformity regulations
- Issuing national guidance
- Developing emissions modeling tools
- Providing conformity training to state and local agencies
- Determining if state air quality implementation plan motor vehicle emissions budgets are equate for conformity purposes

Conformity Freeze

Fairbanks has an approved Moderate Area SIP for PM 2.5 that includes motor vehicles emission budgets for PM 2.5 and NOX, and a Serious SIP from 2019 that was adopted with amendments on November 18, 2020. However, In January 2023 EPA issued a proposed rulemaking to disapprove portions of the amendments to the Serious SIP and the year-long countdown clock began toward a Conformity Freeze. Efforts continue to amend the Serious SIP to incorporate stronger control measures to reduce pollutants.

The Fairbanks Area's Air Quality Conformity Freeze went into effect on January 4, 2024. The Conformity Freeze will remain effective until a new SIP with adequate control measures to improve air quality is in place and approved by EPA. ADEC is working on an amendment to the SIP with new control measures to address the issue. If the SIP amendment with its new control measures isn't effective, then Fairbanks Faces a Conformity Lapse on January 4, 2026, with more stringent impacts to transportation projects for the area.

During the conformity freeze, FHWA and FTA are prohibited from approving a new air quality conformity in the non-attainment/maintenance areas the FAST TIP or STIP cannot be amended. Only projects determined to be "Exempt" from conformity analysis can be amended into these documents (40 CFR 93.126). Formal interagency consultation is required during a conformity freeze to determine whether a project meets the definition of an exempt project, and the plan is therefore able to be amended. If the new project is agreed to be exempt, then the project can be amended into the Metropolitan Transportation Plan and the Transportation Improvement Plan or STIP. The approved TIP would be incorporated by reference into the Statewide Transportation Improvement Plan. Projects exempt from the conformity freeze include, but are not limited to:

- Safety projects such as railroad/highway crossings, projects that correct hazardous location or features, improving shoulders, increasing sight distance, etc.
- Projects for mass transit such as operating assistance to transit agencies, purchase of support vehicles, purchase of transit vehicles
- Continuation of ridesharing and van-pooling activities
- Bicycle and pedestrian facilities
- Noise attenuation
- Emergency repairs
- Activities that do not lead to construction such as planning, training, etc.

Inter-agency Consultation Process

Transportation conformity is required by the federal Clean Air Act and ensures that federal funding is given to transportation activities that are consistent with air quality goals. The Clean Air Act strengthened conformity requirements for transportation projects, necessitating a more enhanced level of technical analysis of plans, programs, and projects than in the past. Conformity determinations must be conducted at least every four years, or as amendments are made to plans or projects. The federal transportation conformity rule requires interagency consultation on issues that would affect the conformity analysis, such as the underlying assumptions and methodologies used to prepare the analysis. Consultation is generally conducted through the Metropolitan Planning Organizations, such as FAST Planning, through the Interagency Coordination (IAC) Process.

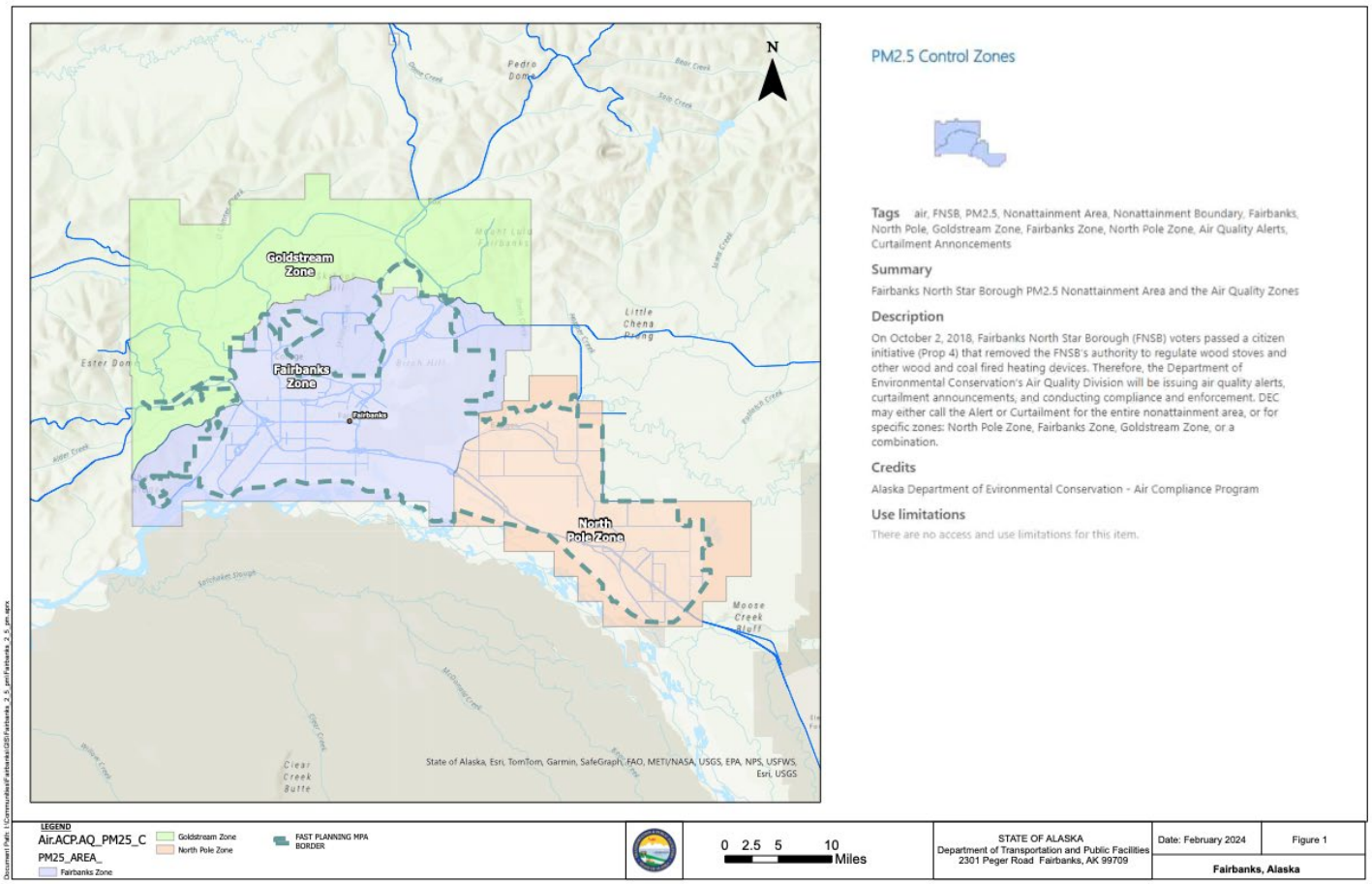
Formal inter-agency consultation is also required when a project is proposed to be amended to a plan or TIP during a conformity freeze, or when the entire plan undergoes its planning conformity analysis to reach a conformity determination. Interagency consultation involves a formal meeting between local officials - in this case Fairbanks North Star Borough and FAST Planning, state officials including the Department of Environmental Conservation and Department of Transportation and Public Facilities, as well as federal officials from FHWA, FTA, and EPA. Air quality consultants are also customarily included in this meeting, in which the planning proposal and its impacts to regional emissions budgets is discussed, and/or the nature of the project as potentially exempt is discussed amongst the parties and formal agreement regarding options to proceed is reached. The decision is documented formally by the FHWA.

Examples of Ongoing Activities by the IAC:

- Monitor state and federal guidance related to air quality transportation planning requirements.
- Conduct conformity determinations to ensure that the Regional Transportation Plan, FTIP, and subsequent amendments conform to the State Implementation Plans (SIPs), as required by federal laws and regulations.
- Submit future-year travel forecasts to the SJVAPCD and the California Air Resources Board as requested.
- Continue to utilize the Interagency Coordinating Committee (IAC) for routine communication and coordination.

Map of Affected Areas

The metropolitan planning area (MPA) and the air quality non-attainment area overlap but are not the same. The air quality area is much larger than the MPA that FAST oversees. This is an important distinction for planning purposes due to the nature of impacts to the conformity freeze. As previously mentioned, the MPO Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP) cannot be updated for those projects and programs subject to the freeze. Areas outside of the MPA are not subject to the MTP and TIP.



Air Quality Emission Caps

Approved State Implementation Plans for non-attainment and maintenance areas include air quality emission budgets, which set limits on emissions to ensure compliance with air quality standards. Conformity is required to demonstrate that TIPs and MTPs do not exceed these emission budgets or cause air quality problems. Conformity determinations must be updated within 18 months of any newly approved emission budget and every 4 years to incorporate updated planning assumptions, growth projections, vehicle miles traveled (VMT), and fiscal constraints. Furthermore, conformity determinations are required for any changes or amendments to TIPs and MTPs. While limited maintenance plans do not require the emission budget test, they still require conformity determinations.

These various project categories reflect the comprehensive approach taken by the Alaska DOT&PF to address maintenance, air quality, and transit needs, ensuring a safe and efficient transportation system throughout the state.

Rural Particulate Matter

Recent air monitoring in rural areas of Alaska has identified high concentrations of particulate matter, mainly dust. One significant source of this particulate matter is road dust generated by vehicles on unpaved roads. DOT&PF and ADEC collaborate to find solutions for this issue, engaging in community outreach to incorporate local ideas into the process. Potential solutions include road watering during dry periods, the use of chemical additives mixed with water to reduce dust, speed limits and restrictions on mechanized travel, rerouting traffic away from sensitive areas such as elders' homes or schools, and road paving. Each area requires a tailored approach to address the specific circumstances and practicality of implementing a solution.

APPENDIX E: FISCAL CONSTRAINT DEMONSTRATION

This section is intended to demonstrate that the planned projects and programs within the Statewide Transportation Improvement Program (STIP) do not exceed the forecasted available revenue. These documents collectively provide a comprehensive view of the financial planning, revenue sources, and expenditures for various transportation projects and programs within the STIP for the years 2024 to 2027.

STIP Fund Programs Codes

Code	Fund Program	Description
3PF	Third Party Funds	Funding contributed by parties other than the State usually to provide required matching funds.
AC	Advance Construction	An innovative financing tool permitted under FHWA rules that allows the state to begin a project using state funds prior to the availability of federal funds.
ACC	Advance Construction Conversion	Accounting tool to track the repayment of state funds used to begin a project prior to the availability of federal funds.
BRR	Bridge Rehabilitate or Replace	Funds for highway bridge replacement and rehabilitation projects. Federal Share up to 93.4% for some interstate projects.
CDS	Congressionally Designated Spending	Funds issued for specific purposes by Congress for transportation projects. Subject to Title 23 requirements.
CRP	Carbon Reduction Program	Funds for projects designed to reduce transportation emissions. Federal Share up to 93.4% for some interstate projects.
CRP >200K	Carbon Reduction Program Urban MPO	Suballocation of CRP for urban areas with 200,000+ population. Federal Share up to 93.4% for some interstate projects.
CRP 50-200K	Carbon Reduction Program Large Urban Area	Suballocation of CRP for urbanized areas with population 50,000 - 200,000. Federal Share up to 93.4% for some interstate projects.
CRP 5-50K	Carbon Reduction Program Small Urban Area	Suballocation of CRP for urban areas with population 5,000 - 49,999. Federal Share up to 93.4% for some interstate projects.
CRP 5K	Carbon Reduction Program Rural Area	Suballocation of CRP for areas with population less than 5,000. Federal Share up to 90.97% for some interstate projects.
CMAQ-F	Congestion Mitigation/Air Quality Flexible	Funds for traffic congestion and air quality improvement projects in non-attainment areas. Federal Share up to 93.4% for some interstate projects.
CMAQ-M	Congestion Mitigation/Air Quality-Mandatory	Similar to CMAQ-F but with more restrictive eligibility. Federal Share up to 93.4% for some interstate projects.
DBE	Disadvantaged Business Enterprise	Ensures equal opportunity in transportation contracting for small, socially and economically disadvantaged businesses. Federal Share is 100%.
DG	Discretionary Grant	Federal grants awarded through a competitive process for various transportation projects.
ER	Emergency Relief	FHWA Funds for repair of Federal-aid highways or roads damaged by natural disasters or catastrophic failures. Commonly referred to as the emergency relief or ER program. This does not include FEMA funding.
FBPF	Ferry Boat Program, Formula	Formula-based funding for construction of ferry boats and terminal facilities. Federal share is 80%.
FBPA	Ferry Boat Program, General Fund	Funding for construction of Ferry Boats and Terminal Facilities. Federal share is 80%.
FLAP	Federal Lands Access Program	Funds for projects on federal lands access transportation facilities. Federal Share up to 93.4% for some interstate projects.
ILLU	Illustrative	Indicates potential projects for funding if additional funds become available.

Table 27 Continued

Code	Fund Program	Description
NEVI	National Electric Vehicle Infrastructure Formula Program	Funding for electric vehicle charging infrastructure, particularly along the Interstate Highway System. Federal Share is 80%, not subject to sliding scale.
NHFP	National Highway Freight Program	Funds to improve freight movement on the National Highway Freight Network. Federal Share up to 93.4% for some interstate projects.
NHPP	National Highway Performance Program	Supports the condition and performance of the National Highway System. Federal Share up to 93.4% for some interstate projects.
OJT	On the Job Training	Training program for minorities and women in skilled trades and transportation-related careers.
OFF	Other Federal Funds	Federal funding received outside of regular federal transportation funding.
PLNG	State Planning	Funds for mandatory planning tasks including the preparation of the Statewide Transportation Plan and STIP. Federal funds ratio is 80%.
PRTCT	PROTECT Formula Program	Funds for making surface transportation more resilient to natural hazards. Federal Share is 80%, with eligible reduction to 90%.
RAISE	Rebuilding American Infrastructure with Sustainability and Equity	Discretionary grant program for various transportation projects.
RES	Research	Funds for research tasks including engineering and economic studies. Federal funds ratio is 80%.
RHE	Rail Hazard Elimination Program	Funding to reduce fatalities and injuries at public highway-rail grade crossings. Federal funds ratio is 100%.
RTP	Recreational Trails Program	Funding for development and maintenance of recreational trails. Federal Share up to 93.4% for some interstate projects.
S154 & S164	Safety Sanction Penalty	Funds made available due to sanctions related to DUI and open alcoholic containers. Federal share is 100%.
SA	Safety	Funding for hazard elimination, railroad crossing, and protective devices. Federal funds ratio varies.
SFF	Special Federal Funds	Federal funding received outside of the regular federal transportation authorization bill.
SM	State Match	The State's share of project costs to match federal program funds.
STBG-BROFF	Surface Transportation Block Program Off-system Bridge	Funds for bridges and low water crossings on public roads other than Federal-aid highways. Federal Share is sliding scale 90.97%.
STBG Flex	Surface Transportation Block Program	Flexible funding for projects on any Federal-aid highway. Federal Share up to 93.4% for some interstate projects.
STBG >200K	Surface Transportation Block Program Urban MPO	Suballocation of STBG for urban areas with a population of 200,000+. Federal Share up to 93.4% for some interstate projects.
STBG 50-200K	Surface Transportation Block Program Large Urban Area	Suballocation of STBG for urban areas with population 50,000 - 200,000. Federal Share up to 93.4% for some interstate projects.
STBG 5-50K	Surface Transportation Block Program Small Urban Area	Suballocation of STBG for urban areas with population 5,000 - 49,999. Federal Share up to 93.4% for some interstate projects.
STBG 5K	Surface Transportation Block Program Rural Area	Suballocation of STBG for areas with population less than 5,000. Federal Share up to 93.4% for some interstate projects.
TAP Flex	Transportation Alternatives	

ILLU (Illustrative) – Indicates projects that would be funded and advanced if funding becomes available either through receipt of additional funds or because another project cannot be advanced; the specific source or sources of funds will be determined when and if the project is selected to be funded.

SM (State Match) – The State's share of project costs required to match federal program funds. Depending on the particular federal program requirements, the state's share of the costs, the state match required, will vary from as little as zero percent to as much as 50%. Most often the state's share will range from 9.03% to 20%.

3PF (Local Match)- Similar to the State Match, the Local Match represents the share of project costs that local entities (such as cities, counties, or regional bodies) are required to contribute when utilizing federal funds. The required local match percentage can also vary depending on the federal program and the nature of the project. Typically, this local match could range from a minimal percentage to approximately 20-30%, depending on specific program guidelines and the type of project being funded. The Local Match ensures that there is a vested interest from the local entities in the successful completion of the project.

Bridge

HIP (Highway Improvement Program): Established by the 2010 Consolidated Appropriations Act (P.L. 111-117), the Highway Improvement Program (HIP) allocates federal funds for the construction and maintenance of highways, bridges, tunnels, and other essential transportation infrastructure. Additionally, an allocation of $9.8 billion from HIP is available for operation and maintenance activities, debt service payments, and to compensate for lost transportation revenue due to COVID-19.

This fund type for NHS funds on-system highway bridge replacement, rehabilitation, preservation, protection, and construction projects on public roads. FHWA encourages States to first focus their HIP funding on projects that improve the condition of in-service highway bridges classified in poor condition and that preserve or improve the condition of in-service highway bridges classified in fair condition. HIP funding may be used on any highway on-system bridge and their approaches that is listed in the NBI or any new highway bridge that upon the completion of construction would meet the established definition of a highway bridge and would be required to be reported to the NBI, irrespective of what public agency owns the bridge. Federal Share is sliding scale eligible up to 93.4% for some interstate projects.

STBG-OSB (Surface Transportation Block Program Off-system Bridge): The Infrastructure Investment and Jobs Act (IIJA) continues the sub-allocation of funding, which is at least 20% (increased from 15% under the FAST Act) of the State's Fiscal Year 2009 Highway Bridge Program apportionment. These funds are designated for specific project types related to bridges and low water crossings on public roads that are not part of the Federal-aid highway system, also referred to as "off-system bridges". The Federal Share for these projects is on a sliding scale, up to 90.97%.

Carbon Reduction Program

CRP (Carbon Reduction Program). Established by the Bipartisan Infrastructure Law (BIL), the Carbon Reduction Program provides funds for projects aimed at reducing transportation emissions, specifically carbon dioxide (CO2) emissions from on-road highway sources. The program encompasses a diverse range of eligible projects, including:

- Traffic monitoring, management, and control facilities or programs.
- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized transportation.
- Public transportation projects.
- Advanced transportation and congestion management initiatives.
- Replacement of street lighting and traffic control devices with energy-efficient alternatives.
- Strategies to support congestion pricing.
- Efforts to reduce the environmental and community impacts of freight movement.

- Projects supporting the deployment of alternative fuel vehicles, including infrastructure for alternative fueling, and acquisition or lease of zero-emission construction equipment or vehicles.
- Diesel engine retrofit projects.
- Traffic flow improvement projects eligible under CMAQ that do not involve new capacity construction.
- Emission reduction projects at port facilities.

States are required to develop strategies for reducing transportation emissions, aiming for safe, reliable, and cost-effective options that reduce traffic congestion and lower transportation emissions per person-mile compared to existing vehicles and modes.

Subcategories of the Carbon Reduction Program

- **CRP >200K (Urban MPO)**: For urban areas with a density of 200,000 people per the US Census Statistics. States must coordinate with any Metropolitan Planning Organization (MPO) that represents the urbanized area to determine suitable activities under the project.
- **CRP 50-200K (Large Urban Area)**: For urbanized areas with a population between 50,000 and 200,000. The allocation is based on each area's relative share of the population, unless otherwise approved.
- **CRP 5-50K (Small Urban Area)**: For urban areas with a population between 5,000 and 49,999.
- **CRP 5K (Rural Area)**: For areas with a population of less than 5,000. State consultation with regional transportation planning organizations or MPOs is required for project determination in these areas.

For all these categories, the Federal Share is eligible on a sliding scale, up to 93.4% for some interstate projects, except for the CRP 5K category, where it is up to 90.97%.

Congestion Mitigation Air Quality

CMAQ-F (Congestion Mitigation/Air Quality Flexible): These funds are allocated for projects that effectively reduce traffic congestion and/or improve air quality in federally designated non-attainment areas. Eligible projects include park-and-ride lots, transit bus replacement, improvements to vehicle inspection and maintenance programs, signal coordination, ridesharing initiatives, and paving for dust control. The Federal Share for these projects is on a sliding scale, eligible up to 93.4% for some interstate projects.

CMAQ-M (Congestion Mitigation/Air Quality-Mandatory): This fund code is closely related to the CMAQ-F, but it comes with slightly more stringent eligibility requirements. The funding supports projects that aim to reduce traffic congestion and improve air quality, similar to those under CMAQ-F. The Federal Share for projects under this category is also on a sliding scale, eligible up to 93.4% for some interstate projects.

Disadvantaged Businesses Training

DBE (Disadvantaged Business Enterprise) – A program to ensure equal opportunity in transportation contracting markets, addresses the effects of discrimination in transportation contracting, and promotes increased participation in federally funded contracts by small, socially and economically disadvantaged businesses, including minority and women owned enterprises. The statute provides that at least 10% of the amounts made available for any federal aid highways, mass transit, and transportation research and technology program be expended with certified DBEs. The Federal Share is 100%.

OJT (On the Job Training) – The primary objective of the OJT Program is to train and upgrade minorities and women into higher paying skilled trades and transportation technology related careers to meet the projected labor needs. Under Section 22 of the Federal-aid Highway Act of 1968 (Public Law 90-495), State highway agencies are required to certify that there is available apprenticeship, skill improvement or other upgrading programs registered with the Department of Labor or the appropriate State agency.

Ferry Boat Formula Funds

Under the Moving Ahead for Progress in the 21st Century Act (MAP-21), the Ferry Boat Formula Program distributed funds to qualified entities based on a calculated formula: passengers carried (20%), vehicles carried (45%), and total route miles (35%). Eligibility criteria are defined in 23 USC 129(c), with allocated funds remaining available until expended, exclusively for ferryboats and ferry terminal facility construction or improvements. The IIJA introduced a similar Ferry Boat Program (FBP). This formula-based program, managed by state or territorial transportation agencies, determines funding eligibility through data from the Bureau of Transportation Statistics' National Census of Ferry Operators (NCFO). State Departments of Transportation (DOT) handling federal assistance must adhere to the guidelines in 2 CFR 200.332, with the option to develop and administer FBP projects, assist Local Public Agencies (LPAs) in these projects, or transfer funds to a federal agency. The federal government contributes 80% of the project costs.

Highway Safety Improvement Program

Alaska's Highway Safety Improvement Program (HSIP) is a critical federally mandated initiative managed by DOT&PF. Its primary goal is to reduce road fatalities and serious injuries on Alaskan roads. Initially focused on engineering countermeasures, the scope of the HSIP was broadened by Congress in 2005 to include a Strategic Highway Safety Plan (SHSP), covering a comprehensive range of highway safety countermeasures, such as enforcement, education, emergency services, and engineering, collectively known as the "4 Es." Funding for HSIP is apportioned by Congress and is subject to annual obligation limits set by congressional finance committees. In Alaska, Regional Traffic and Safety Engineers in the Northern, Central, and Southcoast regions screen crash data and other information to identify projects. These projects, once included in the Statewide Transportation Improvement Program (STIP), are funded through Safety Funds (SA).
Safety projects utilizing SA funding must be identified through the DOT&PF HSIP process, which aims to pinpoint hazardous locations statewide based on accident histories. The federal funds ratio for these projects varies, oscillating between 90% and 100%, depending on the specific category of work.

The **S154 & S164 (Safety Sanction Penalty) funds** are derived from a sanction or reduction in Alaska's National Highway Performance Program (NHPP) and Surface Transportation Block Grant Program (STBG) apportionments. Annually, 2.5% of these program funds are reallocated due to Alaska not having laws conforming to federal standards regarding repeat DUI offenses and open alcoholic containers on motorcycles. The federal share for these penalty funds is 100%.

The **Vulnerable Road Users (VRU)** program funds are sourced from reductions in the Highway Safety Improvement Program when the state does not meet national metrics for VRU injuries and deaths. Vulnerable road users are defined broadly, including pedestrians, bicyclists, other non-motorized cyclists, and individuals on personal conveyances. This category also extends to highway workers on foot within work zones, given their pedestrian status. However, motorcyclists are not included in this category. Under this program, the federal share can be up to 90%.

These various funding programs— SA, S154 & S164, and VRU—collectively play a vital role in addressing and mitigating road safety issues in Alaska, each with its specific focus and funding guidelines to maximize road safety improvements across the state.

National Highway Freight Program

Under the Fixing America's Surface Transportation (FAST) Act in section 1116, Congress initiated the National Highway Freight Program (NHFP) to enhance the efficient movement of freight on the National Highway Freight Network (NHFN). This program mandates each state to develop a comprehensive freight plan, addressing both immediate and long-term planning and investment strategies concerning freight. The program's funding is structured to remain available for obligation for up to four years (the year authorized plus three). Generally, the federal share for these projects is 80%, though this can vary due to a sliding scale. For Interstate System projects, the federal contribution can reach 90%, and for certain improvements, such as those focused on safety, it can be 100%.

IIJA extends and expands the scope of the NHFP. A significant addition under IIJA is the development of Complete Streets policies. These policies prioritize the safety of all users in transportation network planning, design, construction, and

operations. Defined in Section 11206 of the BIL, Complete Streets standards aim to ensure the safe and adequate accommodation of all transportation system users, including pedestrians, bicyclists, public transport users, children, older individuals, individuals with disabilities, motorists, and freight vehicles. Elements of a Complete Street may include sidewalks, bike lanes, special bus lanes, accessible public transport stops, safe crossing options, median islands, pedestrian signals, curb extensions, narrower travel lanes, and roundabouts, all designed to create a safe and inclusive environment for every street user.
For these expanded NHFP projects under IIJA, funding remains flexible, with a federal share that is eligible for sliding scale adjustments up to 93.4% for some interstate projects, maintaining the program's adaptability to various project needs.

National Electric Vehicle Infrastructure

NEVI – (National Electric Vehicle Infrastructure Formula Program) IIJA provides this new program to strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability. Initially, funding under this program is directed to designated Alternative Fuel Corridors (AFCs)3 for electric vehicles to build out this national network, particularly along the Interstate Highway System. When the national network is fully built out, funding may be used on any public road or in other publicly accessible locations. The Federal Share is 80%, not subject to sliding scale.

National Highway Performance Program

Under the Moving Ahead for Progress in the 21st Century Act (MAP-21) in section 1106, Congress established the National Highway Performance Program (NHPP) to enhance the condition and performance of the National Highway System (NHS). The NHPP aims to support the construction of new facilities on the NHS and guide the investment of Federal-aid funds in highway construction. These investments are strategically directed to support the achievement of performance targets outlined in a state's asset management plan for the NHS. The program has several key objectives: maintaining and improving the NHS condition and performance, supporting the construction of new NHS facilities, ensuring that Federal-aid highway construction investments contribute to achieving state-defined performance targets, and supporting activities that increase the NHS's resilience against natural disasters like sea level rise, extreme weather events, flooding, and wildfires, as specified in [§ 11105(1); 23 USC 119(b)].

The NHPP consolidates funding from previous codes, including NHS, IM, and some BR funds. The federal funding ratio for the NHPP is variable, offering a sliding scale up to 93.4% for certain interstate projects, with a general federal funding ratio of 90.97%. This flexible approach to funding reflects the program's comprehensive scope, addressing a wide range of needs across the National Highway System.

Other Federal Funds

CDS (Congressionally Designated Spending): Congress has the authority to allocate funds for specific projects in any state during its sessions. Projects funded through CDS that are intended for transportation purposes must be explicitly named in an approved Statewide Transportation Improvement Program (STIP) and comply with the regulations outlined in Title 23.

ER (Emergency Relief): This program provides funding for the repair of Federal-aid highways and roads on Federal lands that have suffered significant damage due to natural disasters or catastrophic failures caused by external factors. The federal share for these projects can be adjusted on a sliding scale up to 93.4% for interstate projects, with certain repairs eligible for 100% federal funding if completed within a designated time period.

FLAP (Federal Lands Access Program): FLAP allocates funds for transportation facilities that provide access to federal lands. These facilities include public highways, roads, bridges, trails, or transit systems that are either situated on, adjacent to, or provide access to federal lands, and are under the title or maintenance responsibility of state, county, town, township, tribal, municipal, or local governments. The federal share for projects under this program is eligible for adjustment on a sliding scale up to 93.4% for certain interstate projects.

GRANT (Competitive Grant Program): This program encompasses various federal grants awarded through a competitive selection process. It includes numerous initiatives such as the Bridge Investment Program, Rural Surface Transportation Grant Program, Reconnecting Communities Pilot Program, PROTECT Discretionary Grants, National Culvert Removal, Replacement, and Restoration Grants, among others. The selection process for these grants is typically based on the project's alignment with specific program criteria and objectives.

Planning

The State Planning and Research (SPR) program allocates funds for essential planning tasks undertaken by DOT&PF. These tasks include the preparation of the Statewide Transportation Plan and State Transportation Improvement Program (STIP), conducting statistical measurements of the transportation system (such as traffic volumes, pavement condition, accident locations, their causes and severity, and the physical characteristics of roads and highways), mapping, and developing management systems.

The Research (RES) program focuses on research-related tasks carried out by DOT&PF, encompassing engineering and economic studies and applied research. Like the SPR program, the federal funds ratio for the RES program is also 80%. In certain circumstances, a waiver of the matching requirement may be obtained from the Secretary for eligible projects.

The Metropolitan Planning (URPL) program allows the use of funds in any urban area within the state. This program supports planning processes and special planning studies, with the federal share being eligible for adjustment on a sliding scale up to 90.97%.

Each of these funding programs—SPR, RES, and URPL—plays a vital role in the comprehensive planning and research efforts required for effective transportation system management and development, with specific federal funding ratios set to support their respective objectives.

PROTECT

The Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation Formula Program helps make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk costal infrastructure. PROTECT includes both formula funding distributed to States and competitive grants. A state may only use PROTECT funds on highway projects, public transportation facilities and port facilities including facilities that connect ports with other modes of transportation, improve the efficiency of evacuations and disaster relief or aid transportation.

PRTCT (Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program) - The Infrastructure Investment and Jobs Act (also known as the Bipartisan Infrastructure Law or BIL) provides this new program to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk costal infrastructure. Requires each State to use at least 2% (suballocated) of its PROTECT Formula Program funding each fiscal year for specified types of resilience-related planning activities, such as developing a resilience improvement plan; resilience planning, predesign, or design; technical capacity-building; or evacuation planning and preparation. Federal Share is 80%, with eligible reduction to 90%. A State may not receive a reduction in non-Federal share under 23 USC 176(e)(1) of more than 10 percentage points for any single project carried out with PROTECT Formula Program funds.

RTP (Recreational Trails Program)

This funding category is intended to develop and maintain recreational trails and trail related facilities for both non-motorized and motorized recreational trail uses. This program is administered by the Department of Natural Resources.

Federal Share is sliding scale eligible up to 93.4% for some interstate projects.

Surface Transportation Block Grant

The Surface Transportation Block Grant Program (STBG) aims to enhance flexibility in transportation decisions at both state and local levels, offering funding to address diverse transportation needs. A portion of STBG funding is set aside for Transportation Alternatives, State Planning and Research (SPR), and bridge projects not on federal-aid highways.

STBG Flex is category that offers flexible funding that states and localities can use for a wide range of projects. This includes any Federal-aid highway projects, National Highway System (NHS) enhancements, bridge projects on public roads, transit capital projects, bus terminals, and facilities. Unique to Alaska, STBG Flex funds can be used on any public road, irrespective of its classification. The federal share for these funds is eligible for a sliding scale adjustment up to 93.4% for some interstate projects.

STBG >200K (Surface Transportation Block Program Urban MPO) is a suballocation of STBG funds specifically for urban areas with a population of 200,000 or more, according to the US Census Statistics. Projects funded by this allocation are included in a Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP). Here, the federal share is also sliding scale eligible up to 93.4% for some interstate projects.

STBG 50-200K (Surface Transportation Block Program Large Urban Area) is a suballocation for urbanized areas with populations between 50,000 and 200,000. The distribution of these funds among such areas is based on population share, unless the Secretary approves a joint request from the State and relevant MPO(s) for using other factors. The federal funding share follows the same sliding scale eligibility.

For smaller urban areas, the **STBG 5-50K (Surface Transportation Block Program Small Urban Area)** targets areas with populations between 5,000 and 49,999, and the STBG 5K (Surface Transportation Block Program Rural Area) is directed towards areas with populations of less than 5,000. In both these categories, the federal share is also subject to the same sliding scale eligibility up to 93.4% for certain interstate projects.

Overall, the STBG provides a framework for allocating federal transportation funds across a range of urban and rural areas, ensuring flexibility and responsiveness to local and regional transportation needs with varying federal funding contributions based on the project and area characteristics.

Updated eligibilities with IIJA include 5% of STBG Apportionment for Rural barge landing, dock, and waterfront infrastructure project; up to 15% of STBG Apportionment on maintenance activities for roads functionally classified as rural minor collectors or local roads, ice roads, or seasonal roads. Maintenance means the preservation of the entire highway, including surface, shoulders, roadsides, structures, and such traffic-control devices as are necessary for safe and efficient utilization of the highway.

Transportation Alternatives Program

The Moving Ahead for Progress in the 21st Century Act (MAP-21) restructured several transportation programs, leading to the creation of the Transportation Alternatives (TA) program. TA, funded through a set-aside from the Surface Transportation Block Grant Program (STBG), replaced the Transportation Enhancements (TE), Recreational Trails, and Safe Routes to School programs. Additionally, a portion of the Transportation Alternatives funding is set aside specifically for the Recreational Trails Program (RTP).

The TA program supports a variety of projects, including:

- On-and off-road pedestrian and bicycle facilities
- Infrastructure projects enhancing non-driver access to public transportation
- Community improvement activities
- Environmental mitigation projects
- Safe routes to school projects

- Projects for the planning, design, or construction of boulevards and other roadways, particularly in rights-of-way of former Interstate System routes or other divided highways

Furthermore, the Transportation Alternatives Program is divided into several subcategories, each targeting different urban and rural population densities:

- **TAP Flex:** This category includes a wide range of smaller-scale transportation projects like pedestrian and bicycle facilities, recreational trails, safe routes to school, community improvements, and environmental mitigation. States or Metropolitan Planning Organizations (MPOs) are required to develop a competitive process for eligible entities to submit projects that achieve program objectives, with a focus on high-need areas.
- **TAP >200K (Urban MPO):** This subprogram is allocated for urban areas with a population of 200,000 or more, based on US Census Statistics. MPOs are responsible for developing, selecting, and prioritizing applicant projects within their boundaries, including these selections in the MPO Transportation Improvement Program (TIP). The federal share is sliding scale eligible up to 93.4% for some interstate projects.
- **TAP 50-200K (Large Urban Area):** Targets urbanized areas with populations between 50,000 and 200,000. The funds are divided based on population share unless otherwise directed by the Secretary in conjunction with the State and relevant MPO(s).
- **TAP 5-50K (Small Urban Area):** Focused on urban areas with populations between 5,000 and 49,999. The federal share eligibility follows the same sliding scale as larger urban areas.
- **TAP 5K (Rural Area):** Aimed at areas with populations of less than 5,000, with a similar federal share sliding scale eligibility.

Each of these categories under the Transportation Alternatives Program plays a significant role in catering to a variety of transportation needs, focusing on enhancing the infrastructure and accessibility across both urban and rural landscapes in the United States.

Federal Transit Administration Formula Transit and Railroad Funds

The FTA administers several programs to support diverse transit needs across the United States, each with specific focuses and funding guidelines.

5307 (Urban Formula Program): This program directs federal resources to urbanized areas (areas with a population of 50,000 or more as defined by the U.S. Census) and to Governors for transit capital, operating assistance, and transportation-related planning. It encompasses the 5307RR sub-program, particularly for the Alaska Railroad Passenger Operations, providing funds for planning, engineering, transit projects, and other technical studies. Eligible activities include capital investments in bus and fixed guideway systems, maintenance, and various transit improvements. For urbanized areas with populations under 200,000, operating assistance is an eligible expense, with the federal share generally capped at 80% for capital expenditures, 85% for vehicle acquisitions, and 90% for vehicle-related equipment or facilities. For operating assistance, the federal share is 50%.

5310 (Enhanced Mobility for Seniors and Individuals with Disabilities Program): This program targets transportation services for the elderly and individuals with disabilities, with funding based on each state's demographics. It supports the purchase of vehicles, equipment, and transportation services, including a pilot program in Alaska for operating costs. The federal funds ratio is 90.97% for most of these funds.

Each of these programs plays a vital role in addressing diverse transit needs across urban, rural, and specialized sectors, ensuring the availability and improvement of transit services in various communities across the United States.

The **Section 5337 State of Good Repair (5337GR)** program marks FTA's first dedicated initiative, established by law, to repair and upgrade the nation's rail transit systems and high-intensity motor bus systems that utilize high-occupancy vehicle lanes, including Bus Rapid Transit (BRT). This formula-based program reflects a commitment to maintaining public transit systems so that they operate safely, efficiently, reliably, and sustainably, thereby supporting communities in offering balanced transportation choices that enhance mobility, reduce congestion, and foster economic development. The program provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and motorbus systems in urbanized areas, with the goal of maintaining assets in a state of good repair. Urbanized areas, as defined by the U.S. Department of Commerce, Bureau of the Census, are areas with a population of 50,000 or more. Eligible activities under this program include capital projects focused on maintaining, replacing, and rehabilitating rolling stock, track, line equipment and structures, signals and communications, power equipment, passenger stations, security systems, maintenance facilities, and operational support equipment, including computer hardware and software.

The **5339 Bus and Bus Facilities program** provides funding for capital expenses to both rural and urban public transit systems. Reinforced by the IIJA, this program continues the Grants for Buses and Bus Facilities initiative. It offers funding to states, designated recipients, and local governmental entities operating fixed route bus services for the replacement, rehabilitation, and purchase of buses and related equipment, and for constructing bus-related facilities. This includes technological adaptations for low- or no-emission vehicles or facilities. The program distributes funds through formula allocations (5339a) and competitive grants, the latter comprising two segments: one for bus and bus facility projects (5339b) and another supporting low and zero-emission vehicles and facilities (5339c). Eligible activities under this program involve capital projects for replacing, rehabilitating, and purchasing buses, vans, and related equipment, as well as constructing bus-related facilities, including those for low or no emission vehicles.

The federal funding share for these projects is generally 80%, increasing to 85% for low and zero-emission vehicle projects. Both programs, 5337GR and 5339, play pivotal roles in enhancing the quality and sustainability of public transit infrastructure in the United States, focusing on maintaining and improving existing systems and embracing technological advancements for a more environmentally friendly transit future.

Advance Construction and Advance Construction Conversion

DOT&PF leverages advance construction tools, which are designed to optimize project funding and scheduling. AC (Advance Construction) is a financing mechanism sanctioned under FHWA regulations that enables the state to initiate projects with state funds ahead of receiving federal funds. This approach affords the state the flexibility to manage its financial resources more effectively and to commence projects in a timely manner.

As part of our financial strategy, DOT&PF intends to use any FHWA received August Redistribution funds to expedite the repayment of the Advance Construction balance, thus reducing our reliance on future federal funds ahead of the planned schedule. Additionally, DOT&PF is committed to actively seeking discretionary grants for high-priority major projects. Securing these grants is crucial for mitigating budgetary pressures and for reinforcing our fiscal plan. By doing so, we anticipate the potential to convert additional AC funding with revenues from sources such as August redistribution or offsets realized through the successful procurement of discretionary grants, among other options.

AC (Advance Construction). An innovative financing tool permitted under FHWA rules that, with approval of the FHWA, allows the state to begin a project using state funds prior to the availability of federal funds. This tool allows the state flexibility to use its resources to schedule project start-ups more efficiently.

ACC (Advance Construction Conversion). Accounting tool to track the repayment of state funds used to begin a project prior to the availability of federal funds.

APPENDIX E

FISCAL CONSTRAINT DEMONSTRATION BY FUND TYPE

The sections in this appendix are organized by fund type. The dollar amounts listed in each table represent only the federal portion allocated to that fund type and do not include other funding sources or match amounts. As a result, these tables should not be taken as indicative of the total project costs. This format is intended to demonstrate that the planned projects and programs within the Statewide Transportation Improvement Program (STIP) do not exceed the forecasted available revenue. These documents collectively provide a comprehensive view of the financial planning, revenue sources, and expenditures for various transportation projects and programs within the STIP for the years 2024 to 2027.

FHWA FISCAL CONSTRAINT BRIDGE

Highway Improvement Program (HIP)

Bridge INFRA Program

HIP: Off-System Bridge

STBG: Off-System Bridge

Fiscal Constraint: Bridge All

#	STIP ID	STIP ID Name	$ '24 Bridge	$ '25 Bridge	$ '26 Bridge	$ '27 Bridge	$ '24-'27 Bridge
1	34302	Pavement and Bridge Preservation Program	$30,635,343	$21,131,947	$8,341,621	$0	$60,108,911
2	34434	Sterling Highway Milepost 157-169 Reconstruction Anchor Point To Baycrest Hill [Stage 1]	$48,044,638	$0	$0	$0	$48,044,638
3	34126	Alaska Highway Milepost 1348 Robertson River Bridge Replacement	$1,914,700	$0	$0	$41,796,808	$43,711,508
4	32299	Takotna River Bridge Replacement Bundle	$0	$39,117,100	$0	$0	$39,117,100
5	33242	Sterling Highway Milepost 45-60 [Stage 2]	$5,000,000	$0	$29,905,955	$0	$34,905,955
6	2152	Haines Highway Milepost 3-25 and Chilkat Bridge Reconstruction [Parent and Final Construction]	$30,000,000	$0	$0	$0	$30,000,000
7	31469	Ward Creek Bridge Replacement	$1,273,580	$0	$23,936,207	$0	$25,209,787
8	33241	Cape Blossom Road [Stage 2]	$20,542,589	$0	$0	$0	$20,542,589
9	34458	South Tongass Highway and Water Street Viaduct Improvements [Stage 2]	$0	$0	$0	$20,133,410	$20,133,410
10	6447	Bridge and Tunnel Inventory, Inspection, Monitoring, Preservation, Rehabilitation, and Replacement Program	$7,402,684	$3,118,025	$4,912,380	$3,758,460	$19,191,549
11	34447	Alaska Highway Milepost 1393 Gerstle River Bridge Replacement [Stage 1]	$0	$0	$0	$12,921,582	$12,921,582
12	33824	Alaska Highway Milepost 1380 Johnson River Bridge Replacement [Parent and Final Construction]	$1,681,200	$0	$10,023,598	$0	$11,704,798

#	STIP ID	STIP ID Name	$ '24 Bridge	$ '25 Bridge	$ '26 Bridge	$ '27 Bridge	$ '24-'27 Bridge
13	34445	Alaska Highway Milepost 1380 Johnson River Bridge Replacement [Stage 1]	$0	$11,687,773	$0	$0	$11,687,773
14	34443	Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement [SOGR 2018] [Stage 2]	$9,340,000	$0	$0	$0	$9,340,000
15	34206	West Susitna Access Road [Parent and Final Construction]	$0	$0	$0	$7,375,907	$7,375,907
16	3648	Steese Highway Milepost 128 Crooked Creek Bridge Replacement	$1,114,383	$0	$5,094,320	$0	$6,208,703
17	33018	Quartz Creek Bridge Replacement	$6,196,596	$0	$0	$0	$6,196,596
18	12579	Bridge Scour Monitoring and Retrofit Program	$2,181,920	$2,181,920	$545,480	$545,480	$5,454,800
19	34461	West Susitna Access Road [Stage 1]	$0	$3,000,000	$0	$0	$3,000,000
20	31719	South Tongass Highway and Water Street Viaduct Improvements [Parent and Final Construction]	$1,546,490	$1,364,550	$0	$0	$2,911,040
21	32726	Trunk Road (Nelson Road) Rehabilitation and Bridge Replacement [CTP Award 2019]	$136,455	$45,485	$2,000,000	$0	$2,181,940
22	11439	Anton Anderson Memorial (Whittier) Tunnel Maintenance	$1,776,844	$0	$0	$0	$1,776,844
23	6457	Seismic Bridge Retrofit Program	$491,305	$409,044	$427,315	$446,135	$1,773,799
24	34246	Montana Creek Bridge Replacement [TAP Award 2023]	$0	$0	$0	$1,387,800	$1,387,800
25	34467	Glenn Highway Milepost 53-56 Reconstruction and Moose Creek Bridge Replacement	$1,000,000	$0	$0	$0	$1,000,000

#	STIP ID	STIP ID Name	$ '24 Bridge	$ '25 Bridge	$ '26 Bridge	$ '27 Bridge	$ '24-'27 Bridge
26	33696	Petersville Road Milepost 7 Moose Creek Bridge Reconstruction [SOGR Award 2022]	$0	$873,312	$0	$0	$873,312
27	33445	Sargent Creek Bridge Repairs [SOGR Award 2022]	$0	$0	$513,981	$0	$513,981
28	22322	Alaska Highway Milepost 1393 Gerstle River Bridge Replacement [Parent and Final Construction]	$467,000	$0	$0	$0	$467,000
29	31718	South Tongass Highway Hoadley Creek Bridge Replacement	$0	$363,880	$90,970	$0	$454,850
30	HIP-OSB	Highway Improvement Program Bridge Funds - Off System Bridge	-$8,149,302	-$6,952,500	-$7,161,075	-$7,375,907	-$29,638,784
31	STBG BR OFF SYS	Surface Transportation Block Grant: Off System Bridge	-$12,490,739	-$5,785,536	-$5,959,102	-$6,137,875	-$30,373,252
32	Bridge-INFRA	Highway Infrastructure Bridge Replacement	-$79,462,802	-$31,157,500	-$32,092,225	-$33,054,992	-$175,767,519
33	Bridge-HIP	Highway Improvement Program Bridge Funds (HIP 23 & 24)	-$76,500,000	-$39,397,500	-$40,579,425	-$41,796,808	-$198,273,733
			SUM -$5,857,11	SUM $0	SUM -$1	SUM $0	SUM -$5,857,117

Fiscal Constraint: HIP Bridge

#	STIP ID	STIP ID Name	$ '24 Bridge-HIP	$ '25 Bridge-HIP	$ '26 Bridge-HIP	$ '27 Bridge-HIP	$ '24-'27 Bridge-HIP
1	34434	Sterling Highway Milepost 157-169 Reconstruction Anchor Point To Baycrest Hill [Stage 1]	$48,044,638	$0	$0	$0	$48,044,638
2	34126	Alaska Highway Milepost 1348 Robertson River Bridge Replacement	$0	$0		$41,796,808	$41,796,808
3	32299	Takotna River Bridge Replacement Bundle		$38,114,823	$0	$0	$38,114,823
4	33242	Sterling Highway Milepost 45-60 [Stage 2]	$2,000,000		$29,905,955		$31,905,955
5	33241	Cape Blossom Road [Stage 2]	$12,393,287	$0	$0	$0	$12,393,287
6	31469	Ward Creek Bridge Replacement	$0	$0	$8,794,939	$0	$8,794,939
7	33018	Quartz Creek Bridge Replacement	$6,196,596				$6,196,596
8	6447	Bridge and Tunnel Inventory, Inspection, Monitoring, Preservation, Rehabilitation, and Replacement Program	$4,673,584		$0	$0	$4,673,584
9	11439	Anton Anderson Memorial (Whittier) Tunnel Maintenance	$1,776,844	$0	$0	$0	$1,776,844
10	3648	Steese Highway Milepost 128 Crooked Creek Bridge Replacement	$278,596	$0	$1,273,580	$0	$1,552,176
11	34467	Glenn Highway Milepost 53-56 Reconstruction and Moose Creek Bridge Replacement	$1,000,000	$0	$0	$0	$1,000,000
12	33696	Petersville Road Milepost 7 Moose Creek Bridge Reconstruction [SOGR Award 2022]	$0	$873,312	$0	$0	$873,312
13	33445	Sargent Creek Bridge Repairs [SOGR Award 2022]	$0	$0	$513,981	$0	$513,981
14	31718	South Tongass Highway Hoadley Creek Bridge Replacement	$0	$363,880	$90,970	$0	$454,850

#	STIP ID	STIP ID Name	$ '24 Bridge-HIP	$ '25 Bridge-HIP	$ '26 Bridge-HIP	$ '27 Bridge-HIP	$ '24-'27 Bridge-HIP
15	32726	Trunk Road (Nelson Road) Rehabilitation and Bridge Replacement [CTP Award 2019]	$136,455	$45,485	$0	$0	$181,940
16	Bridge-HIP	Highway Improvement Program Bridge Funds (HIP 23 & 24)	-$76,500,000	-$39,397,500	-$40,579,425	-$41,796,808	-$198,273,733
			SUM -$0	SUM $0	SUM -$1	SUM $0	SUM -$1

Fiscal Constraint: INFRA Bridge

#	STIP ID	STIP ID Name	$ '24 Bridge-INFRA	$ '25 Bridge-INFRA	$ '26 Bridge-INFRA	$ '27 Bridge-INFRA	$ '24-'27 Bridge-INFRA
1	34302	Pavement and Bridge Preservation Program	$29,404,045	$14,102,900	$1,106,619		$44,613,564
2	2152	Haines Highway Milepost 3-25 and Chilkat Bridge Reconstruction [Parent and Final Construction]	$30,000,000	$0	$0	$0	$30,000,000
3	34458	South Tongass Highway and Water Street Viaduct Improvements [Stage 2]				$20,133,410	$20,133,410
4	31469	Ward Creek Bridge Replacement	$1,273,580	$0	$15,141,268	$0	$16,414,848
5	34447	Alaska Highway Milepost 1393 Gerstle River Bridge Replacement [Stage 1]		$0	$0	$12,921,582	$12,921,582
6	33824	Alaska Highway Milepost 1380 Johnson River Bridge Replacement [Parent and Final Construction]	$1,681,200		$10,023,598	$0	$11,704,798
7	34445	Alaska Highway Milepost 1380 Johnson River Bridge Replacement [Stage 1]		$11,687,773		$0	$11,687,773
8	34443	Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement [SOGR 2018] [Stage 2]	$9,340,000		$0	$0	$9,340,000
9	3648	Steese Highway Milepost 128 Crooked Creek Bridge Replacement	$835,787	$0	$3,820,740	$0	$4,656,527
10	33242	Sterling Highway Milepost 45-60 [Stage 2]	$3,000,000				$3,000,000
11	34461	West Susitna Access Road [Stage 1]		$3,000,000	$0		$3,000,000
12	31719	South Tongass Highway and Water Street Viaduct Improvements [Parent and Final Construction]	$1,546,490	$1,364,550			$2,911,040
13	32726	Trunk Road (Nelson Road) Rehabilitation and Bridge Replacement [CTP Award 2019]	$0		$2,000,000	$0	$2,000,000

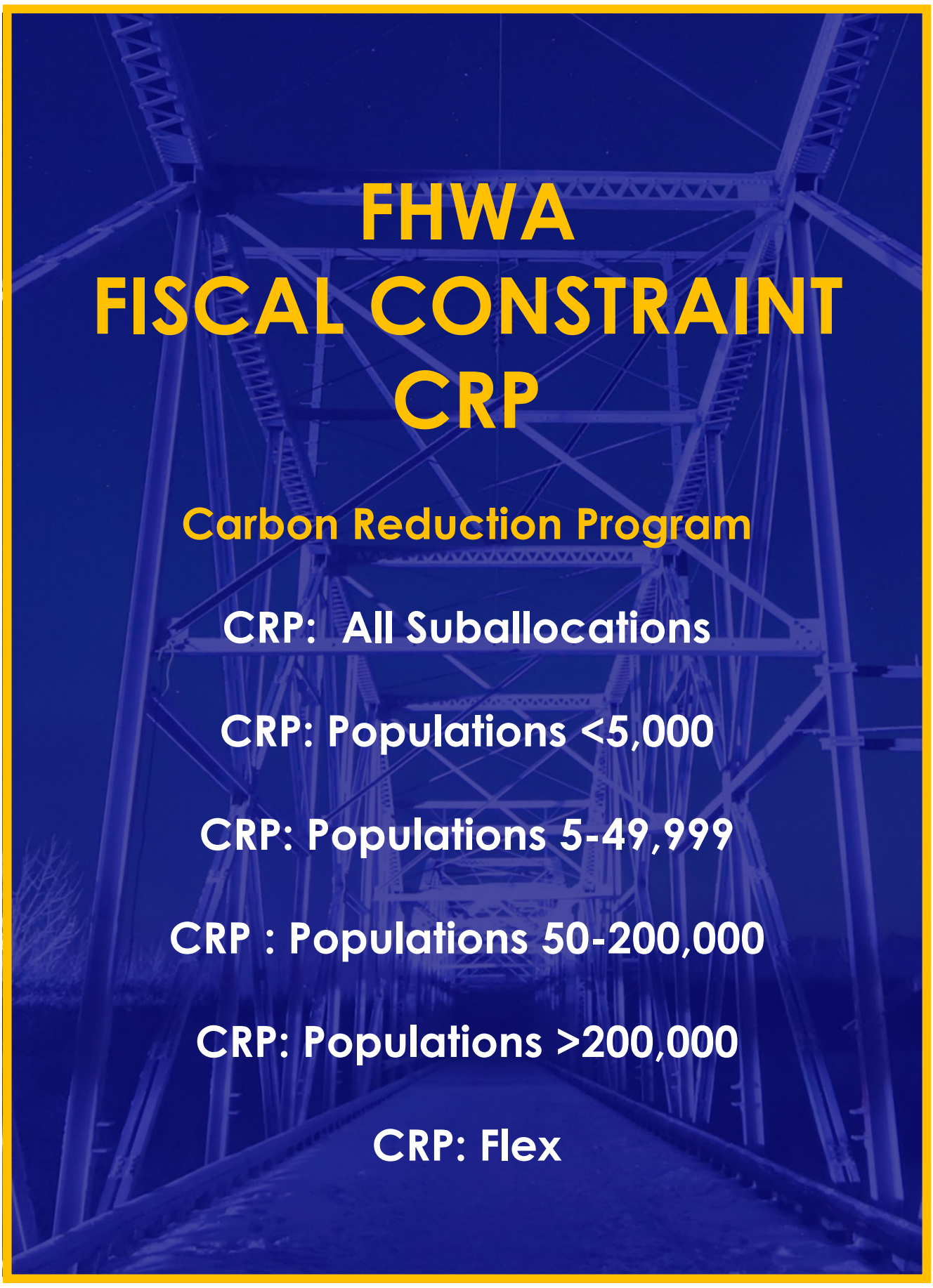
#	STIP ID	STIP ID Name	$ '24 Bridge-INFRA	$ '25 Bridge-INFRA	$ '26 Bridge-INFRA	$ '27 Bridge-INFRA	$ '24-'27 Bridge-INFRA
14	34126	Alaska Highway Milepost 1348 Robertson River Bridge Replacement	$1,914,700	$0			$1,914,700
15	32299	Takotna River Bridge Replacement Bundle		$1,002,277		$0	$1,002,277
16	22322	Alaska Highway Milepost 1393 Gerstle River Bridge Replacement [Parent and Final Construction]	$467,000	$0	$0	$0	$467,000
17	Bridge-INFRA	Highway Infrastructure Bridge Replacement	-$79,462,802	-$31,157,500	-$32,092,225	-$33,054,992	-$175,767,519
			SUM $0	SUM $0	SUM $0	SUM $0	SUM $0

Fiscal Constraint: HIP OSB Bridge

#	STIP ID	STIP ID Name	$ '24 HIP OSB	$ '25 HIP OSB	$ '26 HIP OSB	$ '27 HIP OSB	$ '24-'27 HIP OSB
1	34302	Pavement and Bridge Preservation Program		$6,952,500	$7,161,075		$14,113,575
2	33241	Cape Blossom Road [Stage 2]	$8,149,302				$8,149,302
3	34206	West Susitna Access Road [Parent and Final Construction]				$7,375,907	$7,375,907
4	HIP-OSB	Highway Improvement Program Bridge Funds - Off System Bridge	-$8,149,302	-$6,952,500	-$7,161,075	-$7,375,907	-$29,638,784
			SUM $0	SUM $0	SUM $0	SUM -$0	SUM -$0

Fiscal Constraint: STBG OSB

#	STIP ID	STIP ID Name	$ '24 STBG OSB	$ '25 STBG OSB	$ '26 STBG OSB	$ '27 STBG OSB	$ '24-'27 STBG OSB
1	6447	Bridge and Tunnel Inventory, Inspection, Monitoring, Preservation, Rehabilitation, and Replacement Program	$2,729,100	$3,118,025	$4,912,380	$3,758,460	$14,517,965
2	12579	Bridge Scour Monitoring and Retrofit Program	$2,181,920	$2,181,920	$545,480	$545,480	$5,454,800
3	6457	Seismic Bridge Retrofit Program	$491,305	$409,044	$427,315	$446,135	$1,773,799
4	34246	Montana Creek Bridge Replacement [TAP Award 2023]	$0	$0	$0	$1,387,800	$1,387,800
5	34302	Pavement and Bridge Preservation Program	$1,231,298	$76,547	$73,927	$0	$1,381,772
6	STBG BR OFF SYS	Surface Transportation Block Grant: Off System Bridge	-$12,490,739	-$5,785,536	-$5,959,102	-$6,137,875	-$30,373,252
			SUM -$5,857,116	SUM $0	SUM $0	SUM $0	SUM -$5,857,116


FHWA
FISCAL CONSTRAINT
CRP
Carbon Reduction Program
CRP: All Suballocations
CRP: Populations <5,000
CRP: Populations 5-49,999
CRP : Populations 50-200,000
CRP: Populations >200,000
CRP: Flex

Fiscal Constraint: CRP All

#	STIP ID	STIP ID Name	$ '24 CRP All	$ '25 CRP All	$ '26 CRP All	$ '27 CRP All	$ '24-'27 CRP All
1	AMATS TIP	[LEDGER-TIP] Anchorage Metropolitan Area Transportation Solutions (AMATS) Transportation Improvement Program (TIP)	$10,854,812	$3,723,660	$3,835,370	$3,950,431	$22,364,273
2	CRP to STBG<5k	[LEDGER] CRP<5k Transfer to STBG <5k	$10,138,838	$3,942,404	$3,608,645	$4,182,496	$21,872,383
3	34195	Southeast Alaska Port Electrification	$1,364,550	$318,395	$1,273,580	$3,919,060	$6,875,585
4	CRP to STBG 5-50	[LEDGER] CRP 5-50 Transfer to STBG Xfer 5-50	$3,820,179	$1,109,758	$197,418	$1,338,815	$6,466,170
5	34454	Off-System Alternative Fuel and Electric Vehicle Charging Infrastructure Program	$0	$636,790	$5,160,615	$0	$5,797,405
6	CRP to STBG Flex	[LEDGER] CRP FLex to STBG Flex	$636,890	$4,715,842	$0	$1	$5,352,733
7	FAST TIP	[LEDGER-TIP] Fairbanks Area Surface Transportation (FAST) Transportation Improvement Program (TIP)	$1,929,208	$1,051,076	$1,066,842	$1,082,845	$5,129,971
8	34198	Light up the Highways	$2,576,584	$548,500	$0	$0	$3,125,084
9	34426	Homer All-ages and Abilities Pedestiran Pathway (HAPP) [TAP Award 2023]	$0	$0	$0	$2,341,449	$2,341,449
10	CRP to STBG 50-200	[LEDGER] CRP 50-200 Transfer to STBG 50-200	$1,444,123	$813,951	$0	$0	$2,258,074
11	34199	Sustainable Transportation Inventory and Data Collection	$1,697,050	$0	$0	$176,313	$1,873,363
12	MVP TIP	[LEDGER-TIP] MatSu Valley Planning for Transportation (MVP) Transportation Improvement Program (TIP)	$0	$0	$854,136	$895,762	$1,749,898

#	STIP ID	STIP ID Name	$ '24 CRP All	$ '25 CRP All	$ '26 CRP All	$ '27 CRP All	$ '24-'27 CRP All
13	34452	Rural Dust Mitigation Program	$1,364,550	$0	$0	$0	$1,364,550
14	26149	Naknek to King Salmon Non-motorized Pathway [TAP Award 2023]	$0	$0	$647,641	$0	$647,641
15	34451	Renewable Diesel Implementation Study	$591,305	$0	$0	$0	$591,305
16	30169	Healy Area and School Pedestrian Path [TAP Award 2023]	$0	$0	$452,031	$0	$452,031
17	34251	Inner and Outer Springer Loop Separated Pathway [TAP Award 2023]	$0	$0	$269,910	$0	$269,910
18	34455	Construction Material Waste	$227,425	$0	$0	$0	$227,425
19	CRP 50-200k	Carbon Reduction Program: Population 50-200K	-$3,373,331	-$1,865,027	-$1,920,978	-$1,978,607	-$9,137,943
20	CRP 5-50k	Carbon Reduction Program: Population 5-49,999K	-$5,184,730	-$1,428,154	-$1,470,998	-$1,515,128	-$9,599,010
21	CRP >200k	Carbon Reduction Program: Population >200K	-$10,854,8...	-$3,723,660	-$3,835,370	-$3,950,431	-$22,364,273
22	CRP <5k	Carbon Reduction Program: Population <5K	-$11,503,3...	-$3,942,404	-$4,060,676	-$4,182,496	-$23,688,964
23	CRP Flex	Carbon Reduction Program FLEX	-$5,729,254	-$5,901,132	-$6,078,166	-$6,260,510	-$23,969,062
			SUM -$1	SUM -$1	SUM -$0	SUM $0	SUM -$2

Fiscal Constraint: CRP <5k

#	STIP ID	STIP ID Name	$ '24 CRP <5k	$ '25 CRP <5k	$ '26 CRP <5k	$ '27 CRP <5k	$ '24-'27 CRP <5K
1	CRP to STBG<5k	[LEDGER] CRP<5k Transfer to STBG <5k	$10,138,838	$3,942,404	$3,608,...	$4,182,496	$21,872,383
2	34452	Rural Dust Mitigation Program	$1,364,550	$0	$0	$0	$1,364,550
3	30169	Healy Area and School Pedestrian Path [TAP Award 2023]	$0	$0	$452,031	$0	$452,031
4	CRP <5k	Carbon Reduction Program: Population <5K	-$11,503,388	-$3,942,404	-$4,060...	-$4,182,496	-$23,688,964
			SUM $0	SUM $0	SUM $0	SUM $0	SUM $0

Fiscal Constraint: CRP 5-50

#	STIP ID	STIP ID Name	$ '24 CRP 5-50k	$ '25 CRP 5-50k	$ '26 CRP 5-50k	$ '27 CRP 5-50k	$ '24-'27 CRP 5-50k
1	CRP to STBG 5-50	[LEDGER] CRP 5-50 Transfer to STBG 5-50	$3,820,179	$1,109,758	$197,418	$1,338,815	$6,466,170
2	34195	Southeast Alaska Port Electrification	$1,364,550	$318,395	$1,273,580	$0	$2,956,525
3	34199	Sustainable Transportation Inventory and Data Collection	$0	$0	$0	$176,313	$176,313
4	CRP 5-50k	Carbon Reduction Program: Population 5-49,999K	-$5,184,730	-$1,428,154	-$1,470,998	-$1,515,128	-$9,599,010
			SUM -$1	SUM -$1	SUM -$0	SUM $0	SUM -$2

Fiscal Constraint: CRP 50-200

#	STIP ID	STIP ID Name	$ '24 CRP 50-200k	$ '25 CRP 50-200k	$ '26 CRP 50-200k	$ '27 CRP 50-200k	$ '24-'27 CRP 50-200k
1	FAST TIP	[LEDGER-TIP] Fairbanks Area Surface Transportation (FAST) Transportation Improvement Program (TIP)	$1,929,208	$1,051,076	$1,066,842	$1,082,845	$5,129,971
2	CRP to STBG 50-200	[LEDGER] CRP 50-200 Transfer to STBG 50-200	$1,444,123	$813,951			$2,258,074
3	MVP TIP	[LEDGER-TIP] MatSu Valley Planning for Transportation (MVP) Transportation Improvement Program (TIP)			$854,136	$895,762	$1,749,898
4	CRP 50-200k	Carbon Reduction Program: Population 50-200K	-$3,373,331	-$1,865,027	-$1,920,978	-$1,978,607	-$9,137,943
			SUM $0	SUM $0	SUM $0	SUM $0	SUM $0

Fiscal Constraint: CRP >200

#	STIP ID	STIP ID Name	$ '24 CRP >200k	$ '25 CRP >200k	$ '26 CRP >200k	$ '27 CRP >200k	$ '24-'27 CRP >200k
1	AMATS TIP	[LEDGER-TIP] Anchorage Metropolitan Area Transportation Solutions (AMATS) Transportation Improvement Program (TIP)	$10,854,812	$3,723,660	$3,835,370	$3,950,431	$22,364,273
2	CRP >200k	Carbon Reduction Program: Population >200K	-$10,854,812	-$3,723,660	-$3,835,370	-$3,950,431	-$22,364,273
			SUM $0	SUM $0	SUM $0	SUM $0	SUM $0

Fiscal Constraint: CRP Flex

#	STIP ID	STIP ID Name	$ '24 CRP Flex	$ '25 CRP Flex	$ '26 CRP Flex	$ '27 CRP Flex	$ '24-'27 CRP Flex
1	34454	Off-System Alternative Fuel and Electric Vehicle Charging Infrastructure Program		$636,790	$5,160,615		$5,797,405
2	CRP to STBG Flex	[LEDGER] CRP FLex to STBG Flex	$636,890	$4,715,842		$1	$5,352,733
3	34195	Southeast Alaska Port Electrification				$3,919,060	$3,919,060
4	34198	Light up the Highways	$2,576,584	$548,500			$3,125,084
5	34426	Homer All-ages and Abilities Pedestiran Pathway (HAPP) [TAP Award 2023]				$2,341,449	$2,341,449
6	34199	Sustainable Transportation Inventory and Data Collection	$1,697,050				$1,697,050
7	26149	Naknek to King Salmon Non-motorized Pathway [TAP Award 2023]			$647,641		$647,641
8	34451	Renewable Diesel Implementation Study	$591,305				$591,305
9	34251	Inner and Outer Springer Loop Separated Pathway [TAP Award 2023]			$269,910		$269,910
10	34455	Construction Material Waste	$227,425				$227,425
11	CRP Flex	Carbon Reduction Program FLEX	-$5,729,254	-$5,901,132	-$6,078,166	-$6,260,510	-$23,969,062
			SUM $0	SUM $0	SUM $0	SUM $0	SUM $0

Fiscal Constraint: CRP [LEDGER]

#	STIP ID	STIP ID Name	$ '24 CRP All	$ '25 CRP All	$ '26 CRP All	$ '27 CRP All	$ '24-'27 CRP All
1	CRP to STBG<5k	[LEDGER] CRP<5k Transfer to STBG <5k	$10,138,838	$3,942,404	$3,608,645	$4,182,496	$21,872,383
2	CRP to STBG 5-50	[LEDGER] CRP 5-50 Transfer to STBG 5-50	$3,820,179	$1,109,758	$197,418	$1,338,815	$6,466,170
3	CRP to STBG Flex	[LEDGER] CRP Flex Transfer to STBG Flex	$636,890	$4,715,842	$0	$1	$5,352,733
4	CRP to STBG 50-200	[LEDGER] CRP 50-200 Transfer to STBG 50-200	$1,444,123	$813,951	$0	$0	$2,258,074
5	CRP 50-200k	Carbon Reduction Program: Population 50-200K	-$3,373,331	-$1,865,027	-$1,920,978	-$1,978,607	-$9,137,943
6	CRP 5-50k	Carbon Reduction Program: Population 5-49,999K	-$5,184,730	-$1,428,154	-$1,470,998	-$1,515,128	-$9,599,010
7	CRP >200k	Carbon Reduction Program: Population >200K	-$10,854,812	-$3,723,660	-$3,835,370	-$3,950,431	-$22,364,273
8	CRP <5k	Carbon Reduction Program: Population <5K	-$11,503,388	-$3,942,404	-$4,060,676	-$4,182,496	-$23,688,964
9	CRP Flex	Carbon Reduction Program FLEX	-$5,729,254	-$5,901,132	-$6,078,166	-$6,260,510	-$23,969,062
			SUM -$20,605,485	SUM -$6,278,422	SUM -$13,560,125	SUM -$12,365,86(	SUM -$52,809,892

FHWA
FISCAL CONSTRAINT
CMAQ

Congestion Mitigation Air Quality

CMAQ: Mandatory

CMAQ: Flexible

Fiscal Constraint: CMAQ All

#	STIP ID	STIP ID Name	$ '24 CMAQ All	$ '25 CMAQ All	$ '26 CMAQ All	$ '27 CMAQ All	$ '24-'27 CMAQ All
1	CMAQ-M to STBG	[LEDGER] CMAQ-M Transfer to STBG Flex	$7,213,895	$6,239,498	$7,325,134	$6,021,327	$26,799,854
2	CMAQ-F to STBG	[LEDGER] CMAQ-F Transfer to STBG	$6,204,767	$5,834,855	$5,529,118	$7,661,349	$25,230,089
3	34197	Data Modernization and Innovation	$4,341,369	$4,165,756	$3,429,569	$3,561,475	$15,498,170
4	AMATS TIP	[LEDGER-TIP] Anchorage Metropolitan Area Transportation Solutions (AMATS) Transportation Improvement Program (TIP)	$2,262,089	$2,323,166	$2,385,891	$2,385,891	$9,357,037
5	34464	DOT&PF Fleet Conversion	$636,790	$8,548,500	$0	$0	$9,185,290
6	FAST TIP	[LEDGER-TIP] Fairbanks Area Surface Transportation (FAST) Transportation Improvement Program (TIP)	$1,793,276	$1,275,108	$2,232,258	$1,316,793	$6,617,435
7	34200	Transportation Workforce Development and Training	$973,385	$30,906	$0	$1,500,000	$2,504,291
8	34454	Off-System Alternative Fuel and Electric Vehicle Charging Infrastructure Program	$0	$727,760	$151,053	$0	$878,813
9	26168	Air Quality Mobile Source Modeling	$181,940	$181,940	$181,940	$181,940	$727,760
10	6457	Seismic Bridge Retrofit Program	$141,254	$0	$0	$0	$141,254
11	PM 2.5	Projects To Reduce PM 2.5 Emissions Set-Aside	-$136,113	-$140,196	-$144,402	-$148,734	-$569,445
12	CMAQ Mandatory	Congestion Mitigation Air Quality (CMAQ) Mandatory	-$14,214,407	-$10,477,904	-$10,792,241	-$11,116,008	-$46,600,560

#	STIP ID	STIP ID Name	$ '24 CMAQ All	$ '25 CMAQ All	$ '26 CMAQ All	$ '27 CMAQ All	$ '24-'27 CMAQ All
13	CMAQ Flex	Congestion Mitigation Air Quality (CMAQ) Flex	-$18,222,789	-$18,769,472	-$19,332,557	-$19,912,533	-$76,237,351
			SUM -$8,824,544	SUM -$60,083	SUM -$9,034,237	SUM -$8,548,500	SUM -$26,467,363

Fiscal Constraint: CMAQ-F

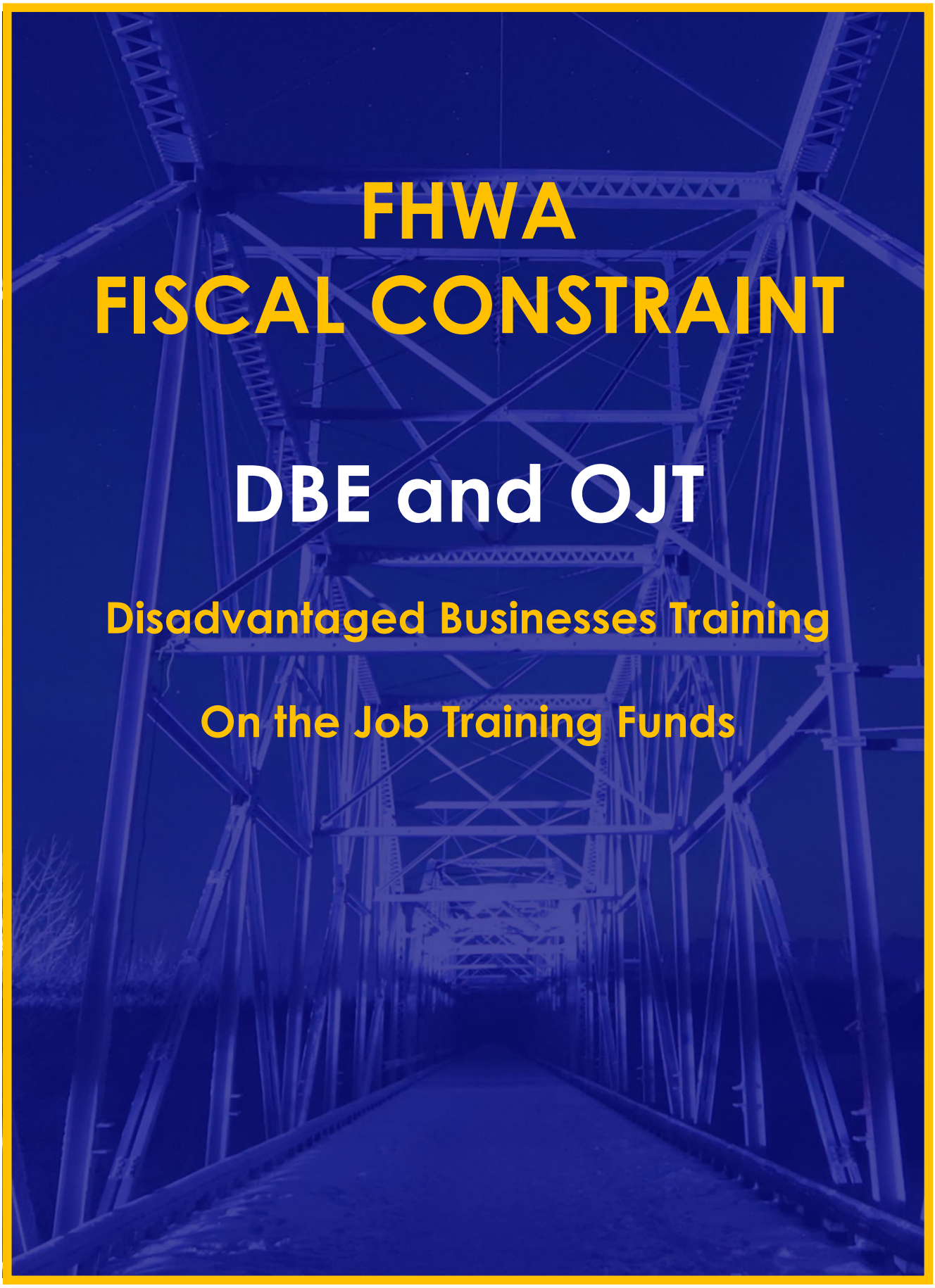
#	STIP ID	STIP ID Name	$ '24 CMAQ-F	$ '25 CMAQ-F	$ '26 CMAQ-F	$ '27 CMAQ-F	$ '24-'27 CMAQ-F
1	CMAQ-F to STBG	[LEDGER] CMAQ-F Transfer to STBG	$6,204,767	$5,834,855	$5,529,118	$7,661,349	$25,230,089
2	AMATS TIP	[LEDGER-TIP] Anchorage Metropolitan Area Transportation Solutions (AMATS) Transportation Improvement Program (TIP)	$2,262,089	$2,323,166	$2,385,891	$2,385,891	$9,357,037
3	34464	DOT&PF Fleet Conversion	$636,790	$8,548,500	$0	$0	$9,185,290
4	FAST TIP	[LEDGER-TIP] Fairbanks Area Surface Transportation (FAST) Transportation Improvement Program (TIP)	$1,793,276	$1,275,108	$2,232,258	$1,316,793	$6,617,435
5	34454	Off-System Alternative Fuel and Electric Vehicle Charging Infrastructure Program	$0	$727,760	$151,053	$0	$878,813
6	6457	Seismic Bridge Retrofit Program	$141,254	$0	$0	$0	$141,254
7	CMAQ Flex	Congestion Mitigation Air Quality (CMAQ) Flex	-$18,222,789	-$18,769,472	-$19,332,557	-$19,912,533	-$76,237,351
			SUM -$7,184,613	SUM -$60,083	SUM -$9,034,237	SUM -$8,548,500	SUM -$24,827,433

Fiscal Constraint: CMAQ-M

#	STIP ID	STIP ID Name	$ '24 CMAQ-M	$ '25 CMAQ-M	$ '26 CMAQ-M	$ '27 CMAQ-M	$ '24-'27 CMAQ-M
1	CMAQ-M to STBG	[LEDGER] CMAQ-M Transfer to STBG Flex	$7,213,895	$6,239,498	$7,325,134	$6,021,327	$26,799,854
2	34197	Data Modernization and Innovation	$4,341,369	$4,165,756	$3,429,569	$3,561,475	$15,498,170
3	34200	Transportation Workforce Development and Training	$973,385	$30,906	$0	$1,500,000	$2,504,291
4	26168	Air Quality Mobile Source Modeling	$181,940	$181,940	$181,940	$181,940	$727,760
5	PM 2.5	Projects To Reduce PM 2.5 Emissions Set-Aside	-$136,113	-$140,196	-$144,402	-$148,734	-$569,445
6	CMAQ Mandatory	Congestion Mitigation Air Quality (CMAQ) Mandatory	-$14,214,407	-$10,477,904	-$10,792,241	-$11,116,008	-$46,600,560
			SUM -$1,639,93	SUM $0	SUM $0	SUM $1	SUM -$1,639,931

Fiscal Constraint: CMAQ [LEDGER]

#	STIP ID	STIP ID Name	$ '24 CMAQ All	$ '25 CMAQ All	$ '27 CMAQ All	$ '26 CMAQ All	$ '24-'27 CMAQ All
1	CMAQ-M to STBG	[LEDGER] CMAQ-M Transfer to STBG Flex	$7,213,895	$6,239,498	$6,021,327	$7,325,134	$26,799,854
2	CMAQ-F to STBG	[LEDGER] CMAQ-F Transfer to STBG Flex	$6,204,767	$5,834,855	$7,661,349	$5,529,118	$25,230,089
3	PM 2.5	Projects To Reduce PM 2.5 Emissions Set-Aside	-$136,113	-$140,196	-$148,734	-$144,402	-$569,445
4	CMAQ Mandatory	Congestion Mitigation Air Quality (CMAQ) Mandatory	-$14,214,407	-$10,477,904	-$11,116,008	-$10,792,241	-$46,600,560
5	CMAQ Flex	Congestion Mitigation Air Quality (CMAQ) Flex	-$18,222,789	-$18,769,472	-$19,912,533	-$19,332,557	-$76,237,351
			SUM -$19,154,647	SUM -$17,313,219	SUM -$17,494,599	SUM -$17,414,948	SUM -$71,377,413


FHWA
FISCAL CONSTRAINT
DBE and OJT
Disadvantaged Businesses Training
On the Job Training Funds

Fiscal Constraint: DBE

#	STIP ID	STIP ID Name	$ '24 DBE	$ '25 DBE	$ '26 DBE	$ '27 DBE	$ '24-'27 DBE
1	31899	Disadvantaged Business and Civil Rights Disparity Compliance Study	$727,440	$0	$0	$0	$727,440
2	6458	Civil Rights Program	$136,113	$140,196	$144,402	$148,734	$569,445
3	DBE	Disadvantaged Businesses Training	-$863,553	-$140,196	-$144,402	-$148,734	-$1,296,885
			SUM $0	SUM $0	SUM $0	SUM $0	SUM $0

Fiscal Constraint: OJT

#	STIP ID	STIP ID Name	$ '24 OJT	$ '25 OJT	$ '26 OJT	$ '27 OJT	$ '24-'27 OJT
1	6458	Civil Rights Program	$136,113	$140,196	$144,402	$148,734	$569,445
2	OJT	On The Job Training	-$136,113	-$140,196	-$144,402	-$148,734	-$569,445
			SUM $0	SUM $0	SUM $0	SUM $0	SUM $0

FHWA FISCAL CONSTRAINT

Ferry Boat Funds

Surface Transportation Block Grant: Ferry Boat Formula Funds

Fiscal Constraint: FBF

#	STIP ID	STIP ID Name	$ '24 FBF	$ '25 FBF	$ '26 FBF	$ '27 FBF	$ '24-'27 FBF
1	30189	M/V Tustumena Replacement Vessel	$16,811,912	$23,196,600	$15,666,698	$0	$55,675,210
2	34205	[LEDGER] Ferry Boat Funds as Future Match using Toll Credits		$1,194,945		$18,584,163	$19,779,108
3	18358	Ferry Refurbishment		$3,000,000	$3,600,000	$4,000,000	$10,600,000
4	34229	Low No Emission Shuttle Ferry	$924,280		$9,000,000		$9,924,280
5	30729	Inter-Island Ferry Authority Ferry Refurbishments	$1,600,000	$2,130,912	$2,730,954	$3,334,631	$9,796,497
6	33974	Cascade Point Ferry Terminal Lease Payments			$4,000,000	$4,000,000	$8,000,000
7	34209	M/V Matanuska Safety Improvement Project	$7,493,618				$7,493,618
8	33978	M/V Tazlina Crew Quarters	$250,000	$4,750,000			$5,000,000
9	18359	Ferry Terminal Rehabilitation		$1,360,000	$1,360,000	$1,360,000	$4,080,000
10	34192	Yakutat Ferry Terminal Reconstruction	$464,614		$2,000	$3,477,977	$3,944,591
11	33967	Mooring System Rehabilitation	$495,385	$960,000	$960,000	$960,000	$3,375,385
12	33885	Pelican Ferry Terminal Reconstruction	$383,066	$2,000		$2,600,000	$2,985,066
13	34211	M/V Kennicott Emissions and Exhaust	$2,776,224				$2,776,224
14	34212	M/V Columbia Controllable Pitch Propeller	$2,746,545				$2,746,545
15	33976	M/V Mainliner Replacement Vessel	$2,147,904				$2,147,904
16	34313	State-owned Shipyard Repairs	$454,850	$468,496	$482,550	$497,027	$1,902,923
17	34193	Kake Ferry Terminal Rehabilitation	$128,488			$961,830	$1,090,318
18	6413	Fleet Condition Surveys		$320,000	$320,000	$320,000	$960,000

#	STIP ID	STIP ID Name	$ '24 FBF	$ '25 FBF	$ '26 FBF	$ '27 FBF	$ '24-'27 FBF
19	33883	Angoon AMHS Ferry Terminal Rehabilitation			$800,000		$800,000
20	5985	Shoreside Facilities Condition Surveys	$192,000	$192,000	$192,000	$192,000	$768,000
21	33972	South Tongass Ferry Terminal		$400,000	$0	$0	$400,000
22	FBF	Ferry Boat Funds (STBG)	-$36,868,886	-$37,974,953	-$39,114,202	-$40,287,628	-$154,245,669
			SUM -$0	SUM $0	SUM $0	SUM $0	SUM -$0


FHWA
FISCAL CONSTRAINT
HSIP
Highway Safety Improvement Program
SA-Highway Safety Improvement Funds
S154 – Safety Sanction Penalty Funds
S164 – Safety Sanction Penalty Funds
VRU-Vulnerable Road Users
Safe & Accessible Transportation Options: Metropolitan Planning
Safe & Accessible Transportation Options: Statewide Planning and Research

Fiscal Constraint: Highway Safety Improvement Program

#	STIP ID	STIP ID Name	$ '24 Safety All	$ '25 Safety All	$ '26 Safety All	$ '27 Safety All	$ '24-'27 Safety All
1	19217	Highway Safety Improvement Program	$70,737,319	$71,210,983	$73,342,350	$71,892,583	$287,183,235
2	34435	Sterling Highway Milepost 157-169 Reconstruction Anchor Point To Baycrest Hill [Stage 2]	$6,075,000	$0	$0	$0	$6,075,000
3	34436	Sterling Highway Milepost 157-169 Reconstruction Anchor Point To Baycrest Hill [Stage 3]	$0	$0	$0	$3,645,000	$3,645,000
4	S&A-Metro	Safe And Accessible Trans Options - Metro Planning	-$77,802	-$80,136	-$82,540	-$85,016	-$325,494
5	SPR-S&A	Safe And Accessible Trans Options - Statewide Planning and Research	-$325,898	-$330,786	-$335,748	-$340,784	-$1,333,216
6	VRU	Vulnerable Road User Safety Special Rule	-$6,103,626	-$6,286,735	-$6,475,337	-$6,669,597	-$25,535,295
7	S164	Section 164 Penalties - For HSIP Activities	-$14,023,540	-$14,444,247	-$14,877,574	-$15,323,901	-$58,669,262
8	S154	Section 154 Penalties - For HSIP Activities	-$14,023,540	-$14,444,247	-$14,877,574	-$15,323,901	-$58,669,262
9	SA	Highway Safety Improvement Program	-$42,257,913	-$35,624,832	-$36,693,577	-$37,794,384	-$152,370,706
			SUM $0	SUM $0	SUM $0	SUM $0	SUM $0

Fiscal Constraint: HSIP-SA

#	STIP ID	STIP ID Name	$ '24 SA	$ '25 SA	$ '26 SA	$ '27 SA	$ '24-'27 SA
1	19217	Highway Safety Improvement Program	$36,182,913	$35,624,832	$36,693,577	$34,149,384	$142,650,706
2	34435	Sterling Highway Milepost 157-169 Reconstruction Anchor Point To Baycrest Hill [Stage 2]	$6,075,000				$6,075,000
3	34436	Sterling Highway Milepost 157-169 Reconstruction Anchor Point To Baycrest Hill [Stage 3]				$3,645,000	$3,645,000
4	SA	Highway Safety Improvement Program	-$42,257,913	-$35,624,832	-$36,693,577	-$37,794,384	-$152,370,706
			SUM $0	SUM $0	SUM $0	SUM $0	SUM $0

Fiscal Constraint: HSIP-VRU

#	STIP ID	STIP ID Name	$ '24 VRU	$ '25 VRU	$ '26 VRU	$ '27 VRU	$ '24-'27 VRU
1	19217	Highway Safety Improvement Program	$6,103,626	$6,286,735	$6,475,337	$6,669,597	$25,535,295
2	VRU	Vulnerable Road User Safety Special Rule	-$6,103,626	-$6,286,735	-$6,475,337	-$6,669,597	-$25,535,295
			SUM $0	SUM $0	SUM $0	SUM $0	SUM $0

Fiscal Constraint: HSIP-S154

#	STIP ID	STIP ID Name	$ '24 S154	$ '25 S154	$ '26 S154	$ '27 S154	$ '24-'27 S154
1	19217	Highway Safety Improvement Program	$14,023,540	$14,444,247	$14,877,574	$15,323,901	$58,669,262
2	S154	Section 154 Penalties - For HSIP Activities	-$14,023,540	-$14,444,247	-$14,877,574	-$15,323,901	-$58,669,262
			SUM $0	SUM $0	SUM $0	SUM $0	SUM $0

Fiscal Constraint: HSIP-S164

#	STIP ID	STIP ID Name	$ '24 S164	$ '25 S164	$ '26 S164	$ '27 S164	$ '24-'27 S164
1	19217	Highway Safety Improvement Program	$14,023,540	$14,444,247	$14,877,574	$15,323,901	$58,669,262
2	S164	Section 164 Penalties - For HSIP Activities	-$14,023,540	-$14,444,247	-$14,877,574	-$15,323,901	-$58,669,262
			SUM $0	SUM $0	SUM $0	SUM $0	SUM $0

Fiscal Constraint: HSIP-S&A Metro

#	STIP ID	STIP ID Name	$ '24 S&A-Metro	$ '25 S&A-Metro	$ '26 S&A-Metro	$ '27 S&A-Metro	$ '24-'27 S&A-Metro
1	19217	Highway Safety Improvement Program	$77,802	$80,136	$82,540	$85,016	$325,494
2	S&A-Metro	Safe And Accessible Trans Options - Metro Planning	-$77,802	-$80,136	-$82,540	-$85,016	-$325,494
			SUM $0	SUM $0	SUM $0	SUM $0	SUM $0

Fiscal Constraint: HSIP-S&A SPR

#	STIP ID	STIP ID Name	$ '24 S&A-SPR	$ '25 S&A-SPR	$ '26 S&A-SPR	$ '27 S&A-SPR	$ '24-'27 S&A-SPR
1	19217	Highway Safety Improvement Program	$325,898	$330,786	$335,748	$340,784	$1,333,216
2	SPR-S&A	Safe And Accessible Trans Options - Statewide Planning and Research	-$325,898	-$330,786	-$335,748	-$340,784	-$1,333,216
			SUM $0	SUM $0	SUM $0	SUM $0	SUM $0

FHWA FISCAL CONSTRAINT

METRO

Metropolitan Planning Funds

Fiscal Constraint: Metro Plng

#	STIP ID	STIP ID Name	$ '24 URPL	$ '25 URPL	$ '26 URPL	$ '27 URPL	$ '24-'27 URPL
1	AWP [Ledger]	[LEDGER] Annual Work Program	$6,171,712	$3,125,614	$3,219,383	$3,315,964	$15,832,673
2	Metro - MVP	Metropolitan Planning Program (MVP)	-$433,598	-$446,606	-$460,004	-$473,804	-$1,814,012
3	Metro - FAST	Metropolitan Planning Program (FAST)	-$579,243	-$596,620	-$614,519	-$632,954	-$2,423,336
4	Metro - AMATS	Metropolitan Planning Program (AMATS)	-$5,158,871	-$2,082,388	-$2,144,860	-$2,209,206	-$11,595,325
			SUM $0	SUM $0	SUM $0	SUM $0	SUM $0


FHWA
FISCAL CONSTRAINT
NEVI
National Electric Vehicle Infrastructure

Fiscal Constraint: NEVI

#	STIP ID	STIP ID Name	$ '24 NEVI	$ '25 NEVI	$ '26 NEVI	$ '27 NEVI	$ '24-'27 NEVI
1	33865	National Electric Vehicle Infrastructure Program	$29,408,198	$11,499,200	$11,844,176	$12,199,501	$64,951,075
2	NEVI	National Electric Vehicle Infrastructure	-$29,408,198	-$11,499,200	-$11,844,176	-$12,199,501	-$64,951,075
			SUM $0	SUM $0	SUM $0	SUM $0	SUM $0


FHWA
FISCAL CONSTRAINT
NHFP
National Highway Freight Program

Fiscal Constraint: NHFP

#	STIP ID	STIP ID Name	$ '24 NHFP	$ '25 NHFP	$ '26 NHFP	$ '27 NHFP	$ '24-'27 NHFP
1	NHFP to STBG Flex	[LEDGER] NHFP Transfer to STBG Flex	$8,865,007	$9,130,957	$9,404,886	$9,687,033	$37,087,883
2	34449	State Rail Plan	$1,000,670	$0	$0	$0	$1,000,670
3	34450	Truck Parking Study	$318,395	$0	$0	$0	$318,395
4	NHFP	National Highway Freight Program	-$17,730,014	-$18,261,914	-$18,809,772	-$19,374,065	-$74,175,765
			SUM -$7,545,942	SUM -$9,130,957	SUM -$9,404,886	SUM -$9,687,032	SUM -$35,768,817

FISCAL CONSTRAINT

NHPP

National Highway Performance Program

Fiscal Constraint: NHPP

#	STIP ID	STIP ID Name	$ '24 NHPP	$ '25 NHPP	$ '26 NHPP	$ '27 NHPP	$ '24-'27 NHPP
1	34302	Pavement and Bridge Preservation Program	$53,445,513	$57,454,109	$61,716,793	$70,758,479	$243,374,894
2	33242	Sterling Highway Milepost 45-60 [Stage 2]	$31,700,938		$23,922,673	$32,473,241	$88,096,852
3	34462	Sterling Highway Milepost 82.5-94 Safety Corridor Improvements [Stage 1]	$0	$64,913,000		$0	$64,913,000
4	22335	Parks Highway Milepost 315-325 Reconstruction [Parent and Final Construction]	$0	$0	$51,370,000	$0	$51,370,000
5	2503	Wasilla to Fishhook Main Street Rehabilitation	$0	$50,033,500	$0	$0	$50,033,500
6	33824	Alaska Highway Milepost 1380 Johnson River Bridge Replacement [Parent and Final Construction]	$0	$0	$49,761,154	$0	$49,761,154
7	2670	Sterling HIghway Milepost 157-169 Reconstruction Anchor Point To Baycrest Hill [Parent and Final Construction}	$4,903,283	$0	$0	$40,845,530	$45,748,813
8	34441	Parks Highway Milepost 315-325 Reconstruction [Stage 2]	$0	$43,898,000	$0	$0	$43,898,000
9	30549	Kenai Spur Highway Rehabilitation [Stage 2]	$43,847,540	$0	$0	$0	$43,847,540
10	2673	Sterling Highway Milepost 45-60 [Parent and Final Construction]	$39,844,860	$0	$0	$0	$39,844,860
11	24596	Knik Goose Bay Road Reconstruction: Fairview Loop to Settler's Bay [Parent and Final Construction]	$2,547,160	$0	$36,388,000	$0	$38,935,160
12	22299	Alaska Highway Milepost 1235-1268 Rehabilitation [Parent and Final Construction]	$37,037,200	$0	$0	$0	$37,037,200
13	2119	Richardson Highway Milepost 148-173 Reconstruction [Parent and Final Construction]	$0	$36,388,000	$0	$0	$36,388,000

#	STIP ID	STIP ID Name	$ '24 NHPP	$ '25 NHPP	$ '26 NHPP	$ '27 NHPP	$ '24-'27 NHPP
14	30270	Dalton Highway Milepost 109-144 Reconstruction and Douglas Creek Bridge Replacement [Stage 1]	$0	$36,388,000	$0	$0	$36,388,000
15	31330	Glenn Highway: Parks Highway to South Inner Springer Loop (Cienna Avenue)	$0	$0	$0	$30,216,710	$30,216,710
16	32319	Sterling Highway Milepost 45-60 [Stage 3]	$0	$0	$0	$30,000,000	$30,000,000
17	34172	Parks Highway Milepost 52-57 Big Lake to Houston Reconstruction	$2,850,835	$0	$26,218,335	$0	$29,069,170
18	34317	[LEDGER] Alaska Highway Yukon Territory Permafrost Repairs	$0	$2,842,813	$0	$25,585,313	$28,428,125
19	30281	Dalton Highway Milepost 305-335 Reconstruction and Dan Creek Bridge Replacement [Stage 1]	$0	$0	$0	$27,291,000	$27,291,000
20	34431	Klondike Highway Rehabilitation: Skagway River Bridge to Canadian Border [Stage 2]	$0	$0	$0	$27,121,689	$27,121,689
21	34460	Seward Highway and Sterling Highway Intersection Improvements [Stage 1]	$0	$0	$0	$23,536,800	$23,536,800
22	31270	Parks Highway Milepost 57-70 Rehabilitation			$22,833,470		$22,833,470
23	34197	Data Modernization and Innovation	$3,800,000	$6,900,000	$4,600,000	$7,400,000	$22,700,000
24	2152	Haines Highway Milepost 3-25 and Chilkat Bridge Reconstruction [Parent and Final Construction]	$21,579,990	$0	$0	$0	$21,579,990
25	24337	State Street Pavement Rehabilitation	$21,568,524	$0	$0	$0	$21,568,524
26	34434	Sterling Highway Milepost 157-169 Reconstruction Anchor Point To Baycrest Hill [Stage 1]	$20,182,862	$0	$0	$0	$20,182,862
27	34430	Klondike Highway Rehabilitation: Skagway River Bridge to Canadian Border [Stage 1]	$0	$0	$20,100,372	$0	$20,100,372

#	STIP ID	STIP ID Name	$ '24 NHPP	$ '25 NHPP	$ '26 NHPP	$ '27 NHPP	$ '24-'27 NHPP
28	34447	Alaska Highway Milepost 1393 Gerstle River Bridge Replacement [Stage 1]	$0	$0	$0	$19,768,418	$19,768,418
29	33247	Seward Highway Milepost 14 Railroad Crossing Reconstruction [Parent and Final Stage]	$0	$18,330,455	$0	$0	$18,330,455
30	23455	South Tongass Highway Saxman to Surf Street Reconstruction	$318,395	$0	$16,556,540	$0	$16,874,935
31	33965	Rock Slope Stabilization Program	$4,164,252	$4,000,000	$3,866,225	$3,866,225	$15,896,702
32	19217	Highway Safety Improvement Program	$15,370,397	$0	$0	$0	$15,370,397
33	34126	Alaska Highway Milepost 1348 Robertson River Bridge Replacement	$0	$0	$0	$14,306,162	$14,306,162
34	31841	Glenn Highway Arctic Avenue to Palmer-Fishhook Road Safety and Capacity Improvements [SOGR 2018]	$1,247,334	$1,961,400	$0	$10,274,000	$13,482,734
35	29914	Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement [SOGR 2018] [Parent and Final Construction]	$2,521,800	$1,744,712	$8,686,200		$12,952,712
36	27766	South Tongass Highway Improvements	$12,447,178		$0	$0	$12,447,178
37	34442	Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement [SOGR 2018] [Stage 1]	$11,301,400	$0		$0	$11,301,400
38	11439	Anton Anderson Memorial (Whittier) Tunnel Maintenance	$2,621,440	$2,700,083	$2,781,086	$2,864,518	$10,967,127
39	34445	Alaska Highway Milepost 1380 Johnson River Bridge Replacement [Stage 1]	$0	$10,522,227	$0	$0	$10,522,227

#	STIP ID	STIP ID Name	$ '24 NHPP	$ '25 NHPP	$ '26 NHPP	$ '27 NHPP	$ '24-'27 NHPP
40	32020	Tok Cutoff Highway Milepost 0-8 Resurfacing [SOGR 2018]	$0	$0	$8,396,660	$0	$8,396,660
41	2620	Seward Highway Milepost 25.5-37 Rehabilitation	$8,187,300	$0	$0	$0	$8,187,300
42	10765	Egan Yandukin Intersection Improvements	$909,700	$11,371	$6,845,493	$0	$7,766,564
43	34444	Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement [SOGR 2018] [Stage 3]		$7,752,200		$0	$7,752,200
44	34198	Light up the Highways	$1,534,200	$0	$0	$4,548,500	$6,082,700
45	34458	South Tongass Highway and Water Street Viaduct Improvements [Stage 2]	$0	$0	$0	$5,793,040	$5,793,040
46	31310	Klondike Highway Rehabilitation: Skagway River Bridge to Canadian Border [Parent and Final Construction]	$0	$5,540,073	$0	$0	$5,540,073
47	30834	Gravina Refurbish Existing Ferry Berth	$5,094,320	$0	$0	$0	$5,094,320
48	12579	Bridge Scour Monitoring and Retrofit Program	$0	$1,673,716	$1,636,440	$1,636,440	$4,946,596
49	31719	South Tongass Highway and Water Street Viaduct Improvements [Parent and Final Construction]	$0	$0	$4,548,500	$0	$4,548,500
50	30189	M/V Tustumena Replacement Vessel	$0	$310,184	$4,214,607	$0	$4,524,791
51	34200	Transportation Workforce Development and Training	$0	$1,000,000	$902,559	$2,400,000	$4,302,559
52	32024	Franklin Street and Thane Road Reconstruction [SOGR 2018]	$0	$454,850	$3,183,950	$0	$3,638,800
53	34457	South Tongass Highway and Water Street Viaduct Improvements [Stage 1]	$0	$0	$3,638,800	$0	$3,638,800

#	STIP ID	STIP ID Name	$ '24 NHPP	$ '25 NHPP	$ '26 NHPP	$ '27 NHPP	$ '24-'27 NHPP
54	34443	Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement [SOGR 2018] [Stage 2]	$3,409,100	$0	$0	$0	$3,409,100
55	34304	Parks Highway Milepost 303-306 Rehabilitation	$233,500	$18,680	$3,082,200	$0	$3,334,380
56	30830	Revilla New Ferry Berth and Upland Improvements	$3,092,980	$0	$0	$0	$3,092,980
57	6447	Bridge and Tunnel Inventory, Inspection, Monitoring, Preservation, Rehabilitation, and Replacement Program	$0	$0	$1,364,550	$1,364,550	$2,729,100
58	29709	Auke Bay Ferry Terminal East Berth Mooring Rehabilitation	$0	$2,200,000	$0	$0	$2,200,000
59	13239	Culvert Repair and Replacement	$545,820	$545,820	$545,820	$545,820	$2,183,280
60	33720	Richardson Highway Milepost 275-295 Rehabilitation	$0	$1,401,000	$0	$0	$1,401,000
61	32300	Sterling Highway Milepost 45-60 [Stage 1]	$0	$0	$1,365,000	$0	$1,365,000
62	33741	Seward Highway and Sterling Highway Intersection Improvements SOGR 2018 [Parent and Final Construction]		$373,600	$934,000	$0	$1,307,600
63	30831	Revilla Refurbish Existing Ferry Berth	$1,273,580	$0	$0	$0	$1,273,580
64	33420	Richardson Highway Milepost 214-218 Reconstruction	$0	$0	$1,137,125	$0	$1,137,125
65	34467	Glenn Highway Milepost 53-56 Reconstruction and Moose Creek Bridge Replacement	$1,101,500	$0	$0	$0	$1,101,500
66	6450	US Geological Survey Flood Frequency and Analysis	$0	$332,021	$341,982	$352,241	$1,026,243
67	6454	Bridge Management System	$247,962	$247,962	$247,962	$247,962	$991,848

#	STIP ID	STIP ID Name	$ '24 NHPP	$ '25 NHPP	$ '26 NHPP	$ '27 NHPP	$ '24-'27 NHPP
68	32022	Tok Cutoff Highway Milepost 76-91 Rehabilitation [SOGR 2018]	$0	$0	$840,600	$0	$840,600
69	6457	Seismic Bridge Retrofit Program	$200,000	$200,000	$200,000	$200,000	$800,000
70	32018	Glenn Highway Milepost 158-172 Rehabilitation [SOGR 2018]	$0	$653,800	$0	$0	$653,800
71	29913	Sterling Highway Milepost 82.5-94 Safety Corridor Improvements [Parent and Final Construction]	$373,600	$0	$0	$0	$373,600
72	6455	Small Hydrologic Investigations	$90,970	$90,970	$90,970	$90,970	$363,880
73	33601	Elliott Highway Milepost 63-73 Rehabilitation	$0	$363,880	$0	$0	$363,880
74	31098	Ketchikan Ferry Terminal Improvements Stage II	$229,431	$0	$0	$0	$229,431
75	33600	Elliott Highway Milepost 12-18 Rehabilitation	$0	$227,425	$0	$0	$227,425
76	NHPP Exempt	National Highway Performance Program - Exempt	-$16,564,449	-$7,915,622	-$8,153,091	-$8,397,683	-$41,030,845
77	NHPP	National Highway Performance Program	-$343,260,415	-$353,558,228	-$364,164,975	-$375,089,924	-$1,436,073,542
			SUM $0	SUM $0	SUM -$0	SUM $0	SUM $1


FHWA
FISCAL CONSTRAINT
PROTECT
Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT)

Fiscal Constraint: PROTECT

#	STIP ID	STIP ID Name	$ '24 PROTECT	$ '25 PROTECT	$ '26 PROTECT	$ '27 PROTECT	$ '24-'27 PROTECT
1	PRTC to STBG Flex	[LEDGER] Transferability of PRTC to STBG Flex	$11,321,333	$9,585,727	$9,873,299	$10,169,498	$40,949,857
2	34427	Kachemak Bay Drive Milepost 0-3.5 Reconstruction	$480,000	$240,000	$4,600,000		$5,320,000
3	33860	PROTECT Program	$407,284				$407,284
4	PRTC Plng	PROTECT Program Planning	-$372,261	-$383,429	-$394,932	-$406,780	-$1,557,402
5	PRTC	PROTECT Program	-$22,270,405	-$18,788,026	-$19,351,667	-$19,932,217	-$80,342,315
			SUM -$10,434,049	SUM -$9,345,728	SUM -$5,273,300	SUM -$10,169,499	SUM -$35,222,576

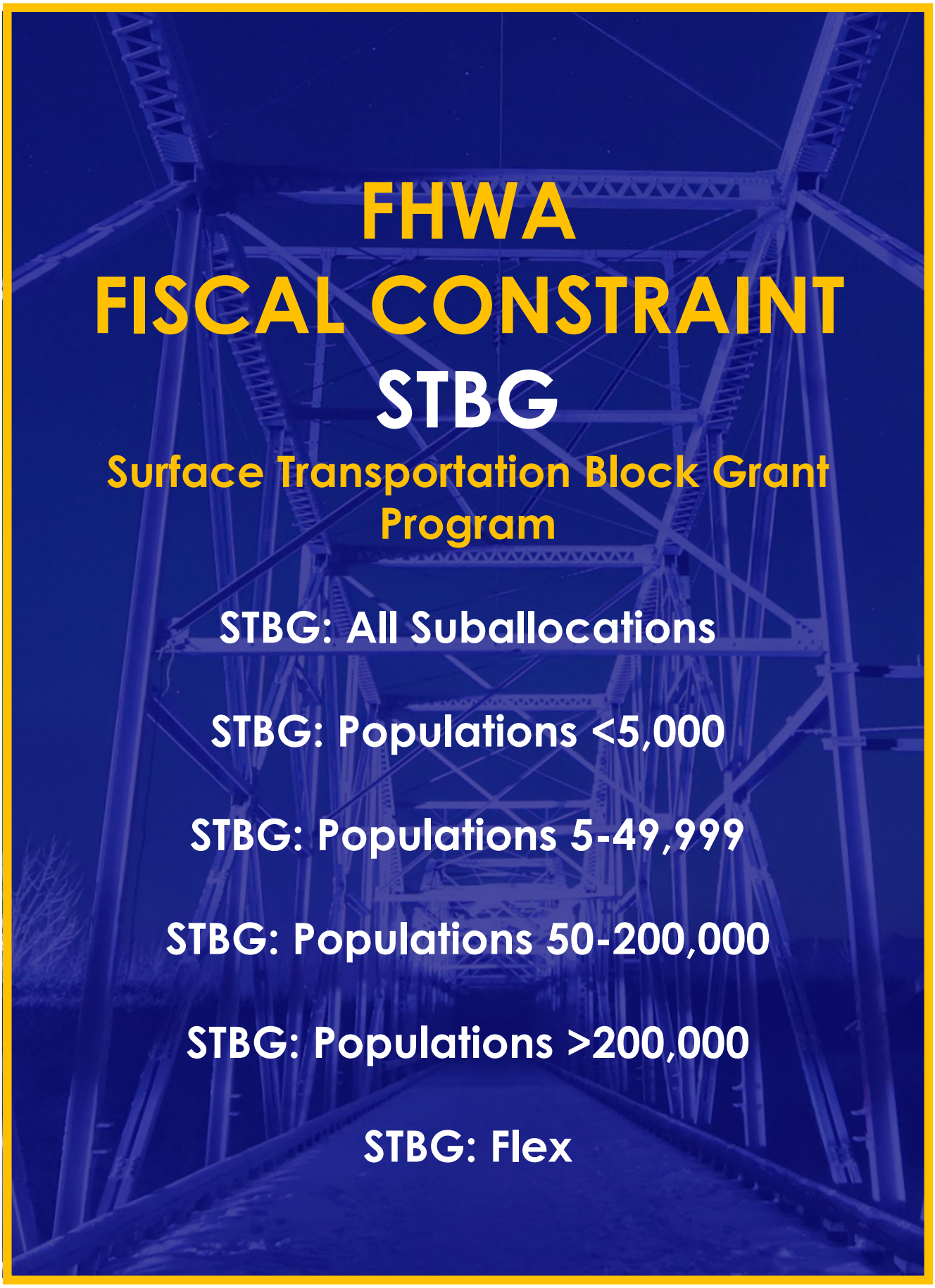
FHWA FISCAL CONSTRAINT

RAIL

Rail-Highway Crossings Program

Fiscal Constraint: RAIL

#	STIP ID	STIP ID Name	$ '24 RAIL	$ '25 RAIL	$ '26 RAIL	$ '27 RAIL	$ '24-'27 RAIL
1	19217	Highway Safety Improvement Program	$3,206,619	$1,261,750	$1,299,603	$1,338,591	$7,106,563
2	RAIL	Railway-Highway Crossings Program	-$3,206,619	-$1,261,750	-$1,299,603	-$1,338,591	-$7,106,563
			SUM $0	SUM $0	SUM $0	SUM $0	SUM $0


FHWA
FISCAL CONSTRAINT
STBG
Surface Transportation Block Grant Program
STBG: All Suballocations
STBG: Populations <5,000
STBG: Populations 5-49,999
STBG: Populations 50-200,000
STBG: Populations >200,000
STBG: Flex

Fiscal Constraint: STBG All

#	STIP ID	STIP ID Name	$ '24 STBG All	$ '25 STBG All	$ '26 STBG All	$ '27 STBG All	$ '24-'27 STBG All
1	34302	Pavement and Bridge Preservation Program	$77,680,542	$42,961,345	$50,815,010	$51,726,040	$223,182,937
2	AMATS TIP	[LEDGER-TIP] Anchorage Metropolitan Area Transportation Solutions (AMATS) Transportation Improvement Program (TIP)	$47,713,651	$34,629,233	$35,668,110	$36,738,154	$154,749,148
3	FAST TIP	[LEDGER-TIP] Fairbanks Area Surface Transportation (FAST) Transportation Improvement Program (TIP)	$9,630,324	$9,398,952	$9,921,400	$10,070,221	$39,020,897
4	34206	West Susitna Access Road [Parent and Final Construction]	$3,638,800	$3,729,770	$90,970	$18,118,243	$25,577,783
5	32478	ADA Implementation and Compliance	$5,458,200	$5,621,946	$5,790,604	$5,964,323	$22,835,073
6	32638	Chiniak Highway Milepost 15-31 Rehabilitation [Stage 2]	$0	$0	$0	$16,556,540	$16,556,540
7	33962	Ice Roads and Seasonal Roads Maintenance Program	$4,762,994	$3,747,964	$3,860,403	$3,976,215	$16,347,576
8	MVP TIP	[LEDGER-TIP] MatSu Valley Planning for Transportation (MVP) Transportation Improvement Program (TIP)	$0	$0	$7,943,279	$8,330,398	$16,273,677
9	34433	Fairview Loop Road Rehabilitation and Pathway [Stage 1]	$0	$15,737,810	$0	$0	$15,737,810
10	33921	Fairview Loop Road Rehabilitation and Pathway [Parent and Final Construction]	$1,000,670	$0	$14,555,200	$0	$15,555,870
11	33399	Rezanoff Drive Resurfacing: West Marine Way to Airport [SOGR 2022]	$787,500	$0	$13,005,000	$0	$13,792,500
12	34461	West Susitna Access Road [Stage 1]	$0	$13,574,734	$0	$0	$13,574,734

#	STIP ID	STIP ID Name	$ '24 STBG All	$ '25 STBG All	$ '26 STBG All	$ '27 STBG All	$ '24-'27 STBG All
13	26085	Seppala Drive Rehabilitation and Realignment	$13,463,560	$0	$0	$0	$13,463,560
14	26156	Center Creek Road Rehabilitation	$545,820	$11,325,765	$0	$0	$11,871,585
15	32298	Knik Goose Bay Road Reconstruction: Fairview Loop to Settler's Bay [Stage 1]	$5,639,318	$5,160,587	$0	$0	$10,799,905
16	34197	Data Modernization and Innovation	$7,200,000	$300,000	$3,000,000	$0	$10,500,000
17	32722	Hermon Road Upgrade and Extension [CTP Award 2019]	$0	$2,547,160	$0	$7,732,450	$10,279,610
18	34200	Transportation Workforce Development and Training	$2,950,000	$2,000,000	$4,234,258	$853,419	$10,037,677
19	34349	Captain's Bay Road [CTP Award 2023]	$0	$228,000	$186,200	$9,583,600	$9,997,800
20	32724	Seldon Road Extension Phase II: Windy Bottom/Beverly Lakes Road - Pittman [CTP Award 2019]	$454,850	$0	$8,301,013	$0	$8,755,863
21	32359	Ruby Slough Road Rehabilitation [CTP Award 2019]	$272,910	$8,187,300	$0	$0	$8,460,210
22	33241	Cape Blossom Road [Stage 2]	$8,203,931	$0	$0	$0	$8,203,931
23	23675	Barge Landing Access Road and Boardwalk Improvements	$0	$8,150,166	$0	$0	$8,150,166
24	34342	Bogard Road Reconstruction: North Earl Drive to North Engstrom Road [Parent] [CTP Award 2023]	$2,274,250	$727,760	$0	$4,912,380	$7,914,390
25	28349	Front Street Resurfacing: Greg Kruschek Avenue to Bering Street [CTP Award 2019]	$0	$363,880	$7,368,570	$0	$7,732,450

#	STIP ID	STIP ID Name	$ '24 STBG All	$ '25 STBG All	$ '26 STBG All	$ '27 STBG All	$ '24-'27 STBG All
26	34243	Seldon Road Reconstruction: Wasilla-Fishhook Road to Snowgoose Drive [Parent] [CTP Award 2023]	$2,871,000	$1,230,750	$0	$3,600,000	$7,701,750
27	33248	Shishmaref Sanitation Road Erosion Control	$7,690,188	$0	$0	$0	$7,690,188
28	18924	Big Lake Road Rehabilitation [SOGR 2022]	$1,555,587	$0	$5,617,398	$0	$7,172,985
29	26076	Aurora Drive-Noyes Slough Bridge Replacement	$7,117,990	$0	$0	$0	$7,117,990
30	34232	Akutan Harbor Access Road [CTP Award 2023]	$469,920	$379,852	$0	$5,928,824	$6,778,596
31	2436	Otmeloi Way Reconstruction [CTP Award 2019]	$396,270	$6,069,000	$0	$0	$6,465,270
32	32721	Hemmer Road Upgrade and Extension [CTP Award 2019]	$1,364,550	$818,730	$0	$4,252,848	$6,436,128
33	34234	Vintage Boulevard and Clinton Drive Reconstruction [CTP Award 2023]	$0	$900,000	$406,875	$5,092,500	$6,399,375
34	28890	Sayles and Gorge Street Viaduct Improvements	$6,394,108	$0	$0	$0	$6,394,108
35	29877	Chiniak Highway Milepost 15-31 Rehabilitation [Parent and Final Construction]	$483,939	$1,546,490	$3,183,950	$1,091,640	$6,306,019
36	32728	Akakeek, Ptarmigan, and DeLapp Reconstruction [CTP Award 2019]	$181,940	$0	$6,004,020	$0	$6,185,960
37	32378	Second Street Reconstruction [CTP Award 2019]	$54,582	$363,880	$0	$5,458,200	$5,876,662
38	34174	Rural Ports and Barge Landings Program [Parent]	$181,940	$1,819,400	$1,873,982	$1,930,201	$5,805,523

#	STIP ID	STIP ID Name	$ '24 STBG All	$ '25 STBG All	$ '26 STBG All	$ '27 STBG All	$ '24-'27 STBG All
39	32723	Redoubt Avenue and Smith Way Rehabilitation [CTP Award 2019]	$314,756	$363,880	$5,085,223	$0	$5,763,859
40	26057	Port Road Reconstruction	$227,425	$0	$4,093,650	$0	$4,321,075
41	21114	South Tongass Highway Deermount to Saxman Reconstruction	$3,875,555	$136,455	$0	$218,328	$4,230,338
42	31847	Chief Eddie Hoffman Highway Reconstruction	$1,819,400	$1,819,400	$0	$0	$3,638,800
43	18634	Cape Blossom Road [Stage 1]	$0	$3,559,208	$0	$0	$3,559,208
44	34318	Kalifornsky Beach Road Drainage Improvements	$454,850	$2,729,100	$0	$0	$3,183,950
45	34456	Avalanche Mitigation Program	$454,850	$0	$2,729,100	$0	$3,183,950
46	33043	Harbor Way Pedestrian Improvements and Pitt Island Cemetery Walkway [TAP Award 2019]	$2,950,453	$0	$0	$0	$2,950,453
47	34448	Whitshed Road and Pedestrian Improvements [Stage 1]	$0	$0	$0	$2,729,100	$2,729,100
48	33965	Rock Slope Stabilization Program	$474,548	$548,500	$682,275	$682,275	$2,387,598
49	31596	Winter Trail Marking	$545,820	$562,195	$579,060	$596,432	$2,283,507
50	34259	Rural Community Connections Program	$2,274,250	$0	$0	$0	$2,274,250
51	32726	Trunk Road (Nelson Road) Rehabilitation and Bridge Replacement [CTP Award 2019]	$0	$0	$2,093,650	$0	$2,093,650
52	30729	Inter-Island Ferry Authority Ferry Refurbishments	$2,000,579	$0	$0	$0	$2,000,579

#	STIP ID	STIP ID Name	$ '24 STBG All	$ '25 STBG All	$ '26 STBG All	$ '27 STBG All	$ '24-'27 STBG All
53	27049	Whitshed Road and Pedestrian Improvements [Parent and Final Construction]	$1,955,855	$0	$0	$0	$1,955,855
54	34104	Wales to Tin City Road Reconstruction [CTP Award 2023]	$0	$1,848,000	$0	$0	$1,848,000
55	34204	Wales Community Roads Improvement [CTP Award 2023]	$0	$1,848,000	$0	$0	$1,848,000
56	29675	Cultural Resource Management	$395,720	$407,591	$419,819	$432,413	$1,655,543
57	33973	Arctic Strategic Transportation and Resources (ASTAR) PEL Triangle Community Road Corridor	$1,605,621	$0	$0	$0	$1,605,621
58	34190	Waterways Program	$1,491,372	$0	$0	$0	$1,491,372
59	13239	Culvert Repair and Replacement	$363,880	$363,880	$363,880	$363,880	$1,455,520
60	34427	Kachemak Bay Drive Milepost 0-3.5 Reconstruction	$120,000	$60,000	$1,150,000	$0	$1,330,000
61	6454	Bridge Management System	$0	$909,700	$0	$0	$909,700
62	34257	Housing Roads Program	$727,760	$0	$0	$0	$727,760
63	34405	Complete Streets Statewide Planning	$682,275	$0	$0	$0	$682,275
64	34426	Homer All-ages and Abilities Pedestiran Pathway (HAPP) [TAP Award 2023]	$0	$0	$0	$448,550	$448,550
65	12979	Highway Fuel Tax Evasion	$100,000	$100,000	$100,000	$100,000	$400,000
66	33599	Chena Hot Springs Road Milepost 6-13 Rehabilitation [SOGR 2022]	$0	$363,880	$0	$0	$363,880
67	6450	US Geological Survey Flood Frequency and Analysis	$322,350	$0	$0	$0	$322,350

#	STIP ID	STIP ID Name	$ '24 STBG All	$ '25 STBG All	$ '26 STBG All	$ '27 STBG All	$ '24-'27 STBG All
68	32020	Tok Cutoff Highway Milepost 0-8 Resurfacing [SOGR 2018]	$233,500	$0	$0	$0	$233,500
69	33178	Trout Creek Culvert Replacement and Aquatic Organism Passage Improvements	$105,521	$0	$0	$0	$105,521
70	34245	Portage Curve Multi-Modal and Trail of Blue Ice Connector [TAP Award 2023]	$0	$72,500	$0	$0	$72,500
71	34428	Craig to Klawock Bike and Pedestrian Path: Stage 1 [TAP Award 2023]	$0	$0	$0	$22,088	$22,088
72	6234	Palmer-Fishhook Separated Pathway: Trunk Road to Edgerton Parks Road [TAP Award 2023]	$12,092	$0	$0	$0	$12,092
73	TAP to STBG Xfer 50-200	[LEDGER] TAP 50-200 Transfer to STBG 50-200	-$272,910	$0	$0	$0	-$272,910
74	TAP to STBG Xfer 5-50	[LEDGER] TAP 5-50 Transfer to STBG 5-50	-$1,748	-$406,526	-$202,658	-$34,549	-$645,481
75	CRP to STBG 50-200	[LEDGER] CRP 50-200 Transfer to STBG 50-200	-$1,444,123	-$813,951	$0	$0	-$2,258,074
76	TAP to STBG <5k	[LEDGER] TAP <5kTransfer to STBG <5k	-$2,969,205	-$567,341	$0	$0	-$3,536,546
77	CRP to STBG 5-50	[LEDGER] CRP 5-50 Transfer to STBG 5-50	-$3,820,179	-$1,109,758	-$197,418	-$1,338,815	-$6,466,170
78	TAP to STBG Flex	[LEDGER] TAP Flex Transfer to STBG Flex	-$11,596,201	-$1,347,047	$0	-$543,001	-$13,486,249

#	STIP ID	STIP ID Name	$ '24 STBG All	$ '25 STBG All	$ '26 STBG All	$ '27 STBG All	$ '24-'27 STBG All
79	CRP to STBG<5k	[LEDGER] CRP<5k Transfer to STBG <5k	-$10,138,838	-$3,942,404	-$3,608,645	-$4,182,496	-$21,872,383
80	CMAQ-F to STBG	[LEDGER] CMAQ-F Transfer to STBG Flex	-$6,204,767	-$5,834,855	-$5,529,118	-$7,661,349	-$25,230,089
81	CMAQ-M to STBG	[LEDGER] CMAQ-M Transfer to STBG Flex	-$7,213,895	-$6,239,498	-$7,325,134	-$6,021,327	-$26,799,854
82	NHFP to STBG Flex	[LEDGER] NHFP Transfer to STBG Flex	-$8,865,007	-$9,130,957	-$9,404,886	-$9,687,033	-$37,087,883
83	PRTC to STBG Flex	[LEDGER] PRTC Transfer to STBG Flex	-$11,321,333	-$9,585,727	-$9,873,299	-$10,169,498	-$40,949,857
84	STBG 5-50	Surface Transportation Block Grant: Population 5-49,999K	-$12,894,682	-$13,281,522	-$13,679,968	-$14,090,367	-$53,946,539
85	STBG 50-200	Surface Transportation Block Grant: Population 50-200K	-$16,839,173	-$17,344,348	-$17,864,679	-$18,400,619	-$70,448,819
86	STBG <5	Surface Transportation Block Grant: Population <5K	-$35,595,635	-$36,663,504	-$37,763,410	-$38,896,312	-$148,918,861
87	STBG >200k	Surface Transportation Block Grant: Population >200K	-$47,713,651	-$34,629,233	-$35,668,110	-$36,738,154	-$154,749,148
88	STBG Flex	Surface Transportation Block Grant FLEX	-$67,056,418	-$56,316,092	-$58,005,574	-$59,745,742	-$241,123,826
			SUM $0	SUM $0	SUM $0	SUM $0	SUM $0

Fiscal Constraint: STBG <5

#	STIP ID	STIP ID Name	$ '24 STBG <5k	$ '25 STBG <5k	$ '26 STBG <5k	$ '27 STBG <5k	$ '24-'27 STBG <5K
1	32638	Chiniak Highway Milepost 15-31 Rehabilitation [Stage 2]				$16,556,540	$16,556,540
2	33962	Ice Roads and Seasonal Roads Maintenance Program	$4,762,994	$3,747,964	$3,860,403	$3,976,215	$16,347,576
3	26085	Seppala Drive Rehabilitation and Realignment	$13,463,560	$0	$0		$13,463,560
4	34302	Pavement and Bridge Preservation Program	$2,393,859	$140,549	$10,550,047	$149,108	$13,233,563
5	26156	Center Creek Road Rehabilitation	$545,820	$11,325,765	$0		$11,871,585
6	34349	Captain's Bay Road [CTP Award 2023]		$228,000	$186,200	$9,583,600	$9,997,800
7	32359	Ruby Slough Road Rehabilitation [CTP Award 2019]	$272,910	$8,187,300	$0		$8,460,210
8	33241	Cape Blossom Road [Stage 2]	$8,203,931	$0	$0		$8,203,931
9	23675	Barge Landing Access Road and Boardwalk Improvements		$8,150,166			$8,150,166
10	28349	Front Street Resurfacing: Greg Kruschek Avenue to Bering Street [CTP Award 2019]		$363,880	$7,368,570		$7,732,450
11	33248	Shishmaref Sanitation Road Erosion Control	$7,690,188	$0	$0		$7,690,188
12	34206	West Susitna Access Road [Parent and Final Construction]	$3,638,800	$0	$90,970	$2,937,973	$6,667,743
13	29877	Chiniak Highway Milepost 15-31 Rehabilitation [Parent and Final Construction]	$483,939	$1,546,490	$3,183,950	$1,091,640	$6,306,019
14	32378	Second Street Reconstruction [CTP Award 2019]	$54,582	$363,880	$0	$5,458,200	$5,876,662
15	32723	Redoubt Avenue and Smith Way Rehabilitation [CTP Award 2019]	$314,756	$363,880	$5,085,223		$5,763,859
16	34200	Transportation Workforce Development and Training	$278,247	$1,591,694	$3,000,000		$4,869,941

#	STIP ID	STIP ID Name	$ '24 STBG <5k	$ '25 STBG <5k	$ '26 STBG <5k	$ '27 STBG <5k	$ '24-'27 STBG <5K
17	26057	Port Road Reconstruction	$227,425	$0	$4,093,650		$4,321,075
18	18634	Cape Blossom Road [Stage 1]		$3,559,208			$3,559,208
19	34448	Whitshed Road and Pedestrian Improvements [Stage 1]		$0	$0	$2,729,100	$2,729,100
20	34174	Rural Ports and Barge Landings Program [Parent]	$181,940	$662,426	$1,873,982		$2,718,348
21	31596	Winter Trail Marking	$545,820	$562,195	$579,060	$596,432	$2,283,507
22	27049	Whitshed Road and Pedestrian Improvements [Parent and Final Construction]	$1,955,855	$0	$0		$1,955,855
23	34197	Data Modernization and Innovation	$0		$1,500,000		$1,500,000
24	34190	Waterways Program	$1,491,372				$1,491,372
25	34259	Rural Community Connections Program	$1,000,000	$0	$0		$1,000,000
26	34232	Akutan Harbor Access Road [CTP Award 2023]	$469,920	$379,852			$849,772
27	34257	Housing Roads Program	$727,760				$727,760
28	TAP to STBG <5k	[LEDGER] TAP<5kTransfer to STBG <5k	-$2,969,205	-$567,341			-$3,536,546
29	CRP to STBG<5k	[LEDGER] CRP<5k Transfer to STBG <5k	-$10,138,838	-$3,942,404	-$3,608,645	-$4,182,496	-$21,872,383
30	STBG <5	Surface Transportation Block Grant: Population <5K	-$35,595,635	-$36,663,504	-$37,763,410	-$38,896,312	-$148,918,861
			SUM $0	SUM $0	SUM $0	SUM $0	SUM $0

Fiscal Constraint: STBG 5-50

#	STIP ID	STIP ID Name	$ '24 STBG 5-50k	$ '25 STBG 5-50k	$ '26 STBG 5-50k	$ '27 STBG 5-50k	$ '24-'27 STBG 5-50K
1	34302	Pavement and Bridge Preservation Program	$5,213,736	$4,963,251	$1,021,325	$9,517,812	$20,716,124
2	33399	Rezanoff Drive Resurfacing: West Marine Way to Airport [SOGR 2022]	$787,500		$11,651,844		$12,439,344
3	2436	Otmeloi Way Reconstruction [CTP Award 2019]	$396,270	$6,069,000			$6,465,270
4	34234	Vintage Boulevard and Clinton Drive Reconstruction [CTP Award 2023]		$900,000	$406,875	$5,092,500	$6,399,375
5	28890	Sayles and Gorge Street Viaduct Improvements	$6,394,108				$6,394,108
6	21114	South Tongass Highway Deermount to Saxman Reconstruction	$3,420,705	$136,455			$3,557,160
7	34318	Kalifornsky Beach Road Drainage Improvements		$2,729,100			$2,729,100
8	32728	Akakeek, Ptarmigan, and DeLapp Reconstruction [CTP Award 2019]	$181,940		$1,000,000		$1,181,940
9	34200	Transportation Workforce Development and Training				$853,419	$853,419
10	6450	US Geological Survey Flood Frequency and Analysis	$322,350				$322,350
11	TAP to STBG 5-50	[LEDGER] TAP 5-50 Transfer to STBG 5-50	-$1,748	-$406,526	-$202,658	-$34,549	-$645,481
12	CRP to STBG 5-50	[LEDGER] CRP 5-50 Transfer to STBG 5-50	-$3,820,179	-$1,109,758	-$197,418	-$1,338,815	-$6,466,170

#	STIP ID	STIP ID Name	$ '24 STBG 5-50k	$ '25 STBG 5-50k	$ '26 STBG 5-50k	$ '27 STBG 5-50k	$ '24-'27 STBG 5-50K
13	STBG 5-50	Surface Transportation Block Grant: Population 5-49,999K	-$12,894,682	-$13,281,522	-$13,679,968	-$14,090,367	-$53,946,539
			SUM $0	SUM $0	SUM $0	SUM $0	SUM $0

Fiscal Constraint: STBG 50-200

#	STIP ID	STIP ID Name	$ '24 STBG 50-200k	$ '25 STBG 50-200k	$ '26 STBG 50-200k	$ '27 STBG 50-200k	$ '24-'27 STBG 50-200K
1	FAST TIP	[LEDGER-TIP] Fairbanks Area Surface Transportation (FAST) Transportation Improvement Program (TIP)	$9,630,324	$9,398,952	$9,921,400	$10,070,221	$39,020,897
2	MVP TIP	[LEDGER-TIP] MatSu Valley Planning for Transportation (MVP) Transportation Improvement Program (TIP)			$7,943,279	$8,330,398	$16,273,677
3	32298	Knik Goose Bay Road Reconstruction: Fairview Loop to Settler's Bay [Stage 1]	$3,780,632	$5,160,587			$8,941,219
4	34243	Seldon Road Reconstruction: Wasilla-Fishhook Road to Snowgoose Drive [Parent] [CTP Award 2023]	$2,871,000	$1,230,750			$4,101,750
5	34342	Bogard Road Reconstruction: North Earl Drive to North Engstrom Road [Parent] [CTP Award 2023]	$2,274,250	$727,760			$3,002,010
6	34302	Pavement and Bridge Preservation Program		$1,640,250			$1,640,250
7	TAP to STBG 50-200	[LEDGER] TAP 50-200 Transfer to STBG 50-200	-$272,910				-$272,910
8	CRP to STBG 50-200	[LEDGER] CRP 50-200 Transfer to STBG 50-200	-$1,444,123	-$813,951			-$2,258,074
9	STBG 50-200	Surface Transportation Block Grant: Population 50-200K	-$16,839,173	-$17,344,348	-$17,864,679	-$18,400,619	-$70,448,819
			SUM $0	SUM $0	SUM $0	SUM $0	SUM $0

Fiscal Constraint: STBG >200

#	STIP ID	STIP ID Name	$ '24 STBG >200k	$ '25 STBG >200k	$ '26 STBG >200k	$ '27 STBG >200k	$ '24-'27 STBG >200k
1	AMATS TIP	[LEDGER-TIP] Anchorage Metropolitan Area Transportation Solutions (AMATS) Transportation Improvement Program (TIP)	$47,713,651	$34,629,233	$35,668,110	$36,738,154	$154,749,148
2	STBG >200k	Surface Transportation Block Grant: Population >200K	-$47,713,651	-$34,629,233	-$35,668,110	-$36,738,154	-$154,749,148
			SUM $0	SUM $0	SUM $0	SUM $0	SUM $0

Fiscal Constraint: STBG Flex

#	STIP ID	STIP ID Name	$ '24 STBG Flex	$ '25 STBG Flex	$ '26 STBG Flex	$ '27 STBG Flex	$ '24-'27 STBG flex
1	34302	Pavement and Bridge Preservation Program	$70,072,947	$36,217,295	$39,243,638	$42,059,120	$187,593,000
2	32478	ADA Implementation and Compliance	$5,458,200	$5,621,946	$5,790,604	$5,964,323	$22,835,073
3	34206	West Susitna Access Road [Parent and Final Construction]		$3,729,770		$15,180,270	$18,910,040
4	34433	Fairview Loop Road Rehabilitation and Pathway [Stage 1]		$15,737,810			$15,737,810
5	33921	Fairview Loop Road Rehabilitation and Pathway [Parent and Final Construction]	$1,000,670		$14,555,200		$15,555,870
6	34461	West Susitna Access Road [Stage 1]		$13,574,734			$13,574,734
7	32722	Hermon Road Upgrade and Extension [CTP Award 2019]		$2,547,160		$7,732,450	$10,279,610
8	34197	Data Modernization and Innovation	$7,200,000	$300,000	$1,500,000		$9,000,000
9	32724	Seldon Road Extension Phase II: Windy Bottom/Beverly Lakes Road - Pittman [CTP Award 2019]	$454,850		$8,301,013		$8,755,863
10	18924	Big Lake Road Rehabilitation [SOGR 2022]	$1,555,587		$5,617,398		$7,172,985
11	26076	Aurora Drive-Noyes Slough Bridge Replacement	$7,117,990				$7,117,990
12	32721	Hemmer Road Upgrade and Extension [CTP Award 2019]	$1,364,550	$818,730		$4,252,848	$6,436,128
13	34232	Akutan Harbor Access Road [CTP Award 2023]				$5,928,824	$5,928,824

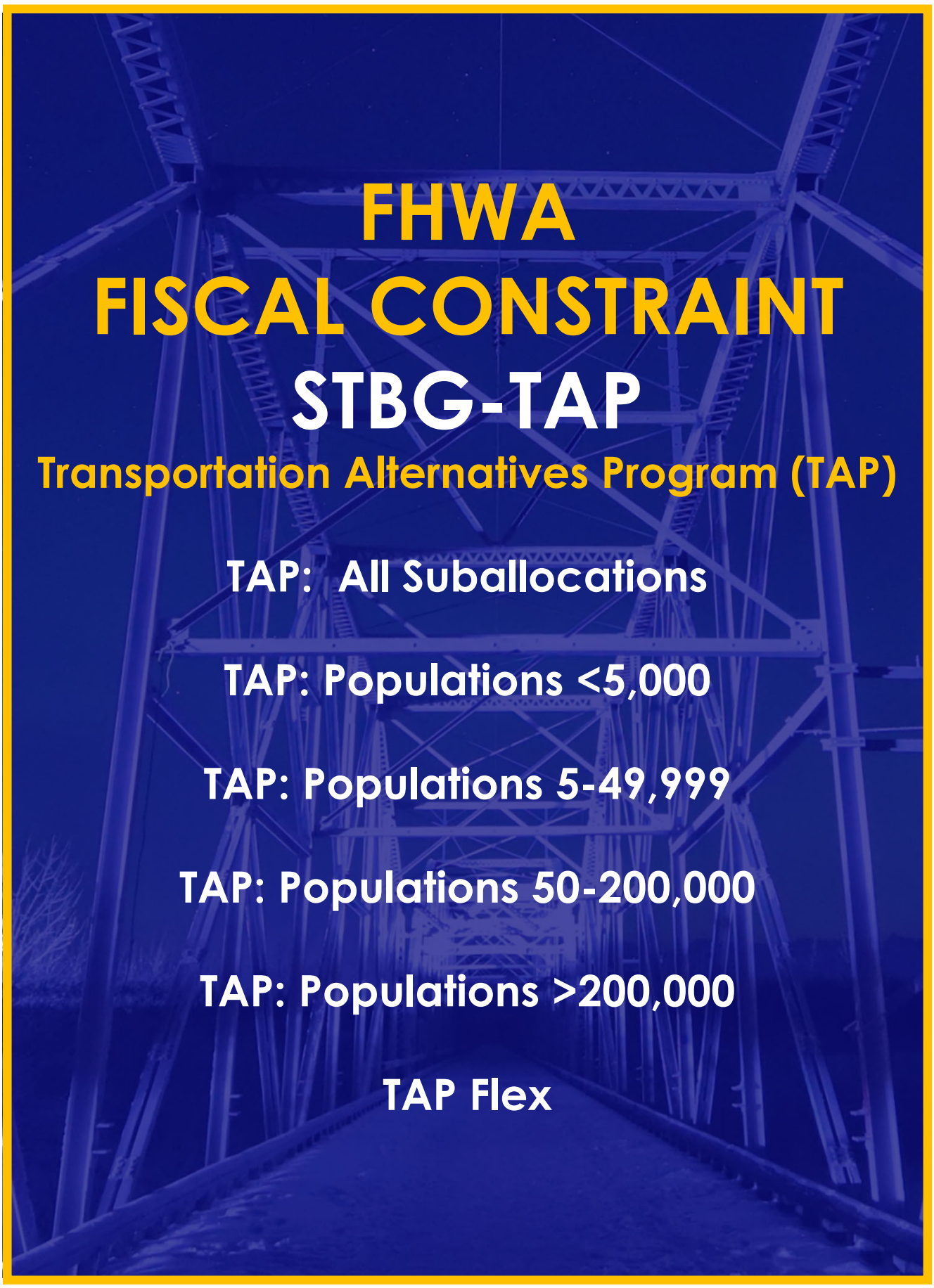
#	STIP ID	STIP ID Name	$ '24 STBG Flex	$ '25 STBG Flex	$ '26 STBG Flex	$ '27 STBG Flex	$ '24-'27 STBG flex
14	32728	Akakeek, Ptarmigan, and DeLapp Reconstruction [CTP Award 2019]			$5,004,020		$5,004,020
15	34342	Bogard Road Reconstruction: North Earl Drive to North Engstrom Road [Parent] [CTP Award 2023]				$4,912,380	$4,912,380
16	34200	Transportation Workforce Development and Training	$2,671,753	$408,306	$1,234,258		$4,314,317
17	31847	Chief Eddie Hoffman Highway Reconstruction	$1,819,400	$1,819,400			$3,638,800
18	34243	Seldon Road Reconstruction: Wasilla-Fishhook Road to Snowgoose Drive [Parent] [CTP Award 2023]				$3,600,000	$3,600,000
19	34456	Avalanche Mitigation Program	$454,850		$2,729,100		$3,183,950
20	34174	Rural Ports and Barge Landings Program [Parent]		$1,156,974		$1,930,201	$3,087,175
21	33043	Harbor Way Pedestrian Improvements and Pitt Island Cemetery Walkway [TAP Award 2019]	$2,950,453				$2,950,453
22	33965	Rock Slope Stabilization Program	$474,548	$548,500	$682,275	$682,275	$2,387,598
23	32726	Trunk Road (Nelson Road) Rehabilitation and Bridge Replacement [CTP Award 2019]			$2,093,650		$2,093,650
24	30729	Inter-Island Ferry Authority Ferry Refurbishments	$2,000,579				$2,000,579
25	32298	Knik Goose Bay Road Reconstruction: Fairview Loop to Settler's Bay [Stage 1]	$1,858,686				$1,858,686

#	STIP ID	STIP ID Name	$ '24 STBG Flex	$ '25 STBG Flex	$ '26 STBG Flex	$ '27 STBG Flex	$ '24-'27 STBG flex
26	34104	Wales to Tin City Road Reconstruction [CTP Award 2023]		$1,848,000			$1,848,000
27	34204	Wales Community Roads Improvement [CTP Award 2023]		$1,848,000			$1,848,000
28	29675	Cultural Resource Management	$395,720	$407,591	$419,819	$432,413	$1,655,543
29	33973	Arctic Strategic Transportation and Resources (ASTAR) PEL Triangle Community Road Corridor	$1,605,621				$1,605,621
30	13239	Culvert Repair and Replacement	$363,880	$363,880	$363,880	$363,880	$1,455,520
31	33399	Rezanoff Drive Resurfacing: West Marine Way to Airport [SOGR 2022]	$0		$1,353,156		$1,353,156
32	34427	Kachemak Bay Drive Milepost 0-3.5 Reconstruction	$120,000	$60,000	$1,150,000		$1,330,000
33	34259	Rural Community Connections Program	$1,274,250				$1,274,250
34	6454	Bridge Management System		$909,700			$909,700
35	34405	Complete Streets Statewide Planning	$682,275				$682,275
36	21114	South Tongass Highway Deermount to Saxman Reconstruction	$454,850			$218,328	$673,178
37	34318	Kalifornsky Beach Road Drainage Improvements	$454,850				$454,850
38	34426	Homer All-ages and Abilities Pedestiran Pathway (HAPP) [TAP Award 2023]				$448,550	$448,550
39	12979	Highway Fuel Tax Evasion	$100,000	$100,000	$100,000	$100,000	$400,000

#	STIP ID	STIP ID Name	$ '24 STBG Flex	$ '25 STBG Flex	$ '26 STBG Flex	$ '27 STBG Flex	$ '24-'27 STBG flex
40	33599	Chena Hot Springs Road Milepost 6-13 Rehabilitation [SOGR 2022]		$363,880			$363,880
41	32020	Tok Cutoff Highway Milepost 0-8 Resurfacing [SOGR 2018]	$233,500				$233,500
42	33178	Trout Creek Culvert Replacement and Aquatic Organism Passage Improvements	$105,521				$105,521
43	34245	Portage Curve Multi-Modal and Trail of Blue Ice Connector [TAP Award 2023]		$72,500			$72,500
44	34428	Craig to Klawock Bike and Pedestrian Path: Stage 1 [TAP Award 2023]				$22,088	$22,088
45	6234	Palmer-Fishhook Separated Pathway: Trunk Road to Edgerton Parks Road [TAP Award 2023]	$12,092				$12,092
46	TAP to STBG Flex	[LEDGER] TAP Flex Transfer to STBG Flex	-$11,596,201	-$1,347,047		-$543,001	-$13,486,249
47	CMAQ-F to STBG	[LEDGER] CMAQ-F Transfer to STBG Flex	-$6,204,767	-$5,834,855	-$5,529,118	-$7,661,349	-$25,230,089
48	CMAQ-M to STBG	[LEDGER] CMAQ-M Transfer to STBG Flex	-$7,213,895	-$6,239,498	-$7,325,134	-$6,021,327	-$26,799,854
49	NHFP to STBG Flex	[LEDGER] NHFP Transfer to STBG Flex	-$8,865,007	-$9,130,957	-$9,404,886	-$9,687,033	-$37,087,883
50	PRTC to STBG Flex	[LEDGER] PRTC Transfer to STBG Flex	-$11,321,333	-$9,585,727	-$9,873,299	-$10,169,498	-$40,949,857
51	STBG Flex	Surface Transportation Block Grant FLEX	-$67,056,418	-$56,316,092	-$58,005,574	-$59,745,742	-$241,123,826
			SUM -$0	SUM $0	SUM $0	SUM $0	SUM -$0

Fiscal Constraint: STBG [LEDGER] All

#	STIP ID	STIP ID Name	$ '24 STBG All	$ '25 STBG All	$ '26 STBG All	$ '27 STBG All	$ '24-'27 STBG All
1	TAP to STBG 50-200	[LEDGER] TAP 50-200 Transfer to STBG 50-200	-$272,910	$0	$0	$0	-$272,910
2	TAP to STBG 5-50	[LEDGER] TAP 5-50 Transfer to STBG 5-50	-$1,748	-$406,526	-$202,658	-$34,549	-$645,481
3	CRP to STBG 50-200	[LEDGER] CRP 50-200 Transfer to STBG 50-200	-$1,444,123	-$813,951	$0	$0	-$2,258,074
4	TAP to STBG <5k	[LEDGER] TAP<5k Transfer to STBG <5k	-$2,969,205	-$567,341	$0	$0	-$3,536,546
5	CRP to STBG 5-50	[LEDGER] CRP 5-50 Transfer to STBG 5-50	-$3,820,179	-$1,109,758	-$197,418	-$1,338,815	-$6,466,170
6	TAP to STBG Flex	[LEDGER] TAP Flex Transfer to STBG Flex	-$11,596,201	-$1,347,047	$0	-$543,001	-$13,486,249
7	CRP to STBG<5k	[LEDGER] CRP<5k Transfer to STBG <5k	-$10,138,838	-$3,942,404	-$3,608,645	-$4,182,496	-$21,872,383
8	CMAQ-F to STBG	[LEDGER] CMAQ-F Transfer to STBG Flex	-$6,204,767	-$5,834,855	-$5,529,118	-$7,661,349	-$25,230,089
9	CMAQ-M to STBG	[LEDGER] CMAQ-M Transfer to STBG Flex	-$7,213,895	-$6,239,498	-$7,325,134	-$6,021,327	-$26,799,854
10	NHFP to STBG Flex	[LEDGER] NHFP Transfer to STBG Flex	-$8,865,007	-$9,130,957	-$9,404,886	-$9,687,033	-$37,087,883
11	PRTC to STBG Flex	[LEDGER] PRTC Transfer to STBG Flex	-$11,321,333	-$9,585,727	-$9,873,299	-$10,169,498	-$40,949,857
			SUM -$63,848,206	SUM -$38,978,064	SUM -$36,141,158	SUM -$39,638,068	SUM -$178,605,49


FHWA
FISCAL CONSTRAINT
STBG-TAP
Transportation Alternatives Program (TAP)
TAP: All Suballocations
TAP: Populations <5,000
TAP: Populations 5-49,999
TAP: Populations 50-200,000
TAP: Populations >200,000
TAP Flex

Fiscal Constraint: TAP All

#	STIP ID	STIP ID Name	$ '24 TAP All	$ '25 TAP All	$ '26 TAP All	$ '27 TAP All	$ '24-'27 TAP All
1	TAP to STBG Flex	[LEDGER] TAP Flex Transfer to STBG Flex	$11,596,201	$1,347,047	$0	$543,001	$13,486,249
2	AMATS TIP	[LEDGER-TIP] Anchorage Metropolitan Area Transportation Solutions (AMATS) Transportation Improvement Program (TIP)	$6,240,749	$2,050,032	$2,111,533	$2,174,879	$12,577,193
3	33043	Harbor Way Pedestrian Improvements and Pitt Island Cemetery Walkway [TAP Award 2019]	$5,382,038	$0	$0	$0	$5,382,038
4	34428	Craig to Klawock Bike and Pedestrian Path: Stage 1 [TAP Award 2023]	$0	$0	$0	$4,656,788	$4,656,788
5	26149	Naknek to King Salmon Non-motorized Pathway [TAP Award 2023]	$402,450	$267,629	$3,658,574	$0	$4,328,653
6	TAP to STBG <5k	[LEDGER] TAP<5k Transfer to STBG <5k	$2,969,205	$567,341	$0	$0	$3,536,546
7	FAST TIP	[LEDGER-TIP] Fairbanks Area Surface Transportation (FAST) Transportation Improvement Program (TIP)	$1,160,029	$578,662	$587,342	$596,152	$2,922,185
8	33039	Kenai River Flats Pedestrian Improvements [TAP Award 2019]	$2,218,758	$0	$0	$0	$2,218,758
9	33038	Kenai Bridge Access Road Pedestrian Pathway [TAP Award 2019]	$27,291	$2,173,273	$0	$0	$2,200,564
10	34251	Inner and Outer Springer Loop Separated Pathway [TAP Award 2023]	$0	$359,880	$0	$1,232,589	$1,592,469

#	STIP ID	STIP ID Name	$ '24 TAP All	$ '25 TAP All	$ '26 TAP All	$ '27 TAP All	$ '24-'27 TAP All
11	6234	Palmer-Fishhook Separated Pathway: Trunk Road to Edgerton Parks Road [TAP Award 2023]	$595,438	$260,370	$660,000	$0	$1,515,808
12	30169	Healy Area and School Pedestrian Path [TAP Award 2023]	$272,910	$227,425	$958,004	$0	$1,458,339
13	34244	Knik River Wayside Gold Star Families Memorial [TAP Award 2023]	$289,370	$0	$1,138,386	$0	$1,427,756
14	34245	Portage Curve Multi-Modal and Trail of Blue Ice Connector [TAP Award 2023]	$227,425	$926,125	$0	$0	$1,153,550
15	34248	Spuce Mill Promenade [TAP Award 2023]	$0	$0	$602,640	$413,478	$1,016,118
16	MVP TIP	[LEDGER-TIP] MatSu Valley Planning for Transportation (MVP) Transportation Improvement Program (TIP)	$0	$0	$470,238	$493,155	$963,393
17	34246	Montana Creek Bridge Replacement [TAP Award 2023]	$272,910	$170,933	$4,549	$386,115	$834,507
18	34425	Healy to Antler Ridge Separated Path [TAP Award 2023]	$0	$500,335	$0	$318,395	$818,730
19	34426	Homer All-ages and Abilities Pedestiran Pathway (HAPP) [TAP Award 2023]	$488,700	$208,800	$0	$0	$697,500
20	TAP to STBG 5-50	[LEDGER] TAP 5-50 Transfer to STBG 5-50	$1,748	$406,526	$202,658	$34,549	$645,481
21	27732	Craig to Klawock Bike and Pedestrian Path: [Parent and Final Construction] [TAP Award 2023]	$0	$181,940	$139,184	$0	$321,124
22	TAP to STBG 50-200	[LEDGER] TAP 50-200 Transfer to STBG 50-200	$272,910	$0	$0	$0	$272,910

#	STIP ID	STIP ID Name	$ '24 TAP All	$ '25 TAP All	$ '26 TAP All	$ '27 TAP All	$ '24-'27 TAP All
23	TAP 5-50k	Transportation Alternatives Program: Population 5-49,999K	-$763,358	-$786,259	-$809,847	-$834,142	-$3,193,606
24	TAP 50-200k	Transportation Alternatives Program: Population 50-200K	-$2,028,377	-$1,026,776	-$1,057,580	-$1,089,307	-$5,202,040
25	TAP >200k	Transportation Alternatives Program: Population >200K	-$6,240,749	-$2,050,032	-$2,111,533	-$2,174,879	-$12,577,193
26	TAP <5k	Transportation Alternatives Program: Population <5K	-$7,107,453	-$2,170,460	-$2,235,574	-$2,302,641	-$13,816,128
27	TAP Flex	Transportation Alternatives Program FLEX	-$16,278,195	-$4,192,791	-$4,318,574	-$4,448,132	-$29,237,692
			SUM $0	SUM $0	SUM $0	SUM $0	SUM $0

Fiscal Constraint: TAP <5

#	STIP ID	STIP ID Name	$ '24 TAP <5k	$ '25 TAP <5k	$ '26 TAP <5k	$ '27 TAP <5k	$ '24-'27 TAP <5K
1	TAP to STBG <5k	[LEDGER] TAP<5k Transfer to STBG <5k	$2,969,205	$567,341			$3,536,546
2	33043	Harbor Way Pedestrian Improvements and Pitt Island Cemetery Walkway [TAP Award 2019]	$2,760,703	$0			$2,760,703
3	34428	Craig to Klawock Bike and Pedestrian Path: Stage 1 [TAP Award 2023]				$2,302,641	$2,302,641
4	30169	Healy Area and School Pedestrian Path [TAP Award 2023]	$272,910	$227,425	$958,004		$1,458,339
5	34244	Knik River Wayside Gold Star Families Memorial [TAP Award 2023]	$289,370		$1,138,386		$1,427,756
6	34245	Portage Curve Multi-Modal and Trail of Blue Ice Connector [TAP Award 2023]	$227,425	$926,125			$1,153,550
7	26149	Naknek to King Salmon Non-motorized Pathway [TAP Award 2023]	$402,450	$267,629			$670,079
8	27732	Craig to Klawock Bike and Pedestrian Path: [Parent and Final Construction] [TAP Award 2023]		$181,940	$139,184		$321,124
9	33039	Kenai River Flats Pedestrian Improvements [TAP Award 2019]	$185,390	$0			$185,390
10	TAP <5k	Transportation Alternatives Program: Population <5K	-$7,107,453	-$2,170,460	-$2,235,574	-$2,302,641	-$13,816,128
			SUM $0	SUM $0	SUM $0	SUM $0	SUM $0

Fiscal Constraint: TAP 5-50

#	STIP ID	STIP ID Name	$ '24 TAP 5-50k	$ '25 TAP 5-50k	$ '26 TAP 5-50k	$ '27 TAP 5-50k	$ '24-'27 TAP 5-50k
1	34248	Spuce Mill Promenade [TAP Award 2023]			$602,640	$413,478	$1,016,118
2	34246	Montana Creek Bridge Replacement [TAP Award 2023]	$272,910	$170,933	$4,549	$386,115	$834,507
3	34426	Homer All-ages and Abilities Pedestiran Pathway (HAPP) [TAP Award 2023]	$488,700	$208,800			$697,500
4	TAP to STBG 5-50	[LEDGER] TAP 5-50 Transfer to STBG 5-50	$1,748	$406,526	$202,658	$34,549	$645,481
5	TAP 5-50k	Transportation Alternatives Program: Population 5-49,999K	-$763,358	-$786,259	-$809,847	-$834,142	-$3,193,606
			SUM $0	SUM $0	SUM $0	SUM $0	SUM $0

Fiscal Constraint: TAP 50-200

#	STIP ID	STIP ID Name	$ '24 TAP 50-200k	$ '25 TAP 50-200k	$ '26 TAP 50-200k	$ '27 TAP 50-200k	$ '24-'27 TAP 50-200k
1	FAST TIP	[LEDGER-TIP] Fairbanks Area Surface Transportation (FAST) Transportation Improvement Program (TIP)	$1,160,029	$578,662	$587,342	$596,152	$2,922,185
2	MVP TIP	[LEDGER-TIP] MatSu Valley Planning for Transportation (MVP) Transportation Improvement Program (TIP)			$470,238	$493,155	$963,393
3	6234	Palmer-Fishhook Separated Pathway: Trunk Road to Edgerton Parks Road [TAP Award 2023]	$595,438	$260,370			$855,808
4	TAP to STBG 50-200	[LEDGER] TAP 50-200 Transfer to STBG 50-200	$272,910				$272,910
5	34251	Inner and Outer Springer Loop Separated Pathway [TAP Award 2023]		$187,744			$187,744
6	TAP 50-200k	Transportation Alternatives Program: Population 50-200K	-$2,028,377	-$1,026,776	-$1,057,580	-$1,089,307	-$5,202,040
			SUM $0	SUM $0	SUM $0	SUM $0	SUM $0

Fiscal Constraint: TAP >200

#	STIP ID	STIP ID Name	$ '24 TAP 200k	$ '25 TAP 200k	$ '26 TAP 200k	$ '27 TAP 200k	$ '24-'27 TAP >200
1	AMATS TIP	[LEDGER-TIP] Anchorage Metropolitan Area Transportation Solutions (AMATS) Transportation Improvement Program (TIP)	$6,240,749	$2,050,032	$2,111,533	$2,174,879	$12,577,193
2	TAP >200k	Transportation Alternatives Program: Population >200K	-$6,240,749	-$2,050,032	-$2,111,533	-$2,174,879	-$12,577,193
			SUM $0	SUM $0	SUM $0	SUM $0	SUM $0

Fiscal Constraint: TAP Flex

#	STIP ID	STIP ID Name	$ '24 TAP Flex	$ '25 TAP Flex	$ '26 TAP Flex	$ '27 TAP Flex	$ '24-'27 TAP Flex
1	TAP to STBG Flex	[LEDGER] TAP Flex Transfer to STBG Flex	$11,596,201	$1,347,047		$543,001	$13,486,249
2	26149	Naknek to King Salmon Non-motorized Pathway [TAP Award 2023]			$3,658,574		$3,658,574
3	33043	Harbor Way Pedestrian Improvements and Pitt Island Cemetery Walkway [TAP Award 2019]	$2,621,335	$0			$2,621,335
4	34428	Craig to Klawock Bike and Pedestrian Path: Stage 1 [TAP Award 2023]				$2,354,147	$2,354,147
5	33038	Kenai Bridge Access Road Pedestrian Pathway [TAP Award 2019]	$27,291	$2,173,273	$0	$0	$2,200,564
6	33039	Kenai River Flats Pedestrian Improvements [TAP Award 2019]	$2,033,368				$2,033,368
7	34251	Inner and Outer Springer Loop Separated Pathway [TAP Award 2023]		$172,136		$1,232,589	$1,404,725
8	34425	Healy to Antler Ridge Separated Path [TAP Award 2023]		$500,335		$318,395	$818,730
9	6234	Palmer-Fishhook Separated Pathway: Trunk Road to Edgerton Parks Road [TAP Award 2023]			$660,000		$660,000
10	TAP Flex	Transportation Alternatives Program FLEX	-$16,278,195	-$4,192,791	-$4,318,574	-$4,448,132	-$29,237,692
			SUM $0	SUM $0	SUM $0	SUM $0	SUM $0

Fiscal Constraint: TAP [LEDGER]

#	STIP ID	STIP ID Name	$ '24 TAP All	$ '25 TAP All	$ '26 TAP All	$ '27 TAP All	$ '24-'27 TAP All
1	TAP to STBG Flex	[LEDGER] TAP Flex Transfer to STBG Flex	$11,596,201	$1,347,047	$0	$543,001	$13,486,249
2	TAP to STBG <5k	[LEDGER] TAP<5k Transfer to STBG <5k	$2,969,205	$567,341	$0	$0	$3,536,546
3	TAP to STBG 5-50	[LEDGER] TAP 5-50 Transfer to STBG 5-50	$1,748	$406,526	$202,658	$34,549	$645,481
4	TAP to STBG 50-200	[LEDGER] TAP 50-200 Transfer to STBG 50-200	$272,910	$0	$0	$0	$272,910
5	TAP 5-50k	Transportation Alternatives Program: Population 5-49,999K	-$763,358	-$786,259	-$809,847	-$834,142	-$3,193,606
6	TAP 50-200k	Transportation Alternatives Program: Population 50-200K	-$2,028,377	-$1,026,776	-$1,057,580	-$1,089,307	-$5,202,040
7	TAP >200k	Transportation Alternatives Program: Population >200K	-$6,240,749	-$2,050,032	-$2,111,533	-$2,174,879	-$12,577,193
8	TAP <5k	Transportation Alternatives Program: Population <5K	-$7,107,453	-$2,170,460	-$2,235,574	-$2,302,641	-$13,816,128
9	TAP Flex	Transportation Alternatives Program FLEX	-$16,278,195	-$4,192,791	-$4,318,574	-$4,448,132	-$29,237,692
			SUM -$17,578,068	SUM -$7,905,404	SUM -$10,330,450	SUM -$10,271,551	SUM -$46,085,473

FTA
FISCAL CONSTRAINT
Combined Transit Programs

Section 5303
Section 5304
Section 5307
Section 5310
Section 5311
Section 5337
Section 5339

Fiscal Constraint: Transit All

#	STIP ID	STIP ID Name	$ '24 FTA All	$ '25 FTA All	$ '26 FTA All	$ '27 FTA All	$ '24-'27 FTA All
1	19635	Railroad Bridge Rehabilitation	$37,512,800	$17,343,969	$17,604,130	$17,868,191	$90,329,090
2	19658	Railroad Preventative Maintenance	$17,050,000	$17,305,750	$17,565,336	$17,828,816	$69,749,902
3	19120	Rural Transit and Rural Transit Assistance Program	$13,094,927	$13,487,775	$13,892,408	$14,309,180	$54,784,290
4	34400	Railroad Improvement Program	$44,918,425	$0	$0	$0	$44,918,425
5	19634	Railroad Track Rehabilitation	$21,126,512	$5,259,552	$5,338,445	$5,418,522	$37,143,031
6	AMATS TIP	[LEDGER-TIP] Anchorage Metropolitan Area Transportation Solutions (AMATS) Transportation Improvement Program (TIP)	$7,616,596	$7,845,094	$8,980,446	$9,472,859	$33,914,995
7	27969	Bus and Bus Facilities	$4,060,000	$4,181,800	$4,307,254	$4,436,472	$16,985,526
8	20854	Railroad Passenger Equipment	$3,041,600	$3,087,224	$3,133,532	$3,180,535	$12,442,891
9	33243	Railroad Signal and Detector System	$2,400,000	$2,436,000	$2,472,540	$2,509,628	$9,818,168
10	33882	Railroad Tunnel Rehabilitation	$4,800,000	$812,000	$824,180	$836,542	$7,272,722
11	MVP TIP	[LEDGER-TIP] MatSu Valley Planning for Transportation (MVP) Transportation Improvement Program (TIP)	$1,336,698	$1,376,800	$1,418,104	$1,460,645	$5,592,247
12	31090	Railroad Transit Asset Management	$1,500,000	$1,116,500	$1,133,248	$1,150,246	$4,899,994
13	FAST TIP	[LEDGER-TIP] Fairbanks Area Surface Transportation (FAST) Transportation Improvement Program (TIP)	$1,054,561	$1,086,198	$1,118,785	$1,152,347	$4,411,891
14	33244	Railroad Technology Infrastructure	$1,000,000	$1,015,000	$1,030,225	$1,045,678	$4,090,903
15	34263	Railroad Slide Zone Mitigation	$2,500,000	$507,500	$515,113	$522,839	$4,045,452

#	STIP ID	STIP ID Name	$ '24 FTA All	$ '25 FTA All	$ '26 FTA All	$ '27 FTA All	$ '24-'27 FTA All
16	31089	Railroad Locomotive Equipment	$800,000	$812,000	$824,180	$836,543	$3,272,723
17	33245	Railroad Facility Rehabilitation	$1,100,000	$609,000	$618,136	$627,408	$2,954,544
18	34264	Railroad Flood Mitigation	$1,000,000	$507,500	$515,113	$522,839	$2,545,452
19	AWP [Ledger]	[LEDGER] Annual Work Program	$539,900	$559,915	$580,587	$601,937	$2,282,339
20	33246	Railroad Operations Support Facilities	$520,000	$507,500	$515,113	$522,839	$2,065,452
21	31091	Railroad Transit Radio and Communication System	$400,000	$406,000	$412,090	$418,271	$1,636,361
22	34413	Railroad Right-of-way Clearing	$400,000	$406,000	$412,090	$418,271	$1,636,361
23	19119	Enhanced Mobility for Seniors and Individuals With Disabilities	$302,924	$312,011	$321,372	$331,013	$1,267,320
24	34163	Non-Urban Transit Planning	$164,495	$166,962	$169,467	$172,009	$672,933
25	19664	Railroad Positive Train Control	$100,000	$101,500	$103,022	$104,568	$409,090
26	34406	[LEDGER] Urban Transit MVP Planning	$90,015	$91,365	$92,736	$94,127	$368,243
27	21314	Railroad Transit Security Associated Transit Improvements	$20,000	$20,300	$20,604	$20,914	$81,818
28	5339-MVP	Buses and Bus Facilities (Mat-Su Area Transit)	-$39,322	-$40,502	-$41,717	-$42,968	-$164,509
29	5339-FAST	Buses and Bus Facilities (Fairbanks Area Transit)	-$52,530	-$54,106	-$55,730	-$57,401	-$219,768
30	5310-MVP	Enhanced Mobility for Older Adults & People w/ Disabilities (Mat-Su Area Transit)	-$52,559	-$54,136	-$55,760	-$57,432	-$219,887

#	STIP ID	STIP ID Name	$ '24 FTA All	$ '25 FTA All	$ '26 FTA All	$ '27 FTA All	$ '24-'27 FTA All
31	5310-FAST	Enhanced Mobility for Older Adults & People w/ Disabilities (Fairbanks Area Transit)	-$70,214	-$72,320	-$74,490	-$76,724	-$293,747
32	5303-MVP	Transit Planning FTA Funds MVP MPO 5303	-$90,015	-$92,715	-$95,497	-$98,362	-$376,589
33	5311(b)(3)	Rural Transit Assistance Program (RTAP)	-$119,130	-$122,703	-$126,385	-$130,176	-$498,394
34	5303-FAST	Transit Planning FTA Funds MVP MPO 5303	-$120,251	-$123,858	-$127,574	-$131,401	-$503,084
35	5304	Transit Planning FTA Funds Statewide 5304	-$164,495	-$169,430	-$174,513	-$179,748	-$688,186
36	5337-MVP-ARRC	State of Good Repair (Mat-Su Area-Alaska Railroad)	-$238,436	-$245,589	-$252,957	-$260,545	-$997,527
37	5310-ANC	Enhanced Mobility for Older Adults & People w/ Disabilities (Anchorage Area Transit)	-$266,806	-$274,810	-$283,054	-$291,546	-$1,116,217
38	5310-Stwd	Enhanced Mobility for Older Adults & People w/ Disabilities (Alaska-wide Transit)	-$302,924	-$312,011	-$321,372	-$331,013	-$1,267,320
39	5337-FAST-ARRC	State of Good Repair (Fairbanks Area-Alaska Railroad)	-$318,527	-$328,083	-$337,925	-$348,063	-$1,332,599
40	5303-AMATS	Transit Planning FTA Funds MVP MPO 5303	-$419,649	-$432,239	-$445,206	-$458,562	-$1,755,657
41	5339-ANC	Buses and Bus Facilities (Anchorage Area Transit)	-$572,891	-$590,078	-$607,780	-$626,014	-$2,396,764
42	5311(c)(2)(B)	Indian Reservation Formula	-$838,201	-$863,347	-$889,248	-$915,925	-$3,506,721
43	5307-FAST	FTA Urbanized Area Formula (Fairbanks Area Transit)	-$931,817	-$959,772	-$988,565	-$1,018,222	-$3,898,375
44	5307-MVP	Urbanized Area Formula FTA Funds (Mat-Su Area Transit)	-$1,244,817	-$1,282,162	-$1,320,627	-$1,360,245	-$5,207,851

#	STIP ID	STIP ID Name	$ '24 FTA All	$ '25 FTA All	$ '26 FTA All	$ '27 FTA All	$ '24-'27 FTA All
45	5339-Stwd	Buses and Bus Facilities (Alaska-wide Transit)	-$4,060,000	-$4,181,800	-$4,307,254	-$4,436,472	-$16,985,526
46	5307-ANC	FTA Urbanized Area Formula (Anchorage Area Transit)	-$6,776,900	-$6,980,207	-$7,189,613	-$7,405,301	-$28,352,021
47	5311 + 5340	Nonurbanized Area Formula	-$12,137,596	-$12,501,724	-$12,876,776	-$13,263,079	-$50,779,176
48	5337-Stwd-ARRC	State of Good Repair (System Wide - Alaska Railroad)	-$55,332,025	$0	$0	$0	-$55,332,025
49	5307-ARRC	FTA Urbanized Area Formula (Alaska Railroad)	-$48,817,145	-$14,832,939	-$15,277,927	-$15,736,265	-$94,664,277
50	5337-ANC-ARRC	State of Good Repair (Anchorage Area-Alaska Railroad)	-$36,523,204	-$37,618,900	-$38,747,467	-$39,909,891	-$152,799,461
			SUM -$1,040,001	SUM -$772,217	SUM -$679,179	SUM -$1,272,119	SUM -$3,763,514

FTA
FISCAL CONSTRAINT
5304 and 5304

5303: Metropolitan Transit Planning

5304: Statewide Transit Planning

Fiscal Constraint: Transit 5303-5304

#	STIP ID	STIP ID Name	$ '24 5303/5304	$ '25 5303/5304	$ '26 5303/5304	$ '27 5303/5304	$ '24-'27 5303/5304
1	AWP [Ledger]	[LEDGER] Annual Work Program	$539,900	$559,915	$580,587	$601,937	$2,282,339
2	34163	Non-Urban Transit Planning	$164,495	$166,962	$169,467	$172,009	$672,933
3	34406	[LEDGER] Urban Transit MVP Planning	$90,015	$91,365	$92,736	$94,127	$368,243
4	5303-MVP	Transit Planning FTA Funds MVP MPO 5303	-$90,015	-$92,715	-$95,497	-$98,362	-$376,589
5	5303-FAST	Transit Planning FTA Funds MVP MPO 5303	-$120,251	-$123,858	-$127,574	-$131,401	-$503,084
6	5304	Transit Planning FTA Funds Statewide 5304	-$164,495	-$169,430	-$174,513	-$179,748	-$688,186
7	5303-AMATS	Transit Planning FTA Funds MVP MPO 5303	-$419,649	-$432,239	-$445,206	-$458,562	-$1,755,657
			SUM -$0	SUM -$0	SUM $0	SUM -$0	SUM -$0

FTA
FISCAL CONSTRAINT
5307

Urbanized Area Formula Transit Funds

Fiscal Constraint: Transit 5307

#	STIP ID	STIP ID Name	$ '24 5307	$ '25 5307	$ '26 5307	$ '27 5307	$ '24-'27 5307
1	AMATS TIP	[LEDGER-TIP] Anchorage Metropolitan Area Transportation Solutions (AMATS) Transportation Improvement Program (TIP)	$6,776,900	$6,980,207	$7,189,613	$7,405,301	$28,352,021
2	19634	Railroad Track Rehabilitation	$18,485,600	$2,579,026	$2,617,711	$2,656,977	$26,339,314
3	19635	Railroad Bridge Rehabilitation	$6,660,000	$5,069,543	$5,145,587	$5,222,770	$22,097,900
4	19658	Railroad Preventative Maintenance	$2,805,376	$2,847,457	$2,890,168	$2,933,521	$11,476,522
5	34400	Railroad Improvement Program	$8,346,169	$0	$0	$0	$8,346,169
6	33882	Railroad Tunnel Rehabilitation	$4,800,000	$812,000	$824,180	$836,542	$7,272,722
7	MVP TIP	[LEDGER-TIP] MatSu Valley Planning for Transportation (MVP) Transportation Improvement Program (TIP)	$1,244,817	$1,282,162	$1,320,627	$1,360,245	$5,207,851
8	34263	Railroad Slide Zone Mitigation	$2,500,000	$507,500	$515,113	$522,839	$4,045,452
9	FAST TIP	[LEDGER-TIP] Fairbanks Area Surface Transportation (FAST) Transportation Improvement Program (TIP)	$931,817	$959,772	$988,565	$1,018,222	$3,898,376
10	31090	Railroad Transit Asset Management	$1,000,000	$609,000	$618,135	$627,407	$2,854,542
11	34264	Railroad Flood Mitigation	$1,000,000	$507,500	$515,113	$522,839	$2,545,452
12	33246	Railroad Operations Support Facilities	$520,000	$507,500	$515,113	$522,839	$2,065,452
13	33245	Railroad Facility Rehabilitation	$800,000	$304,500	$309,068	$313,704	$1,727,272
14	33243	Railroad Signal and Detector System	$400,000	$406,000	$412,090	$418,271	$1,636,361
15	34413	Railroad Right-of-way Clearing	$400,000	$406,000	$412,090	$418,271	$1,636,361
16	19664	Railroad Positive Train Control	$50,000	$50,750	$51,511	$52,284	$204,545

#	STIP ID	STIP ID Name	$ '24 5307	$ '25 5307	$ '26 5307	$ '27 5307	$ '24-'27 5307
17	21314	Railroad Transit Security Associated Transit Improvements	$10,000	$10,150	$10,302	$10,457	$40,909
18	5307-FAST	FTA Urbanized Area Formula (Fairbanks Area Transit)	-$931,817	-$959,772	-$988,565	-$1,018,222	-$3,898,375
19	5307-MVP	Urbanized Area Formula FTA Funds (Mat-Su Area Transit)	-$1,244,817	-$1,282,162	-$1,320,627	-$1,360,245	-$5,207,851
20	5307-ANC	FTA Urbanized Area Formula (Anchorage Area Transit)	-$6,776,900	-$6,980,207	-$7,189,613	-$7,405,301	-$28,352,021
21	5307-ARRC	FTA Urbanized Area Formula (Alaska Railroad)	-$48,817,145	-$14,832,939	-$15,277,927	-$15,736,265	-$94,664,277
			SUM -$1,040,00	SUM -$216,012	SUM -$441,746	SUM -$677,545	SUM -$2,375,303


FTA
FISCAL CONSTRAINT
5310
Enhanced Mobility for Older Adults &
People w/ Disabilities

Fiscal Constraint: Transit 5310

#	STIP ID	STIP ID Name	$ '24 5310	$ '25 5310	$ '26 5310	$ '27 5310	$ '24-'27 5310
1	19119	Enhanced Mobility for Seniors and Individuals With Disabilities	$302,924	$312,011	$321,372	$331,013	$1,267,320
2	AMATS TIP	[LEDGER-TIP] Anchorage Metropolitan Area Transportation Solutions (AMATS) Transportation Improvement Program (TIP)	$266,805	$274,809	$283,053	$291,545	$1,116,212
3	FAST TIP	[LEDGER-TIP] Fairbanks Area Surface Transportation (FAST) Transportation Improvement Program (TIP)	$70,214	$72,320	$74,490	$76,724	$293,748
4	MVP TIP	[LEDGER-TIP] MatSu Valley Planning for Transportation (MVP) Transportation Improvement Program (TIP)	$52,559	$54,136	$55,760	$57,432	$219,887
5	5310-MVP	Enhanced Mobility for Older Adults & People w/ Disabilities (Mat-Su Area Transit)	-$52,559	-$54,136	-$55,760	-$57,432	-$219,887
6	5310-FAST	Enhanced Mobility for Older Adults & People w/ Disabilities (Fairbanks Area Transit)	-$70,214	-$72,320	-$74,490	-$76,724	-$293,747
7	5310-ANC	Enhanced Mobility for Older Adults & People w/ Disabilities (Anchorage Area Transit)	-$266,806	-$274,810	-$283,054	-$291,546	-$1,116,217
8	5310-Stwd	Enhanced Mobility for Older Adults & People w/ Disabilities (Alaska-wide Transit)	-$302,924	-$312,011	-$321,372	-$331,013	-$1,267,320
			SUM -$0	SUM -$1	SUM -$0	SUM -$2	SUM -$3

FTA
FISCAL CONSTRAINT
5311

Nonurbanized Area Formula

Indian Reservation Formula

Rural Transit Assistance Program (RTAP)

Fiscal Constraint: Transit 5311

#	STIP ID	STIP ID Name	$ '24 5311	$ '25 5311	$ '26 5311	$ '27 5311	$ '24-'27 5311
1	19120	Rural Transit and Rural Transit Assistance Program	$13,094,927	$13,487,775	$13,892,408	$14,309,180	$54,784,290
2	5311(b)(3)	Rural Transit Assistance Program (RTAP)	-$119,130	-$122,703	-$126,385	-$130,176	-$498,394
3	5311(c)(2)(B)	Indian Reservation Formula	-$838,201	-$863,347	-$889,248	-$915,925	-$3,506,721
4	5311 + 5340	Nonurbanized Area Formula	-$12,137,596	-$12,501,724	-$12,876,776	-$13,263,079	-$50,779,176
			SUM -$0	SUM $0	SUM -$0	SUM -$0	SUM -$1


FTA
FISCAL CONSTRAINT
5337
State of Good Repair Transit Funds

Fiscal Constraint: Transit 5337

#	STIP ID	STIP ID Name	$ '24 5337	$ '25 5337	$ '26 5337	$ '27 5337	$ '24-'27 5337
1	19635	Railroad Bridge Rehabilitation	$30,852,800	$12,274,426	$12,458,543	$12,645,421	$68,231,190
2	19658	Railroad Preventative Maintenance	$14,244,624	$14,458,293	$14,675,168	$14,895,295	$58,273,380
3	34400	Railroad Improvement Program	$36,572,256	$0	$0	$0	$36,572,256
4	20854	Railroad Passenger Equipment	$3,041,600	$3,087,224	$3,133,532	$3,180,535	$12,442,891
5	19634	Railroad Track Rehabilitation	$2,640,912	$2,680,526	$2,720,734	$2,761,545	$10,803,717
6	33243	Railroad Signal and Detector System	$2,000,000	$2,030,000	$2,060,450	$2,091,357	$8,181,807
7	33244	Railroad Technology Infrastructure	$1,000,000	$1,015,000	$1,030,225	$1,045,678	$4,090,903
8	31089	Railroad Locomotive Equipment	$800,000	$812,000	$824,180	$836,543	$3,272,723
9	AMATS TIP	[LEDGER-TIP] Anchorage Metropolitan Area Transportation Solutions (AMATS) Transportation Improvement Program (TIP)	$0	$0	$900,000	$1,150,000	$2,050,000
10	31090	Railroad Transit Asset Management	$500,000	$507,500	$515,113	$522,839	$2,045,452
11	31091	Railroad Transit Radio and Communication System	$400,000	$406,000	$412,090	$418,271	$1,636,361
12	33245	Railroad Facility Rehabilitation	$300,000	$304,500	$309,068	$313,704	$1,227,272
13	19664	Railroad Positive Train Control	$50,000	$50,750	$51,511	$52,284	$204,545
14	21314	Railroad Transit Security Associated Transit Improvements	$10,000	$10,150	$10,302	$10,457	$40,909
15	5337-MVP-ARRC	State of Good Repair (Mat-Su Area-Alaska Railroad)	-$238,436	-$245,589	-$252,957	-$260,545	-$997,527

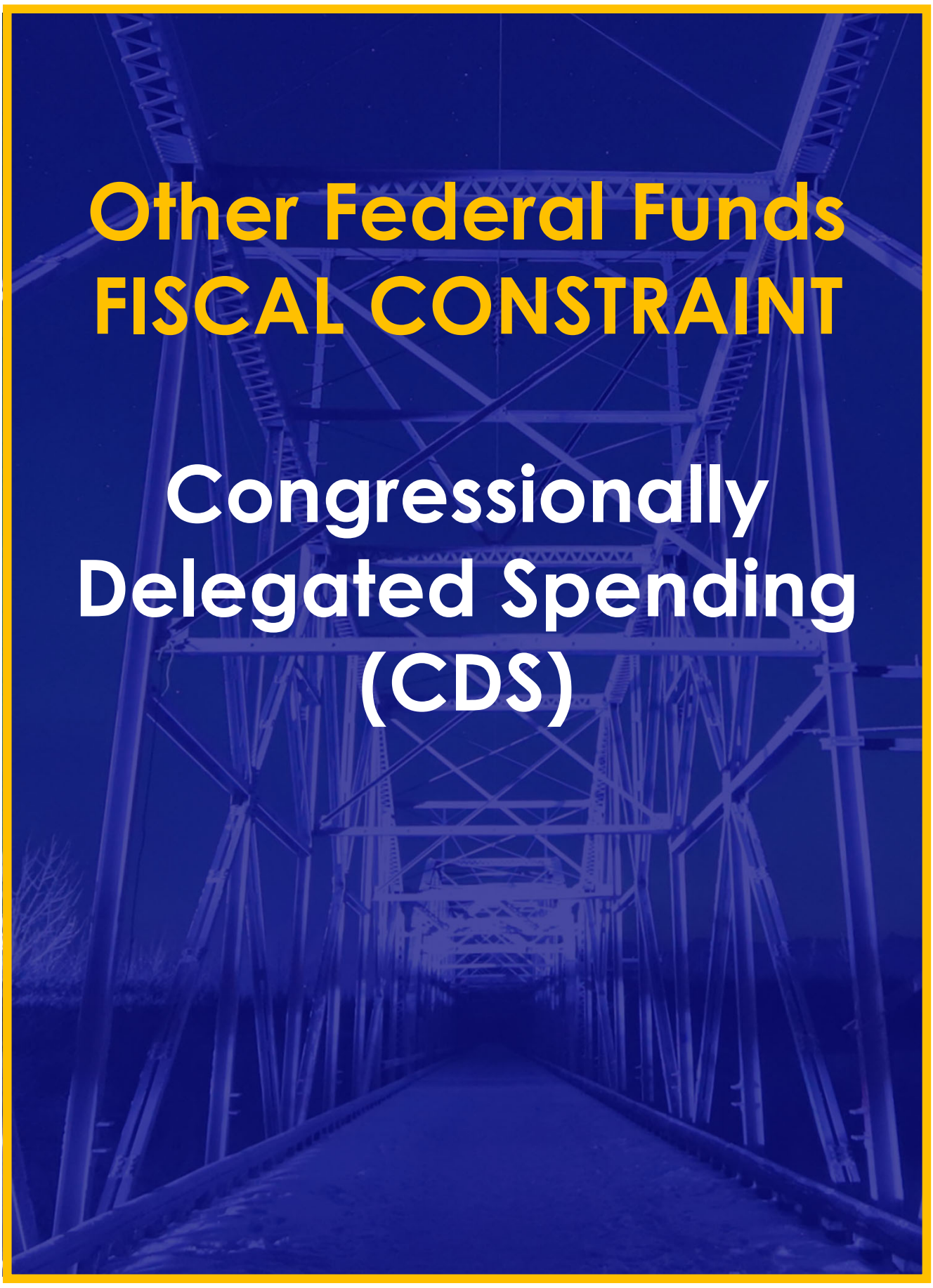
#	STIP ID	STIP ID Name	$ '24 5337	$ '25 5337	$ '26 5337	$ '27 5337	$ '24-'27 5337
16	5337-FAST-ARRC	State of Good Repair (Fairbanks Area-Alaska Railroad)	-$318,527	-$328,083	-$337,925	-$348,063	-$1,332,599
17	5337-Stwd-ARRC	State of Good Repair (System Wide - Alaska Railroad)	-$55,332,025				-$55,332,025
18	5337-ANC-ARRC	State of Good Repair (Anchorage Area-Alaska Railroad)	-$36,523,204	-$37,618,900	-$38,747,467	-$39,909,891	-$152,799,461
			SUM $0	SUM -$556,203	SUM -$237,433	SUM -$594,570	SUM -$1,388,206

FTA
FISCAL CONSTRAINT
5339

Buses and Bus Facilities

Fiscal Constraint: Transit 5339

#	STIP ID	STIP ID Name	$ '24 5339	$ '25 5339	$ '26 5339	$ '27 5339	$ '24-'27 5339
1	27969	Bus and Bus Facilities	$4,060,000	$4,181,800	$4,307,254	$4,436,472	$16,985,526
2	AMATS TIP	[LEDGER-TIP] Anchorage Metropolitan Area Transportation Solutions (AMATS) Transportation Improvement Program (TIP)	$572,891	$590,078	$607,780	$626,013	$2,396,762
3	FAST TIP	[LEDGER-TIP] Fairbanks Area Surface Transportation (FAST) Transportation Improvement Program (TIP)	$52,530	$54,106	$55,730	$57,401	$219,767
4	MVP TIP	[LEDGER-TIP] MatSu Valley Planning for Transportation (MVP) Transportation Improvement Program (TIP)	$39,322	$40,502	$41,717	$42,968	$164,509
5	5339-MVP	Buses and Bus Facilities (Mat-Su Area Transit)	-$39,322	-$40,502	-$41,717	-$42,968	-$164,509
6	5339-FAST	Buses and Bus Facilities (Fairbanks Area Transit)	-$52,530	-$54,106	-$55,730	-$57,401	-$219,768
7	5339-ANC	Buses and Bus Facilities (Anchorage Area Transit)	-$572,891	-$590,078	-$607,780	-$626,014	-$2,396,764
8	5339-Stwd	Buses and Bus Facilities (Alaska-wide Transit)	-$4,060,000	-$4,181,800	-$4,307,254	-$4,436,472	-$16,985,526
			SUM -$1	SUM -$0	SUM $0	SUM -$1	SUM -$2

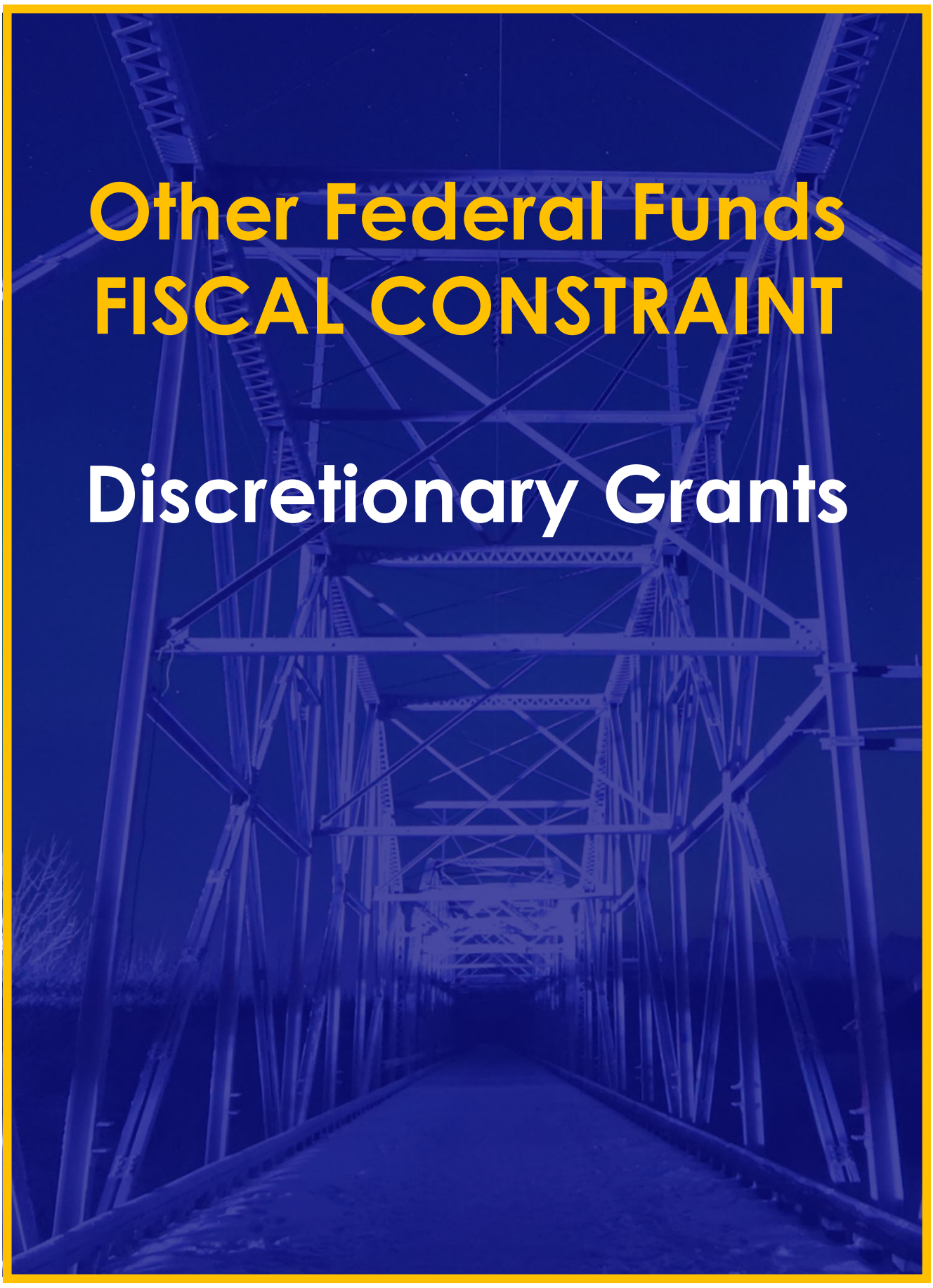


Other Federal Funds FISCAL CONSTRAINT

Congressionally Delegated Spending (CDS)

Fiscal Constraint: OFF-CDS

#	STIP ID	STIP ID Name	$ '24 OFF-CDS	$ '25 OFF-CDS	$ '26 OFF-CDS	$ '27 OFF-CDS	$ '24-'27 OFF CDS
1	33241	Cape Blossom Road [Stage 2]	$19,558,550				$19,558,550
2	34146	Juneau Douglas North Crossing	$5,635,450				$5,635,450
3	33248	Shishmaref Sanitation Road Erosion Control	$1,500,000				$1,500,000
4	31597	Statewide Planning and Environmental Linkages Study	$1,364,550				$1,364,550
5	34305	Seldovia Gravel Source Road	$22,000				$22,000
6	OFF CDS	Other Federal Funds: Congresssionally Delegated Spending	-$28,080,550				-$28,080,550
			SUM $0	SUM $0	SUM $0	SUM $0	SUM $0



Other Federal Funds
FISCAL CONSTRAINT

Discretionary Grants

Fiscal Constraint: OFF-Grants

#	STIP ID	STIP ID Name	$ '24 OFF-Grant	$ '25 OFF-Grant	$ '26 OFF-Grant	$ '27 OFF-Grant	$ '24-'27 OFF-Grant
1	30189	M/V Tustumena Replacement Vessel	$68,488,384	$92,786,400	$79,525,218	$0	$240,800,002
2	34320	Ferry Service for Rural Communities Operating Assistance	$44,823,800				$44,823,800
3	34319	Cold Bay AMHS Ferry Terminal Reconstruction		$3,834,378	$38,583,774		$42,418,152
4	34229	Low No Emission Shuttle Ferry	$3,697,121		$36,000,000		$39,697,121
5	34209	M/V Matanuska Safety Improvement Project	$29,974,471				$29,974,471
6	32684	Low No Emission Electric Buses and Charging Stations	$7,148,498	$8,169,712	$9,190,926		$24,509,137
7	33978	M/V Tazlina Crew Quarters	$1,000,000	$19,000,000			$20,000,000
8	34417	Lutak Dock Replacement Project	$20,000,000				$20,000,000
9	34146	Juneau Douglas North Crossing		$16,454,000			$16,454,000
10	34192	Yakutat Ferry Terminal Reconstruction	$1,858,457		$8,000	$13,911,909	$15,778,366
11	33885	Pelican Ferry Terminal Reconstruction	$1,532,263	$8,000		$10,400,000	$11,940,263

#	STIP ID	STIP ID Name	$ '24 OFF-Grant	$ '25 OFF-Grant	$ '26 OFF-Grant	$ '27 OFF-Grant	$ '24-'27 OFF-Grant
12	34211	M/V Kennicott Emissions and Exhaust	$11,104,894				$11,104,894
13	34212	M/V Columbia Controllable Pitch Propeller	$10,986,180				$10,986,180
14	33888	Chenega AMHS Ferry Terminal Reconstruction	$160,000	$8,000	$10,400,000		$10,568,000
15	33887	Tatitlek AMHS Ferry Terminal Rehabilitation	$160,000	$560,000	$8,800,000		$9,520,000
16	29709	Auke Bay Ferry Terminal East Berth Mooring Rehabilitation		$8,800,000			$8,800,000
17	33976	M/V Mainliner Replacement Vessel	$8,591,616				$8,591,616
18	34252	Kake Access Road Improvements		$8,000,000			$8,000,000
19	33886	Cordova AMHS Ferry Terminal Rehabilitation	$160,000		$4,800,000		$4,960,000
20	34193	Kake Ferry Terminal Rehabilitation	$513,954			$3,847,320	$4,361,274
21	34021	Railroad Avalanche Control	$4,000,000				$4,000,000
22	33883	Angoon AMHS Ferry Terminal Rehabilitation			$3,200,000		$3,200,000
23	19634	Railroad Track Rehabilitation	$2,650,000				$2,650,000

#	STIP ID	STIP ID Name	$ '24 OFF-Grant	$ '25 OFF-Grant	$ '26 OFF-Grant	$ '27 OFF-Grant	$ '24-'27 OFF-Grant
24	34398	Alaska Rural Remote Operations Workplan (ARROW Program) for Unmanned Aviation Systems (UAS)	$1,944,563				$1,944,563
25	34155	Sargent Creek and Russian River Bridges Planning Study	$1,288,000				$1,288,000
26	34310	Statewide Equitable Community Connectivity Action Plan (SECCAP)	$934,867				$934,867
27	OFF GRANTS	Other Federal Funds: Grants	-$221,017,069	-$157,620,490	-$190,507,918	-$28,159,229	-$597,304,706
			SUM $0	SUM $0	SUM $0	SUM $0	SUM $0


FHWA
FISCAL CONSTRAINT
State Matching Funds

Fiscal Constraint: State Match

#	STIP ID	STIP ID Name	$ '24 SM (State Match)	$ '25 SM (State Match)	$ '26 SM (State Match)	$ '27 SM (State Match)	$ '24-'27 SM (State Match)
1	34302	Pavement and Bridge Preservation Program	$16,057,001	$12,065,220	$11,998,318	$12,158,241	$52,278,780
2	34320	Ferry Service for Rural Communities Operating Assistance	$44,823,800	$0	$0	$0	$44,823,800
3	19217	Highway Safety Improvement Program	$7,339,934	$7,193,897	$7,409,221	$7,269,182	$29,212,234
4	34319	Cold Bay AMHS Ferry Terminal Reconstruction	$0	$958,595	$9,645,944	$0	$10,604,538
5	34126	Alaska Highway Milepost 1348 Robertson River Bridge Replacement	$135,300	$0	$0	$8,855,587	$8,990,887
6	19120	Rural Transit and Rural Transit Assistance Program	$1,636,866	$1,681,062	$1,736,551	$1,788,648	$6,843,126
7	34434	Sterling Highway Milepost 157-169 Reconstruction Anchor Point To Baycrest Hill [Stage 1]	$6,772,500	$0	$0	$0	$6,772,500
8	33865	National Electric Vehicle Infrastructure Program	$2,875,072	$1,141,451	$1,175,694	$1,210,965	$6,403,182
9	AMATS TIP	[LEDGER-TIP] Anchorage Metropolitan Area Transportation Solutions (AMATS) Transportation Improvement Program (TIP)		$1,920,572	$1,807,021	$2,053,468	$5,781,061
10	34206	West Susitna Access Road [Parent and Final Construction]	$361,200	$370,230	$9,030	$4,515,908	$5,256,368
11	2152	Haines Highway Milepost 3-25 and Chilkat Bridge Reconstruction [Parent and Final Construction]	$5,120,010	$0	$0	$0	$5,120,010
12	2503	Wasilla to Fishhook Main Street Rehabilitation	$0	$4,966,500	$0	$0	$4,966,500
13	34197	Data Modernization and Innovation	$1,522,838	$1,128,205	$1,094,834	$1,088,074	$4,833,951
14	34462	Sterling Highway Milepost 82.5-94 Safety Corridor Improvements [Stage 1]		$4,587,000	$0	$0	$4,587,000
15	2670	Sterling Highway Milepost 157-169 Reconstruction Anchor Point To Baycrest Hill [Parent and Final Construction}	$486,717	$0	$0	$4,054,470	$4,541,187

#	STIP ID	STIP ID Name	$ '24 SM (State Match)	$ '25 SM (State Match)	$ '26 SM (State Match)	$ '27 SM (State Match)	$ '24-'27 SM (State Match)
16	30549	Kenai Spur Highway Rehabilitation [Stage 2]	$4,352,460	$0	$0	$0	$4,352,460
17	33824	Alaska Highway Milepost 1380 Johnson River Bridge Replacement [Parent and Final Construction]	$118,800	$0	$4,224,618	$0	$4,343,418
18	2673	Sterling Highway Milepost 45-60 [Parent and Final Construction]	$3,955,140	$0	$0	$0	$3,955,140
19	32299	Takotna River Bridge Replacement Bundle	$0	$3,882,900	$0	$0	$3,882,900
20	24596	Knik Goose Bay Road Reconstruction: Fairview Loop to Settler's Bay [Parent and Final Construction]	$252,840	$0	$3,612,000	$0	$3,864,840
21	22335	Parks Highway Milepost 315-325 Reconstruction [Parent and Final Construction]	$0	$0	$3,630,000	$0	$3,630,000
22	2119	Richardson Highway Milepost 148-173 Reconstruction [Parent and Final Construction]	$0	$3,612,000	$0	$0	$3,612,000
23	30270	Dalton Highway Milepost 109-144 Reconstruction and Douglas Creek Bridge Replacement [Stage 1]	$0	$3,612,000	$0	$0	$3,612,000
24	31469	Ward Creek Bridge Replacement	$126,420	$0	$3,198,916	$0	$3,325,336
25	34417	Lutak Dock Replacement Project	$3,211,284	$0	$0	$0	$3,211,284
26	34441	Parks Highway Milepost 315-325 Reconstruction [Stage 2]	$0	$3,102,000	$0	$0	$3,102,000
27	32684	Low No Emission Electric Buses and Charging Stations	$893,562	$1,021,214	$1,148,866	$0	$3,063,642
28	30729	Inter-Island Ferry Authority Ferry Refurbishments	$800,000	$532,728	$682,739	$833,658	$2,849,125
29	34317	Alaska Highway Yukon Territory Permafrost Repairs [LEDGER]	$0	$282,188	$0	$2,539,688	$2,821,875
30	30281	Dalton Highway Milepost 305-335 Reconstruction and Dan Creek Bridge Replacement [Stage 1]	$0	$0	$0	$2,709,000	$2,709,000
31	34431	Klondike Highway Rehabilitation: Skagway River Bridge to Canadian Border [Stage 2]	$0	$0	$0	$2,692,194	$2,692,194

#	STIP ID	STIP ID Name	$ '24 SM (State Match)	$ '25 SM (State Match)	$ '26 SM (State Match)	$ '27 SM (State Match)	$ '24-'27 SM (State Match)
32	18358	Ferry Refurbishment		$750,000	$900,000	$1,000,000	$2,650,000
33	33888	Chenega AMHS Ferry Terminal Reconstruction	$40,000	$2,000	$2,600,000	$0	$2,642,000
34	22299	Alaska Highway Milepost 1235-1268 Rehabilitation [Parent and Final Construction]	$2,617,190	$0	$0	$0	$2,617,190
35	FAST TIP	[LEDGER-TIP] Fairbanks Area Surface Transportation (FAST) Transportation Improvement Program (TIP)	$655,977	$593,058	$713,998	$630,512	$2,593,545
36	2436	Otmeloi Way Reconstruction [CTP Award 2019]	$158,730	$2,431,000	$0	$0	$2,589,730
37	34458	South Tongass Highway and Water Street Viaduct Improvements [Stage 2]	$0	$0	$0	$2,573,550	$2,573,550
38	33887	Tatitlek AMHS Ferry Terminal Rehabilitation	$40,000	$140,000	$2,200,000	$0	$2,380,000
39	34447	Alaska Highway Milepost 1393 Gerstle River Bridge Replacement [Stage 1]	$0	$0	$0	$2,310,000	$2,310,000
40	32478	ADA Implementation and Compliance	$541,800	$558,054	$574,796	$592,040	$2,266,690
41	31270	Parks Highway Milepost 57-70 Rehabilitation			$2,266,530		$2,266,530
42	24337	State Street Pavement Rehabilitation	$2,140,967	$0	$0	$0	$2,140,967
43	27969	Bus and Bus Facilities	$507,500	$538,071	$538,407	$554,559	$2,138,537
44	26085	Seppala Drive Rehabilitation and Realignment	$2,103,990	$0	$0	$0	$2,103,990
45	34172	Parks Highway Milepost 52-57 Big Lake to Houston Reconstruction	$199,165	$0	$1,831,665	$0	$2,030,830
46	33974	Cascade Point Ferry Terminal Lease Payments	$0	$0	$1,000,000	$1,000,000	$2,000,000
47	34252	Kake Access Road Improvements	$0	$2,000,000	$0	$0	$2,000,000
48	34430	Klondike Highway Rehabilitation: Skagway River Bridge to Canadian Border [Stage 1]	$0	$0	$1,995,233	$0	$1,995,233

#	STIP ID	STIP ID Name	$ '24 SM (State Match)	$ '25 SM (State Match)	$ '26 SM (State Match)	$ '27 SM (State Match)	$ '24-'27 SM (State Match)
49	33247	Seward Highway Milepost 14 Railroad Crossing Reconstruction [Parent and Final Stage]	$0	$1,819,545	$0	$0	$1,819,545
50	18924	Big Lake Road Rehabilitation [SOGR 2022]	$154,413	$1,663,778		$0	$1,818,191
51	33965	Rock Slope Stabilization Program	$460,463	$451,500	$451,500	$451,500	$1,814,963
52	6447	Bridge and Tunnel Inventory, Inspection, Monitoring, Preservation, Rehabilitation, and Replacement Program	$270,900	$309,506	$623,070	$508,528	$1,712,004
53	6451	Research and Technology Transfer Program	$771,433	$305,775	$310,700	$315,699	$1,703,607
54	32639	Chiniak Highway Milepost 15-31 Rehabilitation [Stage 1]	$0	$0	$1,679,580	$0	$1,679,580
55	23455	South Tongass Highway Saxman to Surf Street Reconstruction	$31,605	$0	$1,643,460	$0	$1,675,065
56	34460	Seward Highway and Sterling Highway Intersection Improvements [Stage 1]	$0	$0	$0	$1,663,200	$1,663,200
57	34461	West Susitna Access Road [Stage 1]	$0	$1,645,266	$0	$0	$1,645,266
58	32638	Chiniak Highway Milepost 15-31 Rehabilitation [Stage 2]	$0	$0	$0	$1,643,460	$1,643,460
59	34445	Alaska Highway Milepost 1380 Johnson River Bridge Replacement [Stage 1]	$0	$1,569,443	$0	$0	$1,569,443
60	34433	Fairview Loop Road Rehabilitation and Pathway [Stage 1]	$0	$1,562,190	$0	$0	$1,562,190
61	33921	Fairview Loop Road Rehabilitation and Pathway [Parent and Final Construction]	$99,330	$0	$1,444,800	$0	$1,544,130
62	33962	Ice Roads and Seasonal Roads Maintenance Program	$361,200	$372,036	$383,197	$394,693	$1,511,126
63	33399	Rezanoff Drive Resurfacing: West Marine Way to Airport [SOGR 2022]	$78,170	$0	$1,290,922	$0	$1,369,092
64	33886	Cordova AMHS Ferry Terminal Rehabilitation	$40,000	$0	$1,200,000	$0	$1,240,000

#	STIP ID	STIP ID Name	$ '24 SM (State Match)	$ '25 SM (State Match)	$ '26 SM (State Match)	$ '27 SM (State Match)	$ '24-'27 SM (State Match)
65	33248	Shishmaref Sanitation Road Erosion Control	$1,183,150	$0	$0	$0	$1,183,150
66	26156	Center Creek Road Rehabilitation	$54,180	$1,124,235	$0	$0	$1,178,415
67	11439	Anton Anderson Memorial (Whittier) Tunnel Maintenance	$260,213	$268,020	$276,060	$284,342	$1,088,635
68	32722	Hermon Road Upgrade and Extension [CTP Award 2019]	$0	$252,840	$0	$767,550	$1,020,390
69	18359	Ferry Terminal Rehabilitation		$340,000	$340,000	$340,000	$1,020,000
70	29914	Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement [SOGR 2018] [Parent and Final Construction]	$178,200	$123,288	$613,800		$915,288
71	34198	Light up the Highways	$408,051	$54,446	$0	$451,500	$913,997
72	34464	DOT&PF Fleet Conversion	$63,210	$848,554	$0	$0	$911,764
73	34443	Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement [SOGR 2018] [Stage 2]	$900,900	$0	$0	$0	$900,900
74	32724	Seldon Road Extension Phase II: Windy Bottom/Beverly Lakes Road - Pittman [CTP Award 2019]	$45,150	$0	$823,988	$0	$869,138
75	12579	Bridge Scour Monitoring and Retrofit Program	$216,585	$216,585	$216,585	$216,585	$866,340
76	31841	Glenn Highway Arctic Avenue to Palmer-Fishhook Road Safety and Capacity Improvements [SOGR 2018]	$0	$138,600	$0	$726,000	$864,600
77	33967	Mooring System Rehabilitation	$123,846	$240,000	$240,000	$240,000	$843,846
78	2620	Seward Highway Milepost 25.5-37 Rehabilitation	$812,700	$0	$0	$0	$812,700
79	34442	Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement [SOGR 2018] [Stage 1]	$798,600	$0		$0	$798,600
80	34342	Bogard Road Reconstruction: North Earl Drive to North Engstrom Road [Parent] [CTP Award 2023]	$225,750	$72,240	$0	$487,620	$785,610

#	STIP ID	STIP ID Name	$ '24 SM (State Match)	$ '25 SM (State Match)	$ '26 SM (State Match)	$ '27 SM (State Match)	$ '24-'27 SM (State Match)
81	10765	Egan Yandukin Intersection Improvements	$90,300	$1,129	$679,508	$0	$770,937
82	28349	Front Street Resurfacing: Greg Kruschek Avenue to Bering Street [CTP Award 2019]		$36,120	$731,430	$0	$767,550
83	31719	South Tongass Highway and Water Street Viaduct Improvements [Parent and Final Construction]	$153,510	$135,450	$451,500	$0	$740,460
84	34432	Yukon-Kuskokwim Frontier Road Construction	$632,100	$0	$108,360	$0	$740,460
85	34195	Southeast Alaska Port Electrification	$135,450	$31,605	$515,440	$0	$682,495
86	34435	Sterling Highway Milepost 157-169 Reconstruction Anchor Point To Baycrest Hill [Stage 2]	$675,000	$0	$0	$0	$675,000
87	34454	Off-System Alternative Fuel and Electric Vehicle Charging Infrastructure Program	$0	$135,450	$527,255	$0	$662,705
88	32721	Hemmer Road Upgrade and Extension [CTP Award 2019]	$135,450	$81,270	$0	$422,153	$638,873
89	3648	Steese Highway Milepost 128 Crooked Creek Bridge Replacement	$110,618	$0	$505,680	$0	$616,298
90	32020	Tok Cutoff Highway Milepost 0-8 Resurfacing [SOGR 2018]	$16,500	$0	$593,340	$0	$609,840
91	29877	Chiniak Highway Milepost 15-31 Rehabilitation [Parent and Final Construction]	$0	$153,510	$316,050	$108,360	$577,920
92	34174	Rural Ports and Barge Landings Program [Parent]	$18,060	$167,799	$186,018	$191,598	$563,475
93	31310	Klondike Highway Rehabilitation: Skagway River Bridge to Canadian Border [Parent and Final Construction]	$0	$549,927	$0	$0	$549,927
94	34444	Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement [SOGR 2018] [Stage 3]		$547,800		$0	$547,800
95	30834	Gravina Refurbish Existing Ferry Berth	$505,680	$0	$0	$0	$505,680
96	33242	Sterling Highway Milepost 45-60 [Stage 2]	$451,500	$0	$0	$0	$451,500

#	STIP ID	STIP ID Name	$ '24 SM (State Match)	$ '25 SM (State Match)	$ '26 SM (State Match)	$ '27 SM (State Match)	$ '24-'27 SM (State Match)
97	32726	Trunk Road (Nelson Road) Rehabilitation and Bridge Replacement [CTP Award 2019]	$13,545	$4,515	$406,350	$0	$424,410
98	33043	Harbor Way Pedestrian Improvements and Pitt Island Cemetery Walkway [TAP Award 2019]	$413,556	$0	$0	$0	$413,556
99	34436	Sterling Highway Milepost 157-169 Reconstruction Anchor Point To Baycrest Hill [Stage 3]	$0	$0	$0	$405,000	$405,000
100	13239	Culvert Repair and Replacement	$90,300	$90,300	$90,300	$90,300	$361,200
101	32024	Franklin Street and Thane Road Reconstruction [SOGR 2018]	$0	$45,150	$316,050	$0	$361,200
102	31847	Chief Eddie Hoffman Highway Reconstruction	$180,600	$180,600	$0	$0	$361,200
103	34457	South Tongass Highway and Water Street Viaduct Improvements [Stage 1]	$0	$0	$361,200	$0	$361,200
104	34155	Sargent Creek and Russian River Bridges Planning Study	$322,000	$0	$0	$0	$322,000
105	34318	Kalifornsky Beach Road Drainage Improvements	$45,150	$270,900	$0	$0	$316,050
106	34456	Avalanche Mitigation Program	$45,150		$270,900	$0	$316,050
107	30830	Revilla New Ferry Berth and Upland Improvements	$307,020	$0	$0	$0	$307,020
108	6457	Seismic Bridge Retrofit Program	$68,621	$60,456	$62,269	$64,138	$255,484
109	34146	Juneau Douglas North Crossing	$243,344	$0	$0	$0	$243,344
110	6413	Fleet Condition Surveys	$0	$80,000	$80,000	$80,000	$240,000
111	34304	Parks Highway Milepost 303-306 Rehabilitation	$16,500	$1,320	$217,800	$0	$235,620
112	34310	Statewide Equitable Community Connectivity Action Plan (SECCAP)	$233,717	$0	$0	$0	$233,717
113	31596	Winter Trail Marking	$54,180	$55,805	$57,480	$59,204	$226,669

#	STIP ID	STIP ID Name	$ '24 SM (State Match)	$ '25 SM (State Match)	$ '26 SM (State Match)	$ '27 SM (State Match)	$ '24-'27 SM (State Match)
114	34259	Rural Community Connections Program	$225,750	$0	$0	$0	$225,750
115	26057	Port Road Reconstruction	$11,288	$0	$203,175	$0	$214,463
116	5985	Shoreside Facilities Condition Surveys	$48,000	$48,000	$48,000	$48,000	$192,000
117	30169	Healy Area and School Pedestrian Path [TAP Award 2023]	$27,090	$22,575	$139,965	$0	$189,630
118	34313	State-owned Shipyard Repairs	$45,150	$46,505	$47,900	$49,337	$188,892
119	34199	Sustainable Transportation Inventory and Data Collection	$168,455	$0	$0	$17,501	$185,956
120	34163	Non-Urban Transit Planning	$41,124	$41,741	$42,367	$43,002	$168,233
121	34428	Craig to Klawock Bike and Pedestrian Path: Stage 1 [TAP Award 2023]	$0	$0	$0	$164,442	$164,442
122	29675	Cultural Resource Management	$39,281	$40,459	$41,673	$42,923	$164,336
123	34467	Glenn Highway Milepost 53-56 Reconstruction and Moose Creek Bridge Replacement	$148,500	$0	$0	$0	$148,500
124	34190	Waterways Program	$148,039	$0	$0	$0	$148,039
125	34452	Rural Dust Mitigation Program	$135,450	$0	$0	$0	$135,450
126	34448	Whitshed Road and Pedestrian Improvements [Stage 1]	$0	$0	$0	$135,450	$135,450
127	31597	Statewide Planning and Environmental Linkages Study	$135,450	$0	$0	$0	$135,450
128	6450	US Geological Survey Flood Frequency and Analysis	$31,998	$32,958	$33,946	$34,965	$133,867
129	30831	Revilla Refurbish Existing Ferry Berth	$126,420	$0	$0	$0	$126,420
130	34449	State Rail Plan	$99,330	$0	$0	$0	$99,330
131	33720	Richardson Highway Milepost 275-295 Rehabilitation	$0	$99,000	$0	$0	$99,000

#	STIP ID	STIP ID Name	$ '24 SM (State Match)	$ '25 SM (State Match)	$ '26 SM (State Match)	$ '27 SM (State Match)	$ '24-'27 SM (State Match)
132	6454	Bridge Management System	$24,614	$24,614	$24,614	$24,614	$98,454
133	27049	Whitshed Road and Pedestrian Improvements [Parent and Final Construction]	$97,073	$0	$0	$0	$97,073
134	33741	Seward Highway and Sterling Highway Intersection Improvements SOGR 2018 [Parent and Final Construction]		$26,400	$66,000	$0	$92,400
135	25836	AASHTO Technical Programs Support	$22,575	$22,575	$22,575	$22,575	$90,300
136	33696	Petersville Road Milepost 7 Moose Creek Bridge Reconstruction [SOGR Award 2022]	$0	$86,688	$0	$0	$86,688
137	31899	Disadvantaged Business and Civil Rights Disparity Compliance Study	$72,560	$0	$0	$0	$72,560
138	34257	Housing Roads Program	$72,544	$0	$0	$0	$72,544
139	26168	Air Quality Mobile Source Modeling	$18,060	$18,060	$18,060	$18,060	$72,240
140	34405	Complete Streets Statewide Planning	$67,725	$0	$0	$0	$67,725
141	21114	South Tongass Highway Deermount to Saxman Reconstruction	$45,150		$0	$21,672	$66,822
142	32022	Tok Cutoff Highway Milepost 76-91 Rehabilitation [SOGR 2018]	$0	$0	$59,400	$0	$59,400
143	34451	Renewable Diesel Implementation Study	$58,695	$0	$0	$0	$58,695
144	34398	Alaska Rural Remote Operations Workplan (ARROW Program) for Unmanned Aviation Systems (UAS)	$55,605	$0	$0	$0	$55,605
145	33445	Sargent Creek Bridge Repairs [SOGR Award 2022]	$0	$0	$51,020	$0	$51,020
146	32018	Glenn Highway Milepost 158-172 Rehabilitation [SOGR 2018]	$0	$46,200	$0	$0	$46,200
147	31718	South Tongass Highway Hoadley Creek Bridge Replacement	$0	$36,120	$9,030	$0	$45,150

#	STIP ID	STIP ID Name	$ '24 SM (State Match)	$ '25 SM (State Match)	$ '26 SM (State Match)	$ '27 SM (State Match)	$ '24-'27 SM (State Match)
148	34246	Montana Creek Bridge Replacement [TAP Award 2023]	$27,090	$16,967	$452	$0	$44,509
149	34251	Inner and Outer Springer Loop Separated Pathway [TAP Award 2023]	$0	$40,120	$0	$0	$40,120
150	33599	Chena Hot Springs Road Milepost 6-13 Rehabilitation [SOGR 2022]	$0	$36,120	$0	$0	$36,120
151	6455	Small Hydrologic Investigations	$9,030	$9,030	$9,030	$9,030	$36,120
152	33601	Elliott Highway Milepost 63-73 Rehabilitation	$0	$36,120	$0	$0	$36,120
153	22322	Alaska Highway Milepost 1393 Gerstle River Bridge Replacement [Parent and Final Construction]	$33,000	$0	$0	$0	$33,000
154	27732	Craig to Klawock Bike and Pedestrian Path: [Parent and Final Construction] [TAP Award 2023]	$0	$18,060	$13,816	$0	$31,876
155	34450	Truck Parking Study	$31,605	$0	$0	$0	$31,605
156	34244	Knik River Wayside Gold Star Families Memorial [TAP Award 2023]	$28,630	$0	$0	$0	$28,630
157	29913	Sterling Highway Milepost 82.5-94 Safety Corridor Improvements [Parent and Final Construction]	$26,400	$0	$0	$0	$26,400
158	33600	Elliott Highway Milepost 12-18 Rehabilitation	$0	$22,575	$0	$0	$22,575
159	34455	Construction Material Waste	$22,575		$0	$0	$22,575
160	34245	Portage Curve Multi-Modal and Trail of Blue Ice Connector [TAP Award 2023]	$22,575	$0	$0	$0	$22,575
161	34305	Seldovia Gravel Source Road	$2,184			$0	$2,184
162	MATCH	State and Local Match	-$124,511,975	-$75,847,781	-$84,839,993	-$70,972,743	-$356,172,492
			SUM $0	SUM -$0	SUM $0	SUM $0	SUM $1


FHWA
FISCAL CONSTRAINT
Local Matching Funds

Fiscal Constraint: Local Match

#	STIP ID	STIP ID Name	$ '24 3PF (Local Match)	$ '25 3PF (Local Match)	$ '26 3PF (Local Match)	$ '27 3PF (Local Match)	$ '24-'27 3PF (Local Match)
1	AMATS TIP	[LEDGER-TIP] Anchorage Metropolitan Area Transportation Solutions (AMATS) Transportation Improvement Program (TIP)	$10,339,308	$4,284,556	$4,203,698	$4,505,778	$23,333,340
2	19635	Railroad Bridge Rehabilitation	$9,378,200	$4,335,992	$4,401,032	$4,467,048	$22,582,272
3	19658	Railroad Preventative Maintenance	$4,262,500	$4,326,438	$4,391,334	$4,457,204	$17,437,476
4	34104	Wales to Tin City Road Reconstruction [CTP Award 2023]	$0	$12,188,296	$0	$0	$12,188,296
5	34400	Railroad Improvement Program	$11,229,606	$0	$0	$0	$11,229,606
6	19634	Railroad Track Rehabilitation	$5,944,128	$1,314,888	$1,334,611	$1,354,630	$9,948,257
7	19120	Rural Transit and Rural Transit Assistance Program	$1,636,866	$1,681,062	$1,736,551	$1,788,648	$6,843,126
8	33241	Cape Blossom Road [Stage 2]	$4,794,930	$0	$0	$0	$4,794,930
9	FAST TIP	[LEDGER-TIP] Fairbanks Area Surface Transportation (FAST) Transportation Improvement Program (TIP)	$1,105,133	$953,582	$986,818	$1,001,621	$4,047,154
10	34204	Wales Community Roads Improvement [CTP Award 2023]	$0	$3,961,563	$0	$0	$3,961,563
11	34349	Captain's Bay Road [CTP Award 2023]	$0	$72,000	$58,800	$3,026,400	$3,157,200
12	20854	Railroad Passenger Equipment	$760,400	$771,806	$783,383	$795,134	$3,110,723
13	32684	Low No Emission Electric Buses and Charging Stations	$893,562	$1,021,214	$1,148,866	$0	$3,063,642
14	33243	Railroad Signal and Detector System	$600,000	$609,000	$618,135	$627,407	$2,454,542
15	34417	Lutak Dock Replacement Project	$2,400,000	$0	$0	$0	$2,400,000
16	27969	Bus and Bus Facilities	$507,500	$538,071	$538,407	$554,559	$2,138,537
17	34234	Vintage Boulevard and Clinton Drive Reconstruction [CTP Award 2023]	$0	$300,000	$135,625	$1,697,500	$2,133,125
18	34232	Akutan Harbor Access Road [CTP Award 2023]	$130,080	$105,148	$0	$1,641,176	$1,876,404

#	STIP ID	STIP ID Name	$ '24 3PF (Local Match)	$ '25 3PF (Local Match)	$ '26 3PF (Local Match)	$ '27 3PF (Local Match)	$ '24-'27 3PF (Local Match)
19	33882	Railroad Tunnel Rehabilitation	$1,200,000	$203,000	$206,045	$209,136	$1,818,181
20	31090	Railroad Transit Asset Management	$375,000	$279,125	$283,312	$287,562	$1,224,999
21	26149	Naknek to King Salmon Non-motorized Pathway [TAP Award 2023]	$97,550	$64,871	$1,043,785	$0	$1,206,206
22	34146	Juneau Douglas North Crossing	$316,050	$866,000	$0	$0	$1,182,050
23	33244	Railroad Technology Infrastructure	$250,000	$253,750	$257,556	$261,420	$1,022,726
24	34263	Railroad Slide Zone Mitigation	$625,000	$126,875	$128,778	$130,710	$1,011,363
25	34021	Railroad Avalanche Control	$1,000,000	$0	$0	$0	$1,000,000
26	12259	Recreational Trails Program	$414,039	$157,055	$159,411	$157,009	$887,515
27	34243	Seldon Road Reconstruction: Wasilla-Fishhook Road to Snowgoose Drive [Parent] [CTP Award 2023]	$319,000	$136,750	$0	$400,000	$855,750
28	32359	Ruby Slough Road Rehabilitation [CTP Award 2019]	$27,090	$812,700	$0	$0	$839,790
29	31089	Railroad Locomotive Equipment	$200,000	$203,000	$206,045	$209,136	$818,181
30	6234	Palmer-Fishhook Separated Pathway: Trunk Road to Edgerton Parks Road [TAP Award 2023]	$312,970	$134,130	$340,000	$0	$787,100
31	33245	Railroad Facility Rehabilitation	$275,000	$152,250	$154,534	$156,852	$738,636
32	34264	Railroad Flood Mitigation	$250,000	$126,875	$128,778	$130,710	$636,363
33	28890	Sayles and Gorge Street Viaduct Improvements	$634,701	$0	$0	$0	$634,701
34	32728	Akakeek, Ptarmigan, and DeLapp Reconstruction [CTP Award 2019]	$18,060	$0	$595,980	$0	$614,040
35	32378	Second Street Reconstruction [CTP Award 2019]	$5,418	$36,120	$0	$541,800	$583,338
36	32723	Redoubt Avenue and Smith Way Rehabilitation [CTP Award 2019]	$31,244	$36,120	$504,777	$0	$572,141

#	STIP ID	STIP ID Name	$ '24 3PF (Local Match)	$ '25 3PF (Local Match)	$ '26 3PF (Local Match)	$ '27 3PF (Local Match)	$ '24-'27 3PF (Local Match)
37	33246	Railroad Operations Support Facilities	$130,000	$126,875	$128,778	$130,710	$516,363
38	34248	Spuce Mill Promenade [TAP Award 2023]	$0	$0	$297,360	$204,022	$501,382
39	33043	Harbor Way Pedestrian Improvements and Pitt Island Cemetery Walkway [TAP Award 2019]	$413,556	$0	$0	$0	$413,556
40	31091	Railroad Transit Radio and Communication System	$100,000	$101,500	$103,023	$104,568	$409,091
41	34413	Railroad Right-of-way Clearing	$100,000	$101,500	$103,023	$104,568	$409,091
42	34426	Homer All-ages and Abilities Pedestiran Pathway (HAPP) [TAP Award 2023]	$54,300	$23,200	$0	$310,000	$387,500
43	34245	Portage Curve Multi-Modal and Trail of Blue Ice Connector [TAP Award 2023]	$0	$332,875	$0	$0	$332,875
44	19119	Enhanced Mobility for Seniors and Individuals With Disabilities	$75,731	$78,003	$80,343	$82,753	$316,830
45	34428	Craig to Klawock Bike and Pedestrian Path: Stage 1 [TAP Award 2023]	$0	$0	$0	$300,000	$300,000
46	34244	Knik River Wayside Gold Star Families Memorial [TAP Award 2023]	$0	$0	$257,614	$0	$257,614
47	33039	Kenai River Flats Pedestrian Improvements [TAP Award 2019]	$220,242	$0	$0	$0	$220,242
48	33038	Kenai Bridge Access Road Pedestrian Pathway [TAP Award 2019]	$2,709	$215,727	$0	$0	$218,436
49	26057	Port Road Reconstruction	$11,288	$0	$203,175	$0	$214,463
50	34246	Montana Creek Bridge Replacement [TAP Award 2023]	$0	$0	$0	$176,085	$176,085
51	34251	Inner and Outer Springer Loop Separated Pathway [TAP Award 2023]	$0	$0	$30,090	$137,411	$167,501
52	34448	Whitshed Road and Pedestrian Improvements [Stage 1]	$0	$0	$0	$135,450	$135,450
53	19664	Railroad Positive Train Control	$25,000	$25,375	$25,756	$26,142	$102,273

#	STIP ID	STIP ID Name	$ '24 3PF (Local Match)	$ '25 3PF (Local Match)	$ '26 3PF (Local Match)	$ '27 3PF (Local Match)	$ '24-'27 3PF (Local Match)
54	27049	Whitshed Road and Pedestrian Improvements [Parent and Final Construction]	$97,073	$0	$0	$0	$97,073
55	34425	Healy to Antler Ridge Separated Path [TAP Award 2023]	$0	$49,665	$0	$31,605	$81,270
56	34406	[LEDGER] Urban Transit MVP Planning	$18,003	$18,273	$18,547	$18,826	$73,649
57	21314	Railroad Transit Security Associated Transit Improvements	$5,000	$5,075	$5,151	$5,228	$20,454
58	MATCH	State and Local Match	-$61,586,237	-$41,130,304	-$25,599,121	-$30,168,807	-$158,484,469
			SUM -$0	SUM -$0	SUM $0	SUM $0	SUM -$0


Advance Construction
FISCAL CONSTRAINT
Advance Construct (AC) and Proposed AC Conversions
(Additional AC Details are locate with the STIP ID)

Fiscal Constraint:AC

#	STIP ID	STIP ID Name	$ '24 AC	$ '25 AC	$ '26 AC	$ '27 AC	$ '24-'27 AC
1	34126	Alaska Highway Milepost 1348 Robertson River Bridge Replacement	$0	$0	$0	$69,217,010	$69,217,010
2	34206	West Susitna Access Road [Parent and Final Construction]	$0	$0	$0	$20,000,000	$20,000,000
3	32639	Chiniak Highway Milepost 15-31 Rehabilitation [Stage 1]	$0	$0	$16,920,420	$0	$16,920,420
4	18924	Big Lake Road Rehabilitation [SOGR 2022]	$0	$16,761,223	$0	$0	$16,761,223
5	31469	Ward Creek Bridge Replacement	$0	$0	$8,290,300	$0	$8,290,300
6	26085	Seppala Drive Rehabilitation and Realignment	$7,732,450	$0	$0	$0	$7,732,450
7	34195	Southeast Alaska Port Electrification	$0		$3,919,060	$0	$3,919,060
8	33248	Shishmaref Sanitation Road Erosion Control	$2,729,100	$0	$0	$0	$2,729,100
9	AC	Advance Construction	-$10,461,550	-$16,761,223	-$29,129,780	-$89,217,010	-$145,569,563
			SUM $0	SUM $0	SUM $0	SUM $0	SUM $0

Fiscal Constraint: Advance Construction Conversion

#	STIP ID	STIP ID Name	$ '24-'27 AC	AC Balance	$ '24 AC Conversion	$ '25 AC Conversion	$ '26 AC Conversion	$ '27 AC Conversion	$ '28 AC Conversion	$ '29 AC Conversion	$ '30 AC Conversion
1	18924	Big Lake Road Rehabilitation [SOGR 2022]	$16,761,223	$0	$0	$0	$5,617,398	$0		$11,516,802	
2	34195	Southeast Alaska Port Electrification	$3,919,060	$0	$0	$0	$0	$3,919,060	$3,919,060		
3	12579	Bridge Scour Monitoring and Retrofit Program	$0	$1,673,716	$0	$1,673,716	$0	$0			
4	29914	Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement [SOGR 2018] [Parent and Final Construction]	$0	$1,868,000	$0	$1,868,000	$0	$0			
5	18358	Ferry Refurbishment	$0	$31,361,127	$0	$0	$0	$0	$31,361,127		
6	29877	Chiniak Highway Milepost 15-31 Rehabilitation [Parent and Final Construction]	$0	$483,939	$483,939	$0	$0	$0			
7	11439	Anton Anderson Memorial (Whittier) Tunnel Maintenance	$0	$1,776,844	$1,776,844	$0	$0	$0			
8	6457	Seismic Bridge Retrofit Program	$0	$141,254	$141,254	$0	$0	$0			
9	33972	South Tongass Ferry Terminal	$0	$400,000	$0	$400,000	$0	$0			
10	2673	Sterling Highway Milepost 45-60 [Parent and Final Construction]	$0	$6,538,000	$0	$0	$0	$0	$6,538,000		
11	6454	Bridge Management System	$0	$909,700	$0	$909,700	$0	$0			
12	19217	Highway Safety Improvement Program	$0	$15,370,397	$15,370,397	$0	$0	$0			
13	31841	Glenn Highway Arctic Avenue to Palmer-Fishhook Road Safety and Capacity Improvements [SOGR 2018]	$0	$1,247,334	$1,247,334	$0	$0	$0			
14	6447	Bridge and Tunnel Inventory, Inspection, Monitoring, Preservation, Rehabilitation, and Replacement Program	$0	$4,673,584	$4,288,374	$0	$0	$0			
15	21114	South Tongass Highway Deermount to Saxman Reconstruction	$0	$3,557,160	$3,420,705	$136,455	$0	$0			

#	STIP ID	STIP ID Name	$ '24-'27 AC	AC Balance	$ '24 AC Conversion	$ '25 AC Conversion	$ '26 AC Conversion	$ '27 AC Conversion	$ '28 AC Conversion	$ '29 AC Conversion	$ '30 AC Conversion
16	33865	National Electric Vehicle Infrastructure Program	$0	$444,154	$444,154	$0	$0	$0			
17	30729	Inter-Island Ferry Authority Ferry Refurbishments	$0	$400,579	$400,579	$0	$0	$0			
18	6451	Research and Technology Transfer Program	$0	$3,134,798	$3,134,798	$0	$0	$0			
19	33962	Ice Roads and Seasonal Roads Maintenance Program	$0	$1,124,194	$1,124,194	$0	$0	$0			
20	33242	Sterling Highway Milepost 45-60 [Stage 2]	$0	$118,002,807	$31,700,938	$0	$53,828,628	$32,473,241			
21	26076	Aurora Drive-Noyes Slough Bridge Replacement	$0	$7,117,990	$7,117,990	$0	$0	$0			
22	23675	Barge Landing Access Road and Boardwalk Improvements	$0	$8,150,166	$0	$8,150,166	$0	$0			
23	33018	Quartz Creek Bridge Replacement	$0	$6,196,596	$6,196,596	$0	$0	$0			
24	6446	Annual Planning Work Program	$0	$7,844,578	$7,844,578	$0	$0	$0			
25	33420	Richardson Highway Milepost 214-218 Reconstruction	$0	$1,137,125	$0	$0	$1,137,125	$0			
26	32319	Sterling Highway Milepost 45-60 [Stage 3]	$0	$58,392,234	$0	$0	$0	$30,000,000		$28,392,234	
27	32298	Knik Goose Bay Road Reconstruction: Fairview Loop to Settler's Bay [Stage 1]	$0	$18,563,221	$478,731	$5,160,587	$0	$0	$12,923,903		
28	33178	Trout Creek Culvert Replacement and Aquatic Organism Passage Improvements	$0	$105,521	$105,521	$0	$0	$0			
29	31330	Glenn Highway: Parks Highway to South Inner Springer Loop (Cienna Avenue)	$0	$57,437,470	$0	$0		$30,216,710		$27,220,760	
30	31098	Ketchikan Ferry Terminal Improvements [Stage 2]	$0	$229,431	$229,431	$0	$0	$0			
31	33860	PROTECT Program	$0	$407,284	$407,284	$0	$0	$0			
32	33973	Arctic Strategic Transportation and Resources (ASTAR) PEL Triangle Community Road Corridor	$0	$1,605,621	$1,605,621	$0	$0	$0			
33	32300	Sterling Highway Milepost 45-60 [Stage 1]	$0	$1,365,000	$0	$0	$1,365,000	$0			

#	STIP ID	STIP ID Name	$ '24-'27 AC	AC Balance	$ '24 AC Conversion	$ '25 AC Conversion	$ '26 AC Conversion	$ '27 AC Conversion	$ '28 AC Conversion	$ '29 AC Conversion	$ '30 AC Conversion
34	18634	Cape Blossom Road [Stage 1]	$0	$3,559,208	$0	$3,559,208	$0	$0			
35	27766	South Tongass Highway Improvements	$0	$12,447,178	$12,447,178		$0	$0			
			SUM $20,680,2	SUM $377,666,209	SUM $99,966,43	SUM $21,857,832	SUM $61,948,151	SUM $96,609,011	SUM $54,742,090	SUM $67,129,	SUM $0