



**State of Alaska**  
**Department of Transportation & Public Facilities**

**2012-2015**

**Statewide Transportation  
Improvement Program (STIP)**

Approved February 9, 2012

**Southeast Region and AMHS Extract**



*“Get Alaska Moving through service and infrastructure.”*

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U.S. DEPARTMENT OF TRANSPORTATION

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February 9, 2012

Mr. Marc Luiken  
Commissioner  
Alaska Department of Transportation and Public Facilities  
P.O. Box 112500  
Juneau, AK 99811-1125

In Reply Refer To:  
PR 2-2

Subject: Approval of FY 2012-2015 STIP and Statewide Planning Finding

Dear Commissioner Luiken:

The following is in response to the Department's transmittal of the Alaska's Fiscal Year (FY) 2012 -2015 Statewide Transportation Improvement Program (STIP), and the certification of the state planning process (dated January 11, 2012). Our various metropolitan and statewide planning process findings summary and actions are summarized below:

**1. Metropolitan Transportation Planning Processes and TIPs:**

The Anchorage Metropolitan Area Transportation Solutions (AMATS) Metropolitan Transportation Plan including the Transportation Improvement Program (TIP) is currently under development with a different timeline from the STIP. The AMATS TIP portion of a STIP is being developed cooperatively, and it will be included by reference in the STIP upon completion [23 CFR 450.216(b)]. The Fairbanks Metropolitan Area Transportation System (FMATS) TIP portion of the STIP received a conformity determination on October 31, 2011, and it is included by reference in the STIP.

On April 8, 2011, the Federal Transit Administration and the Federal Highway Administration jointly certified that the planning process conducted by the AMATS meets the requirements of 23 CFR 450, Section 334(b)(i) subject to the corrective actions. The corrective actions are in the process of being resolved.

2. **Statewide Transportation Planning Process and the STIP:**

23 U.S.C. 135(f)(4) and 23 CFR 450.218 require that the Federal Highway Administration/ Federal Transit Administration (FHWA/FTA) approval of the STIP include a finding that the process from which the STIP was developed is consistent with the provisions of 23 U.S.C. 134 and 135 and 49 U.S.C. 5303 - 5305.

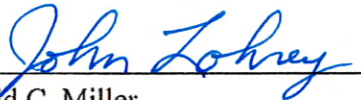
The Statewide Transportation Planning Process Finding is based on regular coordination and risk assessment with Planning Staff. Attached is a list of findings for the statewide transportation planning process, and the planning process satisfies the above requirements.

In summary, our review of the STIP and supporting documentation concludes that the FY 2012 - 2015 STIP satisfactorily addresses the process and content requirements of 23 U.S.C. 134 and 135, 49 U.S.C. 5303 - 5305, 23 CFR Part 450 (Subparts B and C) and 49 CFR Part 613 (Subparts B and C), including the provisions on public involvement and fiscal constraint; therefore, Alaska's FY 2012-2015 STIP is hereby approved.

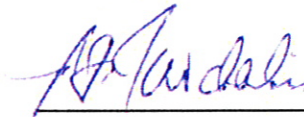
Thank you for your continued effort to improve the STIP process and ensuring a cooperative, continuous, and comprehensive transportation process. We recognize the complexity of assembling this STIP and appreciate the hard work and outstanding efforts of your staff in this matter. We look forward to working with you to advance the projects and programs in the STIP, and to continue to provide the traveling public with a transportation system of the highest quality.

If you have any questions concerning this letter, please contact Mr. Kris Riesenber, FHWA Planning Program Manager at (907) 586- 7413, or Mr. Ned Conroy, FTA Community Planner at (206) 220-4318.

Sincerely,



*for* David C. Miller  
Division Administrator  
Federal Highway Administration



R.F. Krochalis  
Regional Administrator  
Federal Transit Administration

Cc: Jeffery C. Ottesen, Director, Division Program Development, DOT&PF  
Michael A. Vigue, Chief, Capital Program Planning, DOT&PF  
Pete Christensen, Manager, Capital Improvement Program, DOT&PF  
Jennifer Witt, Central Region Planning, DOT&PF  
Ethan Birkholz, Northern Region Planning, DOT&PF  
Andy Hughes, Southeast Region Planning, DOT&PF

## **2012 Alaska Statewide Transportation Planning Process Finding**

*To approve the STIP document, including TIPs contained by reference, the Federal Highway Administration and Federal Transit Administration must make a determination that each metropolitan TIP is based on a continuing, cooperative, and comprehensive planning process. In addition, this Planning Finding is based upon the extent that all the projects in the STIP are based on a planning process in accordance with 23 U.S.C. 134, 135, and 49 U.S.C. 5303 and 5304.*

**Electronic STIP** – The Department’s Electronic STIP is a very good practice. It is a useful tool to communicate the STIP to the public in a clear and concise manner. The coordination and consultation in the STIP planning process with the Public is important to maintain the Public trust. The intent to expand the effectiveness of the Electronic STIP is also commended.

**Fiscal Constraint** – The Department has taken multiple steps to balance the many State transportation needs and priorities with the financial resources available. These steps are very important to balance the program, and persistent monitoring is needed to ensure the State’s priorities and commitments are delivered. The commitments and priorities require a consistent and long term monitoring. The Department is in the process of utilizing technology to improve project programming and prioritizing. Regular Scope, Schedule and Estimate monitoring and balancing will help ensure the total project commitments can be delivered with the financial resources available.

Two suggestions would be to: 1) prior to starting NEPA include a planning-level project estimate with amount of funding each year per phase in the programming technology to balance Statewide priorities and 2) prior to the NEPA Decision Document completion, the programming technology could be utilized to indicate the subsequent project phases and the amount of funding each year per phase to fully fund the project.

**STIP Delivery** – The Department has also taken steps to improve consistent delivery of the Transportation Program. The Fiscal Constraint monitoring and balancing is a crucial component to consistent delivery of the STIP. The Department is developing regular STIP revision schedule in order to integrate the STIP programming and project delivery. Additional integration with project delivery is needed to better communicate Scope, Schedule, and Estimates into the planning process.

**Maintenance and Operation (M&O) funding for the Transportation System** – The Department dedicates significant funding to maintain and operate the Transportation System. The STIP highlights how M&O funding is utilized. The STIP should utilize the asset management and maintenance service-based budget by the Department to present the system-wide M&O funding analysis for the future STIP.

# 2012-2015 Alaska Statewide Transportation Improvement Program

Alaska Department of Transportation & Public Facilities

*Division of Program Development*

**\*\*DRAFT January 2012\*\***

## Introduction to the STIP

The Alaska Statewide Transportation Improvement Program (STIP) is the state's four-year program for transportation system preservation and development. Federal statutes (23 USC 135) require that in order to use Federal transportation funding, the state must develop a STIP. The STIP must cover all surface transportation improvements for which partial or full federal funding is approved and that are expected to take place during the four-year duration of the STIP. Alaska's surface transportation program is mostly driven by federal funds and requirements and includes interstate, state and some local highways, bridges, ferries and public transportation.

There are many projects that are not required to be in the STIP. The STIP does not include aviation projects because Federal Aviation Administration (FAA) has its own similar system of project evaluation and fund distribution. Ports and harbors projects are not included in the STIP since financial assistance for ports and harbors is provided through the Municipal Harbor Facility Grant. Also, it is not required for the STIP to include wholly state-funded projects, or other projects that are not federally-funded in any way.

## Overview

This document is the official 2012-2015 STIP. It meets the requirements of Title 23 United States Code, Title 23 Code of Federal Regulations, and Title 17 of the Alaska Administrative Code. It must be fiscally constrained based upon reasonably expected funding. Staff reviews projects in the STIP for consistency with local land-use and transportation plans, as well as with applicable state policies and plans including the Statewide Long Range Transportation Policy Plan, the Highway Safety Improvement Plan, the State Bicycle and Pedestrian Plan, regional transportation plans and others.

Projects in the STIP must be consistent with, and implement, the policies of Let's Get Moving 2030, the Statewide Long Range Transportation Policy Plan. The plan articulates policies for system development, system preservation, management and operations, economic development, safety, security, environment and quality of life, and good government. It identifies numerous goals for each of the policies and establishes action steps for plan implementation. The Statewide Long-Range Transportation Policy Plan: Let's Get Moving 2030, is available on the DOT&PF website at [www.dot.alaska.gov/2030](http://www.dot.alaska.gov/2030).

The STIP is consistent with other planning efforts, including DOT's Highway Safety Improvement Plan, approved DOT Regional Transportation Plans (regional components of the Long Range Transportation Policy Plan), Transportation Improvement Programs (TIPs) prepared by Anchorage and Fairbanks, municipal Comprehensive Plans and tribal transportation plans.

The STIP also reflects the goals of the state administration to support economic development, and seeks opportunities to link resource-rich areas to the state's highway, port and rail system.

## STIP Revisions

STIP projects do not always proceed on schedule, so in order to maximize the state's ability to use its federal spending authority, projects not ready to advance at a critical time yield their place in the schedule to other projects that are ready to go. Such changes require amendments to the STIP using procedures established in state and federal law and, except for minor or administrative changes, require a public notice and comment period. All Revisions to the STIP have specific approval, review and public notice requirements; all of which are reviewed, tracked and approved by Alaska DOT&PF, Federal Highway Administration (FHWA), and Federal Transit Administration (FTA).

There are three main types of STIP revisions:

**Amendment (AMD):** An amendment is a formal, publically noticed revision of the STIP required when making certain types of changes. Amendments are not complete until they are approved by FHWA/FTA. The Department provides notice of a proposed amendment by publication of a notice in a newspaper of general circulation in the geographic area of the project, and by written notice informing MPO's, Tribes and others affected by the amendment. The notice describes the amendment and the effect of the amendment on the STIP, solicits comments, and provides for a comment period of 30 days following publication of the notice. An amendment is required when adding or removing a project from the STIP, when making changes to a project that have a significant increase or decrease in funding amount, a major change in fund scheduling, when adding a phase to a project, or when making major changes to the description and/or title of a project.

**Administrative Modification (AM):** An administrative modification is an informal revision of the STIP where the changes are minor and public notification is not required. An administrative modification may not affect fiscal constraint. Except in the case of and administrative modification of a transit project, administrative modifications do not require FHWA or FTA approval.

**Incorporation by Reference (INC):** Transportation Improvement Programs (TIPs) are incorporated into the STIP by reference. Typically, the STIP will incorporate TIPs from Metropolitan Planning Organization's (MPO), (See "Metropolitan Areas" below.) and Federal agencies such as Western Federal Lands (WFL) and the Bureau of Indian Affairs (BIA).

More information regarding STIP revisions is available on the DOT&PF website at [www.dot.alaska.gov/stip](http://www.dot.alaska.gov/stip).

## Public Involvement

Federal regulation, state regulation, state statute and Department policies and procedures govern public involvement in the transportation planning process. These laws and procedures guide the consultation and coordination required with Tribes, with MPO's, with other (non-MPO) municipalities and communities. A matrix of these laws and their requirements is contained in the appendix of this document. DOT&PF solicits and evaluates public involvement during the project nomination period, during the public review period of the Draft STIP, and when amending an approved STIP. Interested parties may submit comments via the internet at [www.dot.alaska.gov/stip](http://www.dot.alaska.gov/stip) or to the regional planners in Anchorage, Fairbanks or Juneau. A Regional Area Planner's map can be found at the STIP website and is included in the appendix. Also, general contact information can be found at the beginning of this document.

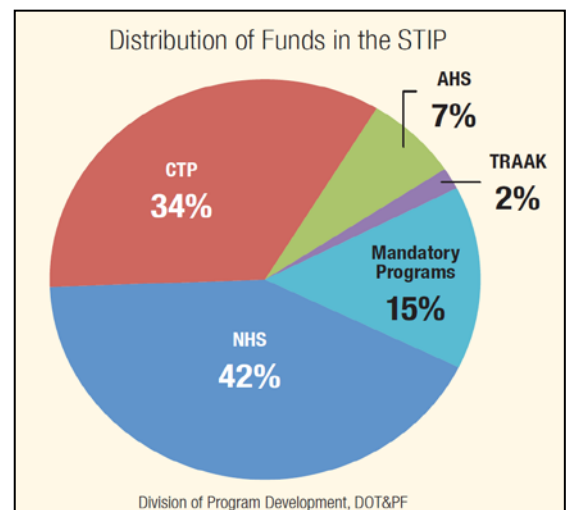
The Department updates the STIP website often, making it the best place to check the dates for online meetings and public comment opportunities. <http://www.dot.alaska.gov/stip>.

## STIP Spending Categories

Congress, through the FHWA and the FTA, provides funding to Alaska transportation projects and programs through more than sixty different program categories. These funds are organized within the following DOT&PF spending programs in the STIP. The programs are in the descending order of their historic levels of funding.

**National Highway System (NHS)** — the system of highest priority highways and ferry links that connect the state's population centers with economic centers, border crossings, public transit facilities, airports, and port facilities. Congress, in 1995, designated in law all of the routes that make up the NHS. Ferries and ferry terminals are included with either the AHS (see definition below) or the NHS, as appropriate. The Department uses these funds for pavement preservation, building more capacity and relieving congestion, installing safety improvements such as lighting and guardrails, improving air quality and a variety of other tasks focused on system preservation, expansion and safety.

**Community Transportation Program (CTP)** — creates partnerships with local governments, tribes, and other parties to build projects serving



local and regional needs including economic development related projects. The CTP provides funds for local transit projects, Intelligent Transportation Systems (see the section on 'Data Services'), and local road and street projects in remote, rural and urban communities.

**Mandatory Programs** —sometimes referred to as Required (REQD) programs; these fund categories are restricted to specific uses required by FHWA that include:

- Transportation planning, research and data programs, development of the Long Range Transportation Policy Plan, the STIP, and projects that keep relevant statistics about the transportation system.
- Bridge inspection and rehabilitation including replacement of structurally deficient bridges.
- The Highway Safety Improvement Program that seeks to reduce traffic fatalities and serious injuries on all public roads through the installation of highway safety improvements.
- The Safe Routes to Schools program that identifies and develops separated bike and pedestrian access for school children.
- Projects that improve air quality such as transit bus replacement, vehicle inspection and maintenance program improvements, adding traffic signal coordination capabilities, as well as paving for dust control, constructing park and share lots, and encouraging ride sharing.
- Civil rights program funding that supports Alaska DOT&PF's policy to ensure that no person be excluded from participation, or be denied benefits, based on race, religion, color, gender, age, marital status, ability, or national origin.
- Funds earmarked by Congress for specific projects.

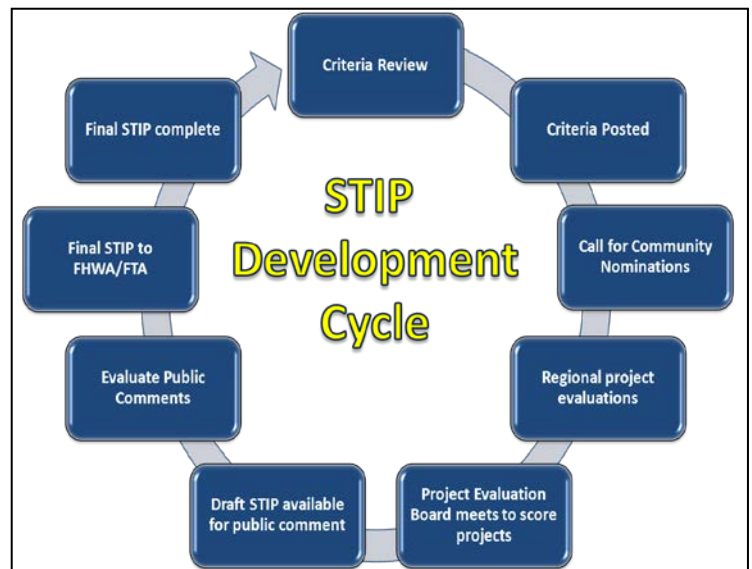
**Alaska Highway System (AHS)** — includes state highways, roads and ferry links that are not part of the National Highway System (see above) but are still important to the state because they link cities with economic centers, recreational areas, and span the distances between cities. The Department has established AHS routes by regulation. DOT&PF uses funds for the AHS essentially for the same purposes as funds for the NHS, with the focus on preservation, expansion and safety.

**Trails and Recreational Access for Alaska (TRAAK)** — includes the development of bike and pedestrian paths and trails, landscaping, historic preservation, highway waysides and associated interpretive signage, access to recreational facilities, and similar improvements.

## Project Selection

Project selection in the REQD, NHS and AHS programs is determined by the department, as established in administrative code. When the department considers NHS and AHS projects, they may consider a number of criteria, including but not limited to: pavement or road base condition, congestion, capacity, cost, impacts on economic development or resource development, bridge condition, accident rate or other safety issues, and “time traps (projects that have not proceeded to construction in the time allotted by regulation).”

Project selection for the CTP and TRAAK programs is a competitive process. About every two years, the Department requests project nominations from the public for projects in the CTP and the TRAAK program. A Project Evaluation Board reviews, scores and ranks proposed projects based on established criteria. The



highest scoring projects are then funded in the STIP. For details on the CTP and TRAAK Project selection process and timeline, visit the STIP website [www.dot.alaska.gov/stip](http://www.dot.alaska.gov/stip) or contact the STIP office.

## Other Project Categories

**Illustrative List (ILLU)** - This STIP includes additional projects that could proceed if additional funding becomes available. The additional projects constitute the “illustrative” list of projects allowed under federal regulation 23 CFR 450.216(l). Should a scheduled project encounter delays and be unable to advance as proposed, if actual project bids come in lower than what we have estimated, or if sufficient funds are identified for other reasons, we will select a project from the illustrative list in order to make maximum use of the funds. If a project is selected from the illustrative list to move ahead, it must receive formal approval action from the FHWA and FTA before work can proceed.

**Highway and Transit Maintenance and Operations (M&O)** - After a project is completed and opened to public use, it is included in the department’s routine maintenance schedule. Federal planning regulations require the STIP 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, with regional offices in Fairbanks, Anchorage and Juneau. The regional offices manage a total of 78 highway maintenance stations distributed along the highway system and at key airports. Each region 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 an exception is made for certain types of maintenance on roads designated as interstates.

Maintenance and operation responsibilities include all the activities to keep our state highways, bridges, airports, buildings and harbors 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.

**Metropolitan Planning Organizations (MPOs)** - Federal regulation requires that each state transportation department develop a STIP for all areas of the state outside of MPOs. For metropolitan areas, the MPOs develop their own TIPs (Transportation Improvement Programs), which are approved by the Governor or his/her delegate and incorporated by reference into the STIP. Alaska has two Metropolitan areas: Anchorage Metropolitan Area (AMATS) and Fairbanks Metropolitan Area (FMATS). Each TIP and all amendments are incorporated by reference into the STIP and are linked to the STIP website at [www.dot.alaska.gov/stip](http://www.dot.alaska.gov/stip).

**Public and Human Service Transportation (Transit) projects in the STIP** - The Federal Transit Administration (FTA) administers several public and human services transportation grant programs that provide financial assistance to develop new transit systems and to improve, maintain, and operate existing systems. Like highway federal-aid programs, each public transportation program has different requirements intended to meet specific needs as determined by Congress. While some funds flow directly from FTA to designated recipients with the legal authority to receive and dispense federal funds, such as cities, towns, regional governments, or transit authorities, DOT&PF administers many of the grant programs in Alaska according to the specific requirements of each. Transit funding on a project is most easily identified in the STIP by its fund code which will be a 4 to 6 digit code starting with “53”. A list of fund codes and detailed descriptions are located in the appendix of this document.

## EPA Air Quality Issues and CMAQ Projects

Alaska has air quality nonattainment areas and maintenance areas. “Nonattainment” areas are those areas that fall below air quality standards. “Maintenance areas” are those that now meet air quality standards, but need funds to maintain the improvements and programs that got their air quality to acceptable standards.

- Portions of Anchorage and Fairbanks/North Pole are classified as maintenance areas for carbon monoxide (CO);
- Juneau’s Mendenhall Valley and portions of Eagle River are currently classified moderate nonattainment areas for coarse particulate matter (PM-10). There is an effort under way to make these areas maintenance areas.

- A portion of the Fairbanks North Star Borough has been classified as a nonattainment area for fine particulate matter (PM-2.5)

While the air quality of Alaska cities has improved dramatically for CO and PM-10 since the early 1980s, Anchorage, Fairbanks and Juneau are required to continue to measure air quality impacts of transportation projects under the federal Clean Air Act. These communities, with assistance from the Alaska Department of Environmental Conservation (ADEC), must periodically prepare updates to the State Implementation Plan (SIP) that demonstrates maintenance of CO and PM air quality standards.

The Clean Air Act prohibits federal actions that could cause new air quality violations or otherwise jeopardize attainment of air quality standards. This policy requires a review of all planned transportation projects in Alaska's nonattainment and maintenance areas to ensure they will not lead to decreased air quality. This analysis, known as "transportation conformity," requires a demonstration that highway and transit projects are consistent with the most recently approved maintenance SIP emissions budget for CO and/or PM, now and in the future.

Metropolitan Transportation Plans (MTP) and Transportation Improvement Program (TIP) projects proposed for construction within air quality nonattainment and maintenance areas must undergo regional and project-level analysis to make sure they conform to the SIP. Regional analysis looks at the combined emission impacts of all projects in an area for each year within the TIP timeframe, an approximately twenty-year period. The regional analysis must consider all transportation projects, regardless of funding source. Project-level analysis looks at the emission impacts at the project location to ensure no new localized "hot-spot" violations of the air quality standards will result.

**Air Quality Emission Caps** - In 2004, EPA approved new on-road carbon monoxide emissions budgets in Anchorage and Fairbanks as part of the approved maintenance SIPs for the communities. These approved conformity caps or air emission 'budgets' cannot be exceeded in future years. The 2004 budgets now in place were based on EPA's MOBILE6 emission model modified for Alaskan conditions. Efforts are currently underway to update all the emission budgets to the newest EPA model –MOVES. Anchorage's new MOVES CO emission budget has been found to be adequate by EPA and will become effective 15 days after the federal register is issued. Federal rules require that conformity determinations on TIPs and MTPs be updated within 18 months of any newly approved emission budget. Federal rules also require that conformity determinations on TIPS and MTPs are updated every 4 years to incorporate the latest planning assumptions, growth projections, and vehicle miles travelled (VMT).

**Rural Particulate Matter** - Recent air monitoring in rural areas of Alaska indicates that some areas experience high concentrations of particulate, mostly dust. One source of the particulate matter in these communities is the road dust from the use of vehicles (cars, trucks, and four-wheelers) on unpaved roads. ADOT&PF and ADEC are working together to identify possible solutions to the problem. Community outreach is underway in some areas to bring local ideas into the process:

- watering roads during dry periods,
- use of chemical additives (salts) mixed with water to alleviate dust
- speed limits and limiting mechanized travel,
- rerouting traffic away from elder's homes or local schools (areas with sensitive people: elders and children), and
- road paving

All control options have both advantages and disadvantages. In order to find a practical option for each area, it will likely be necessary to tailor a specific solution to that area.

## Project programming in the STIP

The STIP is made up of projects, divided into phases, scheduled according to the time estimated to accomplish each phase and the funding needed to complete it. As described elsewhere in this section, each funding source has different requirements or objectives, so the final selection of projects for the STIP will depend upon the available funding. The

schedules for CTP and TRAAK projects also consider the PEB scores. A typical construction project, after planning and programming in the STIP, involves up to four major steps or phases, often taking several years.

**Design, Phase 2** – Depending on the complexity of the project, this may include preconstruction, engineering design and environmental review.

**Right-of-way (ROW), Phase 3** – It includes the identification and acquisition of land needed to build a project and the relocation of residences or businesses that may be in conflict.

**Utilities, Phase 7** – When public utilities located in the right-of-way are in conflict with the planned improvements they may be relocated.

**Construction, Phase 4** – Construction includes all physical steps to build the project.

Each of these phases may involve anywhere from a few months to many years to complete. Some projects require all of these phases, while others may need only design and construction phases. In addition, depending on the complexity of the project, each phase may consist of a number of intermediate stages. The life of a project, from identification to completion may range from a few months (rare) to many years.

**Planning** - In the planning phase, a project need is identified, its purpose and preliminary scope or description is prepared, supporting material is gathered, and the project is evaluated, ranked and programmed. Project nominations may come from DOT&PF maintenance or other support personnel who encounter a problem in the field; through analyses from bridge, pavement management or highway safety programs; and from local governments, other state or federal agencies, and the general public. Projects to address specific problems may be combined with others in the same area or of the same type to address multiple roadway issues while reducing engineering and administration costs. As part of the planning process local, regional, statewide and modal plans and other sources are consulted to refine and justify the projects and preliminary cost estimates are prepared. Finally, the projects are evaluated and prioritized in accord with the Statewide Long-Range Transportation Plan, then scheduled into the program as funding permits.

**Design (Preliminary Engineering)** - The design or preliminary engineering phase typically takes the longest time of the phases to complete. It takes the relatively broad outlines of a project and through increasingly detailed steps refines the project to develop highly specific project plans that construction contractors use to guide their work. A larger or more complex project may include a reconnaissance study to outline the issues involved, identify and analyze alternative solutions, and provide comparisons of the alternatives. Every project will entail some level of environmental review; the more complex or controversial projects may need detailed environmental impact studies, while simpler, routine projects may qualify for categorical exclusions. During the environmental review, design staff develops practicable or reasonable alternatives to the extent necessary to evaluate environmental impacts and estimate costs. Not all costs can be identified at this point, however, that will come as the project is further developed.

The design process also includes preliminary right of way and utility identification and, if needed, detailed right of way and utility phases. Some projects may warrant a project-specific public involvement plan (PIP) to inform the public and to ensure that all reasonable alternatives are identified and that public and agency concerns are considered and addressed before committing to a preferred action. Support groups such as bridge, geotechnical/materials, hydrology, traffic, right-of-way, surveying, and utilities will also prepare specific studies, reports and design documents as needed as the project progresses.

**Right of Way** - During the design phase the right-of-way (ROW) staff review the preliminary plans for each alternative under consideration in the environmental process. The staff prepares base maps and estimates of the probable number of parcels for each alternative and their acquisition and relocation costs. Each alternative is also assessed in terms of the number and socio-economic effects of residential and business relocations it causes. The results are included in the project's environmental document.

After the design of the project is completed and approval is given to move ahead, the ROW staff appraise the fair market value of land needed, including affected improvements, negotiate property acquisitions, relocate any displaced families and businesses, and certify the department's ownership or land interest. They also are charged with controlling encroachments and disposing of lands no longer necessary for public use.

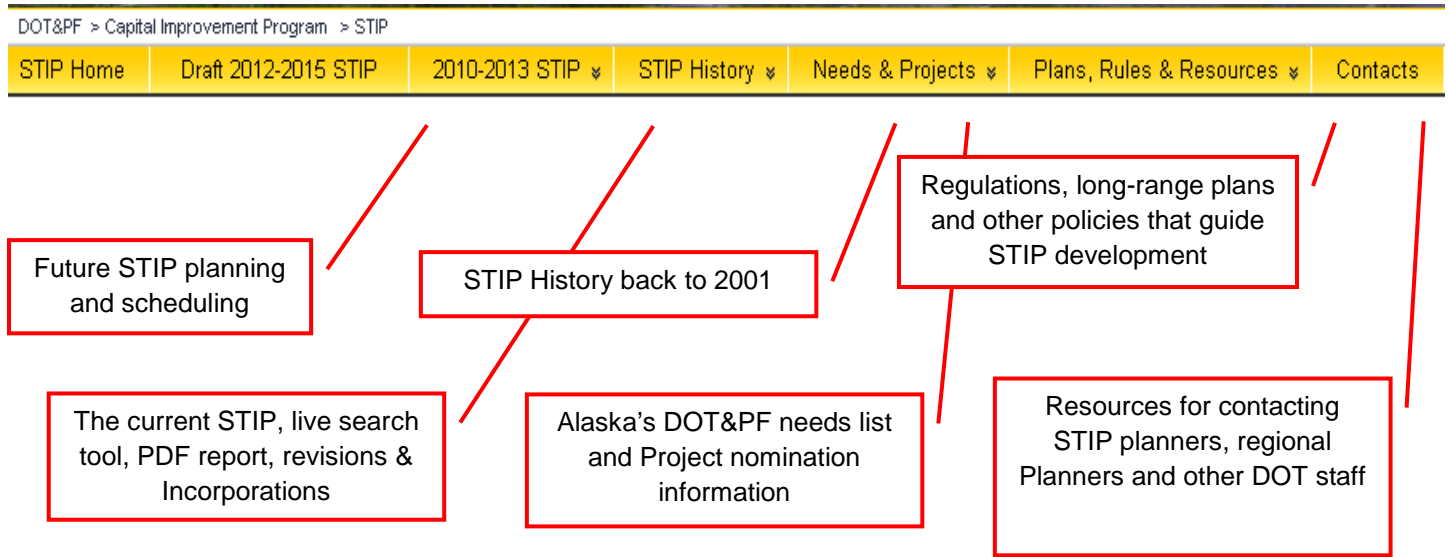
**Utilities** - For each alternative under consideration in the design phase, the utilities engineer reviews preliminary plans that show line, grade, slope limits, and clear zone widths, and the plans are shared with the affected utility companies. The utility determines the adjustments and relocations necessary to avoid conflict with the project (which may warrant revising design plans), designs the changes to its facilities, and prepares plans and cost estimates to support the relocation agreement. In some cases, DOT&PF or a consultant performs the utility relocation design for relocation work to be included in the contract. The utilities engineer will verify adjustments or relocations necessary for each alternative and rough cost estimates. If additional right-of-way is necessary to accommodate utility relocation, these requirements will be shared with the ROW section for inclusion into the ROW cost estimates. After the design is completed and the project is approved to proceed, utility relocations may begin. Relocation may be performed by the utility company, by a contractor managed by utility or the department, or as part of the department's highway contract.

**Construction** - The construction phase includes all activities involved in building or altering an existing road or structure, including clearing land, demolition, excavation, moving material to establish curve and grade, drainage, fill, pavement, erection of bridges, guardrails, traffic signals, lighting, culverts, and traffic control. Depending on the project and location, it may also include temporary detours, steps to prevent or mitigate environmental problems and landscaping. Construction may take anywhere from a few days or weeks to several years to complete.

## The STIP Website

[www.dot.alaska.gov/stip](http://www.dot.alaska.gov/stip) is where you will find the most current information on the STIP and the projects planned for your area. The STIP website was re-designed summer 2011 during the DRAFT 2012-2015 STIP comment period. The new layout has several features that have been added or changed to make searching for projects and information easier.

**New Navigation Features** - The gold bar across the top of each page is the easiest way to navigate the website. You will notice this feature is exactly the same on each page and some categories at the top contain related list items if you hold your cursor over the titles.



**STIP and Project Reporting Tools** - There are several ways to view the current approved STIP all of which are linked to the main STIP website. The official version of the STIP is the PDF version linked to the main site and the most recently approved on the revision summary table. The official version will be a complete packet including contact information, a table of contents, this introduction, project pages and other relevant information located in the appendices at the end. Every time the STIP is updated, the details will be added to the revision table along with a link to the approved STIP associated with that revision. The live search allows users to select STIP project information based on filters they choose. If no filters are chosen, all projects in the STIP will be listed. Using this tool, a user can get a custom list of STIP projects, choose how they are sorted and decide whether they want a report in Excel, HTML, or in PDF format.

DOT&PF > Capital Improvement Program > STIP

STIP Home | Draft 2012-2015 STIP | 2010-2013 STIP | STIP History | Needs & Projects | Plans, Rules & Resources | Contacts

## Welcome to the new Alaska DOT&PF STIP website

The Alaska Statewide Transportation Improvement Program (STIP) is the State's plan for transportation system improvements for the next four years. It covers highways, bridges, ferries and public transit, but does not include airports or non-ferry-related ports and harbors. It covers improvements for which partial or full federal funding is approved and that are expected to be completed during the four-year duration of the STIP.

**STIP News, Highlights & Events**

Comment Period Closed for the DRAFT 2012-2015 STIP September 18, 2011. As more information is available, it will be posted at the 2012-2015 site linked below:

**2012-2015 Draft STIP**

**A summary of all Revisions and Incorporations to the current STIP can be found at this link**

**This is the link to the Official, Approved STIP**

**Use this link to customize your STIP search using filters, and to produce project reports in PDF, Excel, or HTML**

**GOV DELIVERY**

Sign up to receive STIP bulletins via DOT&PF's notification service

## **2012-2015 STIP Surface Transportation Funding Sources**

Funding available to the state comes from several funding agencies, most notably the Federal Highway Administration and Federal Transit Administration. The state receives several categories of funding from each of these agencies. Each category (often referred to as fund codes) have distinctive rules for project eligibility, match ratios, and other programming factors. The following descriptions address the most significant of these categories, called apportionments.

In the project tables we've identified tentative apportionment designations for each proposed project. These apportionment assignments are estimates and are subject to change. The following paragraphs describe the apportionment categories, eligible project types, apportionment code and the ratio of federal funds. The proportion not paid by federal funds is the state, local or third party match.

### **Fund Code Descriptions**

**1934 (Transportation Improvement Earmarks)** – Funds for transportation improvement projects specified in Section 1934 of SAFETEA-LU. Funds are available only for the projects specified in the legislation. The federal funds ratio is 90.97%.

**3288 (H.R. 3288 Earmarks)** – In the Consolidated Appropriations Act, 2010, PL 111-117, Division A, Title I, Department of Transportation, Congress earmarked funds for projects in Alaska. These funds are not available for other projects. The federal share is 100%.

**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, 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 more efficiently schedule project start-ups.

**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.

**AC-T (Targeted 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. These funds typically are budgeted for ongoing or recurring projects.

**ACC-T (Targeted Advance Construction Conversion)** – An accounting tool used to track the repayment of state funds used for Targeted Advance Construction projects.

**BOND (Bonds)** – Funding generated by the sale of bonds by the state.

**BR (Bridge)** – These funds are available for deficient highway bridges eligible for replacement or rehabilitation and must be over waterways, other topographical barriers, other highways or railroads. They must also be significantly important and unsafe because of structural deficiencies, physical deterioration, or functional obsolescence. The federal funds ratio varies, typically 93.4% if spent on Interstate routes or 90.97% otherwise.

**BRER (Bridge Emergency Repairs/ State funded – bond)** – Bridge projects funded with State Geo Bond Bridge Repairs funds.

**CMAQ (Congestion Mitigation/Air Quality)** – These funds are for projects that can be proven to reduce traffic congestion and/or improve air quality in federally designated non-attainment areas. Projects such as

park and ride lots, transit bus replacement, vehicle inspection and maintenance program improvements, signal coordination, ride sharing, and paving for dust control qualify for these funds. The federal funds ratio varies and is either 90.97% or 100% depending upon the specific category of work.

**CORB (Coordinated Border Infrastructure Program)** – A formula program revised in SAFETEA-LU to improve the safe movement of motor vehicles at or across the land border between the U.S. and Canada and the land border between the U.S. and Mexico. The revised program replaces the TEA-21 Coordinated Border Infrastructure discretionary program which ends after 2005. The federal funds ratio varies from 90.97% to 100% depending on the type of project and its location.

**CST (Cruise Ship Tax)** – Proceeds from the state tax on cruise ship passengers available to use on projects that support cruise operations.

**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.

**DEN (Denali Commission)** – A program established by SAFETEA-LU to fund planning, design, engineering, and construction of road and other surface transportation infrastructure in rural Alaska. SAFETEA-LU authorized \$15 million per year directly to the Denali Commission to carry out the program in consultation with the Denali Access System Program Advisory Committee, appointed by the Governor.

**E115 (Section 115 Earmarks)** – In the Federal FY 2004 Consolidated Appropriations Act, section 115 of Division F, dealing with Transportation Appropriations, Congress earmarked funds for projects in Alaska. These funds are not available for other projects. The federal share is 100%.

**E117 (Section 117 Earmarks)** – In the Federal FY 2005 Consolidated Appropriations Act, PL 108-447, section 117 of Division H, dealing with Transportation Appropriations, Congress earmarked funds for projects in Alaska. These funds are not available for other projects. The federal share is 100%.

**E330 (Section 330 Earmarks)** – In the Federal FY 2003 Consolidated Appropriations Resolution, PL 108-7, section 330 of Division I, dealing with Transportation Appropriations, Congress earmarked funds for projects in Alaska. These funds are not available for other projects. The federal share is 100%.

**EMFX (Earmark Flexible)** – Section 186 of the FFY 2006 federal appropriations bill changed the availability of several deductive and non-deductive earmarks for the Knik Arm and Gravina Island bridge projects, allowing the state to use them for any eligible purpose. The match ratio is determined by the type of project funded from this source.

**FBD (Ferry Boat Discretionary Funds)** – Each year, the Federal Highway Administration receives applications from states for the nationwide allocation of Ferry Boat Discretionary funds. Projects must be for the construction or improvements to ferryboats or ferry terminal facilities on National Highway System routes. Funds are available only in the year approved. While a portion is set aside for Alaska (see FBDA below) Alaska may also apply for the nationwide funds. The federal funds ratio is 80%.

**FBDA (Ferry Boat Discretionary Funds – Alaska set aside)** – A portion of the Ferry Boat Discretionary funds, for the construction or improvements to ferryboats or ferry terminal facilities on National Highway System routes, is set aside for projects in Alaska. Funds are available only in the year approved. The federal funds ratio is 80%.

**FH (Forest Highways)** – planning, research, engineering, and construction of the highways, roads, and parkways, or of transit facilities within forestlands. These funds may be seen in conjunction with projects in the Tongass or Chugach National Forests.

**HIPR (High Priority 1602)** – In TEA-21 section 1602, Congress earmarked funds for over 1,800 projects in many states. Alaska received over \$68 million for sixteen projects. These funds are not available for other projects. The federal share is 80%.

**HPRL (High Priority 1702)** – In SAFETEA-LU section 1702, Congress earmarked funds for over 5,000 projects nationwide. Generally, these funds are not available for other projects; although the funding for some projects may be loaned to other projects within the list. The federal share is 90.97%.

**HPRM** - functionally the same as HPRL for general purposes, the different codes indicates to funding personnel where to look for legislative language.

**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.

**IM (Interstate Maintenance)** – Funds used for resurfacing, restoration, rehabilitation and reconstruction of the Interstate Highway System. The state selects and prioritizes all IM projects for funding. The federal funds ratio is 93.4%

**IRR (Indian Reservation Roads)** – transportation planning, research, engineering, and construction of the highways, roads, and parkways, or of transit facilities serving federally-recognized Indian tribes.

**NHS (National Highway System)** – A system of highways considered most important to interstate travel, national defense, connection with other modes of transportation, and are essential to international commerce. The system includes the current interstate highways and much of the old primary system. Federal law designated Alaska's system of NHS routes in December 1995. Currently, over 2,100 miles of highway and all the vessels of the Alaska Marine Highway System, including designated terminals, are eligible for NHS funding. The federal funds ratio is 93.4% if used on a section of interstate, or 90.97% if it is not.

**OSF (Other State Funds)** – Funding from non-federal state funds that have been appropriated.

**PLD (Public Lands Discretionary Funds)** – This is a nationwide competitive program. Eligible projects are on roads that are in or adjacent to federal lands. Most of the projects will be found in the Alaska Highway System. The federal share is 100%.

**PLNG (State Planning)** – These funds are designated for the mandatory planning tasks the department undertakes, including preparation of the Statewide Transportation Plan (SwTP) and State Transportation Improvement Program (STIP), statistical measurements of the transportation system (traffic volumes, pavement condition, accident locations, causes and severity, and physical characteristics of roads and highways), mapping, and management systems. The federal funds ratio is 80%.

**PPP (Public-Private Partnership Financing)** – Funds intended to be provided by a private entity in a partnership with a public entity (state, federal or local government) to support construction of a project, the funds to be repaid typically by the collection of tolls.

**PSF (Proposed State Funds)** – Funding proposed from non-federal state funds that are not yet appropriated but are believed to be sufficiently likely that we have included them in a project's budget.

**RES (Research)** – These funds are designated for research tasks the department undertakes, including engineering and economic studies and applied research. The federal funds ratio is 80%.

**RHE (Rail Hazard Elimination Program)** – This purpose of this program is to reduce the number of fatalities and injuries at public highway-rail grade crossings through the elimination of hazards and/or the installation/upgrade of protective devices at crossings. This program funds the federal requirement that each state conducts and systematically maintain a survey of all highways to identify railroad crossings that may require separation, relocation, or protective devices, and establish and implement a schedule of projects for this purpose. The federal funds ratio is 90%.

**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. The federal funds ratio is 90.97%.

**SA (Safety)** – Safety projects include hazard elimination, railroad crossing, and railroad protective devices. In order to qualify, the project must be identified through the Highway Safety Improvement Program, which seeks to identify hazardous locations throughout the state based on accident histories. The federal funds ratio varies and is either 90% or 100% depending upon the specific category of work.

**SA40 (Safety Sanction)** – This special category of safety funds addresses highway hazard eliminations similar to *Safety (SA)* above, 100% federal. The funds are made available by a sanction or reduction to Alaska's Interstate Maintenance, National Highway System and Surface Transportation Program apportionments. Each year, 3% of these program funds are reallocated because Alaska does not have conforming laws addressing repeat DUI and open alcoholic containers on motorcycles.

**SCBY (Scenic Byways)** – This is a small category designated for planning, design and development of scenic byways programs on existing surface transportation routes. The funds Alaska receives under this program are based on successful competition with applicants nationwide. The federal funds ratio is 80%.

**SFGL (State Funds – Gasline)** – State funds for gas line projects

**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%.

**SRTS (Safe Routes to School)** – This new funding category created by SAFETEA-LU is intended to fund the planning, design, and construction of projects that will substantially improve the ability of students to walk and bicycle to school. Between 10% and 30% of the funds must be allocated for non-infrastructure-related activities to encourage walking and bicycling to school. The federal funds ratio is 100%.

**STP (Surface Transportation Program)** – Flexible funding that may be used by the state and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, bus terminals and facilities. Unlike other states, Alaska is allowed to use these funds on any public road in Alaska, regardless of classification. The federal funds ratio varies, typically 93.4% if spent on interstate routes or 90.97% otherwise.

**TCSP (Transportation and Community and System Preservation)** – A discretionary grant program that provides funds to states, MPOs, local and tribal governments for projects that address the relationships among transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve those relationships. The federal share is 90.97%.

**TE (Transportation Enhancements)** – These funds are for projects that go beyond routine highway projects to enhance the transportation experience, including projects such as bicycle and pedestrian facilities, landscaping, historic preservation, and the reduction of wildlife deaths caused by vehicles. The federal funds ratio is 90.97%. To be eligible for TE funding a project must relate to surface transportation and fall within one or more of twelve specific transportation enhancement activities defined by federal law.

**URPL (Metropolitan Planning)** – In Alaska, these funds can be used in any urban area within the state. Planning processes and special planning studies are eligible activities within this program. The federal funds ratio is 90.97%.

**5307RR - FTA (Alaska Railroad Passenger Operations)** – A portion of Section 5307 funds, Capital and Operating Funds for Urbanized Areas specifically set aside for the Alaska Railroad for costs related to passenger operations.

**5309 - FTA (Capital Program)** – This program provides capital assistance for three primary activities:

- **(5309BU)** New and replacement buses and facilities
- **(5309FG)** Modernization of existing rail and ferry systems
- **(5309NS)** (New Starts) New fixed-guideway systems (including ferry systems)

Congress usually fully earmarks all available funding. In SAFETEA-LU Congress set aside a portion of the New Start funds for capital improvements on Alaska and Hawaii ferry systems (the two states split the set-aside). Congress also set aside a portion of the Capital Program New Starts funds for the Denali Commission for docks, waterfront development projects, and related transportation infrastructure. On occasion, a recipient agency will apply for section 5309 funds on behalf of transit agencies throughout the state and ask DOT&PF to administer these funds. When this happens, the funds are distributed through the annual Alaska Community Transportation Grant application process. The federal funds ratio is 80%.

**5310 - FTA (Elderly and Persons with Disabilities Program)** – This program funds transportation services to meet the special needs of the elderly and persons with disabilities. Funds are apportioned to the states based on the number of elderly and persons with disabilities in each state. Grants are available to nonprofit organizations (and sometimes governmental entities approved by the state) for the purchase of vehicles, related equipment, and the purchase of rides. SAFETEA-LU listed Alaska as one of a select group of states to participate in a pilot program that would allow a portion of these funds to be used to cover operating costs (at a 43.14% match) of projects that meet the special needs of elderly individuals and individuals with disabilities. The federal funds ratio for the remainder of these funds is 90.97%.

**5311 (Non-urbanized Area Formula Program)** – This program provides funding to enhance public transportation in rural and small urban areas. It also assists in the maintenance, development, improvement, and use of public transportation systems. A component of this program is the Rural Transit Assistance Program (RTAP), which provides training and technical assistance to transit operators. The federal funds ratio is 90.97% for capital projects and project administration, and up to 56.86% for operating assistance. RTAP projects are 100% federally funded.

**5316 (Job Access and Reverse Commute)** – This program funds new or expanded transportation projects for low-income individuals who may live in the city core and work in suburban locations, or work non-traditional work schedules. Formula allocations are based on the number of low-income persons in the state and are apportioned to urban areas over 200,000 residents, urban areas under 200,000, and to the state for non-urban areas. SAFETEA-LU revised this program to allocate funds to the states on a formula basis instead of the discretionary program it was under TEA-21. The federal funds ratio is 50% for operating assistance and 80% for capital.

## **Glossary of terms**

**ADOT&PF or the Alaska Department of Transportation and Public Facilities** – The agency within Alaska state government designated by the legislature to manage, plan, design, construct, operate and maintain transportation facilities.

**AC – Advance Construction** – An innovative financing tool permitted under FHWA rules that, with approval of the FHWA, allows the state to begin a federally funded project prior to the availability of federal funds to reimburse the project.

**ADEC – Alaska Department of Environmental Conservation** – The agency within Alaska state government responsible for air quality programs, including transportation air quality.

**AHS – Alaska Highway System** – The AHS is comprised of highways and ferry routes that have statewide significance but are not on the National Highway System. The AHS includes routes that connect communities and routes that link to recreational sites or areas of resource development. AHS routes provide greater utility to Alaska as a whole, than to individual communities.

**AIP – Airport Improvement Program** – A schedule of projects for airports throughout the state, funded with Federal Aviation Administration funds.

**AMATS – Anchorage Metropolitan Area Transportation Solutions** – The designated Metropolitan Planning Organization (MPO) for the Anchorage area. It is a joint local-state transportation planning and programming organization charged with developing a Long Range Transportation Plan (LRTP) and Transportation Improvement Plan (TIP) for the Anchorage urban area in compliance with the current federal surface transportation law.

**AMHS – Alaska Marine Highway System** – The State's system of ferry vessels, terminals and routes that link most of Alaska's coastal communities from the Aleutians to Southeast.

**Apportionments** – Program funding levels authorized from the federal Highway Trust Fund. These amounts are calculated annually and distributed to states. They are available for four years, typically. Expenditure of apportionments is generally subject to, and limited by, annually appropriated obligation authority.

**Area Transportation Plan** – Also known as A “Regional Transportation Plan”, it is a detailed long-range multimodal transportation plan prepared by the ADOT&PF for a region or geographical area within Alaska. As defined, the area transportation plans are elements of the Statewide Long Range Transportation Plan (SWLRTP) and comprise the recommended projects for the SWLRTP for a given region. Several area transportation plans are in progress at any given time. As of the summer of 2009, update of the Southeast Alaska Transportation Plan is underway, while the Interior Alaska Transportation Plan is nearing completion. The department is preparing to begin an update to the Southwest Alaska Transportation Plan.

**ARRA – The American Recovery and Reinvestment Act fo 2009** – Also known as the Stimulus Act, signed into law on February 17, 2009. In response to the Great Recession, the act was meant to reinvigorate the economy by saving or creating several million jobs. About five percent of the act funds transportation projects.

**ARRC – Alaska Railroad Corporation** – a State owned agency responsible for management and operation of the Alaska Railroad.

**Asset Management** – is a business process and a decision-making framework that covers an extended time horizon, draws from economics as well as engineering, and considers a broad range of assets. The asset management approach incorporates the economic assessment of trade-offs among alternative investment options and uses this information to help make cost-effective investment decisions.

**Bridge Discretionary Program** – A competitive program administered by the FHWA for major bridge replacement or for new bridges that replace ferry routes.

**BIA – Bureau of Indian Affairs** – Some federal funds are allocated directly to the BIA for ultimate distribution to Alaska Native villages. These funds must be included in the STIP but are not controlled or allocated by the State.

**Categorical Exclusion** - Actions that do not individually or cumulatively have a significant effect on the human environment, for which neither an environmental assessment nor an environmental impact statement is required.

**CMAQ – Congestion Mitigation/Air Quality** – A specific funding program targeted to reducing air pollutants in non-attainment and air quality maintenance areas, specifically Anchorage, Eagle River, Fairbanks and Juneau.

**Coarse Particulates or Particulate Matter (PM-10)** – a criteria air pollutant. Coarse particulate matter includes dust, soot and other tiny bits of solid materials that are released into and move around in the air. Particulates are produced by many sources, including burning of diesel fuels by trucks and buses, incineration of garbage, mixing and application of fertilizers and pesticides, road construction, industrial processes such as steel making, mining operations, agricultural burning (field and slash burning), and operation of fireplaces and woodstoves. Particulate pollution can aggravate existing heart and lung disease ,cause eye, nose and throat irritation and other health problems. (See also: Fine Particulates or particulate matter (PM-2.5))

**Conformity** – A federally required process used to ascertain if proposed transportation plans or projects will reduce emissions of pollutants in areas that are considered to be in non-attainment. Generally speaking, programs such as the TIP and STIP, and individual projects must be reviewed for conformity. Absent a finding of conformity, such decisions, except for specified categories of projects, plans or projects cannot be implemented in the non-attainment areas.

**Corridors and Borders** – The National Corridor Planning and Development Program (NCPD program) and the Coordinated Border Infrastructure Program (CBI program) are discretionary grant programs funded by a single funding source. These programs provide funding for planning, project development, construction and operation of projects that serve border regions near Mexico and Canada and high priority corridors throughout the United States. Border States and MPOs are, under the CBI program, eligible for discretionary grants for: Transportation and safety infrastructure improvements, operation and regulatory improvements, and coordination and safety inspection improvements in a border region.

**Criteria Air Pollutants** - Six air pollutants commonly found all over the United States. They are particle pollution (often referred to as particulate matter), ground-level ozone, carbon monoxide, sulfur oxides, nitrogen oxides, and lead. The Environmental Protection Agency calls these pollutants "criteria" air pollutants because it regulates them by developing human health-based and/or environmentally-based criteria (science-based guidelines) for setting permissible levels.

**Cruise Ship Tax** – A state tax on cruise ship passengers. The tax provides funds for infrastructure projects that support cruise ship sponsored tourism.

**CTP – Community Transportation Program** – A program of the department that addresses a wide range of community transportation modes, including rural and urban roads, remote, intelligent transportation systems (see definition below) and transit.

**Denali Access System Program** – A program established by SAFETEA-LU to fund planning, design, engineering, and construction of road and other surface transportation infrastructure in rural Alaska. SAFETEA-LU authorized \$15 million per year directly to the Denali Commission to carry out the program in consultation with the Denali Access System Program Advisory Committee appointed by the Governor. In distributing funds for projects, the Commission is to consult the list of transportation priorities developed by the committee.

**Discretionary Funding** – Several dedicated funding sources wherein projects compete nationally for funding. Discretionary programs include Ferry Boat, Bridge, Scenic Byways and Public Lands.

**Earmark** – Earmark or earmarked projects selected during the Congressional approval process that are specific as to funding amount, purpose and geographic location. The State has no authority to change these requirements.

**Environmental Justice** – An emerging federal requirement based on Title VI of the 1964 Civil Rights Act and Executive Order #12898, 1994. The essence of this Executive Order, pertaining to transportation issues, is the requirement that the delivery of transportation benefits shall be equitable with regard to populations protected under the Civil Rights Act.

**EDA – Economically Distressed Area** – Areas identified by the US Commerce Department that have unemployment rates at least 1.5 times the national average, or where 20% or more of the population is living in poverty, or the median

family income at or below 80% of federal levels. The American Recovery and Reinvestment Act gives priority to projects in EDA's as determined at the time the project funds are put under obligation.

**ER – or Emergency Relief** – Special federal funding allocated to projects that repair damage caused by natural disasters and catastrophic failures.

**Equity Bonus** – A federal funding category created in SAFETEA-LU. The Equity Bonus provides funding to states based on equity considerations. These include a minimum rate of return on contributions to the Highway Account of the Highway Trust Fund and a minimum increase relative to the average dollar amount of apportionments under TEA-21. Selected states receive a guaranteed share of apportionments and High Priority Projects not less than the state's average annual share under TEA-21. This program replaced TEA-21's Minimum Guarantee program.

**Forest Highway Program** – A funding program for public highways on federal lands administered directly by the FHWA. In Alaska, this program uses a three-agency project selection committee including FHWA, the US Forest Service and ADOT&PF. While required to be in the STIP, the State of Alaska does not control or allocate these funds.

**Ferry Boat Discretionary Program** – A national discretionary program for construction of ferries and terminal facilities. SAFETEA-LU designated Alaska to receive \$10 million of \$20 million set aside each year for NHS ferry facilities. Alaska is further eligible for nationwide competition for the undesignated portion of the program.

**FAA – Federal Aviation Administration** – The federal agency of the US Department of Transportation responsible for funding airport and aviation projects.

**FFY – Federal Fiscal Year** – The period from October 1 through September 30. For example, FFY 2010 is the period from October 1, 2009 through September 30, 2010.

**FHWA – Federal Highway Administration** – The federal agency of the US Department of Transportation responsible for funding highway, trail and ferry projects.

**Fine Particulates or Particulate Matter (PM-2.5)** – a criteria air pollutant. Fine particulate matter is comprised primarily of soot and other tiny bits of solid materials released into and moving around in the air. Fine particulates are primarily produced by combustion sources, including burning of diesel fuels by trucks and buses, incineration of garbage, industrial processes, agricultural burning (field and slash burning), and operation of fireplaces and woodstoves. Fine particulate pollution has been linked to increased respiratory symptoms (irritation, coughing, difficulty breathing), reduced lung function, aggravated asthma, development of chronic bronchitis, irregular heartbeat, nonfatal heart attacks, and premature death in people with lung or heart disease. (See also: Coarse Particulates or particulate matter (PM-10))

**FMATS - Fairbanks Metropolitan Area Transportation System** – A joint local-state planning and programming organization, designated as the Metropolitan Planning Organization (MPO) for the North Star Borough, and the cities of Fairbanks and North Pole. The MPO develops a Transportation Improvement Program (TIP) for the Fairbanks urbanized area in compliance with the current federal surface transportation law.

**FRA – Federal Railroad Administration** – The federal agency of the US Department of Transportation responsible for railroad issues.

**FTA – Federal Transit Administration** – The federal agency of the US Department of Transportation responsible for funding public transportation or transit projects.

**Functional Classification** – the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. In basic terms, functional classifications for roads include:

- **Arterials:** These roads provide mobility so traffic can move from one place to another quickly and safely.
- **Collectors:** These roads link arterials and local roads and perform some duties of each.
- **Local:** These roads provide access to homes, businesses, and other property.

**Functional Obsolescence** – Typically used in reference to bridges, it describes bridges that do not meet contemporary design standards, typically due to inadequate lane widths, shoulder widths, vertical clearances or load capacity.

**Greenhouse Gases** – are gases that trap heat in the atmosphere, commonly known as the greenhouse effect. Some greenhouse gases such as carbon dioxide occur naturally and are emitted to the atmosphere through natural processes and human activities. Other greenhouse gases (e.g., fluorinated gases) are created and emitted solely through human activities. The principal greenhouse gases that enter the atmosphere because of human activities are carbon dioxide, methane, nitrous oxide, and fluorinated gases. The next transportation bill is expected to put limits on transportation activities that contribute to excessive greenhouse gas emissions.

**High Priority Projects Program** – provides designated funding for specific projects identified in SAFETEA-LU and other federal acts. These may also be known as demonstration (demo) or earmarked projects.

**Interstate Highway System** – The system of highways that connects the principal metropolitan areas, cities, and industrial centers of the United States. Also connects the US to internationally significant routes in Canada and Mexico. The Interstate System is a defined set of roads designated by Congress.

**ISTEA** – Intermodal Surface Transportation Efficiency Act of 1991 – An act of Congress that authorized funding for highways, safety, and mass transportation for a six-year period for federal fiscal years 1992 through 1997. This law was responsible for some programs still in force today, such as CMAQ and Transportation Enhancements, and implementing the STIP planning requirements.

**ITS** – Intelligent Transportation System – a generic term for rapidly evolving transportation products, services and systems based on advanced technologies such as computers, communications and electronics, intended to improve the safety, efficiency and effectiveness of the transportation system.

**MPO – Metropolitan Planning Organization.** – An MPO is federally-designated transportation planning body for an urbanized area with a resident population over 50,000. In Alaska, Anchorage and Fairbanks are the only MPOs, known as AMATS (Anchorage Metropolitan Area Transportation Solutions) and FMATS (Fairbanks Metropolitan Area Transportation System) respectively.

**Maintenance Area** – when referring to air quality this means an area that had been designated as non-attainment in the past, but now meets federal air quality standards. Portions of Anchorage and Fairbanks are currently designated as maintenance areas for carbon monoxide, and are eligible to use CMAQ funds on transportation projects that will help prevent the area from slipping back into non-attainment status. Juneau has requested maintenance status for coarse particulate matter and is awaiting approval from the Environmental Protection Agency.

**NAAQS – National Ambient Air Quality Standard** – Standards established in the Clean Air Act for various pollutants. Those most concerning Alaska transportation issues are CO (carbon monoxide) and PM (particulate matter – dust and smoke).

**Needs List** – The common name for Transportation Needs and Priorities in Alaska; a document formerly produced by ADOT&PF that listed all desired transportation projects in the state, including highways, ferries, trails, transit, airports, harbors, and buildings. The Needs List has been replaced by the Needs Database, available online.

**NHS – National Highway System** – A network of highways and ferry routes in the United States designated by Congress as the most important to interstate travel, national defense, and interstate commerce. Designations are based on recommendations by the FHWA.

**Non-Attainment Area** – a geographic area in which the level of a criteria air pollutant is higher than the level allowed by the federal standards. In Alaska, there are two areas classified as moderate non-attainment: Juneau-Mendenhall Valley and Eagle River. Portions of the Fairbanks North Star Borough and the Juneau-Mendenhall Valley are expected to be classified as non-attainment areas for fine particulate matter in 2009. Since the previous STIP was published both Anchorage and Fairbanks have improved air quality and are now classified as maintenance areas for carbon monoxide. (See also: Maintenance Area)

**Non-Metropolitan Consultation Rule** – A process to ensure consultation with local government officials in non-metropolitan areas for transportation planning programs administered by ADOT&PF including the Statewide Long Range Transportation Plan (SWLRTP) and the State Transportation Improvement Program as required by federal regulations (23 CFR 450). The process is described in more detail on the department's website: [www.dot.state.ak.us/stwdplng/cip\\_stip/pubinfo.shtml](http://www.dot.state.ak.us/stwdplng/cip_stip/pubinfo.shtml)

**Obligation Authority** – The total amount of federal highway funds that can be authorized for projects in a given federal fiscal year. This amount results from annual Congressional appropriations and has historically been less than the annual total program apportionments authorized by the surface transportation reauthorization acts (ISTEA, TEA-21, SAFETEA-LU).

**PEB – Project Evaluation Board** – The board empowered to evaluate and score projects; it is a team of managers from the Alaska Department of Transportation and Public Facilities. There is a board for surface transportation and another for aviation.

**Performance Measures** – is the process whereby an organization establishes the parameters within which programs, investments, and acquisitions are reaching the desired results. This process of measuring performance often requires the use of statistical evidence to determine progress toward specific defined organizational objectives.

**Public Lands Discretionary** – A program administered by the FHWA under Federal Lands Highways for highways on public lands. Alaska can apply for nationwide competitive funds annually.

**SAFETEA-LU – The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users** - The current law describing the surface transportation policy of the United States, and making program allocations for funding in various categories to the states. The act became law on August 10, 2005 and is valid until the end of September 2009, but has been extended via continuing resolutions of the Congress.

**Shadow Tolls** - Shadow tolls are payments made by a government to the private sector operator of a road based, at least in part, on the number of vehicles using the road and the distance they travel. Originated in England, shadow tolls are not currently used in the U.S.

**SIB – State Infrastructure Bank** – A SIB is a revolving fund mechanism for financing a wide variety of highway and transit projects through loans and credit enhancement. SIBs are designed to complement traditional Federal-aid highway and transit grants by providing States increased flexibility for financing infrastructure investments.

**State Implementation Plan (SIP)** – a detailed description of the programs a state will use to carry out its responsibilities under the Clean Air Act. Alaska's SIP is prepared by the ADEC. State implementation plans are collections of the regulations used by a state to reduce air pollution. The Clean Air Act requires that EPA approve each state implementation plan. Members of the public are given opportunities to participate in review and approval of state implementation plans. Transportation elements called for in the SIP are eligible for CMAQ funds and must be implemented in the year defined in the SIP.

**STIP – State Transportation Improvement Program** – A staged, multi-year, statewide, intermodal program of surface transportation projects which is governed by surface transportation regulations and funded primarily with surface transportation program funds. The STIP is prepared by ADOT&PF and is approved by FTA and FHWA.

**Structural Deficiency** – Bridges that have deteriorated decks (the driving surface), superstructures (the supports right below the deck), and/or sub-structures (the foundation and supporting posts and piers) can be classified as structurally deficient. The classification does not necessarily mean that a bridge is unsafe, but it does mean that the bridge requires maintenance and repair, and/or eventual rehabilitation or replacement to address deficiencies.

**SWLRTP – Statewide Long-Rang Transportation Plan** – A federally-mandated plan that provides the basis for the development of STIP projects. In Alaska, the SWLRTP consists of the Statewide Long Range Transportation Policy Plan (SWLRTPP), area transportation plans, and modal or system plans. The SWLRTPP develops transportation policy, goals, and objectives for the state as a whole. Area transportation plans are prepared for specific geographic areas of the state, and recommend projects for inclusion in the STIP. Modal or system plans such as the State Bicycle and Pedestrian Plan,

Alaska Aviation System Plan, and Strategic Highway Safety Plan provide programmatic direction specific to a particular transportation mode or system.

**TCSP – Transportation and Community and System Preservation Program** – A discretionary grant program that provides funds to states, MPOs, local and tribal governments for projects that address the relationships among transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve those relationships.

**TEA-21 – Transportation Equity Act for the 21st Century** – The surface transportation authorization act that was in force between 1998 and August 2005. It followed ISTEA and preceded SAFETEA-LU.

**TIFIA – Transportation Infrastructure Finance and Innovation Act.** – Federal credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to finance surface transportation projects of national and regional significance. TIFIA credit assistance provides improved access to capital markets, flexible repayment terms, and potentially more favorable interest rates than can be found in private capital markets for similar instruments. TIFIA can help advance qualified, large-scale projects that otherwise might be delayed or deferred because of size, complexity, or uncertainty over the timing of revenues.

**TIP – Transportation Improvement Program** – A subset of the STIP developed by AMATS or FMATS for transportation programs and projects within the MPO boundary. TIPs are approved by the MPO and the Governor and then incorporated into the STIP by reference.

**Time Trap** – By federal highway regulations, a project must proceed to the earlier of construction or right of way acquisition within 10 years. If those requirements are not met, the state may have to repay any expenditures that have been reimbursed.

**TRAAK** – Trails and Recreational Access for Alaska – A funding category of the STIP that addresses trails, scenic highways, recreational access points and interpretive facilities.



## Title VI

of The Civil Rights Act of 1964

It is the policy of the Alaska Department of Transportation and Public Facilities (ADOT&PF), in accordance with 49 CFR Part 21 (Department of Transportation Regulations for the Implementation of Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987 (P.L. 100.259)m and 23 CFR Part 200 (Title VI Program and Related Statutes-Implementation and Review Procedures, Executive Order 12250, 23 USC 324 (Prohibition of Discrimination on the Basis of Sex), Title VIII of the Civil Rights Act of 1964m 23 USC 109(h), DOT Order 1050.2, the Civil Rights Restoration Act of 1987m and Executive Order 12898- Environmental Justice, that no person in the State of Alaska shall, on the grounds of race, color, sex, or national origin, be excluded from participation in, be denied the benefits of, or ge otherwise subjected to discrimination under any program or activity regardless of whether the Department receives federal assistance from the US Department of Transportation, including the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

## ADA

Americans with Disabilities Act

It is the policy of the Alaska Department of Transportation & Public Facilities (ADOT&PF) that no qualified individual with a disability shall, solely on the basis of his or her disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any of its programs, services, or activities as provided by Section 504 of the Rehabilitation Act of 1973and the Americans with Disabilities Act of 1990 (ADA). ADOT&PF further assures that every effort will be made to provide nondiscrimination in all of its programs and activities regardless of the funding source, including FTA, FAA, FHWA, and state funds.

**If you believe your rights have been violated, contact:**

State of Alaska, The Civil Rights Office Department of Transportation & Public Facilities P.O. Box 196900 Anchorage, AK 99519-6900	<b>and/ or</b>	Federal Highway Administration, Civil Rights 1200 New Jersey Avenue, SE, 8 <sup>th</sup> F. E81-314 Washington DC 20590
Department of Justice, Civil Rights Coordination and Review-NWB Washington DC 20530		Alaska phone: 907-269-0851 Toll Free (AK only): 1-800-770-6236 TTY: Alaska Relay 7-1-1

# Southeast Region Projects



**Alaska Department of Transportation & Public Facilities**

*"Get Alaska Moving through service and infrastructure."*

# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 23055      **Region:** Southeast

**Place Name:** Gustavus

**Title:**

Repair or Replace Rink Creek Bridge

**Project Description:**

Repair or replace Rink Creek Bridge, #2203. Repair includes but is not limited to removal and replacement of deteriorated timber deck plank and log rail, installation of rail flush with the edge of the deck, and installation of object markers at both ends of the structure. Replacement might consider accomodation of heavy vehicles travelling to Falls Creek Hydroelectric Project.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Design	3PF	13,545	0	0	0	
Design	STP	136,455	0	0	0	
Right of Way	3PF	452	0	0	0	
Right of Way	STP	4,548	0	0	0	
Construction	3PF	0	0	60,140	0	
Construction	STP	0	0	605,860	0	
Utilities	3PF	0	0	4,515	0	
Utilities	STP	0	0	45,485	0	
<b>Totals:</b>		155,000	0	716,000	0	0

<p>Program Type: CTP                  Primary Work: Bridge Rehabilitation                  Secondary Work: Bridge Replacement</p> <table border="1" style="width: 100%; margin-top: 10px;"> <tr> <td style="width: 70%;">Project Status</td> <td style="width: 30%;">Year</td> </tr> <tr> <td>Project Start:</td> <td>2012</td> </tr> <tr> <td>Environmental Clearance:</td> <td></td> </tr> <tr> <td>Construction Funded:</td> <td></td> </tr> <tr> <td>Right of Way Authorized:</td> <td></td> </tr> </table>	Project Status	Year	Project Start:	2012	Environmental Clearance:		Construction Funded:		Right of Way Authorized:		<p><b>Election District:</b> 5</p> <p><b>PEB Score:</b>                      <b>Criteria:</b> N/A</p> <p><b>Borough/Census Area:</b> Unorganized Borough</p> <p><b>Municipal Planning Organization (MPO):</b> non-MPO</p>
Project Status	Year										
Project Start:	2012										
Environmental Clearance:											
Construction Funded:											
Right of Way Authorized:											

Average AADT:                                      Sponsor:                                      City of Gustavus  
 Pavement Rating:                                      Predominant Functional Class: Rural Minor Collector



# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 26288      **Region:** Southeast

**Place Name:** Gustavus

**Title:**

GST - Rink Creek Gravel Pits Culvert Replacements  
AK139

**Project Description:**

Mitigation for fill in the waters of the U.S. associated with the Gustavus Causeway Replacement Project #67599. An existing ford to the entrance of the gravel pits will be replaced with a fish passage culvert. Another inadequate existing culvert will be replaced on Wilson Road on Rink Creek to promote fish passage.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Construction	HPRL	233,793	0	0	0	
Construction	SM	23,207	0	0	0	
<b>Totals:</b>		257,000	0	0	0	0

<p>Program Type: CTP                  Primary Work: Other                  Secondary Work:</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <tr> <td style="width: 70%;">Project Status</td> <td style="width: 30%;">Year</td> </tr> <tr> <td>Project Start:</td> <td>2009</td> </tr> <tr> <td>Environmental Clearance:</td> <td>07/28/2009</td> </tr> <tr> <td>Construction Funded:</td> <td></td> </tr> <tr> <td>Right of Way Authorized:</td> <td></td> </tr> </table>	Project Status	Year	Project Start:	2009	Environmental Clearance:	07/28/2009	Construction Funded:		Right of Way Authorized:		<p><b>Election District:</b> 91</p> <p><b>PEB Score:</b>                      <b>Criteria:</b> N/A</p> <p><b>Borough/Census Area:</b> Skagway-Hoonah-Angoon</p> <p><b>Municipal Planning Organization (MPO):</b> non-MPO</p>
Project Status	Year										
Project Start:	2009										
Environmental Clearance:	07/28/2009										
Construction Funded:											
Right of Way Authorized:											

Average AADT:                                      Sponsor:  
 Pavement Rating:                                      Predominant Functional Class:



# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 26290      **Region:** Southeast

**Place Name:** Gustavus

**Title:**  
Ferry Terminal Improvements

**Project Description:**  
Construct a ferry pre-staging lane (paved) and baggage cart zone; including sidewalk and small building.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Construction	HPRL	354,783	0	0	0	
Construction	SM	35,217	0	0	0	
<b>Totals:</b>		390,000	0	0	0	0

<p>Program Type: NHS                  Primary Work: New Construction                  Secondary Work:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">Project Status</td> <td style="width: 30%;">Year</td> </tr> <tr> <td colspan="2">Project Start:</td> </tr> <tr> <td colspan="2">Environmental Clearance:</td> </tr> <tr> <td colspan="2">Construction Funded:</td> </tr> <tr> <td colspan="2">Right of Way Authorized:</td> </tr> </table>	Project Status	Year	Project Start:		Environmental Clearance:		Construction Funded:		Right of Way Authorized:		<p><b>Election District:</b> 91</p> <p><b>PEB Score:</b>                      <b>Criteria:</b> N/A</p> <p><b>Borough/Census Area:</b> Unorganized Borough</p> <p><b>Municipal Planning Organization (MPO):</b> non-MPO</p>
Project Status	Year										
Project Start:											
Environmental Clearance:											
Construction Funded:											
Right of Way Authorized:											

Average AADT:                                      Sponsor:  
 Pavement Rating:                                      Predominant Functional Class:





# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 22279      **Region:** Southeast

**Place Name:** Haines

**Title:**

Haines Highway Haines Highway Reconstruction & Chilkat Bridge Replacement MP 21-25.3

**Project Description:**

Replace bridge #742. Possible realignment of road on either side. Widen road to 36'. Straighten curves to meet a 55 mph design speed. Provide a long-term solution to debris flow problems near MP 23 (same issue at MP 19). Enhancements planned along the Chilkat River.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Design	NHS	2,274,250	0	0	0	
Design	SM	225,750	0	0	0	
Right of Way	NHS	909,700	0	0	0	
Right of Way	SM	90,300	0	0	0	
Construction	BR	0	10,188,640	0	0	
Construction	NHS	0	19,649,520	0	0	
Construction	SM	0	2,961,870	0	0	
Utilities	NHS	181,940	409,365	0	0	
Utilities	SM	18,060	40,635	0	0	
<b>Totals:</b>		3,700,000	33,250,030	0	0	0

<p>Program Type: NHS                  Primary Work: Bridge Replacement                  Secondary Work: Gasline</p>	<p><b>Election District:</b> 5</p> <p><b>PEB Score:</b>                      <b>Criteria:</b> N/A</p> <p><b>Borough/Census Area:</b> Haines Borough</p> <p><b>Municipal Planning Organization (MPO):</b> non-MPO</p>										
<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Project Status</th> <th style="text-align: left;">Year</th> </tr> </thead> <tbody> <tr> <td>Project Start:</td> <td></td> </tr> <tr> <td>Environmental Clearance:</td> <td></td> </tr> <tr> <td>Construction Funded:</td> <td></td> </tr> <tr> <td>Right of Way Authorized:</td> <td></td> </tr> </tbody> </table>	Project Status	Year	Project Start:		Environmental Clearance:		Construction Funded:		Right of Way Authorized:		
Project Status	Year										
Project Start:											
Environmental Clearance:											
Construction Funded:											
Right of Way Authorized:											

Average AADT:                      Sponsor:                      SOA DOT&PF SER  
 Pavement Rating:                  Predominant Functional Class: Rural Other Principal Arterial



# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 26330      **Region:** Southeast

**Place Name:** Haines

**Title:**

Haines Highway Haines Highway Reconstruction MP 3.5-21

**Project Description:**

Widen the highway to a paved width of 36' and improve the roadside environment. Improve drainage, straighten selected curves to a 55 mph design speed where able and other improvements, including addressing the mudslide area at MP 19.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Design	NHS	1,819,400	909,700	0	0	
Design	SM	180,600	90,300	0	0	
Right of Way	NHS	909,700	0	0	0	
Right of Way	SM	90,300	0	0	0	
Construction	ILLU	0	0	0	15,191,990	
Construction	SM	0	0	0	1,508,010	
Utilities	ILLU	0	0	0	909,700	
Utilities	SM	0	0	0	90,300	
<b>Totals:</b>		3,000,000	1,000,000	0	17,700,000	76,882,000

<p>Program Type: NHS                  Primary Work: Reconstruction                  Secondary Work:</p>	<p><b>Election District:</b> 91</p> <p><b>PEB Score:</b>                      <b>Criteria:</b> N/A</p> <p><b>Borough/Census Area:</b> Haines Borough</p> <p><b>Municipal Planning Organization (MPO):</b> non-MPO</p>										
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">Project Status</td> <td style="width: 30%;">Year</td> </tr> <tr> <td colspan="2">Project Start:</td> </tr> <tr> <td colspan="2">Environmental Clearance:</td> </tr> <tr> <td colspan="2">Construction Funded:</td> </tr> <tr> <td colspan="2">Right of Way Authorized:</td> </tr> </table>	Project Status	Year	Project Start:		Environmental Clearance:		Construction Funded:		Right of Way Authorized:		
Project Status	Year										
Project Start:											
Environmental Clearance:											
Construction Funded:											
Right of Way Authorized:											

Average AADT:                      Sponsor:  
 Pavement Rating:                      Predominant Functional Class:



# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 26949      **Region:** Southeast

**Place Name:** Hollis

**Title:**

IFA Hollis/Clark Bay Ferry Terminal Improvments

**Project Description:**

This project will design and construct all new marine transfer structures at the ferry terminal. The work includes modification or replacement of the shoreward bridge abutment, replacement of the existing transfer bridge and bridge bearings, replacement of the existing bridge support float system and placement of new float pile restraints, replacement of six existing mooring and breasting dolphins W1 and E1-E5 and placement of a new turning dolphin on the west side of the bridge. The project will also include the removal of accumulated stream sediments within the region of the bridge support float and construction of an embankment extension or other necessary creek diversion structures to minimize sedimentation from the nearby stream.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Design	AC	380,000	0	0	0	
Design	ACC	0	-380,000	0	0	
Design	SM	95,000	0	0	0	
Design	STP	0	380,000	0	0	
Construction	ILLU	0	6,180,000	0	0	
Construction	SM	0	1,545,000	0	0	
<b>Totals:</b>		475,000	7,725,000	0	0	0

Program Type: AHS Primary Work: Reconstruction Secondary Work:  <table border="1"> <tr> <td>Project Status</td> <td>Year</td> </tr> <tr> <td>Project Start:</td> <td></td> </tr> <tr> <td>Environmental Clearance:</td> <td></td> </tr> <tr> <td>Construction Funded:</td> <td></td> </tr> <tr> <td>Right of Way Authorized:</td> <td></td> </tr> </table>	Project Status	Year	Project Start:		Environmental Clearance:		Construction Funded:		Right of Way Authorized:		<b>Election District:</b> 5  <b>PEB Score:</b> <b>Criteria:</b> N/A  <b>Borough/Census Area:</b> Prince of Wales-Outer Ketchikan  <b>Municipal Planning Organization (MPO):</b> non-MPO
Project Status	Year										
Project Start:											
Environmental Clearance:											
Construction Funded:											
Right of Way Authorized:											

Average AADT:

Sponsor:

Pavement Rating:

Predominant Functional Class:



# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 17341      **Region:** Southeast

**Place Name:** Hyder

**Title:**  
Causeway Reconstruction and Trestle Replacement

**Project Description:**

Reconstruct the causeway and replace the deteriorated trestle connection to Harbor Island by extending the causeway and/or replacing sections of trestle with new bridge sections. Construct additional turnouts, drainage improvements and pave causeway. Includes Bridge No. 1238 Hyder Dock Trestle. Project includes placement of fill materials to accommodate causeway/bridge structure and to provide for safe vehicular turning movements and associated parking on Harbor Island.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Construction	ACC	-9,532,406	0	0	0	
Construction	BR	9,532,406	0	0	0	
<b>Totals:</b>		0	0	0	0	0

<p>Program Type:    CTP                  Primary Work:    Reconstruction                  Secondary Work:</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <tr> <td style="width: 60%;">Project Status</td> <td>Year</td> </tr> <tr> <td>Project Start:</td> <td>2006</td> </tr> <tr> <td>Environmental Clearance:</td> <td>07/11/2011</td> </tr> <tr> <td>Construction Funded:</td> <td></td> </tr> <tr> <td>Right of Way Authorized:</td> <td></td> </tr> </table>	Project Status	Year	Project Start:	2006	Environmental Clearance:	07/11/2011	Construction Funded:		Right of Way Authorized:		<p><b>Election District:</b> 5</p> <p><b>PEB Score:</b>                      <b>Criteria:</b> 133                                      Urban and Rural</p> <p><b>Borough/Census Area:</b> Prince of Wales-Outer Ketchikan</p> <p><b>Municipal Planning Organization (MPO):</b> non-MPO</p>
Project Status	Year										
Project Start:	2006										
Environmental Clearance:	07/11/2011										
Construction Funded:											
Right of Way Authorized:											

Average AADT:    174                      Sponsor:                                      Hyder Community Association  
 Pavement Rating: N/A                      Predominant Functional Class: Rural Major Collector



# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 2141      **Region:** Southeast

**Place Name:** Juneau

**Title:**

Glacier Highway Brotherhood Bridge and Separated Multi-Use Path to UAS, Stage I

**Project Description:**

Replace Brotherhood Bridge (0737). Reconstruct approach roadway as required to tie into new bridge alignment and lane configuration, including intersection improvements with Industrial Blvd. Construct new multi-use path along the north side of Glacier Highway/Egan Drive from Riverside Drive to the west side of the entrance to Swampy Acres. Reconstruct existing equestrian path between Industrial Blvd. and Swampy Acres.

The section of separated, multi-use pathway between Swampy Acres and UAS will be completed as part of Glacier Highway Brotherhood Bridge and Separated Multi-Use Path to UAS, Stage II (Need ID 26488, Project No. 69500).



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Design	BR	773,245	0	0	0	
Design	SM	85,785	0	0	0	
Design	STP	90,970	0	0	0	
Right of Way	BR	90,970	0	0	0	
Right of Way	SM	97,072	0	0	0	
Right of Way	STP	886,958	0	0	0	
Construction	AC	0	8,641,513	0	0	
Construction	ACC	0	0	-4,320,756	0	
Construction	BR	0	9,097,000	0	0	
Construction	NHS	0	0	4,320,756	0	
Construction	SM	0	1,760,787	0	0	
<b>Totals:</b>		2,025,000	19,499,300	0	0	4,321,000



# 2012-2015 Alaska Statewide Transportation Improvement Program

Program Type: NHS Primary Work: Bridge Replacement Secondary Work: New Construction	<b>Election District:</b> 4 <b>PEB Score:</b> <b>Criteria:</b> N/A <b>Borough/Census Area:</b> Juneau, City and Borough of <b>Municipal Planning Organization (MPO):</b> non-MPO										
<table border="1"><tr><td>Project Status</td><td>Year</td></tr><tr><td>Project Start:</td><td>2000</td></tr><tr><td>Environmental Clearance:</td><td></td></tr><tr><td>Construction Funded:</td><td></td></tr><tr><td>Right of Way Authorized:</td><td></td></tr></table>	Project Status	Year	Project Start:	2000	Environmental Clearance:		Construction Funded:		Right of Way Authorized:		
Project Status	Year										
Project Start:	2000										
Environmental Clearance:											
Construction Funded:											
Right of Way Authorized:											

Average AADT:                                      Sponsor:                                      DOT&PF  
Pavement Rating:                                      Predominant Functional Class:



# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 16065      **Region:** Southeast

**Place Name:** Juneau

**Title:**

Industrial Boulevard Widening and Sidewalk

**Project Description:**

Widen the paved surface and add curb, gutter and sidewalk on the west side from Glacier Highway to Maier Drive. Includes drainage, lighting improvements, and accomodation for existing equestrian use.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Design	3PF	75,000	0	0	0	
Design	STP	225,000	0	0	0	
Right of Way	3PF	0	7,500	0	0	
Right of Way	STP	0	22,500	0	0	
Construction	3PF	0	0	0	299,310	
Construction	STP	0	0	0	2,070,690	
Utilities	3PF	0	0	2,991	0	
Utilities	STP	0	0	27,009	0	
<b>Totals:</b>		300,000	30,000	30,000	2,370,000	0

<p>Program Type: CTP                  Primary Work: Reconstruction                  Secondary Work:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">Project Status</td> <td style="width: 30%;">Year</td> </tr> <tr> <td colspan="2">Project Start:</td> </tr> <tr> <td colspan="2">Environmental Clearance:</td> </tr> <tr> <td colspan="2">Construction Funded:</td> </tr> <tr> <td colspan="2">Right of Way Authorized:</td> </tr> </table>	Project Status	Year	Project Start:		Environmental Clearance:		Construction Funded:		Right of Way Authorized:		<p><b>Election District:</b> 4</p> <p><b>PEB Score:</b> 119.80      <b>Criteria:</b> Urban and Rural</p> <p><b>Borough/Census Area:</b> Juneau, City and Borough of</p> <p><b>Municipal Planning Organization (MPO):</b> non-MPO</p>
Project Status	Year										
Project Start:											
Environmental Clearance:											
Construction Funded:											
Right of Way Authorized:											

Average AADT: 3505      Sponsor: City and Borough of Juneau  
 Pavement Rating: N/A      Predominant Functional Class: Urban Collector



# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 16145      **Region:** Southeast

**Place Name:** Juneau

**Title:**  
Capital Transit Enhanced Service Plan

**Project Description:**  
Purchase five transit coaches.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Construction	3PF	0	142,222	0	0	
Construction	STP	0	1,432,778	0	0	
<b>Totals:</b>		0	1,575,000	0	0	0

<p>Program Type:    CTP                  Primary Work:    Transit                  Secondary Work:</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <tr> <td style="width: 70%;">Project Status</td> <td style="width: 30%;">Year</td> </tr> <tr> <td colspan="2">Project Start:</td> </tr> <tr> <td colspan="2">Environmental Clearance:</td> </tr> <tr> <td colspan="2">Construction Funded:</td> </tr> <tr> <td colspan="2">Right of Way Authorized:</td> </tr> </table>	Project Status	Year	Project Start:		Environmental Clearance:		Construction Funded:		Right of Way Authorized:		<p><b>Election District:</b> 80</p> <p><b>PEB Score:</b>                      <b>Criteria:</b> 152                                      Transit</p> <p><b>Borough/Census Area:</b> Juneau, City and Borough of</p> <p><b>Municipal Planning Organization (MPO):</b> non-MPO</p>
Project Status	Year										
Project Start:											
Environmental Clearance:											
Construction Funded:											
Right of Way Authorized:											

Average AADT:                                      Sponsor:                                      City & Borough of Juneau  
 Pavement Rating:                                      Predominant Functional Class:



# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 16203      **Region:** Southeast

**Place Name:** Juneau

**Title:**

Riverside Drive Rehabilitation and Widening

**Project Description:**

Add sidewalk to Riverside Drive (both sides) between Egan Drive and Mall Road. Widen roadway to allow two northbound lanes from Egan Drive to Mall Road. Construct channalized right turn from Egan Drive to Riverside Drive. Rehab roadway surface from Egan Drive to James Boulevard including pedestrian enhancements.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Design	3PF	6,773	0	0	0	
Design	STP	68,227	0	0	0	
Right of Way	3PF	50,000	0	0	0	
Right of Way	STP	150,000	0	0	0	
Construction	3PF	0	0	575,000	0	
Construction	STP	0	0	1,725,000	0	
Utilities	3PF	0	0	25,000	0	
Utilities	STP	0	0	75,000	0	
<b>Totals:</b>		275,000	0	2,400,000	0	0

<p>Program Type: CTP                  Primary Work: Reconstruction                  Secondary Work: Safety</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">Project Status</td> <td style="width: 30%;">Year</td> </tr> <tr> <td>Project Start:</td> <td>2010</td> </tr> <tr> <td>Environmental Clearance:</td> <td></td> </tr> <tr> <td>Construction Funded:</td> <td></td> </tr> <tr> <td>Right of Way Authorized:</td> <td></td> </tr> </table>	Project Status	Year	Project Start:	2010	Environmental Clearance:		Construction Funded:		Right of Way Authorized:		<p><b>Election District:</b> 4</p> <p><b>PEB Score:</b> 116.20      <b>Criteria:</b> Urban and Rural</p> <p><b>Borough/Census Area:</b> Juneau, City and Borough of</p> <p><b>Municipal Planning Organization (MPO):</b> non-MPO</p>
Project Status	Year										
Project Start:	2010										
Environmental Clearance:											
Construction Funded:											
Right of Way Authorized:											

Average AADT: 9814      Sponsor: City and Borough of Juneau  
 Pavement Rating: N/A      Predominant Functional Class: Urban Collector



# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 18242      **Region:** Southeast

**Place Name:** Juneau

**Title:**

Glacier Highway Back Loop Road: Intersection Safety Improvements

**Project Description:**

Improve the intersection and intersection approaches at the Glacier Highway/Back Loop Road intersection.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Design	BOND	50,000	0	0	0	
Right of Way	BOND	300,000	0	0	0	
Construction	BOND	4,125,000	0	0	0	
Utilities	BOND	125,000	0	0	0	
<b>Totals:</b>		4,600,000	0	0	0	0

<p>Program Type: NHS                  Primary Work: Safety                  Secondary Work:</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <tr> <td style="width: 70%;">Project Status</td> <td style="width: 30%;">Year</td> </tr> <tr> <td colspan="2">Project Start:</td> </tr> <tr> <td colspan="2">Environmental Clearance:</td> </tr> <tr> <td colspan="2">Construction Funded:</td> </tr> <tr> <td colspan="2">Right of Way Authorized:</td> </tr> </table>	Project Status	Year	Project Start:		Environmental Clearance:		Construction Funded:		Right of Way Authorized:		<p><b>Election District:</b> 4</p> <p><b>PEB Score:</b>                      <b>Criteria:</b> N/A</p> <p><b>Borough/Census Area:</b> Juneau, City and Borough of</p> <p><b>Municipal Planning Organization (MPO):</b> non-MPO</p>
Project Status	Year										
Project Start:											
Environmental Clearance:											
Construction Funded:											
Right of Way Authorized:											

Average AADT:

Sponsor:

Pavement Rating:

Predominant Functional Class: Urban Minor Arterial



# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 19214      **Region:** Southeast

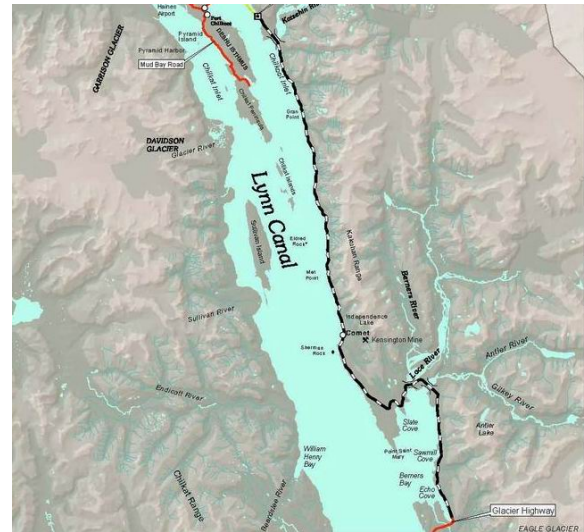
**Place Name:** Juneau

**Title:**

Juneau Access: Glacier Highway MP 40.5-91.1

**Project Description:**

Extend Glacier Highway/State Route 7 northward from its current terminus to the north side of the Katzeihin River delta, in a series of stages, per the preferred alternative in the Final Environmental Impact Statement (EIS) and construct terminal near Katzeihin River.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Design	HPRL	1,000,000	0	0	0	
Design	SM	99,263	0	0	0	
Right of Way	HPRL	0	0	900,000	0	
Right of Way	SM	0	0	89,337	0	
Construction	AC	0	0	0	10,391,300	
Construction	HPRL	0	0	0	3,800,000	
Construction	OSF	0	0	0	30,000,000	
Construction	SM	0	0	0	1,408,700	
<b>Totals:</b>		1,099,263	0	989,337	45,600,000	400,000,000

<p>Program Type: NHS                  Primary Work: New Construction                  Secondary Work:</p>	<p><b>Election District:</b> 91</p> <p><b>PEB Score:</b> N/A      <b>Criteria:</b></p> <p><b>Borough/Census Area:</b> Juneau, City and Borough of</p> <p><b>Municipal Planning Organization (MPO):</b> non-MPO</p>										
<table border="1"> <tr> <td>Project Status</td> <td>Year</td> </tr> <tr> <td>Project Start:</td> <td>1992</td> </tr> <tr> <td>Environmental Clearance:</td> <td>04/03/2006</td> </tr> <tr> <td>Construction Funded:</td> <td>05/31/2006</td> </tr> <tr> <td>Right of Way Authorized:</td> <td>04/10/2006</td> </tr> </table>	Project Status	Year	Project Start:	1992	Environmental Clearance:	04/03/2006	Construction Funded:	05/31/2006	Right of Way Authorized:	04/10/2006	
Project Status	Year										
Project Start:	1992										
Environmental Clearance:	04/03/2006										
Construction Funded:	05/31/2006										
Right of Way Authorized:	04/10/2006										

Average AADT:                                      Sponsor:                                      ADOT/PF  
 Pavement Rating:                                      Predominant Functional Class: Urban Minor Arterial



# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 23397      **Region:** Southeast

**Place Name:** Juneau

**Title:**

Egan Drive: Pavement Rehab from 10th Street to Mendenhall Loop Road

**Project Description:**

Pavement resurfacing and guardrail rehabilitation on Egan Drive from 10th Street to Mendenhall Loop.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Design	NHS	545,820	0	0	0	
Design	SM	54,180	0	0	0	
Right of Way	NHS	9,097	0	0	0	
Right of Way	SM	903	0	0	0	
Construction	ILLU	0	0	12,008,040	0	
Construction	SM	0	0	1,191,960	0	
Utilities	ILLU	0	0	27,291	0	
Utilities	SM	0	0	2,709	0	
<b>Totals:</b>		610,000	0	13,230,000	0	0

<p>Program Type:    NHS</p> <p>Primary Work:</p> <p>Secondary Work:</p>	<p><b>Election District:</b> 3</p> <p><b>PEB Score:</b>                      <b>Criteria:</b> N/A</p> <p><b>Borough/Census Area:</b> Juneau, City and Borough of</p> <p><b>Municipal Planning Organization (MPO):</b> non-MPO</p>
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Average AADT:	Sponsor:	SER DOT&PF
Pavement Rating:	Predominant Functional Class:	Urban Other Principal Arterial



# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 23475      **Region:** Southeast

**Place Name:** Juneau

**Title:**

Glacier Highway Reconstruction: Fritz Cove Road to Seaview Avenue

**Project Description:**

Reconstruct Glacier Highway between Fritz Cove Road and Seaview Avenue at Auke Bay to reconstruct segments of road sub-base, widen roadway, flatten curve alignments, improve intersections, drainage systems, resurface roadway, lighting, guardrail, improve bicycle and pedestrian facilities, and add a center turn lane through the Auke Bay business area.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Design	NHS	454,850	0	0	0	
Design	SM	45,150	0	0	0	
Right of Way	NHS	909,700	0	0	0	
Right of Way	SM	90,300	0	0	0	
Construction	AC	0	6,549,840	0	0	
Construction	ACC	0	0	-6,549,840	0	
Construction	NHS	0	2,501,675	6,549,840	0	
Construction	SM	0	898,485	0	0	
Utilities	NHS	0	409,365	0	0	
Utilities	SM	0	40,635	0	0	
<b>Totals:</b>		1,500,000	10,400,000	0	0	0







# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 23563      **Region:** Southeast

**Place Name:** Juneau

**Title:**

Egan Drive Resurfacing - Main St to 10th St.

**Project Description:**

Resurface Egan Drive from Main Street to 10th Street, including pedestrian improvements as required.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Design	NHS	0	68,228	0	0	
Design	SM	0	6,772	0	0	
Right of Way	NHS	0	0	9,097	0	
Right of Way	SM	0	0	903	0	
Construction	NHS	0	0	864,215	0	
Construction	SM	0	0	85,785	0	
Utilities	NHS	0	0	9,097	0	
Utilities	SM	0	0	903	0	
<b>Totals:</b>		0	75,000	970,000	0	0

<p>Program Type: NHS                  Primary Work: Reconstruction                  Secondary Work:</p> <table border="1" style="width: 100%; margin-top: 10px;"> <tr> <td style="width: 70%;">Project Status</td> <td style="text-align: right;">Year</td> </tr> <tr> <td>Project Start:</td> <td style="text-align: right;">2011</td> </tr> <tr> <td>Environmental Clearance:</td> <td></td> </tr> <tr> <td>Construction Funded:</td> <td></td> </tr> <tr> <td>Right of Way Authorized:</td> <td></td> </tr> </table>	Project Status	Year	Project Start:	2011	Environmental Clearance:		Construction Funded:		Right of Way Authorized:		<p><b>Election District:</b> 3</p> <p><b>PEB Score:</b>                      <b>Criteria:</b> N/A</p> <p><b>Borough/Census Area:</b> Juneau, City and Borough of</p> <p><b>Municipal Planning Organization (MPO):</b> not identified</p>
Project Status	Year										
Project Start:	2011										
Environmental Clearance:											
Construction Funded:											
Right of Way Authorized:											

Average AADT:	Sponsor:	SER DOT&PF
Pavement Rating:	Predominant Functional Class:	Urban Other Principal Arterial



# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 23566      **Region:** Southeast

**Place Name:** Juneau

**Title:**  
Auke Lake Wayside

**Project Description:**  
Construct a wayside with picnic shelter, restrooms and interpretive amenities. Provide trailhead parking.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Design	3PF	13,003	0	0	0	
Design	TE	130,997	0	0	0	
Right of Way	3PF	451	0	0	0	
Right of Way	TE	4,549	0	0	0	
Construction	3PF	0	0	119,647	0	
Construction	ILLU	0	0	1,205,353	0	
Utilities	3PF	0	0	3,612	0	
Utilities	TE	0	0	36,388	0	
<b>Totals:</b>		149,000	0	1,365,000	0	0

<p>Program Type: TRAAK                  Primary Work:                  Secondary Work:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">Project Status</td> <td style="width: 30%;">Year</td> </tr> <tr> <td>Project Start:</td> <td>2011</td> </tr> <tr> <td>Environmental Clearance:</td> <td></td> </tr> <tr> <td>Construction Funded:</td> <td></td> </tr> <tr> <td>Right of Way Authorized:</td> <td></td> </tr> </table>	Project Status	Year	Project Start:	2011	Environmental Clearance:		Construction Funded:		Right of Way Authorized:		<p><b>Election District:</b> 4</p> <p><b>PEB Score:</b>                      <b>Criteria:</b> N/A</p> <p><b>Borough/Census Area:</b> Juneau, City and Borough of</p> <p><b>Municipal Planning Organization (MPO):</b> non-MPO</p>
Project Status	Year										
Project Start:	2011										
Environmental Clearance:											
Construction Funded:											
Right of Way Authorized:											

Average AADT:                                      Sponsor:                                      Juneau  
 Pavement Rating:                                      Predominant Functional Class:



# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 24757      **Region:** Southeast

**Place Name:** Juneau

**Title:**

Juneau Particulate Matter Planning Project

**Project Description:**

The goal of this project is to develop a local transportation model and customize the EPA mobile source emission model for future air quality planning purposes. Non-attainment and maintenance area plans require mobile source emission budgets that are used in federally mandated air quality conformity determinations. The Mendenhall Valley in Juneau is currently designated a non-attainment area for coarse particulate matter. In order to insure the most accurate budgets are developed, this project will assist in improving modeling and emission inventory estimates. An up to date transportation model and customized inputs for the new EPA mobile source emission model are needed for on-going transportation and air quality planning activities in the community.



Develop a profile of motor vehicle fleet both personal and commercial in Juneau. Identify and evaluate feasibility and effectiveness of implementing potential measures to reduce motor vehicle emissions in the City and Borough of Juneau. Options for consideration would include use of alternate fuels and electric power; transit use incentives; green car purchase incentives; roadway improvements; signal timing improvements; bicycle and pedestrian improvements and other measures that may warrant consideration. Scope-out, the most feasible and beneficial projects with program level cost estimate. Rank projects and recommend surface transportation particulate matter control program. Focus of this effort is the City and Borough of Juneau with special emphasis on the Mendenhall Valley.

PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
All Phases	CMAQ	500,000	500,000	400,000	400,000	
<b>Totals:</b>		500,000	500,000	400,000	400,000	0





# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 24776      **Region:** Southeast

**Place Name:** Juneau

**Title:**

Mendenhall Valley Street Dust Control

**Project Description:**

Pave select streets in the PM10 maintenance area. Paving may include various streets, including Blueberry Lane, Gene St, Goat Hill Road, Powers St, Spring Way, Sasha Avenue and Tongass Avenue. Additional valley streets will be included as funding permits. The Diamond Park parking lot may also be paved. Purchase a street sweeper to clean valley streets of sand and dirt to control airborne dust particulate matter in the PM10 maintenance area.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
All Phases	CMAQ	0	2,000,000	0	0	
<b>Totals:</b>		0	2,000,000	0	0	0

<p>Program Type:    REQD                  Primary Work:    Other                  Secondary Work:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;">Project Status</td> <td style="width: 40%;">Year</td> </tr> <tr> <td>Project Start:</td> <td style="text-align: center;">2010</td> </tr> <tr> <td>Environmental Clearance:</td> <td></td> </tr> <tr> <td>Construction Funded:</td> <td style="text-align: center;">07/01/2010</td> </tr> <tr> <td>Right of Way Authorized:</td> <td></td> </tr> </table>	Project Status	Year	Project Start:	2010	Environmental Clearance:		Construction Funded:	07/01/2010	Right of Way Authorized:		<p><b>Election District:</b> 4</p> <p><b>PEB Score:</b>                      <b>Criteria:</b> N/A</p> <p><b>Borough/Census Area:</b> Juneau, City and Borough of</p> <p><b>Municipal Planning Organization (MPO):</b> non-MPO</p>
Project Status	Year										
Project Start:	2010										
Environmental Clearance:											
Construction Funded:	07/01/2010										
Right of Way Authorized:											

Average AADT:                                      Sponsor:                                      SER DOT with CBJ  
 Pavement Rating:                                      Predominant Functional Class:



# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 24857      **Region:** Southeast

**Place Name:** Juneau

**Title:**

Fritz Cove Road Rehabilitation and Repair

**Project Description:**

Resurface roadway pavement with minor widening and as needed construct spot sub-base improvements, guardrail and drainage improvements.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Design	SM	49,665	0	0	0	
Design	STP	500,335	0	0	0	
Right of Way	SM	9,030	36,120	0	0	
Right of Way	STP	90,970	363,880	0	0	
Construction	SM	0	437,955	0	0	
Construction	STP	0	4,412,045	0	0	
Utilities	SM	9,030	0	0	0	
Utilities	STP	90,970	0	0	0	
<b>Totals:</b>		750,000	5,250,000	0	0	0

<p>Program Type: CTP                  Primary Work: Reconstruction                  Secondary Work: System Preservation</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">Project Status</td> <td style="width: 30%;">Year</td> </tr> <tr> <td>Project Start:</td> <td>2011</td> </tr> <tr> <td>Environmental Clearance:</td> <td></td> </tr> <tr> <td>Construction Funded:</td> <td></td> </tr> <tr> <td>Right of Way Authorized:</td> <td></td> </tr> </table>	Project Status	Year	Project Start:	2011	Environmental Clearance:		Construction Funded:		Right of Way Authorized:		<p><b>Election District:</b> 4</p> <p><b>PEB Score:</b>                      <b>Criteria:</b> N/A</p> <p><b>Borough/Census Area:</b> Juneau, City and Borough of</p> <p><b>Municipal Planning Organization (MPO):</b> non-MPO</p>
Project Status	Year										
Project Start:	2011										
Environmental Clearance:											
Construction Funded:											
Right of Way Authorized:											

Average AADT:                                      Sponsor:                                      SOA DOT&PF SER  
 Pavement Rating:                                      Predominant Functional Class: Urban Collector



# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 25337      **Region:** Southeast

**Place Name:** Juneau

**Title:**

Trout Street Bridge Replacement

**Project Description:**

Remove and replace Trout Street Bridge #1786. Replace bridge that has reached the end of its useful service life.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Construction	BR	714,115	0	0	0	
Construction	SM	70,885	0	0	0	
Utilities	BR	13,645	0	0	0	
Utilities	SM	1,355	0	0	0	
<b>Totals:</b>		800,000	0	0	0	0

<p>Program Type: CTP                  Primary Work: Bridge Replacement                  Secondary Work:</p> <table border="1" style="width: 100%; margin-top: 10px;"> <tr> <td style="width: 70%;">Project Status</td> <td style="width: 30%;">Year</td> </tr> <tr> <td>Project Start:</td> <td>2011</td> </tr> <tr> <td>Environmental Clearance:</td> <td></td> </tr> <tr> <td>Construction Funded:</td> <td></td> </tr> <tr> <td>Right of Way Authorized:</td> <td>09/15/2011</td> </tr> </table>	Project Status	Year	Project Start:	2011	Environmental Clearance:		Construction Funded:		Right of Way Authorized:	09/15/2011	<p><b>Election District:</b> 3</p> <p><b>PEB Score:</b>                      <b>Criteria:</b> N/A</p> <p><b>Borough/Census Area:</b> Juneau, City and Borough of</p> <p><b>Municipal Planning Organization (MPO):</b> non-MPO</p>
Project Status	Year										
Project Start:	2011										
Environmental Clearance:											
Construction Funded:											
Right of Way Authorized:	09/15/2011										

Average AADT:                                      Sponsor:  
 Pavement Rating:                                      Predominant Functional Class:





# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 26112      **Region:** Southeast

**Place Name:** Juneau

**Title:**

Glacier Highway Glacier Hwy Bike & Pedestrian Improvements

**Project Description:**

Improve pedestrian and bicycle facilities on Glacier Hwy (CDS 296229) from Glacier Highway Access Road to Anka Street. Improvements include: add sidewalks, modify/improve drainage of roadway, stripe bike lanes, determine crosswalk locations, add sidewalk on south side of Lemon Creek Bridge (#0793), resurface entire length of roadway, install bus pullouts at Alaway and make adjustments to intersections and driveways as needed and install highway lighting along the corridor as needed.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Design	SM	63,210	24,832	0	0	
Design	STP	636,790	250,168	0	0	
Right of Way	SM	0	0	10,836	0	
Right of Way	STP	0	0	109,164	0	
Construction	SM	0	0	0	553,990	
Construction	STP	0	0	0	5,581,010	
Utilities	SM	0	0	0	4,515	
Utilities	STP	0	0	0	45,485	
<b>Totals:</b>		700,000	275,000	120,000	6,185,000	0

<p>Program Type: CTP                  Primary Work: Reconstruction                  Secondary Work: New Construction</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">Project Status</td> <td style="width: 30%;">Year</td> </tr> <tr> <td>Project Start:</td> <td>2012</td> </tr> <tr> <td>Environmental Clearance:</td> <td></td> </tr> <tr> <td>Construction Funded:</td> <td></td> </tr> <tr> <td>Right of Way Authorized:</td> <td></td> </tr> </table>	Project Status	Year	Project Start:	2012	Environmental Clearance:		Construction Funded:		Right of Way Authorized:		<p><b>Election District:</b> 3</p> <p><b>PEB Score:</b> 392      <b>Criteria:</b> Urban and Rural</p> <p><b>Borough/Census Area:</b> Juneau, City and Borough of</p> <p><b>Municipal Planning Organization (MPO):</b> non-MPO</p>
Project Status	Year										
Project Start:	2012										
Environmental Clearance:											
Construction Funded:											
Right of Way Authorized:											

Average AADT:                      Sponsor:  
 Pavement Rating:                  Predominant Functional Class:



# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 26160      **Region:** Southeast

**Place Name:** Juneau

**Title:**

State of Good Repair - Capital Transit

**Project Description:**

Replace/Rehabilitate Maintenance Facility and Equipment.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Construction	3PF	100,000	0	0	0	
Construction	5309BU	400,000	0	0	0	
<b>Totals:</b>		500,000	0	0	0	0

<p>Program Type:    CTP                  Primary Work:                  Secondary Work:</p> <table border="1" style="width: 100%; margin-top: 10px;"> <tr> <td style="width: 70%;">Project Status</td> <td style="width: 30%;">Year</td> </tr> <tr> <td colspan="2">Project Start:</td> </tr> <tr> <td colspan="2">Environmental Clearance:</td> </tr> <tr> <td colspan="2">Construction Funded:</td> </tr> <tr> <td colspan="2">Right of Way Authorized:</td> </tr> </table>	Project Status	Year	Project Start:		Environmental Clearance:		Construction Funded:		Right of Way Authorized:		<p><b>Election District:</b> 80</p> <p><b>PEB Score:</b>                      <b>Criteria:</b> N/A</p> <p><b>Borough/Census Area:</b> Juneau, City and Borough of</p> <p><b>Municipal Planning Organization (MPO):</b> non-MPO</p>
Project Status	Year										
Project Start:											
Environmental Clearance:											
Construction Funded:											
Right of Way Authorized:											

Average AADT:

Sponsor:

Pavement Rating:

Predominant Functional Class:



# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 26334      **Region:** Southeast

**Place Name:** Juneau

**Title:**

Egan Drive: Salmon Creek Intersection Safety Improvements

**Project Description:**

Improve intersection safety by constructing acceleration/deceleration lanes on Egan Drive at Salmon Creek intersection, including widening Salmon Creek Bridge (#1188) and associated improvements as required.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
All Phases	PSF	0	0	1,095,000	6,205,000	
<b>Totals:</b>		0	0	1,095,000	6,205,000	0

<p>Program Type:    NHS                  Primary Work:    Safety                  Secondary Work:</p>	<p><b>Election District:</b> 3</p> <p><b>PEB Score:</b>                      <b>Criteria:</b> N/A</p> <p><b>Borough/Census Area:</b> Juneau, City and Borough of</p> <p><b>Municipal Planning Organization (MPO):</b> non-MPO</p>
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Average AADT:                      Sponsor:  
 Pavement Rating:                      Predominant Functional Class:



# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 26335      **Region:** Southeast

**Place Name:** Juneau

**Title:**

Yandukin Dr/Shell Simmons Dr Pavement Rehabilitation  
(Glacier Hwy to Egan Dr)

**Project Description:**

Rehabilitate pavement and construct pedestrian facilities, as appropriate along Yandukin Dr/Shell Simmons Dr.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Design	NHS	90,030	0	0	0	
Design	SM	9,970	0	0	0	
Construction	NHS	1,364,550	0	0	0	
Construction	SM	135,450	0	0	0	
<b>Totals:</b>		1,600,000	0	0	0	0

<p>Program Type:    NHS                  Primary Work:                  Secondary Work:</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <tr> <td style="width: 70%;">Project Status</td> <td style="width: 30%;">Year</td> </tr> <tr> <td colspan="2">Project Start:</td> </tr> <tr> <td colspan="2">Environmental Clearance:</td> </tr> <tr> <td colspan="2">Construction Funded:</td> </tr> <tr> <td colspan="2">Right of Way Authorized:</td> </tr> </table>	Project Status	Year	Project Start:		Environmental Clearance:		Construction Funded:		Right of Way Authorized:		<p><b>Election District:</b> 3</p> <p><b>PEB Score:</b>                      <b>Criteria:</b> N/A</p> <p><b>Borough/Census Area:</b> Juneau, City and Borough of</p> <p><b>Municipal Planning Organization (MPO):</b> non-MPO</p>
Project Status	Year										
Project Start:											
Environmental Clearance:											
Construction Funded:											
Right of Way Authorized:											

Average AADT:

Sponsor:

Pavement Rating:

Predominant Functional Class:



# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 26488      **Region:** Southeast

**Place Name:** Juneau

**Title:**

Glacier Highway Brotherhood Bridge and Separated Multi-Use Path to UAS - Stage II

**Project Description:**

Construct new, multi-use pathway from the west side of the entrance to Swampy Acres to UAS along the north side of Glacier Highway.

The replacement of the bridge and section of separated, multi-use pathway between Riverside Drive and Swampy Acres will be completed as part of Glacier Highway Brotherhood Bridge and Separated Multi-Use Path to UAS, Stage I (Need ID 2141, Project No. 67987).



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Design	SM	24,832	0	0	0	
Design	STP	250,168	0	0	0	
Right of Way	SM	27,090	0	0	0	
Right of Way	STP	272,910	0	0	0	
Construction	SM	0	0	496,650	0	
Construction	STP	0	0	5,003,350	0	
Utilities	SM	9,030	0	0	0	
Utilities	STP	90,970	0	0	0	
<b>Totals:</b>		675,000	0	5,500,000	0	0

<p>Program Type: NHS                  Primary Work: New Construction                  Secondary Work: Bridge Replacement</p>	<p><b>Election District:</b> 4</p> <p><b>PEB Score:</b>                      <b>Criteria:</b> N/A</p> <p><b>Borough/Census Area:</b> Juneau, City and Borough of</p> <p><b>Municipal Planning Organization (MPO):</b> non-MPO</p>										
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">Project Status</td> <td style="width: 30%;">Year</td> </tr> <tr> <td colspan="2">Project Start:</td> </tr> <tr> <td colspan="2">Environmental Clearance:</td> </tr> <tr> <td colspan="2">Construction Funded:</td> </tr> <tr> <td colspan="2">Right of Way Authorized:</td> </tr> </table>	Project Status	Year	Project Start:		Environmental Clearance:		Construction Funded:		Right of Way Authorized:		
Project Status	Year										
Project Start:											
Environmental Clearance:											
Construction Funded:											
Right of Way Authorized:											

Average AADT:                                      Sponsor:  
 Pavement Rating:                                      Predominant Functional Class:



# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 26889      **Region:** Southeast

**Place Name:** Juneau

**Title:**

Amalga Harbor Road and Bridges Reconstruction & Replacement

**Project Description:**

Replace Peterson Creek Bridge #0383 with a two lane bridge structure meeting HL93 design load. Replace Peterson Creek Tributary #1 bridge #7150 and Peterson Creek Tributary #2 bridge #7151 with structures meeting HL93 design load. Reconstruct Amalga Harbor Road from Glacier Highway to Amalga Harbor boat launch.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Design	SM	18,060	0	0	0	
Design	STP	181,940	0	0	0	
Right of Way	SM	4,515	0	0	0	
Right of Way	STP	45,485	0	0	0	
Construction	SM	0	325,983	0	0	
Construction	STP	0	3,284,017	0	0	
Utilities	SM	0	2,709	0	0	
Utilities	STP	0	27,291	0	0	
<b>Totals:</b>		250,000	3,640,000	0	0	0

<p>Program Type: CTP                  Primary Work: Bridge Replacement                  Secondary Work: Bridge Rehabilitation</p>	<p><b>Election District:</b> 3</p> <p><b>PEB Score:</b>                      <b>Criteria:</b> N/A</p> <p><b>Borough/Census Area:</b> Juneau, City and Borough of</p> <p><b>Municipal Planning Organization (MPO):</b> non-MPO</p>
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Average AADT:                                      Sponsor:  
 Pavement Rating:                                      Predominant Functional Class:



# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 23375      **Region:** Southeast

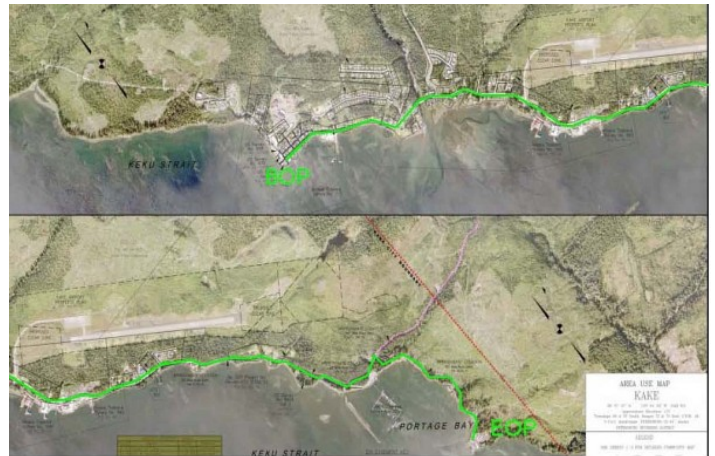
**Place Name:** Kake

**Title:**

Keku Road Rehabilitation

**Project Description:**

Road rehabilitation consisting of pavement resurfacing and drainage improvements. Project will address repairs to localized settlement areas, this work may include sub-grade repair, embankment stabilization, and riprap repair in spot locations. Repair or replace guardrail and other roadside safety appurtenances as required. Repair or replace other roadway related features as required. Adjust or relocate utilities as needed. Length of the project is approximately 3 miles, beginning at Church Street and including Boat Harbor Spur Road to Portage Bay Boat Harbor.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Design	SM	9,030	0	0	0	
Design	STP	90,970	0	0	0	
Right of Way	SM	0	2,709	0	0	
Right of Way	STP	0	27,291	0	0	
Construction	SM	0	0	293,475	0	
Construction	STP	0	0	2,956,525	0	
Utilities	SM	0	0	903	0	
Utilities	STP	0	0	9,097	0	
<b>Totals:</b>		100,000	30,000	3,260,000	0	0

<p>Program Type: CTP                  Primary Work: Reconstruction                  Secondary Work: System Preservation</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">Project Status</td> <td style="width: 30%;">Year</td> </tr> <tr> <td>Project Start:</td> <td style="text-align: center;">2010</td> </tr> <tr> <td>Environmental Clearance:</td> <td></td> </tr> <tr> <td>Construction Funded:</td> <td></td> </tr> <tr> <td>Right of Way Authorized:</td> <td></td> </tr> </table>	Project Status	Year	Project Start:	2010	Environmental Clearance:		Construction Funded:		Right of Way Authorized:		<p><b>Election District:</b> 5</p> <p><b>PEB Score:</b>                      <b>Criteria:</b> N/A</p> <p><b>Borough/Census Area:</b> Wrangell-Petersburg</p> <p><b>Municipal Planning Organization (MPO):</b> non-MPO</p>
Project Status	Year										
Project Start:	2010										
Environmental Clearance:											
Construction Funded:											
Right of Way Authorized:											

Average AADT:                                      Sponsor:                                      SER DOT&PF  
 Pavement Rating:                                      Predominant Functional Class: Rural Major Collector



# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 8462      **Region:** Southeast

**Place Name:** Ketchikan

**Title:**

Gravina Access Construction

**Project Description:**

Design and construct improved access to Gravina Island.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Design	HIPR	250,000	250,000	0	0	
Design	SM	62,500	62,500	0	0	
Right of Way	HIPR	0	100,000	0	0	
Right of Way	SM	0	25,000	0	0	
Construction	E330	0	1,987,000	0	0	
Construction	HIPR	0	550,000	0	0	
Construction	SM	0	137,500	0	0	
Utilities	HPRL	0	181,940	0	0	
Utilities	SM	0	18,060	0	0	
<b>Totals:</b>		<b>312,500</b>	<b>3,312,000</b>	<b>0</b>	<b>0</b>	<b>0</b>

<p>Program Type: NHS                  Primary Work: New Bridge Access                  Secondary Work: Other</p>	<p><b>Election District:</b> 1</p> <p><b>PEB Score:</b>                      <b>Criteria:</b> N/A</p> <p><b>Borough/Census Area:</b> Ketchikan Gateway Borough</p> <p><b>Municipal Planning Organization (MPO):</b> non-MPO</p>
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Average AADT:                      Sponsor: DOT&PF  
 Pavement Rating: N/A              Predominant Functional Class: Unclassified





# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 21114      **Region:** Southeast

**Place Name:** Ketchikan

**Title:**

South Tongass Highway Deermount Street to Saxman Widening

**Project Description:**

Resurface highway and improve drainage from Deermount Street to Coast Guard Base. Replace curb, gutter and sidewalk on water side as needed. Widen roadway to provide shoulders and reconstruct highway and drainage from Coast Guard Base to Saxman.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Design	SM	0	0	72,240	36,120	
Design	STP	0	0	727,760	363,880	
Right of Way	SM	0	0	0	90,300	
Right of Way	STP	0	0	0	909,700	
<b>Totals:</b>		0	0	800,000	1,400,000	13,077,000

<p>Program Type:    AHS                  Primary Work:    Reconstruction                  Secondary Work:</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <tr> <td style="width: 70%;">Project Status</td> <td style="width: 30%;">Year</td> </tr> <tr> <td colspan="2">Project Start:</td> </tr> <tr> <td colspan="2">Environmental Clearance:</td> </tr> <tr> <td colspan="2">Construction Funded:</td> </tr> <tr> <td colspan="2">Right of Way Authorized:</td> </tr> </table>	Project Status	Year	Project Start:		Environmental Clearance:		Construction Funded:		Right of Way Authorized:		<p><b>Election District:</b> 1</p> <p><b>PEB Score:</b>                      <b>Criteria:</b> N/A                                      Urban and Rural</p> <p><b>Borough/Census Area:</b> Ketchikan Gateway Borough</p> <p><b>Municipal Planning Organization (MPO):</b> non-MPO</p>
Project Status	Year										
Project Start:											
Environmental Clearance:											
Construction Funded:											
Right of Way Authorized:											

Average AADT:                      Sponsor:                                      DOT&PF  
 Pavement Rating:                      Predominant Functional Class:    Urban Minor Arterial



# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 23455      **Region:** Southeast

**Place Name:** Ketchikan

**Title:**

South Tongass Highway Widening, Saxman to Surf

**Project Description:**

Reconstruct South Tongass Highway from Saxman to Surf Street. Construct a recreational path through this segment on the water side. Construct guardrail and drainage improvements as needed.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Design	SM	18,060	0	0	0	
Design	STP	181,940	0	0	0	
Right of Way	SM	90,300	0	0	0	
Right of Way	STP	909,700	0	0	0	
Construction	AC	0	0	7,095,660	0	
Construction	ACC	0	0	0	-7,095,660	
Construction	SM	0	0	704,340	0	
Construction	STP	0	0	0	7,095,660	
Utilities	SM	0	0	45,150	0	
Utilities	STP	0	0	454,850	0	
<b>Totals:</b>		1,200,000	0	8,300,000	0	0

<p>Program Type:    AHS                  Primary Work:    Reconstruction                  Secondary Work:</p>	<p><b>Election District:</b> 1</p> <p><b>PEB Score:</b>                      <b>Criteria:</b> N/A</p> <p><b>Borough/Census Area:</b> Ketchikan Gateway Borough</p> <p><b>Municipal Planning Organization (MPO):</b> non-MPO</p>										
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">Project Status</td> <td style="width: 30%;">Year</td> </tr> <tr> <td>Project Start:</td> <td>2005</td> </tr> <tr> <td>Environmental Clearance:</td> <td></td> </tr> <tr> <td>Construction Funded:</td> <td></td> </tr> <tr> <td>Right of Way Authorized:</td> <td></td> </tr> </table>	Project Status	Year	Project Start:	2005	Environmental Clearance:		Construction Funded:		Right of Way Authorized:		
Project Status	Year										
Project Start:	2005										
Environmental Clearance:											
Construction Funded:											
Right of Way Authorized:											

Average AADT:

Sponsor:

SER DOT&PF

Pavement Rating:

Predominant Functional Class: Rural Minor Arterial



# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 24036      **Region:** Southeast

**Place Name:** Ketchikan

**Title:**  
Rehabilitation/Replacement of Off-System City Bridges

**Project Description:**  
Rehabilitation and replacement of off-system City of Ketchikan owned bridges.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Design	3288	499,915	0	0	0	
Design	BR	850,535	0	0	0	
Design	SM	149,550	0	0	0	
Right of Way	BR	454,850	0	0	0	
Right of Way	SM	45,150	0	0	0	
Construction	PSF	0	12,500,000	0	0	
Utilities	PSF	0	2,500,000	0	0	
<b>Totals:</b>		2,000,000	15,000,000	0	0	0

<p>Program Type: CTP                  Primary Work: Bridge Replacement                  Secondary Work: Bridge Rehabilitation</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">Project Status</td> <td style="width: 30%;">Year</td> </tr> <tr> <td>Project Start:</td> <td>2010</td> </tr> <tr> <td>Environmental Clearance:</td> <td></td> </tr> <tr> <td>Construction Funded:</td> <td></td> </tr> <tr> <td>Right of Way Authorized:</td> <td></td> </tr> </table>	Project Status	Year	Project Start:	2010	Environmental Clearance:		Construction Funded:		Right of Way Authorized:		<p><b>Election District:</b> 1</p> <p><b>PEB Score:</b>                      <b>Criteria:</b> N/A</p> <p><b>Borough/Census Area:</b> Ketchikan Gateway Borough</p> <p><b>Municipal Planning Organization (MPO):</b> non-MPO</p>
Project Status	Year										
Project Start:	2010										
Environmental Clearance:											
Construction Funded:											
Right of Way Authorized:											

Average AADT:                                      Sponsor:                                      City of Ketchikan  
 Pavement Rating:                                      Predominant Functional Class:

# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 25897      **Region:** Southeast

**Place Name:** Ketchikan

**Title:**

Waterfront Promenade - Phase III

**Project Description:**

Install a waterfront promenade along Stedman Street sidewalks. Place wood decking over existing sidewalk in three areas. Install a new railing along the promenade. Install two widened areas to create waterfront viewing areas.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Design	3PF	9,030	4,515	0	0	
Design	TE	90,970	45,485	0	0	
Right of Way	3PF	0	903	0	0	
Right of Way	TE	0	9,097	0	0	
Construction	3PF	0	67,725	0	0	
Construction	TE	0	682,275	0	0	
Utilities	SM	0	903	0	0	
Utilities	TE	0	9,097	0	0	
<b>Totals:</b>		100,000	820,000	0	0	0

<p>Program Type: TRAAK                  Primary Work: New Construction                  Secondary Work:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">Project Status</td> <td style="width: 30%;">Year</td> </tr> <tr> <td colspan="2">Project Start:</td> </tr> <tr> <td colspan="2">Environmental Clearance:</td> </tr> <tr> <td colspan="2">Construction Funded:</td> </tr> <tr> <td colspan="2">Right of Way Authorized:</td> </tr> </table>	Project Status	Year	Project Start:		Environmental Clearance:		Construction Funded:		Right of Way Authorized:		<p><b>Election District:</b> 1</p> <p><b>PEB Score:</b> 354      <b>Criteria:</b> TRAAK</p> <p><b>Borough/Census Area:</b> Ketchikan Gateway Borough</p> <p><b>Municipal Planning Organization (MPO):</b> non-MPO</p>
Project Status	Year										
Project Start:											
Environmental Clearance:											
Construction Funded:											
Right of Way Authorized:											

Average AADT: \_\_\_\_\_ Sponsor: \_\_\_\_\_  
 Pavement Rating: \_\_\_\_\_ Predominant Functional Class: \_\_\_\_\_



# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 26336      **Region:** Southeast

**Place Name:** Ketchikan

**Title:**

Mill Street & Intersection with Dock, Mission, and Stedman Streets Reconstruction

**Project Description:**

Reconstruction of the Mill Street portion of the Tongass Highway. Rehabilitate/replace pavement, and reconstruct sub-base, sidewalks and drainage structures as needed. Reconstruct/improve the intersections with Dock, Mission and Stedman Streets, including pedestrian crossings, traffic calming measures and stormwater drainage improvements.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Design	NHS	454,850	179,120	0	0	
Design	SM	45,150	20,880	0	0	
Right of Way	NHS	0	45,485	0	0	
Right of Way	SM	0	4,515	0	0	
Construction	NHS	0	0	0	6,640,810	
Construction	SM	0	0	0	659,190	
Utilities	NHS	0	0	0	181,940	
Utilities	SM	0	0	0	18,060	
<b>Totals:</b>		500,000	250,000	0	7,500,000	0

<p>Program Type:    NHS                  Primary Work:                  Secondary Work:</p>	<p><b>Election District:</b>                  1</p> <p><b>PEB Score:</b>                      <b>Criteria:</b>                  N/A</p> <p><b>Borough/Census Area:</b>                  Ketchikan Gateway Borough</p> <p><b>Municipal Planning Organization (MPO):</b>                  non-MPO</p>										
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">Project Status</td> <td style="width: 30%;">Year</td> </tr> <tr> <td colspan="2">Project Start:</td> </tr> <tr> <td colspan="2">Environmental Clearance:</td> </tr> <tr> <td colspan="2">Construction Funded:</td> </tr> <tr> <td colspan="2">Right of Way Authorized:</td> </tr> </table>	Project Status	Year	Project Start:		Environmental Clearance:		Construction Funded:		Right of Way Authorized:		
Project Status	Year										
Project Start:											
Environmental Clearance:											
Construction Funded:											
Right of Way Authorized:											

Average AADT:                      Sponsor:  
 Pavement Rating:                      Predominant Functional Class:



# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 26337      **Region:** Southeast

**Place Name:** Ketchikan

**Title:**  
South Tongass Highway South Tongass Paving

**Project Description:**  
Pave and improve drainage and adjust the guardrail as needed on the segment of South Tongass Highway from the end of existing pavement to the end of the road.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Design	SM	0	0	49,850	0	
Design	STP	0	0	450,150	0	
Construction	AC	0	0	0	4,501,500	
Construction	SM	0	0	0	498,500	
<b>Totals:</b>		0	0	500,000	5,000,000	4,502,000

<p>Program Type:    AHS                  Primary Work:                  Secondary Work:</p>	<p><b>Election District:</b> 1</p> <p><b>PEB Score:</b>                      <b>Criteria:</b> N/A</p> <p><b>Borough/Census Area:</b> Ketchikan Gateway Borough</p> <p><b>Municipal Planning Organization (MPO):</b> non-MPO</p>										
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">Project Status</td> <td style="width: 30%;">Year</td> </tr> <tr> <td>Project Start:</td> <td></td> </tr> <tr> <td>Environmental Clearance:</td> <td></td> </tr> <tr> <td>Construction Funded:</td> <td></td> </tr> <tr> <td>Right of Way Authorized:</td> <td></td> </tr> </table>	Project Status	Year	Project Start:		Environmental Clearance:		Construction Funded:		Right of Way Authorized:		
Project Status	Year										
Project Start:											
Environmental Clearance:											
Construction Funded:											
Right of Way Authorized:											

Average AADT:                      Sponsor:  
 Pavement Rating:                  Predominant Functional Class:



# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 23683      **Region:** Southeast

**Place Name:** Klawock

**Title:**

Klawock Community Streets Paving Project

**Project Description:**

Resurface approximately 5.4 miles of community streets.  
Install a sidewalk in the vicinity of the public school.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Design	3PF	10,836	0	0	0	
Design	STP	109,164	0	0	0	
Construction	3PF	0	0	108,360	0	
Construction	STP	0	0	1,091,640	0	
<b>Totals:</b>		120,000	0	1,200,000	0	0

<p>Program Type: CTP                  Primary Work: Reconstruction                  Secondary Work:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">Project Status</td> <td style="width: 30%;">Year</td> </tr> <tr> <td colspan="2">Project Start:</td> </tr> <tr> <td colspan="2">Environmental Clearance:</td> </tr> <tr> <td colspan="2">Construction Funded:</td> </tr> <tr> <td colspan="2">Right of Way Authorized:</td> </tr> </table>	Project Status	Year	Project Start:		Environmental Clearance:		Construction Funded:		Right of Way Authorized:		<p><b>Election District:</b> 5</p> <p><b>PEB Score:</b> N/A      <b>Criteria:</b> Urban and Rural</p> <p><b>Borough/Census Area:</b> Prince of Wales-Outer Ketchikan</p> <p><b>Municipal Planning Organization (MPO):</b> non-MPO</p>
Project Status	Year										
Project Start:											
Environmental Clearance:											
Construction Funded:											
Right of Way Authorized:											

Average AADT:

Sponsor:

Klawock Cooperative Association

Pavement Rating:

Predominant Functional Class: Rural Local Road



# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 10062      **Region:** Southeast

**Place Name:** Petersburg

**Title:**

Haugen Drive and Bike Path Improvements

**Project Description:**

Reconstruct roadway and sidewalks on Haugen Drive from Nordic Drive to 8th Street. Add illumination and turn lanes as appropriate. Construct a bike path from the terminus of the current bike path at the airport to Sandy Beach Road. Resurface from the airport to Sandy Beach Road. Repair the bike path from 8th Street to the airport as needed. Improve drainage and intersections as needed.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Design	SM	13,996	0	0	0	
Design	STP	141,004	0	0	0	
Right of Way	SM	903	0	0	0	
Right of Way	STP	9,097	0	0	0	
Construction	SM	0	0	288,960	0	
Construction	STP	0	0	2,911,040	0	
Utilities	SM	0	0	4,515	0	
Utilities	STP	0	0	45,485	0	
<b>Totals:</b>		165,000	0	3,250,000	0	0

<p>Program Type: CTP                  Primary Work: Reconstruction                  Secondary Work: Transportation Enhancements</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">Project Status</td> <td style="width: 30%;">Year</td> </tr> <tr> <td>Project Start:</td> <td style="text-align: center;">2010</td> </tr> <tr> <td>Environmental Clearance:</td> <td></td> </tr> <tr> <td>Construction Funded:</td> <td></td> </tr> <tr> <td>Right of Way Authorized:</td> <td></td> </tr> </table>	Project Status	Year	Project Start:	2010	Environmental Clearance:		Construction Funded:		Right of Way Authorized:		<p><b>Election District:</b> 2</p> <p><b>PEB Score:</b> 117.80      <b>Criteria:</b> Urban and Rural</p> <p><b>Borough/Census Area:</b> Unorganized Borough</p> <p><b>Municipal Planning Organization (MPO):</b> non-MPO</p>
Project Status	Year										
Project Start:	2010										
Environmental Clearance:											
Construction Funded:											
Right of Way Authorized:											

Average AADT: 1652      Sponsor: City of Petersburg  
 Pavement Rating: Poor      Predominant Functional Class: Rural Major Collector



# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 19154      **Region:** Southeast

**Place Name:** Petersburg

**Title:**  
Petersburg Road Improvements

**Project Description:**  
Earmark project to resurface, grind, pave and make other related improvements, including drainage, to streets in the City of Petersburg.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Right of Way	3PF	903	0	0	0	
Right of Way	HPRL	9,097	0	0	0	
Construction	1934	453,100	0	0	0	
Construction	3PF	290,600	0	0	0	
Construction	HPRL	2,474,000	0	0	0	
Utilities	3PF	2,258	0	0	0	
Utilities	HPRL	22,742	0	0	0	
<b>Totals:</b>		3,252,700	0	0	0	0

<p>Program Type: CTP                  Primary Work: System Preservation                  Secondary Work:</p> <table border="1" style="width: 100%;"> <tr> <td>Project Status</td> <td>Year</td> </tr> <tr> <td>Project Start:</td> <td>2008</td> </tr> <tr> <td>Environmental Clearance:</td> <td>09/09/2011</td> </tr> <tr> <td>Construction Funded:</td> <td></td> </tr> <tr> <td>Right of Way Authorized:</td> <td></td> </tr> </table>	Project Status	Year	Project Start:	2008	Environmental Clearance:	09/09/2011	Construction Funded:		Right of Way Authorized:		<p><b>Election District:</b> 2</p> <p><b>PEB Score:</b>                      <b>Criteria:</b> 199</p> <p><b>Borough/Census Area:</b> Unorganized Borough</p> <p><b>Municipal Planning Organization (MPO):</b> non-MPO</p>
Project Status	Year										
Project Start:	2008										
Environmental Clearance:	09/09/2011										
Construction Funded:											
Right of Way Authorized:											

Average AADT:                                      Sponsor:                                      City of Petersburg  
 Pavement Rating:                                      Predominant Functional Class:



# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 26333      **Region:** Southeast

**Place Name:** Petersburg

**Title:**

Nordic Drive Refurbishment: Haugen Drive to Ferry Terminal

**Project Description:**

Nordic Drive rehabilitation of pavement, drainage, sidewalk curb cuts, signage, striping and associated roadway infrastructure and intersections.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Design	NHS	272,910	113,713	0	0	
Design	SM	27,090	11,287	0	0	
Right of Way	NHS	0	22,743	0	0	
Right of Way	SM	0	2,257	0	0	
Construction	AC	0	3,183,950	0	0	
Construction	ACC	0	0	-3,183,950	0	
Construction	NHS	0	0	3,183,950	0	
Construction	SM	0	316,050	0	0	
Utilities	AC	0	90,970	0	0	
Utilities	ACC	0	0	-90,970	0	
Utilities	NHS	0	0	90,970	0	
Utilities	SM	0	9,030	0	0	
<b>Totals:</b>		300,000	3,750,000	0	0	0



# 2012-2015 Alaska Statewide Transportation Improvement Program

Program Type: AHS Primary Work: System Preservation Secondary Work:	<b>Election District:</b> 91 <b>PEB Score:</b> N/A <b>Criteria:</b> <b>Borough/Census Area:</b> Unorganized Borough <b>Municipal Planning Organization (MPO):</b> non-MPO										
<table border="1"><thead><tr><th>Project Status</th><th>Year</th></tr></thead><tbody><tr><td>Project Start:</td><td></td></tr><tr><td>Environmental Clearance:</td><td></td></tr><tr><td>Construction Funded:</td><td></td></tr><tr><td>Right of Way Authorized:</td><td></td></tr></tbody></table>	Project Status	Year	Project Start:		Environmental Clearance:		Construction Funded:		Right of Way Authorized:		
Project Status	Year										
Project Start:											
Environmental Clearance:											
Construction Funded:											
Right of Way Authorized:											

Average AADT:                      Sponsor:  
Pavement Rating:                  Predominant Functional Class:



# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 10064      **Region:** Southeast

**Place Name:** Sitka

**Title:**

Sawmill Creek Road Upgrade - Stage 3

**Project Description:**

Reconstruct 1.8 miles of Sawmill Creek Road from Whale Park to the Industrial Park at Sawmill Cove. Increase pavement width, improve the roadside environment and add a pedestrian facility on the water side. Roadside drainage opposite the Industrial Park also needs to be improved.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Construction	BOND	10,800,000	0	0	0	
Construction	SM	395,062	0	0	0	
Construction	STP	3,979,938	0	0	0	
Utilities	SM	4,515	0	0	0	
Utilities	STP	45,485	0	0	0	
<b>Totals:</b>		15,225,000	0	0	0	0

<p>Program Type: CTP                  Primary Work: Reconstruction                  Secondary Work:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;">Project Status</td> <td>Year</td> </tr> <tr> <td>Project Start:</td> <td>2001</td> </tr> <tr> <td>Environmental Clearance:</td> <td>08/11/2003</td> </tr> <tr> <td>Construction Funded:</td> <td>05/14/2004</td> </tr> <tr> <td>Right of Way Authorized:</td> <td>07/02/2004</td> </tr> </table>	Project Status	Year	Project Start:	2001	Environmental Clearance:	08/11/2003	Construction Funded:	05/14/2004	Right of Way Authorized:	07/02/2004	<p><b>Election District:</b> 2</p> <p><b>PEB Score:</b> 199      <b>Criteria:</b> Urban and Rural</p> <p><b>Borough/Census Area:</b> Sitka, City and Borough of</p> <p><b>Municipal Planning Organization (MPO):</b> non-MPO</p>
Project Status	Year										
Project Start:	2001										
Environmental Clearance:	08/11/2003										
Construction Funded:	05/14/2004										
Right of Way Authorized:	07/02/2004										

Average AADT: 731      Sponsor: City and Borough of Sitka  
 Pavement Rating: Poor      Predominant Functional Class: Urban Minor Arterial



# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 23395      **Region:** Southeast

**Place Name:** Sitka

**Title:**

Halibut Point Road Resurfacing, Drainage Improvements, and Bridge Replacement

**Project Description:**

Pavement rehabilitation from Sawmill Creek Road to the end of the pavement at Starrigavan Bay Campground. Two bridges (No Name Creek #0327 and Granite Creek #0328) will be replaced. Culverts and storm drains will be replaced as required. Repair or replace guardrail and other roadside safety appurtenances as required. Construct bus pullouts and relocate existing bus shelters as required. Repair or replace sidewalks, and other roadway related features as required. Adjust or relocate utilities as needed.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Design	NHS	90,970	0	0	0	
Design	SM	9,030	0	0	0	
Right of Way	NHS	90,970	0	0	0	
Right of Way	SM	9,030	0	0	0	
Construction	AC	16,101,690	0	0	0	
Construction	ACC	0	-16,101,690	0	0	
Construction	NHS	0	16,101,690	0	0	
Construction	SM	1,598,310	0	0	0	
Utilities	AC	318,395	0	0	0	
Utilities	ACC	0	-318,395	0	0	
Utilities	NHS	0	318,395	0	0	
Utilities	SM	31,605	0	0	0	
<b>Totals:</b>		18,250,000	0	0	0	0





# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 23436      **Region:** Southeast

**Place Name:** Sitka

**Title:**

Cross Trail Construction - High School to Baranof, Charles, Yaw and Pherson Streets

**Project Description:**

New construction of 5,050 feet of 10ft (on 12ft wide shot rock base) compacted gravel multiuse trail.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Design	3PF	4,515	0	0	0	
Design	TE	45,485	0	0	0	
Right of Way	3PF	451	0	0	0	
Right of Way	TE	4,549	0	0	0	
Construction	3PF	0	0	0	78,651	
Construction	ILLU	0	0	0	792,349	
<b>Totals:</b>		55,000	0	0	871,000	0

<p>Program Type:    TRAAK                  Primary Work:                  Secondary Work:</p>	<p><b>Election District:</b> 2</p> <p><b>PEB Score:</b>                      <b>Criteria:</b> N/A</p> <p><b>Borough/Census Area:</b> Sitka, City and Borough of</p> <p><b>Municipal Planning Organization (MPO):</b> non-MPO</p>
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Average AADT:                                      Sponsor:                                      City & Borough of Sitka  
 Pavement Rating:                                      Predominant Functional Class:



# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 26110      **Region:** Southeast

**Place Name:** Sitka

**Title:**

Sawmill Creek Road Resurfacing & Pedestrian Improvements

**Project Description:**

Improve Sawmill Creek Road to make it more accessible to pedestrians including those with disabilities and improve mobility of bikers. This project will widen sidewalks on the north side of Sawmill Creek Road from the roundabout at HPR/LAKE/SCR to Jeff Davis. Narrow travel lanes and add 4' bike lanes. Install concrete median to better delineate SCR and DeGroff. Resurface the entire project length. Make the connection from the existing bike path to the Jarvis crosswalk ADA compliant.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Design	SM	22,575	18,060	0	0	
Design	STP	227,425	181,940	0	0	
Right of Way	SM	0	903	0	0	
Right of Way	STP	0	9,097	0	0	
Construction	SM	0	0	0	270,900	
Construction	STP	0	0	0	2,729,100	
Utilities	SM	0	0	0	903	
Utilities	STP	0	0	0	9,097	
<b>Totals:</b>		250,000	210,000	0	3,010,000	0

<p>Program Type:    CTP                  Primary Work:                  Secondary Work:</p>	<p><b>Election District:</b> 2</p> <p><b>PEB Score:</b>                      <b>Criteria:</b>                  368                                      Urban and Rural</p> <p><b>Borough/Census Area:</b> Sitka, City and Borough of</p> <p><b>Municipal Planning Organization (MPO):</b> non-MPO</p>										
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">Project Status</td> <td style="width: 30%;">Year</td> </tr> <tr> <td colspan="2">Project Start:</td> </tr> <tr> <td colspan="2">Environmental Clearance:</td> </tr> <tr> <td colspan="2">Construction Funded:</td> </tr> <tr> <td colspan="2">Right of Way Authorized:</td> </tr> </table>	Project Status	Year	Project Start:		Environmental Clearance:		Construction Funded:		Right of Way Authorized:		
Project Status	Year										
Project Start:											
Environmental Clearance:											
Construction Funded:											
Right of Way Authorized:											

Average AADT:                      Sponsor:  
 Pavement Rating:                  Predominant Functional Class:



# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 26331      **Region:** Southeast

**Place Name:** Skagway

**Title:**

Klondike Highway Klondike Highway Improvements Stage 1

**Project Description:**

Realign selected segments of the highway, overlay existing pavement (grind and pave) and replace/refurbish the Captain William Moore Bridge (#1304) and other improvements.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Design	OSF	2,000,000	0	0	0	
Right of Way	OSF	0	2,000,000	0	0	
Construction	PSF	0	0	40,000,000	16,700,000	
Utilities	OSF	0	500,000	0	0	
Utilities	PSF	0	0	0	1,000,000	
<b>Totals:</b>		2,000,000	2,500,000	40,000,000	17,700,000	0

<p>Program Type: NHS                  Primary Work: Reconstruction                  Secondary Work:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">Project Status</td> <td style="width: 30%;">Year</td> </tr> <tr> <td colspan="2">Project Start:</td> </tr> <tr> <td colspan="2">Environmental Clearance:</td> </tr> <tr> <td colspan="2">Construction Funded:</td> </tr> <tr> <td colspan="2">Right of Way Authorized:</td> </tr> </table>	Project Status	Year	Project Start:		Environmental Clearance:		Construction Funded:		Right of Way Authorized:		<p><b>Election District:</b> 91</p> <p><b>PEB Score:</b>                      <b>Criteria:</b> N/A</p> <p><b>Borough/Census Area:</b> Municipality of Skagway</p> <p><b>Municipal Planning Organization (MPO):</b> non-MPO</p>
Project Status	Year										
Project Start:											
Environmental Clearance:											
Construction Funded:											
Right of Way Authorized:											

Average AADT:                                      Sponsor:  
 Pavement Rating:                                      Predominant Functional Class:



# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 26332      **Region:** Southeast

**Place Name:** Skagway

**Title:**

Klondike Highway Klondike Highway Improvements Stage 2

**Project Description:**

Widen shoulders and expand the clear zone on the uphill side through rock excavation. Construct climbing lanes and avalanche control structure(s), as appropriate.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Design	PSF	0	0	1,000,000	0	
<b>Totals:</b>		0	0	1,000,000	0	15,000,000

<p>Program Type:    NHS                  Primary Work:                  Secondary Work:</p>	<p><b>Election District:</b> 91</p> <p><b>PEB Score:</b>                      <b>Criteria:</b> N/A</p> <p><b>Borough/Census Area:</b> Municipality of Skagway</p> <p><b>Municipal Planning Organization (MPO):</b> non-MPO</p>										
<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Project Status</th> <th style="text-align: left;">Year</th> </tr> </thead> <tbody> <tr> <td>Project Start:</td> <td></td> </tr> <tr> <td>Environmental Clearance:</td> <td></td> </tr> <tr> <td>Construction Funded:</td> <td></td> </tr> <tr> <td>Right of Way Authorized:</td> <td></td> </tr> </tbody> </table>	Project Status	Year	Project Start:		Environmental Clearance:		Construction Funded:		Right of Way Authorized:		
Project Status	Year										
Project Start:											
Environmental Clearance:											
Construction Funded:											
Right of Way Authorized:											

Average AADT:                      Sponsor:  
 Pavement Rating:                      Predominant Functional Class:



# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 7174      **Region:** Southeast

**Place Name:** Southeast Region

**Title:**

Highway Safety Improvement Program/Safety Management

**Project Description:**

HSIP Management, studies and responses on safety-related issues.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Design	SA	108,900	108,900	108,900	108,900	
Design	SM	12,100	12,100	12,100	12,100	
<b>Totals:</b>		121,000	121,000	121,000	121,000	0

<p>Program Type:    REQD                  Primary Work:    Safety                  Secondary Work:</p>	<p><b>Election District:</b> 91</p> <p><b>PEB Score:</b>                      <b>Criteria:</b> N/A</p> <p><b>Borough/Census Area:</b> Various Boroughs</p> <p><b>Municipal Planning Organization (MPO):</b> non-MPO</p>
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Average AADT:                      Sponsor:                      DOT&PF  
 Pavement Rating: N/A              Predominant Functional Class:    Unclassified



# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 18922      **Region:** Southeast

**Place Name:** Southeast Region

**Title:**

Pavement and Bridge Rehabilitation

**Project Description:**

Crack sealing, surface treatment drainage, signage, guardrail, illumination and other refurbishments to prolong the life of road pavement and bridges and their safety related structures. Project includes NHS Lane Delineators, Destination & Distance Signing, Pavement Markings and Signalization, Abandoned Vehicle Program, Road Surfacing and Transfer and Road Surface Treatments.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
All Phases	NHS	4,503,015	4,503,015	3,638,800	3,638,800	
All Phases	SM	446,985	446,985	361,200	361,200	
<b>Totals:</b>		4,950,000	4,950,000	4,000,000	4,000,000	0

<p>Program Type:    REQD                  Primary Work:    System Preservation                  Secondary Work: Safety</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Project Status</td> <td style="width: 50%;">Year</td> </tr> <tr> <td>Project Start:</td> <td>2004</td> </tr> <tr> <td>Environmental Clearance:</td> <td>12/22/2004</td> </tr> <tr> <td>Construction Funded:</td> <td>06/24/2005</td> </tr> <tr> <td>Right of Way Authorized:</td> <td></td> </tr> </table>	Project Status	Year	Project Start:	2004	Environmental Clearance:	12/22/2004	Construction Funded:	06/24/2005	Right of Way Authorized:		<p><b>Election District:</b> 91</p> <p><b>PEB Score:</b>                      <b>Criteria:</b> N/A</p> <p><b>Borough/Census Area:</b> Various Boroughs</p> <p><b>Municipal Planning Organization (MPO):</b> non-MPO</p>
Project Status	Year										
Project Start:	2004										
Environmental Clearance:	12/22/2004										
Construction Funded:	06/24/2005										
Right of Way Authorized:											

Average AADT:                                      Sponsor:                                      DOT&PF  
 Pavement Rating:                                      Predominant Functional Class:





# AMHS Projects



**Alaska Department of Transportation & Public Facilities**

*"Get Alaska Moving through service and infrastructure."*

# 2012-2015 Alaska Statewide Transportation Improvement Program

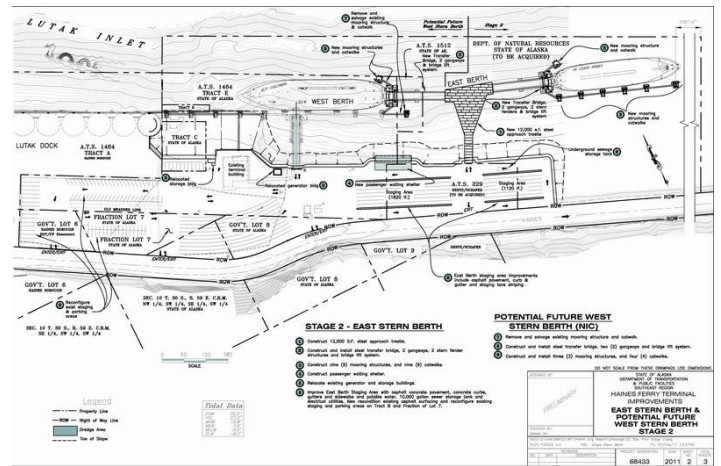
**Need ID:** 25976      **Region:** Marine Highways

**Place Name:** Haines

**Title:**  
Marine Highway Haines Ferry Terminal Modifications

**Project Description:**

Replace sheet piles with a rip-rap slope and install new mooring dolphins and fender system. Dredge existing berth and expand staging area, including relocation of generator and storage building and utility work as needed.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Design	NHS	181,940	0	0	0	
Design	SM	18,060	0	0	0	
Right of Way	NHS	909,700	0	0	0	
Right of Way	SM	90,300	0	0	0	
Construction	NHS	0	9,097,000	0	0	
Construction	SM	0	903,000	0	0	
Utilities	NHS	0	90,970	0	0	
Utilities	SM	0	9,030	0	0	
<b>Totals:</b>		1,200,000	10,100,000	0	0	0

Program Type:	NHS
Primary Work:	Ferry Boats
Secondary Work:	Ferry Boats
Project Status	Year
Project Start:	
Environmental Clearance:	
Construction Funded:	
Right of Way Authorized:	

<b>Election District:</b>	91
<b>PEB Score:</b>	N/A
<b>Criteria:</b>	
<b>Borough/Census Area:</b>	Haines Borough
<b>Municipal Planning Organization (MPO):</b>	non-MPO

Average AADT:                      Sponsor:  
Pavement Rating:                  Predominant Functional Class:



# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 2045      **Region:** Marine Highways

**Place Name:** Kodiak

**Title:**  
Kodiak ferry terminal and dock improvements

**Project Description:**  
Reconstruct Pier 1 dock facility.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Design	HPRL	227,425	0	0	0	
Design	SM	22,575	0	0	0	
Right of Way	HPRL	227,425	0	0	0	
Right of Way	SM	22,575	0	0	0	
Construction	HPRL	0	5,510,781	0	0	
Construction	SM	0	547,019	0	0	
Utilities	HPRL	0	90,970	0	0	
Utilities	SM	0	9,030	0	0	
<b>Totals:</b>		500,000	6,157,800	0	0	0

<p>Program Type: NHS                  Primary Work: Ferry Boats                  Secondary Work:</p> <table border="1" style="width: 100%; margin-top: 10px;"> <tr> <td style="width: 70%;">Project Status</td> <td style="width: 30%;">Year</td> </tr> <tr> <td>Project Start:</td> <td>2006</td> </tr> <tr> <td>Environmental Clearance:</td> <td></td> </tr> <tr> <td>Construction Funded:</td> <td></td> </tr> <tr> <td>Right of Way Authorized:</td> <td></td> </tr> </table>	Project Status	Year	Project Start:	2006	Environmental Clearance:		Construction Funded:		Right of Way Authorized:		<p><b>Election District:</b> 36</p> <p><b>PEB Score:</b>                      <b>Criteria:</b> N/A</p> <p><b>Borough/Census Area:</b> Kodiak Island Borough</p> <p><b>Municipal Planning Organization (MPO):</b> non-MPO</p>
Project Status	Year										
Project Start:	2006										
Environmental Clearance:											
Construction Funded:											
Right of Way Authorized:											

Average AADT:                      Sponsor:                      DOT&PF  
 Pavement Rating: N/A              Predominant Functional Class: Unclassified



# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 16961      **Region:** Marine Highways

**Place Name:** Metlakatla

**Title:**

Marine Highway Terminal: Metlakatla, Annette Bay  
Construct New Terminal

**Project Description:**

Construct new AMHS ferry terminal to support Ketchikan - Metlakatla service.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Construction	5309NS	7,341,000	0	0	0	
Construction	SM	1,920,826	0	0	0	
Construction	STP	862,110	0	0	0	
<b>Totals:</b>		10,123,936	0	0	0	0

<p>Program Type:    AHS Primary Work:    Ferry Boats Secondary Work:</p> <table border="1" style="width: 100%; margin-top: 10px;"> <thead> <tr> <th style="text-align: left;">Project Status</th> <th style="text-align: left;">Year</th> </tr> </thead> <tbody> <tr> <td>Project Start:</td> <td></td> </tr> <tr> <td>Environmental Clearance:</td> <td>08/27/2010</td> </tr> <tr> <td>Construction Funded:</td> <td>10/08/2010</td> </tr> <tr> <td>Right of Way Authorized:</td> <td></td> </tr> </tbody> </table>	Project Status	Year	Project Start:		Environmental Clearance:	08/27/2010	Construction Funded:	10/08/2010	Right of Way Authorized:		<p><b>Election District:</b> 1</p> <p><b>PEB Score:</b>                      <b>Criteria:</b> N/A</p> <p><b>Borough/Census Area:</b> Prince of Wales-Outer Ketchikan</p> <p><b>Municipal Planning Organization (MPO):</b> non-MPO</p>
Project Status	Year										
Project Start:											
Environmental Clearance:	08/27/2010										
Construction Funded:	10/08/2010										
Right of Way Authorized:											

Average AADT:                      Sponsor:                                      ADOT/PF  
Pavement Rating: N/A              Predominant Functional Class:    Unclassified



# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 25856      **Region:** Marine Highways

**Place Name:** Pelican

**Title:**

PEL Pelican Ferry Terminal Renovation

**Project Description:**

Replacement of ferry transfer ramps and platform dock, including but not limited to superstructure, substructure, and fenders; provide area lighting, and other improvements as needed. Bridge (#1426)



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Construction	ACC	-2,400,000	0	0	0	
Construction	FBD	2,400,000	0	0	0	
<b>Totals:</b>		0	0	0	0	0

<p>Program Type:    AHS                  Primary Work:    Reconstruction                  Secondary Work: Safety</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <tr> <td style="width: 60%;">Project Status</td> <td>Year</td> </tr> <tr> <td>Project Start:</td> <td>2011</td> </tr> <tr> <td>Environmental Clearance:</td> <td></td> </tr> <tr> <td>Construction Funded:</td> <td>09/21/2011</td> </tr> <tr> <td>Right of Way Authorized:</td> <td></td> </tr> </table>	Project Status	Year	Project Start:	2011	Environmental Clearance:		Construction Funded:	09/21/2011	Right of Way Authorized:		<p><b>Election District:</b> 91</p> <p><b>PEB Score:</b>                      <b>Criteria:</b> N/A</p> <p><b>Borough/Census Area:</b> Skagway-Hoonah-Angoon</p> <p><b>Municipal Planning Organization (MPO):</b> non-MPO</p>
Project Status	Year										
Project Start:	2011										
Environmental Clearance:											
Construction Funded:	09/21/2011										
Right of Way Authorized:											

Average AADT:                      Sponsor:  
 Pavement Rating:                  Predominant Functional Class:



# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 17141      **Region:** Marine Highways

**Place Name:** Prince Rupert, BC

**Title:**

Marine Highway Prince Rupert Ferry Terminal Acquisition & Refurbishment

**Project Description:**

Replace existing deteriorated ferry terminal marine structures with new marine structures at the existing site. Items to include new transfer bridge, abutment, float/lift system, and mooring structures with access catwalks. Future work may include refurbishment of terminal building, parking and staging areas.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Construction	AC	10,006,700	0	0	0	
Construction	ACC	0	-10,006,700	0	0	
Construction	SM	993,300	0	0	0	
Construction	STP	0	10,006,700	0	0	
<b>Totals:</b>		11,000,000	0	0	0	0

<p>Program Type: AHS                  Primary Work: Ferry Boats                  Secondary Work:</p> <table border="1" style="width: 100%;"> <tr> <td>Project Status</td> <td>Year</td> </tr> <tr> <td>Project Start:</td> <td>2008</td> </tr> <tr> <td>Environmental Clearance:</td> <td>07/07/2010</td> </tr> <tr> <td>Construction Funded:</td> <td></td> </tr> <tr> <td>Right of Way Authorized:</td> <td></td> </tr> </table>	Project Status	Year	Project Start:	2008	Environmental Clearance:	07/07/2010	Construction Funded:		Right of Way Authorized:		<p><b>Election District:</b> 91</p> <p><b>PEB Score:</b>                      <b>Criteria:</b> N/A</p> <p><b>Borough/Census Area:</b> Various Boroughs</p> <p><b>Municipal Planning Organization (MPO):</b> not identified</p>
Project Status	Year										
Project Start:	2008										
Environmental Clearance:	07/07/2010										
Construction Funded:											
Right of Way Authorized:											

Average AADT:                      Sponsor:  
 Pavement Rating:                      Predominant Functional Class:



# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 13883      **Region:** Marine Highways

**Place Name:** Skagway

**Title:**  
Marine Highway Skagway Terminal Modifications

**Project Description:**  
Modify float for AMHS ferries.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Design	NHS	181,940	0	0	0	
Design	SM	18,060	0	0	0	
Construction	ILLU	0	4,548,500	0	0	
Construction	SM	0	451,500	0	0	
<b>Totals:</b>		200,000	5,000,000	0	0	0

<p>Program Type: NHS                  Primary Work: Ferry Boats                  Secondary Work: Ferry Boats</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">Project Status</td> <td style="width: 30%;">Year</td> </tr> <tr> <td>Project Start:</td> <td>2002</td> </tr> <tr> <td>Environmental Clearance:</td> <td></td> </tr> <tr> <td>Construction Funded:</td> <td></td> </tr> <tr> <td>Right of Way Authorized:</td> <td></td> </tr> </table>	Project Status	Year	Project Start:	2002	Environmental Clearance:		Construction Funded:		Right of Way Authorized:		<p><b>Election District:</b> 5</p> <p><b>PEB Score:</b>                      <b>Criteria:</b> N/A</p> <p><b>Borough/Census Area:</b> Municipality of Skagway</p> <p><b>Municipal Planning Organization (MPO):</b> non-MPO</p>
Project Status	Year										
Project Start:	2002										
Environmental Clearance:											
Construction Funded:											
Right of Way Authorized:											

Average AADT: 508                      Sponsor: ADOT/PF  
 Pavement Rating: N/A                  Predominant Functional Class: Unclassified



# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 5985      **Region:** Marine Highways

**Place Name:** Statewide

**Title:**

Marine Highway Shoreside Facilities Condition Survey

**Project Description:**

Conduct and document shoreside facilities condition surveys. Prepare annual survey updates.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Design	NHS	181,940	181,940	136,455	136,455	
Design	SM	18,060	18,060	13,545	13,545	
<b>Totals:</b>		200,000	200,000	150,000	150,000	2,000,000

<p>Program Type:    REQD                  Primary Work:    Planning                  Secondary Work:</p> <table border="1" style="width: 100%; margin-top: 10px;"> <tr> <td style="width: 60%;">Project Status</td> <td>Year</td> </tr> <tr> <td>Project Start:</td> <td>1999</td> </tr> <tr> <td>Environmental Clearance:</td> <td>07/07/1999</td> </tr> <tr> <td>Construction Funded:</td> <td></td> </tr> <tr> <td>Right of Way Authorized:</td> <td></td> </tr> </table>	Project Status	Year	Project Start:	1999	Environmental Clearance:	07/07/1999	Construction Funded:		Right of Way Authorized:		<p><b>Election District:</b> 99</p> <p><b>PEB Score:</b>                      <b>Criteria:</b> N/A</p> <p><b>Borough/Census Area:</b> Various Boroughs</p> <p><b>Municipal Planning Organization (MPO):</b> non-MPO</p>
Project Status	Year										
Project Start:	1999										
Environmental Clearance:	07/07/1999										
Construction Funded:											
Right of Way Authorized:											

Average AADT:                      Sponsor:                      DOT&PF  
 Pavement Rating: N/A              Predominant Functional Class: Unclassified



# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 6413      **Region:** Marine Highways

**Place Name:** Statewide

**Title:**

Marine Highway Fleet Condition Survey Update

**Project Description:**

Update AMHS fleet condition survey.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Planning	NHS	227,425	227,425	170,569	170,569	
Planning	SM	22,575	22,575	16,931	16,931	
<b>Totals:</b>		250,000	250,000	187,500	187,500	0

<p>Program Type:    REQD                  Primary Work:    Planning                  Secondary Work:</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <tr> <td style="width: 70%;">Project Status</td> <td style="width: 30%;">Year</td> </tr> <tr> <td>Project Start:</td> <td style="text-align: center;">1998</td> </tr> <tr> <td>Environmental Clearance:</td> <td></td> </tr> <tr> <td>Construction Funded:</td> <td></td> </tr> <tr> <td>Right of Way Authorized:</td> <td></td> </tr> </table>	Project Status	Year	Project Start:	1998	Environmental Clearance:		Construction Funded:		Right of Way Authorized:		<p><b>Election District:</b> 99</p> <p><b>PEB Score:</b>                      <b>Criteria:</b> N/A</p> <p><b>Borough/Census Area:</b> Various Boroughs</p> <p><b>Municipal Planning Organization (MPO):</b> non-MPO</p>
Project Status	Year										
Project Start:	1998										
Environmental Clearance:											
Construction Funded:											
Right of Way Authorized:											

Average AADT:                                      Sponsor:                                      DOT&PF  
 Pavement Rating: N/A                              Predominant Functional Class:    Unclassified



# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 18358      **Region:** Marine Highways

**Place Name:** Statewide

**Title:**

Marine Highway Ferry Refurbishment

**Project Description:**

Annual ferry refurbishment, regulatory driven, dry-docking. Address vessel refurbishment priorities as established in annual AMHS Fleet Condition Survey Report.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Design	SM	451,500	451,500	301,150	301,150	
Design	STP	4,548,500	4,548,500	3,033,850	3,033,850	
Construction	5309	8,487,652	7,500,000	7,500,000	7,500,000	
Construction	SM	2,698,969	2,563,537	2,334,254	2,334,254	
Construction	STP	5,813,379	6,936,463	4,626,621	4,626,621	
<b>Totals:</b>		22,000,000	22,000,000	17,795,875	17,795,875	0

<p>Program Type:    REQD                  Primary Work:    Ferry Boats                  Secondary Work:</p> <table border="1" style="width: 100%; margin-top: 10px;"> <tr> <td style="width: 70%;">Project Status</td> <td style="width: 30%;">Year</td> </tr> <tr> <td>Project Start:</td> <td>2005</td> </tr> <tr> <td>Environmental Clearance:</td> <td></td> </tr> <tr> <td>Construction Funded:</td> <td>08/08/2006</td> </tr> <tr> <td>Right of Way Authorized:</td> <td>12/13/2005</td> </tr> </table>	Project Status	Year	Project Start:	2005	Environmental Clearance:		Construction Funded:	08/08/2006	Right of Way Authorized:	12/13/2005	<p><b>Election District:</b> 99</p> <p><b>PEB Score:</b>                      <b>Criteria:</b> N/A</p> <p><b>Borough/Census Area:</b> Various Boroughs</p> <p><b>Municipal Planning Organization (MPO):</b> non-MPO</p>
Project Status	Year										
Project Start:	2005										
Environmental Clearance:											
Construction Funded:	08/08/2006										
Right of Way Authorized:	12/13/2005										

Average AADT:                      Sponsor:                                      ADOT/PF  
 Pavement Rating: N/A              Predominant Functional Class:    Unclassified



# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 18359      **Region:** Marine Highways

**Place Name:** Statewide

**Title:**

Marine Highway Design/Construct/Lease/Purchase  
Ferryboats & Terminals

**Project Description:**

Design/construct/lease/purchase ferryboats and terminals  
for AMHS.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Design	5309	400,000	0	0	0	
Design	SM	100,000	121,905	121,905	121,905	
Design	STP	0	1,228,095	1,228,095	1,228,059	
Right of Way	5309	80,000	0	0	0	
Right of Way	SM	20,000	67,725	67,725	67,725	
Right of Way	STP	0	682,275	682,275	682,275	
Construction	5309	3,200,000	0	0	0	
Construction	SM	800,000	259,049	259,049	259,049	
Construction	STP	0	2,609,701	2,609,701	2,609,701	
Utilities	5309	280,000	0	0	0	
Utilities	SM	70,000	20,318	20,318	20,318	
Utilities	STP	0	204,682	204,682	204,682	
<b>Totals:</b>		<b>4,950,000</b>	<b>5,193,750</b>	<b>5,193,750</b>	<b>5,193,714</b>	<b>0</b>





# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 19554      **Region:** Marine Highways

**Place Name:** Statewide

**Title:**

Marine Highway AMHS Reservation and Manifest System

**Project Description:**

Replace old, no longer-supported with up-to-date technology, computerized AMHS reservations system with a new state-of-the-art, supportable reservations/manifest system. Includes software, hardware, and peripherals for AMHS HQ, reservations building, terminals, and all ships (compatible with the "wireless bridge" system aboard the ferries). System should be compatible with industry systems and must also keep track of passenger, vehicle, and cargo manifests.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Construction	NHS	1,364,550	0	0	0	
Construction	SM	135,450	0	0	0	
<b>Totals:</b>		1,500,000	0	0	0	0

<p>Program Type:    AHS                  Primary Work:                  Secondary Work: Ferry Boats</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <tr> <td style="width: 70%;">Project Status</td> <td style="width: 30%;">Year</td> </tr> <tr> <td>Project Start:</td> <td>2007</td> </tr> <tr> <td>Environmental Clearance:</td> <td></td> </tr> <tr> <td>Construction Funded:</td> <td></td> </tr> <tr> <td>Right of Way Authorized:</td> <td></td> </tr> </table>	Project Status	Year	Project Start:	2007	Environmental Clearance:		Construction Funded:		Right of Way Authorized:		<p><b>Election District:</b> 99</p> <p><b>PEB Score:</b>                      <b>Criteria:</b> N/A</p> <p><b>Borough/Census Area:</b> Various Boroughs</p> <p><b>Municipal Planning Organization (MPO):</b> non-MPO</p>
Project Status	Year										
Project Start:	2007										
Environmental Clearance:											
Construction Funded:											
Right of Way Authorized:											

Average AADT:                                      Sponsor:  
 Pavement Rating:                                      Predominant Functional Class:



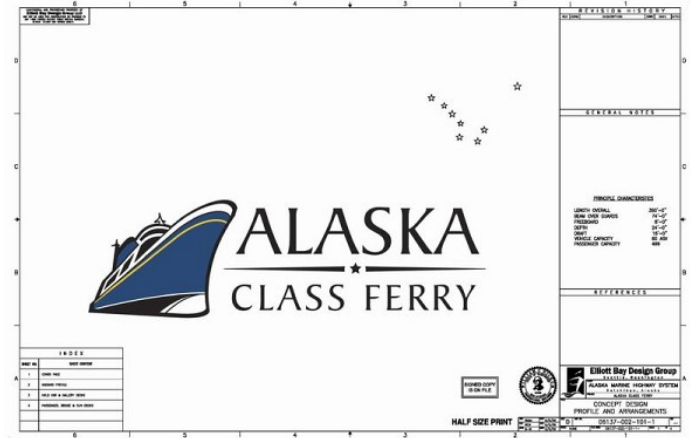
# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 24433      **Region:** Marine Highways

**Place Name:** Statewide

**Title:**  
Marine Highway Alaska Class Ferry

**Project Description:**  
Design and construct a highly efficient and environmentally responsible vessel to meet future fleet needs of the Alaska Marine Highway System.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
All Phases	OSF	120,000,000	0	0	0	
<b>Totals:</b>		120,000,000	0	0	0	0

<p>Program Type: NHS                  Primary Work: New Construction                  Secondary Work: Ferry Boats</p>	<p><b>Election District:</b> 99</p> <p><b>PEB Score:</b> N/A      <b>Criteria:</b></p> <p><b>Borough/Census Area:</b> Various Boroughs</p> <p><b>Municipal Planning Organization (MPO):</b> non-MPO</p>										
<table border="1"> <thead> <tr> <th>Project Status</th> <th>Year</th> </tr> </thead> <tbody> <tr> <td>Project Start:</td> <td>2006</td> </tr> <tr> <td>Environmental Clearance:</td> <td></td> </tr> <tr> <td>Construction Funded:</td> <td></td> </tr> <tr> <td>Right of Way Authorized:</td> <td></td> </tr> </tbody> </table>	Project Status	Year	Project Start:	2006	Environmental Clearance:		Construction Funded:		Right of Way Authorized:		
Project Status	Year										
Project Start:	2006										
Environmental Clearance:											
Construction Funded:											
Right of Way Authorized:											

Average AADT:                      Sponsor:  
 Pavement Rating:                  Predominant Functional Class:



# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 26253      **Region:** Marine Highways

**Place Name:** Statewide

**Title:**

Marine Highway Columbia Repower and Ship Systems Improvements

**Project Description:**

Replace main propulsion engines and perform subsystem upgrades. Project will include modifications and/or replacement of reduction gears, potential shafting and propeller replacement, modifications to main engine control and monitoring systems, intake and exhaust modifications, including waste heat boilers, fuel system modifications to vessel electrical systems, ventilation and cooling modifications, foundation modifications, and other auxiliary equipment upgrades.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Construction	FBDA	20,000,000	0	0	0	
Construction	NHS	4,548,500	0	0	0	
Construction	SM	5,451,500	0	0	0	
<b>Totals:</b>		30,000,000	0	0	0	0

<p>Program Type: NHS                  Primary Work: Ferry Boats                  Secondary Work: System Preservation</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">Project Status</td> <td style="width: 30%;">Year</td> </tr> <tr> <td>Project Start:</td> <td></td> </tr> <tr> <td>Environmental Clearance:</td> <td></td> </tr> <tr> <td>Construction Funded:</td> <td></td> </tr> <tr> <td>Right of Way Authorized:</td> <td></td> </tr> </table>	Project Status	Year	Project Start:		Environmental Clearance:		Construction Funded:		Right of Way Authorized:		<p><b>Election District:</b> 91</p> <p><b>PEB Score:</b>                      <b>Criteria:</b> N/A</p> <p><b>Borough/Census Area:</b> Various Boroughs</p> <p><b>Municipal Planning Organization (MPO):</b> non-MPO</p>
Project Status	Year										
Project Start:											
Environmental Clearance:											
Construction Funded:											
Right of Way Authorized:											

Average AADT:                                      Sponsor:  
 Pavement Rating:                                  Predominant Functional Class: Interstate



# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 26329      **Region:** Marine Highways

**Place Name:** Statewide

**Title:**

Marine Highway Intelligent Transportation Systems Implementation Plan

**Project Description:**

Plan, design and construct projects that are part of the Alaska Iways Architecture (AKIA) where advanced technology can provide the greatest benefit to Multi-Modal Information Connections, Internal Operations, Traveler Safety & Infrastructure, Security Enhancements and Traveler Information and Communication.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Planning	SM	13,545	13,545	10,159	10,159	
Planning	STP	136,455	136,455	102,341	102,341	
<b>Totals:</b>		150,000	150,000	112,500	112,500	0

<p>Program Type:    REQD                  Primary Work:    ITS                  Secondary Work: Ferry Boats</p>	<p><b>Election District:</b> 99</p> <p><b>PEB Score:</b>                      <b>Criteria:</b> N/A</p> <p><b>Borough/Census Area:</b> Various Boroughs</p> <p><b>Municipal Planning Organization (MPO):</b> non-MPO</p>										
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">Project Status</td> <td style="width: 30%;">Year</td> </tr> <tr> <td>Project Start:</td> <td></td> </tr> <tr> <td>Environmental Clearance:</td> <td></td> </tr> <tr> <td>Construction Funded:</td> <td></td> </tr> <tr> <td>Right of Way Authorized:</td> <td></td> </tr> </table>	Project Status	Year	Project Start:		Environmental Clearance:		Construction Funded:		Right of Way Authorized:		
Project Status	Year										
Project Start:											
Environmental Clearance:											
Construction Funded:											
Right of Way Authorized:											

Average AADT:

Sponsor:

Pavement Rating:

Predominant Functional Class:



# 2012-2015 Alaska Statewide Transportation Improvement Program

**Need ID:** 26648      **Region:** Marine Highways

**Place Name:** Statewide

**Title:**

Marine Highway AMHS FVF Propulsion System Replacement

**Project Description:**

This project will consist of installing a replacement main propulsion engine package for the Fast Vehicle Ferries (FVF) Fairweather and Chenega. Also included will be related stability tests, trial inspections, State overhaul work and required dry docking.



PHASE	FUNDING	FFY12	FFY13	FFY14	FFY15	After FFY15
Construction	NHS	21,832,800	0	0	0	
Construction	SM	2,167,200	0	0	0	
<b>Totals:</b>		24,000,000	0	0	0	0

<p>Program Type:    NHS                  Primary Work:    Ferry Boats                  Secondary Work:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">Project Status</td> <td style="width: 30%;">Year</td> </tr> <tr> <td colspan="2">Project Start:</td> </tr> <tr> <td colspan="2">Environmental Clearance:</td> </tr> <tr> <td colspan="2">Construction Funded:</td> </tr> <tr> <td colspan="2">Right of Way Authorized:</td> </tr> </table>	Project Status	Year	Project Start:		Environmental Clearance:		Construction Funded:		Right of Way Authorized:		<p><b>Election District:</b> 99</p> <p><b>PEB Score:</b>                      <b>Criteria:</b> N/A</p> <p><b>Borough/Census Area:</b> Various Boroughs</p> <p><b>Municipal Planning Organization (MPO):</b> non-MPO</p>
Project Status	Year										
Project Start:											
Environmental Clearance:											
Construction Funded:											
Right of Way Authorized:											

Average AADT:                      Sponsor:  
 Pavement Rating:                  Predominant Functional Class:

