



STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

2024-2027

Statewide Transportation Improvement Program (STIP)



More information at dot.alaska.gov/stip

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

(PENDING FHWA APPROVAL)



Alaska DOT&PF 2024-2027 STIP

ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

1/19/2024

WELCOME TO THE STIP

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

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

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

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

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

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

Sincerely,

A handwritten signature in blue ink, appearing to read 'Ryan Anderson', with a stylized flourish at the end.

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

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CERTIFICATION STATEMENT

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

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

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

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

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

Alaska DOT&PF Civil Rights Office

2200 East 42nd Avenue, Room 310
Anchorage, AK 99508

Phone: 907-269-0851

Alaska Relay: 7-1-1 or 1 (800) 676-3777

Fax: 907-269-084

2024-2027 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

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

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

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

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

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

This document reflects our commitment to transparency in our federal capital investments, with new digital formats that allow for the public access to information in easier ways. The public can now search for projects by name and geographic area, see the funding types, and better understand how the Federal programs work. The Infrastructure Investment and Jobs Act represents an increase in overall transportation funding for the State of Alaska and provides for many opportunities for funding. The investments included in this document factor discretionary grant awards, Congressionally Directed Spending, August Redistribution, and other increases in federal revenue. This document does not include the State's total commitment to maintenance and operations, which is addressed each year in our State of Alaska operating budgets.

PLAN ALIGNMENT AND IMPLEMENTATION

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

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

These investment targets are described in further detail in [Appendix B: Investment Targets](#).

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

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

State and Federal Requirements

The STIP is designed to comply with State and Federal laws and regulations to ensure compliance and eligibility for federal transportation funding programs. It aligns with the Infrastructure Investment and Jobs Act (IIJA) and previous federal transportation legislation, including the FAST Act and MAP-21.

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

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

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

To comply with the federal Clean Air Act, Alaska’s non-attainment and maintenance areas must assess the air quality impacts of transportation projects. This analysis, known as “transportation conformity,” ensures that highway and transit

projects are consistent with the approved maintenance State Implementation Plan (SIP) emissions budget for CO and/or PM. Metropolitan Transportation Plans (MTPs) and TIP projects proposed for construction within these areas undergo regional and project-level analysis to confirm conformity.

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

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

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

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

Infrastructure Investment & Jobs Act (IIJA)

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

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

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

Several programs from previous transportation laws have been carried forward under the IIJA, including the National Highway Performance Program (NHPP), Surface Transportation Block Grant Program (STBG), Transportation Alternatives Program (TAP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), Highway Safety Improvement Program (HSIP), Railway-Highway Crossings (RHCC), Metropolitan Planning (PL), Statewide Planning & Research (SPR), National Highway Freight Program (NHFP), and the Ferry Boat Formula Program (FBP).

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

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

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

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

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

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

2024-2027 STIP Implementation and New Tools

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

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

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

Also in 2022, DOT&PF began to implement an electronic STIP (eSTIP) application designed to bring increased transparency and tracking to the department's internal STIP programming workflow. Much of the STIP programming for the draft 2024-2027 STIP was programmed in the eSTIP in early 2023. However, the discovery of data reporting errors in the eSTIP application in June 2023 required the department to pursue other options for finalizing the programming of the draft 2024-2027 STIP.

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

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

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

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

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

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

Project Selection and Funding Allocations

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

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

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

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

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

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

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

- **Strategic Alignment:** Projects must align with the state's long-term transportation goals, encompassing aspects like safety improvement, state of good repair, economic vitality, resiliency, and sustainability.
- **Project Readiness:** Priority is accorded to projects deemed 'shovel-ready,' indicating completion of essential

planning, environmental reviews, and design stages facilitating a swift transition to the construction phase.

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

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

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

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

Community Transportation Program & Transportation Alternatives Program

The Community Transportation Program (CTP) and Transportation Alternatives Programs (TAP) are

competitive programs that allow communities, federal and State agencies, to submit project nominations for community needs. CTP and TAP are just two of several project classifications in State regulation (17 AAC 05.170).

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

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

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

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

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

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

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

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

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

- PEB project scores and recommendations
- Fiscal constraint
- Project development considerations
- The state's best interest

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

Mandatory and Other Classes of Projects not Subject to Scoring

The following types of programs or projects may be included in any project classification of the STIP under 17 AAC 05.170, without following the scoring process under 17 AAC 05.175 or the allocation by program under 17 AAC 05.190 for a non-restricted federal apportionment (17 AAC 05.200):

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

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

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

Project Phases

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

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

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

Design (Preliminary Engineering), Phase 2. The design phase involves refining project plans through increasingly detailed steps. For larger or complex projects, a reconnaissance study may be conducted to identify issues, analyze

alternative solutions, and provide comparisons. Environmental reviews are conducted during this phase and practicable alternatives are developed to assess environmental impacts and estimate costs. Preliminary right-of-way and utility identification are also carried out and a project-specific public involvement plan may be developed. Various support groups provide specific studies, reports, and design documents as needed.

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

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

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

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

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

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

Programs and Groupings

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

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

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

- Not be regionally significant.
- Not require an air conformity analysis
- Be reasonably be expected to be eligible for a categorical exclusion from NEPA
- Be grouped by function, work type, and/or geographic area
- Not be grouped by funding type or category

If all assumptions of the projects are met, they may be grouped under one STIP ID. These are sometimes referred

to as ‘programmatic’ suites of projects or Need ID’s. Non-attainment areas will not have any added-capacity projects, or phases of added-capacity projects, grouped under a grouped STIP ID. The grouping of projects allows for more efficient programming, and reduces the need for revisions to the STIP.

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

STIP Revision Process

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

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

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

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

STIP Revision Definitions

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

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

Table 1: STIP Revision Thresholds

Total project cost* of all phases within approved STIP	Administrative Modification	Amendment
Total project cost < \$3,000,000	10% < cost increase 50% or < \$1,000,000 whichever is less	Cost increase > 50% or > \$1,000,000 whichever is less
\$3,000,000 total project cost < \$10,000,000	10% < cost increase 30%	Cost increase > 30%
Total project cost \$10,000,000	10% < cost increase 20%	Cost increase > 20%

*Total programmed amount in the approved STIP to complete all phases of a project. It includes all sources of funds associated with the project (federal, state, local, match, etc.).

Changes may include:

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

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

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

- Affects air quality conformity regardless of the cost of the project or the funding source.
- Requires an Air Quality Conformity Evaluation.
- Changes a project cost to a level greater than the financial thresholds
- Adds or deletes a project phase other than a right-of-way or utility phase
- Adds federal funds to a project currently without any federal funds.
- Changes in scope of a project that alters the original project intent.
- Adds or deletes a project. Exceptions are made for emergency repair projects
- Incorporating a TIP or TIP amendment into the STIP is considered a STIP amendment and will follow the procedures listed below.

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

Updates that Do Not Require a STIP Change. The DOT&PF, FHWA, and FTA recognize that some revisions to the STIP require neither an amendment nor an administrative modification. These revisions do not require a formal STIP change and may be subsequently reflected in later updates to the STIP. This list identifies several revisions that do not require a formal STIP change, but it may not be an exhaustive list.

- Increases to funding amounts of a project or phase of a project where the increase is less than 10% of the total project cost.
- Any technical correction and other minor changes such as change in title, project description, implementing agency, or project sponsor.
- Moving existing programmed amounts between phases or years.
- Any changes to projects that are not required to be in the STIP/TIP such as emergency, safety, planning projects, or non-regionally significant projects that do not include federal funding.
- Advances a project schedule in the approved STIP/TIP in lieu of another project.
- Changes the federal funding category (apportionment) programmed for a phase or a project, as this is a funds management action.
- Adds a project for emergency repairs to roadways or bridges, except those involving substantial, functional, location, or capacity changes.
- Funding adjustments to award contracts.

Procedures

Approval of STIP Administrative Modifications

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

Approval of STIP Amendments

- Amendments to the STIP will be developed in accordance with provisions of 23 CFR 450, AS 44.42.050, and 17 AAC 05.
- DOT&PF will send draft amendments to FHWA and FTA for review at time of public review.
- FHWA and FTA will provide DOT&PF with any comments during the public review period or within one week

after the completion of the public review period.

- Upon approval by the Commissioner, amendment approval requests will be submitted by DOT&PF to FHWA and FTA. The amendment approval request will include a description of the changes, a fiscal constraint analysis, and a certification letter per 23 CFR 450.218.
- FHWA and FTA will strive to approve STIP amendments within two weeks of receipt of the request for approval. Amendments which cannot be approved will be returned to DOT&PF within two weeks, with a clear explanation of what actions can be taken so that the amendment can be approved.
- Upon approval, FHWA and FTA will issue a joint, written response notifying Alaska DOT&PF of their decision.
- Amendments that contain projects specific to only one agency (FHWA or FTA) may be approved on behalf of both agencies by the appropriate agency, with a copy of the approval provided to the other agency.
- Amendments that contain both transit and highway projects and amendments that trigger an Air Quality Conformity Determination require joint approval from both FHWA and FTA. In these cases, the procedures for STIP approval and Air Quality Conformity Determinations will be followed.
- Once approved by FHWA and FTA, the amendment will be incorporated into the STIP.

Incorporation of MPO TIP Administrative Modifications into the STIP

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

Incorporation of MPO TIPs and TIP Amendments into the STIP

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

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

Other TIPs Incorporated by Reference. Planning organizations that receive federal funding for transportation projects in Alaska and that have their own federally required TIPs must also be incorporated into the STIP by reference. These TIPs are not displayed in full in the STIP, but links to these TIPs can be found on the STIP Incorporation website. Typically, the STIP may include TIPs from Metropolitan Planning Organizations (MPOs) and federal agencies such as Western Federal Lands (WFL) and the Bureau of Indian Affairs (BIA).

Maintenance and Operations of the Transportation System

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

Maintenance and operation forces are organized geographically by districts, with primary offices in Fairbanks, Anchorage, and Juneau. The primary offices manage highway maintenance stations distributed along the highway and airport system. Each district is staffed to adequately operate and maintain Alaska's highways.

Maintenance is the responsibility of the state or local agencies that own and operate the roads and typically is not eligible for federal funding assistance, although certain types of preventive maintenance activities are eligible for federal funding. Maintenance and operation responsibilities include all the activities to keep our multi-modal transportation system in good condition and safe for the traveling public. These include pavement repair, snowplowing, snow hauling, brush cutting, guardrail repair, sign maintenance, street/traffic light repair, drainage structures, fence maintenance, airport light repair, airport safety, security, and facility repairs.

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

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

FUNDING AND FISCAL CONSTRAINT

Overview of Fiscal Constraint Requirements

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

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

Financial Overview

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

STATE TRANSPORTATION FUNDING SOURCES

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

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

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

FEDERAL TRANSPORTATION FUNDING SOURCES

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

Revenue Forecast by Federal Fund Categories

The data provided outlines the forecasted funding for various federal fund categories spanning from the year 2024 to 2027. This forecast is a crucial tool for planning and allocation of resources in different sectors, ensuring effective and efficient use of federal funds. By incorporating a consistent inflation rate of 1.5 percent annually, DOT&PF ensures that the financial planning for these projects remains realistic and accounts for the changing economic environment. This approach reflects a thorough and strategic method of financial management, crucial for the successful implementation of the wide array of projects within the STIP.

Federal Highway Administration (FHWA) Apportioned Formula Funding

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

Obligation Caps and Exempt Funds in Federal Budgeting.

An obligation cap refers to a limit on the amount of funding that can be obligated or legally committed during a specific time frame, often a fiscal year. Obligated funds are considered "used" even though the cash may not have been transferred yet. This cap is a means of controlling spending and ensuring that it stays within the bounds set by congressional appropriations.

Exempt funds, on the other hand, are not subject to these limitations. They can be obligated and spent without regard to the cap, allowing more flexibility in how and when the funds are used. This can be particularly important for emergency funds or other critical spending where the timing and amount of spending need to be responsive to immediate needs.

For instance, certain types of emergency relief funds are often exempt from obligation limitations to ensure that they can be fully utilized in response to disasters without being constrained by budget caps.

Table 2: 2024 DOT&PF Apportioned FHWA Formula Funds

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Apportionment and Formula-Driven Breakouts	Fund Code	Apportionment	2024 Breakdown	Carry Over	2024 Revenue w/Carryover	2025 Forecasted Revenue	2026 Forecasted Revenue	2027 Forecasted Revenue	'24-'27 Total
NHFP		\$18,091,851	\$18,091,851	\$0	\$18,091,851	\$18,363,229	\$18,638,677	\$18,918,257	\$74,012,014
National Highway Freight Program	Y460		\$17,730,014		\$17,730,014	\$17,995,964	\$18,265,904	\$18,539,892	\$72,531,774
State-wide Planning 2% Set-Aside		2%	\$361,837		\$361,837	\$367,265	\$372,774	\$378,365	\$1,480,240
RAIL		\$1,225,000	\$1,225,000	\$1,981,619	\$3,206,619	\$1,243,375	\$1,262,026	\$1,280,956	\$6,992,976
Railway-Highway Crossings Program	YS40		\$1,225,000	\$1,981,619	\$3,206,619	\$1,243,375	\$1,262,026	\$1,280,956	\$6,992,976
Highway Safety Improvement Program (HSIP)		\$41,565,905	\$41,565,905	\$7,670,698	\$49,236,603	\$42,189,394	\$42,822,234	\$43,464,568	\$177,712,799
Vulnerable Road User Safety Special Rule System	YS70		\$6,103,626		\$6,103,626	\$6,195,181	\$6,288,108	\$6,382,430	\$24,969,345
Highway Safety Improvement Program	YS30		\$34,587,215	\$7,670,698	\$42,257,913	\$35,106,024	\$35,632,614	\$36,167,103	\$149,163,654
HSIP Takedown Set-asides			\$44,638		\$44,638	\$45,308	\$45,987	\$46,677	\$182,610
Rail-Highway Set-asides			\$0		\$0	\$0	\$0	\$0	\$0
State-wide Planning 2% Set-Aside			\$830,425		\$830,425	\$842,882	\$855,525	\$868,358	\$3,397,190
NHPP		\$377,360,736	\$377,360,736	\$8,879,379	\$386,240,115	\$383,021,147	\$388,766,464	\$394,597,961	\$377,360,736
National Highway Performance Program	Y001		\$343,260,415		\$343,260,415	\$348,409,322	\$353,635,461	\$358,939,993	\$1,404,245,191
National Highway Performance Program (EXEMPT)	Y002		\$7,685,070	\$8,879,379	\$16,564,449	\$7,800,346	\$7,917,351	\$8,036,112	\$40,318,258
154 Penalties 2.5% Set-Aside for Safety	YS31	2.50%	\$9,434,018		\$9,434,018	\$9,575,528	\$9,719,161	\$9,864,949	\$38,593,656
165 Penalties 2.5% Set-Aside for Safety	YS32	2.50%	\$9,434,018		\$9,434,018	\$9,575,528	\$9,719,161	\$9,864,949	\$38,593,656
State-wide Planning 2% Set-Aside		2%	\$7,547,215		\$7,547,215	\$7,660,423	\$7,775,329	\$7,891,959	\$30,874,926

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Table 3 Continued

Apportionment and Formula-Driven Breakouts	Fund Code	Apportionment	2024 Breakdown	Carry Over	2024 Revenue w/Carryover	2025 Forecasted Revenue	2026 Forecasted Revenue	2027 Forecasted Revenue	'24-'27 Total
CMAQ		\$31,195,864	\$31,195,864	\$4,041,685	\$35,237,549	\$31,663,802	\$32,138,759	\$32,620,840	\$131,660,950
Projects To Reduce PM 2.5 Emissions Set-Aside	Y003		\$2,176,436		\$2,176,436	\$2,209,082	\$2,242,218	\$2,275,852	\$8,903,588
Congestion Mitigation Air Quality "Flexible"	Y400		\$18,222,789		\$18,222,789	\$18,496,131	\$18,773,573	\$19,055,176	\$74,547,668
Congestion Mitigation Air Quality "Mandatory"			\$10,172,722	\$4,041,685	\$14,214,407	\$10,325,313	\$10,480,193	\$10,637,396	\$45,657,309
<i>State-wide Planning 2% Set-Aside</i>		2%	\$623,917		\$623,917	\$633,276	\$642,775	\$652,417	\$2,552,385
Metro		\$3,112,075	\$3,112,378	\$3,137,135	\$6,249,513	\$3,159,064	\$3,206,450	\$3,254,547	\$15,869,574
AMATS Metropolitan Planning Program	Y450		\$2,021,736	\$3,137,135	\$5,158,871	\$2,052,062	\$2,082,843	\$2,114,086	\$11,407,862
FAST Metropolitan Planning Program	Y450		\$579,243		\$579,243	\$587,931	\$596,750	\$605,702	\$2,369,626
MVP Metropolitan Planning Program			\$433,598		\$433,598	\$440,102	\$446,703	\$453,404	\$1,773,806
<i>Safe And Accessible Trans Options - Metro Planning Set-Aside</i>	Y410		\$77,802		\$77,802	\$78,969	\$80,153	\$81,356	\$318,280
Surface Transportation Block Grant (STBG)		\$183,580,899	\$183,580,900	\$58,449,303	\$242,030,203	\$186,334,613	\$189,129,633	\$191,966,577	\$809,461,026
Surface Transportation Block Grant Statewide	Y240		\$54,675,817	\$12,380,601	\$67,056,418	\$55,495,954	\$56,328,394	\$57,173,319	\$236,054,085
Surface Transportation Block Grant: Population > 200K	Y230		\$33,620,615	\$14,093,036	\$47,713,651	\$34,124,924	\$34,636,798	\$35,156,350	\$151,631,723
Surface Transportation Block Grant: Population 50-200K	Y236		\$16,839,173		\$16,839,173	\$17,091,761	\$17,348,137	\$17,608,359	\$68,887,430
Surface Transportation Block Grant: Population 5-49,999K	Y237		\$12,894,682		\$12,894,682	\$13,088,102	\$13,284,423	\$13,483,690	\$52,750,897
Surface Transportation Block Grant: Population <5K	Y238		\$35,595,635		\$35,595,635	\$36,129,570	\$36,671,513	\$37,221,586	\$145,618,305
Surface Transportation Block Grant: Off System Bridge	Y233		\$5,617,025	\$6,873,714	\$12,490,739	\$5,701,280	\$5,786,799	\$5,873,601	\$29,852,420
Transportation Alternatives Program Statewide	Y300		\$4,070,671	\$12,207,524	\$16,278,195	\$4,131,731	\$4,193,707	\$4,256,612	\$28,860,244

ALASKA DOT&PF 2024-2027 STIP

Table 3 Continued

Apportionment and Formula-Driven Breakouts	Fund Code	Apportionment	2024 Breakdown	Carry Over	2024 Revenue w/Carryover	2025 Forecasted Revenue	2026 Forecasted Revenue	2027 Forecasted Revenue	'24-'27 Total
Transportation Alternatives Program: Population > 200K	Y301		\$1,990,323	\$4,250,426	\$6,240,749	\$2,020,178	\$2,050,480	\$2,081,237	\$12,392,644
Transportation Alternatives Program: Population 50-200K	Y306		\$996,870	\$1,031,507	\$2,028,377	\$1,011,823	\$1,027,001	\$1,042,406	\$5,109,607
Transportation Alternatives Program: Population 5-49,999K	Y307		\$763,358		\$763,358	\$774,809	\$786,431	\$798,227	\$3,122,825
Transportation Alternatives Program: Population <5K	Y308		\$2,107,243	\$5,000,210	\$7,107,453	\$2,138,852	\$2,170,934	\$2,203,498	\$13,620,737
Recreational Trails Program	Y940		\$1,543,237	\$2,612,285	\$4,155,522	\$1,566,386	\$1,589,881	\$1,613,730	\$8,925,518
Recreational Trails Program 1% Admin	Y941		\$15,588		\$15,588	\$15,822	\$16,059	\$16,300	\$63,770
154 Penalties 2.5% Set-Aside for Safety	YS31	2.50%	\$4,589,522		\$4,589,522	\$4,658,365	\$4,728,241	\$4,799,164	\$18,775,293
165 Penalties 2.5% Set-Aside for Safety	YS32	2.50%	\$4,589,522		\$4,589,522	\$4,658,365	\$4,728,241	\$4,799,164	\$18,775,293
State-wide Planning 2% Set-Aside		2%	\$3,671,618		\$3,671,618	\$3,726,692	\$3,782,593	\$3,839,332	\$15,020,234
CRP		\$16,369,297	\$16,369,297	\$20,276,218	\$36,645,515	\$16,614,836	\$16,864,059	\$17,117,020	\$87,241,430
Carbon Reduction Program Statewide	Y600		\$5,729,254		\$5,729,254	\$5,815,193	\$5,902,421	\$5,990,957	\$23,437,824
Carbon Reduction Program: Population > 200K	Y601		\$3,615,204	\$7,239,608	\$10,854,812	\$3,669,432	\$3,724,473	\$3,780,340	\$22,029,057
Carbon Reduction Program: Population 50-200K	Y606		\$1,810,706	\$1,562,625	\$3,373,331	\$1,837,866	\$1,865,434	\$1,893,416	\$8,970,047
Carbon Reduction Program: Population 5-49,999K	Y607		\$1,386,557	\$3,798,173	\$5,184,730	\$1,407,355	\$1,428,466	\$1,449,893	\$9,470,444
Carbon Reduction Program: Population <5K	Y608		\$3,827,576	\$7,675,812	\$11,503,388	\$3,884,990	\$3,943,265	\$4,002,414	\$23,334,057
PROTECT		\$18,613,063	\$18,613,063	\$4,029,603	\$22,642,666	\$18,892,259	\$19,175,643	\$19,463,277	\$80,173,845
PROTECT Program	Y800		\$18,240,802	\$4,029,603	\$22,270,405	\$18,514,414	\$18,792,130	\$19,074,012	\$78,650,961
PROTECT Program Planning	Y810		\$372,261		\$372,261	\$377,845	\$383,513	\$389,265	\$1,522,884
Total:		\$691,114,690	\$691,114,994	\$108,465,640	\$799,580,634	\$701,481,719	\$712,003,945	\$722,684,004	\$1,760,485,351

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

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

Funding Sources		Apportionment	Carry Over	2024 Revenue w/Carryover	2025 Forecasted Revenue	2026 Forecasted Revenue	2027 Forecasted Revenue	'24-'27 Total
Bridge-HIP	Highway Improvement Program Bridge Funds (HIP)	\$38,250,000	\$38,250,000	\$76,500,000	\$38,823,750	\$39,406,106	\$39,997,198	\$194,727,054
Bridge-INFRA	Highway Infrastructure Bridge Replacement (INFRA)	\$30,250,000	\$49,212,802	\$79,462,802	\$30,703,750	\$31,164,306	\$31,631,771	\$172,962,629
Bridge-OSB	Highway Improvement Program Bridge Funds -Off System Bridge	\$6,750,000	\$1,399,302	\$8,149,302	\$6,851,250	\$6,954,019	\$7,058,329	\$29,012,899
NEVI	National Electric Vehicle Infrastructure	\$11,164,272	\$18,243,926	\$29,408,198	\$11,331,736	\$11,501,712	\$11,674,238	\$63,915,884
FBF	Ferry Boat Funds Surface Transportation Block Grant	\$36,868,886	\$0	\$36,868,886	\$37,421,920	\$37,983,248	\$38,552,997	\$150,827,052
DBE	DBE Training Funds*	\$863,553	\$0	\$863,553	\$138,155	\$140,227	\$142,330	\$1,284,265
OJT	On-the-job Training Funds*	\$136,113	\$0	\$136,113	\$138,155	\$140,227	\$142,330	\$556,825
Total		\$124,282,824	\$107,106,030	\$231,388,854	\$125,408,716	\$127,289,846	\$129,199,193	\$613,286,608

*Based on requested funding.

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

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

FHWA Allocated Funds Revenue Forecast

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

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

Funding Sources		2024 Revenue w/Carryover	2025 Forecasted Revenue	2026 Forecasted Revenue	2027 Forecasted Revenue	'24-'27 Total
OFF-ER	Emergency Relief	\$5,273,580	\$109,974,706	\$0	\$300,000	\$115,548,286
OFF-CDS	Congressionally Delegated Spending	\$27,695,550	\$0	\$0	\$32,000,000	\$59,695,550
OFF-DG	Discretionary Grants	\$226,063,908	\$285,814,566	\$110,982,700	\$28,159,229	\$651,020,403
OFF-FLAP	Federal Lands Access Program (FLAP)	\$7,873,713	\$8,979,858	\$5,250,000	\$3,595,900	\$25,699,471
Total		\$266,906,751	\$404,769,130	\$116,232,700	\$64,055,129	\$851,963,710

Federal allocations are not as easy to forecast due to the variability in competitive processes and awards, and the evolution of programs over time. The following are the programs that are reflected in the STIP:

Emergency Relief (ER): Funds available for the repair of Federal-aid highways or roads on Federal lands that have been seriously damaged by natural disasters over a wide area or by catastrophic failures from an external cause.

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

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

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

Federal Transit Administration Formula Funds Revenue Forecast

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

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

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

Area	Carryover	2024 Forecasted Revenue	2025 Forecasted Revenue	2026 Forecasted Revenue	2027 Forecasted Revenue	24-'27 Total
Anchorage Area FTA Funds	\$0	\$8,036,246	\$8,156,790	\$8,279,142	\$8,403,329	\$32,875,508
Fairbanks Area FTA Funds	\$0	\$1,174,812	\$1,192,434	\$1,210,321	\$1,228,475	\$4,806,042
Mat-Su Area FTA Funds	\$0	\$1,426,713	\$1,448,114	\$1,469,835	\$1,491,883	\$5,836,545
Alaska Railroad FTA Funds	\$89,748,258	\$51,481,079	\$52,253,295	\$53,037,094	\$53,832,651	\$300,352,376
Alaska-wide Area FTA Funds	\$0	\$17,622,346	\$17,886,681	\$18,154,981	\$18,427,306	\$72,091,314
Total	\$89,748,258	\$79,741,196	\$80,937,314	\$82,151,373	\$83,383,644	\$415,961,785

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

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

Funding Sources	Apportionment*	2024 Revenue w/Carryover	2025 Forecasted Revenue	2026 Forecasted Revenue	2027 Forecasted Revenue	24-'27 Total
5303 Metropolitan Planning	\$629,915	\$629,915	\$639,364	\$648,954	\$658,689	\$2,576,922
5304 Statewide Planning	\$164,495	\$164,495	\$166,962	\$169,467	\$172,009	\$672,933
5307 5340 Urbanized Area Formula	\$23,354,446	\$57,770,679	\$23,704,763	\$24,060,334	\$24,421,239	\$129,957,015
5310 Enhanced Mobility for Older Adults & People w/ Disabilities	\$692,502	\$692,502	\$702,890	\$713,433	\$724,134	\$2,832,959
5311 Nonurbanized Area Formula	\$13,094,927	\$13,094,927	\$13,291,351	\$13,490,721	\$13,693,082	\$53,570,081
5337 State of Good Repair	\$37,080,167	\$92,412,192	\$37,636,369	\$38,200,915	\$38,773,929	\$207,023,404
5339 Bus and Bus Facilities	\$4,724,744	\$4,724,744	\$4,795,615	\$4,867,549	\$4,940,562	\$19,328,470
TOTAL 2024 Match and Other State Funds	\$79,741,196	\$169,489,454	\$80,937,314	\$82,151,373	\$83,383,644	\$415,961,784

*FTA 2024 apportionment memos have not been released. Values are 1.5% higher than 2023 apportionments.

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

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

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

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

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

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

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

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

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

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

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

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

FTA Formula Funding Program		Carryover	2024 Forecasted Revenue	2025 Forecasted Revenue	2026 Forecasted Revenue	2027 Forecasted Revenue	2024-2027 Total
Section 5303	Section 5303 Metropolitan Planning	\$0	\$629,915	\$639,364	\$648,954	\$658,689	\$2,576,922
5303-AMATS	AMATS MPO 5303 Transit Planning Funds		\$419,649	\$425,944	\$432,333	\$438,818	\$1,716,745
5303-FAST	FAST MPO 5303 Transit Planning Funds		\$120,251	\$122,055	\$123,885	\$125,744	\$491,934
5303-MVP	MVP MPO 5303 Transit Planning Funds		\$90,015	\$91,365	\$92,736	\$94,127	\$368,242
Section 5304	Section 5304 Statewide Planning	\$0	\$164,495	\$166,962	\$169,467	\$172,009	\$672,933
5304-Stwd	Statewide 5304 Transit Planning Funds		\$164,495	\$166,962	\$169,467	\$172,009	\$672,933
Section 5307+5340	Section 5307 Urbanized Area Formula Total	\$34,416,233	\$23,354,446	\$23,704,762	\$24,060,334	\$24,421,239	\$129,957,014
5307-ANC	FTA Urbanized Area Formula (Anchorage Area Transit)		\$6,776,900	\$6,878,553	\$6,981,732	\$7,086,457	\$27,723,642
5307-ARRC	FTA Urbanized Area Formula (Alaska Railroad)	\$34,416,233	\$14,400,912	\$14,616,926	\$14,836,179	\$15,058,722	\$93,328,972
5307-MVP	FTA Urbanized Area Formula (Mat-Su Area Transit)		\$1,244,817	\$1,263,490	\$1,282,442	\$1,301,678	\$5,092,427
5307-FAST	FTA Urbanized Area Formula (Fairbanks Area Transit)		\$931,817	\$945,794	\$959,981	\$974,381	\$3,811,974
Section 5310	Section 5310 Enhanced Mobility for Older Adults & People w/ Disabilities	\$0	\$692,502	\$702,890	\$713,433	\$724,134	\$2,832,959
5310-ANC	Enhanced Mobility for Older Adults & People w/ Disabilities (Anchorage Area Transit)		\$266,806	\$270,808	\$274,870	\$278,993	\$1,091,477
5310-MVP	Enhanced Mobility for Older Adults & People w/ Disabilities (Mat-Su Area Transit)		\$52,559	\$53,347	\$54,147	\$54,960	\$215,013
5310-FAST	Enhanced Mobility for Older Adults & People w/ Disabilities (Fairbanks Area Transit)		\$70,214	\$71,267	\$72,336	\$73,421	\$287,237
5310-Stwd	Enhanced Mobility for Older Adults & People w/ Disabilities (Alaska-wide +Transit)		\$302,924	\$307,468	\$312,080	\$316,761	\$1,239,232
Section 5311	Section 5311 Nonurbanized Area Formula Total	\$0	\$13,094,927	\$13,291,351	\$13,490,721	\$13,693,082	\$53,570,081
5311 + 5340	Nonurbanized Area Formula		\$12,137,596	\$12,319,660	\$12,504,455	\$12,692,022	\$49,653,734
5311(b)(3)	Rural Transit Assistance Program (RTAP)		\$119,130	\$120,916	\$122,730	\$124,571	\$487,347
5311(c)(2)(B)	Indian Reservation Formula*		\$838,201	\$850,774	\$863,536	\$876,489	\$3,429,000

ALASKA DOT&PF 2024-2027 STIP

Table 8 Continued

FTA Formula Funding Program		Carryover	2024 Forecasted Revenue	2025 Forecasted Revenue	2026 Forecasted Revenue	2027 Forecasted Revenue	2024-2027 Total
Section 5337	Section 5337 State of Good Repair Total	\$55,332,025	\$92,412,192	\$37,636,369	\$38,200,915	\$38,773,929	\$262,355,429
<i>5337-ANC-ARRC</i>	<i>State of Good Repair (Anchorage Area-Alaska Railroad)</i>		\$36,523,204	\$37,071,052	\$37,627,118	\$38,191,524	\$149,412,898
<i>5337-MVP-ARRC</i>	<i>State of Good Repair (Mat-Su Area-Alaska Railroad)</i>		\$238,436	\$242,012	\$245,643	\$249,327	\$975,418
<i>5337-FAST-ARRC</i>	<i>State of Good Repair (Fairbanks Area-Alaska Railroad)</i>		\$318,527	\$323,305	\$328,155	\$333,077	\$1,303,064
<i>5337-Stwd-ARRC</i>	<i>State of Good Repair (System Wide - Alaska Railroad)</i>	\$55,332,025	\$0	\$0	\$0	\$0	\$55,332,025
Section 5339	Section 5339 Bus and Bus Facilities Formula	\$0	\$4,724,744	\$4,795,615	\$4,867,549	\$4,940,562	\$19,328,470
<i>5339-ANC</i>	<i>Buses and Bus Facilities (Anchorage Area Transit)</i>		\$572,891	\$581,485	\$590,207	\$599,060	\$2,343,643
<i>5339-MVP</i>	<i>Buses and Bus Facilities (Mat-Su Area Transit)</i>		\$39,322	\$39,912	\$40,511	\$41,118	\$160,863
<i>5339-FAST</i>	<i>Buses and Bus Facilities (Fairbanks Area Transit)</i>		\$52,530	\$53,318	\$54,118	\$54,930	\$214,897
<i>5339-Stwd</i>	<i>Buses and Bus Facilities (Alaska-wide Transit)</i>		\$4,060,000	\$4,120,900	\$4,182,714	\$4,245,454	\$16,609,068
	TOTAL	\$89,748,258	\$135,073,221	\$80,937,313	\$82,151,373	\$83,383,644	\$471,293,808

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

Federal Transit Administration Allocated Funding

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

5339 (c). Low or No Emission Program Allocations.

There are currently two allocations for Alaska totaling over \$6.6m. The Fairbanks North Star Borough is set to purchase Compressed Natural Gas (CNG) buses and paratransit vehicles, while the Ketchikan Gateway Borough plans to acquire battery electric buses along with the necessary associated infrastructure.

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

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

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

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

Other Funding Sources Revenue Forecast

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

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

Funding Sources		2024 Revenue w/Carryover	2025 Forecasted Revenue	2026 Forecasted Revenue	2027 Forecasted Revenue	24-27 Total
OSF	Other State Funds*	\$22,000,000	\$22,000,000	\$22,000,000	\$22,000,000	\$88,000,000
SM	State Match	\$138,681,423	\$85,570,549	\$90,174,737	\$82,967,221	\$397,393,930
3PF	Local Match	\$59,180,698	\$25,874,252	\$26,259,235	\$24,802,516	\$136,116,701
TOTAL Match and Other State Funds		\$219,862,121	\$133,444,801	\$138,433,972	\$129,769,737	\$621,510,631

* State of Alaska General Funds

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

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

Advance Construction

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

Financial Implications and Obligations. For projects utilizing AC, it is mandatory for them to be fully encumbered in the DOT&PF budget, accounting for both state funds and the federal AC amount. The Department must utilize state general funds upfront for the project. Federal regulations stipulate that AC must be recorded in the year incurred and the conversion of AC, which is the process of converting AC to the obligation of actual federal funds, must be documented annually.

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

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

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

Fund Code	Advance Construction Balance	As of 11/2023
STBG	Surface Transportation Block Grant	\$42,158,187
TAP	Transportation Alternatives Program	\$37,388
HSIP	Highway Safety Improvement Program	\$6,597,753
High-Risk	High Risk Rural Road	\$8,772,644
NHPP	National Highway Performance Program	\$475,609,942
Other	Other Advance Construction Funds	\$21,835,731
Bridge	Highway Infrastructure and Highway Improvement Bridge Programs	\$0
TOTAL		\$555,011,644

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

Innovative Funding and Financing

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

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

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

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

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

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

State Infrastructure Bank. A State Infrastructure Bank (SIB) is a revolving loan fund program established and administered by a state to provide low-cost loan financing to surface transportation projects within the state. SIBs can be capitalized with Federal-aid surface transportation funds and matching state funds or capitalized with a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan to lend to rural infrastructure projects. A federally capitalized SIB can offer loans and credit assistance to public and private sponsors of Title 23 highway construction projects, Title 49

transit capital projects, and Title 49 (subtitle V) railroad projects. Loans for (1) all or part of project cost, (2) flexible terms, (3) at or below market rates, (4) may be subordinated, and (5) short-term construction or long-term debt financing.

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

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

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

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

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

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

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

PUBLIC INVOLVEMENT PROCESS

In the past, the STIP was developed in relative obscurity, with few Alaskans aware of, or able to understand where investments were being made, much less provide meaningful comment on the STIP. The department wanted to improve that engagement and dialogue by using modern communication technologies and techniques to reach more Alaskans.

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

Table 11: Public Engagement Statistics

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

The individual letters came from various sources, including non-government organizations, cities, tribes, boroughs, legislators, Metropolitan Planning Organizations (MPOs) and Regional Planning Organizations (RPOs), and individuals. The Alaska Public Involvement Plan (PIP), a requirement for States to implement and maintain a STIP, is found in both (a) the Process Coordination Matrix, and (b) in regulation (17AAC 05.135 and 17AAC 05.160). The Process Coordination Matrix can be found on DOT&PF's website¹ and is represented most recently on the following page.

¹ https://dot.alaska.gov/stwdpplng/cip/stip/assets/consultation_matrix.pdf

Process and reference	Who notified/consulted										What actions governed							
	MPO local govt officials	Non-MPO local govt officials	State and federal agencies	Interested parties*	Other governments**	Tribal governments	U.S. Secretary of Interior	Traditionally underserved (low income, minority households)	General public	Advisory	MPO LRTP**	Statewide Long Range Transportation Plan (SWLRTP)	Statewide Transportation Improvement Program (STIP)	Project development	Contracting	Hiring	Operations	Other plans
Govt-to-govt relations with federally recognized Tribes DOT&PF P&P 01.03.010						●						●	●	●	●	●	●	●
Federal Transportation Regs 23 CFR 450.210(c) areas under Tribal govt jurisdiction						●	●					●	●					
Federal Transportation Regs MPO planning process (cooperative) 23 CFR 450.306, 314 and 316	●		●	●				●	●		●		●	Major Investment Studies (TIP)****				
Non-MPO local process 23 CFR 450.210(b) and .214(g)		●										●	●					
Federal transportation regs 23 CFR 450.210(a)(viii) (Env Justice EO 12898)								●				●	●					
Federal Transportation Regs 23 CFR 450.214(i) and 322(g) Comparison of plans/maps/inventories	●	214(i) only	●			●					●	●						
Federal Transportation Regs 23 CFR 450.214(j) and 322(f)(7) Potential environmental mitigation			●			●					●	●						
Public involvement procedure 17AAC 05.135 and 17AAC 05.180	●	●	●	●		●			●		●	●						
Alaska statute for Statewide Transportation Plan AS 44.42.050	●	●	●	●		●					●	●						
Local planning authority consistency review AS 35.30.010	●	●			●									●				
Modal Advisory boards - Aviation AS44.42.200, Marine Transportation AS19.65.110-AS19.65.195									●	●								● *****

*Per 17 AAC 05.990 (3), **Interested party** means an individual or group that has expressed an interest in transportation issues, municipal governments and their elected officials, members of councils of Indian Tribes recognized under federal law, members of boards of associations established to implement AS 29.60.140, the Trails and Recreational Access for Alask Citizen's Advisory Board created to implement Administrative Order 161, village and regional corporations under the Alaska Native Claims Settlement Act (43 USC 1601-1628); federal and state land management agencies, federal and state environmental agencies, and public and private providers of transportation services.

**Not defined in statute

***MPO Long-Range Transportation Plan

****MPO Transportation Improvement Program

*****Aviation or Marine Highways System Plan

Figure 1: Process Coordination Matrix

Requirements found in State regulations include:

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

MPO Involvement

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

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

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

Project Development Process

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

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

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

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

RPO Involvement

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

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

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

Federal Agencies

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

Local and Tribal Governments

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

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

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

- Alaska Municipal League
- Metropolitan Planning Organizations (MPOs)

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

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

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

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

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

Fairbanks Field Office focuses on monthly meetings with Interior tribes (Doyon, Manley, Minto, Nulato, Rampart, Tanana, Tanana Chiefs). The relationship is well established and is an excellent interface for both tribes and the department to exchange information. They met and discussed the STIP on multiple occasions. The dates of the Interior Tribal Coordination Meetings in 2023 are shown in the lists below:

Interior Tribal Coordination Meetings 2023:

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

Additional consultation activities included:

- Presentation to Interior Alaska Transportation Plan Working Group on August 16, 2023
- Presentation at Ice Road Workshop on August 22, 2023
- Presentation to the State of Alaska House and Senate Joint Transportation Committee, August 22, 2023
- Copper River Valley RPO consultation on August 23, 2023
- Cordova General Community meeting on August 24, 2023
- Presentation during Interior Alaska Transportation Plan Public Meeting in Minto on August 18, 2023

Outreach for the STIP for Rural and Tribal Entities

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

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

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

PROJECTS AND PROGRAM GRIDS (FISCALLY CONSTRAINED)

The following is a listing of fiscally constrained projects in the State of Alaska 2024-2027 Statewide Transportation Improvement Program. The funding for these projects is typically formula driven, and revenues are limited to apportionment and obligation limitation.

This is an abbreviated project listing that outlines basic financial information, as well as fund sources. It is to be used as a quick reference guide to projects and associated funding. In addition, a quick reference to the draft 2024-2027 funding amounts is included for quick reference.

AASHTO Technical Programs Support

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$250,000	\$249,999	\$249,999	\$249,999	\$999,997	25836	Location	Alaska-wide
Fund Source	STBG - Surface Transportation Block Grant							

American Association of State Highway and Transportation Officials (AASHTO) offers several technical service programs on a voluntary membership basis. This project will support annual DOT&PF's federally eligible technical service program memberships as selected by the Commissioner.

ADA Implementation and Compliance

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$8,000,000	\$0	\$6,000,000	\$6,000,000	\$20,000,000	32478	Location	Alaska-wide
Fund Source	STBG - Surface Transportation Block Grant							

This project will provide for the implementation stage of the ADA Transition Plan and monitoring of all implementation aspects to assure ADA specifications are met, when feasible. As part of the compliance monitoring, outdated/compromised data will be removed or repaired and location information will be entered in a geospatial database to indicate locations that are in need of proper pedestrian facilities and/or alterations. This database will continue to serve the Civil Rights Office ADA team as a tool for planning, maintenance, preconstruction, and construction.

Advance Construction Conversion

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$0	\$19,103,700	\$50,033,500	\$0	\$69,137,200	ACC	Location	Alaska-wide
Fund Source	Advance Construct (AC)							

Air Quality Mobile Source Modeling

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$200,000	\$200,000	\$200,000	\$200,000	\$800,000	26168	Location	Alaska-wide
Fund Source	CMAQ - Congestion Mitigation Air Quality							

Continue development and enhancement of the statewide framework for Motor Vehicle Emission Simulator (MOVES) modeling in Alaska to ensure consistent development, application, and approval of modeling workflows (e.g., input data collection and processing, model setup and execution requirements, post-processing of outputs, etc.) in all regional mobile source inventory applications envisioned within the state.

Air Quality Planning Project

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Northern Region
	\$80,000	\$80,000	\$80,000	\$80,000	\$320,000	26161	Location	Fairbanks
Fund Source	CMAQ - Congestion Mitigation Air Quality							

Update Fairbanks' transportation and EPA mobile source emission models. As a PM 2.5 non-attainment and CO Maintenance area, these models are essential for ongoing transportation and air quality planning. This project ensures federally mandated Air Quality Conformity Analysis for all long-term and short-term planning documentation.

Air Quality Public Education

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Northern Region
	\$200,000	\$200,000	\$200,000	\$200,000	\$800,000	20294	Location	Fairbanks
Fund Source	CMAQ - Congestion Mitigation Air Quality							

This statewide initiative aims to raise awareness on a spectrum of air quality issues pertinent to Alaska. It concentrates on enlightening the public about the health and environmental effects of air pollution, sourced from motor vehicles, unpaved roads, heavy-duty diesel engines, residential heating, wood smoke, among others. It emphasizes actionable measures that citizens can adopt to mitigate these effects.

Airport Way and Cushman Street Intersection Reconstruction

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Northern Region
	\$13,000,000	\$0	\$0	\$0	\$13,000,000	3843	Location	Fairbanks
Fund Source	NHPP - National Highway Performance Program							

Reconstruct the intersection at Airport Way and Cushman Street in Fairbanks. Work includes roadside hardware, drainage improvements, intersection improvements, utilities and ADA improvements.

Akakeek, Ptarmigan, and DeLapp Reconstruction [CTP/TAP Award 2019]

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Central Region
	\$200,000	\$0	\$6,600,000	\$0	\$6,800,000	32728	Location	Bethel
Fund Source	STBG - Surface Transportation Block Grant							

The Akakeek, Ptarmigan, and DeLapp Reconstruction project in Bethel includes work to widen roads, level uneven surfaces, and resolve drainage system inefficiencies causing road surface and shoulder erosion.

Alaska Highway Milepost 1235-1268 Rehabilitation

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Northern Region
	\$39,654,390	\$0	\$0	\$0	\$39,654,390	22299	Location	Northway
Fund Source	NHPP - National Highway Performance Program							

The Alaska Highway Rehabilitation project rehabilitates Mileposts 1235-1268 and constructs new passing lanes. Key activities include bridge work, roadside hardware updates, drainage improvements, intersection improvements, utilities, and wayside repairs, executed in logical stages.

Alaska Highway Milepost 1348 Robertson River Bridge Replacement

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Northern Region
	\$2,050,000	\$0	\$12,000,000	\$122,175,567	\$136,225,567	34126	Location	Tok
Fund Source	NHPP - National Highway Performance Program BRIDGE							

Replace the Robertson River Bridge #509 located on the Alaska Highway at MP 1348. Project includes drainage improvements, roadside hardware, roadway reconstruction, and utilities.

Alaska Highway Milepost 1380 Johnson River Bridge Replacement

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Northern Region
	\$1,800,000	\$23,879,443	\$64,009,370	\$0	\$89,688,813	33824	Location	Delta Junction
Fund Source	NHPP - National Highway Performance Program							

Replace Johnson River Bridge #518 on the Alaska Highway at Milepost 1380. Project includes drainage improvements, roadside hardware, and utilities.

Alaska Highway Milepost 1393 Gerstle River Bridge Replacement

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Northern Region
	\$500,000	\$0	\$0	\$0	\$500,000	22322	Location	Delta Junction
Fund Source	NHPP - National Highway Performance Program							

Replace the Gerstle River Bridge #520 located on the Alaska Highway at Milepost 1393. Project includes drainage improvements, road reconstruction, roadside hardware, and utilities.

Alaska Highway Yukon Territory Permafrost Repairs

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Southcoast Region
	\$0	\$3,125,000	\$0	\$28,125,000	\$31,250,000	34317	Location	Alaska Highway [Yukon]
Fund Source	NHPP - National Highway Performance Program							

This project aims to rehabilitate sections of the Alaska Highway within the Yukon that are deteriorating due to thawing permafrost, jeopardizing safety and road utility. The project will focus on compromised sections of the "Shakwak" segment, approximately 80km between Destruction Bay (km 1680) and the U.S./Canada border (km 1902.5). Restoration activities will include resurfacing, sub-grade and culvert repair and ditching to return to the road to design speed operation.

Alaska Marine Highway System Ferry Overhauls

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Marine Highways
	\$22,000,000	\$22,000,000	\$22,000,000	\$22,000,000	\$88,000,000	27509	Location	Alaska Marine Highway
Fund Source	OSF - Other State Funds							

Annual state-funded capital improvements for each Alaska Marine Highway System (AMHS) vessel, necessary to pass U.S. Coast Guard (USCG) inspections and obtain the Certificate of Inspection (COI) necessary to operate.

Anchorage Area Transit Operations and Improvements

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Central Region
	\$8,471,125	\$8,598,191	\$8,727,165	\$8,858,071	\$34,654,552	34397	Location	Anchorage Municipality
Fund Source	FTA-Federal Transit Administration							

The Anchorage area transit program focuses on enhancing urban transit operations and improvements. This includes the development and maintenance of public transportation systems in urbanized areas, ensuring efficient and effective transit services. The scope encompasses planning, capital investment, and operational strategies to improve the safety, reliability, and accessibility of urban transit. Key activities involve the acquisition of buses and related equipment, modernization of facilities, implementation of advanced technology systems, and support for operational costs to enhance service quality and meet the growing demands of urban transportation. Funding goes directly to the Municipality of Anchorage.

Angoon AMHS Ferry Terminal Modifications

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Southcoast Region
	\$0	\$0	\$4,000,000	\$0	\$4,000,000	33883	Location	Angoon
Fund Source	OFF- Other Federal Funds							

Install two new dolphins to accommodate the Alaska Marine Highway System (AMHS) Alaska Class Ferries (ACF) and upgrade the apron lift with hydraulic actuators. . As part of the "Critical Upgrades to Ferry Dock Infrastructure in Five Rural Alaska Communities" Rural Ferry Program FTA Award, this project aims to modernize and reinforce the terminal.

Annual Planning Work Program

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$8,401,723	\$10,369,015	\$10,077,175	\$10,238,734	\$39,086,648	6446	Location	Alaska-wide: SPR
Fund Source	PLNG -2% Planning Set-Aside							

The Annual Planning Work Program enhances planning and research in transportation. The primary goal of the project is to ensure Federal requirements are met, including the implementation of the State Transportation Improvement Program (STIP), State Transportation Plan, data collection and analysis, and management systems. The main activities under this project include planning, research, data collection, data analysis, and the management of various transportation-related systems.

Anton Anderson Memorial (Whittier) Tunnel Backup Generation

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Central Region
	\$8,000,000	\$0	\$0	\$0	\$8,000,000	28332	Location	Whittier
Fund Source	NHPP - National Highway Performance Program							

The Anton Anderson Memorial (Whittier) Tunnel Backup Generation Project enhances the tunnel's current emergency power systems. This project will establish comprehensive backup power to ensure uninterrupted normal tunnel operations during emergencies and long-term power outages.

Anton Anderson Memorial (Whittier) Tunnel Maintenance and Operations

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Central Region
	\$2,881,653	\$6,155,876	\$0	\$3,077,938	\$12,115,467	11439	Location	Whittier
Fund Source	NHFP - National Highway Freight Program							

Maintenance and operations for the federal-aid eligible portion of the Anton Anderson Memorial (Whittier) Tunnel and approaches.

Auke Bay Ferry Terminal East Berth Mooring Improvements

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Southcoast Region
	\$0	\$11,000,000	\$0	\$0	\$11,000,000	29709	Location	Auke Bay
Fund Source	OFF- Other Federal Funds							

The Auke Bay Ferry Terminal East Berth Mooring Improvements project, located in Auke Bay includes the replacement of deteriorated mooring dolphin structures and the installation of cathodic protection anodes. Specific activities include the dismantling of old structures, construction of new ones, and installation of protective elements.

Big Lake Road Rehabilitation

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Central Region
	\$1,300,000	\$12,660,000	\$6,175,001	\$0	\$20,135,001	33693	Location	Big Lake
Fund Source	STBG - Surface Transportation Block Grant							

The Big Lake Road Rehabilitation focuses on road and shared-use pathway infrastructure. The project extends from Milepost 0 (including Church Road) to Milepost 3.6 and Milepost 3.6 to Milepost 9.1 (end of road). The primary objectives of this project are to rehabilitate Big Lake Road between Milepost 0 and 9 and select portions of the shared-use pathway, which will be achieved through a series of activities including roadside hardware, drainage improvements, bridge repairs, and utilities. The project is currently at Stage 2 out of 2 total stages.

Previous Project Name: "Big Lake MP 0-3.6 Pavement Preservation" under STIP ID 18924

Bridge and Tunnel Inventory, Inspection, Monitoring, Preservation, Rehab and Replacement Program

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$12,000,000	6447	Location	Alaska-wide: Bridges
Fund Source	NHPP - National Highway Performance Program							

Regular inspections are conducted every two years to ensure the structural integrity and safety of bridges and tunnels on public roads.

Bridge Management System

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$272,576	\$272,576	\$272,575	\$272,575	\$1,090,301	6454	Location	Alaska-wide: Bridges
Fund Source	NHPP - National Highway Performance Program BRIDGE							

Development and continued maintenance of a management system for addressing bridge deficiencies on public roads which includes periodic updates to various bridge management reports.

Bridge Scour Monitoring and Retrofit Program

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$2,398,505	\$2,398,505	\$2,398,505	\$2,398,505	\$9,594,020	12579	Location	Alaska-wide: Bridges
Fund Source	STBG - Surface Transportation Block Grant							

Install monitoring and telemetry, perform activities required to meet the National Bridge Inspection Standards (NBIS) for scour, implement the DOT&PF Plan of Action for scour-critical bridges, coordinate with local agencies on NBIS compliance, and design and construct physical scour countermeasures at State bridges identified as scour critical National Bridge Inspection Standards.

FTA Section 5339 formula monies available for capital expenses for eligible rural and small urban public transit systems. Projects are determined through a statewide competitive grant application process.

	2024	2025	2026	2027	2024-2027	STIP ID #	FOT Region	Northern Region
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Construct Stage II of the road from Kotzebue to Cape Blossom. Work includes extending the road from Sadie Creek to Cape Blossom and a new bridge over Sadie Creek (#1596). Partly funded through Congressionally Delegated Spending (CDS) for \$27,662,000.

	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Central Region
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For projects that support the reduction of transportation emissions in the AMATS MPO (Population >200,000) includes: evaluations, plans and the design and construction of projects. All relevant project details are detailed in the Anchorage Metropolitan Area Transportation Solutions (AMATS) Transportation Improvement Program (TIP). By doing so, the project is considered incorporated into the Statewide Transportation Improvement Program (STIP) by reference, adhering to federal and state planning requirements.

	2024	2025	2026	2027	2024-2027	STIP ID #	FOT Region	Northern Region
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Support the reduction of transportation emissions, including evaluations, plans, and the design and construction of projects in the state's s Metropolitan Planning Organization (MPOs) with a population under 200,000 people. All relevant project details are detailed in the Fairbanks Area Surface Transportation (FAST) Transportation Improvement Program (TIP). By doing so, the project is considered incorporated into the Statewide Transportation Improvement Program (STIP) by reference, adhering to federal and state planning requirements.

	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Central Region
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Support the reduction of transportation emissions, including evaluations, plans, and the design and construction of projects in the state's s Metropolitan Planning Organization (MPOs) with a population under 200,000 people. All relevant project details are detailed in the Fairbanks Area Surface Transportation (FAST) Transportation Improvement Program (TIP). By doing so, the project is considered incorporated into the Statewide Transportation Improvement Program (STIP) by reference, adhering to federal and state planning requirements.

	2004	2005	2006	2007	2004-2007	CTID ID #	DOT Region	Alaska-wide
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Support for the reduction of transportation emissions in communities with a population of under 5,000 people.

Cascade Point Ferry Terminal

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Southcoast Region
	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$20,000,000	33974	Location	Juneau City and Borough
Fund Source	STBG - Surface Transportation Block Grant							

Lease payments for the operation of a new ferry terminal at Cascade Point.

Center Creek Road Rehabilitation

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Northern Region
	\$600,000	\$12,450,000	\$0	\$0	\$13,050,000	26156	Location	Nome
Fund Source	STBG - Surface Transportation Block Grant							

Rehabilitate Center Creek Road in Nome from Seppala Drive to Nome-Teller Highway, including realignment of Center Creek Road and FAA/Doyle Road intersections. Project includes drainage improvements, intersection improvements, utility relocations, and roadside hardware.

Chena Hot Springs Road Milepost 6-13 Rehabilitation

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Northern Region
	\$0	\$400,000	\$0	\$0	\$400,000	33599	Location	Two Rivers
Fund Source	STBG - Surface Transportation Block Grant							

Rehabilitate Chena Hot Springs Road between Milepost 6-13. Work includes roadside hardware, drainage improvements, utilities and bridge #270 repairs.

Chenega AMHS Ferry Terminal Improvements

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Southcoast Region
	\$200,000	\$10,000	\$13,000,000	\$0	\$13,210,000	33888	Location	Chenega
Fund Source	OFF- Other Federal Funds							

The Chenega Ferry Terminal project modifies the existing Chenega ferry terminal to accommodate the Alaska Marine Highway System (AMHS) Alaska Class Ferry. These modifications will be carried out in partnership with the Prince William Sound Economic Development District (PWSEDD) and the State of Alaska, funded by a discretionary grant received from the U.S. Department of Transportation's Maritime Administration's (MARAD) Port Infrastructure Development Program.

Chief Eddie Hoffman Highway Reconstruction

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Central Region
	\$2,000,000	\$2,000,000	\$0	\$0	\$4,000,000	31847	Location	Bethel
Fund Source	STBG - Surface Transportation Block Grant							

Project will reconstruct Chief Eddie Hoffman Highway in Bethel from Airport to Watson's Corner. It includes widening sections of the highway to provide additional through travel lanes, horizontal or vertical re-alignment, and intersection improvements.

Civil Rights Program

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$272,226	\$276,310	\$280,454	\$284,660	\$1,113,650	6458	Location	Alaska-wide
Fund Source	DBE - Disadvantaged Businesses OJT - On the Job Training							

Provide on-the-job training opportunities for construction jobs and ensure compliance with Civil Rights laws through on-site construction reviews. Promote equal employment opportunities in the construction industry.

Cold Bay AMHS Ferry Terminal Improvements

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Southcoast Region
	\$0	\$4,792,973	\$48,229,718	\$0	\$53,022,691	34319	Location	Cold Bay
Fund Source	OFF- Other Federal Funds							

This project also known as "Cold Bay Dock Infrastructure Replacement" will include the design, permitting, and construction of a new dock to replace the community's only existing dock, which is nearing the end of its useful service life. The dock will be built to accommodate commercial use, freight and fuel transportation, private vessel use, and public use such as emergency medical services and the Alaska Marine Highway. Wider working areas will improve operational safety and stronger materials will improve resilience to harsh weather conditions.

Community Transportation Program: Alaskawide

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$7,667,631	\$1,128,763	\$15,900,794	\$15,690,780	\$40,387,968	34223	Location	Alaska-wide
Fund Source	STBG - Surface Transportation Block Grant							

The Community Transportation Program (CTP) is a statewide initiative designed to improve transportation in communities across Alaska. It supports projects that enhance connectivity, safety, and quality of life, with the goal of benefiting all Alaskans. This particular aspect of the program focuses on awarding and supporting transportation projects across the entire state of Alaska, ensuring comprehensive reach and impact.

Community Transportation Program: AMATS

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Central Region
	\$31,351,734	\$37,430,034	\$34,777,177	\$40,235,572	\$143,794,517	6460	Location	AMATS Boundary
Fund Source	STBG - Surface Transportation Block Grant							

The Community Transportation Program is a state-wide initiative and this specific program awards projects to Metropolitan Planning Organizations (MPOs) with populations over 200,000. All relevant project details are detailed in the Anchorage Metropolitan Area Transportation Solutions (AMATS) Transportation Improvement Program (TIP). By doing so, the project is considered incorporated into the Statewide Transportation Improvement Program (STIP) by reference, adhering to federal and state planning requirements.

Community Transportation Program: FAST MPO

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Northern Region
	\$10,586,264	\$10,331,925	\$10,906,233	\$11,069,826	\$42,894,248	17662	Location	FAST Boundary
Fund Source	STBG - Surface Transportation Block Grant							

The Community Transportation Program is a state-wide initiative and this specific program awards projects to Metropolitan Planning Organizations (MPOs) with populations under 200,000. All relevant project details are detailed in the Fairbanks Area Surface Transportation (FAST) Transportation Improvement Program (TIP). By doing so, the project is considered incorporated into the Statewide Transportation Improvement Program (STIP) by reference, adhering to federal and state planning requirements.

Community Transportation Program: MVP MPO

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Central Region
	\$7,924,425	\$8,043,291	\$8,163,941	\$8,286,400	\$32,418,057	34393	Location	MVP Boundary
Fund Source	STBG - Surface Transportation Block Grant							

The Community Transportation Program is a state-wide initiative and this specific program awards projects to Metropolitan Planning Organizations (MPOs) with populations under 200,000. All relevant project details are detailed in the Fairbanks Area Surface Transportation (FAST) Transportation Improvement Program (TIP). By doing so, the project is considered incorporated into the Statewide Transportation Improvement Program (STIP) by reference, adhering to federal and state planning requirements.

Complete Streets Statewide Planning

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$1,000,000	\$0	\$0	\$0	\$1,000,000	34405	Location	Alaska-wide
Fund Source	NHPP - National Highway Performance Program							

The Complete Streets Statewide Planning project aims to integrate Complete Streets principles throughout the state's transportation network, serving all users. It involves research and data collection on street usage, traffic patterns, and infrastructure, plus extensive stakeholder involvement through community meetings and local government coordination. A key element is using a Building Information Modeling (BIM) system for better visualization and community engagement. The project also features pilot projects in select locations to showcase Complete Streets designs, along with training for planners and the creation of state-wide policies and standards.

Congestion Mitigation Air Quality Improvements: AMATS

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Central Region
	\$2,486,632	\$2,553,772	\$2,622,723	\$2,622,723	\$10,285,850	9299	Location	AMATS Boundary
Fund Source	CMAQ - Congestion Mitigation Air Quality							

This is an additional allocation for projects utilizing federal mandatory Congestion Mitigation and Air Quality Improvement (CMAQ) funding on qualifying projects. All relevant project details are detailed in the Anchorage Metropolitan Area Transportation Solutions (AMATS) Transportation Improvement Program (TIP). By doing so, the project is considered incorporated into the Statewide Transportation Improvement Program (STIP) by reference, adhering to federal and state planning requirements.

Congestion Mitigation and Air Quality Improvements: FAST MPO

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Northern Region
	\$1,971,283	\$1,401,680	\$2,453,840	\$1,447,503	\$7,274,306	17663	Location	FAST Boundary
Fund Source	CMAQ - Congestion Mitigation Air Quality							

The Congestion Mitigation and Air Quality Improvement (CMAQ) Program is a federal initiative aimed at improving air quality and reducing congestion in transportation systems. This project funds qualifying projects in Metropolitan Planning Organizations (MPOs) with populations below 200,000. All relevant project details are detailed in the Fairbanks Area Surface Transportation (FAST) Transportation Improvement Program (TIP). By doing so, the project is considered incorporated into the Statewide Transportation Improvement Program (STIP) by reference, adhering to federal and state planning requirements.

Congestion Mitigation and Air Quality Improvements: MVP MPO

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Central Region
	\$1,475,618	\$1,049,237	\$1,836,840	\$1,083,539	\$5,445,234	34394	Location	MVP Boundary
Fund Source	CMAQ - Congestion Mitigation Air Quality							

The Congestion Mitigation and Air Quality Improvement (CMAQ) Program is a federal initiative aimed at improving air quality and reducing congestion in transportation systems. This project funds qualifying projects in Metropolitan Planning Organizations (MPOs) with populations below 200,000. All relevant project details are detailed in the Fairbanks Area Surface Transportation (FAST) Transportation Improvement Program (TIP). By doing so, the project is considered incorporated into the Statewide Transportation Improvement Program (STIP) by reference, adhering to federal and state planning requirements.

Congestion Mitigation and Air Quality Improvements: Statewide

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$3,114,119	\$240,288	\$10,064,207	\$4,811,768	\$18,230,381	18791	Location	Alaska-wide: Sustainability
Fund Source	CMAQ - Congestion Mitigation Air Quality							

DOT&PF will work with the Department of Environmental Conservation (DEC) and appropriate local authorities to develop sub-allocations. Provide CMAQ funds to address non-attainment and maintenance measures in the Air Quality Statewide Improvement Program.

Cordova AMHS Ferry Terminal Modifications

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Northern Region
	\$200,000	\$0	\$6,000,000	\$0	\$6,200,000	33886	Location	Cordova
Fund Source	OFF- Other Federal Funds							

The Cordova Ferry Terminal project modifies the existing Cordova ferry terminal to accommodate the Alaska Marine Highway System (AMHS) Alaska Class Ferry. These modifications will be carried out in partnership with the Prince William Sound Economic Development District (PWSEDD) and the State of Alaska, funded by a discretionary grant received from the U.S. Department of Transportation's Maritime Administration's (MARAD) Port Infrastructure Development Program.

Cultural Resource Management

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$435,001	\$435,001	\$435,001	\$435,000	\$1,740,002	29675	Location	Alaska-wide
Fund Source	STBG - Surface Transportation Block Grant							

Development and maintenance of the Office of History and Archaeology (OHA) online database for cultural resource management known as the Alaska Heritage Resources Survey/Integrated Business System (AHRs/IBS) and fund Federal and State resource agency liaison positions.

Culvert Repair and Replacement

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$1,000,000	\$1,129,122	\$1,000,000	\$1,001,761	\$4,130,883	13239		
Fund Source	STBG - Surface Transportation Block Grant						Location	Alaska-wide: Preservation & Maintenance

Repair or replace culverts that pose barriers to safe fish passage. As part of an annual project, a comprehensive assessment will be conducted to identify culverts that hinder fish passage either partially or completely. Subsequently, appropriate corrective actions will be implemented to ensure unimpeded fish migration.

Dalton Highway Milepost 109-144 Reconstruction and Douglas Creek Bridge Replacement

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Northern Region
	\$0	\$0	\$51,000,000	\$0	\$51,000,000	22452		
Fund Source	NHPP - National Highway Performance Program						Location	Coldfoot

The project, taking place on the Dalton Highway from Milepost 109 to 144, involves reconstructing, widening, performing spot repairs, and resurfacing approximately 35 miles of the highway. The main objective is the overall improvement of this section of the Dalton Highway and the replacement of Douglas Creek Bridge #1560 at Milepost 142. The key activities include highway reconstruction, widening, repairs, resurfacing, and bridge replacement, carried out in stages from Milepost 109-120, 120-135, and 135-144.

Dalton Highway Milepost 190 Hammond River Bridge Replacement

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Northern Region
	\$200,000	\$0	\$0	\$10,900,000	\$11,100,000	33240	Location	Coldfoot
Fund Source	NHPP - National Highway Performance Program							

Rehabilitate the Dalton Highway between Milepost 190-191 and replace the Hammond River Bridge No. #1336. Construct a new river access pullout, bridgework, drainage improvements, and roadside hardware.

Dalton Highway Milepost 305-335 Reconstruction and Dan Creek Bridge Replacement

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Northern Region
	\$0	\$0	\$0	\$50,000,000	\$50,000,000	22475		
Fund Source	NHPP - National Highway Performance Program						Location	Prudhoe Bay

The Dalton Highway Reconstruction project, located on the Dalton Highway from Milepost 305 to 335 (Sag River Camp to Happy Valley) includes work such as resurfacing, minor realignments, grade raises, addition of turnouts, roadside hardware, drainage improvements, utilities, and replacement of the Dan Creek Bridge No. 1521.

Data Modernization and Innovation

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$12,818,483	\$12,463,565	\$13,796,900	\$10,800,001	\$49,878,949	34197		
Fund Source	STBG - Surface Transportation Block Grant						Location	Alaska-wide: Sustainability

The Data Modernization and Innovation (DMIO) program includes fostering partnerships and implementing emerging technologies for intelligent transportation systems. The program will modernize existing systems, develop new systems, and build digital products to educate the public while working closely with stakeholders to prepare for the transportation system of the future.

This program includes 511, AASHTOWare, Crash Data Analysis and Reporting, Federal Aid System Updates, Intelligent Transportation System (ITS), Road Weather Information System (RWIS), (TSMO), Weigh In Motion, Statewide Highway Data Equipment, and others.

Disadvantaged Business and Civil Rights Disparity Compliance Study

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$800,000	\$0	\$0	\$0	\$800,000	31899		
Fund Source	DBE - Disadvantaged Businesses						Location	Alaska-wide

The Department is required to comply with USDOT ordered compliance with the legal decision of the Washington State Western States Paving Case for all Western States including Alaska. The order directs States to complete three-year studies comparing gender and racial business groups that participate in transportation contracting, services, and airport concessions to the market share for those firms. Alaska DOT&PF is required to implement a narrowly tailored DBE/ACDBE Program. To ensure the implementation of a narrowly tailored DBE/ACDBE Program, the DOT&PF must have the information, both qualitative and quantitative, contained in a disparity study. Alaska must devise DBE (Disadvantaged Business Enterprises) goals according to the results of this study.

Egan Yandukin Intersection Improvements

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Southcoast Region
	\$1,000,000	\$7,537,500	\$0	\$0	\$8,537,500	10765	Location	Juneau
Fund Source	NHPP - National Highway Performance Program							

Install a partial signalized access intersection and at-grade protected pedestrian crossing at the Egan/Yandukin intersection based on the findings of the Egan Yandukin Intersection PEL Study.

Elliot Highway Manley Bridge Replacement Milepost 150

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Northern Region
	\$987,000	\$9,175,000	\$0	\$0	\$10,162,000	34262	Location	Manley
Fund Source	OFF- Other Federal Funds							

Design and construct the replacement of the existing Hot Springs Slough bridge #272 in Manley near Milepost 150 on the Elliott Highway. Funded through the Tribal Transportation Program. Funded through BIA to the Manley Native Council.

Elliott Highway Milepost 12-18 Rehabilitation

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Northern Region
	\$0	\$500,000	\$0	\$0	\$500,000	33600	Location	Fox
Fund Source	NHPP - National Highway Performance Program							

Rehabilitate Elliott Highway between Milepost 12-18. Project will include bridge work (#7149), drainage improvements, roadside hardware, and utilities.

Elliott Highway Milepost 63-73 Rehabilitation

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Northern Region
	\$0	\$400,000	\$0	\$0	\$400,000	33601	Location	Livengood
Fund Source	NHPP - National Highway Performance Program							

Rehabilitate Elliott Highway between Milepost 63-73. Work will include pavement preservation, roadside hardware, drainage improvements, utilities, and bridge work.

Enhanced Mobility for Seniors and Individuals With Disabilities

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$865,628	\$878,613	\$891,791	\$905,168	\$3,541,199	19119	Location	Alaska-wide
Fund Source	FTA-Federal Transit Administration							

Federal Transit Authority's (FTA) Section 5310 monies to be used for the purchase of rides and vehicles for eligible clients and agencies throughout rural and small urban Alaska.

Fairbanks Area Transit Operations and Improvements

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Northern Region
	\$1,164,771	\$1,182,243	\$1,199,976	\$1,217,976	\$4,764,966	34347	Location	FAST Boundary
Fund Source	FTA-Federal Transit Administration							

The Fairbanks area transit program focuses on enhancing urban transit operations and improvements. This includes the development and maintenance of public transportation systems in urbanized areas, ensuring efficient and effective transit services. The scope encompasses planning, capital investment, and operational strategies to improve the safety, reliability, and accessibility of urban transit. Key activities involve the acquisition of buses and related equipment, modernization of facilities, implementation of advanced technology systems, and support for operational costs to enhance service quality and meet the growing demands of urban transportation.

Fairview Loop Road Rehabilitation and Pathway

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Central Region
	\$1,100,000	\$17,300,000	\$16,000,000	\$0	\$34,400,000	33921		
Fund Source	STBG - Surface Transportation Block Grant						Location	Matanuska-Susitna Borough

Rehabilitate and construct safety improvements along Fairview Loop Road from Top of the World Circle to Cotten Drivein Wasilla. Construct a new multi-use pathway from Top of the World Circle to Fern Street. Work includes shoulder widening, roadside hardware, drainage improvements, and utilities. This project is proposed to be constructed in logical stages.

Ferry Boat Funds as Toll Credits

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Marine Highways
	\$0	\$0	\$15,749,248	\$18,681,190	\$34,430,438	34205		
Fund Source	STBG - Surface Transportation Block Grant						Location	Alaska Marine Highway

This initiative leverages the Federal Highway Administration's (FHWA) Toll Credits Program to attract federal revenue for ferry-related projects across the state. The program allows states to convert toll revenues spent on eligible capital improvements into a form of soft match or credit. These credits can then be used to meet the match requirement for federal aid projects. These funds are used as match pon projects that include refurbishments, condition surveys, shoreside facility condition surveys, and the design, construction, and leasing of ferry boats and terminals.

Ferry Refurbishment

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Marine Highways
	\$3,250,000	\$3,750,000	\$4,500,000	\$5,000,000	\$16,500,000	18358		
Fund Source	STBG - Surface Transportation Block Grant						Location	Alaska Marine Highway

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

Ferry Service for Rural Communities Operating Assistance

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Marine Highways
	\$89,647,600	\$0	\$0	\$0	\$89,647,600	34320		
Fund Source	OFF- Other Federal Funds						Location	Alaska Marine Highway

Ferry Terminal Refurbishment

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Marine Highways
	\$1,700,000	\$1,700,000	\$1,700,000	\$1,700,000	\$6,800,000	18359		
Fund Source	STBG - Surface Transportation Block Grant						Location	Alaska Marine Highway

Reburbish, construct, and lease terminals for the Alaska Marine Highway System (AMHS).

Fleet Condition Surveys

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Marine Highways
	\$400,000	\$400,000	\$400,000	\$400,000	\$1,600,000	6413	Location	Alaska Marine Highway
Fund Source	STBG - Surface Transportation Block Grant							

Update the Alaska Marine Highway System (AMHS) fleet or material condition survey.

Franklin Street and Thane Road Reconstruction

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Southcoast Region
	\$0	\$500,000	\$3,500,000	\$0	\$4,000,000	32024		
Fund Source	NHPP - National Highway Performance Program						Location	Juneau

Reconstruct downtown Juneau streets as part of the National Highway System including Franklin Street and Thane Road from Seward Street to Mill Street. Activities include structural section improvements, pavement, drainage repairs, sidewalk improvements and ADA improvements.

Front Street Resurfacing: Greg Kruschek Avenue to Bering Street [CTP Award 2019]

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Northern Region
	\$500,000	\$400,000	\$8,100,000	\$0	\$9,000,000	28349		
Fund Source	STBG - Surface Transportation Block Grant						Location	Nome

Resurface Front Street from Greg Kruschek Avenue to Bering Street in Nome; approximately 1.1 miles.

Frontier Roads, Trails, and Bridges Program

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$13,137,895	\$4,460,187	\$17,899,725	\$30,867,640	\$66,365,447	34258		
Fund Source	STBG - Surface Transportation Block Grant				BRIDGE		Location	Alaska-wide

Construct off-system roads, ice and snow roads, and cost-effective river crossing structures and mechanisms that ensure safe and efficient transportation accessing Alaska's Frontier.

Glenn Highway and Hiland Road Interchange Reconstruction and Operational Improvements

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Central Region
	\$0	\$1,600,000	\$0	\$0	\$1,600,000	31846		
Fund Source	NHPP - National Highway Performance Program						Location	Eagle River

Project will evaluate alternatives to make short-term improvements to the Hiland Road and Glenn Highway interchange utilizing the existing bridge over the highway.

Glenn Highway Incident Management and Traffic Accommodations

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Central Region
	\$1,500,000	\$9,900,000	\$11,900,000	\$11,900,000	\$35,200,000	34171	Location	Anchorage / Mat-Su Region
Fund Source	NHPP - National Highway Performance Program							

Project will construct modifications and improvements to facilitate efficient through travel along the Glenn Highway corridor and nearby roads between Boniface Parkway and the Parks Highway so that during times when lanes are blocked by accidents or other events, gridlock does not preclude travel between Anchorage, Eagle River, and the Matanuska Valley. This project is proposed to be constructed in logical stages.

Glenn Highway Milepost 53-56 Reconstruction and Moose Creek Bridge Replacement

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Central Region
	\$2,250,000	\$0	\$0	\$0	\$2,250,000	2320	Location	Matanuska-Susitna Borough
Fund Source	NHPP - National Highway Performance Program							

Reconstruct approximately 3 miles of Glenn Highway from Milepost 56-56, including the replacement of the Moose Creek Bridge (#0541). The project straightens the horizontal curve.

Glenn Highway Milepost 0-33 Rehabilitation Airport Heights to Parks

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Central Region
	\$100,000	\$40,500,000	\$0	\$0	\$40,600,000	31274	Location	Anchorage / Mat-Su Region
Fund Source	NHPP - National Highway Performance Program							

This project will rehabilitate the Glenn Highway from the intersection with Airport Heights Milepost 0 to the Parks Highway Interchange Milepost 33. The project may include bridge work, roadside hardware, drainage improvements, interchange improvements, ADA improvements, utilities, and safety improvements. The project is proposed to be constructed in logical stages.

Glenn Highway Milepost 49 Safety and Capacity Improvements

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Central Region
	\$0	\$2,100,000	\$0	\$0	\$2,100,000	31841	Location	Wasilla
Fund Source	NHPP - National Highway Performance Program							

Construct capacity improvements on the Glenn Highway, Arctic Avenue to Palmer-Fishhook Road. Work may include improvements to the Palmer Fishhook intersection, pedestrian accommodations, and safety features. This effort will include analysis to evaluate safety and capacity on the corridor and will reconstruct approximately 1.75 miles of the existing two-lane rural road from Arctic Ave (Old Glenn/Bogard Rd) to Palmer Fishhook Road to address capacity and safety deficiencies.

Glenn Highway Milepost 66.5-92 Reconstruction

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Central Region
	\$4,005,000	\$1,500,000	\$0	\$0	\$5,505,000	28089	Location	Chickaloon
Fund Source	OFF- Other Federal Funds							

Reconstruct and re-align the Glenn Highway between Mileposts 66.5 and 92. Rockfall mitigation will be completed with a pavement and preservation project. Otherwise known as the Long Lake Road Realignment Project.

Glenn Highway Milepost 158-172 Rehabilitation

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Northern Region
	\$0	\$700,000	\$0	\$0	\$700,000	32018	Location	Glennallen
Fund Source	NHPP - National Highway Performance Program							

Rehabilitate Glenn Highway from Milepost 158-172.

Guardrail Improvements

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$3,399,263	\$1,500,000	\$539,705	\$2,300,000	\$7,738,969	34299	Location	Alaska-wide: Preservation & Maintenance
Fund Source	HSIP - Highway Safety Improvement Program							

Inventory Guardrail types and conditions throughout the state. Construct prioritized improvements.

Haines Highway Milepost 3-25 and Chilkat Bridge Reconstruction

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Southcoast Region
	\$56,700,000	\$0	\$0	\$0	\$56,700,000	2152	Location	Haines
Fund Source	NHPP - National Highway Performance Program							

The Haines Highway Reconstruction project is located on the Haines Highway, Milepost 3-25 to replace Bridge #742, realign the adjacent road, widen the road to 36 feet, and straighten curves to meet a 55 mph design speed. The project is also designed to provide a long-term solution to debris flow problems and includes planned enhancements along the Chilkat River.

Harbor Way Pedestrian Improvements and Pitt Island Cemetery Walkway [TAP Award 2019]

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Southcoast Region
	\$7,257,130	\$0	\$0	\$0	\$7,257,130	33043	Location	Hoonah
Fund Source	STBG - Surface Transportation Block Grant							

Provide safe and reliable access to the community's cemetery which is located on Pitt Island and help alleviate tourist related pedestrian congestion in the Harbor area. This project will start at the intersection of Front St and Harbor Way and end on Pitt Island (approximately .8 miles). The portion atop the breakwater includes a 175-foot bridge/gangway and is funded with Transportation Alternative funds. A 6-foot wide sidewalk along Harbor Way will be funded with Highway Safety Improvement Program (HSIP) funds.

Hemmer Road Upgrade and Extension [CTP Award 2019]

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Central Region
	\$1,500,000	\$900,000	\$0	\$4,675,001	\$7,075,001	32721	Location	Wasilla
Fund Source	STBG - Surface Transportation Block Grant							

Extend and upgrade approximately 0.50 miles of Hemmer Road from the Palmer-Wasilla Highway to Bogard Road consisting of two travel lanes and a center turn lane. Improvements include a traffic signal at the Bogard Road intersection, shoulders, pedestrian and bicycle infrastructure, drainage and safety items.

Hermion Road Upgrade and Extension [CTP Award 2019]

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Central Region
	\$0	\$2,800,000	\$0	\$8,500,000	\$11,300,000	32722	Location	Wasilla
Fund Source	STBG - Surface Transportation Block Grant							

Extend and upgrade Hermion Road from the Parks Highway frontage road (Sun Mountain Avenue) to the Palmer-Wasilla Highway, approximately 0.80 miles. Improvements will include travel and turn lanes, shoulders, pedestrian and bicycle facilities, drainage and safety items along with a new traffic signal at the Palmer-Wasilla Highway intersection.

High Priority Fish Passage Restoration at Threemile Creek in Klawock, Alaska

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Southcoast Region
	\$600,000	\$5,100,000	\$0	\$0	\$5,700,000	34312	Location	Klawock
Fund Source	OFF- Other Federal Funds							

Replace the two (2) 14-foot diameter ellipsoidal culverts (#7177) with a new concrete multi-girder Bridge structure at MPt 11.62 Craig/Klawock/ Hollis Highway on Prince of Wales Island. Main scope is to build a new bridge that provides fish passage habitat, meets seismic codes, and meets approach roadway width. Work also includes nearby stream habitat improvements, streambank erosion protection, re-paving 88-feet either end of bridge approach to match into new bridge deck elevation.

Highway Fuel Tax Evasion

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000	12979	Location	Alaska-wide
Fund Source	STBG - Surface Transportation Block Grant							

This ongoing program is a concerted effort by the State of Alaska Department of Revenue to ensure compliance with state and federal laws regarding the collection of motor fuel taxes. It involves comprehensive activities like auditing, inspections, investigations, and penal action, designed to detect and combat tax evasion. The program aims to secure vital revenue streams for maintaining and enhancing transportation infrastructure within Alaska, promoting fairness in tax responsibility, and upholding the integrity of the motor fuel tax system.

Highway Safety Improvement Program

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$71,443,471	\$72,670,928	\$75,352,861	\$77,176,200	\$296,643,460	19217	Location	Alaska-wide: Safety
Fund Source	HSIP - Highway Safety Improvement Program							

The Highway Safety Improvement Program (HSIP) is a federally mandated annual process to evaluate, design, and construct projects that have the greatest potential to reduce the State's roadway fatalities and serious injuries. HSIP aligns with the emphasis areas within the department's Strategic Highway Safety Plan (SHSP). This includes managing, studying, responding to, and making policies on safety-related issues to improve overall transportation safety.

Housing Roads Program

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region
	\$803,366	\$0	\$3,000,000	\$7,000,000	\$10,803,366	34257	Alaska-wide
Fund Source	STBG - Surface Transportation Block Grant						Location

Construct roads connecting housing developments in rural communities to promote economic development and accessibility.

Inter-Island Ferry Authority Ferry Refurbishments

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region
	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$8,000,000	30729	Marine Highways
Fund Source	STBG - Surface Transportation Block Grant						Location

Refurbish Inter-Island Ferry Authority ferries to ensure regulatory compliance and up-to-date ships systems such as hull, deck, machinery, electrical, security, navigation, and passenger accommodations.

International Airport Charging Stations

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region
	\$3,009,190	\$3,009,190	\$0	\$0	\$6,018,380	34196	Alaska-wide
Fund Source	CMAQ - Congestion Mitigation Air Quality						Location

This project involves the installation of electric vehicle (EV) charging stations at the cell phone parking lots of the Alaska international airports which are in Fairbanks, Anchorage, and Juneau. Work includes the design, procurement, and installation of the charging stations, as well as the necessary electrical infrastructure to support their operation.

Juneau Douglas North Crossing

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region
	\$7,000,000	\$17,411,640	\$0	\$0	\$24,411,640	34146	Southcoast Region
Fund Source	OFF- Other Federal Funds						Location

The Juneau Douglas North Crossing project, situated between Juneau and the north end of Douglas Island, aims to construct a crossing to connect these two locations. Funded through a Congressional Delegated Spending (CDS) and a RAISE Grant.

Kake Access Road Improvements

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region
	\$0	\$10,000,000	\$0	\$0	\$10,000,000	34252	Southcoast Region
Fund Source	Community-Driven Project						Location

The project will complete planning and design activities for roadway improvements between Kake and Petersburg. Improvements include resurfacing approximately 2.7 miles of existing aggregate surfaced road, reconditioning and resurfacing approximately 43.5 miles of existing unimproved roads, and constructing approximately 7 miles of new road. The project received a RAISE grant.

Kake Ferry Terminal Improvements

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region
	\$642,442	\$0	\$0	\$4,809,150	\$5,451,592	34193	Southcoast Region
Fund Source	OFF- Other Federal Funds						Location

This project involves the design and construction of crucial improvements for the Kake Ferry Terminal to enhance safety, functionality, and accessibility for marine operations, while allowing ferries to continue service. As part of the "Critical Upgrades to Ferry Dock Infrastructure in Five Rural Alaska Communities" Rural Ferry Program FTA Award, this project aims to modernize and reinforce the terminal.

Kalifornsky Beach Road Drainage Improvements

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Central Region
	\$500,000	\$3,000,000	\$0	\$0	\$3,500,000	34318	Location	Kenai
Fund Source	ILLU - Illustrative							

Replace a culvert at MP 11.7 to improve drainage along Kalifornsky Beach Road, near Kenai, AK

Keku Road Resurface: Kake to Seal Point

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Southcoast Region
	\$0	\$300,000	\$7,446,809	\$902,989	\$8,649,798	33218	Location	Kake
Fund Source	OFF- Other Federal Funds STBG - Surface Transportation Block Grant							

The project, located near Kake, extends from the intersection of Harbor Road and Keku Road to the junction of Keku Road and Seal Point Road to resurface. It includes resurfacing, a 6.2-mile section of the road.

Kenai Bridge Access Road Pedestrian Pathway [TAP Award 2019]

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Central Region
	\$30,000	\$2,389,000	\$0	\$0	\$2,419,000	33038	Location	Kenai
Fund Source	STBG - Surface Transportation Block Grant							

Construct approximately 1.3 mile paved and separated pathway along the Bridge Access Road from intersection with Beaver Loop Road to intersection with the Kenai Spur Highway.

Kenai River Flats Pedestrian Improvements [TAP Award 2019]

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Central Region
	\$2,439,000	\$0	\$0	\$0	\$2,439,000	33039	Location	Kenai
Fund Source	STBG - Surface Transportation Block Grant							

Construct a walkway along the banks of the Kenai River for ADA compliant access to the Kenai River. Install interpretive signage.

Kenai Spur Highway Rehabilitation

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Central Region
	\$48,200,000	\$0	\$0	\$0	\$48,200,000	30549	Location	Kenai
Fund Source	NHPP - National Highway Performance Program							

Currently, in Stage 2 the Kenai Spur Highway Rehabilitation project rehabilitates the Kenai Spur Highway between Sports Lake Road and Swires Road to increase capacity and improve safety along this stretch. This involves the construction of a 5-lane highway between Sports Lake Road and Eagle Rock Road and the installation of continuous lighting between Delta Avenue and Dolly Varden Street.

Ketchikan Airport Ferry Terminal

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Southcoast Region
	\$14,208,000	\$0	\$0	\$0	\$14,208,000	34354	Location	Ketchikan
Fund Source	STBG - Surface Transportation Block Grant							

30830 KTN REVILLA NEW FERRY BERTH & UPLAND IMPROVEMENTS
SFHWY00085 3,400,000 30829 NEW GRAV ISLAND SHTL FERRY BERTH/RELATED TML IMPS SFHWY00109 2,000,000
30832 KTN REVILLA NEW PASSENGER WAITING FACILITY SFHWY00151 275,000
30834 KTN GRAVINA REFRBSH EXSTNG FERRY BERTH FACLTY SFHWY00153 325,000

King Cove to Cold Bay Road

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Southcoast Region
	\$0	\$0	\$0	\$40,000,000	\$40,000,000	26120	Location	King Cove
Fund Source	OSF - Other State Funds							

Construct a road connecting King Cove with Cold Bay and its all-weather airport. The project will construct 13.5 miles of new road and 5.6 miles of road reconstruction and realignment; single lane gravel road with turnouts.

Klondike Highway Rehabilitation: Skagway River Bridge to Canadian Border

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Southcoast Region
	\$0	\$6,089,007	\$21,010,000	\$43,010,000	\$70,109,007	31310	Location	Skagway Borough and Municipality
Fund Source	NHPP - National Highway Performance Program							

This project will provide for the rehabilitation of the Klondike Highway (Skagway River Bridge to Canadian Border) in Haines. The focus will be on rehabilitating the pavement, critical safety improvements, drainage, and related improvements as necessary.

Knik Goose Bay Road Reconstruction: Centaur Avenue to Vine Road Stage 2

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Central Region
	\$2,800,000	\$0	\$36,000,000	\$0	\$38,800,000	24596	Location	Wasilla
Fund Source	NHPP - National Highway Performance Program							

Widen the Knik-Goose Bay Road to a divided 4 lane facility from Centaur Avenue (near the Parks Highway) to Vine Road, a distance of 6.44 miles. Scope includes separated bike/ped facilities, appropriate safety engineering strategies such as rumble strips and reducing / combining access points that are determined to be most effective at reducing crashes along the road.

Light up the Highways

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$4,518,835	\$3,900,737	\$0	\$5,000,000	\$13,419,571	34198	Location	Alaska-wide: Sustainability
Fund Source	CRP - Carbon Reduction Program							

Convert the existing highway lighting system to energy-efficient LED lighting to reduce operating costs, reduce greenhouse gas emissions, and improve air quality. Inventory current lighting infrastructure, construct improvements.

Low No Emission Electric Buses and Charging Stations

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$8,935,623	\$10,212,140	\$11,488,658	\$0	\$30,636,421	32684	Location	Alaska-wide: Sustainability
Fund Source	OFF- Other Federal Funds							

FTA Section 5339 (c) LoNo Emissions grant funding to purchase/upgrade facilities, electric buses and charge stations for eligible rural public transit systems. Projects are determined through a national competitive grant application process.

Low No Emission Shuttle Ferry

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Marine Highways
	\$4,621,401	\$0	\$45,000,000	\$0	\$49,621,401	34229	Location	Alaska Marine Highway
Fund Source	OFF- Other Federal Funds							

Construct a low-no emission shuttle ferry for the Alaska Marine Highway System (AMHS). As part of the "[Cultivating a Systems Approach to Sustainable Transportation by Implementing Climate Responsive Ferry Vessel Options](#)" Rural Ferry Program FTA Award, this project aims to modernize and reinforce the AMHS Fleet.

M/V Columbia Controllable Pitch Propeller

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Marine Highways
	\$13,732,725	\$0	\$0	\$0	\$13,732,725	34212	Location	Alaska Marine Highway
Fund Source	OFF- Other Federal Funds							

Upgrade the Alaska Marine Highway System ferry, M/V Columbia, with a controllable pitch propeller. As part of the "[Modernization of Four Critical AMHS Vessels Necessary for Service and Environmental Benefits](#)" Rural Ferry Program FTA Award, this project aims to modernize and reinforce the AMHS Fleet.

M/V Kennicott Emissions and Exhaust

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Marine Highways
	\$13,881,118	\$0	\$0	\$0	\$13,881,118	34211		
Fund Source	OFF- Other Federal Funds						Location	Alaska Marine Highway

M/V Kennicott upgrades for emissions and exhaust improvements as part of the Alaska Marine Highway System (AMHS). As part of the "[Modernization of Four Critical AMHS Vessels Necessary for Service and Environmental Benefits](#)" Rural Ferry Program FTA Award, this project aims to modernize and reinforce the AMHS Fleet.

M/V Mainliner Replacement Vessel

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Marine Highways
	\$11,276,496	\$0	\$0	\$0	\$11,276,496	33976		
Fund Source	OFF- Other Federal Funds						Location	Alaska Marine Highway

Construct a vessel to replace the aging M/V Matanuska as a "Mainliner" ferry operating in Southeast Alaska with connections to Washington State and British Columbia. The new vessel will continue, and enhance, the currently provided transportation for passengers, vehicles, and freight essential to the region's residents, businesses, and visitors. Through the "[Anticipating Future Service & Replacement Needs: Designing a New Alaska Mainliner](#)" Rural Ferry Program FTA Award, this project aims to modernize and reinforce the AMHS Fleet.

M/V Matanuska Safety Improvement Project

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Marine Highways
	\$37,468,089	\$0	\$0	\$0	\$37,468,089	34209	Location	Alaska Marine Highway
Fund Source	OFF- Other Federal Funds							

Alaska Marine Highway System (AMHS) M/V Matanuska safety improvements. As part of the "[Modernization of Four Critical AMHS Vessels Necessary for Service and Environmental Benefits](#)" Rural Ferry Program FTA Award, this project aims to modernize and reinforce the AMHS Fleet.

M/V Tazlina Crew Quarters

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Marine Highways
	\$25,000,000	\$0	\$0	\$0	\$25,000,000	33978		
Fund Source	OFF- Other Federal Funds						Location	Alaska Marine Highway

Annual ferry refurbishment, regulatory-driven, dry-docking. Address vessel refurbishment priorities as established in the annual Alaska Marine Highway System (AMHS) Fleet Condition Survey Report. Modifications to M/V Tazlina to incorporate sleeping quarters for up to 24 persons, add 8 single-person staterooms on the bridge deck and 8 two-person staterooms on the upper deck. As part of the "[Modernization of Four Critical AMHS Vessels Necessary for Service and Environmental Benefits](#)" Rural Ferry Program FTA Award, this project aims to modernize and reinforce the AMHS Fleet.

M/V Tustumena Replacement Vessel

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Marine Highways
	\$80,875,335	\$266,383,100	\$0	\$0	\$347,258,435	30189		
Fund Source	OFF- Other Federal Funds						Location	Alaska Marine Highway

The Tustumena Replacement Vessel project replaces the Alaska Marine Highway System ferry, the M/V Tustumena.

Matanuska Susitna Area Transit Operations and Improvements: MVP MPO

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Central Region	
	\$1,556,021	\$1,579,363	\$1,603,053	\$1,627,098	\$6,365,535	34402			
Fund Source	FTA-Federal Transit Administration							Location	MVP Boundary

The Mat-Su area transit program focuses on enhancing urban transit operations and improvements. This includes the development and maintenance of public transportation systems in urbanized areas, ensuring efficient and effective transit services. The scope encompasses planning, capital investment, and operational strategies to improve the safety, reliability, and accessibility of urban transit. Key activities involve the acquisition of buses and related equipment, modernization of facilities, implementation of advanced technology systems, and support for operational costs to enhance service quality and meet the growing demands of urban transportation.

Metropolitan Planning Organization (MPO) AMATS Planning

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Central Region
	\$5,670,959	\$2,255,757	\$2,289,593	\$2,323,938	\$12,540,246	34343		
Fund Source	METRO - Metropolitan Planning						Location	AMATS Boundary

Federal Highway Administration (FHWA) urban planning funds and FTA 5303 urban transit planning funds for Metropolitan Planning Organizations (MPOs) planning. Includes MPO Planning Long Range Transportation Plans, Unified Planning Work Programs (UPWP) and preparation of Transportation Improvement Programs (TIPs) are federally required elements of this program. The funding will be subject to the DOT&PF Indirect Cost Allocation Plan (ICAP), and an additional amount of \$130,000 per year will be allocated for AMATS to cover support from DOT&PF planning staff. Metropolitan Planning funds are 77.42% to AMATS and 22.58% to FAST.

Metropolitan Planning Organization (MPO) FAST Planning

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Northern Region	
	\$636,741	\$646,291	\$655,985	\$665,826	\$2,604,843	34346			
Fund Source	METRO - Metropolitan Planning							Location	FAST Boundary

Federal Highway Administration (FHWA) urban planning funds and FTA 5303 urban transit planning funds for Metropolitan Planning Organizations (MPOs) planning. Includes MPO Planning Long Range Transportation Plans, Unified Planning Work Programs (UPWP) and preparation of Transportation Improvement Programs (TIPs) are federally required elements of this program. The funding will be subject to the DOT&PF Indirect Cost Allocation Plan (ICAP).

Metropolitan Planning Organization (MPO) MVP Planning

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Central Region	
	\$476,638	\$483,788	\$491,044	\$498,410	\$1,949,881	34404			
Fund Source	METRO - Metropolitan Planning							Location	MVP Boundary

Federal Highway Administration (FHWA) urban planning funds and FTA 5303 urban transit planning funds for Metropolitan Planning Organizations (MPOs) planning. Includes MPO Planning Long Range Transportation Plans, Unified Planning Work Programs (UPWP) and preparation of Transportation Improvement Programs (TIPs) are federally required elements of this program. The funding will be subject to the DOT&PF Indirect Cost Allocation Plan (ICAP).

Mooring System Improvements

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Marine Highways	
	\$619,231	\$1,200,000	\$1,200,000	\$1,200,000	\$4,219,231				
Fund Source	STBG - Surface Transportation Block Grant							Location	Alaska Marine Highway

Construct phased area-wide mooring improvements at various Alaska Marine Highway System ferry terminals.

Naknek River Watershed Culvert Replacements, King Salmon, Alaska

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Southcoast Region	
	\$400,000	\$4,275,348	\$0	\$0	\$4,675,348		343131		
Fund Source	OFF- Other Federal Funds							Location	Naknek

Replacing the Eskimo Creek culvert located on the Alaska Peninsula Highway was the sole high priority culvert replacement identified by the Alaska Department of Fish and Game (ADF&G) during an area wide culvert prioritization effort. The unnamed creek culvert is the only other culvert in the King Salmon-Naknek area rated red by ADF&G, meaning that it is assumed to be inadequate for juvenile fish passage. The replacement of the Eskimo Creek culvert would ensure improved fish passage.

National Electric Vehicle Infrastructure Program

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$32,327,358	\$12,456,564	\$12,643,412	\$13,025,470	\$70,452,804	33865	Location	Alaska-wide: Sustainability
Fund Source	NEVI - National Electric Vehicle Infrastructure							

For the planning and strategic deployment of electric vehicle (EV) charging infrastructure and to establish an interconnected network as per the National Electric Vehicle Infrastructure Program.

Nome Emergency Repairs from the West Coast Alaska Storm

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Northern Region
	\$0	\$109,974,706	\$0	\$0	\$109,974,706	34201	Location	Nome
Fund Source	OFF- Other Federal Funds							

Repair damaged areas due to the September 2022 Typhon Merbok. Funding from the Federal Highway Administration (FHWA) is available to repair and reconstruct damage resulting from this natural disaster. These funds would provide the department with a vital tool in combating the effects of the storm and provide a major benefit to Alaska residents and communities impacted by this unforeseen event. The scope of work varies by location along Front Street, Nome Council Highway, and Nome-Teller Highway and may include rebuilding structural sections and embankments, repaving, repairing or supplementing remaining rip rap, and repairing/replacing culverts.

Non-Urban Transit Planning

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$205,619	\$208,703	\$211,834	\$215,011	\$841,166	34163	Location	Alaska-wide: Transit
Fund Source	FTA-Federal Transit Administration							

Statewide Non-Urban Transit Planning FTA 5304 apportioned annually for non-urban transit planning.

Otmeloi Way Reconstruction [CTP Award 2019]

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Southcoast Region
	\$555,000	\$8,500,000	\$0	\$0	\$9,055,000	2436	Location	Kodiak
Fund Source	STBG - Surface Transportation Block Grant							

Reconstruct approximately one mile of Otmeloi Way in Kodiak and approximately 530 feet of Mallard Way. Road improvements will include grading, drainage, paving, and construction of pedestrian facilities. Realignment and lighting as needed. Upon completion, ownership and maintenance responsibility for Otmeloi Way and associated facilities will be transferred to the Kodiak Island Borough.

Parks Highway Fish Passage Improvement Plan

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Central Region
	\$5,424,753	\$14,575,248	\$0	\$0	\$20,000,000	34315	Location	Parks Highway (Interstate) CR
Fund Source	OFF- Other Federal Funds							

This project will replace three culvert sites with bridges and also replace nine sites with appropriate fish passage structures on the Parks Highway in the Susitna River Basin. The completed project will open 51.5 miles of barrier free upstream anadromous habitat and nearly 420 acres of lake habitat.

Parks Highway Milepost 52-57 Big Lake to Houston Reconstruction

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Central Region
	\$3,050,000	\$0	\$28,050,000	\$0	\$31,100,000	34172	Location	Big Lake
Fund Source	NHPP - National Highway Performance Program							

Reconstruct the Parks Highway between Milepost 52-57 and include any needed safety and capacity improvements.

Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Central Region
	\$29,950,000	\$8,000,000	\$9,300,000	\$0	\$47,250,000	29914	Location	Matanuska-Susitna Borough
Fund Source	NHPP - National Highway Performance Program							

The Parks Highway Milepost 99-163 Drainage and Culvert Improvements project constructs improvements to drainage including culvert repair, replacement, and new installations, as necessary to provide for adequate drainage. Proposed improvements will be constructed in logical stages.

Parks Highway Milepost 303-306 Reconstruction

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Northern Region
	\$486,991	\$194,797	\$3,408,940	\$0	\$4,090,728	34304	Location	Nenana
Fund Source	NHPP - National Highway Performance Program							

Reconstruct the Parks Highway between Mileposts 303-306. Construct intersection and pedestrian safety improvements.

Parks Highway Milepost 315-325 Reconstruction

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Northern Region
	\$0	\$0	\$0	\$32,000,000	\$32,000,000	22335	Location	Nenana
Fund Source	NHPP - National Highway Performance Program							

Reconstruct the Parks Highway from Milepost 315 to Milepost 325 (Fairbanks North Star Borough Boundary), including replacement of Little Goldstream Creek Bridge No. 678 at Milepost 315. Project will include bridge work, roadside hardware, drainage improvements and utilities. Proposed improvements will be constructed in logical stages.

Pavement and Bridge Preservation Program

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$157,097,595	\$85,295,592	\$91,424,407	\$81,083,379	\$414,900,973	34302	Location	Alaska-wide: Preservation & Maintenance
Fund Source	STBG - Surface Transportation Block Grant							

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

Peger Road Corridor Study

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Northern Region
	\$300,000	\$0	\$0	\$0	\$300,000	34403	Location	Fairbanks
Fund Source	NHPP - National Highway Performance Program							

The Peger Road Corridor Study will conduct a detailed analysis of traffic flow, capacity, and safety issues along Peger Road. It includes assessing vehicular, pedestrian, and cyclist dynamics, identifying choke points, and evaluating public transit integration possibilities. The study will also incorporate environmental impact assessments, focusing on noise and air quality.

Pelican Ferry Terminal Improvements

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Southcoast Region
	\$1,915,329	\$10,000	\$0	\$13,000,000	\$14,925,329	33885	Location	Pelican
Fund Source	OFF- Other Federal Funds							

Construct terminal improvements with the ability to accommodate all Alaska Marine Highway System (AMHS) Ferries. As part of the "Critical Upgrades to Ferry Dock Infrastructure in Five Rural Alaska Communities" Rural Ferry Program FTA Award, this project aims to modernize and reinforce the terminal.

Petersville Road Milepost 7 Moose Creek Bridge Reconstruction

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Central Region
	\$0	\$960,000	\$0	\$0	\$960,000	33696	Location	Talkeetna
Fund Source	BRIDGE							

The Petersville Road project includes the reconstruction of the Moose Creek Bridge at Milepost 7 on Petersville Road. It also entails preserving the pavement of the specified roadway along with essential drainage and other improvements to maintain good repair.

Port Road Reconstruction

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Northern Region
	\$250,000	\$0	\$4,500,000	\$0	\$4,750,000	26057		
Fund Source	STBG - Surface Transportation Block Grant						Location	Nome

Reconstruct Port Road in Nome and construct pedestrian facilities along Port Road. Work includes reconstruction, roadside hardware, drainage improvements, intersection improvements, ADA improvements, and utilities.

Port Valdez-Frontal Valdez Arm Watershed

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Northern Region
	\$500,000	\$4,850,000	\$0	\$0	\$5,350,000	34311		
Fund Source	OFF- Other Federal Funds						Location	Valdez

Replace an associated group of eight undersized culverts that are sited within four closely spaced anadromous streams within the boundary of the City of Valdez, AK

Prince of Wales Neck Lake Road Reconstruction

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Southcoast Region
	\$3,250,000	\$6,985,185	\$0	\$0	\$10,235,185	33825	Location	Prince of Wales-Hyder Census Area
Fund Source	STBG - Surface Transportation Block Grant		OFF- Other Federal Funds					

The project, located in North Prince of Wales Island, extends from the North Prince of Wales Island Highway Island (NPOWI) Highway (Stage 1), Junction with NPOWI Highway (Stage 2) to the Marine Access Facility Junction (Stage 1), Whale Pass seaplane terminal and boat launch ramp (Stage 2). Reconstruct approximately 11.86 miles of Neck Lake Road to provide a narrow two-lane paved road, through a series of activities including clearing, grading, drainage, sub-excavation, base, paving, bridge, and culvert replacement, high reflectivity signage, installation of safety guardrail systems, revegetation, and slope stabilization. The project is currently at Stage 2 out of 2 total stages.

Prince William Sound Area Transportation Plan Update

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Northern Region
	\$720,000	\$0	\$0	\$0	\$720,000	32218	Location	Chugach Census Area
Fund Source	PLNG -2% Planning Set-Aside							

Update the 2001 Prince William Sound Area Transportation Plan

Railroad Avalanche Control

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$5,000,000				\$5,000,000	34021	Location	Alaska-wide: Rail
Fund Source	OFF- Other Federal Funds							

The Alaska Railroad Corporation (ARRC) Avalanche Control Program will upgrade avalanche mitigation measures to ensure the safety and reliability of railroad operations.

Railroad Bridge Rehabilitation

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$46,891,000	\$21,679,962	\$22,005,162	\$22,335,239	\$112,911,363	19635	Location	Alaska-wide: Rail
Fund Source	FTA-Federal Transit Administration							

The Alaska Railroad (ARRC) 500-plus miles of mainline and branch track includes 175 bridges and large culverts (10 or more feet in diameter) that cross barriers ranging from streams to gulches. The ARRC Bridge Program identifies structures requiring upgrade, overhaul or replacement. The ARRC Bridge Program identifies structures requiring upgrade, overhaul or replacement. In pursuit of this program, ARRC's current 5-year plan calls for dozens of bridges to be replaced or rehabilitated by internal and contract workers. In addition to these large projects, ARRC's bridge crews accomplish annual repair, rehabilitation and reconstruction activities to ensure bridge structures continue to safely support ARRC operations.

Railroad Facility Rehabilitation

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$1,375,000	\$761,250	\$772,669	\$784,259	\$3,693,178	33245	Location	Alaska-wide: Rail
Fund Source	FTA-Federal Transit Administration							

Replace, repair, or upgrade buildings and related functional appurtenances.

Railroad Flood Mitigation

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$1,250,000	\$634,375	\$643,891	\$653,549	\$3,181,815	34264	Location	Alaska-wide: Rail
Fund Source	FTA-Federal Transit Administration							

Replace, repair, or install flood mitigation measures along the Alaska railway system.

Railroad Signal and Detector System

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$3,000,000	\$3,045,000	\$3,090,675	\$3,137,035	\$12,272,710	33243	Location	Alaska-wide: Rail
Fund Source	FTA-Federal Transit Administration							

The Alaska Railroad Corporation (ARRC) will replace defect detectors and talker modules. At each updated site, ARRC crews will remove the old detector, install a new detector, and replace associated communications equipment inside the signal hut. Each site will also gain a weather station. Defect detector replacement improves monitoring capability within the mainline passenger operating area, benefitting train operations, and the safety of employees and the traveling public.

Railroad Improvement Program

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$56,148,031				\$56,148,031	34400	Location	Alaska-wide: Rail
Fund Source	FTA-Federal Transit Administration							

The Alaska Railroad Corporation's Railroad Improvement Program includes diverse projects for rail infrastructure and service enhancement. The projects collectively advance Alaska's rail infrastructure and transportation system and leverage funding from previous years to completed in-progress projects that have experienced delays.

Railroad Locomotive Equipment

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$1,000,000	\$1,015,000	\$1,030,225	\$1,045,678	\$4,090,903	31089	Location	Alaska-wide: Rail
Fund Source	FTA-Federal Transit Administration							

The Alaska Railroad (ARRC) has a fleet of 45 passenger-related train vehicles, including 30 coaches, six diners, six baggage cars, two business cars for charter groups, and one self-propelled diesel multiple unit (DMU). The 53-strong locomotive fleet includes 28 SD70MACs, with 12 equipped with headend-power (HEP) to supply electricity to passenger railcars. The fleet also features eight GP38-2s, 15 GP40-2s, and two power/cab cars. ARRC continuously works on upgrading older equipment and acquiring newer equipment to expand its passenger services. Work includes overhauling locomotives.

Railroad Operations Support Facilities

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$650,000	\$634,375	\$643,891	\$653,549	\$2,581,815	33246		
Fund Source	FTA-Federal Transit Administration						Location	Alaska-wide: Rail

The Alaska Railroad (ARRC) has over 500 miles of track and maintains an extensive inventory of facilities to support its rail operations. The proposed Operations Support Facilities program is focused on support operations and maintenance facilities. The program proposes to install, rehabilitate and replace, as appropriate, operational support facilities intended for use by employees operating trains or maintaining track infrastructure.

Railroad Passenger Equipment

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$3,802,000	\$3,859,030	\$3,916,915	\$3,975,669	\$15,553,614	20854		
Fund Source	FTA-Federal Transit Administration						Location	Alaska-wide: Rail

The Alaska Railroad (ARRC) has a fleet of 45 passenger-related train vehicles, including 30 coaches, six diners, six baggage cars, two business cars for charter groups, and one self-propelled diesel multiple unit (DMU). The 53-strong locomotive fleet includes 28 SD70MACs, with 12 equipped with headend-power (HEP) to supply electricity to passenger railcars. The fleet also features eight GP38-2s, 15 GP40-2s, and two power/cab cars. ARRC continuously works on upgrading older equipment and acquiring newer equipment to expand its passenger services. Upgrades include repainting, interior restoration, refurbishing power generation cars, and rehabilitating railcar trucks.

Railroad Portage Station Improvements

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$3,512,500				\$3,512,500	33078		
Fund Source	FTA-Federal Transit Administration						Location	Alaska-wide: Rail

A collaborative project will improve transportation and recreation facilities at Portage Station, about 10 miles south of Girdwood. The facility is situated along the Seward Highway and along the Alaska Railroad mainline at the juncture with the ARRC Whittier Branch track. The project includes elevating facility land for better drainage and traffic, paving and striping the parking area with a bus zone, and adding sidewalks and crosswalks for safety. Passenger amenities will be enhanced by relocating the rail platform and station, adding shelters with seating and vault toilets, and installing a forest trailhead kiosk. The track will be upgraded to an interlaced design for a full-level passenger platform.

Railroad Positive Train Control

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$125,000	\$126,875	\$128,778	\$130,710	\$511,363	19664	Location	Alaska-wide: Rail
Fund Source	FTA-Federal Transit Administration							

The Alaska Railroad (ARRC) is pursuing a multi-phased program to design, develop and implement a fail-safe Positive Train Control (PTC) system that prevents human errors that may cause catastrophic results. PTC integrates four major segments: office, locomotive, wayside equipment, and communications. The PTC project replaces an older outdated Computer Aided Dispatch (CAD) system and includes a locomotive on-board computer system, 220 megahertz (MHz) VHF packet data radio technology, Global Positioning System (GPS) locator technology, and upgrades to the back-haul fiber and microwave communications.

Railroad Preventative Maintenance

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$21,312,500	\$21,632,188	\$21,956,670	\$22,286,020	\$87,187,378	19658	Location	Alaska-wide: Rail
Fund Source	FTA-Federal Transit Administration							

This project partially funds statewide operating and maintenance costs related to passenger transit railway services. Additionally, includes passenger vehicle railcars and locomotives capital rehabilitation to extend functionality and serviceability of the asset.

Railroad Right-of-way Clearing

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$500,000	\$507,500	\$515,113	\$522,839	\$2,045,452	34413	Location	Alaska-wide: Rail
Fund Source	FTA-Federal Transit Administration							

The Alaska Railroad (ARRC) is clearing stretches of mainline right-of-way to reduce wildland fire risks and to enhance track safety for train operations and the public. This project includes tree and brush removal along the 200-foot-wide ROW. This project promotes ARRC's top core value — safety — by mitigating wildland fire threats, and improving line-of-sight.

Railroad Slide Zone Mitigation

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$3,125,000	\$634,375	\$643,891	\$653,549	\$5,056,815	34263		
Fund Source	FTA-Federal Transit Administration						Location	Alaska-wide: Rail

The Alaska Railroad Corporation (ARRC) program will repair and rebuild structures damaged by landslides and erosion, including tracks, drainage systems, and retaining walls. The project will focus on repairing facilities and drainage structures to ensure safety, mitigating surface runoff to prevent future erosion and slope failures, and constructing necessary facilities to eliminate risks of further embankment damage, safeguarding the integrity of the rail infrastructure and preventing transportation disruptions.

Railroad Technology Infrastructure

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$1,250,000	\$1,268,750	\$1,287,781	\$1,307,098	\$5,113,629	33244		
Fund Source	FTA-Federal Transit Administration						Location	Alaska-wide: Rail

The Alaska Railroad (ARRC) will replace or upgrade technology and networking hardware, software, and connectivity components on the Alaska Railroad.

Railroad Track Rehabilitation

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$29,720,640	\$6,574,440	\$6,673,056	\$6,773,152	\$49,741,288	19634		
Fund Source	FTA-Federal Transit Administration						Location	Alaska-wide: Rail

The Alaska Railroad (ARRC) continues an ongoing track rehabilitation program to upgrade the main line, sidings, and yards from Seward to Fairbanks. Rail is replaced when it has worn away in curves, or become severely battered in tangent sections. The program includes replacing wood ties, track bed surfacing, yard improvements, drainage improvements through culvert repair, embankment fortification, rail gauging which involves measuring the distance between rails, the pick-up and clean-up of ties and rails, removing and replacing fouled ballast through a contract, and relaying continuous welded rail (CWR).

Railroad Transit Asset Management

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$1,875,000	\$1,395,625	\$1,416,559	\$1,437,808	\$6,124,992	31090		
Fund Source	FTA-Federal Transit Administration						Location	Alaska-wide: Rail

The Alaska Railroad Corporation (ARRC) Transit Asset Management program will enhance the management, maintenance, and capital improvements of ARRC's transit assets.

Railroad Transit Radio and Communication System

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$500,000	\$507,500	\$515,113	\$522,839	\$2,045,452	31091		
Fund Source	FTA-Federal Transit Administration						Location	Alaska-wide: Rail

The Alaska Railroad (ARRC) is improving communication sites along the ARRC route to support train operations via radio communication with train crew, and enabling data flow that informs signal devices and components of the positive train control system. Telecommunications and wayside equipment — some housed in shelters or huts — are connected to various electrical power generation systems. This program will replace, upgrade, or improve radio and communication locations, systems, or components.

Railroad Transit Security Associated Transit Improvements

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$25,000	\$25,375	\$25,756	\$26,142	\$102,273	21314	Location	Alaska-wide: Rail
Fund Source	FTA-Federal Transit Administration							

Purchase and install surveillance equipment system-wide, and other security expenses as appropriate. Transit enhancement projects system-wide such as rest rooms, wheel chair lifts, intuitive signage, and other enhancements as may be identified.

Railroad Tunnel Rehabilitation

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$6,000,000	\$1,015,000	\$1,030,225	\$1,045,678	\$9,090,903	33882		
Fund Source	FTA-Federal Transit Administration						Location	Alaska-wide: Rail

Replace, repair, or upgrade tunnels and related infrastructure or functional appurtenances.

Recreational Trails Program

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$4,585,149	\$1,739,263	\$1,765,352	\$1,738,747	\$9,828,512	12259		
Fund Source	RTP - Recreational Trails Program						Location	Alaska-wide

Enhance outdoor recreational activities through funding of recreational trail projects across Alaska.

Redoubt Avenue and Smith Way Rehabilitation [CTP Award 2019]

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Central Region
	\$346,000	\$400,000	\$5,590,000	\$0	\$6,336,000	32723	Location	Soldotna
Fund Source	STBG - Surface Transportation Block Grant							

Reconstruct two abutting roadways in Soldotna including Redoubt Ave (east of N Binkley St) and Smith Way to meet current design standards adopted by DOT&PF. Work includes replacing pavement structural sections for the roadway, sidewalks and shared-use-pathways; ADA improvements for sidewalks and curb ramps; roadside hardware; intersection improvements; and drainage improvements.

Research and Technology Transfer Program

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$8,793,002	\$3,636,211	\$3,690,754	\$3,746,115	\$19,866,082	6451	Location	Alaska-wide: SPR
Fund Source	RES - Research Funds							

Federally funded research projects are selected by the Statewide Research Board to improve the quality and efficiency of Alaska's Transportation network. Example: Improve pavement materials to reduce rutting due to studded tires. This also pays for dues to other research entities that the State of Alaska is required to participate in.

Resiliency Program

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$11,614,100	\$15,585,753	\$21,844,539	\$17,604,096	\$66,648,488	33860	Location	Alaska-wide: Preservation & Maintenance
Fund Source	PRTC - PROTECT							

This program includes projects that further the objectives of the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) program.

Rezanoff Drive Resurfacing: West Marine Way to Airport

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID # 33399	DOT Region	Southcoast Region
	\$865,670	\$0	\$14,295,922	\$0	\$15,161,592		Location	Kodiak
Fund Source	STBG - Surface Transportation Block Grant							

Resurface Rezanoff Drive from Marine Way in Kodiak to the airport or an approximate length of 4.70 miles. Associated preventative maintenance activities may include minor structural section improvements, drainage repairs, lighting and signals, striping, signs, and ADA improvements.

Richardson Highway Milepost 148-173 Reconstruction

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Northern Region
	\$0	\$40,250,000	\$0	\$0	\$40,250,000	2119	Location	Gakona
Fund Source	NHPP - National Highway Performance Program							

Reconstruct the Richardson Highway between MP 148 and 173, and replace bridge #0576. The project will include bridge work, roadside hardware, drainage improvements, and utility relocations. The next stage of reconstruction is 167-173

Richardson Highway Milepost 233 Bear Creek Bridge Permanent Repair

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Northern Region
	\$1,400,000	\$0	\$0	\$0	\$1,400,000	32580	Location	Paxson
Fund Source	OFF- Other Federal Funds							

Reconstruct the Richardson Highway between Milepost 232 and 234.5 and replace Bear Creek Bridge #0593. Project will include drainage improvements, roadside hardware, and utilities. Project associated with FHWA Detailed Damage Inspection Report (DDIR) AK 2022-01-15.

Richardson Highway Milepost 275-295 Rehabilitation

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Northern Region
	\$0	\$40,000	\$0	\$0	\$40,000	33720	Location	Delta Junction
Fund Source	NHPP - National Highway Performance Program							

Rehabilitate the Richardson Highway between MP 275 - 295. Project includes bridge work (#525), drainage improvements, and roadside hardware.

Richardson Highway Milepost 346 Chena Bridges Replacement

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Northern Region
	\$78,058,887	\$0	\$0	\$0	\$78,058,887	34130	Location	North Pole
Fund Source	NHFP - National Highway Freight Program							

Replace the Northbound Chena Flood Control Bridge #1364 at Milepost 346 and rehabilitate the Southbound Chena Flood Control Bridge #1866 on the Richardson Highway at Milepost 346. The project will include drainage improvements, roadside hardware, and utilities.

Rock Slope Stabilization Program

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$5,099,263	\$5,000,000	\$5,000,000	\$5,000,000	\$20,099,263	33965	Location	Alaska-wide: Safety
Fund Source	STBG - Surface Transportation Block Grant							

The Alaska Rock Slope Stabilization Program is structured to boost road safety by addressing unstable rock slopes. It incorporates a methodical process of evaluating high-risk rock slopes and implementing suitable stabilization measures like rock scaling, bolting, or netting. The primary objective is to mitigate rockfall incidents on Alaska's roads, thus ensuring public safety.

Ruby Slough Road Rehabilitation [CTP Award 2019]

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Northern Region
	\$300,000	\$9,000,000	\$0	\$0	\$9,300,000	32359	Location	Ruby
Fund Source	STBG - Surface Transportation Block Grant							

Rehabilitate the Slough Road in Ruby from the Slough Road to the landfill. The project will include drainage improvements and roadside hardware.

Construct multi-modal transportation solutions to connect rural communities including the Rural Ports and Barge Landing Program for rural barge landing, dock, and waterfront infrastructure projects in accordance with 23 USC 133(b)(23) and 23 USC 133(j).

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This program encompasses Federal Transit Authority (FTA) Sections 5311, 5311(b)(3), and 5340, which provide funding for administrative, operational, capital, and training expenses to support and improve public transit systems in rural areas with populations less than 50,000. These funds, awarded through a competitive grant application

process, develop and maintain intercity bus services, demand-response transit services for seniors and individuals with disabilities, and other rural transit options. The project supports the growth of state and local Rural Transit Assistance Programs (RTAP).

[illegible]

Planning and Environmental Linkage (PEL) Study, hydrologic study, and other planning activities necessary to replace two bridges on an important state highway on Kodiak Island and make recommendations for other infrastructure improvements to mitigate flooding in the area.

[illegible]

The Sargent Creek Bridge Repairs project, located along Rezanof Drive in Kodiak, focuses on immediate bridge repair. The main goal is to address the current deficiencies and ensure the safety and functionality of the Sargent Creek Bridge (#0989). This project is a temporary solution, paralleled by a Planning and Environmental Linkages (PEL) study

to determine a longer-term and sustainable solution for the bridge.

[illegible]

This viaduct improvement in Ketchikan is focused on the improvement of the existing 'L' shaped trestle at the intersection of Sayles and Gorge Streets. This will involve replacing the trestle with a new 'L' shaped concrete deck bridge, underpinned by a steel frame substructure and associated concrete supports. Improvements will extend to

the surrounding area, with a new pedestrian staircase constructed from near the Sayles/Gorge intersection to Water Street below. Additional activities include replacing utilities, modifying drainage, altering adjacent retaining walls, and enhancing other pedestrian facilities as required.

[illegible]

The Second Street Reconstruction project operates in Cordova, between the Davis Road and Copper River Highway intersections. It includes repaving the street, replacing sidewalks, improving ADA facilities, drainage, roadside hardware such as street lights and signs, and relocating utilities.

Seismic Bridge Retrofit Program

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$664,999	\$664,999	\$665,000	\$665,000	\$2,659,999	6457	Location	Alaska-wide: Bridges
Fund Source	NHPP - National Highway Performance Program BRIDGE							

Structural evaluation, examination and enhancements to bridges that are determined to be insufficient in earthquake zones.

Seldon Road Extension Phase II: Windy Bottom/Beverly Lakes Road - Pittman [CTP Award 2019]

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Central Region
	\$500,000	\$0	\$9,125,001	\$0	\$9,625,001	32724	Location	Palmer
Fund Source	STBG - Surface Transportation Block Grant							

Extend Seldon Road from Windy Bottom Road to Pittman Road in Palmer on a new alignment. Improvements include approach roads, parking facilities, pedestrian pathways, drainage improvements, intersection improvements, ADA improvements, roadside hardware and utilities.

Seldovia Gravel Source Road

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Central Region
	\$22,000	\$0	\$0	\$0	\$22,000	34305	Location	Seldovia
Fund Source	OFF- Other Federal Funds							

New road construction in Seldovia to local gravel stockpile

Seppala Drive Rehabilitation and Realignment

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Northern Region
	\$14,800,000	\$0	\$0	\$0	\$14,800,000	26085	Location	Nome
Fund Source	STBG - Surface Transportation Block Grant							

Realign and rehabilitate Seppala Drive in Nome. Work includes pavement rehabilitation, roadside hardware, drainage improvements, intersection improvements, ADA improvements, and utilities.

Seward Highway and Sterling Highway Intersection Improvements

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Central Region
	\$1,400,000	\$5,200,000	\$0	\$25,000,000	\$31,600,000	33741	Location	Cooper Landing
Fund Source	NHPP - National Highway Performance Program							

Construct improvements to the Seward Highway and Sterling Highway intersection to improve traffic flow and safety.

Seward Highway Milepost 14 Railroad Crossing Reconstruction

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Central Region
	\$3,524,919	\$14,195,208	\$0	\$0	\$17,720,127	33247	Location	Seward
Fund Source	NHPP - National Highway Performance Program RAIL							

The Seward Highway Milepost 14 Railroad Crossing (#4054) Reconstruction accommodates the Alaska Railroad's project to raise railroad grade and ensure safety and efficient traffic flow. Project will complete drainage improvements, roadside hardware upgrades, and necessary utility adjustments.

Seward Highway Milepost 25.5-37 Rehabilitation

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Central Region
	\$9,000,000	\$0	\$0	\$0	\$9,000,000	2620		
Fund Source	NHPP - National Highway Performance Program						Location	Moose Pass

Rehabilitate the Seward Highway between Milepost 25.5 to 37 (Trail River to the Sterling Wye). Construct new passing lanes and pedestrian pathways. Improvements include replacing roadside hardware, improving drainage, and utilities.

Seward Highway Milepost 98.5-115.3 Reconstruction

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Central Region
	\$10,000,000	\$28,713,276	\$61,573,320	\$68,506,965	\$168,793,561	34164	Location	Indian
Fund Source	NHPP - National Highway Performance Program RAIL							

Construct safety and traffic flow improvements to the Seward Highway south of Potter Valley Road to the north of Bird Point Overlook Milepost from milepost 98.5 to 115.3.

Shishmaref Sanitation Road Erosion Control

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Northern Region
	\$10,102,438	\$0	\$0	\$0	\$10,102,438	33248		
Fund Source	STBG - Surface Transportation Block Grant		OFF- Other Federal Funds				Location	Shishmaref

Rehabilitate sections of the Shishmaref Sanitation Road and construct erosion control features. Project will include drainage improvements and roadside hardware. Partially funded through Congressionally Delegated Spending (CDS).

Shoreside Facilities Condition Surveys

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Marine Highways
	\$240,000	\$240,000	\$240,000	\$240,000	\$960,000	5985		
Fund Source	STBG - Surface Transportation Block Grant						Location	Alaska Marine Highway

These routine surveys evaluate the state of various shoreside facilities within the Alaska Marine Highway System (AMHS). The goal is to document current conditions and prepare annual updates. The project covers over thirty shoreside facilities.

Sitka Sea Walk Phase 2 [TAP Award 2016]

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Southcoast Region
	\$4,615,285	\$0	\$0	\$0	\$4,615,285	30209	Location	Sitka
Fund Source	STBG - Surface Transportation Block Grant							

This project is for Sitka Seawalk Stage II, which will continue the Sea Walk from the Sitka Public Library to the OConnell Lightering Facility. Improve pedestrian and ADA accessibility to the existing facilities.

Small Hydrologic Investigations

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000	6455	Location	Alaska-wide: Bridges
Fund Source	STBG - Surface Transportation Block Grant							

In cooperation with organizations like the US Geological Survey (USGS), University of Alaska Fairbanks (UAF), University of Alaska Anchorage (UAA), University of Alaska Southeast (UAS), and Department of Natural Resources – Division of Geological & Geophysical Surveys (DNR-DGGS), this program conducts studies to analyze hydrologic flood conditions. Additionally, airborne survey technologies are utilized to track river ice accumulations during winter months.

State Implementation Plan Committed Measures

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Northern Region
	\$2,131,887	\$2,131,887	\$2,464,788	\$2,131,887	\$8,860,449	29232		
Fund Source	CMAQ - Congestion Mitigation Air Quality						Location	Fairbanks

The State Implementation Plan (SIP) Committed Measures Project focuses on financing transportation initiatives, which are either committed or contingency measures specified within the Fairbanks PM2.5 Non-attainment Area SIP. The goal of these projects is to improve air quality by reducing the levels of PM2.5, a fine particulate pollutant, through the improvement of transportation infrastructure and practices. In addition to the measures outlined in the SIP, funding is also provided for non-SIP projects, which are evaluated and scored by the Fairbanks area Congestion Mitigation and Air Quality (CMAQ) Project Evaluation Board, extending the initiative's scope to more comprehensive mitigation strategies.

State Street Pavement Rehabilitation

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Southcoast Region
	\$23,709,491	\$0	\$0	\$0	\$23,709,491	24337	Location	Skagway Borough and Municipality
Fund Source	NHPP - National Highway Performance Program							

Rehabilitate the pavement, replace curb and gutter in select areas, upgrade curb ramps and vehicular curb cuts to meet ADA standards, repair and/or replace drainage facilities as needed, and replace all signs within the project limits in Skagway.

State-owned Shipyard Repairs

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Southcoast Region
	\$439,705	\$439,705	\$439,705	\$439,705	\$1,758,821	343130		
Fund Source	STBG - Surface Transportation Block Grant						Location	Ketchikan

Repair and upgrade state shipyards to support the necessary maintenance and overhaul activities of the vessels in the Alaska Marine Highway System (AMHS) fleet.

Statewide Equitable Community Connectivity Action Plan (SECCAP)

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$1,168,584	\$0	\$0	\$0	\$1,168,584	34310	Location	Alaska-wide: SPR
Fund Source	OFF- Other Federal Funds							

Discretionary Grant Award: This planning grant will enable federal, state, and local partners to conduct a statewide transportation barrier assessment with an equity focus. This effort will identify, evaluate, and create a prioritized list of capital projects, with the aim to remove barriers to equity and reconnect communities through innovative and multimodal approaches.

Statewide Functional Class Update

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$175,000	\$175,000	\$175,000	\$175,000	\$700,000	33098		
Fund Source	PLNG -2% Planning Set-Aside						Location	Alaska-wide: SPR

Statewide functional classification review and reclassification of Alaska's public roads.

Statewide Transportation Improvement Program Management Software and Support

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$0	\$0	\$450,000	\$450,000	\$900,000	33721	Location	Alaska-wide: SPR
Fund Source	STBG - Surface Transportation Block Grant							

Fund the development and implementation of modern digital geo-located tools to support statewide transportation planning and project delivery which includes among other items, dashboards, GIS, bi-directional stakeholder engagement.

Steese Highway Milepost 128 Crooked Creek Bridge Replacement

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Northern Region
	\$1,225,000	\$0	\$5,600,000	\$0	\$6,825,000	3648	Location	Central
Fund Source	BRIDGE NHPP - National Highway Performance Program							

The Steese Highway Milepost 128 Crooked Creek Bridge Replacement project will replace the Crooked Creek Bridge #0431.

Sterling Highway Milepost 82.5-94 Safety Corridor Improvements

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Central Region
	\$400,000	\$69,500,000	\$0	\$0	\$69,900,000	29913	Location	Soldotna
Fund Source	NHPP - National Highway Performance Program							

Improve safety of Sterling Highway between Sterling and Soldotna, Alaska, by widening the existing road from two lanes to a divided four lane facility. The project scope also includes separated bike/pedestrian facilities, access management techniques, turn lanes, frontage roads, intersection realignments, and other associated road reconstruction activities.

Sterling Highway Milepost 157-169 Reconstruction Anchor Point To Baycrest Hill

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Southcoast Region
	\$80,019,000	\$0	\$0	\$0	\$80,019,000	2670	Location	Homer
Fund Source	NHPP - National Highway Performance Program							

This project along the Sterling Highway corridor reconstructs and upgrades a 12-mile segment of the Sterling Highway. It includes widening the highway, creating passing lanes, resurfacing, adding scenic turnouts, improving drainage, making minor realignments, and updating configurations to meet AASHTO geometric standards. It will also incorporate the rehabilitation or replacement of the North Fork Anchor River and Anchor River Bridges.

Sterling Highway Schooner and Cooper Landing Bridge Preservation

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Central Region
	\$0	\$0	\$0	\$329,779	\$329,779	33881	Location	Cooper Landing
Fund Source	OFF- Other Federal Funds							

The Sterling Highway Bridge Preservation project, occurring at Schooners Landing and Coopers Landing on the Sterling Highway over the Kenai River, focuses on bridge preservation on two bridges, with anticipated improvements including rehabilitation of the bridge deck overlay, replacement of bridge joints, and other necessary improvements.

Sustainable Transportation and Energy Program

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$19,835,382	\$12,859,045	\$12,933,998	\$13,927,751	\$59,556,176	34199	Location	Alaska-wide: Sustainability
Fund Source	CRP - Carbon Reduction Program							

This program enhances the state's transportation infrastructure through sustainable practices. The scope of work includes implementing strategies and projects to reduce greenhouse gas emissions and promote energy efficiency in transportation systems, exploring alternative fuel options, promoting public transportation, and encouraging active transportation modes.

Takotna River Bridge Replacement Bundle

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Central Region
	\$6,930,055	\$34,181,706	\$0	\$0	\$41,111,761	32299	Location	Takotna
Fund Source	BRIDGE STBG - Surface Transportation Block Grant							

This project bundle includes the replacement of three bridges on the Takotna River including #0462, #0463, and #0473. Replacement of the Takotna River Bridge (#0463) includes bridge work, roadside hardware, drainage improvements, and utilities. The existing 1972 bridge in Takotna over Gold Creek (#0473) will be replaced and work includes raising the elevation of approaches and allowing flood water and ice flow. This bundle also includes the replacement of the Tatalina Bridge (#0462).

Tatitlek AMHS Ferry Terminal Improvements

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Northern Region
	\$200,000	\$700,000	\$11,000,000	\$0	\$11,900,000	33887	Location	Tatitlek
Fund Source	OFF- Other Federal Funds							

The Tatitlek Ferry Terminal project modifies the existing Tatitlek ferry terminal to accommodate the Alaska Marine Highway System (AMHS) Alaska Class Ferry. These modifications will be carried out in partnership with the Prince William Sound Economic Development District (PWSEDD) and the State of Alaska, funded by a discretionary grant received from the U.S. Department of Transportation's Maritime Administration's (MARAD) Port Infrastructure Development Program.

Tok Cutoff Highway Milepost 0-8 Resurfacing

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Northern Region
	\$250,000	\$0	\$8,990,000	\$0	\$9,240,000	32020	Location	Gakona
Fund Source	NHPP - National Highway Performance Program							

Resurface the Tok Cutoff Highway between Milepost 0-8. Project includes bridge work (#646), drainage improvements, roadside hardware, and utilities.

Tok Cutoff Highway Milepost 76-91 Rehabilitation

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Northern Region
	\$0	\$0	\$900,000	\$0	\$900,000	32022	Location	Mentasta Lake
Fund Source	NHPP - National Highway Performance Program							

Rehabilitate the section of the Tok Cutoff Highway between Milepost 76 and 91. It includes necessary work on bridges numbered 656, 657, and 658, along with improvements to the drainage system, roadside hardware, and utilities.

Transportation Alternatives Program: Alaskawide

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$18,855,891	\$5,355,743	\$7,860,912	\$8,418,986	\$40,491,532	30689	Location	Alaska-wide
Fund Source	TAP - Transportation Alternatives							

The Infrastructure Investment Jobs Act (IIJA) eliminates the prior Transportation Alternatives Program (TAP) and replaces it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

Transportation Alternatives Program: AMATS

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Central Region
	\$6,860,228	\$2,220,708	\$2,254,018	\$2,295,550	\$13,630,503	33044	Location	AMATS Boundary
Fund Source	TAP - Transportation Alternatives							

The Transportation Alternatives Program (TAP) under DOT&PF funds projects that enhance non-motorized transportation, beautify roadways, and promote safe routes to schools, among other alternatives to traditional vehicular transportation. All relevant project details are detailed in the Anchorage Metropolitan Area Transportation Solutions (AMATS) Transportation Improvement Program (TIP). By doing so, the project is considered incorporated into the Statewide Transportation Improvement Program (STIP) by reference, adhering to federal and state planning requirements.

Transportation Alternatives Program: FAST MPO

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Northern Region
	\$1,275,178	\$636,102	\$645,644	\$655,328	\$3,212,252	33864	Location	FAST Boundary
Fund Source	TAP - Transportation Alternatives							

The Transportation Alternatives Program (TAP) under DOT&PF funds projects that enhance non-motorized transportation, beautify roadways, and promote safe routes to schools, among other alternatives to traditional vehicular transportation. MPOS's under a population of 200,000 receives a portion of TAP funds for local projects. All relevant project details are detailed in the Fairbanks Area Surface Transportation (FAST) Transportation Improvement Program (TIP). By doing so, the project is considered incorporated into the Statewide Transportation Improvement Program (STIP) by reference, adhering to federal and state planning requirements.

Transportation Alternatives Program: MVP MPO

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Central Region
	\$954,543	\$476,158	\$483,301	\$490,551	\$2,404,553	34396		
Fund Source	TAP - Transportation Alternatives						Location	MVP Boundary

The Transportation Alternatives Program (TAP) under DOT&PF funds projects that enhance non-motorized transportation, beautify roadways, and promote safe routes to schools, among other alternatives to traditional vehicular transportation. MPOS's under a population of 200,000 receives a portion of TAP funds for local projects. All relevant project details will be developed in the first MVP Transportation Improvement Program (TIP). By doing so, projects using this STIP ID are considered incorporated into the Statewide Transportation Improvement Program (STIP) by reference, adhering to federal and state planning requirements.

Transportation Workforce Development and Training

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$4,418,507	\$4,125,000	\$5,136,817	\$4,153,419	\$17,833,743	34200		
Fund Source	STBG - Surface Transportation Block Grant						Location	Alaska-wide

This project is a critical component of the Alaska Transportation Human Capital Plan, which aims to support the plan's objectives by delivering customized training programs that enhance employee growth and development, promote on-the-job training, and improve existing training programs. Training will equip employees with the necessary skills to provide safe, efficient, and reliable transportation services to the public.

Trout Creek Culvert Replacement and Aquatic Organism Passage Improvements

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Southcoast Region
	\$150,000	\$3,746,923	\$0	\$0	\$3,896,923	33178	Location	Cold Bay
Fund Source	OFF- Other Federal Funds							

Near Cold Bay, replace two aging culverts with aquatic organism passage structures. Culverts are on Grant Point Road, which is the only road that connects the airport to the nearby air force station and wildlife refuge.

Trunk Road (Nelson Road) Rehabilitation and Bridge Replacement [CTP Award 2019]

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Central Region
	\$150,000	\$50,000	\$4,500,000	\$0	\$4,700,000	32726		
Fund Source	STBG - Surface Transportation Block Grant						Location	Wasilla

Rehabilitate Trunk/Nelson Road from E Fetlock Drive to Wasilla Creek. Replace bridge #2227 across Wasilla Creek. Improve pedestrian facilities.

University Avenue Widening

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Northern Region
	\$500,000	\$0	\$0	\$0	\$500,000	3821	Location	Fairbanks
Fund Source	NHPP - National Highway Performance Program							

Widen and reconstruct University Avenue to current standards.

Urban Transit AMATS Planning

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Central Region
	\$524,562	\$532,430	\$540,417	\$548,523	\$2,145,932	34345	Location	AMATS Boundary
Fund Source	FTA-Federal Transit Administration							

FTA 5303 Urban Transit Planning. Funds are provided for planning and administrative activities within the metropolitan planning organization boundaries. FTA 5303 funds are split between FAST Planning, AMATS, and MVP.

Urban Transit FAST Planning

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Northern Region
	\$150,314	\$152,569	\$154,856	\$157,180	\$614,918	34348		
Fund Source	FTA-Federal Transit Administration						Location	FAST Boundary

FTA 5303 Urban Transit Planning. Funds are provided for planning and administrative activities within the metropolitan planning organization boundaries. FTA 5303 funds are split between FAST Planning, AMATS, and MVP.

Urban Transit MVP Planning

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Central Region
	\$112,519	\$114,206	\$115,919	\$117,658	\$460,303	34406		
Fund Source	FTA-Federal Transit Administration						Location	MVP Boundary

FTA 5303 Urban Transit Planning. Funds are provided for planning and administrative activities within the metropolitan planning organization boundaries. FTA 5303 funds are split between FAST Planning, AMATS, and MVP.

US Geological Survey Flood Frequency and Analysis

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$354,348	\$354,348	\$354,348	\$354,348	\$1,417,392	6450		
Fund Source	NHPP - National Highway Performance Program						Location	Alaska-wide

The US Geological Survey Flood Frequency and Analysis project involves partnering with the US Geological Survey to collect and interpret hydrologic data, specifically focusing on flood frequency and water levels. The derived insights will be instrumental in planning and designing flood-resilient infrastructure such as bridges, culverts, road reconstructions, and stormwater management systems.

Ward Creek Bridge Replacement

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Southcoast Region
	\$1,400,000	\$0	\$26,312,199	\$0	\$27,712,199	31469		
Fund Source	BRIDGE						Location	Ketchikan

Replace the existing Ward Creek Bridge #747 in Ketchikan. Work will also include associated approach roadway reconstruction, embankment and riprap repair, and new approach guardrail.

Wasilla to Fishhook Main Street Rehabilitation

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Central Region
	\$0	\$36,000,000	\$0	\$0	\$36,000,000	2503		
Fund Source	NHPP - National Highway Performance Program						Location	Wasilla

Construct a one-way couplet in downtown Wasilla bounded by Bogard Road, KGB/Main Street, Yenlo/Talkeetna Street and the Palmer Wasilla Highway. Work will consist of new road construction, lane reconfigurations, signals, new pavement, signing and striping, and sidewalks.

Waterways Program

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$1,639,411	\$8,000,000	\$500,000	\$8,000,000	\$18,139,411	34190		
Fund Source	STBG - Surface Transportation Block Grant						Location	Alaska-wide

The Alaska Waterways Program will prioritize the construction, maintenance, and improvement of ports, harbors, and riverine barge landings throughout Alaska's coastal and navigable waters. The program will implement projects that address feasibility and evaluate concepts that bolster economic growth, enhance national security, and facilitate efficient transportation of goods.

Waysides Program

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$4,602,946	\$3,099,263	\$2,198,527	\$0	\$9,900,737	34260	Location	Alaska-wide
Fund Source	NHPP - National Highway Performance Program							

Construct waysides across the state of Alaska at roadside locations with parking limitations at popular recreational areas, trailheads, viewpoints, or in areas needing increased truck driver rest areas.

Weigh-in-Motion Wayside Improvements

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$5,740,000	\$0	\$0	\$0	\$5,740,000	34399	Location	Alaska-wide: Preservation & Maintenance
Fund Source	NHPP - National Highway Performance Program							

Install Weigh-in-motion (WIM) and bypass technology at the Tok Highway Weigh Station on the Alaska Highway, and the Steese Highway Weigh Station at the Juntion of the Elliott Highway and Steese Highway. This technology allows for efficient movement of fuel, freight, and other commodities throughout the network.

West Coast Alaska Community Resiliency

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Alaska-wide
	\$29,835,450	\$12,350,000	\$0	\$0	\$42,185,450	34194	Location	Alaska-wide
Fund Source	PRTC - PROTECT STBG - Surface Transportation Block Grant							

The West Coast Alaska Resiliency project focuses on bolstering infrastructure resiliency in approximately 15 western coastal communities that were affected by Typhoon Merbok and the Chukchi Sea storm in September 2022. The plan also encompasses opportunities for local workforce development.

West Susitna Access Road

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Central Region
	\$3,789,000	\$33,500,000	\$0	\$35,496,317	\$72,785,317	34206	Location	Matanuska-Susitna Borough
Fund Source	STBG - Surface Transportation Block Grant BRIDGE							

Construct a new road connecting the contiguous highway system to State recreation lands west of the Susitna River. Construct a boat launch facility accessing the Susitna River.

Whitshed Road and Pedestrian Improvements

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Northern Region
	\$2,150,000	\$0	\$0	\$3,400,000	\$5,550,000	27049	Location	Cordova
Fund Source	STBG - Surface Transportation Block Grant							

Provide pedestrian accommodations along Whitshed Road from the intersection with the Copper River Highway to the intersection with Orca Inlet Drive approximately 0.75 miles in length.

Yakutat Ferry Terminal Improvements

Project Costs	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Southcoast Region
	\$2,323,071	\$0	\$10,000	\$17,389,886	\$19,722,957	34192	Location	Yakutat City and Borough
Fund Source	OFF- Other Federal Funds							

Design and construct improvements for the Yakutat Ferry Terminal to enhance safety, functionality, and accessibility for passengers and operations. As part of the "Critical Upgrades to Ferry Dock Infrastructure in Five Rural Alaska Communities" Rural Ferry Program FTA Award, this project aims to modernize and reinforce the terminal.

PROJECTS GRIDS (NOT FUNDED BUT INCLUDED FOR INFORMATIVE AND ILLUSTRATIVE PURPOSES)

The following projects are included for informative purposes. With the increasing amount of federal funding available through discretionary grants and other federal programs, project proposals are required to be listed in the STIP to address federal application requirements.

Chiniak Highway Milepost 15-31 Rehabilitation

Cost Estimate	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Southcoast Region
	\$1,700,000	\$18,000,000	\$14,000,000	\$0	\$33,700,000	Location	Kodiak	
Funding	Illustrative (Not Funded)			Project is not yet funded.		Sponsor	DOT&PF	

Rehabilitate the Chiniak Highway in Kodiak between Mileposts 15 to 31. Work includes roadside hardware, drainage improvements, and utilities. Construction is proposed in logical stages.

Old Steese Highway Reconstruction

Cost Estimate	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Northern Region
	\$0	\$0	\$0	\$30,000,000	\$30,000,000	Location	Fairbanks	
Funding	Illustrative (Not Funded)			Project is not yet funded.		Sponsor	DOT&PF	

Reconstruct the Old Steese Highway between Kutter Road and the Johansen Expressway intersections and rehabilitate the Old Steese Highway between Kutter Road and 3rd Street intersection. Project work includes ADA improvements, drainage improvements, roadside hardware, and utilities.

Parks Highway Milepost 183-192 Reconstruction

Cost Estimate	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Central Region
	\$0	\$0	\$39,000,000	\$0	\$39,000,000	Location	Matanuska-Susitna Borough	
Funding	Illustrative (Not Funded)			Project is not yet funded.		Sponsor	DOT&PF	

Resurface Parks Highway between Milepost 188-192. Reconstruct the Parks Highway between Milepost 183-188 and replace the East Fork Chulitna River Bridge #0260. Work includes roadside hardware, bridge work, drainage improvements, and utilities. Proposed improvements will be constructed in logical stages.

Richardson Highway Milepost 65-80 Rehabilitation

Cost Estimate	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Northern Region
	\$0	\$1,150,000	\$38,000,000	\$0	\$39,150,000	Location	Tonsina	
Funding	Illustrative (Not Funded)			Project is not yet funded.		Sponsor	DOT&PF	

Rehabilitate the Richardson Highway between Milepost 65-80. Improvements include bridge work, drainage improvements, roadside hardware, and utilities.

Seward Highway and Alyeska Highway Intersection Improvements

Cost Estimate	2024	2025	2026	2027	2024-2027	STIP ID #	DOT Region	Central Region
	\$0	\$0	\$2,200,000	\$0	\$2,200,000	Location	Anchorage Municipality	
Funding	Illustrative (Not Funded)			Project is not yet funded.		Sponsor	DOT&PF	

Construct improvements to the Seward Highway and Alyeska Highway intersection to improve traffic flow and safety.

Seward Highway and Tudor Road Interchange Reconstruction

Cost Estimate	2024	2025	2026	2027	2024-2027	STIP ID #	31843	DOT Region	Central Region
	\$0	\$1,000,000	\$4,000,000	\$0	\$5,000,000	Location	Anchorage Municipality		
Funding	Illustrative (Not Funded)			Project is not yet funded.		Sponsor	DOT&PF		

The project will reconstruct the Seward Highway and Tudor Road interchange and replace Bridge #1323, while improving drainage, roadside hardware, ADA facilities, intersections, and utilities as necessary. Key activities include reconstruction, bridge replacement, and infrastructure improvements.

Steese Expressway and Johansen Expressway Interchange

Cost Estimate	2024	2025	2026	2027	2024-2027	STIP ID #	29829	DOT Region	Northern Region
	\$0	\$0	\$0	\$76,000,000	\$76,000,000	Location	Fairbanks		
Funding	Illustrative (Not Funded)			Project is not yet funded.		Sponsor	DOT&PF		

Reconstruct the intersection of the Steese and Johansen Expressways in Fairbanks, including improvements to Lazelle Road, Farmers Loop Extension, alterations to City Lights Boulevard, temporary extension of Farmers Loop Extension to Northside Boulevard, and trail and path connections in the project area. The project will include bridge work, roadside hardware, drainage improvements, ADA improvements, and utilities.

Steese Highway Milepost 5 Bridge Replacement

Cost Estimate	2024	2025	2026	2027	2024-2027	STIP ID #	34128	DOT Region	Northern Region
	\$0	\$0	\$0	\$14,475,000	\$14,475,000	Location	Fairbanks		
Funding	Illustrative (Not Funded)			Project is not yet funded.		Sponsor	DOT&PF		

Replace Bridge #1342, Chena Hot Springs Undercrossing at Steese Highway MP 5. Work includes bridge replacement, drainage improvements and utilities.

Sterling Highway Milepost 45-60 Reconstruction and Realignment

Cost Estimate	2024	2025	2026	2027	2024-2027	STIP ID #	2673	DOT Region	Central Region
	\$110,000,000	\$110,000,000	\$0	\$0	\$220,000,000	Location	Kenai Peninsula Borough		
Funding	Illustrative (Not Funded)			Project is not yet funded.		Sponsor	State of Alaska		

The Sterling Highway Milepost 45-60 project realigns 10 miles and reconstructs 5 miles of the highway. To enhance safety and convenience, the project plans to construct new wildlife and pedestrian crossings, trailheads, a highway bridge over Juneau Creek, as well as passing and climbing lanes. The construction is expected to occur in stages, however, the specific activities, funding source, project stage, total stages, and construction start year are not specified in this scope.

Cost Estimate	2024	2025	2026	2027	2024-2027	STIP ID #	32021	DOT Region	Northern Region
	\$0	\$800,000	\$0	\$34,594,762	\$35,394,762	Location	Tok		
Funding	Illustrative (Not Funded)			Project is not yet funded.		Sponsor	DOT&PF		

This project rehabilitates the Tok Cutoff Highway from Milepost 8 to 22 and improves bridge #1250, drainage, roadside hardware, and utilities. The key activities include highway rehabilitation, bridgework, drainage improvements, roadside hardware updates, and utility work.

Cost Estimate	2024	2025	2026	2027	2024-2027	STIP ID #	29911	DOT Region	Central Region
	\$3,600,000	\$0	\$8,500,000	\$0	\$12,100,000	Location	Wasilla		
Funding	Illustrative (Not Funded)			Project is not yet funded.		Sponsor	DOT&PF		

Reconstruct 0.6 miles of the existing two-lane rural road from Knik-Goose Bay Road to Hollywood Road to address the increase in traffic volumes. Scope includes reconstruction the roadbed, paving, roadside hardware, drainage improvements, intersection improvements, ADA improvements, Utilities, and safety improvements as warranted. Shoulder widening, turn lanes, and pedestrian pathway construction are anticipated.

PROJECTS GRIDS (COMMUNITY-DRIVEN AWARDED DISCRETIONARY GRANTS)

The following transportation-related projects have been awarded to local governments and other entities for included for informative purposes. While supported by DOT&PF, project funding goes direction to recipients and therefore does not impact fiscal constraint in the 2024-2027 STIP.

Advancing Connectivity and Equity in the Remote Bering Straits Region

	2024	2025	2026	2027	2024-2027
Cost Estimate	\$0	\$10,000,000	\$0	\$0	\$10,000,000
Funding	Discretionary Grant (Awarded)				

STIP ID #	34372	DOT Region	Northern Region
Location	Nome Census Area		
Sponsor	Kawerak		

The project will construct approximately 3.6 miles of access road from the Native Village of Wales, the westernmost city in Alaska on the North American mainland, where 99.6% of residents are Alaska Natives, to Tin City Road. The new access road will connect the Native Village of Wales to the existing Bureau of Indian Affairs (BIA) road segment and create a new route to nearby Tin City.

Alaska Rural Remote Operations Workplan (ARROW Program) for Unmanned Aviation Systems (UAS)

	2024	2025	2026	2027	2024-2027
Cost Estimate	\$2,000,168	\$0	\$0	\$0	\$2,000,168
Funding	Discretionary Grant (Awarded)				

STIP ID #	34398	DOT Region	Alaska-wide
Location	Alaska-wide		
Sponsor	DOT&PF		

ARROW is an innovative initiative that will greatly improve emergency response capabilities in rural Alaskan communities. By providing Uncrewed Aerial Systems (UAS) and access to a shared geographic information system (GIS), communities will be better equipped to respond to natural and man-made disasters, protecting critical infrastructure and ensuring the safety of residents in these remote areas.

Arctic Deep Draft Port of Nome

	2024	2025	2026	2027	2024-2027
Cost Estimate	\$0	\$11,200,000	\$0	\$0	\$11,200,000
Funding	Discretionary Grant (Awarded)				

STIP ID #	34375	DOT Region	Northern Region
Location	Nome		
Sponsor	City of Nome		

Construction of water and wastewater, fuel, power, and communications infrastructure to expand and deepen the Port of Nome.

Cape Blossom Port Planning Project

	2024	2025	2026	2027	2024-2027
Cost Estimate	\$0	\$2,455,485	\$0	\$0	\$2,455,485
Funding	Discretionary Grant (Awarded)				

STIP ID #	34270	DOT Region	Northern Region
Location	Kotzebue		
Sponsor	City of Kotzebue		

Develop a regional deep-water port located at Cape Blossom in the Kotzebue area. The port will eliminate the expense of barge lighterage services and reduce the overall cost of transporting goods and services to the Northwest Arctic Borough which in turn will lower the cost of fuel, goods and other products to be shipped into the region.

City of Whittier Alaska Safety Action Plan

	2024	2025	2026	2027	2024-2027
Cost Estimate	\$0	\$81,600	\$0	\$0	\$81,600
Funding	Discretionary Grant (Awarded)				

STIP ID #	34376	DOT Region	Central Region
Location	Whittier		
Sponsor	City of Whittier		

This award will be used by City of Whittier to develop a comprehensive safety action plan.

Deep Water Port of Wrangell Development

	2024	2025	2026	2027	2024-2027
Cost Estimate	\$0	\$421,000	\$0	\$0	\$421,000
Funding	Discretionary Grant (Awarded)				

STIP ID #	34323	DOT Region	Southcoast Region
Location	Wrangell City and Borough		
Sponsor	City of Wrangell		

\$421,000 for the planning and engineering of a 40-acre deep water port site in Wrangell in Southeast Alaska. This includes environmental risk assessment, permitting, assessment of property bulkhead and utility extension requirements, and a feasibility study update.

Ekuk Road Project

	2024	2025	2026	2027	2024-2027
Cost Estimate	\$0	\$13,297,800	\$0	\$0	\$13,297,800
Funding	Discretionary Grant (Awarded)				

STIP ID #	21708	DOT Region	Southcoast Region
Location	Clark's Point		
Sponsor	Bristol Bay Native Association		

This project will construct approximately 4.30 miles of gravel road connecting the two communities of Clark's Point and Ekuk, Alaska.

Eyak Lake Weir Restorations

	2024	2025	2026	2027	2024-2027
Cost Estimate	\$0	\$3,500,000	\$0	\$0	\$3,500,000
Funding	Discretionary Grant (Awarded)				

STIP ID #	34377	DOT Region	Northern Region
Location	Eyak		
Sponsor	The Eyak Corporation		

Redesign and reconstruction of the Lake Eyak weir. The weir is located at the head of the Eyak River, just upstream of a Copper River Highway bridge and within the highway ROW. The weir impedes upstream passage of juvenile salmon and other aquatic organisms and presents structural concerns, with the potential for further adverse effects on the ecosystem and downstream infrastructure if not addressed.

Haines Borough & Chilkoot Indian Association Safety Action Plan

	2024	2025	2026	2027	2024-2027
Cost Estimate	\$0	\$198,786	\$0	\$0	\$198,786
Funding	Discretionary Grant (Awarded)				

STIP ID #	34378	DOT Region	Southcoast Region
Location	Haines		
Sponsor	Haines Borough		

This award will be used by Haines Borough to develop a comprehensive safety action plan.

Jackolof Bay Dock Replacement Project

	2024	2025	2026	2027	2024-2027
Cost Estimate	\$0	\$2,300,000	\$0	\$0	\$2,300,000
Funding	Discretionary Grant (Awarded)				

STIP ID #	34379	DOT Region	Central Region
Location	Seldovia		
Sponsor	City of Seldovia		

\$2.3 million for the replacement of the Jackolof Bay Dock, including a floating pier that supports commercial and subsistence fishing, freight services, and transportation to and from Seldovia on the Kenai Peninsula.

Koliganek to Aleknagik Road Study

	2024	2025	2026	2027	2024-2027
Cost Estimate	\$0	\$380,000	\$0	\$0	\$380,000
Funding	Discretionary Grant (Awarded)				

STIP ID #	34380	DOT Region	Central Region
Location	Koliganek		
Sponsor	Bristol Bay Native Association		

The project will complete planning and preliminary engineering to evaluate the development of up to approximately 110 miles of road connecting the communities of Aleknagik, Ekwok, Koliganek, and New Stuyahok. It will include an evaluation of geotechnical, civil, land ownership, and environmental requirements. It will also include the development of a preliminary geotechnical report, an economic analysis, and an Environmental Assessment (EA).

Kulixelcan River Culvert Project

	2024	2025	2026	2027	2024-2027
Cost Estimate	\$0	\$3,800,000	\$0	\$0	\$3,800,000
Funding	Discretionary Grant (Awarded)				

STIP ID #	34381	DOT Region	Southcoast Region
Location	Yakutat City and Borough		
Sponsor	Yakutat Tlingit Tribe		

This application, in partnership with the FH10 AOP Improvement Initiative, proposes to design and replace three culverts on Federal Highway 10 located within the Yakutat City and Borough to restore natural hydrologic conditions, including stream velocity and streambed characteristics. Perched culverts will be replaced to restore natural stream gradients. Two sites need additional design work, while one site has a design in the approval process by the US Forest Service.

Marine Service Center Seawall

	2024	2025	2026	2027	2024-2027
Cost Estimate	\$0	\$7,800,000	\$0	\$0	\$7,800,000
Funding	Discretionary Grant (Awarded)				

STIP ID #	34316	DOT Region	Southcoast Region
Location	Sitka		
Sponsor	City of Sitka		

Reconstruct the sheet pile bulkhead and crane at the Marine Services Center.

Meadow Creek Fish Passage Improvement Project

	2024	2025	2026	2027	2024-2027
Cost Estimate	\$0	\$1,700,000	\$0	\$0	\$1,700,000
Funding	Discretionary Grant (Awarded)				

STIP ID #	34382	DOT Region	Southcoast Region
Location	Metlakatla		
Sponsor	Knik Tribe		

This application will fund and support engineering designs, replacement, or removal of six culverts on four anadromous streams (Graveyard, Gillnet, Colby, and Davids Creeks) on the Annette Islands Reserve (AIR) road system that currently restrict fish passage for Coho and pink salmon, chum salmon, coastal cutthroat trout, and Dolly Varden char. Two of these removals will be direct barrier removals via culvert removal, three will be barrier replacement implementation projects, and one other crossing will have an engineering design produced.

Metlakatla Indian Community Watershed-scale Fish Passage Improvement Project

	2024	2025	2026	2027	2024-2027
Cost Estimate	\$0	\$1,700,000	\$0	\$0	\$1,700,000
Funding	Discretionary Grant (Awarded)				

STIP ID #	34383	DOT Region	Southcoast Region
Location	Metlakatla		
Sponsor	Metlakatla Indian Community		

This application will fund and support engineering designs, replacement, or removal of six culverts on four anadromous streams (Graveyard, Gillnet, Colby, and Davids Creeks) on the Annette Islands Reserve (AIR) road system that currently restrict fish passage for Coho and pink salmon, chum salmon, coastal cutthroat trout, and Dolly Varden char. Two of these removals will be direct barrier removals via culvert removal, three will be barrier replacement implementation projects, and one other crossing will have an engineering design produced.

Metlakatla Port Improvements Project

	2024	2025	2026	2027	2024-2027
Cost Estimate	\$0	\$3,400,000	\$0	\$0	\$3,400,000
Funding	Discretionary Grant (Awarded)				

STIP ID #	34384	DOT Region	Southcoast Region
Location	Metlakatla		
Sponsor	Metlakatla Indian Community		

\$3.4 million for the improvement of the Port of Metlakatla, including the installation of barge fender and batter piles, preparation for the replacement of breakwater infrastructure, and repairs to the boat haul out mechanism.

One Too Many: Cohort Development of Safety Action Plans in Rural Alaska

	2024	2025	2026	2027	2024-2027
Cost Estimate	\$0	\$668,419	\$0	\$0	\$668,419
Funding	Discretionary Grant (Awarded)				

STIP ID #	34387	DOT Region	Southcoast Region
Location	Adak		
Sponsor	City of Adak		

This award will be used by the City of Adak to develop a comprehensive safety action plan for rural Alaska communities in partnership with AML.

Port of Adak Pier Five Improvements Project

	2024	2025	2026	2027	2024-2027
Cost Estimate	\$0	\$10,161,900	\$0	\$0	\$10,161,900
Funding	Discretionary Grant (Awarded)				

STIP ID #	34386	DOT Region	Southcoast Region
Location	Adak		
Sponsor	City of Adak		

The project at the Port of Adak, in the Aleutian Islands of Alaska, entails repairs and updates to Pier Five, the primary supply pier for this remote Alaskan village. The grant will fund planning and permitting work, removal of the deteriorated timber pile fender system, repairs to damaged concrete piles and caps, installation of a high-energy absorbing fender system, and installation of new sewer, firefighting water, potable water, electrical and communications utilities, and LED lighting.

Port of Alaska North Extension Stabilization Step 1 Project

	2024	2025	2026	2027	2024-2027
Cost Estimate	\$0	\$68,700,000	\$0	\$0	\$68,700,000
Funding	Discretionary Grant (Awarded)				

STIP ID #	34385	DOT Region	Central Region
Location	Anchorage Municipality		
Sponsor	Port of Alaska		

The Project will reconfigure and realign the shoreline within the "North Extension" the areanorth of the existing general cargo terminals) at the Port of Alaska in Anchorage, Alaska. The Project includes the demolition of a sheet pile wall, removal of approximately 1.3 million cubic yards of material, and construction of a shoreline revetment of armor rock.

Prince William Sound AMHS Ferry Terminal Project: Cordova, Tatitlek, and Chenega

	2024	2025	2026	2027	2024-2027
Cost Estimate	\$0	\$28,248,386	\$0	\$0	\$28,248,386
Funding	Discretionary Grant (Awarded)				

STIP ID #	34388	DOT Region	Northern Region
Location	Cordova		
Sponsor	Prince William Sound Economic Development		

This Project funds upgrades and modifications at three Prince William Sound ferry terminals. The Cordova improvements include removal of floating fenders and construction of fixed fender mooring dolphins and catwalks and modifications to the stern berth to accommodate ferries. The Tatitlek improvements include the provision of new end-loading ferry terminal structures, including a vehicle transfer bridge and bridge support float. The Chenega improvements include the construction of a new side-berth ferry terminal facility, including a pile-supported approach dock structure, vehicle transfer bridge, bridge support float, and two mooring dolphins.

Railroad Marine Terminal Freight Dock & Corridor Improvements in Seward

	2024	2025	2026	2027	2024-2027
Cost Estimate	\$25,000,000	\$0	\$0	\$0	\$25,000,000
Funding	Discretionary Grant (Awarded)				

STIP ID #	34414	DOT Region	Central Region
Location	Seward		
Sponsor	Alaska Railroad Corporation		

The Alaska Railroad Corporation (ARRC) Seward Marine assets include three operating terminals - Material (coal) Loading Facility, Passenger Dock, and Freight Dock. ARRC is expanding its Seward Freight Dock by lengthening the existing structure from 620 feet to 1,000 feet into deeper water and includes a mooring dolphin and catwalk 100 feet beyond the deck area. The structure is designed to be widened from 200 feet to 320 feet along its entire length in the future. Awarded through MARAD

Railroad Anchorage North & South Rail Corridor

	2024	2025	2026	2027	2024-2027
Cost Estimate	\$0	\$500,000	\$0	\$0	\$500,000
Funding	Discretionary Grant (Awarded)				

STIP ID #	34374	DOT Region	Central Region
Location	Anchorage / Mat-Su Region		
Sponsor	Alaska Railroad Corporation		

The proposed corridor would provide improvements to the existing intercity passenger rail services operated by Alaska Railroad Corporation between Fairbanks and Seward, AK, including Anchorage, Whittier, Wasilla, Talkeetna, Denali National Park, Nenana, and other intermediate points in Alaska by adding new frequencies, reducing travel times, and improving reliability. The corridor sponsor would enter Step 1 of the program to develop a scope, schedule, and cost estimate for preparing, completing, or documenting its service development plan.

Railroad Milepost 190.5 Bridge Replacement Project

	2024	2025	2026	2027	2024-2027
Cost Estimate	\$0	\$10,250,698	\$0	\$0	\$10,250,698
Funding	Discretionary Grant (Awarded)				

STIP ID #	34373	DOT Region	Alaska-wide
Location	Alaska-wide		
Sponsor	Alaska Railroad Corporation		

Project includes project development, final design, & construction activities to support the replacement of the bridge at milepost 190.5 on ARRC's North Corridor main line, which is used by freight trains and intercity passenger trains. The project will improve system and service performance on the ARRC mainline, which has experienced increasing demand for regularly scheduled intercity passenger rail service between Anchorage and Fairbanks. It will also remove railcar load weight restrictions to allow for unrestricted 286,000-pound freight cars. The project will also eliminate the need to add speed restrictions and enhance the safety of train operations.

Reconnecting Fairview: Neighborhood Revitalization through Community-Led Highway Redesign

	2024	2025	2026	2027	2024-2027
Cost Estimate	\$537,660	\$0	\$0	\$0	\$537,660
Funding	Discretionary Grant (Awarded)				

STIP ID #	34189	DOT Region	Central Region
Location	Anchorage Municipality		
Sponsor	Anchorage Neighborhood Housing Services		

Funding will be used to support economic analysis, traffic modeling, greenway design, and robust public engagement including civic dialogues and visualization processes for the revitalization of the Gambill/Ingra Corridor in Anchorage. Over 50 years ago, the State of Alaska converted local community streets to high-speed arterials, referred to as a highway couplet, connecting the New Seward A-3 and Glenn A-1 Highways through the Fairview neighborhood. This direct bifurcation resulted in a two block wide "no-man's land" between the two streets, turning the middle Hyder Street into a 10-block long community wasteland.

Sand Point Floating Dock Harbor Expansion

	2024	2025	2026	2027	2024-2027
Cost Estimate	\$0	\$5,365,000	\$0	\$0	\$5,365,000
Funding	Discretionary Grant (Awarded)				

STIP ID #	4933	DOT Region	Southcoast Region
Location	Sand Point		
Sponsor	Sand Point		

The Project consists of installing more than 1,000 feet of new floating dock and supporting access, utility, and safety infrastructure within the existing harbor. The Project will complete the Aleutians East Borough's long-term efforts to fully build out the community's harbor.

Team Life: Metlakatla Indian Community Safety Action Plan

	2024	2025	2026	2027	2024-2027
Cost Estimate	\$0	\$199,248	\$0	\$0	\$199,248
Funding	Discretionary Grant (Awarded)				

STIP ID #	34389	DOT Region	Southcoast Region
Location	Metlakatla		
Sponsor	Metlakatla Indian Community		

This award will be used by Metlakatla Indian Community to develop a comprehensive safety action plan.

Transportation Equity in Lemon Creek Area

	2024	2025	2026	2027	2024-2027
Cost Estimate	\$0	\$86,000	\$0	\$0	\$86,000
Funding	Discretionary Grant (Awarded)				

STIP ID #	34390	DOT Region	Southcoast Region
Location	Juneau		
Sponsor	City and Borough of Juneau		

This award will be used by the City & Borough of Juneau to conduct supplemental planning activities to enhance its comprehensive safety action plan currently under development. Supplemental planning funds will be used to conduct expanded data collection and a road safety audit.

Whittier Terminal Master Plan

	2024	2025	2026	2027	2024-2027
Cost Estimate	\$0	\$1,173,600	\$0	\$0	\$1,173,600
Funding	Discretionary Grant (Awarded)				

STIP ID #	34392	DOT Region	Central Region
Location	Whittier		
Sponsor	City of Whittier		

This project is for the development of a comprehensive master plan that evaluates the condition, performance, safety, efficiency, state of good repair, reliability, resiliency, and sustainability of the Whittier Terminal. The plan will identify areas for rehabilitation of marine, terminal, and upland infrastructure, as well as operations that support the terminal.

Yakutat Fish Passage Culvert Replacement Program

	2024	2025	2026	2027	2024-2027
Cost Estimate	\$800,000	\$0	\$0	\$0	\$800,000
Funding	Discretionary Grant (Awarded)				

STIP ID #	34391	DOT Region	Southcoast Region
Location	Yakutat City and Borough		
Sponsor	Yakutat Tlinget Tribe		

This application includes planning of up to 5 final designs, assessment and prioritization for culvert replacement, and monitoring of projects after construction is completed. DOD will fund the actual construction. . This project is located is the Ankau Saltchucks (Yakutat, Alaska) on former military road. The project will provide additional co-benefits such as flood control and access for tribal subsistence harvesters. Removing the impediments to migratory salmonid passage will positively open hundreds of acres on the Phipps Peninsula to fish passage.

Yakutat Multi-Purpose Dock									
Cost Estimate	2024	2025	2026	2027	2024-2027				
	\$0	\$2,903,839	\$15,730,200	\$0	\$18,634,039	STIP ID #	34268	DOT Region	Southcoast Region
Funding						Location	Yakutat City and Borough		
	Discretionary Grant (Awarded)					Sponsor	City and Borough of Yakutat		

The current length of the dock means that the loading and offloading of larger vessels needs to be done while they are anchored at harbor. The current size of the dock also limits the number of times the Alaska Marine Highway Ferry Kennicott can serve this community.

Yakutat Small Boat Harbor (Yakutat)									
Cost Estimate	2024	2025	2026	2027	2024-2027				
	\$0	\$8,900,000	\$0	\$0	\$8,900,000	STIP ID #	34328	DOT Region	Southcoast Region
Funding						Location	Yakutat City and Borough		
	Discretionary Grant (Awarded)					Sponsor	City of Yakutat		

\$8.9 million to replace the existing 60-year-old harbor in Yakutat. This includes the replacement of the floating dock, stringers, and steel pipe mooring piles, as well as the installation of a fire suppression system, covered gangway, and relocation of the existing seaplane float.

PROJECTS GRIDS (COMMUNITY-DRIVEN, NOT FUNDED BUT INCLUDED FOR INFORMATIVE AND ILLUSTRATIVE PURPOSES)

The following community driven projects are included for informative purposes. With the increasing amount of Federal funding available through discretionary grants and other federal programs, project proposals are required to be listed in the STIP to address Federal application requirements.

A Street and C Street Bridge Reconstruction

	2024	2025	2026	2027	2024-2027
Cost Estimate	\$0	\$0	\$0	\$30,000,000	\$30,000,000
Funding	Discretionary Grant (Not Yet Funded)		Project is not yet funded.		

STIP ID #	34367	DOT Region	Central Region
Location	Anchorage Municipality		
Sponsor	Municipality of Anchorage		

The A and C Streets bridge between Government Hill and Downtown Anchorage be upgraded. This bridge is critical for the operation of the Port of Alaska and Joint Base Elmendorf Richardson (JBER) as well as for residents of Government Hill.

Alaska State Housing Authority (ASHA) Yakutat Subdivision Road Resurfacing

	2024	2025	2026	2027	2024-2027
Cost Estimate	\$0	\$4,000,000	\$0	\$0	\$4,000,000
Funding	Discretionary Grant (Not Yet Funded)		Project is not yet funded.		

STIP ID #	34266	DOT Region	Southcoast Region
Location	Yakutat City and Borough		
Sponsor	City and Borough of Yakutat		

The ASHHA Road is currently a dirt road that gives access to the largest housing development in Yakutat, serving 50 homes. With the Denali Commission grant we applied for three years ago, we put in new culverts and ditches. To complete the road, it needs to be paved to control dust and erosion. The road is eight miles in length.

Ankau Bridge and Road Project

	2024	2025	2026	2027	2024-2027
Cost Estimate	\$0	\$467,800	\$0	\$0	\$467,800
Funding	Discretionary Grant (Not Yet Funded)		Project is not yet funded.		

STIP ID #	34267	DOT Region	Southcoast Region
Location	Yakutat City and Borough		
Sponsor	City and Borough of Yakutat		

The project would provide needed major construction and repair to this deteriorating, 61-year-old bridge. In its current state it is a safety hazard to the residents and businesses that use it routinely, and the thousands of visitors who fish from the bridge. The road between the town and the bridge needs to be upgraded and is three miles in length. Cost is estimated for preliminary feasibility and design study.

Bells Flats Commercial Truck Route Road Improvements

	2024	2025	2026	2027	2024-2027
Cost Estimate	\$0	\$10,475,000	\$0	\$0	\$10,475,000
Funding	Discretionary Grant (Not Yet Funded)		Project is not yet funded.		

STIP ID #	34277	DOT Region	Southcoast Region
Location	Kodiak		
Sponsor	Kodiak Island Borough		

This project will improve existing roads in the Womens Bay area of the Kodiak Road System, which are traveled by commercial trucks and support ~350 residents and small businesses. This project will reconstruct ~3 miles of road including Sargent Creek Road, Salmonberry Drive, Middle Bay Drive, and Bells Flats Road. Existing pavement will be milled and repaved, RAP surface areas will be paved, subsurface improved, and 8 culvert replacements.

Boundary and Peck Improvements

	2024	2025	2026	2027	2024-2027
Cost Estimate	\$0	\$0	\$0	\$5,000,000	\$5,000,000
Funding	Discretionary Grant (Not Yet Funded)		Project is not yet funded.		

STIP ID #	34369	DOT Region	Central Region
Location	Anchorage Municipality		
Sponsor	Municipality of Anchorage		

Boundary and Peck Avenues be improved. Both Boundary and Peck are heavily used in North Muldoon but lack sidewalks even though there is extensive use by pedestrians, including children who frequently walk to school on them. This is a travesty that needs to be remedied even though Boundary and Peck are maintained by the Municipality of Anchorage. Boundary and Peck Avenues also need traffic-calming measures. Boundary Avenue also needs resurfacing as well given that the pavement is disintegrating to the point that residents who live on this street are considering repaving it themselves.

Burma Road Upgrades and Improvements

	2024	2025	2026	2027	2024-2027
Cost Estimate	\$0	\$11,585,000	\$0	\$0	\$11,585,000
Funding	Discretionary Grant (Not Yet Funded)		Project is not yet funded.		

STIP ID #	34364	DOT Region	Central Region
Location	Matanuska-Susitna Borough		
Sponsor	Matanuska-Susitna Borough		

Improve Burma Road including drainage, signing, paving, widening, and structural improvements, and realignment.

Captain's Bay Road

	2024	2025	2026	2027	2024-2027
Cost Estimate	\$0	\$13,155,000	\$0	\$0	\$13,155,000
Funding	Discretionary Grant (Not Yet Funded)		Project is not yet funded.		

STIP ID #	34349	DOT Region	Southcoast Region
Location	Unalaska		
Sponsor	City of Unalaska		

This project is 1.4 miles long, between Airport Beach Road and the south end of the Westward Seafoods Complex. Work on the existing gravel road includes widening the road to 13-ft lanes with 2-ft shoulders, base & various areas of embankment reconstruction, new asphalt pavement, and new 6-ft paved separated multi-use path. Project includes selective replacement of storm drain pipes & inlet structures.

Chase Avenue Upgrades

	2024	2025	2026	2027	2024-2027
Cost Estimate	\$0	\$9,350,000	\$0	\$0	\$9,350,000
Funding	Discretionary Grant (Not Yet Funded)		Project is not yet funded.		

STIP ID #	34135	DOT Region	Northern Region
Location	Cordova		
Sponsor	City of Cordova		

Resurfacing Chase Avenue between the Copper River Highway and Lefevre Street, including upgrades to both intersections with ADA compliant shoulders, drainage improvements and utilities. Upgrades to drainage, subgrade, and new pavement will improve access to the Cordova Community Hospital, Hollis Hendricks Park, and residents. Preliminary engineering has been completed.

Chenega Community Roads Rehabilitation and Resurfacing

	2024	2025	2026	2027	2024-2027
Cost Estimate	\$0	\$0	\$0	\$15,000,000	\$15,000,000
Funding	Discretionary Grant (Not Yet Funded)		Project is not yet funded.		

STIP ID #	34357	DOT Region	Southcoast Region
Location	Chenega		
Sponsor	City of Chenega		

Chenega has been awarded Denali Commission funding for design, engineering and permitting for this scope of work. Chenega is seeking construction funding.

Diamond Creek Recreation Area Access and Development

	2024	2025	2026	2027	2024-2027
Cost Estimate	\$0	\$0	\$0	\$6,000,000	\$6,000,000
Funding	Discretionary Grant (Not Yet Funded)		Project is not yet funded.		

STIP ID #	34358	DOT Region	Southcoast Region
Location	Homer		
Sponsor	City of Homer		

Construct a non-motorized route across the Sterling Highway near Milepost 168, in order to extend the recreational corridor to the Diamond Creek State Recreation Site on the south side of the Sterling Highway. (A pedestrian underpass at this location associated with an improved road-stream crossing should be investigated.)

Duben Avenue Sidewalk and Lighting									
Cost Estimate	2024	2025	2026	2027	2024-2027	STIP ID #	34371	DOT Region	Central Region
	\$0	\$0	\$0	\$5,000,000	\$5,000,000	Location	Anchorage Municipality		
Funding	Discretionary Grant (Not Yet Funded)			Project is not yet funded.		Sponsor	Municipality of Anchorage		

Duben Avenue—another heavily used street in North Muldoon—needs to be improved in its sidewalks and lighting.

East Hill Road and West Hill Road Bike Lanes									
Cost Estimate	2024	2025	2026	2027	2024-2027	STIP ID #	34411	DOT Region	Southcoast Region
	\$0	\$0	\$0	\$5,000,000	\$5,000,000	Location	Homer		
Funding	Discretionary Grant (Not Yet Funded)			Project is not yet funded.		Sponsor	City of Homer		

East Hill and West Hill roads are state-maintained arterial roads that connect Diamond Ridge and Skyline Drive areas of Homer to the main parts of town. Both roads are steep and winding with no shoulders, leaving no safe alternative for non-motorized traffic.

East Loop Road Bike Trail									
Cost Estimate	2024	2025	2026	2027	2024-2027	STIP ID #	34370	DOT Region	Central Region
	\$0	\$0	\$0	\$5,000,000	\$5,000,000	Location	Anchorage Municipality		
Funding	Discretionary Grant (Not Yet Funded)			Project is not yet funded.		Sponsor	Municipality of Anchorage		

East Loop Road on Government Hill be improved to include a bike lane all the way to the Elmendorf gate of JBER. This road is critical infrastructure, and the bicycle path that exists on the part of the road running up and down Government Hill needs improved/safer access.

Good River Bridge Repair and Bank Stabilization									
Cost Estimate	2024	2025	2026	2027	2024-2027	STIP ID #	34409	DOT Region	Southcoast Region
	\$0	\$0	\$0	\$5,000,000	\$5,000,000	Location	Gustavus		
Funding	Discretionary Grant (Not Yet Funded)			Project is not yet funded.		Sponsor	City of Gustavus		

Repair Bridge # 0224 on Good River Road crossing Good River in Gustavus.

Gustavus Dock and Float System Wave Barrier									
Cost Estimate	2024	2025	2026	2027	2024-2027	STIP ID #	34410	DOT Region	Southcoast Region
	\$0	\$0	\$0	\$0	\$0	Location	Gustavus		
Funding	Discretionary Grant (Not Yet Funded)			Project is not yet funded.		Sponsor	City of Gustavus		

A resiliency project to protect shorelin.

Gustavus Safe Streets for All Bike Trail/Sidepath									
Cost Estimate	2024	2025	2026	2027	2024-2027	STIP ID #	34408	DOT Region	Southcoast Region
	\$0	\$0	\$0	\$5,000,000	\$5,000,000	Location	Gustavus		
Funding	Discretionary Grant (Not Yet Funded)			Project is not yet funded.		Sponsor	City of Gustavus		

A safe streets for all project.

Harbor Float System Replacement - FREIGHT Project									
Cost Estimate	2024	2025	2026	2027	2024-2027	STIP ID #	34253	DOT Region	Southcoast Region
	\$0	\$59,289,547	\$0	\$0	\$59,289,547	Location	Homer		
Funding	Discretionary Grant (Not Yet Funded)			Project is not yet funded.		Sponsor	City of Homer		

Replacement of Homer Harbor float systems 1 and 4 will bring the floats up to current safety standards and improve system efficiencies and capacities to meet current load and system demands. The City of Homer Port is a critical link in the marine transportation network on which vital industries, the Port of Alaska, and 47 non-road-connected communities in rural Alaska depend. Project elements include planning and design for float and gangway replacement, including electrification of floats, environmental analysis and permitting public and equity engagement, and construction.

Homer Equitable Community Connectivity Action Plan									
Cost Estimate	2024	2025	2026	2027	2024-2027	STIP ID #	34351	DOT Region	Southcoast Region
	\$0	\$2,000,000	\$0	\$0	\$2,000,000	Location	Homer		
Funding	Discretionary Grant (Not Yet Funded)			Project is not yet funded.		Sponsor	City of Homer		

recreational corridor to the Diamond Creek State

Homer Harbor Expansion									
Cost Estimate	2024	2025	2026	2027	2024-2027	STIP ID #	34350	DOT Region	Southcoast Region
	\$0	\$0	\$0	\$275,000,000	\$275,000,000	Location	Homer		
Funding	Discretionary Grant (Not Yet Funded)			Project is not yet funded.		Sponsor	City of Homer		

This project builds a new harbor for large vessels on the north side of

Homer's existing Small Boat Harbor to address navigational safety concerns, ease overcrowding, and support efficient regional marine transportation for a healthy, diverse Alaskan economy. A natural shelf and local source of rock make the construction of a port basin designed for large vessels and to accommodate US Coast Guard assets feasible. Homer's central, road-connected location, renowned marine tradesmen, and ice-free conditions make it an ideal location.

Hydro Access Road									
Cost Estimate	2024	2025	2026	2027	2024-2027	STIP ID #	2264	DOT Region	Southcoast Region
	\$0	\$1,200,000	\$0	\$0	\$1,200,000	Location	Chignik		
Funding	Discretionary Grant (Not Yet Funded)			Project is not yet funded.		Sponsor	Lake and Peninsula Borough		

This project would complete the construction of a 7,900 linear foot road for safe and reliable access to the existing Chignik Bay Water Source at Indian lake, where a new hydroelectric plant has been proposed pending reliable and safe access. Adjustments to the existing and partially constructed access road are necessary to reduce grades and improve safety. An estimated four culverts are needed.

Kalifornsky Beach Rd. and Arena Ave Signalization

Cost Estimate	2024	2025	2026	2027	2024-2027	STIP ID #	34274	DOT Region	Central Region
	\$0	\$2,000,000	\$0	\$0	\$2,000,000	Location	Kenai		
Funding	Discretionary Grant (Not Yet Funded)			Project is not yet funded.		Sponsor	City of Soldotna		

Add signalization at intersection of K-Beach Road and Arena Ave (Soldotna Regional Sports Complex). This section of K-Beach Road includes significant recreational and public facilities that serve the residents of Soldotna and nearby communities.

Katlian Avenue Paving and Improvements

Cost Estimate	2024	2025	2026	2027	2024-2027	STIP ID #	34235	DOT Region	Southcoast Region
	\$0	\$10,589,000	\$0	\$0	\$10,589,000	Location	Sitka		
Funding	Discretionary Grant (Not Yet Funded)			Project is not yet funded.		Sponsor	City and Borough of Sitka		

Rehabilitate Katlian Avenue from Lincoln Street to Halibut Point Road (~4000') to include construction of failing pavement, drainage, and sidewalks accessing Sitka's Indian Village and the core downtown.) Project will improve safety and accessibility with the incorporation of bus stops, ADA compliant sidewalks and raised crossings, textured paving to calm traffic speeds, parking areas, and other public spaces that were possible in support of public health, safe mobility, and strengthened commerce.

Kodiak Pedestrian Pathway Construction to North Star Elementary School

Cost Estimate	2024	2025	2026	2027	2024-2027	STIP ID #	34278	DOT Region	Southcoast Region
	\$0	\$2,000,000	\$0	\$0	\$2,000,000	Location	Kodiak		
Funding	Discretionary Grant (Not Yet Funded)			Project is not yet funded.		Sponsor	Kodiak Island Borough		

This project in Kodiak will provide safe pedestrian access to an elementary school located atop a hill and surrounded by residential neighborhoods without sidewalks along the narrow unpaved roads. A separated five-foot-wide pedestrian gravel pathway will be constructed along two residential roads leading to the school and connect a popular pedestrian/bike path along an arterial road.

Lake Hirst Monastery to Kincaid Reconstruction

Cost Estimate	2024	2025	2026	2027	2024-2027	STIP ID #	34265	DOT Region	Southcoast Region
	\$0	\$5,300,000	\$0	\$0	\$5,300,000	Location	Sitka		
Funding	Discretionary Grant (Not Yet Funded)			Project is not yet funded.		Sponsor	City and Borough of Sitka		

Complete reconstruction including water & sewer utilities, storm drainage, signing & striping, pedestrian facilities, and sidewalk, curb and gutter where applicable.

Lincoln Street Improvements: Harbor Way to Harbor Drive

Cost Estimate	2024	2025	2026	2027	2024-2027	STIP ID #	30291	DOT Region	Southcoast Region
	\$0	\$6,649,000	\$0	\$0	\$6,649,000	Location	Sitka		
Funding	Discretionary Grant (Not Yet Funded)			Project is not yet funded.		Sponsor	City and Borough of Sitka		

Lincoln Street from Harbor Way to Harbor Drive has reached the end of its functional design life. Improvements to include street, pedestrian facilities, drainage, water/sewer/electric infrastructure, signage, striping, lighting and tourism-centric beautification.

Marydale Avenue Reconstruction

Cost Estimate	2024	2025	2026	2027	2024-2027	STIP ID #	34273	DOT Region	Central Region
	\$0	\$4,200,000	\$0	\$0	\$4,200,000	Location	Soldotna		
Funding	Discretionary Grant (Not Yet Funded)			Project is not yet funded.		Sponsor	City of Soldotna		

This project will reconstruct Marydale Avenue in Soldotna, a Major Collector that serves as primary access to medical, retail, government and educational sectors, from its intersection with the Kenai Spur Highway, to Diane Lane (approximately 6,100 linear feet). The scope of work includes: mill and asphalt paving, shallow patching at intersections, removal of historic 'bury pits' and subgrade work, replacing sidewalks for ADA compliance, and re-stripe.

Max Italio Road Reconstruction

Cost Estimate	2024	2025	2026	2027	2024-2027	STIP ID #	34269	DOT Region	Southcoast Region
	\$0	\$5,800,000	\$0	\$0	\$5,800,000	Location	Yakutat City and Borough		
Funding	Discretionary Grant (Not Yet Funded)			Project is not yet funded.		Sponsor	City and Borough of Yakutat		

Two miles of the Max Italio road in Yakutat needs to be repaired by replacing soil and sediments of silt, clay, and sand with stronger, more durable materials that will make the road more resilient, better than it was before the natural damage, break the cycle of damage, and make a long-term positive impact on the communities' transportation infrastructure system.

Nenana Safety and Access Improvements Transportation Project

Cost Estimate	2024	2025	2026	2027	2024-2027	STIP ID #	34271	DOT Region	Northern Region
	\$0	\$7,070,669	\$0	\$0	\$7,070,669	Location	Nenana		
Funding	Discretionary Grant (Not Yet Funded)			Project is not yet funded.		Sponsor	City of Nenana		

This transportation project consists of the following components: 1) The installation of safe highway crossings and intersections; 2) Improving bike/pedestrian access within the community; 3) Upgrading of key access roads (to include paving, lighting, signage); and 4) Providing secondary vehicular access points.

Point MacKenzie Highway: George Parks Highway to Ayrshire Road

Cost Estimate	2024	2025	2026	2027	2024-2027	STIP ID #	34361	DOT Region	Central Region
	\$0	\$2,154,000	\$7,394,000	\$60,740,000	\$70,288,000	Location	Matanuska-Susitna Borough		
Funding	Discretionary Grant (Not Yet Funded)			Project is not yet funded.		Sponsor	Matanuska-Susitna Borough		

Construct a 18.5 mile new road to provide a direct route from the George Parks Highway to Ayrshire Road, reconstructing the northern 18.5 miles of the Port MacKenzie Rail Extension embankment. Work includes intersection improvements, bridge construction, grading, drainage, signing, striping, and paving. This project is needed due to the lack of a safe, efficient, high speed, north - south corridor in the Big Lake and Point MacKenzie area.

Point MacKenzie Road Reconstruction Milepost 0-7

Cost Estimate	2024	2025	2026	2027	2024-2027	STIP ID #	34362	DOT Region	Central Region
	\$0	\$0	\$20,036,000	\$0	\$20,036,000	Location	Matanuska-Susitna Borough		
Funding	Discretionary Grant (Not Yet Funded)			Project is not yet funded.		Sponsor	Matanuska-Susitna Borough		

Reconstruct the embankment, add shoulders, and pave the Point MacKenzie Road to provide improved and safer access to Port MacKenzie, Goose Creek Correctional Centers, and Point MacKenzie Agricultural District.

Point Mackenzie Road Reconstruction MP 3.5 -7.4

	2024	2025	2026	2027	2024-2027
Cost Estimate	\$0	\$0	\$9,555,000	\$0	\$9,555,000
Funding	Discretionary Grant (Not Yet Funded)		Project is not yet funded.		

STIP ID #	34359	DOT Region	Central Region
Location	Matanuska-Susitna Borough		
Sponsor	Matanuska-Susitna Borough		

Reconstruct embankment, add shoulders, and pave 3.9 miles of Point Mackenzie Road to provide improved and safer access to Port Mackenzie, Goose Creek Correctional Center, and Point Mackenzie Agricultural District. The limits of each phase are to be determined.

Railroad Freight Car Replacement Program

	2024	2025	2026	2027	2024-2027
Cost Estimate	\$0	\$5,001,000	\$0	\$0	\$5,001,000
Funding	Discretionary Grant (Not Yet Funded)		Project is not yet funded.		

STIP ID #	34416	DOT Region	Alaska-wide
Location	Alaska-wide: Rail		
Sponsor	DOT&PF with ARRC		

The project seeks to acquire 65' flat cars to ensure ARRC has capacity to continue to operate current business lines at multiple locations along the railbelt.

Railroad Terminal Track Rehabilitation-Seward and Fairbanks

	2024	2025	2026	2027	2024-2027
Cost Estimate	\$0	\$14,567,000	\$0	\$0	\$14,567,000
Funding	Discretionary Grant (Not Yet Funded)		Project is not yet funded.		

STIP ID #	34415	DOT Region	Alaska-wide
Location	Alaska-wide: Rail		
Sponsor	DOT&PF with ARRC		

The project includes the rehabilitation and replacement of rail, ties, and ballast at ARRC's Seward and Fairbanks Terminals.

Second Street Improvements

	2024	2025	2026	2027	2024-2027
Cost Estimate	\$0	\$0	\$0	\$5,000,000	\$5,000,000
Funding	Discretionary Grant (Not Yet Funded)		Project is not yet funded.		

STIP ID #	32378	DOT Region	Northern Region
Location	Cordova		
Sponsor	City of Cordova		

Reconstruct sidewalks, road resurfacing, and drainage improvements along Second Street in Cordova, which is long overdue on this residential and commercial stretch of street that connects our elementary school and a health clinic to the town. Street re-design will provide missing pedestrian connections to both the high school and elementary school as well as the Ilanka Community Health Center. This project also improves stormwater drainage issues and removes stormwater infiltration from our sewer system. This would rebuild the road surface which is two blocks of mismatched, patched pothole fills that continually erode and re-open.

Seventh Street Sidewalk and Drainage Improvements

	2024	2025	2026	2027	2024-2027
Cost Estimate	\$0	\$0	\$0	\$5,000,000	\$5,000,000
Funding	Discretionary Grant (Not Yet Funded)		Project is not yet funded.		

STIP ID #	32028	DOT Region	Northern Region
Location	Cordova		
Sponsor	City of Cordova		

Seventh Street sidewalk and drainage improvements: this provides a pedestrian connection for the townhomes and Coast Guard housing to Lake Avenue, an important corridor for kids walking and biking to the Mt. Eccles Elementary School. This project would also provide curb and gutters for stormwater control which is needed to reduce urban flooding and damage done during large rainfall events.

Shotgun Cove Road and Emerald Cove

Cost Estimate	2024	2025	2026	2027	2024-2027	STIP ID #	34275	DOT Region	Central Region
	\$0	\$43,000,000	\$0	\$0	\$43,000,000	Location	Whittier		
Funding	Discretionary Grant (Not Yet Funded)			Project is not yet funded.		Sponsor	City of Whittier		

This project will build a new road to increase resource access, improve regional transportation systems, offer seasonal housing, and increase land available for recreational access and development in Whittier.

South Fireweed Avenue

Cost Estimate	2024	2025	2026	2027	2024-2027	STIP ID #	34272	DOT Region	Central Region
	\$0	\$5,500,000	\$0	\$0	\$5,500,000	Location	Soldotna		
Funding	Discretionary Grant (Not Yet Funded)			Project is not yet funded.		Sponsor	City of Soldotna		

Construction of South Fireweed Street from Redoubt Avenue to Kobuk Street will provide another urban collector and improve traffic circulation in this core area of the City of Soldotna. The City can implement goals identified in the Comprehensive Plan, including utilities, sidewalks and pavement.

South Tongass Ferry Terminal

Cost Estimate	2024	2025	2026	2027	2024-2027	STIP ID #	33972	DOT Region	Southcoast Region
	\$0	\$0	\$10,000	\$12,300,000	\$12,310,000	Location	Saxman		
Funding	Discretionary Grant (Not Yet Funded)			Project is not yet funded.		Sponsor	DOT&PF		

The terminal construction" project, located in Saxman along South Tongass, is designed to enhance the Alaska Marine Highway System (AMHS). The aim is to construct a new ferry terminal for the M/V Lituya, which operates between Metlakatla and Ketchikan. By shortening the vessel's route, the terminal will facilitate more frequent service, thus improving connectivity and efficiency.

Spit Road Erosion Mitigation

Cost Estimate	2024	2025	2026	2027	2024-2027	STIP ID #	34254	DOT Region	Southcoast Region
	\$0	\$38,000,000	\$0	\$0	\$38,000,000	Location	Homer		
Funding	Discretionary Grant (Not Yet Funded)			Project is not yet funded.		Sponsor	City of Homer		

Project will design, permit and implement measures for long term, sustainable erosion mitigation on Homer Spit, a remnant glacial mound that extends 4.5 miles into Kachemak Bay. Homer Spit supports state-owned Homer Spit Road, Homer Port & Harbor, critical Federal and State infrastructure, and is a regional commerce hub. Waves overtop and erode the road's shoulders, undermine the roadbed, damage the road surface, and cause devastating erosion to public and private properties.

Whittier Streets and Storm Drain Rehabilitation

Cost Estimate	2024	2025	2026	2027	2024-2027	STIP ID #	34276	DOT Region	Central Region
	\$0	\$3,555,000	\$0	\$0	\$3,555,000	Location	Whittier		
Funding	Discretionary Grant (Not Yet Funded)			Project is not yet funded.		Sponsor	City of Whittier		

Storm drain design based on existing pipe sizes and matching existing grades. Street improvements to main city corridor. ADA improvements to curb ramps. The City has completed design.

APPENDIX A: DEFINITIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

nonattainment and maintenance areas can be included in the first 2 years of the TIP and STIP only if funds are “available” or “committed.”

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

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

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

- **Interstates:** These are the highest classification of Arterials and were designed and constructed with mobility and long-distance travel in mind. The Interstate System has provided a superior network of limited access, divided highways offering high levels of mobility while linking the major urban areas of the United States.
- **Other Freeway & Expressways:** Like Interstates, these roadways are designed and constructed to maximize their mobility function, and abutting land uses are not directly served by them.
- **Other Principal Arterial:** These roadways serve major centers of metropolitan areas, provide a high degree of mobility, and can also provide mobility through rural areas. Unlike their access-controlled counterparts, abutting land uses can be served directly.
- **Minor Arterials:** These roadways provide service for trips of moderate length, serve geographic areas that are smaller than their higher Arterial counterparts and offer connectivity to the higher Arterial system.
- **Major and Minor Collector:** Collectors serve a critical role in the roadway network by gathering traffic from Local Roads and funneling them to the Arterial network. Generally, Major Collector routes are longer in length; have lower connecting driveway densities; have higher speed limits; are spaced at greater intervals; have higher annual average traffic volumes; and may have more travel lanes than their Minor Collector counterparts.
- **Local:** These roads provide access to homes, businesses, and other property.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Performance metric means a quantifiable indicator of performance or condition.

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

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

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

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

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

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) is a formula program that helps make surface transportation is more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk costal infrastructure. PROTECT includes both formula funding distributed to States and competitive grants. A state may only use PROTECT funds on highway projects,

public transportation facilities and port facilities including facilities that connect ports with other modes of transportation, improve efficiency of evacuations and disaster relief or aid transportation.

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

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

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

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

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

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

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

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

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

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

Safety investment area aims to continuously improve the transportation system's safety for all users. Projects within this area focus on initiatives such as the Highway Safety Improvement Program (HSIP), the Strategic Highway Safety Plan

(SHSP), and improvements to safety corridors. Examples of safety projects include widening roadways, adding medians or guardrails, upgrading signs and signal systems, constructing passing or turning lanes, and expanding existing lanes.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

APPENDIX B: INVESTMENT TARGETS

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

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

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

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

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

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

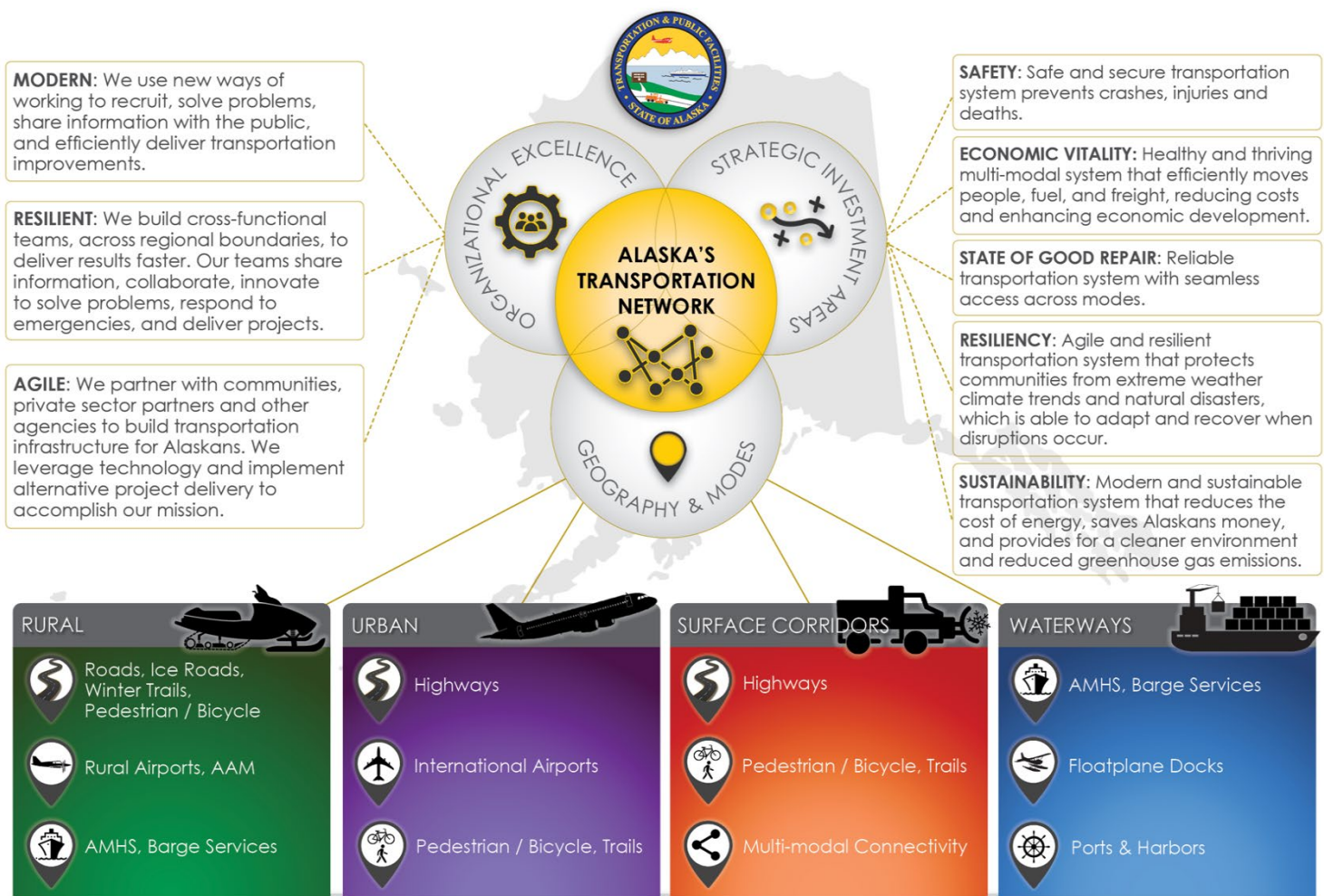


Figure 2: Strategic Vision Framework

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

Strategic Investment

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

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

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

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

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

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

Table 12: Strategic Investment Area Targets

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

Table 13: 2024-2027 STIP Strategic Investment Area Projected Expenditures

	'24-'27 Total	Percent
Economic Vitality	\$1,122,613,067	21.8%
State of Good Repair	\$2,042,074,237	37.7%
Safety	\$1,059,647,837	20.6%
Resiliency	\$349,099,627	6.8%
Sustainability	\$349,099,627	11.1%

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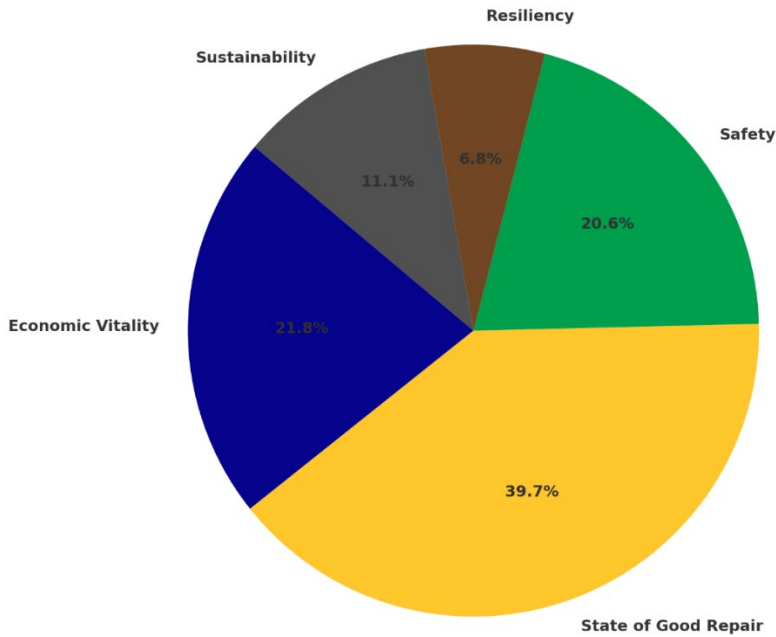


Figure 3: Strategic Investment Percentages

Landscapes

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

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

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

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

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

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

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Table 14: Landscape Investment Targets

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

Table 15: 2024-2027 STIP Landscape Investment Area Projected Expenditures

Category	Amount (\$)	Percentage
Rural	\$677,651,678	13.23%
Urban	\$1,246,205,194	24.33%
Corridor	\$1,572,855,591	30.71%
Waterways	\$846,102,088	16.51%
Alaska-wide	\$797,774,708	15.57%

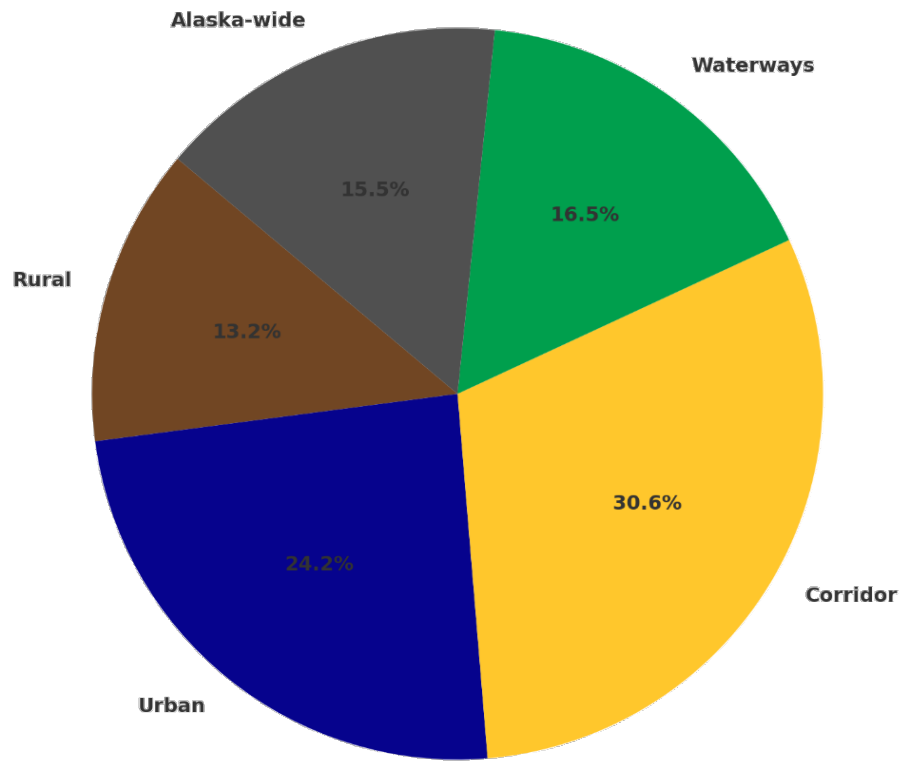


Figure 4: Strategic Investment Percentages

APPENDIX C: TRANSPORTATION PERFORMANCE MANAGEMENT ANALYSIS

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

Policy & Guidance

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

Alignment to LRTP

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

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

The LRTP investment areas guide how the department manages capital assets and prioritizes funding. STIP projects have a defined LRTP strategic investment area to show how it supports a particular investment area. Some projects may support one or more strategic investment area, however, the one listed in the STIP is the 'primary' investment area. For example, the Seward Meridian Project, STID ID 2481, includes an upgrade to a four-lane road (Safety investment), a bridge replacement (State of Good Repair) and a multi-use pathway (Sustainability).

Federal law (23 USC 150) defines the TPM national goals and performance measures. National goals include

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

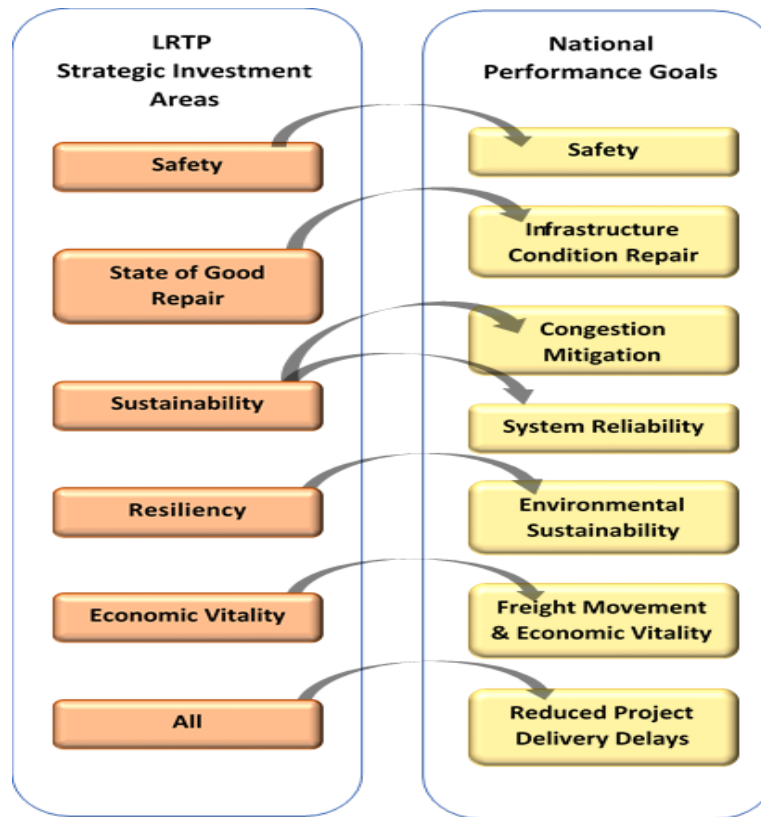


Figure 5: Alignment of LRTP Strategic Investment Areas to National Performance Goals

For more information visit, “Alaska Moves 2050, Long Range Transportation Plan”:

<https://alaskamoves2050.com/wp-content/uploads/2022/09/Alaska-LRTP-2022.09.01Public-Review-Draft.pdf>

Performance Management Plans

Performance management plans document DOT&PF’s project selection procedures and investment strategies. These plans are used in the performance-based planning and programming (PBPP) process to inform decision making that supports the LRTP strategic investment areas. Table 1 shows a list of performance management plans and their alignment to the LRTP strategic investment areas.

Table 16: Performance Management Plans Aligned to LRTP Strategic Investment Areas

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

Performance Measures

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

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

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

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

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Table 17: Safety - Federal Performance Measures

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

The Status and Targets are expressed as 5-year rolling averages and are applicable to all public roads. CY 2022 crash data is not available yet. The 2021 Status is compared to the 2021 Target. As noted in green the 2021 Status is below the 2021 targets.

Table 18: Pavement Condition - Federal Performance Measures

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

Table 19: Bridge Conditions - Federal Performance Measures

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

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Table 20: Freight Movement and NHS - Federal Performance Measures

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

Table 21: Congestion Mitigation & Air Quality - Federal Performance Measures

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

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

For map information:

Functional Classification & NHS Maps - <http://dot.alaska.gov/admsvc/stip/func-class>

Collaborative Target Setting

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

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

Safety

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

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

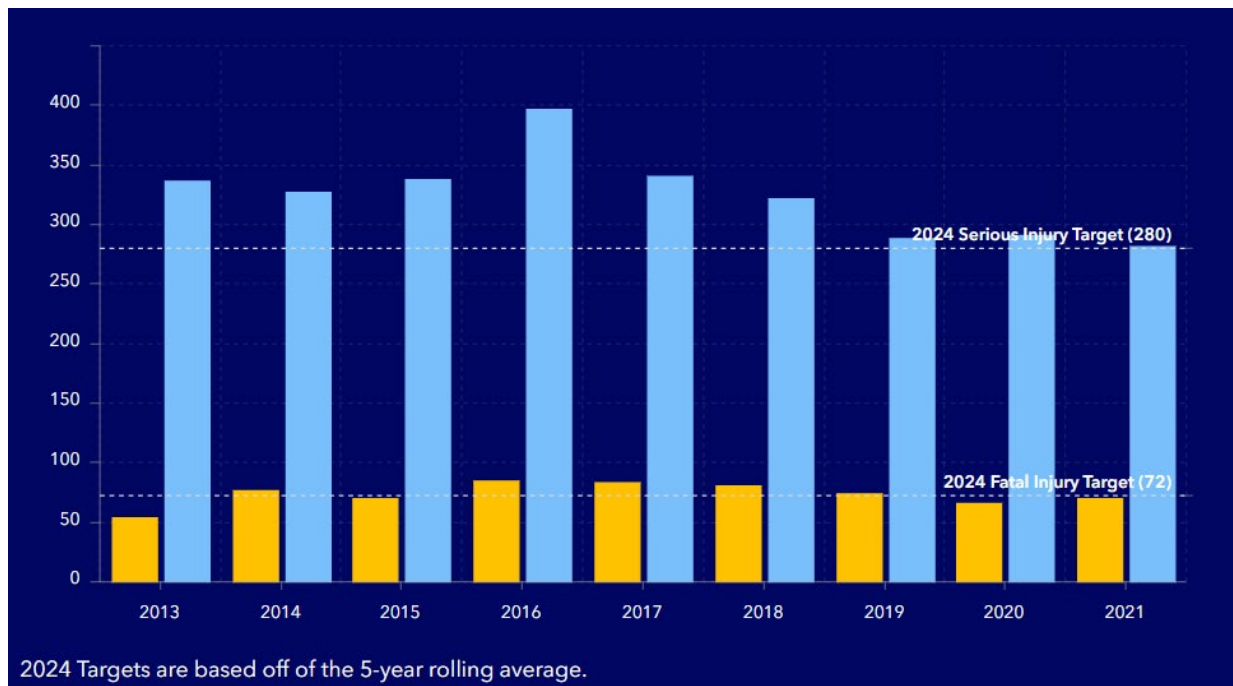


Figure 6: Historic Fatal and Serious Injury Crashes on All Public Roads, 2013-2021

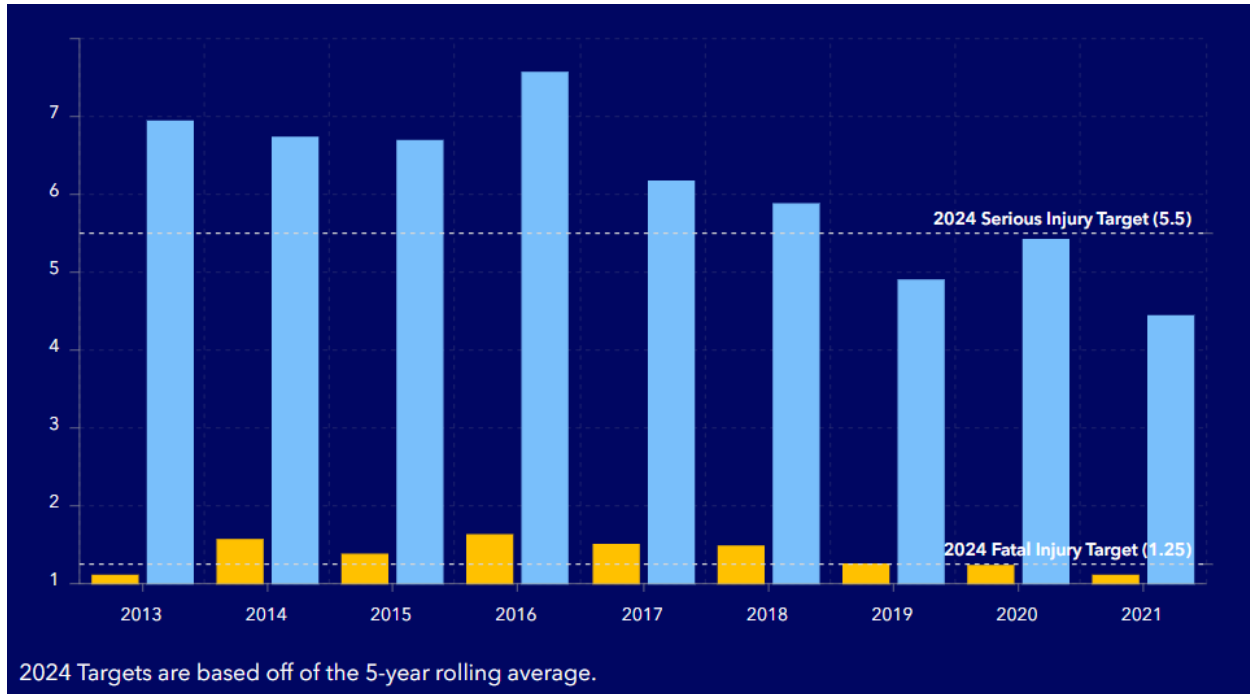


Figure 7: Historic Fatal and Serious Injury Rate (Per 100 Vehicle Miles Travelled) on All Public Roads, 2013-2021

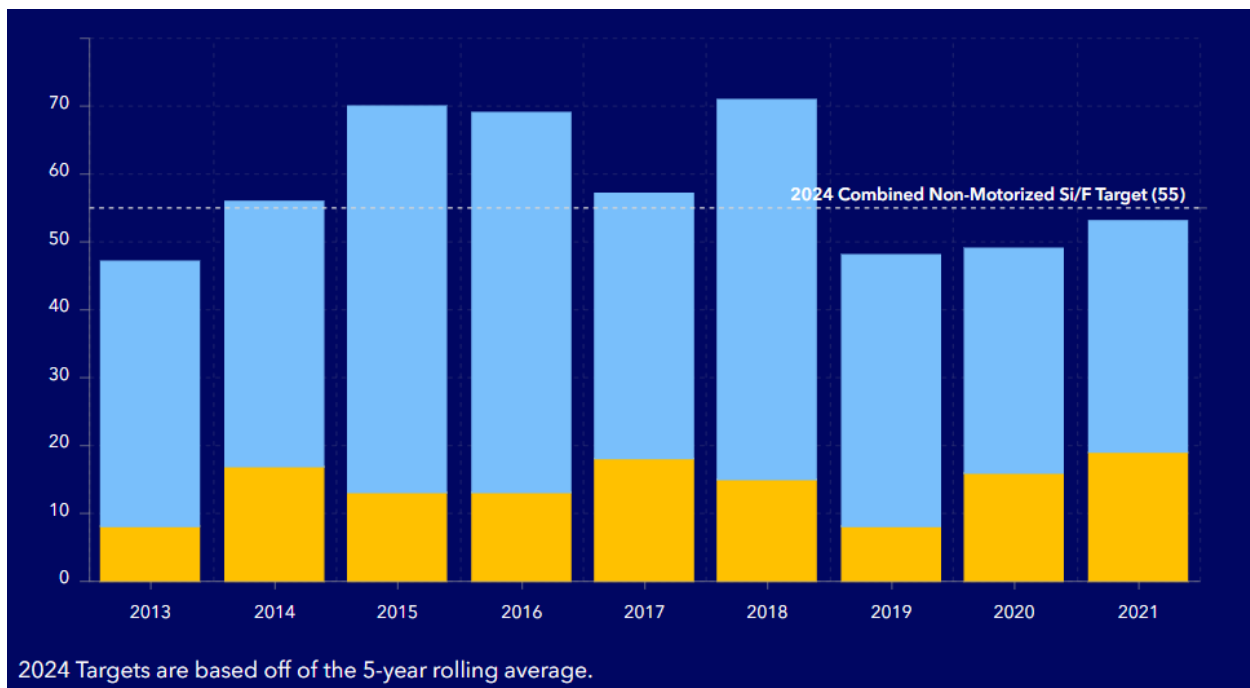


Figure 8: Historic Non-Motorized Fatal (yellow) and Serious Injuries (light blue) on All Public Roads, 2013-2021

Inclusion in the STIP

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

Projects in the STIP that have Safety as a strategic investment area are ones that support meeting the safety targets. Many projects that have Economic Vitality, Sustainability and State of Good Repair as an investment area also improve safety. Safety investments under Safety in the 2024-27 STIP amount to approximately \$1.5 billion, with \$304 million derived from the HSIP program. DOT&PF emphasizes safety as it's number one investment and expects to continue to reduce fatalities and serious injuries.

Bridge & Pavement Condition

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

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



Figure 9: Pavement Data Collection Van Located on the Dalton Highway.

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

The DOT&PF Bridge Program manages 1,036 bridges (including large culverts) on public roads in Alaska. The department owns 839 of them; thirty-two are owned by other state agencies, and 165 are owned by local governments. The department also inspects forty-one ramps to ferry docks, four tunnels, and 87 culverts. Fourteen of these bridges are closed

to the public. Of those 1,036 structures, 425 are on the NHS. Five of these bridges are owned by other local agency entities and three by Anchorage International Airport. The eight non-DOT&PF bridges will not affect the overall state target or national goals.

Although the focus of the performance management is on the NHS, DOT&PF is also responsible for maintaining a significant network of non-NHS roadways (3,475 centerline miles). These roadways are also critical to the Alaska transportation system and in supporting the goals in the LRTP. They also require regular maintenance, rehabilitation, and modernization and therefore compete with NHS facilities for limited funding resources. DOT&PF nominate projects for inclusion in the STIP as needed. Figure 6 shows the historic pavement conditions for NHS and non-NHS. Ratings are calculated using International Roughness Index (IRI), fatigue cracking, and rutting as metrics for assessing asphalt pavement conditions. As required by FHWA, DOT&PF collects pavement condition data on NHS paved roads annually for rutting and roughness and for longitudinal, transverse, and fatigue cracking.

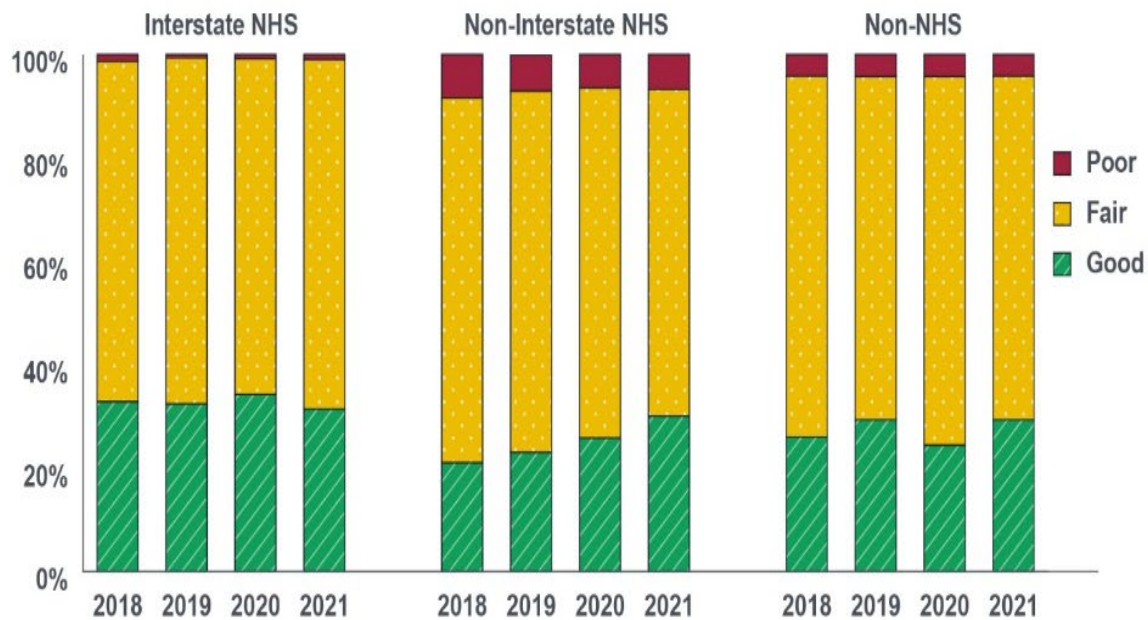


Figure 10: Historic Pavement Condition for Interstate NHS, Non-Interstate NHS and Non-NHS DOT&PF Roadways, 2018-2021

Figure 7 shows the historic average bridge conditions for NHS. Bridges are rated using National Bridge Inventory (NBI) General Condition Ratings on a scale of 1 to 9. Bridges are considered deficient if they receive an NBI rating of 4 or lower (Poor). Bridges are considered structurally deficient if their decks, superstructures (trusses or girders), or substructures (foundation, piers and abutments) are found to be in *Poor* condition. Bridges are inspected at least once every 24 months by DOT&PF bridge inspectors and engineers.

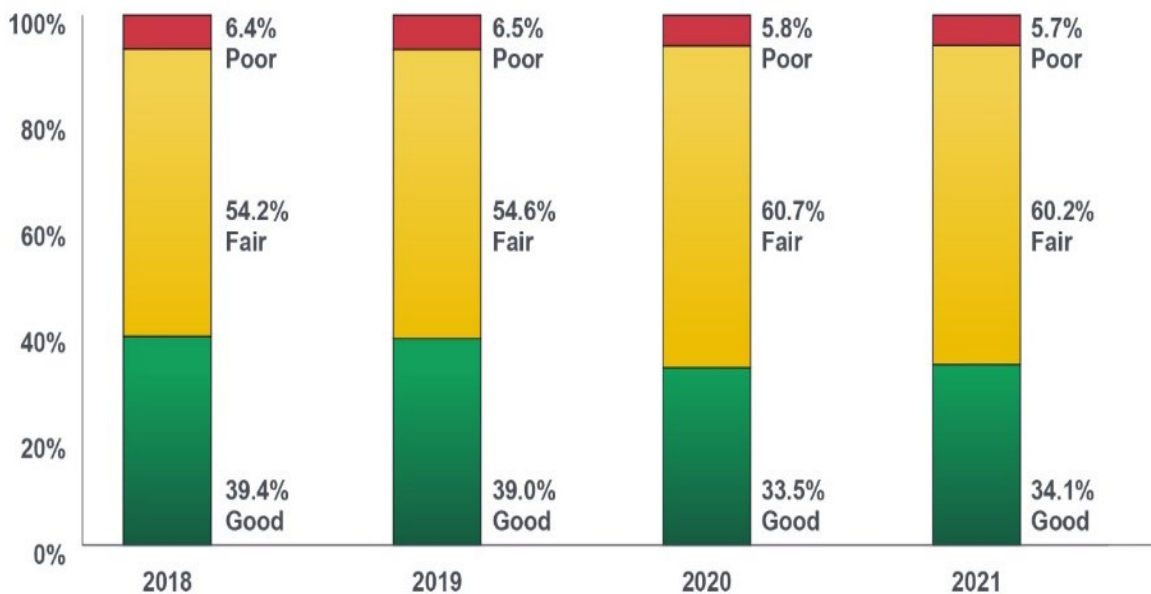


Figure 11: Average NHS Bridge Conditions (by deck area) 4-Year Trend

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

Inclusion in the STIP

STIP projects that support bridge and pavement improvements are funded mainly by NHPP and STBG. Some bridges are also funded through the IJIA Bridge Investment Program (BIP). Projects in the STIP that have SOGR as a strategic investment area are funded mainly by NHPP and are ones that support meeting the bridge and pavement targets. Bridge and pavement investments on the NHS in the 2024-27 STIP amount to \$881 million with more emphasis placed on bridge rehabilitation, reconstruction, replacement and preservation over the next few years. In 2022 Alaska's bridge performance was 36.1% just under the 40% target. This is up from 34.1% in 2021. DOT&PF expects to see this percentage increase and meet the 2024 and 2026 targets.

Freight Movement & System Performance

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

Travel Time Reliability

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

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

The intent of these targets is not necessarily to decrease the amount of time it takes to travel, although many of the projects focus on improving mobility. The primary intent is to make travel times as consistent and predictable as possible. Alaska has met the TTR target on Interstate since 2017, staying above the 92% target for Interstate at 97.7% person miles traveled in 2022 (Figure 8). Alaska has met the TTR target on non-Interstate NHS since 2019, staying above the 70% target at 87.7% person miles traveled in 2022 (Figure 9). Construction projects were a factor in not meeting the targets in 2018.

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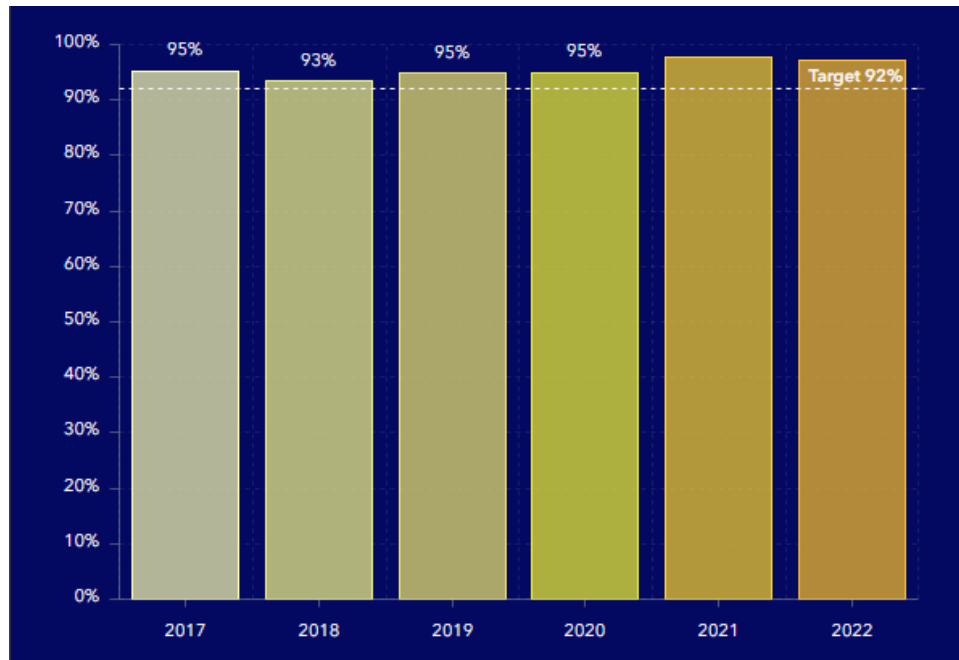


Figure 12: Alaska's Travel Time Reliability (% Person Miles Traveled) on the Interstate System, 2017-2022.

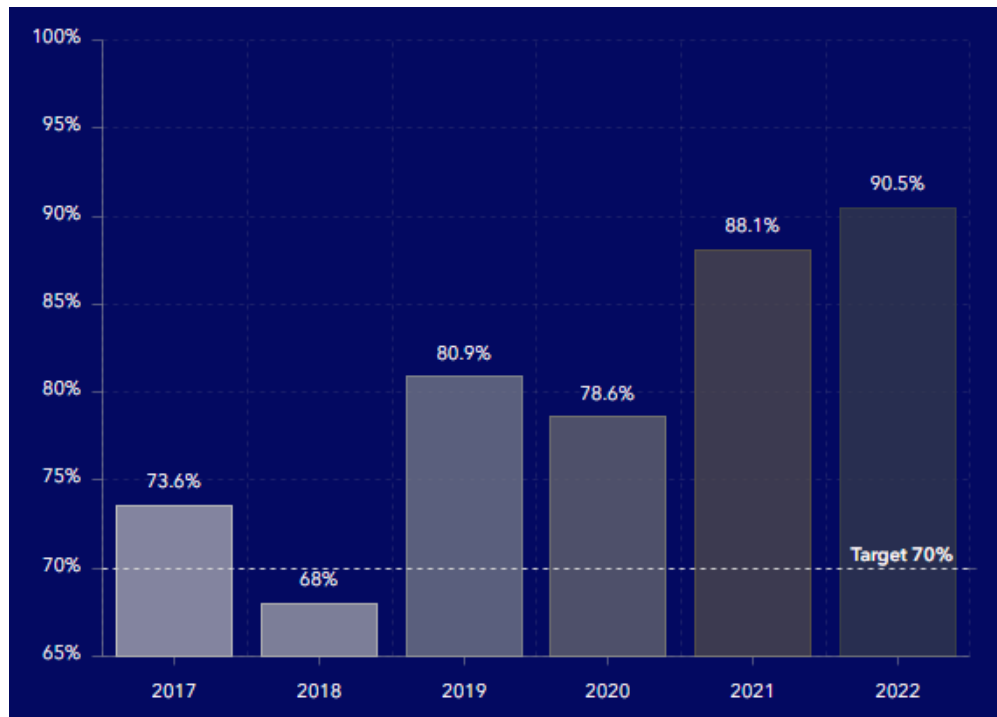


Figure 13: Alaska's Truck Travel Time Reliability (% Person Miles Traveled) on the non-Interstate NHS, 2017-2022

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

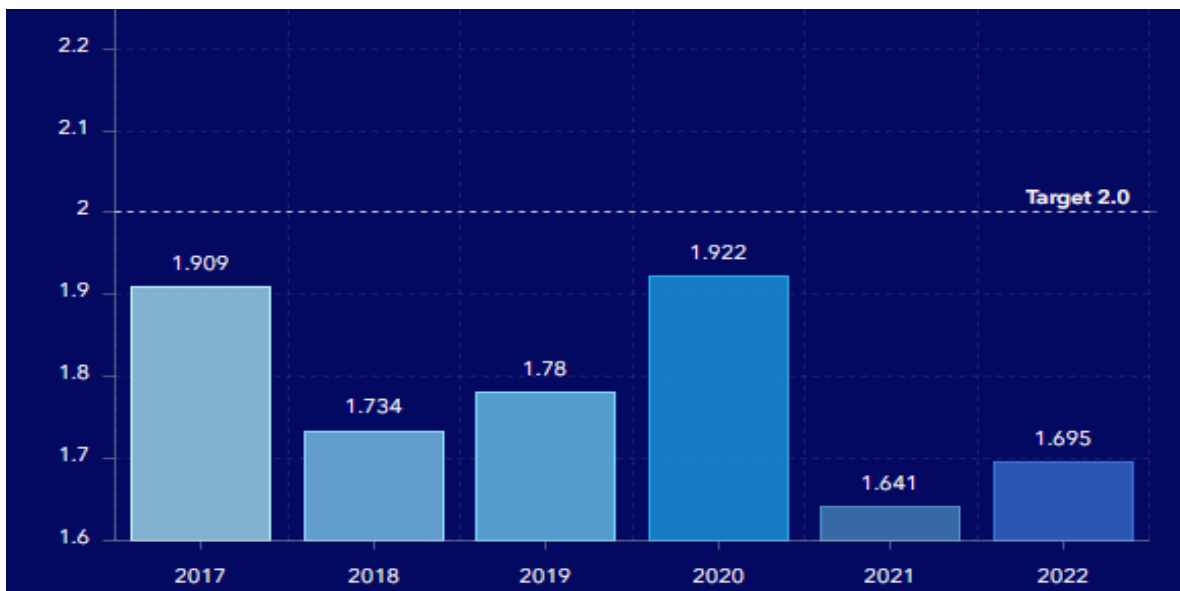


Figure 14: Alaska's TTTR Index on the Interstate System, 2017-2022

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

Congestion Mitigation & Air Quality

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

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

The two MPOs, Anchorage and Fairbanks, have regional long-range transportation plans that take into consideration air quality conformity issues by creating plans focusing on various transportation corridors, pathways, public transportation systems and transportation system management elements.

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

Inclusion in the STIP. STIP projects that continue to improve air quality and reduce congestion are included in several strategic investment areas: Sustainability; Safety; SOGR; and Economic Vitality. Projects that support these performance goals in the 2024-27 STIP amount to \$420 million in these investment areas. STIP projects include traffic flow improvements along high-volume corridors and air quality improvement programs in Anchorage and Fairbanks.

Transit

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

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

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

Transit Asset Management (TAM) and Performance Reporting

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

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

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

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

Table 22: Vehicle Useful Life Policy

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

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

Table 23: Asset & Facility Condition Criteria

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

Transit Performance Goals and/or Objectives (Targets)

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

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

Goal 2: Reduce the number of revenue vehicles exceeding their ULB by 3% annually

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

Transit Safety Performance Reporting

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

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

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

Inclusion in the STIP. STIP projects that support rural and small urban public transportation fall mostly under the Sustainability strategic investment area. Funding is derived from 23 USC sec 5311 & 5339. Projects that fund rural and small urban public transportation in the 2024-27 STIP amount to \$177 million. The potential investment impacts are difficult to ascertain until DOT&PF tracks performance goals and targets (ETA CY 2024).

Unmet Targets

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Summary

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

APPENDIX D: AIR QUALITY CONFORMANCE ANALYSIS

According to the U.S Energy Information Administration (EIA), as of 2021 Alaska is ranked 39th nationwide for CO₂ emissions. However, Alaska ranks first in the United States for per capita total energy consumption and expenditures. This is likely because of the state's reliance on air travel as a transportation mode, coupled with the harsh climate and large travel distances. The Alaska Department of Environmental Conservation (ADEC), Division of Air Quality prepared *Alaska Greenhouse Gas Emissions Inventory 1990-2020* (ADEC report) (ADEC. 2023. Alaska Greenhouse Gas Inventory, 1990-2020. <https://dec.alaska.gov/air/anpms/projects-reports/greenhouse-gas-inventory>) which notes that Alaska's emissions of CO₂ come from the generation of electricity, the residential and commercial sector, industrial, transportation, waste decomposition, agriculture, and disturbing emission sinks. The industrial sector holds the largest share of emissions at 48.9 percent (including oil and gas, mining, waste management, and agriculture). Transportation produces 33 percent of CO₂ emissions in Alaska, which is the second highest by economic sector.

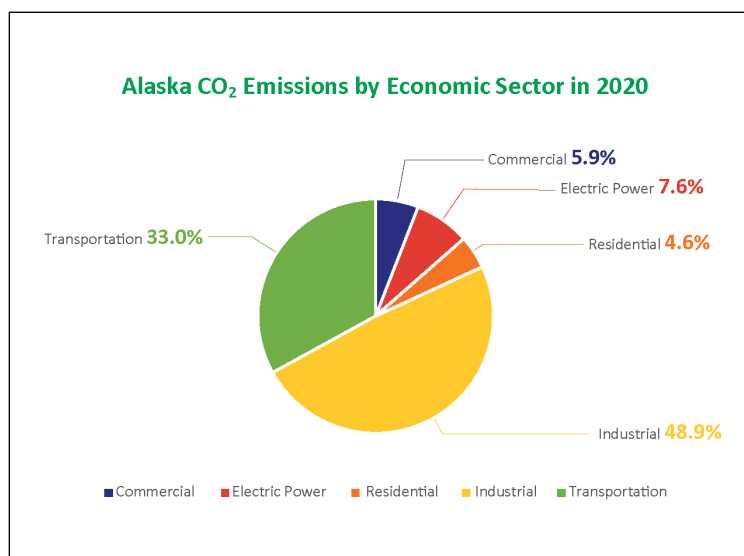


Figure 15: Alaska CO₂ Emissions by Sector

Alaska's transportation related emissions are outlined in the ADEC report by CO₂ equivalent (CO₂e) for on-road vehicle emissions and off-road vehicle emissions. Although the measure of the report is CO₂e, the most substantial emission from on-road and off-road vehicles is CO₂, as such we recommend the following as an inference and relative measure. On-road vehicle emissions data is current as of 2018 and includes passenger vehicles, light-duty trucks, and diesel highway emissions. As of 2018, passenger vehicles reached 1.4 MMT per year in 2018, the highest since 1990 even though the state's population has been in decline, but only a minor increase since the previous high in 2007. Light-duty trucks (SUVs and personal pick-up trucks) account for approximately 0.5 MMT per year as of 2018. According to the ADEC report, diesel highway emissions (CO₂e) have been rising since 1990 and as of 2018 were at 0.8 MMT per year (Figure 16: Nationwide CO₂ Emissions by Sector).

For comparison, and to highlight the unique nature of Alaska relative to the rest of the US, Figure 8 depicts the US CO₂ emissions by sector in 2020. Although the emissions from the transportation sector are similar to the rest of the US, a much larger proportion of emissions in Alaska come from the industrial sector (e.g., mining, oil and gas, etc.), while electric power generation in Alaska results in much lower emissions.

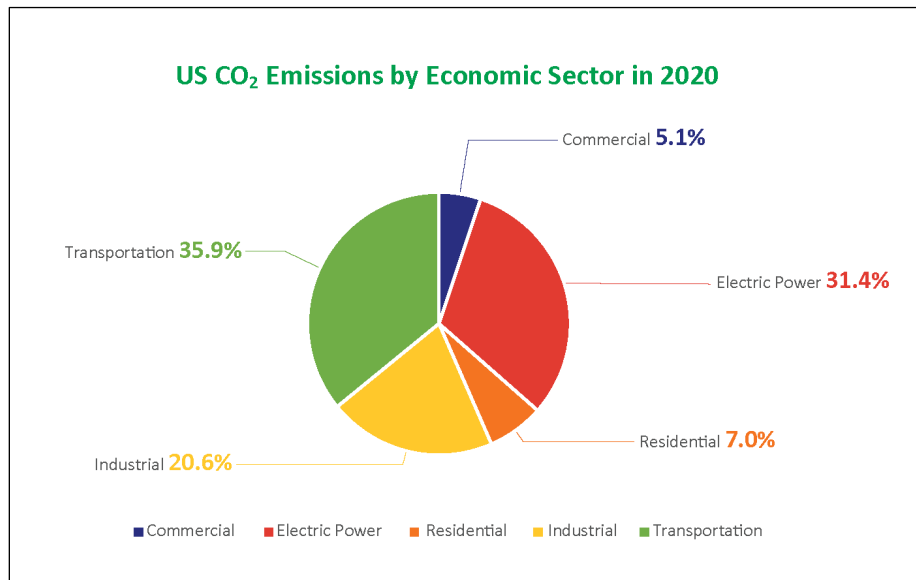


Figure 16: Nationwide CO₂ Emissions by Sector

The total CO₂ emissions for Alaska reported for 2020 is 33.4 million metric tons (MMT)², up from recent years but well below the high of 45.4 MMT in 2005. Following a similar trend, CO₂ produced from fossil fuel combustion (e.g., on-road sources) reached a peak in 2005 at 14.9 MMT but has remained consistent between seven and nine MMTs in the last decade. For reference, Wyoming's total CO₂ emissions for 2020 were 6.9 MMT, 6.8 MMT from fossil fuel combustion and California's total emissions for 2020 were 153.6 MMT, 148.4 MMT from fossil fuel combustion.

Off-road vehicle emissions are reported as CO₂e and include aviation, maritime, and locomotive. Aviation emissions, including large cargo and passenger aircrafts as well as smaller single- and twin-engine aircraft, make up the bulk of CO₂e emissions. Aviation emissions peaked at nearly 14 MMT per year in the mid-2000s but have declined since then to less than eight MMT per year. Maritime traffic emissions data is not classified by vessel type and according to the ADEC report, may exclude Class 3 and Class 4 vessels (large ocean-going cargo and cruise ships) which generate substantially more emissions than smaller vessels. Accordingly, maritime emissions have remained between 50,000 and 100,000 metric tons per year since 2009 and as of 2018 are approximately 75,000 metric tons. Locomotive emissions calculations are not consistent among data sources, according to the ADEC report. However, the locomotive CO₂e reaches a relatively small range per year at between 7,000 and 37,200 metric tons.

Alaska CO₂e Emissions per Mode of Travel (MMTs)

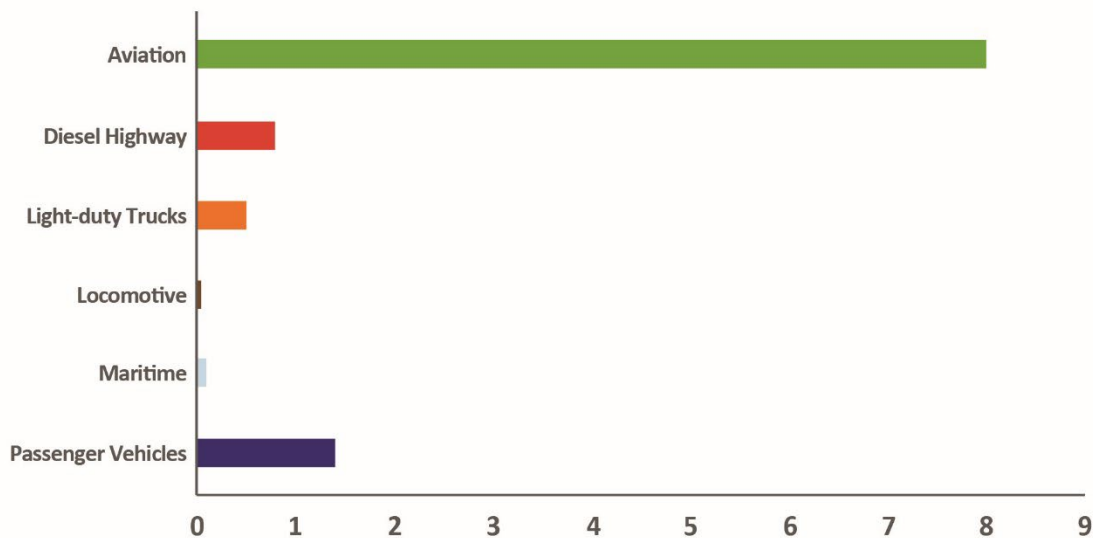


Figure 17: Alaska CO₂ Transportation Sector Emissions

ADEC reports aviation leads for GHG emissions at nearly 8 MMT, while all on-road sources combined do not quite reach 3 MMT. As noted in the Foreword (Section 1) and Introduction (Section 2), by law, this CRS is specifically targeted towards on-road emissions. For on-road emissions, passenger vehicles are the leading contributor of CO₂e, followed by diesel highway emissions, light-duty trucks, maritime, and locomotive.

EPA Air Quality Issues and Congestion Management and Air Quality Projects

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

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

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

Anchorage Metropolitan Planning Area (MPA) Maintenance Area

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

Fairbanks Metropolitan Planning Area (MPA) Non-attainment Area

The Fairbanks Metropolitan Planning Area (MPA) falls within a Serious PM_{2.5} non-attainment area and a CO maintenance area designated by the EPA. The Fairbanks North Star Borough (FNSB) and the Alaska Department of Environmental Conservation (ADEC) jointly develop and implement State Implementation Plans to work towards attaining air quality standards for PM_{2.5} and maintaining CO levels. FAST Planning, FNSB, and DOT&PF provide support by conducting travel demand modeling, identifying emission-reducing transportation projects and programs, and allocating annual CMAQ funds. FAST Planning serves as the Project Evaluation Board, overseeing the project nomination process, scoring and prioritizing projects for programming and execution by DOT&PF.

Air Quality Emission Caps

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

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

Rural Particulate Matter

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

APPENDIX E: FISCAL CONSTRAINT DEMONSTRATION BY FUND TYPE

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

Bridge

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

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

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

Table 24: Bridge Funds - Fiscal Constraint Demonstration

STIP ID	STIP Name	2024	2025	2026	2027	'24-'27
34302	Pavement and Bridge Preservation Program	\$45,490,339	\$20,374,221	\$36,274,324	\$15,941,078	\$118,079,962
34130	Richardson Highway Milepost 346 Chena Bridges Replacement	\$57,798,426	\$0	\$0	\$0	\$57,798,426
34126	Alaska Highway Milepost 1348 Robertson River Bridge Replacement	\$1,914,700	\$0	\$0	\$46,129,546	\$48,044,246
32299	Takotna River Bridge Replacement Bundle	\$6,304,271	\$31,095,098	\$0	\$0	\$37,399,369
31469	Ward Creek Bridge Replacement	\$1,273,580	\$0	\$23,936,207	\$0	\$25,209,787
33824	Alaska Highway Milepost 1380 Johnson River Bridge Replacement	\$1,681,200	\$12,690,050	\$7,789,580	\$0	\$22,160,830
2152	Haines Highway Milepost 3-25 and Chilkat Bridge Reconstruction	\$20,000,000	\$0	\$0	\$0	\$20,000,000
33241	Cape Blossom Road	\$19,740,034	\$0	\$0	\$0	\$19,740,034
29914	Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement	\$10,000,000	\$4,417,644	\$0	\$0	\$14,417,644
31719	South Tongass Highway and Water Street Viaduct Improvements	\$454,850	\$2,583,548	\$1,638,770	\$8,187,300	\$12,864,468
34206	West Susitna Access Road	\$0	\$3,183,950	\$0	\$7,729,100	\$10,913,050
34258	Frontier Roads, Trails, and Bridges Program	\$2,163,626	\$0	\$3,547,830	\$3,547,830	\$9,259,286

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Table 24 Continued

STIP ID	STIP Name	2024	2025	2026	2027	'24-'27
6447	Bridge and Tunnel Inventory, Inspection, Monitoring, Preservation, Rehab and Replacement Program	\$1,618,596	\$2,729,100	\$1,364,550	\$1,364,550	\$7,076,796
3648	Stees Highway Milepost 128 Crooked Creek Bridge Replacement	\$1,114,383	\$0	\$5,094,320	\$0	\$6,208,703
12579	Bridge Scour Monitoring and Retrofit Program	\$2,181,920	\$2,181,920	\$590,960	\$1,090,960	\$6,045,760
32726	Trunk Road (Nelson Road) Rehabilitation and Bridge Replacement [CTP Award 2019]	\$136,455	\$45,485	\$2,000,000	\$0	\$2,181,940
34194	West Coast Alaska Community Resiliency	\$1,233,688	\$416,000	\$0	\$0	\$1,649,688
6457	Seismic Bridge Retrofit Program	\$604,950	\$604,950	\$172,843	\$172,843	\$1,555,586
13239	Culvert Repair and Replacement	\$363,880	\$272,910	\$172,915	\$273,711	\$1,083,416
2320	Glenn Highway Milepost 53-56 Reconstruction and Moose Creek Bridge Replacement	\$1,000,000	\$0	\$0	\$0	\$1,000,000
33696	Petersville Road Milepost 7 Moose Creek Bridge Reconstruction	\$0	\$873,312	\$0	\$0	\$873,312
34155	Sargent Creek and Russian River Bridges Planning Study	\$812,982	\$0	\$0	\$0	\$812,982
6454	Bridge Management System	\$247,962	\$247,962	\$123,981	\$123,981	\$743,885
33445	Sargent Creek Bridge Repairs	\$0	\$0	\$513,981	\$0	\$513,981
22322	Alaska Highway Milepost 1393 Gerstle River Bridge Replacement	\$467,000	\$0	\$0	\$0	\$467,000
31718	South Tongass Highway Hoadley Creek Bridge Replacement	\$0	\$363,880	\$90,970	\$0	\$454,850
Bridge-HIP	Highway Improvement Program Bridge Funds (HIP 23 & 24)	-\$76,500,000	-\$38,823,750	-\$39,406,106	-\$39,997,198	-\$194,727,054
Bridge-INFRA	Highway Infrastructure Bridge Replacement	-\$79,462,802	-\$30,703,750	-\$31,164,306	-\$31,631,771	-\$172,962,629
HIP-OSB	Highway Improvement Program Bridge Funds -Off System Bridge	-\$8,149,301	-\$6,851,250	-\$6,954,019	-\$7,058,329	-\$29,012,899
STBG BR OFF SYS	Surface Transportation Block Grant: Off System Bridge	-\$12,490,739	-\$5,701,280	-\$5,786,799	-\$5,873,601	-\$29,852,419
Net Federal Fund Balance		\$0	\$0	\$1	\$0	\$0

Carbon Reduction Program

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

- Traffic monitoring, management, and control facilities or programs.
- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized transportation.
- Public transportation projects.
- Advanced transportation and congestion management initiatives.
- Replacement of street lighting and traffic control devices with energy-efficient alternatives.
- Strategies to support congestion pricing.
- Efforts to reduce the environmental and community impacts of freight movement.
- Projects supporting the deployment of alternative fuel vehicles, including infrastructure for alternative fueling, and acquisition or lease of zero-emission construction equipment or vehicles.
- Diesel engine retrofit projects.
- Traffic flow improvement projects eligible under CMAQ that do not involve new capacity construction.
- Emission reduction projects at port facilities.

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

Subcategories of the Carbon Reduction Program

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

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

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Table 25: Carbon Reduction Program - Fiscal Constraint Demonstration

STIP ID	STIP Name	2024	2025	2026	2027	'24-'27
34199	Sustainable Transportation and Energy Program	\$12,439,444	\$5,364,608	\$6,057,307	\$6,167,270	\$30,028,629
33861	Carbon Reduction Program: Rural	\$11,503,388	\$3,920,850	\$3,943,265	\$4,002,414	\$23,369,917
34200	Transportation Workforce Development and Training	\$256,518	\$0	\$0	\$0	\$256,518
33862	Carbon Reduction Program: AMATS	\$3,312,300	\$3,669,432	\$3,724,473	\$3,780,340	\$14,486,545
34198	Light up the Highways	\$2,576,584	\$548,500	\$0	\$0	\$3,125,084
34195	Southeast Alaska Port Electrification	\$3,183,950	\$1,273,580	\$1,273,580	\$1,273,580	\$7,004,690
33863	Carbon Reduction Program: FAST MPO	\$1,929,208	\$1,051,076	\$1,066,842	\$1,082,845	\$5,129,970
34395	Carbon Reduction Program: MVP MPO	\$1,444,123	\$786,790	\$798,592	\$810,571	\$3,840,077
CRP <5k	Carbon Reduction Program: Population <5K	-\$11,503,388	-\$3,884,990	-\$3,943,265	-\$4,002,414	-\$23,334,057
CRP >200k	Carbon Reduction Program: Population >200K	-\$10,854,812	-\$3,669,432	-\$3,724,473	-\$3,780,340	-\$22,029,057
CRP 5-50k	Carbon Reduction Program: Population 5-49,999K	-\$5,184,730	-\$1,407,355	-\$1,428,466	-\$1,449,893	-\$9,470,444
CRP 50-200k	Carbon Reduction Program: Population 50-200K	-\$3,373,331	-\$1,837,866	-\$1,865,434	-\$1,893,416	-\$8,970,047
CRP Flex	Carbon Reduction Program FLEX	-\$5,729,254	-\$5,815,193	-\$5,902,421	-\$5,990,957	-\$23,437,825
Net Federal Fund Balance		\$0	\$0	\$0	\$0	\$0

Congestion Mitigation Air Quality

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

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

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Table 26: CMAQ Funds - Fiscal Constraint Demonstration

STIP ID	STIP Name	2024	2025	2026	2027	'24-'27
34197	Data Modernization and Innovation	\$11,660,974	\$7,475,724	\$3,429,569	\$7,824,761	\$30,391,028
34199	Sustainable Transportation and Energy Program	\$5,604,803	\$6,333,265	\$5,708,751	\$6,229,440	\$23,876,259
34200	Transportation Workforce Development and Training	\$3,890,000	\$4,125,000	\$4,234,258	\$3,300,000	\$15,549,258
18791	Congestion Mitigation and Air Quality Improvements: Statewide	\$2,832,914	\$218,590	\$9,155,409	\$2,371,360	\$14,578,273
9299	Congestion Mitigation Air Quality Improvements: AMATS	\$2,262,089	\$2,323,166	\$2,385,891	\$2,385,891	\$9,357,038
29232	State Implementation Plan Committed Measures	\$1,939,378	\$1,939,378	\$2,242,218	\$1,939,378	\$8,060,351
32722	Hermon Road Upgrade and Extension [CTP Award 2019]	\$0	\$2,547,160	\$0	\$4,951,026	\$7,498,186
17663	Congestion Mitigation and Air Quality Improvements: FAST MPO	\$1,793,276	\$1,275,108	\$2,232,258	\$1,316,793	\$6,617,436
34196	International Airport Charging Stations	\$2,737,460	\$2,737,460	\$0	\$0	\$5,474,920
34394	Congestion Mitigation and Air Quality Improvements: MVP MPO	\$1,342,370	\$954,491	\$1,670,973	\$985,695	\$4,953,529
20294	Air Quality Public Education	\$181,940	\$181,940	\$181,940	\$181,940	\$727,760
26168	Air Quality Mobile Source Modeling	\$181,940	\$181,940	\$181,940	\$181,940	\$727,760
32721	Hemmer Road Upgrade and Extension [CTP Award 2019]	\$0	\$664,528	\$0	\$0	\$664,528
25836	AASHTO Technical Programs Support	\$113,712	\$0	\$0	\$227,424	\$341,136
26161	Air Quality Planning Project	\$72,776	\$72,776	\$72,776	\$72,776	\$291,104
CMAQ Flex	Congestion Mitigation Air Quality (CMAQ) Flex	-\$18,222,789	-\$18,496,131	-\$18,773,572	-\$19,055,176	-\$74,547,668
CMAQ Mandatory	Congestion Mitigation Air Quality (CMAQ) Mandatory	-\$14,214,407	-\$10,325,313	-\$10,480,193	-\$10,637,396	-\$45,657,309
PM 2.5	Projects To Reduce PM 2.5 Emissions Set-Aside	-\$2,176,436	-\$2,209,082	-\$2,242,218	-\$2,275,852	-\$8,903,588
Net Federal Fund Balance		\$0	\$0	\$0	\$0	\$1

Disadvantaged Businesses Training

Table 27: Disadvantaged Business Training Funds - Fiscal Constraint Demonstration

STIP ID	STIP Name	2024	2025	2026	2027	'24-'27
31899	Disadvantaged Business and Civil Rights Disparity Compliance Study	\$727,440	\$0	\$0	\$0	\$727,440
6458	Civil Rights Program	\$136,113	\$138,155	\$140,227	\$142,330	\$556,825
DBE	Disadvantaged Businesses Training	-\$863,553	-\$138,155	-\$140,227	-\$142,330	-\$1,284,265
Net Federal Fund Balance		\$0	\$0	\$0	\$0	\$0

Ferry Boat Funds (STBG)

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

Table 28: Ferry Boat Funds - Fiscal Constraint Demonstration

STIP ID	STIP Name	2024	2025	2026	2027	'24-'27
34205	Ferry Boat Funds as Toll Credits	\$0	\$0	\$15,749,248	\$18,681,190	\$34,430,438
30189	M/V Tustumena Replacement Vessel	\$3,299,787	\$25,589,920	\$0	\$0	\$28,889,707
33974	Cascade Point Ferry Terminal	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$16,000,000
18358	Ferry Refurbishment	\$2,600,000	\$3,000,000	\$3,600,000	\$4,000,000	\$13,200,000
34229	Low No Emission Shuttle Ferry	\$924,280	\$0	\$9,000,000	\$0	\$9,924,280
34209	M/V Matanuska Safety Improvement Project	\$7,493,618	\$0	\$0	\$0	\$7,493,618
30729	Inter-Island Ferry Authority Ferry Refurbishments	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$6,400,000
18359	Ferry Terminal Refurbishment	\$1,360,000	\$1,360,000	\$1,360,000	\$1,360,000	\$5,440,000
33978	M/V Tazlina Crew Quarters	\$5,000,000	\$0	\$0	\$0	\$5,000,000
34192	Yakutat Ferry Terminal Improvements	\$464,614	\$0	\$2,000	\$3,477,977	\$3,944,591
33967	Mooring System Improvements	\$495,385	\$960,000	\$960,000	\$960,000	\$3,375,385
33885	Pelican Ferry Terminal Improvements	\$383,066	\$0	\$0	\$2,600,000	\$2,983,066
34211	M/V Kennicott Emissions and Exhaust	\$2,776,224	\$0	\$0	\$0	\$2,776,224
34212	M/V Columbia Controllable Pitch Propeller	\$2,746,545	\$0	\$0	\$0	\$2,746,545
33976	M/V Mainliner Replacement Vessel	\$2,684,880	\$0	\$0	\$0	\$2,684,880
343130	State-owned Shipyard Repairs	\$400,000	\$400,000	\$400,000	\$400,000	\$1,600,000
6413	Fleet Condition Surveys	\$320,000	\$320,000	\$320,000	\$320,000	\$1,280,000
34193	Kake Ferry Terminal Improvements	\$128,488	\$0	\$0	\$961,830	\$1,090,318
33883	Angoon AMHS Ferry Terminal Modifications	\$0	\$0	\$800,000	\$0	\$800,000
5985	Shoreside Facilities Condition Surveys	\$192,000	\$192,000	\$192,000	\$192,000	\$768,000
FBF	Ferry Boat Funds (STBG)	-\$36,868,886	-\$37,421,920	-\$37,983,248	-\$38,552,997	-\$150,827,052
Net Federal Fund Balance		\$1	\$0	\$0	\$0	\$0

Federal Transit Administration Formula Transit and Railroad Funds

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

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

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

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

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

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

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

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Table 29: FTA Transit All Funds - Fiscal Constraint Demonstration

STIP ID	STIP Name	2024	2025	2026	2027	'24-'27
19635	Railroad Bridge Rehabilitation	\$37,512,800	\$17,343,969	\$17,604,130	\$17,868,191	\$90,329,090
19658	Railroad Preventative Maintenance	\$17,050,000	\$17,305,750	\$17,565,336	\$17,828,816	\$69,749,902
19120	Rural Transit and Rural Transit Assistance Program	\$13,094,927	\$13,291,351	\$13,490,721	\$13,693,082	\$53,570,081
34400	Railroad Improvement Program	\$44,918,425	\$0	\$0	\$0	\$44,918,425
19634	Railroad Track Rehabilitation	\$21,126,512	\$5,259,552	\$5,338,445	\$5,418,522	\$37,143,031
34397	Anchorage Area Transit Operations and Improvements	\$6,776,900	\$6,878,553	\$6,981,732	\$7,086,457	\$27,723,642
27969	Bus and Bus Facilities	\$4,724,744	\$4,795,615	\$4,867,549	\$4,940,562	\$19,328,470
20854	Railroad Passenger Equipment	\$3,041,600	\$3,087,224	\$3,133,532	\$3,180,535	\$12,442,891
33243	Railroad Signal and Detector System	\$2,400,000	\$2,436,000	\$2,472,540	\$2,509,628	\$9,818,168
33882	Railroad Tunnel Rehabilitation	\$4,800,000	\$812,000	\$824,180	\$836,543	\$7,272,723
34402	Matanuska Susitna Area Transit Operations and Improvements: MVP MPO	\$1,244,817	\$1,263,490	\$1,282,442	\$1,301,678	\$5,092,427
31090	Railroad Transit Asset Management	\$1,500,000	\$1,116,500	\$1,133,248	\$1,150,246	\$4,899,994
33244	Railroad Technology Infrastructure	\$1,000,000	\$1,015,000	\$1,030,225	\$1,045,678	\$4,090,903
34263	Railroad Slide Zone Mitigation	\$2,500,000	\$507,500	\$515,113	\$522,839	\$4,045,452
34347	Fairbanks Area Transit Operations and Improvements	\$931,817	\$945,794	\$959,981	\$974,381	\$3,811,973
31089	Railroad Locomotive Equipment	\$800,000	\$812,000	\$824,180	\$836,543	\$3,272,723
33245	Railroad Facility Rehabilitation	\$1,100,000	\$609,000	\$618,136	\$627,408	\$2,954,544
19119	Enhanced Mobility for Seniors and Individuals with Disabilities	\$692,502	\$702,890	\$713,433	\$724,134	\$2,832,959
34264	Railroad Flood Mitigation	\$1,000,000	\$507,500	\$515,113	\$522,839	\$2,545,452
33246	Railroad Operations Support Facilities	\$520,000	\$507,500	\$515,113	\$522,839	\$2,065,452
34345	Urban Transit AMATS Planning	\$419,649	\$425,944	\$432,333	\$438,818	\$1,716,744
31091	Railroad Transit Radio and Communication System	\$400,000	\$406,000	\$412,090	\$418,271	\$1,636,361
34413	Railroad Right-of-way Clearing	\$400,000	\$406,000	\$412,090	\$418,271	\$1,636,361
33078	Railroad Portage Station Improvements	\$1,040,000	\$0	\$0	\$0	\$1,040,000
34163	Non-Urban Transit Planning	\$164,495	\$166,962	\$169,467	\$172,009	\$672,933

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Table 29 Continued

STIP ID	STIP Name	2024	2025	2026	2027	'24-'27
34348	Urban Transit FAST Planning	\$120,251	\$122,055	\$123,885	\$125,744	\$491,935
19664	Railroad Positive Train Control	\$100,000	\$101,500	\$103,022	\$104,568	\$409,090
34406	Urban Transit MVP Planning	\$90,015	\$91,365	\$92,736	\$94,127	\$368,243
21314	Railroad Transit Security Associated Transit Improvements	\$20,000	\$20,300	\$20,604	\$20,914	\$81,818
5339-MVP	Buses and Bus Facilities (Mat-Su Area Transit)	-\$39,322	-\$39,912	-\$40,511	-\$41,118	-\$160,863
5339-FAST	Buses and Bus Facilities (Fairbanks Area Transit)	-\$52,530	-\$53,318	-\$54,118	-\$54,930	-\$214,897
5310-MVP	Enhanced Mobility for Older Adults & People w/ Disabilities (Mat-Su Area Transit)	-\$52,559	-\$53,347	-\$54,147	-\$54,960	-\$215,013
5310-FAST	Enhanced Mobility for Older Adults & People w/ Disabilities (Fairbanks Area Transit)	-\$70,214	-\$71,267	-\$72,336	-\$73,421	-\$287,237
5303-MVP	Transit Planning FTA Funds MVP MPO 5303	-\$90,015	-\$91,365	-\$92,736	-\$94,127	-\$368,242
5311(b)(3)	Rural Transit Assistance Program (RTAP)	-\$119,130	-\$120,916	-\$122,730	-\$124,571	-\$487,347
5303-FAST	Transit Planning FTA Funds FAST MPO 5303	-\$120,251	-\$122,055	-\$123,885	-\$125,744	-\$491,934
5304	Transit Planning FTA Funds Statewide 5304	-\$164,495	-\$166,962	-\$169,467	-\$172,009	-\$672,933
5337-MVP-ARRC	State of Good Repair (Mat-Su Area-Alaska Railroad)	-\$238,436	-\$242,012	-\$245,643	-\$249,327	-\$975,418
5310-ANC	Enhanced Mobility for Older Adults & People w/ Disabilities (Anchorage Area Transit)	-\$266,806	-\$270,808	-\$274,870	-\$278,993	-\$1,091,477
5310-Stwd	Enhanced Mobility for Older Adults & People w/ Disabilities (Alaska-wide Transit)	-\$302,924	-\$307,468	-\$312,080	-\$316,761	-\$1,239,232
5337-FAST-ARRC	State of Good Repair (Fairbanks Area-Alaska Railroad)	-\$318,527	-\$323,305	-\$328,155	-\$333,077	-\$1,303,064
5303-AMATS	Transit Planning FTA Funds AMATS MPO 5303	-\$419,649	-\$425,944	-\$432,333	-\$438,818	-\$1,716,745
5339-ANC	Buses and Bus Facilities (Anchorage Area Transit)	-\$572,891	-\$581,485	-\$590,207	-\$599,060	-\$2,343,643
5311(c)(2)(B)	Indian Reservation Formula	-\$838,201	-\$850,774	-\$863,536	-\$876,489	-\$3,429,000
5307-FAST	FTA Urbanized Area Formula (Fairbanks Area Transit)	-\$931,817	-\$945,794	-\$959,981	-\$974,381	-\$3,811,974

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Table 29 Continued

STIP ID	STIP Name	2024	2025	2026	2027	'24-'27
5307-MVP	Urbanized Area Formula FTA Funds (Mat-Su Area Transit)	-\$1,244,817	-\$1,263,490	-\$1,282,442	-\$1,301,678	-\$5,092,427
5339-Stwd	Buses and Bus Facilities (Alaska-wide Transit)	-\$4,060,000	-\$4,120,900	-\$4,182,714	-\$4,245,454	-\$16,609,068
5307-ANC	FTA Urbanized Area Formula (Anchorage Area Transit)	-\$6,776,900	-\$6,878,553	-\$6,981,732	-\$7,086,457	-\$27,723,642
5311 + 5340	Nonurbanized Area Formula	-\$12,137,596	-\$12,319,660	-\$12,504,455	-\$12,692,022	-\$49,653,734
5337-Stwd-ARRC	State of Good Repair (System Wide - Alaska Railroad)	-\$55,332,025	\$0	\$0	\$0	-\$55,332,025
5307-ARRC	FTA Urbanized Area Formula (Alaska Railroad)	-\$48,817,145	-\$14,616,926	-\$14,836,179	-\$15,058,722	-\$93,328,972
5337-ANC-ARRC	State of Good Repair (Anchorage Area-Alaska Railroad)	-\$36,523,204	-\$37,071,052	-\$37,627,118	-\$38,191,524	-\$149,412,898
Net Federal Fund Balance		\$0	\$0	\$0	\$0	\$0

Table 30: FTA Section 5303 and 5304 Funds - Fiscal Constraint Demonstration

STIP ID	STIP Name	2024	2025	2026	2027	'24-'27
34345	Urban Transit AMATS Planning	\$419,649	\$425,944	\$432,333	\$438,818	\$1,716,744
34163	Non-Urban Transit Planning	\$164,495	\$166,962	\$169,467	\$172,009	\$672,933
34348	Urban Transit FAST Planning	\$120,251	\$122,055	\$123,885	\$125,744	\$491,935
34406	Urban Transit MVP Planning	\$90,015	\$91,365	\$92,736	\$94,127	\$368,243
5303-MVP	FTA Transit Planning Funds MVP MPO 5303	-\$90,015	-\$91,365	-\$92,736	-\$94,127	-\$368,242
5303-FAST	FTA Transit Planning Funds FAST MPO 5303	-\$120,251	-\$122,055	-\$123,885	-\$125,744	-\$491,934
5304	Statewide 5304 Transit Planning Funds	-\$164,495	-\$166,962	-\$169,467	-\$172,009	-\$672,933
5303-AMATS	FTA Transit Planning Funds AMATS MPO 5303	-\$419,649	-\$425,944	-\$432,333	-\$438,818	-\$1,716,745
Net Federal Fund Balance		\$0	\$0	\$0	\$0	\$0

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Table 31: FTA Section 5307 Funds - Fiscal Constraint Demonstration

STIP ID	STIP Name	2024	2025	2026	2027	'24-'27
34397	Anchorage Area Transit Operations and Improvements	\$6,776,900	\$6,878,553	\$6,981,732	\$7,086,457	\$27,723,642
19634	Railroad Track Rehabilitation	\$18,485,600	\$2,579,026	\$2,617,711	\$2,656,977	\$26,339,314
19635	Railroad Bridge Rehabilitation	\$6,660,000	\$5,069,543	\$5,145,587	\$5,222,770	\$22,097,900
19658	Railroad Preventative Maintenance	\$2,805,376	\$2,847,457	\$2,890,168	\$2,933,521	\$11,476,522
34400	Railroad Improvement Program	\$8,346,169	\$0	\$0	\$0	\$8,346,169
33882	Railroad Tunnel Rehabilitation	\$4,800,000	\$812,000	\$824,180	\$836,543	\$7,272,723
34402	Matanuska Susitna Area Transit Operations and Improvements: MVP MPO	\$1,244,817	\$1,263,490	\$1,282,442	\$1,301,678	\$5,092,427
34263	Railroad Slide Zone Mitigation	\$2,500,000	\$507,500	\$515,113	\$522,839	\$4,045,452
34347	Fairbanks Area Transit Operations and Improvements	\$931,817	\$945,794	\$959,981	\$974,381	\$3,811,973
31090	Railroad Transit Asset Management	\$1,000,000	\$609,000	\$618,135	\$627,407	\$2,854,542
34264	Railroad Flood Mitigation	\$1,000,000	\$507,500	\$515,113	\$522,839	\$2,545,452
33246	Railroad Operations Support Facilities	\$520,000	\$507,500	\$515,113	\$522,839	\$2,065,452
33245	Railroad Facility Rehabilitation	\$800,000	\$304,500	\$309,068	\$313,704	\$1,727,272
33243	Railroad Signal and Detector System	\$400,000	\$406,000	\$412,090	\$418,271	\$1,636,361
34413	Railroad Right-of-way Clearing	\$400,000	\$406,000	\$412,090	\$418,271	\$1,636,361
33078	Railroad Portage Station Improvements	\$1,040,000	\$0	\$0	\$0	\$1,040,000
19664	Railroad Positive Train Control	\$50,000	\$50,750	\$51,511	\$52,284	\$204,545
21314	Railroad Transit Security Associated Transit Improvements	\$10,000	\$10,150	\$10,302	\$10,457	\$40,909
5307-FAST	FTA Urbanized Area Formula (Fairbanks Area Transit)	-\$931,817	-\$945,794	-\$959,981	-\$974,381	-\$3,811,974
5307-MVP	Urbanized Area Formula FTA Funds (Mat-Su Area Transit)	-\$1,244,817	-\$1,263,490	-\$1,282,442	-\$1,301,678	-\$5,092,427
5307-ANC	FTA Urbanized Area Formula (Anchorage Area Transit)	-\$6,776,900	-\$6,878,553	-\$6,981,732	-\$7,086,457	-\$27,723,642
5307-ARRC	FTA Urbanized Area Formula (Alaska Railroad)	-\$48,817,145	-\$14,616,926	-\$14,836,179	-\$15,058,722	-\$93,328,972
Net Federal Fund Balance		\$0	\$0	\$0	\$0	\$0

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Table 32: FTA Section 5310 Funds - Fiscal Constraint Demonstration

STIP ID	STIP Name	2024	2025	2026	2027	'24-'27
19119	Enhanced Mobility for Seniors and Individuals With Disabilities	\$692,502	\$702,890	\$713,433	\$724,134	\$2,832,959
5310-MVP	Enhanced Mobility for Older Adults & People w/ Disabilities(Mat-Su Area Transit)	-\$52,559	-\$53,347	-\$54,147	-\$54,960	-\$215,013
5310-FAST	Enhanced Mobility for Older Adults & People w/ Disabilities (Fairbanks Area Transit)	-\$70,214	-\$71,267	-\$72,336	-\$73,421	-\$287,237
5310-ANC	Enhanced Mobility for Older Adults & People w/ Disabilities (Anchorage Area Transit)	-\$266,806	-\$270,808	-\$274,870	-\$278,993	-\$1,091,477
5310-Stwd	Enhanced Mobility for Older Adults & People w/ Disabilities (Alaska-wide Transit)	-\$302,924	-\$307,468	-\$312,080	-\$316,761	-\$1,239,232
Net Federal Fund Balance		\$0	\$0	\$0	\$0	\$0

Table 33: FTA Section 5311 Funds - Fiscal Constraint Demonstration

STIP ID	STIP Name	2024	2025	2026	2027	'24-'27
19120	Rural Transit and Rural Transit Assistance Program	\$13,094,927	\$13,291,351	\$13,490,721	\$13,693,082	\$53,570,081
5311(b)(3)	Rural Transit Assistance Program (RTAP)	-\$119,130	-\$120,916	-\$122,730	-\$124,571	-\$487,347
5311(c)(2)(B)	Indian Reservation Formula	-\$838,201	-\$850,774	-\$863,536	-\$876,489	-\$3,429,000
5311 + 5340	Nonurbanized Area Formula	-\$12,137,596	-\$12,319,660	-\$12,504,455	-\$12,692,022	-\$49,653,734
Net Federal Fund Balance		\$0	\$0	\$0	\$0	\$0

Table 34: FTA Section 5337 Funds - Fiscal Constraint Demonstration

STIP ID	STIP Name	2024	2025	2026	2027	'24-'27
19635	Railroad Bridge Rehabilitation	\$30,852,800	\$12,274,426	\$12,458,543	\$12,645,421	\$68,231,190
19658	Railroad Preventative Maintenance	\$14,244,624	\$14,458,293	\$14,675,168	\$14,895,295	\$58,273,380
34400	Railroad Improvement Program	\$36,572,256	\$0	\$0	\$0	\$36,572,256
20854	Railroad Passenger Equipment	\$3,041,600	\$3,087,224	\$3,133,532	\$3,180,535	\$12,442,891
19634	Railroad Track Rehabilitation	\$2,640,912	\$2,680,526	\$2,720,734	\$2,761,545	\$10,803,717
33243	Railroad Signal and Detector System	\$2,000,000	\$2,030,000	\$2,060,450	\$2,091,357	\$8,181,807
33244	Railroad Technology Infrastructure	\$1,000,000	\$1,015,000	\$1,030,225	\$1,045,678	\$4,090,903
31089	Railroad Locomotive Equipment	\$800,000	\$812,000	\$824,180	\$836,543	\$3,272,723
31090	Railroad Transit Asset Management	\$500,000	\$507,500	\$515,113	\$522,839	\$2,045,452

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Table 34 Continued

STIP ID	STIP Name	2024	2025	2026	2027	'24-'27
31091	Railroad Transit Radio and Communication System	\$400,000	\$406,000	\$412,090	\$418,271	\$1,636,361
33245	Railroad Facility Rehabilitation	\$300,000	\$304,500	\$309,068	\$313,704	\$1,227,272
19664	Railroad Positive Train Control	\$50,000	\$50,750	\$51,511	\$52,284	\$204,545
21314	Railroad Transit Security Associated Transit Improvements	\$10,000	\$10,150	\$10,302	\$10,457	\$40,909
5337-MVP-ARRC	State of Good Repair (Mat-Su Area-Alaska Railroad)	-\$238,436	-\$242,012	-\$245,643	-\$249,327	-\$975,418
5337-FAST-ARRC	State of Good Repair (Fairbanks Area-Alaska Railroad)	-\$318,527	-\$323,305	-\$328,155	-\$333,077	-\$1,303,064
5337-Stwd-ARRC	State of Good Repair (System Wide - Alaska Railroad)	-\$55,332,025	\$0	\$0	\$0	-\$55,332,025
5337-ANC-ARRC	State of Good Repair (Anchorage Area-Alaska Railroad)	-\$36,523,204	-\$37,071,052	-\$37,627,118	-\$38,191,524	-\$149,412,898
Net Federal Fund Balance		\$0	\$0	\$0	\$0	\$0

Table 35: FTA Section 5339 Funds - Fiscal Constraint Demonstration

STIP ID	STIP Name	2024	2025	2026	2027	'24-'27
27969	Bus and Bus Facilities	\$4,724,744	\$4,795,615	\$4,867,549	\$4,940,562	\$19,328,470
5339-MVP	Buses and Bus Facilities (Mat-Su Area Transit)	-\$39,322	-\$39,912	-\$40,511	-\$41,118	-\$160,863
5339-FAST	Buses and Bus Facilities (Fairbanks Area Transit)	-\$52,530	-\$53,318	-\$54,118	-\$54,930	-\$214,897
5339-ANC	Buses and Bus Facilities (Anchorage Area Transit)	-\$572,891	-\$581,485	-\$590,207	-\$599,060	-\$2,343,643
5339-Stwd	Buses and Bus Facilities (Alaska-wide Transit)	-\$4,060,000	-\$4,120,900	-\$4,182,714	-\$4,245,454	-\$16,609,068
Net Federal Fund Balance		\$0	\$0	\$0	\$0	\$0

Highway Safety Improvement Program

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

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

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

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

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Table 36: Safety Funds - Fiscal Constraint Demonstration

STIP ID	STIP Name	2024	2025	2026	2027	'24-'27
19217	Highway Safety Improvement Program	\$58,888,500	\$59,913,562	\$62,260,389	\$63,824,759	\$244,887,210
2670	Sterling Highway Milepost 157-169 Reconstruction Anchor Point to Baycrest Hill	\$10,550,369	\$0	\$0	\$0	\$10,550,369
34299	Guardrail Improvements	\$1,202,310	\$1,364,550	\$490,970	\$2,092,310	\$5,150,140
10765	Egan Yandukin Intersection Improvements	\$0	\$2,705,067	\$0	\$0	\$2,705,067
34197	Data Modernization and Innovation	\$0	\$0	\$1,509,292	\$0	\$1,509,292
33965	Rock Slope Stabilization Program	\$0	\$0	\$682,275	\$0	\$682,275
34200	Transportation Workforce Development and Training	\$67,514	\$0	\$0	\$0	\$67,514
S&A-Metro	Safe And Accessible Trans Options - Metro Planning	-\$77,802	-\$78,581	-\$79,760	-\$80,956	-\$317,099
SPR-S&A	Safe And Accessible Trans Options - Statewide Planning and Research	-\$325,898	-\$330,786	-\$335,748	-\$340,784	-\$1,333,216
S154	Section 154 Penalties - Use For HSIP Activities	-\$14,023,541	-\$14,233,894	-\$14,447,402	-\$14,664,113	-\$57,368,950
S164	Section 164 Penalties - Use For HSIP Activities	-\$14,023,541	-\$14,233,894	-\$14,447,402	-\$14,664,113	-\$57,368,950
SA	Highway Safety Improvement Program	-\$42,257,913	-\$35,106,024	-\$35,632,614	-\$36,167,103	-\$149,163,654
Net Federal Fund Balance		\$0	\$0	\$0	\$0	\$0

National Highway Freight Program

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

IIJA extends and expands the scope of the NHFP. A significant addition under IIJA is the development of Complete Streets policies. These policies prioritize the safety of all users in transportation network planning, design, construction, and operations. Defined in Section 11206 of the BIL, Complete Streets standards aim to ensure the safe and adequate accommodation of all transportation system users, including pedestrians, bicyclists, public transport users, children, older individuals, individuals with disabilities, motorists, and freight vehicles. Elements of a Complete Street may include sidewalks, bike lanes, special bus lanes, accessible public transport stops, safe crossing options, median islands, pedestrian signals, curb extensions, narrower travel lanes, and roundabouts, all designed to create a safe and inclusive environment for every street user.

For these expanded NHFP projects under IIJA, funding remains flexible, with a federal share that is eligible for sliding scale adjustments up to 93.4% for some interstate projects, maintaining the program's adaptability to various project needs.

Table 37: NHFP Funds - Fiscal Constraint Demonstration

STIP ID	STIP Name	2024	2025	2026	2027	'24-'27
31310	Klondike Highway Rehabilitation: Skagway River Bridge to Canadian Border	\$0	\$2,782,614	\$7,757,216	\$15,739,892	\$26,279,722
33824	Alaska Highway Milepost 1380 Johnson River Bridge Replacement	\$0	\$9,613,350	\$10,508,688	\$0	\$20,122,038
34130	Richardson Highway Milepost 346 Chena Bridges Replacement	\$15,108,574	\$0	\$0	\$0	\$15,108,574
11439	Anton Anderson Memorial (Whittier) Tunnel Maintenance and Operations	\$2,621,440	\$5,600,000	\$0	\$2,800,000	\$11,021,440
NHFP	National Highway Freight Program	-\$17,730,014	-\$17,995,964	-\$18,265,904	-\$18,539,892	-\$72,531,774
Net Federal Fund Balance		\$0	\$0	\$0	\$0	\$0

National Electric Vehicle Infrastructure

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

Table 38: NEVI Funds - Fiscal Constraint Demonstration

STIP ID	STIP Name	2024	2025	2026	2027	'24-'27
33865	National Electric Vehicle Infrastructure Program	\$29,408,198	\$11,331,736	\$11,501,712	\$11,674,238	\$63,915,884
NEVI	National Electric Vehicle Infrastructure	-\$29,408,198	-\$11,331,736	-\$11,501,712	-\$11,674,238	-\$63,915,884
Net Federal Fund Balance		\$0	\$0	\$0	\$0	\$0

National Highway Performance Program

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

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

Table 39: NHPP Funds - Fiscal Constraint Demonstration

STIP ID	STIP Name	2024	2025	2026	2027	'24-'27
34302	Pavement and Bridge Preservation Program	\$53,445,513	\$52,800,240	\$41,716,793	\$40,758,479	\$188,721,025
34164	Seward Highway Milepost 98.5-115.3 Reconstruction	\$9,340,000	\$26,818,200	\$56,247,455	\$62,704,549	\$155,110,204
34126	Alaska Highway Milepost 1348 Robertson River Bridge Replacement	\$0	\$0	\$11,208,000	\$67,982,434	\$79,190,434
29913	Sterling Highway Milepost 82.5-94 Safety Corridor Improvements	\$373,600	\$64,913,000	\$0	\$0	\$65,286,600
2670	Sterling Highway Milepost 157-169 Reconstruction Anchor Point To Baycrest Hill	\$62,242,915	\$0	\$0	\$0	\$62,242,915
ACC	Advance Construction Conversion	\$0	\$13,188,230	\$44,256,906	\$0	\$57,445,136
22452	Dalton Highway Milepost 109-144 Reconstruction and Douglas Creek Bridge Replacement	\$0	\$0	\$46,394,700	\$0	\$46,394,700
22475	Dalton Highway Milepost 305-335 Reconstruction and Dan Creek Bridge Replacement	\$0	\$0	\$0	\$45,485,000	\$45,485,000
30549	Kenai Spur Highway Rehabilitation	\$43,847,540	\$0	\$0	\$0	\$43,847,540
30189	M/V Tustumena Replacement Vessel	\$9,087,164	\$28,921,686	\$0	\$0	\$38,008,850
31274	Glenn Highway Milepost 0-33 Rehabilitation Airport Heights to Parks	\$93,400	\$37,827,000	\$0	\$0	\$37,920,400
31310	Klondike Highway Rehabilitation: Skagway River Bridge to Canadian Border	\$0	\$2,756,556	\$11,355,581	\$23,386,305	\$37,498,442

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Table 39 Continued

STIP ID	STIP Name	2024	2025	2026	2027	'24-'27
22299	Alaska Highway Milepost 1235-1268 Rehabilitation	\$37,037,200	\$0	\$0	\$0	\$37,037,200
2119	Richardson Highway Milepost 148-173 Reconstruction	\$0	\$36,615,425	\$0	\$0	\$36,615,425
24596	Knik Goose Bay Road Reconstruction: Centaur Avenue to Vine Road Stage 2	\$2,547,160	\$0	\$32,749,200	\$0	\$35,296,360
34171	Glenn Highway Incident Management and Traffic Accommodations	\$1,401,000	\$9,246,600	\$11,114,600	\$11,114,600	\$32,876,800
2503	Wasilla to Fishhook Main Street Rehabilitation	\$0	\$32,749,200	\$0	\$0	\$32,749,200
2152	Haines Highway Milepost 3-25 and Chilkat Bridge Reconstruction	\$31,579,990	\$0	\$0	\$0	\$31,579,990
22335	Parks Highway Milepost 315-325 Reconstruction	\$0	\$0	\$0	\$29,888,000	\$29,888,000
29914	Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement	\$17,973,300	\$3,054,356	\$8,686,200	\$0	\$29,713,856
33741	Seward Highway and Sterling Highway Intersection Improvements	\$1,307,600	\$4,856,800	\$0	\$23,350,000	\$29,514,400
34172	Parks Highway Milepost 52-57 Big Lake to Houston Reconstruction	\$2,850,835	\$0	\$26,218,335	\$0	\$29,069,170
34317	Alaska Highway Yukon Territory Permafrost Repairs	\$0	\$2,842,813	\$0	\$25,585,313	\$28,428,125
24337	State Street Pavement Rehabilitation	\$21,568,524	\$0	\$0	\$0	\$21,568,524
23455	South Tongass Highway Saxman to Surf Street Reconstruction	\$318,395	\$0	\$16,556,540	\$0	\$16,874,935
33965	Rock Slope Stabilization Program	\$4,164,252	\$4,548,500	\$3,866,225	\$3,866,225	\$16,445,202
31719	South Tongass Highway and Water Street Viaduct Improvements	\$1,091,640	\$0	\$3,650,800	\$10,175,330	\$14,917,770
33824	Alaska Highway Milepost 1380 Johnson River Bridge Replacement	\$0	\$0	\$13,577,562	\$0	\$13,577,562
32478	ADA Implementation and Compliance	\$2,581,224	\$0	\$5,458,200	\$5,458,200	\$13,497,624
34354	Ketchikan Airport Ferry Terminal	\$12,925,018	\$0	\$0	\$0	\$12,925,018

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Table 39 Continued

STIP ID	STIP Name	2024	2025	2026	2027	'24-'27
3843	Airport Way and Cushman Street Intersection Reconstruction	\$11,826,100	\$0	\$0	\$0	\$11,826,100
33247	Seward Highway Milepost 14 Railroad Crossing Reconstruction	\$0	\$11,670,006	\$0	\$0	\$11,670,006
34197	Data Modernization and Innovation	\$0	\$3,857,396	\$4,612,179	\$1,400,000	\$9,869,575
34198	Light up the Highways	\$1,534,200	\$3,000,000	\$0	\$4,548,500	\$9,082,700
34260	Waysides Program	\$4,187,300	\$2,819,400	\$2,000,000	\$0	\$9,006,700
32020	Tok Cutoff Highway Milepost 0-8 Resurfacing	\$0	\$0	\$8,396,660	\$0	\$8,396,660
2620	Seward Highway Milepost 25.5-37 Rehabilitation	\$8,187,300	\$0	\$0	\$0	\$8,187,300
28332	Anton Anderson Memorial (Whittier) Tunnel Backup Generation	\$7,277,600	\$0	\$0	\$0	\$7,277,600
33240	Dalton Highway Milepost 190 Hammond River Bridge Replacement	\$181,940	\$0	\$0	\$6,915,730	\$7,097,670
34399	Weigh-in-Motion Wayside Improvements	\$5,221,678	\$0	\$0	\$0	\$5,221,678
10765	Egan Yandukin Intersection Improvements	\$909,700	\$4,151,797	\$0	\$0	\$5,061,497
6447	Bridge and Tunnel Inventory, Inspection, Monitoring, Preservation, Rehab and Replacement Program	\$1,110,504	\$0	\$1,364,550	\$1,364,550	\$3,839,604
34304	Parks Highway Milepost 303-306 Reconstruction	\$454,850	\$181,940	\$3,183,950	\$0	\$3,820,740
32024	Franklin Street and Thane Road Reconstruction	\$0	\$454,850	\$3,183,950	\$0	\$3,638,800
12579	Bridge Scour Monitoring and Retrofit Program	\$0	\$0	\$1,590,960	\$1,090,960	\$2,681,920
29709	Auke Bay Ferry Terminal East Berth Mooring Improvements	\$0	\$2,200,000	\$0	\$0	\$2,200,000
31841	Glenn Highway Milepost 49 Safety and Capacity Improvements	\$0	\$1,961,400	\$0	\$0	\$1,961,400
13239	Culvert Repair and Replacement	\$0	\$754,252	\$736,785	\$445,832	\$1,936,869
29675	Cultural Resource Management	\$395,720	\$395,720	\$395,720	\$395,720	\$1,582,880

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Table 39 Continued

STIP ID	STIP Name	2024	2025	2026	2027	'24-'27
31846	Glenn Highway and Hiland Road Interchange Reconstruction and Operational Improvements	\$0	\$1,455,520	\$0	\$0	\$1,455,520
2320	Glenn Highway Milepost 53-56 Reconstruction and Moose Creek Bridge Replacement	\$1,101,500	\$0	\$0	\$0	\$1,101,500
34405	Complete Streets Statewide Planning	\$909,700	\$0	\$0	\$0	\$909,700
34200	Transportation Workforce Development and Training	\$0	\$0	\$902,559	\$0	\$902,559
6450	US Geological Survey Flood Frequency and Analysis	\$0	\$247,528	\$322,350	\$322,350	\$892,228
6457	Seismic Bridge Retrofit Program	\$0	\$0	\$432,107	\$432,107	\$864,215
32022	Tok Cutoff Highway Milepost 76-91 Rehabilitation	\$0	\$0	\$840,600	\$0	\$840,600
32018	Glenn Highway Milepost 158-172 Rehabilitation	\$0	\$653,800	\$0	\$0	\$653,800
25836	AASHTO Technical Programs Support	\$113,712	\$227,424	\$227,424	\$0	\$568,560
33600	Elliott Highway Milepost 12-18 Rehabilitation	\$0	\$454,850	\$0	\$0	\$454,850
3821	University Avenue Widening	\$454,850	\$0	\$0	\$0	\$454,850
6455	Small Hydrologic Investigations	\$90,970	\$90,970	\$90,970	\$90,970	\$363,880
12979	Highway Fuel Tax Evasion	\$90,970	\$90,970	\$90,970	\$90,970	\$363,880
33601	Elliott Highway Milepost 63-73 Rehabilitation	\$0	\$363,880	\$0	\$0	\$363,880
6454	Bridge Management System	\$0	\$0	\$123,981	\$123,981	\$247,961
33720	Richardson Highway Milepost 275-295 Rehabilitation	\$0	\$37,360	\$0	\$0	\$37,360
33885	Pelican Ferry Terminal Improvements	\$0	\$2,000	\$0	\$0	\$2,000
NHPP	National Highway Performance Program	-\$343,260,415	-\$348,409,322	-\$353,635,461	-\$358,939,993	-\$1,404,245,191
NHPP Exempt	National Highway Performance Program - Exempt	-\$16,564,449	-\$7,800,346	-\$7,917,351	-\$8,036,112	-\$40,318,258
0		\$0	\$0	\$0	\$0	\$0

On the Job Training

Table 40: On the Job Training - Fiscal Constraint Demonstration

STIP ID	STIP Name	2024	2025	2026	2027	'24-'27
6458	Civil Rights Program	\$136,113	\$138,155	\$140,227	\$142,330	\$556,825
OJT	On The Job Training	-\$136,113	-\$138,155	-\$140,227	-\$142,330	-\$556,825
Net Federal Fund Balance		\$0	\$0	\$0	\$0	\$0

Other Federal Funds

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

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

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

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

Table 41: Other Federal Funds: Fiscal Constraint Demonstration - Congressionally Directed Spending

STIP ID	STIP Name	2024	2025	2026	2027	'24-'27
26120	King Cove to Cold Bay Road	\$0	\$0	\$0	\$32,000,000	\$32,000,000
33241	Cape Blossom Road	\$19,558,550	\$0	\$0	\$0	\$19,558,550
34146	Juneau Douglas North Crossing	\$6,615,000	\$0	\$0	\$0	\$6,615,000
33248	Shishmaref Sanitation Road Erosion Control	\$1,500,000	\$0	\$0	\$0	\$1,500,000
34305	Seldovia Gravel Source Road	\$22,000	\$0	\$0	\$0	\$22,000
OFF CDS	Other Federal Funds: Congressionally Directed Spending	-\$27,695,550	\$0	\$0	-\$32,000,000	-\$59,695,550
Net Federal Fund Balance		\$0	\$0	\$0	\$0	\$0

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Table 42: Other Federal Funds: Fiscal Constraint Demonstration - Emergency Relief

STIP ID	STIP Name	2024	2025	2026	2027	'24-'27
34201	Nome Emergency Repairs from the West Coast Alaska Storm	\$0	\$109,974,706	\$0	\$0	\$109,974,706
33248	Shishmaref Sanitation Road Erosion Control	\$4,000,000	\$0	\$0	\$0	\$4,000,000
32580	Richardson Highway Milepost 233 Bear Creek Bridge Permanent Repair	\$1,273,580	\$0	\$0	\$0	\$1,273,580
33881	Sterling Highway Schooner and Cooper Landing Bridge Preservation	\$0	\$0	\$0	\$300,000	\$300,000
OFF ER	Other Federal Funds: Emergency Relief	-\$5,273,580	-\$109,974,706	\$0	-\$300,000	-\$115,548,286
Net Federal Fund Balance		\$0	\$0	\$0	\$0	\$0

Table 43: Other Federal Funds: Fiscal Constraint Demonstration - Emergency FLAP

STIP ID	STIP Name	2024	2025	2026	2027	'24-'27
33825	Prince of Wales Neck Lake Road Reconstruction	\$2,363,043	\$5,078,858	\$0	\$0	\$7,441,901
33218	Keku Road Resurface: Kake to Seal Point	\$0	\$0	\$5,250,000	\$595,900	\$5,845,900
28089	Glenn Highway Milepost 66.5-92 Reconstruction	\$3,740,670	\$1,401,000	\$0	\$0	\$5,141,670
33240	Dalton Highway Milepost 190 Hammond River Bridge Replacement	\$0	\$0	\$0	\$3,000,000	\$3,000,000
33178	Trout Creek Culvert Replacement and Aquatic Organism Passage Improvements	\$0	\$2,500,000	\$0	\$0	\$2,500,000
33078	Railroad Portage Station Improvements	\$1,770,000	\$0	\$0	\$0	\$1,770,000
OFF FLAP	Other Federal Funds: FLAP	-\$7,873,713	-\$8,979,858	-\$5,250,000	-\$3,595,900	-\$25,699,471
Net Federal Fund Balance		\$0	\$0	\$0	\$0	\$0

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Table 44: Other Federal Funds: Fiscal Constraint Demonstration - Grants

STIP ID	STIP Name	2024	2025	2026	2027	'24-'27
30189	M/V Tustumena Replacement Vessel	\$68,488,384	\$209,600,000	\$0	\$0	\$278,088,384
34320	Ferry Service for Rural Communities Operating Assistance	\$44,823,800	\$0	\$0	\$0	\$44,823,800
34319	Cold Bay AMHS Ferry Terminal Improvements	\$0	\$3,834,378	\$38,583,774	\$0	\$42,418,152
34229	Low No Emission Shuttle Ferry	\$3,697,121	\$0	\$36,000,000	\$0	\$39,697,121
34209	M/V Matanuska Safety Improvement Project					
32684	Low No Emission Electric Buses and Charging Stations	\$7,148,498	\$8,169,712	\$9,190,926	\$0	\$24,509,137
33978	M/V Tazlina Crew Quarters	\$20,000,000	\$0	\$0	\$0	\$20,000,000
34146	Juneau Douglas North Crossing	\$0	\$16,454,000	\$0	\$0	\$16,454,000
34315	Parks Highway Fish Passage Improvement Plan	\$4,339,802	\$11,660,198	\$0	\$0	\$16,000,000
34192	Yakutat Ferry Terminal Improvements	\$1,858,457	\$0	\$8,000	\$13,911,909	\$15,778,366
33885	Pelican Ferry Terminal Improvements	\$1,532,263	\$8,000	\$0	\$10,400,000	\$11,940,263
34211	M/V Kennicott Emissions and Exhaust	\$11,104,894	\$0	\$0	\$0	\$11,104,894
34212	M/V Columbia Controllable Pitch Propeller	\$10,986,180	\$0	\$0	\$0	\$10,986,180
33888	Chenega AMHS Ferry Terminal Improvements	\$160,000	\$8,000	\$10,400,000	\$0	\$10,568,000
33887	Tatitlek AMHS Ferry Terminal Improvements	\$160,000	\$560,000	\$8,800,000	\$0	\$9,520,000
29709	Auke Bay Ferry Terminal East Berth Mooring Improvements	\$0	\$8,800,000	\$0	\$0	\$8,800,000
33976	M/V Mainliner Replacement Vessel	\$8,591,616	\$0	\$0	\$0	\$8,591,616
34262	Elliot Highway Manley Bridge Replacement Milepost 150	\$789,600	\$7,340,000	\$0	\$0	\$8,129,600
34252	Kake Access Road Improvements	\$0	\$8,000,000	\$0	\$0	\$8,000,000
33886	Cordova AMHS Ferry Terminal Modifications	\$160,000	\$0	\$4,800,000	\$0	\$4,960,000
34312	High Priority Fish Passage Restoration at Threemile Creek in Klawock, Alaska	\$480,000	\$4,080,000	\$0	\$0	\$4,560,000

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Table 44 Continued

STIP ID	STIP Name	2024	2025	2026	2027	'24-'27
34193	Kake Ferry Terminal Improvements	\$513,954	\$0	\$0	\$3,847,320	\$4,361,274
34311	Port Valdez-Frontal Valdez Arm Watershed	\$400,000	\$3,880,000	\$0	\$0	\$4,280,000
34021	Railroad Avalanche Control	\$4,000,000	\$0	\$0	\$0	\$4,000,000
343131	Naknek River Watershed Culvert Replacements, King Salmon, Alaska	\$320,000	\$3,420,278	\$0	\$0	\$3,740,278
33883	Angoon AMHS Ferry Terminal Modifications	\$0	\$0	\$3,200,000	\$0	\$3,200,000
30209	Sitka Sea Walk Phase 2 [TAP Award 2016]	\$2,950,000	\$0	\$0	\$0	\$2,950,000
19634	Railroad Track Rehabilitation	\$2,650,000	\$0	\$0	\$0	\$2,650,000
34310	Statewide Equitable Community Connectivity Action Plan (SECCAP)	\$934,867	\$0	\$0	\$0	\$934,867
OFF GRANTS	Other Federal Funds: Grants	-\$226,063,908	-\$285,814,566	-\$110,982,700	-\$28,159,229	-\$651,020,403
Net Federal Fund Balance		\$0	\$0	\$0	\$0	\$0

Planning

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

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

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

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

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Table 45: Statewide Planning Funds - Fiscal Constraint Demonstration - SPR

STIP ID	STIP Name	2024	2025	2026	2027	'24-'27
6446	Annual Planning Work Program	\$7,643,047	\$9,432,693	\$9,167,207	\$9,313,243	\$35,556,190
33721	Statewide Transportation Improvement Program Management Software and Support	\$0	\$0	\$409,365	\$409,365	\$818,730
33801	Southeast Alaska Transportation Plan	\$720,000	\$0	\$0	\$0	\$720,000
32218	Prince William Sound Area Transportation Plan Update	\$654,984	\$0	\$0	\$0	\$654,984
33098	Statewide Functional Class Update	\$159,198	\$159,198	\$159,198	\$159,198	\$636,790
34403	Peger Road Corridor Study	\$272,910	\$0	\$0	\$0	\$272,910
SPR	Statewide Planning and Research	-\$9,450,138	-\$9,591,890	-\$9,735,769	-\$9,881,805	-\$38,659,604
Net Federal Fund Balance		\$0	\$0	\$0	\$0	\$0

Table 46: RD&T Planning Funds - Fiscal Constraint Demonstration - RES

STIP ID	STIP Name	2024	2025	2026	2027	'24-'27
6451	Research and Technology Transfer Program	\$7,998,994	\$3,307,861	\$3,357,479	\$3,407,841	\$18,072,175
RES	Research, Develop, And Tech Transfer (RD&T)	-\$7,998,994	-\$3,307,861	-\$3,357,479	-\$3,407,841	-\$18,072,175
Net Federal Fund Balance		\$0	\$0	\$0	\$0	\$0

Table 47: MPO Planning Funds - Fiscal Constraint Demonstration - URPL

STIP ID	STIP Name	2024	2025	2026	2027	'24-'27
34343	Metropolitan Planning Organization (MPO) AMATS Planning	\$5,158,871	\$2,052,062	\$2,082,843	\$2,114,086	\$11,407,862
34346	Metropolitan Planning Organization (MPO) FAST Planning	\$579,243	\$587,931	\$596,750	\$605,702	\$2,369,626
34404	Metropolitan Planning Organization (MPO) MVP Planning	\$433,598	\$440,102	\$446,703	\$453,404	\$1,773,807
URPL - MVP	Metropolitan Planning Program (MVP)	-\$433,598	-\$440,102	-\$446,703	-\$453,404	-\$1,773,806
URPL - FAST	Metropolitan Planning Program (FAST)	-\$579,243	-\$587,931	-\$596,750	-\$605,702	-\$2,369,626
URPL - AMATS	Metropolitan Planning Program (AMATS)	-\$5,158,871	-\$2,052,062	-\$2,082,843	-\$2,114,086	-\$11,407,862
Net Federal Fund Balance		\$0	\$0	\$0	\$0	\$0

PROTECT

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

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

Table 48: PROTECT Funds - Fiscal Constraint Demonstration

STIP ID	STIP Name	2024	2025	2026	2027	'24-'27
33860	Resiliency Program	\$9,291,280	\$12,468,602	\$17,475,631	\$14,083,277	\$53,318,790
34194	West Coast Alaska Community Resiliency	\$11,461,386	\$4,992,000	\$0	\$0	\$16,453,386
34302	Pavement and Bridge Preservation Program	\$0	\$1,431,657	\$0	\$5,380,000	\$6,811,657
34299	Guardrail Improvements	\$1,890,000	\$0	\$0	\$0	\$1,890,000
34258	Frontier Roads, Trails, and Bridges Program	\$0	\$0	\$1,245,162	\$0	\$1,245,162
34190	Waterways Program	\$0	\$0	\$454,850	\$0	\$454,850
PRTC	PROTECT Program	-\$22,270,405	-\$18,514,414	-\$18,792,130	-\$19,074,012	-\$78,650,961
PRTC Plng	PROTECT Program Planning	-\$372,261	-\$377,845	-\$383,513	-\$389,265	-\$1,522,884
Net Federal Fund Balance		\$0	\$0	\$0	\$0	\$0

Surface Transportation Block Grant

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

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

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

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

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

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

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

Table 49: STBG Funds - Fiscal Constraint Demonstration

STIP ID	STIP Name	2024	2025	2026	2027	'24-'27
6460	Community Transportation Program: AMATS	\$28,520,672	\$34,050,102	\$31,636,798	\$35,156,350	\$129,363,922
34302	Pavement and Bridge Preservation Program	\$43,975,830	\$2,640,071	\$5,177,666	\$11,681,993	\$63,475,560
34206	West Susitna Access Road	\$3,446,853	\$21,294,378	\$0	\$24,561,900	\$49,303,131
34258	Frontier Roads, Trails, and Bridges Program	\$9,787,918	\$4,057,432	\$11,490,388	\$20,441,887	\$45,777,625
17662	Community Transportation Program: FAST MPO	\$9,630,324	\$9,774,778	\$9,921,400	\$10,070,221	\$39,396,723
34223	Community Transportation Program: Alaskawide	\$6,975,244	\$1,026,836	\$14,464,952	\$14,273,903	\$36,740,935
33921	Fairview Loop Road Rehabilitation and Pathway	\$1,000,670	\$15,737,810	\$14,555,200	\$0	\$31,293,680

ALASKA DOT&PF 2024-2027 STIP

Table 49 Continued

STIP ID	STIP Name	2024	2025	2026	2027	'24-'27
34393	Community Transportation Program: MVP MPO	\$7,208,849	\$7,316,982	\$7,426,737	\$7,538,138	\$29,490,706
33693	Big Lake Road Rehabilitation	\$1,182,610	\$11,516,802	\$5,617,398	\$0	\$18,316,810
34190	Waterways Program	\$1,491,372	\$7,277,600	\$0	\$7,277,600	\$16,046,572
34194	West Coast Alaska Community Resiliency	\$11,173,286	\$4,472,000	\$0	\$0	\$15,645,286
33399	Rezanoff Drive Resurfacing: West Marine Way to Airport	\$787,500	\$0	\$13,005,000	\$0	\$13,792,500
26085	Seppala Drive Rehabilitation and Realignment	\$13,463,560	\$0	\$0	\$0	\$13,463,560
26156	Center Creek Road Rehabilitation	\$545,820	\$11,325,765	\$0	\$0	\$11,871,585
34259	Rural Community Connections Program	\$2,274,250	\$0	\$4,548,500	\$4,889,269	\$11,712,019
34257	Housing Roads Program	\$730,822	\$0	\$2,729,100	\$6,367,900	\$9,827,822
33241	Cape Blossom Road	\$9,006,486	\$0	\$0	\$0	\$9,006,486
32724	Seldon Road Extension Phase II: Windy Bottom/Beverly Lakes Road - Pittman [CTP Award 2019]	\$454,850	\$0	\$8,301,013	\$0	\$8,755,863
32359	Ruby Slough Road Rehabilitation [CTP Award 2019]	\$272,910	\$8,187,300	\$0	\$0	\$8,460,210
28349	Front Street Resurfacing: Greg Kruscek Avenue to Bering Street [CTP Award 2019]	\$454,850	\$363,880	\$7,368,570	\$0	\$8,187,300
2436	Otmeloi Way Reconstruction [CTP Award 2019]	\$396,270	\$6,069,000	\$0	\$0	\$6,465,270
28890	Sayles/Gorge Street Viaduct Improvements	\$6,394,108	\$0	\$0	\$0	\$6,394,108
32728	Akakeek, Ptarmigan, and DeLapp Reconstruction [CTP/TAP Award 2019]	\$181,940	\$0	\$6,004,020	\$0	\$6,185,960
32378	Second Street Reconstruction [TAP Award 2019]	\$54,582	\$363,880	\$0	\$5,458,200	\$5,876,662
32721	Hemmer Road Upgrade and Extension [CTP Award 2019]	\$1,364,550	\$154,202	\$0	\$4,252,848	\$5,771,600
32723	Redoubt Avenue and Smith Way Rehabilitation [CTP Award 2019]	\$314,756	\$363,880	\$5,085,223	\$0	\$5,763,859
27049	Whitshed Road and Pedestrian Improvements	\$1,955,855	\$0	\$0	\$3,092,980	\$5,048,835
32478	ADA Implementation and Compliance	\$4,696,376	\$0	\$0	\$0	\$4,696,376
26057	Port Road Reconstruction	\$227,425	\$0	\$4,093,650	\$0	\$4,321,075
33248	Shishmaref Sanitation Road Erosion Control	\$3,690,188	\$0	\$0	\$0	\$3,690,188
31847	Chief Eddie Hoffman Highway Reconstruction	\$1,819,400	\$1,819,400	\$0	\$0	\$3,638,800

ALASKA DOT&PF 2024-2027 STIP

Table 49 Continued

STIP ID	STIP Name	2024	2025	2026	2027	'24-'27
34197	Data Modernization and Innovation	\$0	\$0	\$3,000,000	\$600,000	\$3,600,000
34318	Kalifornsky Beach Road Drainage Improvements	\$454,850	\$2,729,100	\$0	\$0	\$3,183,950
33043	Harbor Way Pedestrian Improvements and Pitt Island Cemetery Walkway [TAP Award 2019]	\$2,950,453	\$0	\$0	\$0	\$2,950,453
32722	Hermon Road Upgrade and Extension [CTP Award 2019]	\$0	\$0	\$0	\$2,781,424	\$2,781,424
33218	Keku Road Resurface: Kake to Seal Point	\$0	\$282,000	\$1,750,000	\$252,910	\$2,284,910
30189	M/V Tustumena Replacement Vessel	\$0	\$2,271,494	\$0	\$0	\$2,271,494
33825	Prince of Wales Neck Lake Road Reconstruction	\$691,958	\$1,487,216	\$0	\$0	\$2,179,174
32726	Trunk Road (Nelson Road) Rehabilitation and Bridge Replacement [CTP Award 2019]	\$0	\$0	\$2,093,650	\$0	\$2,093,650
33965	Rock Slope Stabilization Program	\$474,548	\$0	\$0	\$682,275	\$1,156,823
34200	Transportation Workforce Development and Training	\$204,475	\$0	\$0	\$853,419	\$1,057,894
33178	Trout Creek Culvert Replacement and Aquatic Organism Passage Improvements	\$136,500	\$909,700	\$0	\$0	\$1,046,200
13239	Culvert Repair and Replacement	\$545,820	\$0	\$0	\$191,759	\$737,579
21114	South Tongass Highway Deermount to Saxman Reconstruction	\$454,850	\$0	\$0	\$218,328	\$673,178
6450	US Geological Survey Flood Frequency and Analysis	\$322,350	\$74,822	\$0	\$0	\$397,172
33599	Chena Hot Springs Road Milepost 6-13 Rehabilitation	\$0	\$363,880	\$0	\$0	\$363,880
32020	Tok Cutoff Highway Milepost 0-8 Resurfacing	\$233,500	\$0	\$0	\$0	\$233,500
30209	Sitka Sea Walk Phase 2 [TAP Award 2016]	\$150,130	\$0	\$0	\$0	\$150,130
STBG <5	Surface Transportation Block Grant: Population <5K	-\$35,595,635	-\$36,129,570	-\$36,671,513	-\$37,221,586	-\$145,618,304
STBG >200k	Surface Transportation Block Grant: Population >200K	-\$47,713,651	-\$34,124,924	-\$34,636,798	-\$35,156,350	-\$151,631,723
STBG 5-50	Surface Transportation Block Grant: Population 5-49,999K	-\$12,894,682	-\$13,088,102	-\$13,284,423	-\$13,483,690	-\$52,750,897
STBG 50-200	Surface Transportation Block Grant: Population 50-200K	-\$16,839,173	-\$17,091,761	-\$17,348,137	-\$17,608,359	-\$68,887,430
STBG Flex	Surface Transportation Block Grant FLEX	-\$67,056,418	-\$55,495,954	-\$56,328,394	-\$57,173,319	-\$236,054,085
Net Federal Fund Balance		\$0	\$0	\$0	\$0	\$0

Transportation Alternatives Program

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

The TA program supports a variety of projects, including:

- On-and off-road pedestrian and bicycle facilities
- Infrastructure projects enhancing non-driver access to public transportation
- Community improvement activities
- Environmental mitigation projects
- Safe routes to school projects
- Projects for the planning, design, or construction of boulevards and other roadways, particularly in rights-of-way of former Interstate System routes or other divided highways

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

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

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

Table 50: TAP Funds - Fiscal Constraint Demonstration

STIP ID	STIP Name	2024	2025	2026	2027	'24-'27
30689	Transportation Alternatives Program: Alaskawide	\$17,153,204	\$4,872,119	\$7,151,072	\$7,258,337	\$36,434,732
33044	Transportation Alternatives Program: AMATS	\$6,240,749	\$2,020,178	\$2,050,480	\$2,081,237	\$12,392,644
33043	Harbor Way Pedestrian Improvements and Pitt Island Cemetery Walkway [TAP Award 2019]	\$3,651,358	\$0	\$0	\$0	\$3,651,358
33864	Transportation Alternatives Program: FAST MPO	\$1,160,029	\$578,662	\$587,342	\$596,152	\$2,922,185

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Table 50 Continued

STIP ID	STIP Name	2024	2025	2026	2027	'24-'27
33039	Kenai River Flats Pedestrian Improvements [TAP Award 2019]	\$2,218,758	\$0	\$0	\$0	\$2,218,758
33038	Kenai Bridge Access Road Pedestrian Pathway [TAP Award 2019]	\$27,291	\$2,173,273	\$0	\$0	\$2,200,564
34396	Transportation Alternatives Program: MVP MPO	\$868,348	\$433,161	\$439,659	\$446,254	\$2,187,422
30209	Sitka Sea Walk Phase 2 [TAP Award 2016]	\$1,098,395	\$0	\$0	\$0	\$1,098,395
TAP 50-200k	Transportation Alternatives Program: Population 50-200K	-\$1,563,594	-\$540,068	-\$548,169	-\$556,392	-\$3,208,223
TAP 5-50k	Transportation Alternatives Program: Population 5-49,999K	-\$1,076,996	-\$1,093,151	-\$1,109,549	-\$1,126,192	-\$4,405,888
TAP >200 AMATS	Transportation Alternatives Program: Population >200K	-\$6,322,609	-\$2,103,266	-\$2,134,815	-\$2,166,837	-\$12,727,527
TAP <5k	Transportation Alternatives Program: Population <5K	-\$7,176,738	-\$2,209,176	-\$2,242,313	-\$2,275,948	-\$13,904,175
TAP Flex	Transportation Alternatives Program FLEX	-\$16,278,195	-\$4,131,731	-\$4,193,707	-\$4,256,612	-\$28,860,245
Net Federal Fund Balance		\$0	\$0	\$0	\$0	\$0

Advance Construction and Advance Construction Conversion

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

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

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

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

In the plan below, DOT&PF may choose to convert additional AC with revenue sources such as August redistribution, offsets realized due to the successful acquisition of discretionary grants, etc.

Table 51: Advance Construction Project List by Fund Type

Bridge Funding Sources		2024	2025	2026	2027	2028	2029	2030	2031
22322	Alaska Highway Milepost 1393 Gerstle Rive Bridge Replacement	\$0	\$0	\$0	\$54,386,517	\$0	-\$20,000,000	-\$24,386,517	-\$10,000,000
33824	Alaska Highway Milepost 1380 Johnson River Bridge Replacement	\$0	\$0	\$27,908,922	\$0	\$0	-\$17,908,922	-\$10,000,000	\$0
34206	West Susitna Access Road	\$0	\$5,996,622	\$0	\$0	\$0	\$0	\$0	\$0
34126	Alaska Highway Milepost 1348 Robertson River Bridge Replacement	\$0	\$0	\$0	\$2,089,514	-\$2,089,514	\$0	\$0	\$0
Total by Year Advance Construct		\$0	\$5,996,622	\$27,908,922	\$56,476,031	-\$2,089,514	-\$37,908,922	-\$34,386,517	-\$10,000,000
Cumulative Advance Construct Balance		\$0	\$5,996,622	\$33,905,544	\$90,381,575	\$88,292,061	\$50,383,139	\$15,996,622	\$5,996,622

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Table 52: Advance Construction Accrual Forecast by Fund Type

Advance Construction Balance		2024	2025	2026	2027	2028	2029	2030	2031
STBG	Surface Transportation Block Grant	\$0	\$5,996,622	\$0	\$0	\$0	\$0	\$0	\$0
TAP	Transportation Alternatives Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HSIP	Highway Safety Improvement Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
High-Risk	High Risk Rural Road	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NHPP	National Highway Performance Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other	Other Advance Construction Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bridge	Highway Infrastructure and Highway Improvement Bridge Programs	\$0	\$0	\$27,908,922	\$56,476,031	\$0	\$0	\$0	\$0
Advance Construction Accrual TOTAL		\$0	\$5,996,622	\$27,908,922	\$56,476,031	\$0	\$0	\$0	\$0

Table 53: Advance Construction Conversion Forecast

ACC Conversions		2024	2025	2026	2027	2028	2029	2030	2031
STBG	Surface Transportation Block Grant	\$0	\$0	\$0	\$0	\$13,996,622	\$8,000,000	\$8,000,000	\$8,000,000
TAP	Transportation Alternatives Program	\$0	\$0	\$0	\$0	\$37,388	\$0	\$0	\$0
HSIP	Highway Safety Improvement Program	\$0	\$0	\$0	\$0	\$6,597,753	\$0	\$0	\$0
High-Risk	High Risk Rural Road	\$0	\$0	\$0	\$0	\$8,772,644	\$0	\$0	\$0
NHPP	National Highway Performance Program	\$0	\$0	\$0	\$0	\$40,000,000	\$40,000,000	\$40,000,000	\$40,000,000
Other	Other Advance Construction Funds	\$0	\$0	\$0	\$0	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000
Bridge	Highway Infrastructure and Highway Improvement Bridge Programs	\$0	\$0	\$0	\$0	\$2,089,514	\$37,908,922	\$34,386,517	\$10,000,000
Advance Construction Conversions TOTAL		\$0	\$0	\$0	\$0	\$76,493,921	\$90,908,922	\$87,386,517	\$63,000,000

Table 54: Advance Construction Forecasted Balance

Advance Construction Balance Projection		2024	2025	2026	2027	2028	2029	2030	2031
STBG	Surface Transportation Block Grant	\$42,158,187	\$48,154,809	\$48,154,809	\$48,154,809	\$34,158,187	\$26,158,187	\$18,158,187	\$10,158,187
TAP	Transportation Alternatives Program	\$37,388	\$37,388	\$37,388	\$37,388	\$0	\$0	\$0	\$0
HSIP	Highway Safety Improvement Program	\$6,597,753	\$6,597,753	\$6,597,753	\$6,597,753	\$0	\$0	\$0	\$0
High-Risk	High Risk Rural Road	\$8,772,644	\$8,772,644	\$8,772,644	\$8,772,644	\$0	\$0	\$0	\$0
NHPP	National Highway Performance Program	\$475,609,942	\$475,609,942	\$475,609,942	\$475,609,942	\$435,609,942	\$395,609,942	\$355,609,942	\$315,609,942
Other	Other Advance Construction Funds	\$21,835,731	\$21,835,731	\$21,835,731	\$21,835,731	\$16,835,731	\$11,835,731	\$6,835,731	\$1,835,731
Bridge	Highway Infrastructure and Highway Improvement Bridge Programs	\$0	\$0	\$27,908,922	\$84,384,953	\$82,295,439	\$44,386,517	\$10,000,000	\$0
Advance Construction Forecasted Balance		\$555,011,644	\$561,008,266	\$588,917,188	\$645,393,219	\$568,899,299	\$477,990,377	\$390,603,860	\$327,603,860

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Table 55: AC & ACC Example Strategy for Cash Flow Management

STIP ID	Project Name	Fund	% Federal Portion	2024	2025	2026	2027	\$ '24-'27
2119	Richardson Highway Milepost 148-173 Rehabilitation	NHPP	90.97%		\$40,250,000			\$40,250,000
		AC			\$36,615,425			\$36,615,425
		ACC				-\$12,205,142	-\$12,205,142	(\$24,410,283)
		Federal				\$12,205,142	\$12,205,142	\$24,410,283
		Match			\$3,634,575			\$3,634,575
2152	Haines Highway Milepost 3-25 Chilkat Bridge Reconstruction	NHPP, Bridge-HIP22	90.97%	\$56,700,000				\$56,700,000
		AC		\$51,579,990				\$51,579,990
		ACC			-\$25,789,995	-\$25,789,995		(\$51,579,990)
		Federal			\$25,789,995	\$25,789,995		\$51,579,990
		Match		\$5,120,010				\$5,120,010
2503	Wasilla to Fishhook Main Street Rehabilitation	NHPP	90.97%		\$36,000,000			\$36,000,000
		AC			\$32,749,200			\$32,749,200
		ACC				-\$10,916,400	-\$10,916,400	(\$21,832,800)
		Federal				\$10,916,400	\$10,916,400	\$21,832,800
		Match			\$3,250,800			\$3,250,800
2670	Sterling Highway Milepost 157-169 Reconstruction Anchor Point to Baycrest Hill	NHPP	90.97%		\$82,629,000	\$4,840,000		\$87,469,000
		AC			\$75,167,601			\$75,167,601
		ACC				-\$29,458,815	-\$25,055,867	(\$54,514,682)
		Federal				\$29,458,815	\$25,055,867	\$54,514,682
		Match			\$7,461,399	\$437,052		\$7,898,451
22299	Alaska Highway Milepost 1235-1268 Rehabilitation	NHPP	93.40%	\$39,654,390				\$39,654,390
		AC		\$37,037,200				\$37,037,200
		ACC			-\$18,518,600	-\$18,518,600		(\$37,037,200)
		Federal			\$18,518,600	\$18,518,600		\$37,037,200
		Match		\$2,617,190				\$2,617,190

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Table 55 Continued

STIP ID	Project Name	Fund	% Federal Portion	2024	2025	2026	2027	\$ '24-'27
22299	Alaska Highway Milepost 1348 Robertson River Bridge Replacement	NHPP, NHFP	93.40%			\$28,000,000	\$103,938,400	\$131,938,400
		AC				\$26,152,000	\$97,078,466	\$123,230,466
		ACC					-\$13,076,000	(\$13,076,000)
		Federal					\$13,076,000	\$13,076,000
		Match				\$1,848,000	\$6,859,934	\$8,707,934
22322	Alaska Highway Milepost 1393 Gerstle River Bridge Replacement	NHPP, Bridge-HIP22	93.40%	\$500,000		\$11,434,690	\$67,238,786	\$79,173,476
		AC					\$62,801,026	\$62,801,026
		ACC						\$0
		Federal		\$467,000		\$10,680,000		\$11,147,000
		Match		\$33,000		\$754,690	\$4,437,760	\$5,225,449
22452	Dalton Highway Milepost 109-144 Reconstruction and Douglas Creek Bridge Replacement	NHPP	90.97%			\$51,000,000		\$51,000,000
		AC				\$46,394,700		\$46,394,700
		ACC					-\$15,464,900	(\$15,464,900)
		Federal					\$15,464,900	\$15,464,900
		Match				\$4,605,300		\$4,605,300
22475	Dalton Highway Milepost 305-335 Reconstruction and Dan Creek Bridge Replacement	NHPP, Bridge-HIP22	90.97%				\$75,000,000	\$75,000,000
		AC					\$68,227,500	\$68,227,500
		ACC						\$0
		Federal						\$0
		Match					\$6,772,500	\$6,772,500
24337	State Street Pavement Rehabilitation	NHPP	90.97%	\$23,709,491				\$23,709,491
		AC		\$21,568,524				\$21,568,524
		ACC			-\$10,784,262	-\$10,784,262		(\$21,568,524)
		Federal			\$10,784,262	\$10,784,262		\$21,568,524
		Match		\$2,140,967				\$2,140,967

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Table 55 Continued

STIP ID	Project Name	Fund	% Federal Portion	2024	2025	2026	2027	\$ '24-'27
24596	Knik Goose Bay Road Reconstruction: Centaur Avenue to Vine Road Stage 2	NHPP	90.97%		\$36,000,000			\$36,000,000
		AC			\$32,749,200			\$32,749,200
		ACC				-\$10,916,400	-\$10,916,400	(\$21,832,800)
		Federal				\$10,916,400	\$10,916,400	\$21,832,800
		Match			\$3,250,800			\$3,250,800
29829	Steese Expressway and Johansen Expressway Interchange	NHPP	90.97%		\$21,000,000	\$55,000,000		\$76,000,000
		AC			\$19,103,700	\$50,033,500		\$69,137,200
		ACC				-\$9,551,850	-\$26,229,683	(\$35,781,533)
		Federal				\$9,551,850	\$26,229,683	\$35,781,533
		Match			\$1,896,300	\$4,966,500		\$6,862,800
29913	Sterling Highway Milepost 82.5-94 Safety Corridor Improvements	NHPP	93.40%		\$69,500,000			\$69,500,000
		AC			\$64,913,000			\$64,913,000
		ACC				-\$21,637,667	-\$21,637,667	(\$43,275,333)
		Federal				\$21,637,667	\$21,637,667	\$43,275,333
		Match			\$4,587,000			\$4,587,000
29914	Parks Highway Milepost 99-163 Drainage and Culvert Improvements	NHPP	93.40%	\$31,950,000	\$8,000,000	\$9,300,000		\$49,250,000
		AC		\$29,841,300				\$29,841,300
		ACC			-\$14,920,650	-\$14,920,650		(\$29,841,300)
		Federal			\$22,392,650	\$23,606,850		\$45,999,500
		Match		\$2,108,700	\$528,000	\$613,800		\$3,250,500
30549	Kenai Spur Highway Rehabilitation	NHPP	90.97%	\$41,700,000				\$41,700,000
		AC		\$37,934,490				\$37,934,490
		ACC			-\$12,644,830	-\$12,644,830	-\$12,644,830	(\$37,934,490)
		Federal			\$12,644,830	\$12,644,830	\$12,644,830	\$37,934,490
		Match		\$3,765,510				\$3,765,510

ALASKA DOT&PF 2024-2027 STIP

Table 55 Continued

STIP ID	Project Name	Fund	% Federal Portion	2024	2025	2026	2027	\$ '24-'27
31274	Glenn Highway Milepost 0-33 Rehabilitation	NHPP	93.40%		\$40,500,000			\$40,500,000
		AC			\$37,827,000			\$37,827,000
		ACC				-\$12,609,000	-\$12,609,000	(\$25,218,000)
		Federal				\$12,609,000	\$12,609,000	\$25,218,000
		Match			\$2,673,000			\$2,673,000
31310	Klondike Highway Rehabilitation: Skagway River Bridge to Canadian Border	NHPP, NHFP	90.97%		\$6,100,000	\$21,010,000	\$43,010,000	\$70,120,000
		AC					\$39,126,197	\$39,126,197
		ACC						\$0
		Federal			\$5,549,170	\$19,112,797		\$24,661,967
		Match			\$550,830	\$1,897,203	\$3,883,803	\$6,331,836
31469	Ward Creek Bridge Replacement	Bridge-HIP22	90.97%			\$26,310,000		\$26,310,000
		AC				\$23,934,207		\$23,934,207
		ACC					-\$7,978,069	(\$7,978,069)
		Federal					\$7,978,069	\$7,978,069
		Match				\$2,375,793		\$2,375,793
31719	South Tongass Highway and Water Street Viaduct Improvements	NHPP	90.97%			\$8,000,000	\$18,000,000	\$26,000,000
		AC					\$16,374,600	\$16,374,600
		ACC						\$0
		Federal				\$7,277,600		\$7,277,600
		Match				\$722,400	\$1,625,400	\$2,347,800
33241	Cape Blossom Road	STBG <5, AC	90.97%	\$50,000,000				\$50,000,000
		AC		\$45,485,000				\$45,485,000
		ACC			-\$15,161,667	-\$15,161,667	-\$15,161,667	(\$45,485,000)
		Federal			\$15,161,667	\$15,161,667	\$15,161,667	\$45,485,000
		Match		\$4,515,000				\$4,515,000

ALASKA DOT&PF 2024-2027 STIP

Table 55 Continued

STIP ID	Project Name	Fund	% Federal Portion	2024	2025	2026	2027	\$ '24-'27
33247	Seward Highway Milepost 14 Railroad Crossing Reconstruction	NHPP	93.40%		\$20,150,000			\$20,150,000
		AC			\$18,820,100			\$18,820,100
		ACC				-\$9,410,050	-\$9,410,050	(\$18,820,100)
		Federal				\$9,410,050	\$9,410,050	\$18,820,100
		Match			\$1,329,900			\$1,329,900
33741	Seward Highway and Sterling Highway Intersection Improvements	NHPP	93.40%				\$25,000,000	\$25,000,000
		AC					\$23,350,000	\$23,350,000
		ACC						\$0
		Federal						\$0
		Match					\$1,650,000	\$1,650,000
33824	Alaska Highway Milepost 1380 Johnson River Bridge Replacement	NHPP, NHFP	93.40%		\$23,879,443	\$64,009,370		\$87,888,813
		AC			\$22,303,400	\$59,784,752		\$82,088,151
		ACC				-\$7,434,467	-\$27,362,717	(\$34,797,184)
		Federal				\$7,434,467	\$27,362,717	\$34,797,184
		Match			\$1,576,043	\$4,224,618		\$5,800,662
33921	Fairview Loop Road Rehabilitation and Pathway	STBG Flex	90.97%		\$17,300,000	\$16,000,000		\$33,300,000
		AC			\$15,737,810	\$14,555,200		\$30,293,010
		ACC					-\$12,523,537	(\$12,523,537)
		Federal				\$5,245,937	\$12,523,537	\$17,769,473
		Match			\$1,562,190	\$1,444,800		\$3,006,990
34130	Richardson Highway Milepost 346 Northbound Chena Bridge Replacement	NHFP, NHPP	93.40%	\$76,605,996				\$76,605,996
		AC		\$71,550,000				\$71,550,000
		ACC			-\$23,850,000	-\$23,850,000	-\$23,850,000	(\$71,550,000)
		Federal			\$23,850,000	\$23,850,000	\$23,850,000	\$71,550,000
		Match		\$5,055,996				\$5,055,996

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Table 55 Continued

STIP ID	Project Name	Fund	% Federal Portion	2024	2025	2026	2027	\$ '24-'27
34164	Seward Highway Milepost 98.5-118 Reconstruction	NHPP	93.40%	\$20,070,664	\$7,293,362	\$55,000,000	\$31,000,000	\$113,364,026
		AC		\$18,746,000	\$6,812,000	\$51,370,000	\$28,954,000	\$105,882,000
		ACC					-\$17,123,333	(\$17,123,333)
		Federal		\$18,746,000	\$6,812,000		\$17,123,333	\$42,681,334
		Match		\$1,324,664	\$481,362	\$3,630,000	\$2,046,000	\$7,482,026
34206	West Susitna Access Road	STBG Flex, AC	90.97%		\$35,000,000		\$30,000,000	\$65,000,000
		AC			\$31,839,500		\$27,291,000	\$59,130,500
		ACC				-\$10,613,167	-\$10,613,167	(\$21,226,333)
		Federal				\$10,613,167	\$10,613,167	\$21,226,333
		Match			\$3,160,500		\$2,709,000	\$5,869,500
NEW 1	Parks Highway Milepost 52-57 Big Lake to Houston Reconstruction	NHPP	90.97%			\$28,050,000		\$28,050,000
		AC				\$25,517,085		\$25,517,085
		ACC					-\$12,758,543	(\$12,758,543)
		Federal					\$12,758,543	\$12,758,543
		Match				\$2,532,915		\$2,532,915
NEW 2	Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement	NHPP	90.97%	\$31,950,000	\$8,000,000	\$9,300,000		\$49,250,000
		AC		\$29,064,915				\$29,064,915
		ACC			-\$14,532,458	-\$14,532,458		(\$29,064,915)
		Federal			\$21,810,058	\$22,992,668		\$44,802,725
		Match		\$2,885,085	\$722,400	\$839,790		\$4,447,275

Total		\$48,779,122	\$199,978,330	\$361,311,023	\$327,521,368	\$937,589,843
Federal		\$19,213,000	\$163,313,231	\$330,418,162	\$297,536,971	\$810,481,365
Match		\$29,566,121	\$36,665,099	\$30,892,861	\$29,984,397	\$127,108,478

AC		\$342,807,420	\$394,637,936	\$297,741,444	\$363,202,789	\$1,398,389,588
ACC		\$0	-\$136,202,461	-\$270,955,418	-\$297,536,971	-\$704,694,850

APPENDIX F: STIP FUND PROGRAMS CODES

Table 56: STIP Funds, Program, and Eligibilities Acronyms

Code	Fund Program	Description
3PF	Third Party Funds	Funding contributed by parties other than the State usually to provide required matching funds.
AC	Advance Construction	An innovative financing tool permitted under FHWA rules that allows the state to begin a project using state funds prior to the availability of federal funds.
ACC	Advance Construction Conversion	Accounting tool to track the repayment of state funds used to begin a project prior to the availability of federal funds.
BOND	Bonds	Funding generated by the sale of bonds by the state.
BFO	Bridge Formula On-System	Funding for NHS On-System highway bridge replacement, rehabilitation, preservation, protection, and construction projects on public roads. Federal Share up to 93.4% for some interstate projects.
BFF	Bridge Formula Off-System	Funding for NHS Off-System highway bridge projects. Federal Share up to 90.97%.
BRR	Bridge Rehabilitate or Replace	Funds for highway bridge replacement and rehabilitation projects. Federal Share up to 93.4% for some interstate projects.
CDS	Congressionally Designated Spending	Funds issued for specific purposes by Congress for transportation projects. Subject to Title 23 requirements.
CRP	Carbon Reduction Program	Funds for projects designed to reduce transportation emissions. Federal Share up to 93.4% for some interstate projects.
CRP >200K	Carbon Reduction Program Urban MPO	Suballocation of CRP for urban areas with 200,000+ population. Federal Share up to 93.4% for some interstate projects.
CRP 50-200K	Carbon Reduction Program Large Urban Area	Suballocation of CRP for urbanized areas with population 50,000 - 200,000. Federal Share up to 93.4% for some interstate projects.
CRP 5-50K	Carbon Reduction Program Small Urban Area	Suballocation of CRP for urban areas with population 5,000 - 49,999. Federal Share up to 93.4% for some interstate projects.
CRP 5K	Carbon Reduction Program Rural Area	Suballocation of CRP for areas with population less than 5,000. Federal Share up to 90.97% for some interstate projects.
CMAQ-F	Congestion Mitigation/Air Quality Flexible	Funds for traffic congestion and air quality improvement projects in non-attainment areas. Federal Share up to 93.4% for some interstate projects.
CMAQ-M	Congestion Mitigation/Air Quality-Mandatory	Similar to CMAQ-F but with more restrictive eligibility. Federal Share up to 93.4% for some interstate projects.
DBE	Disadvantaged Business Enterprise	Ensures equal opportunity in transportation contracting for small, socially and economically disadvantaged businesses. Federal Share is 100%.
ER	Emergency Relief	Funds for repair of Federal-aid highways or roads damaged by natural disasters or catastrophic failures. Federal Share up to 93.4% for interstate projects.
FBPF	Ferry Boat Program, Formula	Formula-based funding for construction of ferry boats and terminal facilities. Federal share is 80%.
FBPA	Ferry Boat Program, General Fund	Funding for construction of Ferry Boats and Terminal Facilities. Federal share is 80%.
FLAP	Federal Lands Access Program	Funds for projects on federal lands access transportation facilities. Federal Share up to 93.4% for some interstate projects.
GRANT	Competitive Grant	Federal grants awarded through a competitive process for various transportation projects.
ILLU	Illustrative	Indicates potential projects for funding if additional funds become available.

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Table 56 Continued

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

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

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

mass transit, and transportation research and technology program be expended with certified DBEs. The Federal Share is 100%.

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

RTP (Recreational Trails Program) – This funding category is intended to develop and maintain recreational trails and trail related facilities for both non-motorized and motorized recreational trail uses. This program is administered by the Department of Natural Resources. Federal Share is sliding scale eligible up to 93.4% for some interstate projects.

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

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

APPENDIX G: MPO PROJECT LISTS

DOT&PF's Statewide Transportation Improvement Program (STIP) for 2024-2027 includes a comprehensive list of transportation projects and programs within the Anchorage Metropolitan Area Transportation Solutions (AMATS) and Fairbanks Area Surface Transportation (FAST) Metropolitan Planning Organization (MPO) areas. This crosswalk aligns the DOT&PF STIP with the AMATS and FAST Transportation Improvement Program TIPs.

AMATS and FAST projects encompass significant allocations for transit operations, air quality improvements, and infrastructure enhancements. Additional programs of interest that may intersect with MPO boundaries include the National Electric Vehicle Infrastructure Program and the Highway Safety Improvement Program, which command multi-year allocations, reflecting a strategic commitment to sustainable and safe transportation infrastructure across these regions. DOT&PF will collaborate with the MPOs if such programs have project needs in the MPO boundaries.

Table 40 includes all projects and programs included within the AMATS MPO Planning Area Boundary, that are referenced or included in the STIP.

Table 57: Crosswalk of 2024-2027 STIP and the 2023-2027 AMATS TIP

STIP ID	STIP ID Name	TIP ID#	\$ '24 All	\$ '25 All	\$ '26 All	\$ '27 All	\$ '24-'27 All
AMATS Allocation (Projects for Allocations are Adopted by Reference in the STIP)							
9299	Congestion Mitigation Air Quality Improvements: AMATS	MPO Allocation	\$2,486,632	\$2,553,772	\$2,622,723	\$2,622,723	\$10,285,850
6460	Community Transportation Program: AMATS	MPO Allocation	\$32,871,781	\$35,044,051	\$35,653,194	\$36,106,090	\$139,675,116
33044	Transportation Alternatives Program: AMATS	MPO Allocation	\$6,867,611	\$2,228,203	\$2,261,626	\$2,295,550	\$13,652,990
33862	Carbon Reduction Program: AMATS	MPO Allocation	\$3,804,540	\$3,907,263	\$3,866,333	\$4,012,759	\$15,590,895
ANCTransit	Anchorage Area Transit Operations and Improvements	MPO Allocation	\$66,995,374	\$67,534,634	\$69,020,310	\$70,055,614	\$273,605,931
AMATSMPOURPL	Metropolitan Planning Organization (MPO) Planning: AMATS	MPO Allocation	\$2,582,317	\$2,608,205	\$2,647,328	\$2,687,037	\$10,524,887
AMATSTrURPL	Urban Transit Planning: AMATS	MPO Allocation	\$536,089	\$544,131	\$552,292	\$560,577	\$2,193,089
DOT&PF Projects in AMATS Planning Boundary							
31846	Glenn Highway and Hiland Road Interchange Reconstruction and Operational Improvements	NHS0010	\$0	\$1,600,000	\$0	\$0	\$1,600,000
34171	Glenn Highway Incident Management and Traffic Accommodations	NHS0009	\$1,500,000	\$9,900,000	\$11,900,000	\$11,900,000	\$35,200,000
31274	Glenn Highway Milepost 0-33 Rehabilitation Airport Heights to Parks	NHS0006	\$100,000	\$40,500,000			\$40,600,000

ALASKA DOT&PF 2024-2027 STIP

Table 58: Crosswalk of 2024-2027 STIP and the 2023-2027 FAST TIP

STIP ID	STIP ID Name	TIP ID#	\$ '24 All	\$ '25 All	\$ '26 All	\$ '27 All	\$ '24-'27 All
FAST Allocations (Projects for Allocations are Adopted by Reference in the STIP)							
17662	Community Transportation Program: non-AMATS MPOs	FAST-29232	\$7,800,000	\$8,500,000	\$9,300,000	\$5,500,000	\$31,100,000
26161	Air Quality Planning Project: Fairbanks	FAST-26161	\$80,000	\$80,000	\$80,000	\$80,000	\$320,000
29232	State Implementation Plan Committed Measures	MPO Allocation	\$2,131,887	\$2,131,887	\$2,131,887	\$2,131,887	\$8,527,548
17663	Congestion Mitigation and Air Quality Improvements: non-AMATS MPOs	FAST-18791	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$6,400,000
20294	Air Quality Public Education	FAST-20294	\$200,000	\$200,000	\$200,000	\$200,000	\$800,000
33864	Transportation Alternatives Program: non-AMATS MPOs	MPO Allocation	\$2,233,420	\$1,116,015	\$1,132,755	\$608,644	\$5,090,833
33863	Carbon Reduction Program: non-AMATS MPOs	MPO Allocation	\$3,595,765	\$1,073,061	\$944,267	\$944,267	\$6,557,360
FASTTransit	Fairbanks Area Transit Operations and Improvements	FAST-233001	\$6,213,714	\$6,296,476	\$6,401,524	\$6,497,545	\$25,409,259
FASTMPOURPL	Metropolitan Planning Organization (MPO) Planning: FAST	FAST-33138	\$753,148	\$760,698	\$772,108	\$783,690	\$3,069,645
FASTTrURPL	Urban Transit Planning: FAST	FAST-34157	\$156,354	\$158,698	\$161,079	\$163,496	\$639,627
DOT&PF Projects in FAST Planning Boundary							
3821	University Avenue Widening	3821	\$500,000				\$500,000
3843	Airport Way and Cushman Street Intersection Reconstruction	3843	\$13,000,000				\$13,000,000
DOT&PF Projects in FAST Planning Boundary: Illustrative (Not Funded)							
29829	Steese Expressway and Johansen Expressway Interchange	Yes, on Page 9 of 23-27 TIP				\$76,000,000	\$76,000,000
34128	Steese Highway Milepost 5 Bridge Replacement	32220-Part of Steese Hwy MP2-5 Reconstruction				\$14,475,000	\$14,475,000
26082	Old Steese Reconstruction	26082				\$30,000,000	\$30,000,000

Includes all projects and programs included within the FAST MPO Planning Area Boundary, that are referenced or included in the STIP.

ALASKA DOT&PF 2024-2027 STIP

Table 59: DOT&PF Programs That May Have Projects in the MPO Planning Boundaries.

DOT&PF STIP Programs of Interest that may have projects in the MPO Planning Boundaries							
STIP ID	STIP ID Name	TIP ID#	\$ '24 All	\$ '25 All	\$ '26 All	\$ '27 All	\$ '24-'27 All
34302	Pavement and Bridge Preservation Program	NHS0005	\$144,742,480	\$87,681,493	\$103,568,427	\$89,785,062	\$425,777,462
32478	ADA Implementation and Compliance	FAST-30369	\$8,000,000		\$6,000,000	\$6,000,000	\$20,000,000
13239	Culvert Repair and Replacement		\$1,000,000	\$1,129,122	\$1,000,000	\$1,001,761	\$4,130,883
34197	Data Modernization and Innovation		\$12,818,483	\$13,117,643	\$13,697,790	\$10,800,001	\$50,433,917
19217	Highway Safety Improvement Program		\$71,587,761	\$72,566,338	\$75,345,813	\$77,068,451	\$296,568,363
6447	Bridge and Tunnel Inventory, Inspection, Monitoring, Preservation, Rehab and Replacement Program		\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$12,000,000
34199	Sustainable Transportation and Energy Program		\$18,841,941	\$12,982,001	\$15,441,387	\$13,927,751	\$61,193,080
27969	Bus and Bus Facilities	TRN00010; FAST-21038	\$5,905,930	\$5,994,519	\$6,084,436	\$6,175,703	\$24,160,588
19119	Enhanced Mobility for Seniors and Individuals with Disabilities	TRN00009; FAST-19119	\$865,628	\$878,613	\$891,791	\$905,168	\$3,541,199
33865	National Electric Vehicle Infrastructure Program		\$32,327,358	\$12,643,325	\$12,832,975	\$13,025,470	\$70,829,128
Rail-RIP	Railroad Improvement Program	AMATS TRN 12-25; FAST-33243; 33246	\$31,527,234	\$31,781,004	\$32,480,145	\$32,967,348	\$128,755,730

APPENDIX H: STIP 2024-2027 PROJECT EXTENDED DETAIL GRIDS

This appendix includes all the projects in the 2024-2027 STIP, with associated scope, distribution, and funding information.

AASHTO Technical Programs Support

American Association of State Highway and Transportation Officials (AASHTO) offers several technical service programs on a voluntary membership basis. This project will support annual DOT&PF's federally eligible technical service program memberships as selected by the Commissioner.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$227,425	\$227,424	\$227,424	\$227,424	\$909,697	\$0
Match	\$22,575	\$22,575	\$22,575	\$22,575	\$90,300	
TOTAL	\$250,000	\$249,999	\$249,999	\$249,999	\$999,997	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$250,000	\$249,999	\$249,999	\$249,999	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$909,697
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$90,300
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate	\$999,997
Sub-Funds	CMAQ Mandatory NHPP CMAQ Flex STBG <5k
Strategic Investment Area	Resiliency
Geographic Area	Urban
Work Type	Planning



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$568,560	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$113,712	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$227,424	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Staff , DOT&PF"

Description: DOT&PF Logo

ADA Implementation and Compliance

This project will provide for the implementation stage of the ADA Transition Plan and monitoring of all implementation aspects to assure ADA specifications are met, when feasible. As part of the compliance monitoring, outdated/compromised data will be removed or repaired and location information will be entered in a geospatial database to indicate locations that are in need of proper pedestrian facilities and/or alterations. This database will continue to serve the Civil Rights Office ADA team as a tool for planning, maintenance, preconstruction, and construction.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$7,277,600	\$0	\$5,458,200	\$5,458,200	\$18,194,000	\$0
Match	\$722,400	\$0	\$541,800	\$541,800	\$1,806,000	
TOTAL	\$8,000,000	\$0	\$6,000,000	\$6,000,000	\$20,000,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$8,000,000		\$6,000,000	\$6,000,000	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$18,194,000
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$1,806,000
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Strategic Investment Area
\$20,000,000		
Sub-Funds		
STBG Flex	STBG 50-200k	Sustainability
		Geographic Area
		Alaska-wide
		Work Type
		Rehabilitation



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$13,497,624	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$4,696,376	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

STIP ID #	32478
Location	Alaska-wide
DOT Region	Alaska-wide
Borough or Census	Alaska-wide
Corridor	
Primary Funding	STBG - Surface Transportation Block Grant



Photo Credit: "Staff , DOT&PF"

Description: 4th Avenue in Anchorage. Ensuring compliance with ADA along with implementing measures and infrastructure modifications that guarantee accessibility for individuals with disabilities across transportation systems and facilities throughout Alaska.

Advance Construction Conversion

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$0	\$19,103,700	\$50,033,500	\$0	\$69,137,200	\$0
Match	\$0	\$0	\$0	\$0	\$0	
TOTAL	\$0	\$19,103,700	\$50,033,500	\$0	\$69,137,200	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)			\$0	\$0	% Federal	100.00%
Misc. (P1)	\$0	\$19,103,700	\$50,033,500	\$0	Total	\$69,137,200
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	0.00%
Construct (P4)	\$0		\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$69,137,200
Sub-Funds

ACC



STIP ID #	ACC
Location	Alaska-wide
DOT Region	Alaska-wide
Borough or Census	Alaska-wide
Corridor	
Primary Funding	Advance Construct (AC)
Strategic Investment Area	
Geographic Area	
Work Type	

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$57,445,136	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164		STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

Construction Year(s)

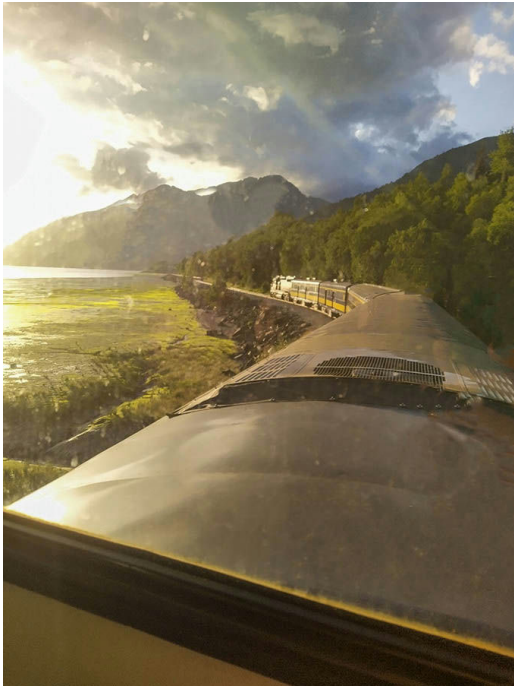


Photo Credit: "Travis Burts, DOT&PF"
Description: Train ride on the Inlet between Girdwood and Anchorage on the way back, Summer 2023.

Air Quality Mobile Source Modeling

Continue development and enhancement of the statewide framework for Motor Vehicle Emission Simulator (MOVES) modeling in Alaska to ensure consistent development, application, and approval of modeling workflows (e.g., input data collection and processing, model setup and execution requirements, post-processing of outputs, etc.) in all regional mobile source inventory applications envisioned within the state.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$181,940	\$181,940	\$181,940	\$181,940	\$727,760	\$200,000
Match	\$18,060	\$18,060	\$18,060	\$18,060	\$72,240	
TOTAL	\$200,000	\$200,000	\$200,000	\$200,000	\$800,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$200,000	\$200,000	\$200,000	\$200,000	Total	\$727,760
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$72,240
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate	\$1,000,000
Sub-Funds	CMAQ Flex
Strategic Investment Area	Sustainability
Geographic Area	Urban
Work Type	Planning



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$727,760	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		
Construction Year(s)							



Photo Credit: "Anna Bosin, DOT&PF"

Description: Bird to Gird pathway.

Air Quality Planning Project

Update Fairbanks' transportation and EPA mobile source emission models. As a PM 2.5 non-attainment and CO Maintenance area, these models are essential for ongoing transportation and air quality planning. This project ensures federally mandated Air Quality Conformity Analysis for all long-term and short-term planning documentation.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$72,776	\$72,776	\$72,776	\$72,776	\$291,104	\$0
Match	\$7,224	\$7,224	\$7,224	\$7,224	\$28,896	
TOTAL	\$80,000	\$80,000	\$80,000	\$80,000	\$320,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$80,000	\$80,000	\$80,000	\$80,000	Total	\$291,104
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$28,896
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate	\$320,000
Sub-Funds	CMAQ Mandatory
Strategic Investment Area	Sustainability
Geographic Area	Urban
Work Type	Planning



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$291,104	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		
Construction Year(s)							



Photo Credit: "Bob Laurie, DOT&PF"
Description: A bicyclist rides on the highway, 2009.

Air Quality Public Education

This statewide initiative aims to raise awareness on a spectrum of air quality issues pertinent to Alaska. It concentrates on enlightening the public about the health and environmental effects of air pollution, sourced from motor vehicles, unpaved roads, heavy-duty diesel engines, residential heating, wood smoke, among others. It emphasizes actionable measures that citizens can adopt to mitigate these effects.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$181,940	\$181,940	\$181,940	\$181,940	\$727,760	\$200,000
Match	\$18,060	\$18,060	\$18,060	\$18,060	\$72,240	
TOTAL	\$200,000	\$200,000	\$200,000	\$200,000	\$800,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$200,000	\$200,000	\$200,000	\$200,000	Total	\$727,760
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$72,240
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$1,000,000

Sub-Funds

CMAQ Mandatory



STIP ID #	20294
Location	Fairbanks
DOT Region	Northern Region
Borough or Census	Fairbanks North Star Borough
Corridor	
Primary Funding	CMAQ - Congestion Mitigation Air Quality

Strategic Investment Area
Sustainability
Geographic Area
Urban
Work Type
Planning

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$727,760	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

Construction Year(s)



Photo Credit: "Staff , DOT&PF"
Description: Bicyclist riding on an Alaska road, 2009.

Airport Way and Cushman Street Intersection Reconstruction

Reconstruct the intersection at Airport Way and Cushman Street in Fairbanks. Work includes roadside hardware, drainage improvements, intersection improvements, utilities and ADA improvements.

STIP ID #	3843
Location	Fairbanks
DOT Region	Northern Region
Borough or Census	Fairbanks North Star Borough
Corridor	
Primary Funding	NHPP - National Highway Performance Program

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$11,826,100	\$0	\$0	\$0	\$11,826,100	\$0
Match	\$1,173,900	\$0	\$0	\$0	\$1,173,900	
TOTAL	\$13,000,000	\$0	\$0	\$0	\$13,000,000	

Total Project Estimate
\$26,479,903

Sub-Funds

NHPP

Strategic Investment Area

Safety

Geographic Area

Corridor

Work Type

Reconstruction

	2024	2025	2026	2027
Multiple (P0)	\$0	\$0	\$0	\$0
Misc. (P1)	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0
Construct (P4)	\$13,000,000		\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0
Planning (P9)	\$0	\$0	\$0	\$0

2024-27 Federal Funds	
% Federal	90.97%
Total	\$11,826,100

2024-27 Non-Federal Funds	
% Match	9.03%
Local Match	\$0
State Match	\$1,173,900



STIP 2024-2027 Fund Source Details

National Highway System	
NHPP	\$11,826,100
NHFP	\$0

Safety Program	
SA	\$0
VRU	\$0
S154	\$0
S164	\$0

Bridge Program	
HIP OSB	\$0
Bridge;INFRA	\$0
Bridge-HIP	\$0
STBG OSB	\$0

Resiliency	
PROTECT	\$0

STBG Funds	
STBG Flex	\$0
STBG >200k	\$0
STBG 50-200K	\$0
STBG 5-50k	\$0
STBG <5k	\$0

Planning and Research	
SPR	\$0
RES	\$0
URPL	\$0
S&A-SPR	\$0
S&A-Metro	\$0

Sustainability	
CMAQ-M	\$0
CMAQ-F	\$0
NEVI	\$0

FTA Transit Funds	
5303	\$0
5337	\$0
5307	\$0
5339	\$0
5310	\$0
5311	\$0

STGB-TAP Funds	
TAP Flex	\$0
TAP >200K	\$0
TAP 50-200K	\$0
TAP 5-50K	\$0
TAP <5K	\$0

Carbon Reduction Program	
CRP Flex	\$0
CRP>200K	\$0
CRP 50-200K	\$0
CRP 5-50K	\$0
CRP <5K	\$0

Intermodal Programs	
RTP	\$0
FBF	\$0
RAIL	\$0

Civil Rights	
DBE	\$0
OJT	\$0

Other Federal Funds	
OFF FLAP	\$0
OFF ER	\$0
OFF CDS	\$0
OFF Grant	\$0

Innovative Funding	
AC	\$0

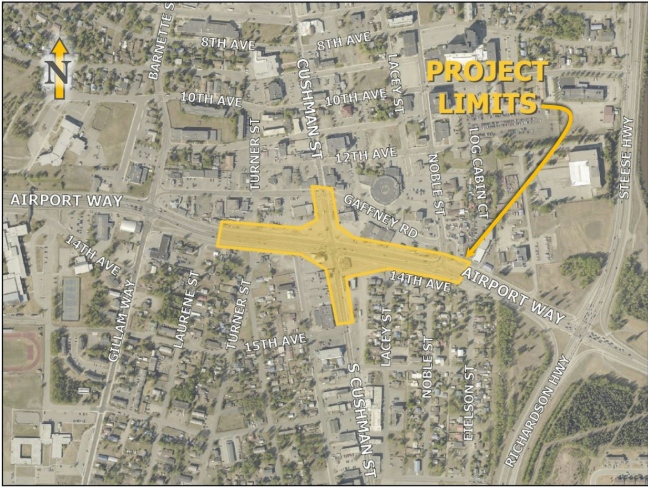


Photo Credit: "Staff , DOT&PF"

Description: Project Location Map

Construction Year(s) 2024

Akakeek, Ptarmigan, and DeLapp Reconstruction [CTP/TAP Award 2019]

The Akakeek, Ptarmigan, and DeLapp Reconstruction project in Bethel includes work to widen roads, level uneven surfaces, and resolve drainage system inefficiencies causing road surface and shoulder erosion.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$181,940	\$0	\$6,004,020	\$0	\$6,185,960	\$0
Match	\$18,060	\$0	\$595,980	\$0	\$614,040	
TOTAL	\$200,000	\$0	\$6,600,000	\$0	\$6,800,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$6,185,960
Design (P2)	\$100,000	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$100,000	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0		\$6,300,000	\$0	Local Match	\$614,040
Utilities (P7)	\$0	\$0	\$300,000	\$0	State Match	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$7,650,000
Sub-Funds
STBG 5-50k STBG Flex



STIP ID #	32728
Location	Bethel
DOT Region	Central Region
Borough or Census	Bethel Census Area
Corridor	
Primary Funding	STBG - Surface Transportation Block Grant
Strategic Investment Area	
Safety	
Geographic Area	
Rural	
Work Type	
Reconstruction	

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$5,004,020	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$1,181,940	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

Construction Year(s) 2026



Photo Credit: "Lawrence Davis, DOT&PF"

Description: Springtime in Bethel.


Alaska Highway Milepost 1235-1268 Rehabilitation

The Alaska Highway Rehabilitation project rehabilitates Mileposts 1235-1268 and constructs new passing lanes. Key activities include bridge work, roadside hardware updates, drainage improvements, intersection improvements, utilities, and wayside repairs, executed in logical stages.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$37,037,200	\$0	\$0	\$0	\$37,037,200	\$0
Match	\$2,617,190	\$0	\$0	\$0	\$2,617,190	
TOTAL	\$39,654,390	\$0	\$0	\$0	\$39,654,390	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	93.40%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$37,037,200
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	6.60%
Construct (P4)	\$39,454,390		\$0	\$0	Local Match	\$0
Utilities (P7)	\$200,000	\$0	\$0	\$0	State Match	\$2,617,190
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	Program
\$65,734,368			
Sub-Funds			Strategic Investment Area
NHPP			State of Good Repair
			Geographic Area
			Corridor
			Work Type
			Rehabilitation





STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$37,037,200	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

Construction Year(s) 2024



Photo Credit: "Faith Wixon, DOT&PF"
Description: Malamute puppy on the Alaska Highway MP 1370 Summer 2023.


Alaska Highway Milepost 1348 Robertson River Bridge Replacement

Replace the Robertson River Bridge #509 located on the Alaska Highway at MP 1348. Project includes drainage improvements, roadside hardware, roadway reconstruction, and utilities.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$1,914,700	\$0	\$11,208,000	\$114,111,980	\$127,234,680	\$0
Match	\$135,300	\$0	\$792,000	\$8,063,587	\$8,990,887	
TOTAL	\$2,050,000	\$0	\$12,000,000	\$122,175,567	\$136,225,567	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	93.40%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$127,234,680
Design (P2)	\$2,050,000	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	6.60%
Construct (P4)	\$0	\$0	\$12,000,000	\$122,175,567	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$8,948,492
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	Program, BRIDGE	
\$136,725,634				
Sub-Funds			Strategic Investment Area	
NHPP	Bridge-INFRA	Bridge-HIP	AC	State of Good Repair
				Geographic Area
				Corridor
				Work Type
				Replacement





STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$79,190,434	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$9,025,807		
		S154	\$0	Bridge-HIP	\$39,018,439		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

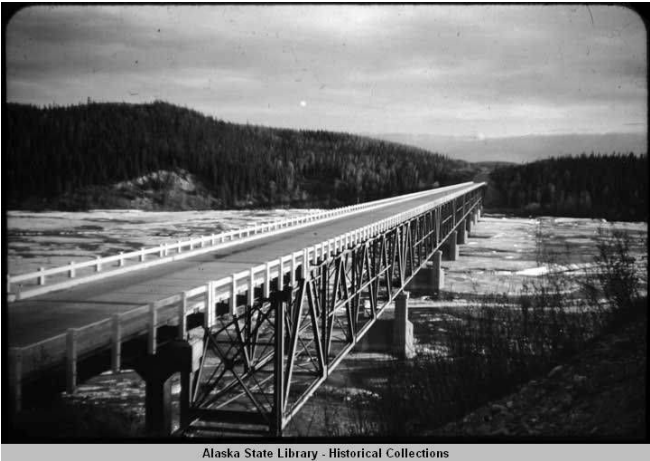


Photo Credit: Alaska State Library - Historical Collection

Description: Robertson River Bridge, Alaska Highway. Long view of the Robertson River Bridge, Mile 1353 of the Alaska Highway. Alaska Road Commission Photograph Collection.


Alaska Highway Milepost 1380 Johnson River Bridge Replacement

Replace Johnson River Bridge #518 on the Alaska Highway at Milepost 1380. Project includes drainage improvements, roadside hardware, and utilities.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$1,681,200	\$22,303,400	\$59,784,752	\$0	\$83,769,351	\$0
Match	\$118,800	\$1,576,043	\$4,224,618	\$0	\$5,919,462	
TOTAL	\$1,800,000	\$23,879,443	\$64,009,370	\$0	\$89,688,813	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)			\$0	\$0	% Federal	93.40%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$83,769,351
Design (P2)	\$1,800,000	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	6.60%
Construct (P4)	\$0	\$23,779,443	\$64,009,370	\$0	Local Match	\$0
Utilities (P7)	\$0	\$100,000	\$0	\$0	State Match	\$5,919,462
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	Program
\$90,688,813			
Sub-Funds		Strategic Investment Area	
NHPP	NHFP	Bridge-INFRA	AC
		State of Good Repair	
		Geographic Area	
		Corridor	
		Work Type	
		Replacement	





STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$13,577,562	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$20,122,038	VRU	\$0	Bridge;INFRA	\$22,160,830		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$27,908,922
				OJT	\$0		



Photo Credit: Alaska State Library - Historical Collection

Description: Johnson River Bridge, Alaska Highway. Multiple-span structure, 960 ft. long, at Mile 1386.1 of the Alaska Highway. Alaska Road Commission Photograph Collection.


Alaska Highway Yukon Territory Permafrost Repairs

This project aims to rehabilitate sections of the Alaska Highway within the Yukon that are deteriorating due to thawing permafrost, jeopardizing safety and road utility. The project will focus on compromised sections of the "Shakwak" segment, approximately 80km between Destruction Bay (km 1680) and the U.S./Canada border (km 1902.5). Restoration activities will include resurfacing, sub-grade and culvert repair and ditching to return to the road to design speed operation.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$0	\$2,842,812	\$0	\$25,585,313	\$28,428,125	\$0
Match	\$0	\$282,188	\$0	\$2,539,688	\$2,821,875	
TOTAL	\$0	\$3,125,000	\$0	\$28,125,000	\$31,250,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)			\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$28,428,125
Design (P2)	\$0	\$3,125,000	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0		\$0	\$28,125,000	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$2,821,875
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	Program
\$31,250,000			
Sub-Funds			Strategic Investment Area
NHPP			State of Good Repair
			Geographic Area
			Rural
			Work Type
			Reconstruction





STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$28,428,125	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164		STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Julie McNamara, DOT&PF"
Description: The Open Road, Alaska Highway.

Alaska Marine Highway System Ferry Overhauls

Annual state-funded capital improvements for each Alaska Marine Highway System (AMHS) vessel, necessary to pass U.S. Coast Guard (USCG) inspections and obtain the Certificate of Inspection (COI) necessary to operate.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$22,000,000	\$22,000,000	\$22,000,000	\$22,000,000	\$88,000,000	\$0
Match	\$0	\$0	\$0	\$0	\$0	
TOTAL	\$22,000,000	\$22,000,000	\$22,000,000	\$22,000,000	\$88,000,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$22,000,000	\$22,000,000	\$22,000,000	\$22,000,000	% Federal	100.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$88,000,000
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	0.00%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Strategic Investment Area
\$88,000,000		
Sub-Funds		State of Good Repair
OSF		Geographic Area
		Waterways
		Work Type
		Maintenance and Operations



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		
Construction Year(s)							



Photo Credit: "Quinten Arndt, DOT&PF"

Description: M/V Tustumena leaving Homer as eagles watch from the beach.

Anchorage Area Transit Operations and Improvements

The Anchorage area transit program focuses on enhancing urban transit operations and improvements. This includes the development and maintenance of public transportation systems in urbanized areas, ensuring efficient and effective transit services. The scope encompasses planning, capital investment, and operational strategies to improve the safety, reliability, and accessibility of urban transit. Key activities involve the acquisition of buses and related equipment, modernization of facilities, implementation of advanced technology systems, and support for operational costs to enhance service quality and meet the growing demands of urban transportation. Funding goes directly to the Municipality of Anchorage.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$6,776,900	\$6,878,553	\$6,981,732	\$7,086,457	\$27,723,642	\$0
Match	\$1,694,225	\$1,719,638	\$1,745,433	\$1,771,614	\$6,930,911	
TOTAL	\$8,471,125	\$8,598,191	\$8,727,165	\$8,858,071	\$34,654,552	

	2024	2025	2026	2027
Multiple (P0)	\$8,471,125	\$8,598,191	\$8,727,165	\$8,858,071
Misc. (P1)	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0
Construct (P4)	\$0		\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0
Planning (P9)	\$0	\$0	\$0	\$0

2024-27 Federal Funds	
% Federal	80.00%
Total	\$27,723,642

2024-27 Non-Federal Funds	
% Match	20.00%
Local Match	\$6,930,910
State Match	\$0

Total Project Estimate
\$34,654,552

Sub-Funds

5307



STIP ID #	34397
Location	Anchorage Municipality
DOT Region	Central Region
Borough or Census	Anchorage / Mat-Su Region
Corridor	
Primary Funding	FTA-Federal Transit Administration
Strategic Investment Area	
Geographic Area	
Urban	
Work Type	

STIP 2024-2027 Fund Source Details

National Highway System	
NHPP	\$0
NHFP	\$0

Safety Program	
SA	\$0
VRU	\$0
S154	\$0
S164	

Bridge Program	
HIP OSB	\$0
Bridge;INFRA	\$0
Bridge-HIP	\$0
STBG OSB	\$0

Resiliency	
PROTECT	\$0

STBG Funds	
STBG Flex	\$0
STBG >200k	\$0
STBG 50-200K	\$0
STBG 5-50k	\$0
STBG <5k	\$0

Planning and Research	
SPR	\$0
RES	\$0
URPL	\$0
S&A-SPR	\$0
S&A-Metro	\$0

Sustainability	
CMAQ-M	\$0
CMAQ-F	\$0
NEVI	\$0

FTA Transit Funds	
5303	\$0
5337	\$0
5307	\$27,723,642
5339	\$0
5310	\$0
5311	\$0

STGB-TAP Funds	
TAP Flex	\$0
TAP >200K	\$0
TAP 50-200K	\$0
TAP 5-50K	\$0
TAP <5K	\$0

Carbon Reduction Program	
CRP Flex	\$0
CRP>200K	\$0
CRP 50-200K	\$0
CRP 5-50K	\$0
CRP <5K	\$0

Intermodal Programs	
RTP	\$0
FBF	\$0
RAIL	\$0

Civil Rights	
DBE	\$0
OJT	\$0

Other Federal Funds	
OFF FLAP	\$0
OFF ER	\$0
OFF CDS	\$0
OFF Grant	\$0

Innovative Funding	
AC	\$0

Construction Year(s)



Photo Credit: "Kristen Durand, KTUU"

Description: People Mover in Anchorage

Angoon AMHS Ferry Terminal Modifications

Install two new dolphins to accommodate the Alaska Marine Highway System (AMHS) Alaska Class Ferries (ACF) and upgrade the apron lift with hydraulic actuators. . As part of the "Critical Upgrades to Ferry Dock Infrastructure in Five Rural Alaska Communities" Rural Ferry Program FTA Award, this project aims to modernize and reinforce the terminal.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$0	\$0	\$4,000,000	\$0	\$4,000,000	\$0
Match	\$0	\$0	\$0	\$0	\$0	
TOTAL	\$0	\$0	\$4,000,000	\$0	\$4,000,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	100.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$4,000,000
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	0.00%
Construct (P4)	\$0	\$0	\$4,000,000	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate	\$4,600,000
Sub-Funds	<div>FTA-Ferry</div> <div>FBF</div> <div>OFF-Grant</div>
Strategic Investment Area	Sustainability
Geographic Area	Waterways
Work Type	Reconstruction



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$800,000	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$3,200,000
TAP <5K	\$0	CRP <5K	\$0				
				Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

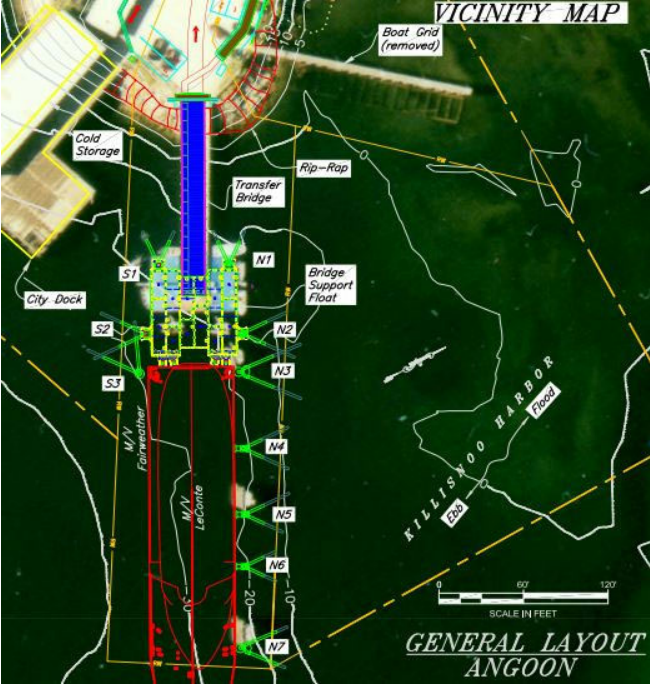


Photo Credit: "Staff , DOT&PF"
 Description: Angoon AMHS Ferry Terminal Modifications


Annual Planning Work Program

The Annual Planning Work Program enhances planning and research in transportation. The primary goal of the project is to ensure Federal requirements are met, including the implementation of the State Transportation Improvement Program (STIP), State Transportation Plan, data collection and analysis, and management systems. The main activities under this project include planning, research, data collection, data analysis, and the management of various transportation-related systems.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$7,643,047	\$9,432,693	\$9,167,207	\$9,314,177	\$35,557,123	\$0
Match	\$758,676	\$936,322	\$909,969	\$924,465	\$3,529,432	
TOTAL	\$8,401,723	\$10,369,015	\$10,077,175	\$10,238,734	\$39,086,648	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$35,557,123
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$3,529,432
Stwd Plng (P8)	\$8,145,045	\$10,369,015	\$10,077,175	\$10,238,734		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	Strategic Investment Area
\$39,086,648			
Sub-Funds			Resiliency
SPR			Geographic Area
			Alaska-wide
			Work Type
			Planning



SPR



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		\$154	\$0	Bridge-HIP	\$0		
		\$164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$35,556,190	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Courtney Kreis, DOT&PF"

Description: Korra getting ready to track 'out the road' for a "lost hunter" scenario. Trailing dogs work on-lead to find the direction of travel of one specific human, then wilderness dogs work large areas off-lead sniffing for any human scent.

Anton Anderson Memorial (Whittier) Tunnel Backup Generation

The Anton Anderson Memorial (Whittier) Tunnel Backup Generation Project enhances the tunnel's current emergency power systems. This project will establish comprehensive backup power to ensure uninterrupted normal tunnel operations during emergencies and long-term power outages.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$7,277,600	\$0	\$0	\$0	\$7,277,600	\$0
Match	\$722,400	\$0	\$0	\$0	\$722,400	
TOTAL	\$8,000,000	\$0	\$0	\$0	\$8,000,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$7,277,600
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$8,000,000	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$722,400
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate	\$8,300,000
Sub-Funds	
NHPP	
Strategic Investment Area	Safety
Geographic Area	
Corridor	
Work Type	Maintenance and Operations



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$7,277,600	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Chance Horner, Shutterstock"
Description: Anton Anderson Memorial Tunnel

Anton Anderson Memorial (Whittier) Tunnel Maintenance and Operations

Maintenance and operations for the federal-aid eligible portion of the Anton Anderson Memorial (Whittier) Tunnel and approaches.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$2,621,440	\$5,600,000	\$0	\$2,800,000	\$11,021,440	\$0
Match	\$260,213	\$555,876	\$0	\$277,938	\$1,094,027	
TOTAL	\$2,881,653	\$6,155,876	\$0	\$3,077,938	\$12,115,467	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$2,881,653	\$6,155,876	\$0	\$3,077,938	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$11,021,440
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$1,094,027
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate	\$12,115,467
Sub-Funds	NHFP
Strategic Investment Area	State of Good Repair
Geographic Area	Corridor
Work Type	Maintenance and Operations



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$11,021,440	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Sync011 travelbyallmeans.com, Shutterstock"

Description: A train passes through the Anton Anderson Memorial Tunnel as drivers wait for their turn to go into the longest combined vehicle-railroad tunnel in North America.


Auke Bay Ferry Terminal East Berth Mooring Improvements

The Auke Bay Ferry Terminal East Berth Mooring Improvements project, located in Auke Bay includes the replacement of deteriorated mooring dolphin structures and the installation of cathodic protection anodes. Specific activities include the dismantling of old structures, construction of new ones, and installation of protective elements.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$0	\$11,000,000	\$0	\$0	\$11,000,000	\$0
Match	\$0	\$0	\$0	\$0	\$0	
TOTAL	\$0	\$11,000,000	\$0	\$0	\$11,000,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	100.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$11,000,000
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	0.00%
Construct (P4)	\$0	\$11,000,000	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	
\$12,097,506			
Sub-Funds		Strategic Investment Area	
NHPP	OFF-Grant	Economic Vitality	
		Geographic Area	
		Waterways	
		Work Type	
		Reconstruction	





STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$2,200,000	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$8,800,000
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Jeannie Gilman, DOT&PF"

Description: Sunset loading at the Auke Bay ferry terminal June 2021. M/V Matanuska.

Big Lake Road Rehabilitation

The Big Lake Road Rehabilitation focuses on road and shared-use pathway infrastructure. The project extends from Milepost 0 (including Church Road) to Milepost 3.6 and Milepost 3.6 to Milepost 9.1 (end of road). The primary objectives of this project are to rehabilitate Big Lake Road between Milepost 0 and 9 and select portions of the shared-use pathway, which will be achieved through a series of activities including roadside hardware, drainage improvements, bridge repairs, and utilities. The project is currently at Stage 2 out of 2 total stages.

Previous Project Name: "Big Lake MP 0-3.6 Pavement Preservation" under STIP ID 18924

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$1,182,610	\$11,516,802	\$5,617,398	\$0	\$18,316,810	\$0
Match	\$117,390	\$1,143,198	\$557,603	\$0	\$1,818,191	
TOTAL	\$1,300,000	\$12,660,000	\$6,175,001	\$0	\$20,135,001	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$18,316,810
Design (P2)	\$1,290,000	\$400,000	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$10,000	\$10,000	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$12,000,000	\$6,000,000	\$0	Local Match	\$0
Utilities (P7)	\$0	\$250,000	\$175,001	\$0	State Match	\$1,818,191
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate	\$20,585,001
Sub-Funds	STBG Flex
Strategic Investment Area	State of Good Repair
Geographic Area	Urban
Work Type	Rehabilitation



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$18,316,810	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

Construction Year(s)	2025	2026
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Photo Credit: "Generated using ChatGPT , DOT&PF"

Description: The vibrant Dall-E-generative AI image showcases Southeast Alaska bustling with freight, vessels, and airplanes, underscoring the paramount importance of DOT&PF in facilitating efficient multimodal transportation networks crucial for connecting Alaskans.

Bridge and Tunnel Inventory, Inspection, Monitoring, Preservation, Rehab and Replacement Program

Regular inspections are conducted every two years to ensure the structural integrity and safety of bridges and tunnels on public roads.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$2,729,100	\$2,729,100	\$2,729,100	\$2,729,100	\$10,916,400	\$0
Match	\$270,900	\$270,900	\$270,900	\$270,900	\$1,083,600	
TOTAL	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$12,000,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$10,916,400
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$1,083,600
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	Block Grant, BRIDGE
\$12,000,000			
Sub-Funds		Strategic Investment Area	
STBG BR OFF SYS	NHPP	Bridge-HIP	State of Good Repair
STBG 50-200k			Geographic Area
			Urban
			Work Type
			Preservation



STIP ID #	6447
Location	Alaska-wide: Bridges
DOT Region	Alaska-wide
Borough or Census	Alaska-wide: Bridges
Corridor	
Primary Funding	NHPP - National Highway Performance Program, STBG - Surface Transportation Block Grant, BRIDGE

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$3,839,604	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$3,110,504		
		S164	\$0	STBG OSB	\$3,966,292		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0				
				Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Chance Box, DOT&PF"

Description: Ernestine Equipment Operator on the Copper River Highway opening going through the train tunnel, May 2023

Bridge Management System

Development and continued maintenance of a management system for addressing bridge deficiencies on public roads which includes periodic updates to various bridge management reports.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$247,962	\$247,962	\$247,961	\$247,961	\$991,847	\$272,575
Match	\$24,614	\$24,614	\$24,614	\$24,614	\$98,454	
TOTAL	\$272,576	\$272,576	\$272,575	\$272,575	\$1,090,301	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$272,576	\$272,576	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$272,575	\$272,575	Total	\$991,847
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$98,454
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$1,362,876

Sub-Funds

NHPP Bridge-HIP



STIP ID #	6454
Location	Alaska-wide: Bridges
DOT Region	Alaska-wide
Borough or Census	Alaska-wide: Bridges
Corridor	
Primary Funding	NHPP - National Highway Performance Program, BRIDGE

Strategic Investment Area
Resiliency
Geographic Area
Alaska-wide
Work Type
Maintenance and Operations

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$247,961	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$743,885		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0				
Construction Year(s)				Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

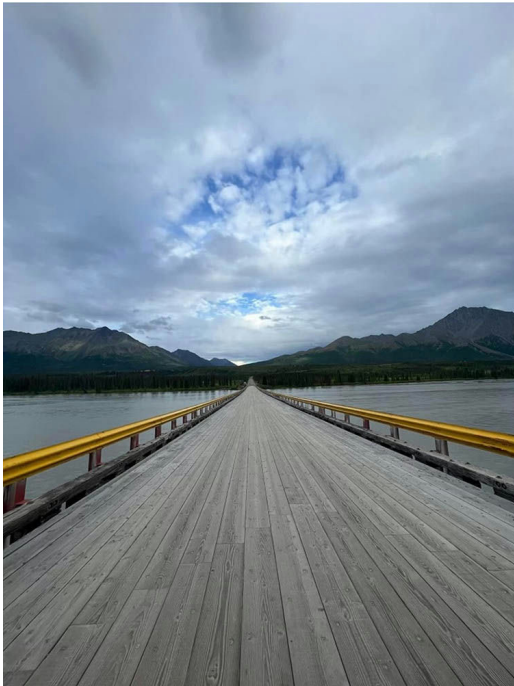


Photo Credit: "Tawni Taylor, DOT&PF"

Description: Blue skies breaking over the Susitna River Bridge.

Bridge Scour Monitoring and Retrofit Program

Install monitoring and telemetry, perform activities required to meet the National Bridge Inspection Standards (NBIS) for scour, implement the DOT&PF Plan of Action for scour-critical bridges, coordinate with local agencies on NBIS compliance, and design and construct physical scour countermeasures at State bridges identified as scour critical National Bridge Inspection Standards.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$2,181,920	\$2,181,920	\$2,181,920	\$2,181,920	\$8,727,680	\$0
Match	\$216,585	\$216,585	\$216,585	\$216,585	\$866,340	
TOTAL	\$2,398,505	\$2,398,505	\$2,398,505	\$2,398,505	\$9,594,020	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$2,398,505	\$2,398,505	\$2,398,505	\$2,398,505	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$8,727,680
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$866,340
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$9,594,020
Sub-Funds
NHPP Bridge-INFRA Bridge-HIP



STIP ID #	12579
Location	Alaska-wide: Bridges
DOT Region	Alaska-wide
Borough or Census	Alaska-wide: Bridges
Corridor	
Primary Funding	STBG - Surface Transportation Block Grant, NHPP - National Highway Performance Program
Strategic Investment Area	
State of Good Repair	
Geographic Area	
Urban	
Work Type	
Maintenance and Operations	

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$2,681,920	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$545,480		
		S154	\$0	Bridge-HIP	\$4,954,800		
		S164	\$0	STBG OSB	\$545,480		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0				
Construction Year(s)				Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Mary Brunner, DOT&PF"

Description: Structural plate pipe assembly, Richardson Highway MP 40-51 Resurfacing.


Bus and Bus Facilities

FTA Section 5339 formula monies available for capital expenses for eligible rural and small urban public transit systems. Projects are determined through a statewide competitive grant application process.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$4,724,744	\$4,795,615	\$4,867,549	\$4,940,562	\$19,328,470	\$5,575,500
Match	\$1,181,186	\$1,198,904	\$1,216,887	\$1,235,141	\$4,832,118	
TOTAL	\$5,905,930	\$5,994,519	\$6,084,436	\$6,175,703	\$24,160,588	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$5,905,930	\$5,994,519	\$6,084,436	\$6,175,703	% Federal	80.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$19,328,470
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	20.00%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$2,416,060
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$2,416,060
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	
\$29,736,088			
Sub-Funds		Strategic Investment Area	
5339	5311	Sustainability	
		Geographic Area	
		Urban	
		Work Type	



STIP ID #	27969
Location	Alaska-wide: Transit
DOT Region	Alaska-wide
Borough or Census	Alaska-wide: Transit
Corridor	
Primary Funding	FTA-Federal Transit Administration



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$19,328,470
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Andrea Deppner, DOT&PF"

Description: The logo embodies Alaska DOTPF's resilience, featuring mountains, the Big Dipper constellation, a bush plane, highway, and ferry, symbolizing the state's diverse landscapes, guidance, air and road travel, and marine connectivity.


Cape Blossom Road

Construct Stage II of the road from Kotzebue to Cape Blossom. Work includes extending the road from Sadie Creek to Cape Blossom and a new bridge over Sadie Creek (#1596). Partly funded through Congressionally Delegated Spending (CDS) for \$27,662,000.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$48,305,070	\$0	\$0	\$0	\$48,305,070	\$0
Match	\$4,794,930	\$0	\$0	\$0	\$4,794,930	
TOTAL	\$53,100,000	\$0	\$0	\$0	\$53,100,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$48,305,070
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$53,100,000		\$0	\$0	Local Match	\$4,794,930
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	Grant, OFF- Other Federal Funds
\$56,924,588			
Sub-Funds		Strategic Investment Area	
STBG <5k OFF-CDS STBG Flex		Economic Vitality	
Bridge-HIP		Geographic Area	
		Rural	
		Work Type	
		New Construction	





STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$8,149,301	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		\$154	\$0	Bridge-HIP	\$11,590,733		
		\$164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$1,728,886	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$7,277,600	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$19,558,550
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

Construction Year(s) 2024



Photo Credit: "Scott Maybrier, DOT&PF"

Description: Casey Adamson with Northern Region preconstruction, during a reconnaissance trip for the Kotzebue-Cape Blossom Road Project. Fellow DOT&PF members are seen in her goggles.


Carbon Reduction Program: AMATS

For projects that support the reduction of transportation emissions in the AMATS MPO (Population >200,000) includes: evaluations, plans and the design and construction of projects. All relevant project details are detailed in the Anchorage Metropolitan Area Transportation Solutions (AMATS) Transportation Improvement Program (TIP). By doing so, the project is considered incorporated into the Statewide Transportation Improvement Program (STIP) by reference, adhering to federal and state planning requirements.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$3,312,300	\$3,669,432	\$3,724,473	\$3,935,823	\$14,642,028	\$0
Match	\$328,790	\$364,241	\$369,704	\$375,250	\$1,437,985	
TOTAL	\$3,641,090	\$4,033,673	\$4,094,177	\$4,326,507	\$16,095,447	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$3,641,090	\$4,033,673	\$4,094,177	\$4,326,507	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$14,642,028
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$1,437,985
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	
\$16,095,447			
Sub-Funds		Strategic Investment Area	
CRP >200k		Sustainability	
		Geographic Area	
		Urban	
		Work Type	





STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$14,486,545	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Staff , Alaska Energy Authority"

Description: EV charging station at the IBEW office in Anchorage

Carbon Reduction Program: FAST MPO

Support the reduction of transportation emissions, including evaluations, plans, and the design and construction of projects in the state's s Metropolitan Planning Organization (MPOs) with a population under 200,000 people. All relevant project details are detailed in the Fairbanks Area Surface Transportation (FAST) Transportation Improvement Program (TIP). By doing so, the project is considered incorporated into the Statewide Transportation Improvement Program (STIP) by reference, adhering to federal and state planning requirements.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$1,929,208	\$1,051,076	\$1,066,842	\$1,082,845	\$5,129,970	\$0
Match	\$191,500	\$104,333	\$105,898	\$107,487	\$509,219	
TOTAL	\$2,120,708	\$1,155,409	\$1,172,740	\$1,190,332	\$5,639,189	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$2,120,708	\$1,155,409	\$1,172,740	\$1,190,332	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$5,129,970
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$509,219
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate	\$5,639,189
Sub-Funds	CRP 50-200k
Strategic Investment Area	Sustainability
Geographic Area	Alaska-wide
Work Type	



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$5,129,970	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		
Construction Year(s)							



Photo Credit: "Staff , Alaska Energy Authority"

Description: EV charging station in Anchorage


Carbon Reduction Program: MVP MPO

Support the reduction of transportation emissions, including evaluations, plans, and the design and construction of projects in the state's s Metropolitan Planning Organization (MPOs) with a population under 200,000 people. All relevant project details are detailed in the Fairbanks Area Surface Transportation (FAST) Transportation Improvement Program (TIP). By doing so, the project is considered incorporated into the Statewide Transportation Improvement Program (STIP) by reference, adhering to federal and state planning requirements.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$1,444,123	\$786,790	\$798,592	\$810,571	\$3,840,077	\$0
Match	\$143,349	\$78,100	\$79,271	\$80,460	\$381,179	
TOTAL	\$1,587,472	\$864,890	\$877,863	\$891,031	\$4,221,256	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$1,587,472	\$864,890	\$877,863	\$891,031	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$3,840,077
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$381,179
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	
\$4,221,256			
Sub-Funds			Strategic Investment Area
CRP 50-200k			Sustainability
			Geographic Area
			Alaska-wide
			Work Type





STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		\$154	\$0	Bridge-HIP	\$0		
		\$164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$3,840,077	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		
Construction Year(s)							

STIP ID #	34395
Location	MVP Boundary
DOT Region	Central Region
Borough or Census	Matanuska-Susitna Borough
Corridor	
Primary Funding	CRP - Carbon Reduction Program

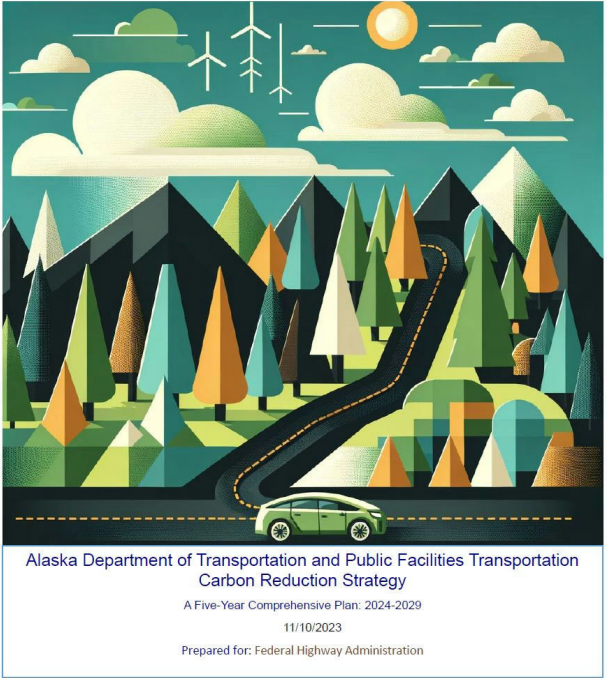


Photo Credit: "Katherine Keith, Image Generated by ChatGPT, DOT&PF"

Description: The Carbon Reduction Strategy Cover plan, crafted with symbolic trees, a clear sky, and a road, outlines strategies to mitigate emissions, foster sustainability, and pave the way for cleaner air, aligning transportation infrastructure with eco-conscious practices for a healthier environment

Carbon Reduction Program: Rural

Support for the reduction of transportation emissions in communities with a population of under 5,000 people.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$11,503,388	\$3,920,850	\$3,943,265	\$4,134,011	\$23,501,514	\$0
Match	\$1,141,866	\$389,197	\$391,422	\$397,294	\$2,319,780	
TOTAL	\$12,645,254	\$4,310,047	\$4,334,687	\$4,544,367	\$25,834,356	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$12,645,254	\$4,310,047	\$4,334,687	\$4,544,367	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$23,501,514
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$2,319,780
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$25,834,356

Sub-Funds

CRP <5k CRP Flex



STIP ID #	33861
Location	Alaska-wide: Sustainability
DOT Region	Alaska-wide
Borough or Census	Alaska-wide: Sustainability
Corridor	
Primary Funding	CRP - Carbon Reduction Program
Strategic Investment Area	
Sustainability	
Geographic Area	
Alaska-wide	
Work Type	

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$35,860	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$23,334,057				
				Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

Construction Year(s)



Photo Credit: "Staff , Alaska Energy Authority"
Description: AEA-funded EV charging stations in Seward

Cascade Point Ferry Terminal

Lease payments for the operation of a new ferry terminal at Cascade Point.

STIP ID #	33974
Location	Juneau City and Borough
DOT Region	Southcoast Region
Borough or Census	Juneau City and Borough
Corridor	M11
Primary Funding	STBG - Surface Transportation Block Grant

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$16,000,000	\$0
Match	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$4,000,000	
TOTAL	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$20,000,000	

Total Project Estimate
\$20,800,000

Sub-Funds

FBF

Strategic Investment Area

Economic Vitality
Geographic Area
Waterways
Work Type
New Construction

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	% Federal	80.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$16,000,000
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	20.00%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$4,000,000
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$16,000,000	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		
Construction Year(s)							

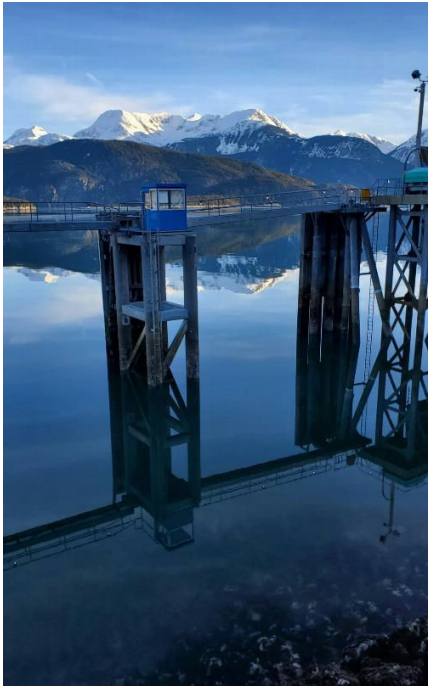


Photo Credit: "Natalie Williams, DOT&PF"

Description: Reflections at the Haines ferry terminal January 2023.

Center Creek Road Rehabilitation

Rehabilitate Center Creek Road in Nome from Seppala Drive to Nome-Teller Highway, including realignment of Center Creek Road and FAA/Doyle Road intersections. Project includes drainage improvements, intersection improvements, utility relocations, and roadside hardware.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$545,820	\$11,325,765	\$0	\$0	\$11,871,585	\$0
Match	\$54,180	\$1,124,235	\$0	\$0	\$1,178,415	
TOTAL	\$600,000	\$12,450,000	\$0	\$0	\$13,050,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$11,871,585
Design (P2)	\$600,000	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$12,350,000	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$100,000	\$0	\$0	State Match	\$1,178,415
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$16,389,143
Sub-Funds

STBG <5k



STIP ID #	26156
Location	Nome
DOT Region	Northern Region
Borough or Census	Nome Census Area
Corridor	
Primary Funding	STBG - Surface Transportation Block Grant
Strategic Investment Area	
State of Good Repair	
Geographic Area	
Rural	
Work Type	
Rehabilitation	

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$11,871,585	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		
Construction Year(s)		2025					



Photo Credit: "O.D. Goetze, Anchorage Museum at Rasmuson Center"

Description: Title taken from front. Men standing on Front Street in Nome, Alaska, during winter. From information with photo: "Front of Piper's Bakery." Businesses in photo include California House and Cape Nome Pharmacy. Photographer's number A442. 1903. Photographer: O. D. Goetze.

Chena Hot Springs Road Milepost 6-13 Rehabilitation

Rehabilitate Chena Hot Springs Road between Milepost 6-13. Work includes roadside hardware, drainage improvements, utilities and bridge #270 repairs.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$0	\$363,880	\$0	\$0	\$363,880	\$25,100,000
Match	\$0	\$36,120	\$0	\$0	\$36,120	
TOTAL	\$0	\$400,000	\$0	\$0	\$400,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$363,880
Design (P2)	\$0	\$400,000	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$36,120
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate	\$26,200,000
Sub-Funds	STBG Flex
Strategic Investment Area	Safety
Geographic Area	Urban
Work Type	Rehabilitation



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$363,880	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Staff , DOT&PF"

Description: Contractor Exclusive Paving excavates in preparation for constructing the roundabouts bypass lane in the summer of 2020.

Chenega AMHS Ferry Terminal Improvements

The Chenega Ferry Terminal project modifies the existing Chenega ferry terminal to accommodate the Alaska Marine Highway System (AMHS) Alaska Class Ferry. These modifications will be carried out in partnership with the Prince William Sound Economic Development District (PWSEDD) and the State of Alaska, funded by a discretionary grant received from the U.S. Department of Transportation's Maritime Administration's (MARAD) Port Infrastructure Development Program.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$160,000	\$8,000	\$10,400,000	\$0	\$10,568,000	\$0
Match	\$40,000	\$2,000	\$2,600,000	\$0	\$2,642,000	
TOTAL	\$200,000	\$10,000	\$13,000,000	\$0	\$13,210,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	80.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$10,568,000
Design (P2)	\$200,000	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$10,000	\$0	\$0	% Match	20.00%
Construct (P4)	\$0	\$0	\$13,000,000	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$2,642,000
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate	\$13,910,000
Sub-Funds	OFF-Grant
Strategic Investment Area	Economic Vitality
Geographic Area	Waterways
Work Type	Reconstruction



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		\$154	\$0	Bridge-HIP	\$0		
		\$164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$10,568,000
TAP <5K	\$0	CRP <5K	\$0				
				Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Geraldine Young, DOT&PF"

Description: M/V Kennicott docked at Chenega.

Chief Eddie Hoffman Highway Reconstruction

Project will reconstruct Chief Eddie Hoffman Highway in Bethel from Airport to Watson's Corner. It includes widening sections of the highway to provide additional through travel lanes, horizontal or vertical re-alignment, and intersection improvements.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$1,819,400	\$1,819,400	\$0	\$0	\$3,638,800	\$33,500,000
Match	\$180,600	\$180,600	\$0	\$0	\$361,200	
TOTAL	\$2,000,000	\$2,000,000	\$0	\$0	\$4,000,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$3,638,800
Design (P2)	\$2,000,000	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$2,000,000	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$361,200
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$38,475,000
Sub-Funds
STBG 5-50k STBG Flex



STIP ID #	31847
Location	Bethel
DOT Region	Central Region
Borough or Census	Bethel Census Area
Corridor	Chief Eddie Hoffman Highway
Primary Funding	STBG - Surface Transportation Block Grant
Strategic Investment Area	
State of Good Repair	
Geographic Area	
Rural	
Work Type	
Reconstruction	

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$909,700	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$2,729,100	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Brock Antijuniti, DOT&PF"

Description: Central Region Construction airport project Quality Assurance: view of wing tip taken outside Bethel Airport Parallel Runway project.

Civil Rights Program

Provide on-the-job training opportunities for construction jobs and ensure compliance with Civil Rights laws through on-site construction reviews. Promote equal employment opportunities in the construction industry.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$272,226	\$276,310	\$280,454	\$284,660	\$1,113,650	\$0
Match	\$0	\$0	\$0	\$0	\$0	
TOTAL	\$272,226	\$276,310	\$280,454	\$284,660	\$1,113,650	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$272,226	\$276,310	\$280,454	\$284,660	% Federal	100.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$1,113,650
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	0.00%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$1,113,650
Sub-Funds

DBE OJT



STIP ID #	6458
Location	Alaska-wide
DOT Region	Alaska-wide
Borough or Census	Alaska-wide
Corridor	
Primary Funding	DBE - Disadvantaged Businesses, OJT - On the Job Training

Strategic Investment Area
Sustainability
Geographic Area
Urban
Work Type
Planning

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0				
				Civil Rights		Innovative Funding	
				DBE	\$556,825	AC	\$0
				OJT	\$556,825		

Construction Year(s)



Photo Credit: "Staff , DOT&PF"

Description: The Civil Rights Vision is to ensure transportation services are provided in a non-discriminatory manner.


Cold Bay AMHS Ferry Terminal Improvements

This project also known as "Cold Bay Dock Infrastructure Replacement" will include the design, permitting, and construction of a new dock to replace the community's only existing dock, which is nearing the end of its useful service life. The dock will be built to accommodate commercial use, freight and fuel transportation, private vessel use, and public use such as emergency medical services and the Alaska Marine Highway. Wider working areas will improve operational safety and stronger materials will improve resilience to harsh weather conditions.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$0	\$3,834,378	\$38,583,774	\$0	\$42,418,152	\$0
Match	\$0	\$958,594	\$9,645,944	\$0	\$10,604,538	
TOTAL	\$0	\$4,792,973	\$48,229,718	\$0	\$53,022,691	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)			\$0	\$0	% Federal	80.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$42,418,152
Design (P2)	\$0	\$4,792,973	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$150,000	\$0	% Match	20.00%
Construct (P4)	\$0		\$47,929,718	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$150,000	\$0	State Match	\$10,604,538
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	
\$53,022,691			
Sub-Funds			Strategic Investment Area
OFF-Grant			State of Good Repair
			Geographic Area
			Waterways
			Work Type
			Reconstruction





STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164		STBG OSB	\$0	FTA Transit Funds	
STBG Funds		Planning and Research		Sustainability		5303	\$0
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5337	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5307	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5339	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5310	\$0
STBG <5k	\$0	S&A-Metro	\$0			5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0	Civil Rights		OFF Grant	\$42,418,152
TAP <5K	\$0	CRP <5K	\$0	DBE	\$0	Innovative Funding	
				OJT	\$0	AC	\$0



Photo Credit: "Peter Metcalfe, DOT&PF"

Description: Offloading in Cold Bay


Community Transportation Program: Alaskawide

The Community Transportation Program (CTP) is a statewide initiative designed to improve transportation in communities across Alaska. It supports projects that enhance connectivity, safety, and quality of life, with the goal of benefiting all Alaskans. This particular aspect of the program focuses on awarding and supporting transportation projects across the entire state of Alaska, ensuring comprehensive reach and impact.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$6,975,244	\$1,026,836	\$14,464,952	\$14,273,903	\$36,740,935	\$0
Match	\$692,387	\$101,927	\$1,435,842	\$1,416,877	\$3,647,034	
TOTAL	\$7,667,631	\$1,128,763	\$15,900,794	\$15,690,780	\$40,387,968	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$7,667,631	\$1,128,763	\$15,900,794	\$15,690,780	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$36,740,935
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$3,696,665
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	
\$40,387,968			
Sub-Funds			Strategic Investment Area
STBG Flex	STBG <5k	STBG 5-50k	Economic Vitality
STBG 50-200k			Geographic Area
			Alaska-wide
			Work Type
			Multi





STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		\$154	\$0	Bridge-HIP	\$0		
		\$164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$5,000,000	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$4,231,028	S&A-SPR	\$0			5339	\$0
STBG <5k	\$27,509,907	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Chance Box, DOT&PF"

Description: Ernestine Equipment Operator, an eight-yard just past the Kuskulana River Bridge. Spring 2023.


Community Transportation Program: AMATS

The Community Transportation Program is a state-wide initiative and this specific program awards projects to Metropolitan Planning Organizations (MPOs) with populations over 200,000. All relevant project details are detailed in the Anchorage Metropolitan Area Transportation Solutions (AMATS) Transportation Improvement Program (TIP). By doing so, the project is considered incorporated into the Statewide Transportation Improvement Program (STIP) by reference, adhering to federal and state planning requirements.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$28,520,672	\$34,050,102	\$31,636,798	\$36,602,300	\$130,809,872	\$0
Match	\$2,831,062	\$3,379,932	\$3,140,379	\$3,489,742	\$12,841,115	
TOTAL	\$31,351,734	\$37,430,034	\$34,777,177	\$40,235,572	\$143,794,517	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$31,351,734	\$37,430,034	\$34,777,177	\$40,235,572	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$130,809,872
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$6,420,558
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$6,420,558
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	
\$143,794,517			
Sub-Funds		Strategic Investment Area	
STBG >200k		Economic Vitality	
		Geographic Area	
		Urban	
		Work Type	





STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$129,363,922	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		
Construction Year(s)							



Photo Credit: "Greg Bae, DOT&PF"

Description: "Man, I love Alaska!" Minnesota Drive: Tudor to 15th Ave Pavement Preservation Paving operation in Anchorage (West Chester Lagoon), Summer 2023.


Community Transportation Program: FAST MPO

The Community Transportation Program is a state-wide initiative and this specific program awards projects to Metropolitan Planning Organizations (MPOs) with populations under 200,000. All relevant project details are detailed in the Fairbanks Area Surface Transportation (FAST) Transportation Improvement Program (TIP). By doing so, the project is considered incorporated into the Statewide Transportation Improvement Program (STIP) by reference, adhering to federal and state planning requirements.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$9,630,324	\$9,398,952	\$9,921,400	\$10,070,221	\$39,020,897	\$0
Match	\$955,940	\$932,973	\$984,833	\$999,605	\$3,873,351	
TOTAL	\$10,586,264	\$10,331,925	\$10,906,233	\$11,069,826	\$42,894,248	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$4,460,820	\$6,169,946	\$6,410,048	\$4,054,474	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$39,020,897
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$3,497,524
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	
\$42,894,248			
Sub-Funds		Strategic Investment Area	
STBG 50-200k		Economic Vitality	
		Geographic Area	
		Alaska-wide	
		Work Type	





STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$39,396,723	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0				
Construction Year(s)				Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: Alaska State Library - Historical Collection

Description: Alaska Road Commission garage at Fairbanks, Alaska. Sign above door reads: Alaska Road Commission. Identified on verso: Clyde Collins, George Myers, Ves [?] McMillen, Archie Collins, Tommy Carr, Harold Arneson.

Community Transportation Program: MVP MPO

The Community Transportation Program is a state-wide initiative and this specific program awards projects to Metropolitan Planning Organizations (MPOs) with populations under 200,000. All relevant project details are detailed in the Fairbanks Area Surface Transportation (FAST) Transportation Improvement Program (TIP). By doing so, the project is considered incorporated into the Statewide Transportation Improvement Program (STIP) by reference, adhering to federal and state planning requirements.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$7,208,849	\$7,316,982	\$7,426,737	\$7,538,138	\$29,490,707	\$0
Match	\$715,576	\$726,309	\$737,204	\$748,262	\$2,927,351	
TOTAL	\$7,924,425	\$8,043,291	\$8,163,941	\$8,286,400	\$32,418,057	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$3,339,180	\$4,618,559	\$4,798,289	\$3,035,006	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$29,490,707
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$2,927,351
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate	\$32,418,057
Sub-Funds	STBG 50-200k
Strategic Investment Area	Economic Vitality
Geographic Area	Alaska-wide
Work Type	



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		\$154	\$0	Bridge-HIP	\$0		
		\$164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$29,490,706	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0				
Construction Year(s)				Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Staff , MatSu Valley Planning for Transportation"
Description: Valley Transit Van


Complete Streets Statewide Planning

The Complete Streets Statewide Planning project aims to integrate Complete Streets principles throughout the state's transportation network, serving all users. It involves research and data collection on street usage, traffic patterns, and infrastructure, plus extensive stakeholder involvement through community meetings and local government coordination. A key element is using a Building Information Modeling (BIM) system for better visualization and community engagement. The project also features pilot projects in select locations to showcase Complete Streets designs, along with training for planners and the creation of state-wide policies and standards.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$909,700	\$0	\$0	\$0	\$909,700	\$0
Match	\$90,300	\$0	\$0	\$0	\$90,300	
TOTAL	\$1,000,000	\$0	\$0	\$0	\$1,000,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$1,000,000		\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$909,700
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0		\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$90,300
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	Program
\$1,000,000			
Sub-Funds		Strategic Investment Area	
NHPP		Safety	
		Geographic Area	
		Alaska-wide	
		Work Type	



STIP ID #	34405
Location	Alaska-wide
DOT Region	Alaska-wide
Borough or Census	Alaska-wide
Corridor	
Primary Funding	NHPP - National Highway Performance Program



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$909,700	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164		STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Staff , DOT&PF"

Description: Non-motorized transportation, includes biking, walking, and public transit, as key means to improve mobility, safety, and accessibility for both residents and visitors statewide.

Congestion Mitigation Air Quality Improvements: AMATS

This is an additional allocation for projects utilizing federal mandatory Congestion Mitigation and Air Quality Improvement (CMAQ) funding on qualifying projects. All relevant project details are detailed in the Anchorage Metropolitan Area Transportation Solutions (AMATS) Transportation Improvement Program (TIP). By doing so, the project is considered incorporated into the Statewide Transportation Improvement Program (STIP) by reference, adhering to federal and state planning requirements.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$2,262,089	\$2,323,166	\$2,385,891	\$2,385,891	\$9,357,038	\$0
Match	\$224,543	\$230,606	\$236,832	\$236,832	\$928,812	
TOTAL	\$2,486,632	\$2,553,772	\$2,622,723	\$2,622,723	\$10,285,850	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$2,486,632	\$2,553,772	\$2,622,723	\$2,622,723	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$9,357,038
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$928,812
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$10,285,850
Sub-Funds

CMAQ Flex



STIP ID #	9299
Location	AMATS Boundary
DOT Region	Central Region
Borough or Census	Anchorage Municipality
Corridor	
Primary Funding	CMAQ - Congestion Mitigation Air Quality
Strategic Investment Area	
Sustainability	
Geographic Area	
Urban	
Work Type	
Reconstruction	

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$9,357,038	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		
Construction Year(s)							



Photo Credit: "Staff , AMATS"

Description: The AMATS Logo is simple, with AMATS across teal mountains. Anchorage Metropolitan Area Transportation Solutions (AMATS) is the Metropolitan Planning Organization (MPO) for the Anchorage Bowl and Chugiak-Eagle River areas.


Congestion Mitigation and Air Quality Improvements: FAST MPO

The Congestion Mitigation and Air Quality Improvement (CMAQ) Program is a federal initiative aimed at improving air quality and reducing congestion in transportation systems. This project funds qualifying projects in Metropolitan Planning Organizations (MPOs) with populations below 200,000. All relevant project details are detailed in the Fairbanks Area Surface Transportation (FAST) Transportation Improvement Program (TIP). By doing so, the project is considered incorporated into the Statewide Transportation Improvement Program (STIP) by reference, adhering to federal and state planning requirements.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$1,793,276	\$1,275,108	\$2,232,258	\$1,316,793	\$6,617,436	\$0
Match	\$178,007	\$126,572	\$221,582	\$130,710	\$656,870	
TOTAL	\$1,971,283	\$1,401,680	\$2,453,840	\$1,447,503	\$7,274,306	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$1,971,283	\$1,401,680	\$2,453,840	\$1,447,503	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$6,617,436
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$656,870
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	
\$7,274,306			
Sub-Funds		Strategic Investment Area	
CMAQ Flex		Sustainability	
		Geographic Area	
		Alaska-wide	
		Work Type	
		Reconstruction	





STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$6,617,436	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		
Construction Year(s)							



Photo Credit: "Edward Nunn, Alaska State Library - Historical Collections"

Description: Two men crossing creek on wooden bridge with carriage behind them.


Congestion Mitigation and Air Quality Improvements: MVP MPO

The Congestion Mitigation and Air Quality Improvement (CMAQ) Program is a federal initiative aimed at improving air quality and reducing congestion in transportation systems. This project funds qualifying projects in Metropolitan Planning Organizations (MPOs) with populations below 200,000. All relevant project details are detailed in the Fairbanks Area Surface Transportation (FAST) Transportation Improvement Program (TIP). By doing so, the project is considered incorporated into the Statewide Transportation Improvement Program (STIP) by reference, adhering to federal and state planning requirements.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$1,342,370	\$954,491	\$1,670,973	\$985,695	\$4,953,529	\$0
Match	\$133,248	\$94,746	\$165,867	\$97,844	\$491,705	
TOTAL	\$1,475,618	\$1,049,237	\$1,836,840	\$1,083,539	\$5,445,234	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$1,475,618	\$1,049,237	\$1,836,840	\$1,083,539	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$4,953,529
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$491,705
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	
\$5,445,234			
Sub-Funds		Strategic Investment Area	
CMAQ Flex		Sustainability	
		Geographic Area	
		Alaska-wide	
		Work Type	
		Reconstruction	





STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$4,953,529	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0				
Construction Year(s)				Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Staff , MatSu Valley Planning for Transportation"

Description: Valley Transit Bus

Congestion Mitigation and Air Quality Improvements: Statewide

DOT&PF will work with the Department of Environmental Conservation (DEC) and appropriate local authorities to develop sub-allocations. Provide CMAQ funds to address non-attainment and maintenance measures in the Air Quality Statewide Improvement Program.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$2,832,914	\$218,590	\$9,155,409	\$4,377,265	\$16,584,178	\$0
Match	\$281,205	\$21,698	\$908,798	\$235,389	\$1,447,090	
TOTAL	\$3,114,119	\$240,288	\$10,064,207	\$4,811,768	\$18,230,381	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$240,288	\$10,064,207	\$4,811,768	% Federal	90.97%
Misc. (P1)	\$3,114,119	\$0	\$0	\$0	Total	\$16,584,178
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$1,447,090
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$18,230,381
Sub-Funds

CMAQ Flex



STIP ID #	18791
Location	Alaska-wide: Sustainability
DOT Region	Alaska-wide
Borough or Census	Alaska-wide: Sustainability
Corridor	
Primary Funding	CMAQ - Congestion Mitigation Air Quality
Strategic Investment Area	
Sustainability	
Geographic Area	
Urban	
Work Type	
Reconstruction	

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$14,578,273	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

Construction Year(s)



Photo Credit: "Katherine Keith, Image Generated by ChatGPT, DOT&PF"

Description: The Carbon Reduction image representing eco-conscious practices for a healthier environment.


Cordova AMHS Ferry Terminal Modifications

The Cordova Ferry Terminal project modifies the existing Cordova ferry terminal to accommodate the Alaska Marine Highway System (AMHS) Alaska Class Ferry. These modifications will be carried out in partnership with the Prince William Sound Economic Development District (PWSEDD) and the State of Alaska, funded by a discretionary grant received from the U.S. Department of Transportation's Maritime Administration's (MARAD) Port Infrastructure Development Program.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$160,000	\$0	\$4,800,000	\$0	\$4,960,000	\$0
Match	\$40,000	\$0	\$1,200,000	\$0	\$1,240,000	
TOTAL	\$200,000	\$0	\$6,000,000	\$0	\$6,200,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	80.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$4,960,000
Design (P2)	\$200,000	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	20.00%
Construct (P4)	\$0		\$6,000,000	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$1,240,000
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	Strategic Investment Area
\$6,550,000			
Sub-Funds		Economic Vitality	
OFF-Grant		Geographic Area	
		Waterways	
		Work Type	
		Reconstruction	





STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$4,960,000
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

Construction Year(s) 2026



Photo Credit: "Paul Bailey, DOT&PF"
Description: M/V Aurora's Survival Suit Race Team, Cordova Iceworm Festival, February 2023.

Cultural Resource Management

Development and maintenance of the Office of History and Archaeology (OHA) online database for cultural resource management known as the Alaska Heritage Resources Survey/Integrated Business System (AHRS/IBS) and fund Federal and State resource agency liaison positions.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$395,720	\$395,720	\$395,720	\$395,720	\$1,582,880	\$0
Match	\$39,281	\$39,281	\$39,281	\$39,281	\$157,122	
TOTAL	\$435,001	\$435,001	\$435,001	\$435,000	\$1,740,002	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$435,001	\$435,001	\$435,001	\$435,000	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$1,582,880
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$157,122
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate	\$1,740,002
Sub-Funds	NHPP STBG 50-200k
Strategic Investment Area	Resiliency
Geographic Area	Urban
Work Type	Planning



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$1,582,880	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		
Construction Year(s)							



Photo Credit: "Amanda Del Frate, DOT&PF"
Description: Finn inspects his ride at Lake Hood, October 2020

Culvert Repair and Replacement

Repair or replace culverts that pose barriers to safe fish passage. As part of an annual project, a comprehensive assessment will be conducted to identify culverts that hinder fish passage either partially or completely. Subsequently, appropriate corrective actions will be implemented to ensure unimpeded fish migration.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$909,700	\$1,027,162	\$909,700	\$911,302	\$3,757,864	\$0
Match	\$90,300	\$101,960	\$90,300	\$90,459	\$373,019	
TOTAL	\$1,000,000	\$1,129,122	\$1,000,000	\$1,001,761	\$4,130,883	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$1,000,000	\$1,129,122	\$1,000,000	\$1,001,761	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$3,757,864
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$373,019
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	Performance Program
\$4,130,883			
Sub-Funds		Strategic Investment Area	
NHPP	Bridge-INFRA	Bridge-HIP	State of Good Repair
STBG Flex	STBG 50-200k		Geographic Area
STBG BR OFF SYS			Alaska-wide
			Work Type
			Replacement



Photo Credit: "Staff , DOT&PF"
Description: Earthquake Culvert Repair

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$1,936,869	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$137,256		
		\$154	\$0	Bridge-HIP	\$738,735		
		\$164	\$0	STBG OSB	\$207,425		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$545,820	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$191,759	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

Construction Year(s)

Dalton Highway Milepost 109-144 Reconstruction and Douglas Creek Bridge Replacement

The project, taking place on the Dalton Highway from Milepost 109 to 144, involves reconstructing, widening, performing spot repairs, and resurfacing approximately 35 miles of the highway. The main objective is the overall improvement of this section of the Dalton Highway and the replacement of Douglas Creek Bridge #1560 at Milepost 142. The key activities include highway reconstruction, widening, repairs, resurfacing, and bridge replacement, carried out in stages from Milepost 109-120, 120-135, and 135-144.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$0	\$0	\$46,394,700	\$0	\$46,394,700	\$78,000,000
Match	\$0	\$0	\$4,605,300	\$0	\$4,605,300	
TOTAL	\$0	\$0	\$51,000,000	\$0	\$51,000,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$46,394,700
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0		\$51,000,000	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$4,605,300
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Strategic Investment Area
\$129,000,000		
Sub-Funds		State of Good Repair
NHP		Geographic Area
		Corridor
		Work Type
		Reconstruction



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$46,394,700	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Raquel Ream, DOT&PF"

Description: One of the benefits of working night shift is getting witness both the sunsets and sunrises. Dalton Highway MP 18-37 construction, Summer 2023


Dalton Highway Milepost 190 Hammond River Bridge Replacement

Rehabilitate the Dalton Highway between Milepost 190-191 and replace the Hammond River Bridge No. #1336. Construct a new river access pullout, bridgework, drainage improvements, and roadside hardware.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$181,940	\$0	\$0	\$9,915,730	\$10,097,670	\$0
Match	\$18,060	\$0	\$0	\$984,270	\$1,002,330	
TOTAL	\$200,000	\$0	\$0	\$10,900,000	\$11,100,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$10,097,670
Design (P2)	\$200,000	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$10,800,000	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$100,000	State Match	\$1,002,330
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	Program, OFF- Other Federal Funds
\$11,100,000			
Sub-Funds		Strategic Investment Area	
NHPP OFF-FLAP		State of Good Repair	
		Geographic Area	
		Corridor	
		Work Type	
		Replacement	





STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$7,097,670	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$3,000,000
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

Construction Year(s) 2027



Photo Credit: "Chris Marsh, DOT&PF"
Description: Pipeline along Dalton Highway.

Dalton Highway Milepost 305-335 Reconstruction and Dan Creek Bridge Replacement

The Dalton Highway Reconstruction project, located on the Dalton Highway from Milepost 305 to 335 (Sag River Camp to Happy Valley) includes work such as resurfacing, minor realignments, grade raises, addition of turnouts, roadside hardware, drainage improvements, utilities, and replacement of the Dan Creek Bridge No. 1521.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$0	\$0	\$0	\$45,485,000	\$45,485,000	\$25,000,000
Match	\$0	\$0	\$0	\$4,515,000	\$4,515,000	
TOTAL	\$0	\$0	\$0	\$50,000,000	\$50,000,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$45,485,000
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$50,000,000	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$4,515,000
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$75,000,000

Sub-Funds

NHPP



STIP ID #	22475
Location	Prudhoe Bay
DOT Region	Northern Region
Borough or Census	North Slope Borough
Corridor	Dalton Highway
Primary Funding	NHPP - National Highway Performance Program

Strategic Investment Area
State of Good Repair
Geographic Area
Corridor
Work Type
Reconstruction

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$45,485,000	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

Construction Year(s) 2027



Photo Credit: "Jacob Blomker, DOT&PF"
Description: An A30 rock truck driving down the runway with the northern lights in the background.

Data Modernization and Innovation

The Data Modernization and Innovation (DMIO) program includes fostering partnerships and implementing emerging technologies for intelligent transportation systems. The program will modernize existing systems, develop new systems, and build digital products to educate the public while working closely with stakeholders to prepare for the transportation system of the future.

This program includes 511, AASHTOware, Crash Data Analysis and Reporting, Federal Aid System Updates, Intelligent Transportation System (ITS), Road Weather Information System (RWIS), (TSMO), Weigh In Motion, Statewide Highway Data Equipment, and others.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$11,660,974	\$11,338,105	\$12,551,040	\$9,824,761	\$45,374,880	\$0
Match	\$1,157,509	\$1,125,460	\$1,245,860	\$975,240	\$4,504,069	
TOTAL	\$12,818,483	\$12,463,565	\$13,796,900	\$10,800,001	\$49,878,949	

	2024	2025	2026	2027
Multiple (P0)	\$12,818,483	\$13,117,643	\$13,796,900	\$10,800,001
Misc. (P1)	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0
Planning (P9)	\$0	\$0	\$0	\$0

2024-27 Federal Funds	
% Federal	90.97%
Total	\$45,374,880

2024-27 Non-Federal Funds	
% Match	9.03%
Local Match	\$0
State Match	\$4,504,069

Total Project Estimate
\$49,878,949

Sub-Funds

CMAQ Mandatory

NHPP

STBG 50-200k

STBG 5-50k

STBG <5k

CMAQ Flex



STIP ID #	34197
Location	Alaska-wide: Sustainability
DOT Region	Alaska-wide
Borough or Census	Alaska-wide: Sustainability
Corridor	
Primary Funding	STBG - Surface Transportation Block Grant, CMAQ - Congestion Mitigation Air Quality, NHPP - National Highway Performance Program
Strategic Investment Area	
Sustainability	
Geographic Area	
Alaska-wide	
Work Type	

STIP 2024-2027 Fund Source Details

National Highway System	
NHPP	\$9,869,575
NHFP	\$0

Safety Program	
SA	\$1,509,292
VRU	\$0
S154	\$1,509,292
S164	\$0

Bridge Program	
HIP OSB	\$0
Bridge;INFRA	\$0
Bridge-HIP	\$0
STBG OSB	\$0

Resiliency	
PROTECT	\$0

STBG Funds	
STBG Flex	\$0
STBG >200k	\$3,000,000
STBG 50-200K	\$0
STBG 5-50k	\$600,000
STBG <5k	\$0

Planning and Research	
SPR	\$0
RES	\$0
URPL	\$0
S&A-SPR	\$0
S&A-Metro	\$0

Sustainability	
CMAQ-M	\$15,498,170
CMAQ-F	\$14,892,858
NEVI	\$0

FTA Transit Funds	
5303	\$0
5337	\$0
5307	\$0
5339	\$0
5310	\$0
5311	\$0

STGB-TAP Funds	
TAP Flex	\$0
TAP >200K	\$0
TAP 50-200K	\$0
TAP 5-50K	\$0
TAP <5K	\$0

Carbon Reduction Program	
CRP Flex	\$0
CRP>200K	\$0
CRP 50-200K	\$0
CRP 5-50K	\$0
CRP <5K	\$0

Intermodal Programs	
RTP	\$0
FBF	\$0
RAIL	\$0

Civil Rights	
DBE	\$0
OJT	\$0

Other Federal Funds	
OFF FLAP	\$0
OFF ER	\$0
OFF CDS	\$0
OFF Grant	\$0

Innovative Funding	
AC	\$0

Construction Year(s)



Photo Credit: "Pat Dryer, DOT&PF"

Description: Fido, an autonomous robotic dog being tested by DOT&PF's Remote Sensing Lab

Disadvantaged Business and Civil Rights Disparity Compliance Study

The Department is required to comply with USDOT ordered compliance with the legal decision of the Washington State Western States Paving Case for all Western States including Alaska. The order directs States to complete three-year studies comparing gender and racial business groups that participate in transportation contracting, services, and airport concessions to the market share for those firms. Alaska DOT&PF is required to implement a narrowly tailored DBE/ACDBE Program. To ensure the implementation of a narrowly tailored DBE/ACDBE Program, the DOT&PF must have the information, both qualitative and quantitative, contained in a disparity study. Alaska must devise DBE (Disadvantaged Business Enterprises) goals according to the results of this study.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$727,440	\$0	\$0	\$0	\$727,440	\$0
Match	\$72,560	\$0	\$0	\$0	\$72,560	
TOTAL	\$800,000	\$0	\$0	\$0	\$800,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)				\$0	% Federal	90.93%
Misc. (P1)					Total	\$727,440
Design (P2)					2024-27 Non-Federal Funds	
ROW (P3)					% Match	9.07%
Construct (P4)					Local Match	\$0
Utilities (P7)					State Match	\$72,560
Stwd Plng (P8)						
Planning (P9)						

Total Project Estimate
\$800,000
Sub-Funds

DBE



STIP ID #	31899
Location	Alaska-wide
DOT Region	Alaska-wide
Borough or Census	Alaska-wide
Corridor	
Primary Funding	DBE - Disadvantaged Businesses
Strategic Investment Area	
Sustainability	
Geographic Area	
Alaska-wide	
Work Type	
Planning	

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		\$154	\$0	Bridge-HIP	\$0		
		\$164		STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0				
Construction Year(s)				Civil Rights		Innovative Funding	
				DBE	\$727,440	AC	\$0
				OJT	\$0		

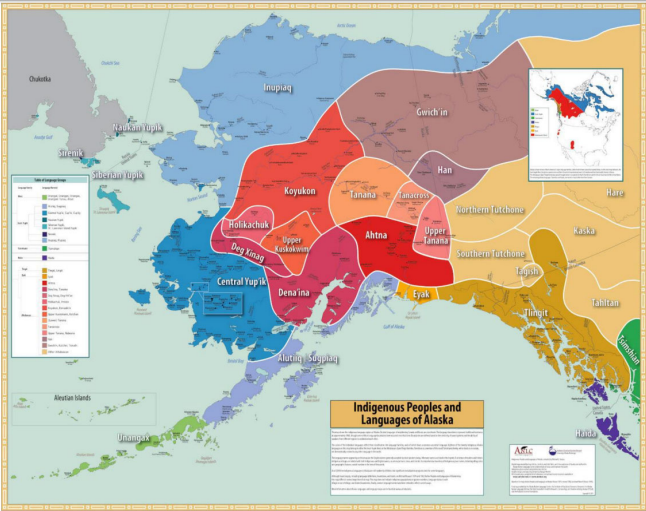


Photo Credit: "Staff , DOT&PF"

Description: The DOT&PF Civil Rights Office (CRO) is responsible for the monitoring and compliance with the civil rights law requirements of its sub-recipients as outlined in the American with Disabilities Act (ADA) of 1990.


Egan Yandukin Intersection Improvements

Install a partial signalized access intersection and at-grade protected pedestrian crossing at the Egan/Yandukin intersection based on the findings of the Egan Yandukin Intersection PEL Study.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$909,700	\$6,856,864	\$0	\$0	\$7,766,564	\$0
Match	\$90,300	\$680,636	\$0	\$0	\$770,936	
TOTAL	\$1,000,000	\$7,537,500	\$0	\$0	\$8,537,500	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)			\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$7,766,564
Design (P2)	\$1,000,000	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$12,500	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$7,500,000	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$25,000	\$0	\$0	State Match	\$770,936
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	Improvement Program
\$8,537,500			
Sub-Funds			Strategic Investment Area
NHPP SA S154			Safety
			Geographic Area
			Urban
			Work Type





STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$5,061,497	SA	\$1,287,165	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$1,287,165	Bridge-HIP	\$0		
		S164		STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Staff , DOT&PF"

Description: In Juneau, motorists pass through Egan Drive and Whittier Street intersection. The intersection became Alaska's first site of a new flashing yellow arrow traffic signal. June 2009.

Elliott Highway Manley Bridge Replacement Milepost 150

Design and construct the replacement of the existing Hot Springs Slough bridge #272 in Manley near Milepost 150 on the Elliott Highway. Funded through the Tribal Transportation Program. Funded through BIA to the Manley Native Council.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$789,600	\$7,340,000	\$0	\$0	\$8,129,600	\$0
Match	\$197,400	\$1,835,000	\$0	\$0	\$2,032,400	
TOTAL	\$987,000	\$9,175,000	\$0	\$0	\$10,162,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)			\$0	\$0	% Federal	80.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$8,129,600
Design (P2)	\$907,000	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$80,000	\$0	\$0	\$0	% Match	20.00%
Construct (P4)	\$0	\$8,975,000	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$200,000	\$0	\$0	State Match	\$2,032,400
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate	\$10,162,000
Sub-Funds	OFF-Grant
Strategic Investment Area	State of Good Repair
Geographic Area	Corridor
Work Type	Replacement



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$8,129,600
TAP <5K	\$0	CRP <5K	\$0				
				Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

Construction Year(s)
 2025

STIP ID #	34262
Location	Manley
DOT Region	Northern Region
Borough or Census	Yukon-Koyukuk Census Area
Corridor	Elliott Highway
Primary Funding	OFF- Other Federal Funds



Photo Credit: "Fred Paulsen, DOT&PF"
 Description: Bridge repair crewmembers Charlie Lamphear and Paul Krenzke work on damaged portions of the Manley Slough Bridge in -20F weather. November, 2023

Elliott Highway Milepost 12-18 Rehabilitation

Rehabilitate Elliott Highway between Milepost 12-18. Project will include bridge work (#7149), drainage improvements, roadside hardware, and utilities.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$0	\$454,850	\$0	\$0	\$454,850	\$17,800,000
Match	\$0	\$45,150	\$0	\$0	\$45,150	
TOTAL	\$0	\$500,000	\$0	\$0	\$500,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$454,850
Design (P2)	\$0	\$250,000	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$250,000	\$0	\$0	State Match	\$45,150
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$18,300,000
Sub-Funds

NHPP



STIP ID #	33600
Location	Fox
DOT Region	Northern Region
Borough or Census	Fairbanks North Star Borough
Corridor	
Primary Funding	NHPP - National Highway Performance Program

Strategic Investment Area
State of Good Repair
Geographic Area
Corridor
Work Type
Rehabilitation

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$454,850	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

Construction Year(s) 2028



Photo Credit: "Tyler Jones, DOT&PF"

Description: An excavator, a forestry equipment, and a New Holland performing clearing operations; Elliott Highway Project, August 2023.

Elliott Highway Milepost 63-73 Rehabilitation

Rehabilitate Elliott Highway between Milepost 63-73. Work will include pavement preservation, roadside hardware, drainage improvements, utilities, and bridge work.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$0	\$363,880	\$0	\$0	\$363,880	\$25,550,000
Match	\$0	\$36,120	\$0	\$0	\$36,120	
TOTAL	\$0	\$400,000	\$0	\$0	\$400,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$363,880
Design (P2)	\$0	\$400,000	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$36,120
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$26,550,000
Sub-Funds

NHPP



STIP ID #	33601
Location	Livengood
DOT Region	Northern Region
Borough or Census	Yukon-Koyukuk Census Area
Corridor	Elliott Highway
Primary Funding	NHPP - National Highway Performance Program

Strategic Investment Area
State of Good Repair
Geographic Area
Corridor
Work Type
Rehabilitation

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$363,880	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0				
				Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

Construction Year(s)



Photo Credit: "Claudia Gatewood, DOT&PF"

Description: Rock-trucks on the Dalton Highway, MP 18, Fall 2023.

Enhanced Mobility for Seniors and Individuals With Disabilities

Federal Transit Authority's (FTA) Section 5310 monies to be used for the purchase of rides and vehicles for eligible clients and agencies throughout rural and small urban Alaska.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$692,502	\$702,890	\$713,433	\$724,134	\$2,832,959	\$0
Match	\$173,126	\$175,722	\$178,358	\$181,034	\$708,240	
TOTAL	\$865,628	\$878,613	\$891,791	\$905,168	\$3,541,199	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$865,628	\$878,613	\$891,791	\$905,168	% Federal	80.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$2,832,959
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	20.00%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$708,240
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$3,541,199
Sub-Funds

5310



STIP ID #	19119
Location	Alaska-wide
DOT Region	Alaska-wide
Borough or Census	Alaska-wide
Corridor	
Primary Funding	FTA-Federal Transit Administration
Strategic Investment Area	
Sustainability	
Geographic Area	
Alaska-wide	
Work Type	
Reconstruction	

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$2,832,959
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		
Construction Year(s)							



Photo Credit: "Danielle Tessen, DOT&PF"

Description: Safe Systems Approach


Fairbanks Area Transit Operations and Improvements

The Fairbanks area transit program focuses on enhancing urban transit operations and improvements. This includes the development and maintenance of public transportation systems in urbanized areas, ensuring efficient and effective transit services. The scope encompasses planning, capital investment, and operational strategies to improve the safety, reliability, and accessibility of urban transit. Key activities involve the acquisition of buses and related equipment, modernization of facilities, implementation of advanced technology systems, and support for operational costs to enhance service quality and meet the growing demands of urban transportation.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$931,817	\$945,794	\$959,981	\$974,381	\$3,811,973	\$0
Match	\$232,954	\$236,449	\$239,995	\$243,595	\$952,993	
TOTAL	\$1,164,771	\$1,182,243	\$1,199,976	\$1,217,976	\$4,764,966	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$1,164,771	\$1,182,243	\$1,199,976	\$1,217,976	% Federal	80.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$3,811,973
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	20.00%
Construct (P4)	\$0		\$0	\$0	Local Match	\$952,992
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	
\$4,764,966			
Sub-Funds		Strategic Investment Area	
5307		Sustainability	
		Geographic Area	
		Urban	
		Work Type	



STATE OF ALASKA
SEAL



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		\$154	\$0	Bridge-HIP	\$0		
		\$164		STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$3,811,973
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		
Construction Year(s)							



Photo Credit: " Fairbanks, North Star Borough"

Description: The logo consists of a blue circle with a prominent yellow star at its center. The star is encircled within the blue background, representing the Fairbanks North Star Borough. The blue circle may symbolize unity, inclusivity, or community, while the yellow star could signify uniqueness, excellence, or guiding light within the borough.

Fairview Loop Road Rehabilitation and Pathway

Rehabilitate and construct safety improvements along Fairview Loop Road from Top of the World Circle to Cotten Drivein Wasilla. Construct a new multi-use pathway from Top of the World Circle to Fern Street. Work includes shoulder widening, roadside hardware, drainage improvements, and utilities. This project is proposed to be constructed in logical stages.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$1,000,670	\$15,737,810	\$14,555,200	\$0	\$31,293,680	\$0
Match	\$99,330	\$1,562,190	\$1,444,800	\$0	\$3,106,320	
TOTAL	\$1,100,000	\$17,300,000	\$16,000,000	\$0	\$34,400,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$31,293,680
Design (P2)	\$1,000,000	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$100,000	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$10,400,000	\$16,000,000	\$0	Local Match	\$0
Utilities (P7)	\$0	\$6,900,000	\$0	\$0	State Match	\$3,106,320
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate	\$36,400,000
Sub-Funds	STBG Flex
Strategic Investment Area	Safety
Geographic Area	Urban
Work Type	Rehabilitation



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		\$154	\$0	Bridge-HIP	\$0		
		\$164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$31,293,680	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0				
				Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

STIP ID #	33921
Location	Matanuska-Susitna Borough
DOT Region	Central Region
Borough or Census	Matanuska-Susitna Borough
Corridor	Fairview Loop Road
Primary Funding	STBG - Surface Transportation Block Grant

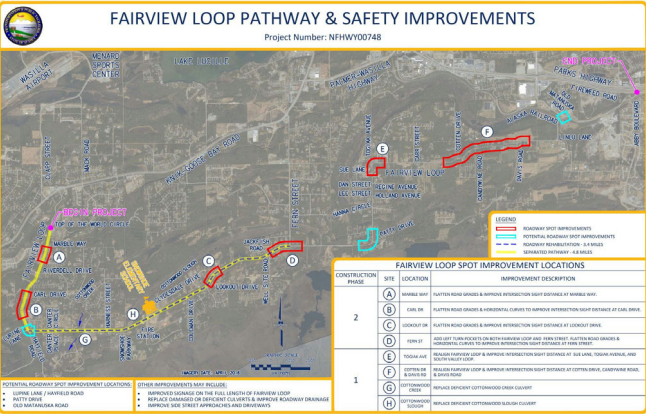


Photo Credit: "Staff , DOT&PF"

Description: Fairview Loop proposed improvements.

Ferry Boat Funds as Toll Credits

This initiative leverages the Federal Highway Administration's (FHWA) Toll Credits Program to attract federal revenue for ferry-related projects across the state. The program allows states to convert toll revenues spent on eligible capital improvements into a form of soft match or credit. These credits can then be used to meet the match requirement for federal aid projects. These funds are used as match pon projects that include refurbishments, condition surveys, shoreside facility condition surveys, and the design, construction, and leasing of ferry boats and terminals.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$0	\$0	\$15,749,248	\$18,681,190	\$34,430,438	\$0
Match	\$0	\$0	\$0	\$0	\$0	
TOTAL	\$0	\$0	\$15,749,248	\$18,681,190	\$34,430,438	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0		\$15,749,248	\$18,681,190	% Federal	100.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$34,430,438
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	0.00%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$34,430,438

Sub-Funds

FBF



STIP ID #	34205
Location	Alaska Marine Highway
DOT Region	Marine Highways
Borough or Census	Alaska-wide: Marine Highway
Corridor	M11
Primary Funding	STBG - Surface Transportation Block Grant

Strategic Investment Area
Economic Vitality
Geographic Area
Waterways
Work Type
Planning

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		\$154	\$0	Bridge-HIP	\$0		
		\$164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$34,430,438	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		
Construction Year(s)							



Photo Credit: "Dawn Millen, DOT&PF"

Description: First Lady Rose Dunleavy christens the MV Hubbard as Captain Ethan Waldvogel looks on. June 2023.

Ferry Refurbishment

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

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$2,600,000	\$3,000,000	\$3,600,000	\$4,000,000	\$13,200,000	\$0
Match	\$650,000	\$750,000	\$900,000	\$1,000,000	\$3,300,000	
TOTAL	\$3,250,000	\$3,750,000	\$4,500,000	\$5,000,000	\$16,500,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$3,250,000	\$3,750,000	\$4,500,000	\$5,000,000	% Federal	80.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$13,200,000
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	20.00%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$3,300,000
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate	\$16,500,000
Sub-Funds	
FBF	
Strategic Investment Area	State of Good Repair
Geographic Area	Waterways
Work Type	Rehabilitation



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$13,200,000	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		
Construction Year(s)							



Photo Credit: "Andrea Deppner, DOT&PF"

Description: Sailing to Juneau from Haines aboard the LeConte. Spring 2023.

STIP ID #	34320
Location	Alaska Marine Highway
DOT Region	Marine Highways
Borough or Census	Alaska-wide: Marine Highway
Corridor	
Primary Funding	OFF- Other Federal Funds
Strategic Investment Area	
Geographic Area	
Work Type	

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$44,823,800	\$0	\$0	\$0	\$44,823,800	\$0
Match	\$44,823,800	\$0	\$0	\$0	\$44,823,800	
TOTAL	\$89,647,600	\$0	\$0	\$0	\$89,647,600	

Total Project Estimate	\$89,647,600
Sub-Funds	
OFF-Grant	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$89,647,600		\$0	\$0	% Federal	50.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$44,823,800
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	50.00%
Construct (P4)	\$0		\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$44,823,800
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164		STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$44,823,800
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		
Construction Year(s)							



Photo Credit: "Richard Quimpo, DOT&PF"

Description: Just ring the bell if you to see some lights. Just kidding - don't ring it if you don't want to get yelled at, especially at night! Winter 2023.

Ferry Terminal Refurbishment

Reburbish, construct, and lease terminals for the Alaska Marine Highway System (AMHS).

STIP ID #	18359
Location	Alaska Marine Highway
DOT Region	Marine Highways
Borough or Census	Alaska-wide: Marine Highway
Corridor	M11
Primary Funding	STBG - Surface Transportation Block Grant

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$1,360,000	\$1,360,000	\$1,360,000	\$1,360,000	\$5,440,000	\$1,750,000
Match	\$340,000	\$340,000	\$340,000	\$340,000	\$1,360,000	
TOTAL	\$1,700,000	\$1,700,000	\$1,700,000	\$1,700,000	\$6,800,000	

Total Project Estimate
\$8,550,000

Sub-Funds

Strategic Investment Area

FBF

State of Good Repair
Geographic Area
Waterways
Work Type
Rehabilitation

	2024	2025	2026	2027
Multiple (P0)	\$1,700,000	\$1,700,000	\$1,700,000	\$1,700,000
Misc. (P1)	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0
Planning (P9)	\$0	\$0	\$0	\$0

2024-27 Federal Funds	
% Federal	80.00%
Total	\$5,440,000

2024-27 Non-Federal Funds	
% Match	20.00%
Local Match	\$0
State Match	\$1,360,000



STIP 2024-2027 Fund Source Details

National Highway System	
NHPP	\$0
NHFP	\$0

Safety Program	
SA	\$0
VRU	\$0
S154	\$0
S164	\$0

Bridge Program	
HIP OSB	\$0
Bridge;INFRA	\$0
Bridge-HIP	\$0
STBG OSB	\$0

Resiliency	
PROTECT	\$0

STBG Funds	
STBG Flex	\$0
STBG >200k	\$0
STBG 50-200K	\$0
STBG 5-50k	\$0
STBG <5k	\$0

Planning and Research	
SPR	\$0
RES	\$0
URPL	\$0
S&A-SPR	\$0
S&A-Metro	\$0

Sustainability	
CMAQ-M	\$0
CMAQ-F	\$0
NEVI	\$0

FTA Transit Funds	
5303	\$0
5337	\$0
5307	\$0
5339	\$0
5310	\$0
5311	\$0

STGB-TAP Funds	
TAP Flex	\$0
TAP >200K	\$0
TAP 50-200K	\$0
TAP 5-50K	\$0
TAP <5K	\$0

Carbon Reduction Program	
CRP Flex	\$0
CRP>200K	\$0
CRP 50-200K	\$0
CRP 5-50K	\$0
CRP <5K	\$0

Intermodal Programs	
RTP	\$0
FBF	\$5,440,000
RAIL	\$0

Civil Rights	
DBE	\$0
OJT	\$0

Other Federal Funds	
OFF FLAP	\$0
OFF ER	\$0
OFF CDS	\$0
OFF Grant	\$0

Innovative Funding	
AC	\$0



Photo Credit: "Natalie Williams, DOT&PF"

Description: Snowy sunrise at the most beautiful jobsite in the world, Haines ferry terminal, November 2022.

Construction Year(s) 2023

Fleet Condition Surveys

Update the Alaska Marine Highway System (AMHS) fleet or material condition survey.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$320,000	\$320,000	\$320,000	\$320,000	\$1,280,000	\$400,000
Match	\$80,000	\$80,000	\$80,000	\$80,000	\$320,000	
TOTAL	\$400,000	\$400,000	\$400,000	\$400,000	\$1,600,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	80.00%
Misc. (P1)	\$400,000	\$400,000	\$400,000	\$400,000	Total	\$1,280,000
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	20.00%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$320,000
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate	\$2,000,000
Sub-Funds	
FBF	
Strategic Investment Area	State of Good Repair
Geographic Area	Waterways
Work Type	Planning



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$1,280,000	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		
Construction Year(s)							



Photo Credit: "Angelo Saggiomo, DOT&PF"

Description: The M/V Hubbard sails Lynn Canal en route to Haines and Skagway on May 26, 2023.


Franklin Street and Thane Road Reconstruction

Reconstruct downtown Juneau streets as part of the National Highway System including Franklin Street and Thane Road from Seward Street to Mill Street. Activities include structural section improvements, pavement, drainage repairs, sidewalk improvements and ADA improvements.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$0	\$454,850	\$3,183,950	\$0	\$3,638,800	\$15,300,000
Match	\$0	\$45,150	\$316,050	\$0	\$361,200	
TOTAL	\$0	\$500,000	\$3,500,000	\$0	\$4,000,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$3,638,800
Design (P2)	\$0	\$500,000	\$2,200,000	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0		\$1,300,000	\$0	% Match	9.03%
Construct (P4)	\$0		\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$361,200
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	Program
\$21,020,239			
Sub-Funds		Strategic Investment Area	
NHPP		State of Good Repair	
		Geographic Area	
		Urban	
		Work Type	
		Reconstruction	





STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$3,638,800	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Andrea Deppner, DOT&PF"

Description: Stunning winter afternoon sunset on North Douglas Highway in Juneau, 2023.

Front Street Resurfacing: Greg Kruschek Avenue to Bering Street [CTP Award 2019]

Resurface Front Street from Greg Kruschek Avenue to Bering Street in Nome; approximately 1.1 miles.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$454,850	\$363,880	\$7,368,570	\$0	\$8,187,300	\$0
Match	\$45,150	\$36,120	\$731,430	\$0	\$812,700	
TOTAL	\$500,000	\$400,000	\$8,100,000	\$0	\$9,000,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$8,187,300
Design (P2)	\$500,000	\$400,000	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0		\$8,000,000	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$100,000	\$0	State Match	\$812,700
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$9,500,000
Sub-Funds
STBG <5k



STIP ID #	28349
Location	Nome
DOT Region	Northern Region
Borough or Census	Nome Census Area
Corridor	Front Street
Primary Funding	STBG - Surface Transportation Block Grant
Strategic Investment Area	
State of Good Repair	
Geographic Area	
Rural	
Work Type	
Rehabilitation	

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$8,187,300	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		




Photo Credit: "Staff , DOT&PF"

Description: Project Location Map


Frontier Roads, Trails, and Bridges Program

Construct off-system roads, ice and snow roads, and cost-effective river crossing structures and mechanisms that ensure safe and efficient transportation accessing Alaska's Frontier.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$11,951,544	\$4,057,432	\$16,283,380	\$28,080,292	\$60,372,648	\$0
Match	\$1,186,352	\$402,755	\$1,616,345	\$2,381,303	\$5,586,755	
TOTAL	\$13,137,895	\$4,460,187	\$17,899,725	\$30,867,640	\$66,365,447	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$13,137,895	\$4,460,187	\$17,899,725	\$30,867,640	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$60,372,648
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$5,586,755
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	Grant, BRIDGE
\$66,365,447			
Sub-Funds		Strategic Investment Area	
STBG Flex	STBG BR OFF SYS	STBG <5k	Economic Vitality
STBG 5-50k	PRTC		Geographic Area
			Rural
			Work Type
			New Construction



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$1,245,162
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$9,259,286		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$24,850,871	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$5,302,672	S&A-SPR	\$0			5339	\$0
STBG <5k	\$15,624,082	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0	<div>Civil Rights</div>		OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0			DBE	\$0
<div>Construction Year(s)</div>				OJT	\$0	<div>Innovative Funding</div>	
						AC	\$0

Photo Credit: "Henry Cole, DOT&PF"

Description: Hughes Sunny Lane Road is being constructed north of Hughes, AK. This 2.4-mile-long road will connect the village to their local cemetery and is being built entirely by the community with DOT&PF support as part of a workforce development project.

Glenn Highway and Hiland Road Interchange Reconstruction and Operational Improvements

Project will evaluate alternatives to make short-term improvements to the Hiland Road and Glenn Highway interchange utilizing the existing bridge over the highway.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$0	\$1,455,520	\$0	\$0	\$1,455,520	\$9,510,309
Match	\$0	\$144,480	\$0	\$0	\$144,480	
TOTAL	\$0	\$1,600,000	\$0	\$0	\$1,600,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$1,455,520
Design (P2)	\$0	\$1,300,000	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$300,000	\$0	\$0	% Match	9.03%
Construct (P4)	\$0		\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$144,480
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$11,110,309
Sub-Funds

NHPP



STIP ID #	31846
Location	Eagle River
DOT Region	Central Region
Borough or Census	Anchorage Municipality
Corridor	
Primary Funding	NHPP - National Highway Performance Program
Strategic Investment Area	
Safety	
Geographic Area	
Corridor	
Work Type	
Reconstruction	

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$1,455,520	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0				
Construction Year(s)		Civil Rights		Innovative Funding			
2028		DBE	\$0	AC	\$0		
		OJT	\$0				



Anchorage Museum at Rasmuson Center. Library & Archives.

Photo Credit: "Steve McCutcheon, Anchorage Museum at Rasmuson Center"

Description: Under road crossing Glenn Highway at Glenn Allen [sic]. Title taken from verso. View of Trans-Alaska Pipeline construction from within pipe located under Glenn Highway at Glennallen, Alaska. Also from verso: "Note refrigerant tubes to keep line and surroundings frozen." March 26, 1976.


Glenn Highway Incident Management and Traffic Accommodations

Project will construct modifications and improvements to facilitate efficient through travel along the Glenn Highway corridor and nearby roads between Boniface Parkway and the Parks Highway so that during times when lanes are blocked by accidents or other events, gridlock does not preclude travel between Anchorage, Eagle River, and the Matanuska Valley. This project is proposed to be constructed in logical stages.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$1,401,000	\$9,246,600	\$11,114,600	\$11,114,600	\$32,876,800	\$0
Match	\$99,000	\$653,400	\$785,400	\$785,400	\$2,323,200	
TOTAL	\$1,500,000	\$9,900,000	\$11,900,000	\$11,900,000	\$35,200,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	93.40%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$32,876,800
Design (P2)	\$1,500,000	\$0	\$1,500,000	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	6.60%
Construct (P4)	\$0	\$9,000,000	\$9,600,000	\$10,800,000	Local Match	\$0
Utilities (P7)	\$0	\$900,000	\$800,000	\$1,100,000	State Match	\$2,323,200
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	Program
\$36,200,000			
Sub-Funds		Strategic Investment Area	
NHPP		Safety	
		Geographic Area	
		Corridor	
		Work Type	
		Reconstruction	





STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$32,876,800	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Brock Antijuniti, DOT&PF"

Description: Nighttime Paving Operation. Jim Klebesadel, DOT&PF, Lead Materials Rover with Quality Assurance (right side walking) on the Glenn Highway.

Glenn Highway Milepost 53-56 Reconstruction and Moose Creek Bridge Replacement

Reconstruct approximately 3 miles of Glenn Highway from Milepost 56-56, including the replacement of the Moose Creek Bridge (#0541). The project straightens the horizontal curve.

STIP ID #	2320
Location	Matanuska-Susitna Borough
DOT Region	Central Region
Borough or Census	Matanuska-Susitna Borough
Corridor	Glenn Highway (Interstate)
Primary Funding	NHPP - National Highway Performance Program

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$2,101,500	\$0	\$0	\$0	\$2,101,500	\$66,000,000
Match	\$148,500	\$0	\$0	\$0	\$148,500	
TOTAL	\$2,250,000	\$0	\$0	\$0	\$2,250,000	

Total Project Estimate
\$69,100,000

Sub-Funds

NHPP Bridge-HIP

Strategic Investment Area
Safety
Geographic Area
Corridor
Work Type
Reconstruction

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	93.40%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$2,101,500
Design (P2)	\$1,350,000	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$900,000	\$0	\$0	\$0	% Match	6.60%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$148,500
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$1,101,500	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$1,000,000		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Todd Vanhove, DOT&PF"

Description: Mat-Su M&O crew removing debris from Moose Creek to save the bridge during September 2012 flood.


Glenn Highway Milepost 0-33 Rehabilitation Airport Heights to Parks

This project will rehabilitate the Glenn Highway from the intersection with Airport Heights Milepost 0 to the Parks Highway Interchange Milepost 33. The project may include bridge work, roadside hardware, drainage improvements, interchange improvements, ADA improvements, utilities, and safety improvements. The project is proposed to be constructed in logical stages.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$93,400	\$37,827,000	\$0	\$0	\$37,920,400	\$162,000,000
Match	\$6,600	\$2,673,000	\$0	\$0	\$2,679,600	
TOTAL	\$100,000	\$40,500,000	\$0	\$0	\$40,600,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	93.40%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$37,920,400
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$100,000	\$0	\$0	\$0	% Match	6.60%
Construct (P4)	\$0	\$40,000,000	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$500,000	\$0	\$0	State Match	\$2,679,600
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	Program
\$202,700,000			
Sub-Funds		Strategic Investment Area	
NHPP		State of Good Repair	
		Geographic Area	
		Corridor	
		Work Type	
		Rehabilitation	





STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$37,920,400	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Keith Malone, DOT&PF"

Description: DOT&PF snow plow north bound, Glenn Highway.

Glenn Highway Milepost 49 Safety and Capacity Improvements

Construct capacity improvements on the Glenn Highway, Arctic Avenue to Palmer-Fishhook Road. Work may include improvements to the Palmer Fishhook intersection, pedestrian accommodations, and safety features. This effort will include analysis to evaluate safety and capacity on the corridor and will reconstruct approximately 1.75 miles of the existing two-lane rural road from Arctic Ave (Old Glenn/Bogard Rd) to Palmer Fishhook Road to address capacity and safety deficiencies.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$0	\$1,961,400	\$0	\$0	\$1,961,400	\$0
Match	\$0	\$138,600	\$0	\$0	\$138,600	
TOTAL	\$0	\$2,100,000	\$0	\$0	\$2,100,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	93.40%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$1,961,400
Design (P2)	\$0	\$2,100,000	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	6.60%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$138,600
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$2,800,000

Sub-Funds

NHPP



STIP ID #	31841
Location	Wasilla
DOT Region	Central Region
Borough or Census	Matanuska-Susitna Borough
Corridor	Glenn Highway (Interstate)
Primary Funding	NHPP - National Highway Performance Program

Strategic Investment Area
Safety
Geographic Area
Corridor
Work Type
Reconstruction

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$1,961,400	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0				
				Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Quinten Arndt, DOT&PF"

Description: DOT&PF Design employees assessing wind erosion on Glenn Highway and Mat-Su River.

Glenn Highway Milepost 66.5-92 Reconstruction

Reconstruct and re-align the Glenn Highway between Mileposts 66.5 and 92. Rockfall mitigation will be completed with a pavement and preservation project. Otherwise known as the Long Lake Road Realignment Project.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$3,740,670	\$1,401,000	\$0	\$0	\$5,141,670	\$141,745,000
Match	\$264,330	\$99,000	\$0	\$0	\$363,330	
TOTAL	\$4,005,000	\$1,500,000	\$0	\$0	\$5,505,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	93.40%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$5,141,670
Design (P2)	\$1,000,000	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$5,000	\$1,500,000	\$0	\$0	% Match	6.60%
Construct (P4)	\$3,000,000		\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$363,330
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$148,810,397
Sub-Funds
OFF-FLAP



STIP ID #	28089
Location	Chickaloon
DOT Region	Central Region
Borough or Census	Matanuska-Susitna Borough
Corridor	Glenn Highway (Interstate)
Primary Funding	OFF- Other Federal Funds
Strategic Investment Area	
Safety	
Geographic Area	
Corridor	
Work Type	
Reconstruction	

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$5,141,670
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		
Construction Year(s)		2024	2028	2029			



Photo Credit: "Ryan Bailey, DOT&PF"

Description: Contractor working on earthquake repair south of Sutton with a spectacular view of the mountains. Glenn Highway MP 40-68, September 2022.

Glenn Highway Milepost 158-172 Rehabilitation

Rehabilitate Glenn Highway from Milepost 158-172.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$0	\$653,800	\$0	\$0	\$653,800	\$28,750,000
Match	\$0	\$46,200	\$0	\$0	\$46,200	
TOTAL	\$0	\$700,000	\$0	\$0	\$700,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	93.40%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$653,800
Design (P2)	\$0	\$700,000	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	6.60%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$46,200
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$29,450,000
Sub-Funds

NHPP



STIP ID #	32018
Location	Glennallen
DOT Region	Northern Region
Borough or Census	Copper River Census Area
Corridor	Glenn Highway (Interstate)
Primary Funding	NHPP - National Highway Performance Program

Strategic Investment Area
Safety
Geographic Area
Corridor
Work Type
Reconstruction

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$653,800	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

Construction Year(s) 2028



Photo Credit: "Staff , DOT&PF"
Description: Project Location Map

Guardrail Improvements

Inventory Guardrail types and conditions throughout the state. Construct prioritized improvements.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$3,092,310	\$1,364,550	\$490,970	\$2,092,310	\$7,040,140	\$0
Match	\$306,953	\$135,450	\$48,735	\$207,690	\$698,829	
TOTAL	\$3,399,263	\$1,500,000	\$539,705	\$2,300,000	\$7,738,969	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$3,399,263	\$1,500,000	\$539,705	\$2,300,000	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$7,040,140
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0		\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$698,829
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$7,738,969
Sub-Funds

SA PRTC



STIP ID #	34299
Location	Alaska-wide: Preservation & Maintenance
DOT Region	Alaska-wide
Borough or Census	Alaska-wide: Preservation & Maintenance
Corridor	
Primary Funding	HSIP - Highway Safty Improvement Program

Strategic Investment Area
State of Good Repair
Geographic Area
Corridor
Work Type
Rehabilitation

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$5,150,140	HIP OSB	\$0	PROTECT	\$1,890,000
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$5,150,140	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0				
				Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

Construction Year(s)

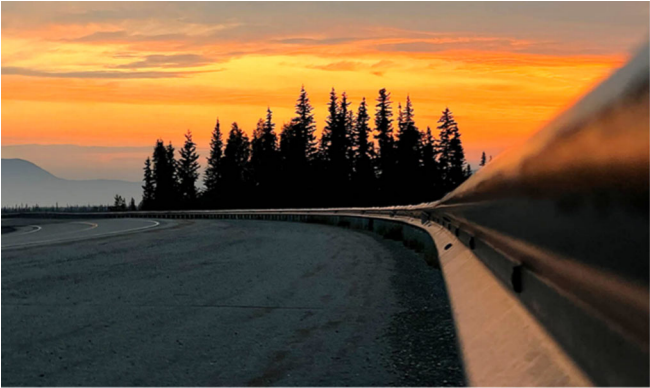


Photo Credit: "Staff , DOT&PF"
Description: Guardrail at Sunset

Haines Highway Milepost 3-25 and Chilkat Bridge Reconstruction

The Haines Highway Reconstruction project is located on the Haines Highway, Milepost 3-25 to replace Bridge #742, realign the adjacent road, widen the road to 36 feet, and straighten curves to meet a 55 mph design speed. The project is also designed to provide a long-term solution to debris flow problems and includes planned enhancements along the Chilkat River.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$51,579,990	\$0	\$0	\$0	\$51,579,990	\$0
Match	\$5,120,010	\$0	\$0	\$0	\$5,120,010	
TOTAL	\$56,700,000	\$0	\$0	\$0	\$56,700,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$51,579,990
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$56,000,000		\$0	\$0	Local Match	\$0
Utilities (P7)	\$700,000	\$0	\$0	\$0	State Match	\$5,120,010
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$120,747,668

Sub-Funds

NHPP Bridge-INFRA



STIP ID #	2152
Location	Haines
DOT Region	Southcoast Region
Borough or Census	Haines Borough
Corridor	Haines Highway
Primary Funding	NHPP - National Highway Performance Program

Strategic Investment Area
Safety
Geographic Area
Corridor
Work Type
Reconstruction

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$31,579,990	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$20,000,000		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

Construction Year(s) 2024



Photo Credit: "Dawn Millen, DOT&PF"
Description: Caution: Bear Crossing in Haines.


Harbor Way Pedestrian Improvements and Pitt Island Cemetery Walkway [TAP Award 2019]

Provide safe and reliable access to the community's cemetery which is located on Pitt Island and help alleviate tourist related pedestrian congestion in the Harbor area. This project will start at the intersection of Front St and Harbor Way and end on Pitt Island (approximately .8 miles). The portion atop the breakwater includes a 175-foot bridge/gangway and is funded with Transportation Alternative funds. A 6-foot wide sidewalk along Harbor Way will be funded with Highway Safety Improvement Program (HSIP) funds.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$6,601,811	\$0	\$0	\$0	\$6,601,811	\$0
Match	\$655,319	\$0	\$0	\$0	\$655,319	
TOTAL	\$7,257,130	\$0	\$0	\$0	\$7,257,130	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$6,601,811
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$10,000	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$7,237,130		\$0	\$0	Local Match	\$327,659
Utilities (P7)	\$10,000	\$0	\$0	\$0	State Match	\$327,659
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	
\$8,326,587			
Sub-Funds		Strategic Investment Area	
TAP <5k TAP Flex STBG Flex		Economic Vitality	
		Geographic Area	
		Rural	
		Work Type	
		Reconstruction	





STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$2,950,453	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$1,670,815	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$1,980,543	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

Construction Year(s) 2024



Photo Credit: "Sherry Smith, Shutterstock"

Description: Gangway to boat dock at Icy Strait Point, AK

Hemmer Road Upgrade and Extension [CTP Award 2019]

Extend and upgrade approximately 0.50 miles of Hemmer Road from the Palmer-Wasilla Highway to Bogard Road consisting of two travel lanes and a center turn lane. Improvements include a traffic signal at the Bogard Road intersection, shoulders, pedestrian and bicycle infrastructure, drainage and safety items.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$1,364,550	\$818,730	\$0	\$4,252,848	\$6,436,128	\$0
Match	\$135,450	\$81,270	\$0	\$422,153	\$638,873	
TOTAL	\$1,500,000	\$900,000	\$0	\$4,675,001	\$7,075,001	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$6,436,128
Design (P2)	\$1,500,000	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$900,000	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$4,100,001	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$575,000	State Match	\$638,873
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate	\$7,575,001
Sub-Funds	STBG Flex CMAQ Flex
Strategic Investment Area	Safety
Geographic Area	Urban
Work Type	Reconstruction



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$5,771,600	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$664,528	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Staff , DOT&PF"
Description: Project Location Map

Hermon Road Upgrade and Extension [CTP Award 2019]

Extend and upgrade Hermon Road from the Parks Highway frontage road (Sun Mountain Avenue) to the Palmer-Wasilla Highway, approximately 0.80 miles. Improvements will include travel and turn lanes, shoulders, pedestrian and bicycle facilities, drainage and safety items along with a new traffic signal at the Palmer-Wasilla Highway intersection.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$0	\$2,547,160	\$0	\$7,732,450	\$10,279,610	\$0
Match	\$0	\$252,840	\$0	\$767,550	\$1,020,390	
TOTAL	\$0	\$2,800,000	\$0	\$8,500,000	\$11,300,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$10,279,610
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$2,800,000	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$8,000,000	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$500,000	State Match	\$1,020,390
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate	\$14,465,122
Sub-Funds	STBG Flex CMAQ Flex
Strategic Investment Area	Economic Vitality
Geographic Area	Urban
Work Type	Reconstruction



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$2,781,424	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$7,498,186	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		
Construction Year(s)		2027					

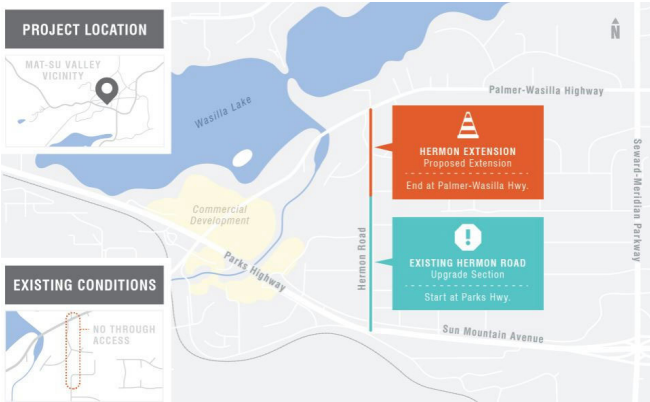


Photo Credit: "Staff , DOT&PF"
Description: Project Location Map


High Priority Fish Passage Restoration at Threemile Creek in Klawock, Alaska

Replace the two (2) 14-foot diameter ellipsoidal culverts (#7177) with a new concrete multi-girder Bridge structure at MPt 11.62 Craig/Klawock/ Hollis Highway on Prince of Wales Island. Main scope is to build a new bridge that provides fish passage habitat, meets seismic codes, and meets approach roadway width. Work also includes nearby stream habitat improvements, streambank erosion protection, re-paving 88-feet either end of bridge approach to match into new bridge deck elevation.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$480,000	\$4,080,000	\$0	\$0	\$4,560,000	\$0
Match	\$120,000	\$1,020,000	\$0	\$0	\$1,140,000	
TOTAL	\$600,000	\$5,100,000	\$0	\$0	\$5,700,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)			\$0	\$0	% Federal	80.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$4,560,000
Design (P2)	\$600,000	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	20.00%
Construct (P4)	\$0	\$5,100,000	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$1,140,000
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	
\$5,700,000			
Sub-Funds		Strategic Investment Area	
OFF-Grant		Sustainability	
		Geographic Area	
		Work Type	





STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$4,560,000
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

Construction Year(s) 2025



Photo Credit: "Baily Watson, DOT&PF"

Description: The Craig/Klawock Highway winds its way over, around and through the Klawock Mountain Range on Prince of Wales Island


Highway Fuel Tax Evasion

This ongoing program is a concerted effort by the State of Alaska Department of Revenue to ensure compliance with state and federal laws regarding the collection of motor fuel taxes. It involves comprehensive activities like auditing, inspections, investigations, and penal action, designed to detect and combat tax evasion. The program aims to secure vital revenue streams for maintaining and enhancing transportation infrastructure within Alaska, promoting fairness in tax responsibility, and upholding the integrity of the motor fuel tax system.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$90,970	\$90,970	\$90,970	\$90,970	\$363,880	\$0
Match	\$9,030	\$9,030	\$9,030	\$9,030	\$36,120	
TOTAL	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$100,000	\$100,000	\$100,000	\$100,000	Total	\$363,880
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$36,120
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	Strategic Investment Area
\$400,000			
Sub-Funds		Resiliency	
NHPP	STBG 50-200k	Geographic Area	
		Alaska-wide	
		Work Type	





STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$363,880	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		
Construction Year(s)							



Photo Credit: "Briana Bockhorst, DOT&PF"

Description: Let's go! Bluebell is ready to get to work.

Highway Safety Improvement Program

The Highway Safety Improvement Program (HSIP) is a federally mandated annual process to evaluate, design, and construct projects that have the greatest potential to reduce the State's roadway fatalities and serious injuries. HSIP aligns with the emphasis areas within the department's Strategic Highway Safety Plan (SHSP). This includes managing, studying, responding to, and making policies on safety-related issues to improve overall transportation safety.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$64,992,126	\$66,108,743	\$68,548,497	\$70,207,189	\$269,856,555	\$0
Match	\$6,451,345	\$6,562,185	\$6,804,363	\$6,969,011	\$26,786,904	
TOTAL	\$71,443,471	\$72,670,928	\$75,352,861	\$77,176,200	\$296,643,460	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$71,443,471	\$72,670,928	\$75,352,861	\$77,176,200	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$269,856,555
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$26,786,904
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate

\$296,643,460

Sub-Funds

SA

VRU

S154

S164

S&A-Metro

S&A-SPR

STIP

24-27

Strategic Investment Area

Safety

Geographic Area

Urban

Work Type

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$130,195,733	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$24,969,345	Bridge;INFRA	\$0		
		S154	\$130,195,733	Bridge-HIP	\$0		
		S164	\$14,664,113	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$1,333,216			5339	\$0
STBG <5k	\$0	S&A-Metro	\$317,099			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		
Construction Year(s)							



Photo Credit: "Galen Jones, DOT&PF"

Description: Johns Rd / Klatt Road roundabout in south Anchorage, July 2018.

Housing Roads Program

Construct roads connecting housing developments in rural communities to promote economic development and accessibility.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$730,822	\$0	\$2,729,100	\$6,367,900	\$9,827,822	\$0
Match	\$72,544	\$0	\$270,900	\$632,100	\$975,544	
TOTAL	\$803,366	\$0	\$3,000,000	\$7,000,000	\$10,803,366	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$803,366		\$3,000,000	\$7,000,000	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$9,827,822
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0		\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$975,544
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate	\$10,803,366
Sub-Funds	STBG Flex STBG <5k
Strategic Investment Area	Economic Vitality
Geographic Area	Rural
Work Type	New Construction



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$4,029,770	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$5,798,052	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Harry and Norma Hoyt , Family papers, Archives and Special Collections, onsortium Library, University Harry Hoyt, on the right, and another worker for the Alaska Road Commission lean on an Alaska Road Commission vehicle. The license plate on the car reads, "Alaska Road Commission 632 War Department" in Denali National Park and Preserve.

Inter-Island Ferry Authority Ferry Refurbishments

Refurbish Inter-Island Ferry Authority ferries to ensure regulatory compliance and up-to-date ships systems such as hull, deck, machinery, electrical, security, navigation, and passenger accommodations.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$6,400,000	\$3,000,000
Match	\$400,000	\$400,000	\$400,000	\$400,000	\$1,600,000	
TOTAL	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$8,000,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	% Federal	80.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$6,400,000
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	20.00%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$800,000
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$800,000
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate	\$11,000,000
Sub-Funds	
FBF	
Strategic Investment Area	State of Good Repair
Geographic Area	Waterways
Work Type	Reconstruction



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$6,400,000	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

Construction Year(s)



Photo Credit: "Staff , Inter-Island Ferry Authority"

Description: The M/V Stikine and the M/V Prince of Wales have proudly served Prince of Wales Island since 2002.


International Airport Charging Stations

This project involves the installation of electric vehicle (EV) charging stations at the cell phone parking lots of the Alaska international airports which are in Fairbanks, Anchorage, and Juneau. Work includes the design, procurement, and installation of the charging stations, as well as the necessary electrical infrastructure to support their operation.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$2,737,460	\$2,737,460	\$0	\$0	\$5,474,920	\$0
Match	\$271,730	\$271,730	\$0	\$0	\$543,460	
TOTAL	\$3,009,190	\$3,009,190	\$0	\$0	\$6,018,380	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$3,009,190	\$3,009,190	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$5,474,920
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$543,460
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	
\$6,018,380			
Sub-Funds			Strategic Investment Area
CMAQ Flex	CMAQ Mandatory		Sustainability
			Geographic Area
			Urban
			Work Type
			New Construction



STIP ID #	34196
Location	Alaska-wide: Sustainability
DOT Region	Alaska-wide
Borough or Census	Alaska-wide: Sustainability
Corridor	
Primary Funding	CMAQ - Congestion Mitigation Air Quality



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		\$154	\$0	Bridge-HIP	\$0		
		\$164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$4,374,920	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$1,100,000	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		
Construction Year(s)							



Photo Credit: "Staff , Alaska Energy Authority"

Description: Dedication of an AEA-funded EV Ultrafast Fast-Charger in Homer, Alaska

Juneau Douglas North Crossing

The Juneau Douglas North Crossing project, situated between Juneau and the north end of Douglas Island, aims to construct a crossing to connect these two locations.

Funded through a Congressional Delegated Spending (CDS) and a RAISE Grant.

STIP ID #	34146
Location	Juneau
DOT Region	Southcoast Region
Borough or Census	Juneau City and Borough
Corridor	Juneau Highway
Primary Funding	OFF- Other Federal Funds

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$6,615,000	\$16,454,000	\$0	\$0	\$23,069,000	\$250,000,000
Match	\$385,000	\$957,640	\$0	\$0	\$1,342,640	
TOTAL	\$7,000,000	\$17,411,640	\$0	\$0	\$24,411,640	

Total Project Estimate
\$276,428,848

Sub-Funds

OFF-CDS	OFF-Grant
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Strategic Investment Area
Economic Vitality
Geographic Area
Urban
Work Type
New Construction

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	94.50%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$23,069,000
Design (P2)	\$5,635,450	\$17,411,640	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	5.50%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$671,320
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$671,320
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$1,364,550	\$0	\$0	\$0		



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$6,615,000
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$16,454,000
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

Construction Year(s)	2030
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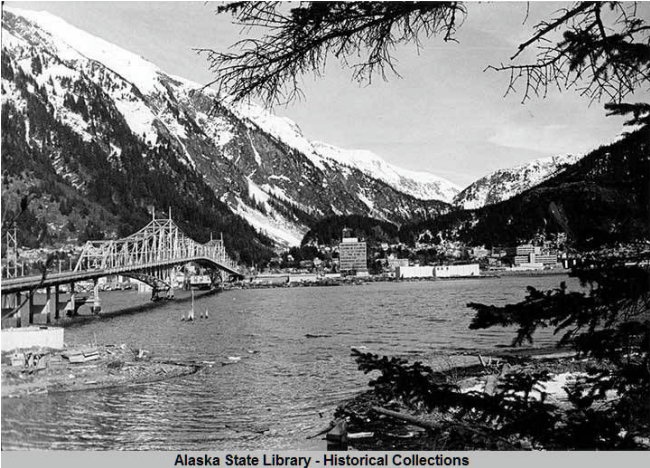


Photo Credit: Alaska State Library - Historical Collection

Description: Juneau Douglas bridge


Kake Access Road Improvements

The project will complete planning and design activities for roadway improvements between Kake and Petersburg. Improvements include resurfacing approximately 2.7 miles of existing aggregate surfaced road, reconditioning and resurfacing approximately 43.5 miles of existing unimproved roads, and constructing approximately 7 miles of new road. The project received a RAISE grant.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$0	\$8,000,000	\$0	\$0	\$8,000,000	\$0
Match	\$0	\$2,000,000	\$0	\$0	\$2,000,000	
TOTAL	\$0	\$10,000,000	\$0	\$0	\$10,000,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)		\$10,000,000	\$0	\$0	% Federal	80.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$8,000,000
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	20.00%
Construct (P4)	\$0		\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$2,000,000
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	
\$10,000,000			
Sub-Funds		Strategic Investment Area	
Discretionary Grant (Awarded)		Safety	
		Geographic Area	
		Rural	
		Work Type	
		Reconstruction	





STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$8,000,000
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		
Construction Year(s)							

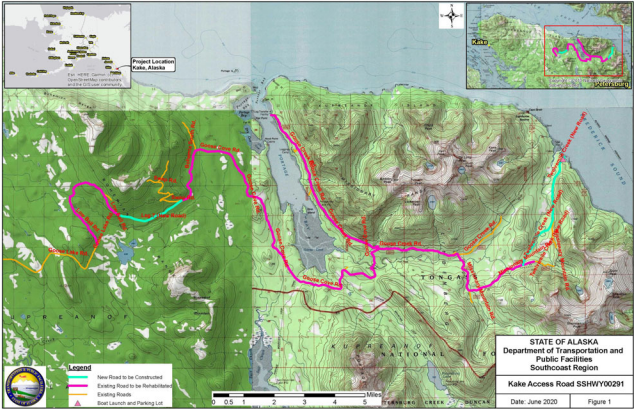


Photo Credit: "Staff , DOT&PF"
Description: Project Location Map

Kake Ferry Terminal Improvements

This project involves the design and construction of crucial improvements for the Kake Ferry Terminal to enhance safety, functionality, and accessibility for marine operations, while allowing ferries to continue service. As part of the "Critical Upgrades to Ferry Dock Infrastructure in Five Rural Alaska Communities" Rural Ferry Program FTA Award, this project aims to modernize and reinforce the terminal.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$642,442	\$0	\$0	\$4,809,150	\$5,451,592	\$0
Match	\$0	\$0	\$0	\$0	\$0	
TOTAL	\$642,442	\$0	\$0	\$4,809,150	\$5,451,592	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	100.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$5,451,592
Design (P2)	\$642,442	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	0.00%
Construct (P4)	\$0	\$0	\$0	\$4,809,150	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$5,451,592
Sub-Funds

FBF OFF-Grant



STIP ID #	34193
Location	Kake
DOT Region	Southcoast Region
Borough or Census	Prince of Wales-Hyder Census Area
Corridor	M11
Primary Funding	OFF- Other Federal Funds

Strategic Investment Area
Economic Vitality
Geographic Area
Waterways
Work Type
Reconstruction

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$1,090,318	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$4,361,274
TAP <5K	\$0	CRP <5K	\$0				
				Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

Construction Year(s) 2027

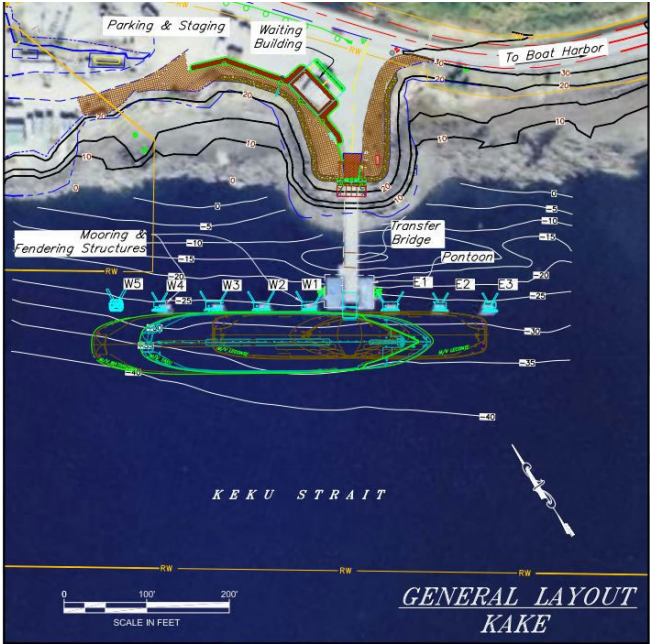


Photo Credit: "Staff , DOT&PF"
Description: Project Location Map

Kalifornsky Beach Road Drainage Improvements

Replace a culvert at MP 11.7 to improve drainage along Kalifornsky Beach Road, near Kenai, AK

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$454,850	\$2,729,100	\$0	\$0	\$3,183,950	\$0
Match	\$45,150	\$270,900	\$0	\$0	\$316,050	
TOTAL	\$500,000	\$3,000,000	\$0	\$0	\$3,500,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)			\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$3,183,950
Design (P2)	\$500,000	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$2,950,000	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$50,000	\$0	\$0	State Match	\$316,050
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$3,500,000
Sub-Funds
STBG Flex
STBG 5-50k



STIP ID #	34318
Location	Kenai
DOT Region	Central Region
Borough or Census	Kenai Peninsula Borough
Corridor	
Primary Funding	ILLU - Illustrative
Strategic Investment Area	
Geographic Area	
Work Type	
Reconstruction	

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164		STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$454,850	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$2,729,100	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit:

Description: Culvert installation near intersection of Kalifornsky Beach Road and Bridge Access Road. Shortly after the first sections of pipe were installed and the second shoofly constructed.


Keku Road Resurface: Kake to Seal Point

The project, located near Kake, extends from the intersection of Harbor Road and Keku Road to the junction of Keku Road and Seal Point Road to resurface. It includes resurfacing, a 6.2-mile section of the road.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$0	\$282,000	\$7,000,000	\$848,810	\$8,130,810	\$0
Match	\$0	\$18,000	\$446,809	\$54,179	\$518,988	
TOTAL	\$0	\$300,000	\$7,446,809	\$902,989	\$8,649,798	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)			\$0	\$0	% Federal	94.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$8,130,810
Design (P2)	\$0	\$300,000	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	6.00%
Construct (P4)	\$0		\$7,446,809	\$902,989	Local Match	\$259,494
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$259,494
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	Transportation Block Grant
\$8,649,798			
Sub-Funds			Strategic Investment Area
OFF-FLAP			Economic Vitality
STBG <5k			Geographic Area
STBG Flex			Rural
			Work Type
			Rehabilitation





STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$1,750,000	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$534,910	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$5,845,900
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: Alaska State Library - Historical Collection

Description: Fishing boats and waterfront homes at Kake. View of waterfront, with homes lining beach

Kenai Bridge Access Road Pedestrian Pathway [TAP Award 2019]

Construct approximately 1.3 mile paved and separated pathway along the Bridge Access Road from intersection with Beaver Loop Road to intersection with the Kenai Spur Highway.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$27,291	\$2,173,273	\$0	\$0	\$2,200,564	\$0
Match	\$2,709	\$215,727	\$0	\$0	\$218,436	
TOTAL	\$30,000	\$2,389,000	\$0	\$0	\$2,419,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$2,200,564
Design (P2)	\$30,000	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$2,284,000	\$0	\$0	Local Match	\$218,436
Utilities (P7)	\$0	\$105,000	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$2,734,000
Sub-Funds

TAP Flex



STIP ID #	33038
Location	Kenai
DOT Region	Central Region
Borough or Census	Kenai Peninsula Borough
Corridor	
Primary Funding	STBG - Surface Transportation Block Grant

Strategic Investment Area
Sustainability
Geographic Area
Rural
Work Type
Reconstruction

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$2,200,564	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Jeff Jicha, DOT&PF"

Description: Replacing lamps on the Soldotna bridge over the Kenai river; Allen Clinton, Electrician, Zack Richardson, Electrician, Jeff Jicha, Operator/Traffic Control.

Kenai River Flats Pedestrian Improvements [TAP Award 2019]

Construct a walkway along the banks of the Kenai River for ADA compliant access to the Kenai River. Install interpretive signage.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$2,218,758	\$0	\$0	\$0	\$2,218,758	\$0
Match	\$220,242	\$0	\$0	\$0	\$220,242	
TOTAL	\$2,439,000	\$0	\$0	\$0	\$2,439,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$2,218,758
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$2,439,000	\$0	\$0	\$0	Local Match	\$220,242
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate	\$2,937,513
Sub-Funds	
TAP Flex	TAP <5k
Strategic Investment Area	State of Good Repair
Geographic Area	Rural
Work Type	Reconstruction



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$2,033,368	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$185,390	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Kaitlin Williams, DOT&PF"

Description: Sara Lords helps Charlotte the Beagle try on her first hard hat.

Kenai Spur Highway Rehabilitation

Currently, in Stage 2 the Kenai Spur Highway Rehabilitation project rehabilitates the Kenai Spur Highway between Sports Lake Road and Swires Road to increase capacity and improve safety along this stretch. This involves the construction of a 5-lane highway between Sports Lake Road and Eagle Rock Road and the installation of continuous lighting between Delta Avenue and Dolly Varden Street.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$43,847,540	\$0	\$0	\$0	\$43,847,540	\$0
Match	\$4,352,460	\$0	\$0	\$0	\$4,352,460	
TOTAL	\$48,200,000	\$0	\$0	\$0	\$48,200,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$43,847,540
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$41,700,000	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$6,500,000	\$0	\$0	\$0	State Match	\$4,352,460
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate	\$51,509,180
Sub-Funds	
NHPP	
Strategic Investment Area	State of Good Repair
Geographic Area	Corridor
Work Type	Rehabilitation



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$43,847,540	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		
Construction Year(s)		2024					

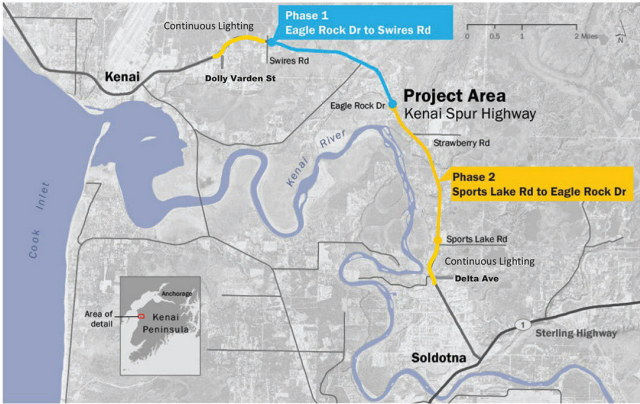


Photo Credit: "Staff , DOT&PF"

Description: Kenai Spur Highway Project Area Map

Ketchikan Airport Ferry Terminal

30830 KTN REVILLA NEW FERRY BERTH & UPLAND IMPROVEMENTS
SFHWY00085 3,400,000 30829 NEW GRAV ISLAND SHTL FERRY BERTH/RELATED TML IMPS SFHWY00109 2,000,000
30832 KTN REVILLA NEW PASSENGER WAITING FACILITY SFHWY00151 275,000
30834 KTN GRAVINA REFRBSH EXSTNG FERRY BERTH FACLTY SFHWY00153 325,000
30833 KTN GRAVINA AIRPORT FERRY LAYUP FACILITY
SFHWY00152 767,000

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$12,925,018	\$0	\$0	\$0	\$12,925,018	\$0
Match	\$1,282,982	\$0	\$0	\$0	\$1,282,982	
TOTAL	\$14,208,000	\$0	\$0	\$0	\$14,208,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)			\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$12,925,018
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$14,208,000		\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$1,282,982
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$14,208,000

Sub-Funds

NHPP



STIP ID #	34354
Location	Ketchikan
DOT Region	Southcoast Region
Borough or Census	Ketchikan Gateway Borough
Corridor	M11
Primary Funding	STBG - Surface Transportation Block Grant

Strategic Investment Area
Geographic Area
Work Type

STIP 2024-2027 Fund Source Details

National Highway System	
NHPP	\$12,925,018
NHFP	\$0

Safety Program	
SA	\$0
VRU	\$0
S154	\$0
S164	

Bridge Program	
HIP OSB	\$0
Bridge;INFRA	\$0
Bridge-HIP	\$0
STBG OSB	\$0

Resiliency	
PROTECT	\$0

STBG Funds	
STBG Flex	\$0
STBG >200k	\$0
STBG 50-200K	\$0
STBG 5-50k	\$0
STBG <5k	\$0

Planning and Research	
SPR	\$0
RES	\$0
URPL	\$0
S&A-SPR	\$0
S&A-Metro	\$0

Sustainability	
CMAQ-M	\$0
CMAQ-F	\$0
NEVI	\$0

FTA Transit Funds	
5303	\$0
5337	\$0
5307	\$0
5339	\$0
5310	\$0
5311	\$0

STGB-TAP Funds	
TAP Flex	\$0
TAP >200K	\$0
TAP 50-200K	\$0
TAP 5-50K	\$0
TAP <5K	\$0

Carbon Reduction Program	
CRP Flex	\$0
CRP>200K	\$0
CRP 50-200K	\$0
CRP 5-50K	\$0
CRP <5K	\$0

Intermodal Programs	
RTP	\$0
FBF	\$0
RAIL	\$0

Civil Rights	
DBE	\$0
OJT	\$0

Other Federal Funds	
OFF FLAP	\$0
OFF ER	\$0
OFF CDS	\$0
OFF Grant	\$0

Innovative Funding	
AC	\$0

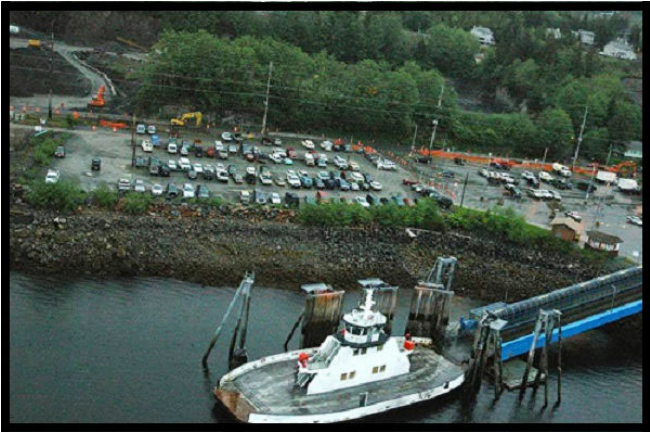


Photo Credit: "Staff , DOT&PF"

Description: An aerial view of a ferry terminal in Ketchikan that will be reconstructed through this project.

Construction Year(s) 2024

King Cove to Cold Bay Road


Construct a road connecting King Cove with Cold Bay and its all-weather airport. The project will construct 13.5 miles of new road and 5.6 miles of road reconstruction and realignment; single lane gravel road with turnouts.

STIP ID #	26120
Location	King Cove
DOT Region	Southcoast Region
Borough or Census	Aleutians East Borough
Corridor	Cold Bay Road
Primary Funding	OSF - Other State Funds
Strategic Investment Area	
Safety	
Geographic Area	
Rural	
Work Type	
New Construction	

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$0	\$0	\$0	\$32,000,000	\$32,000,000	\$80,000,000
Match	\$0	\$0	\$0	\$8,000,000	\$8,000,000	
TOTAL	\$0	\$0	\$0	\$40,000,000	\$40,000,000	

Total Project Estimate
\$120,000,000
Sub-Funds

OFF-CDS

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	80.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$32,000,000
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	20.00%
Construct (P4)	\$0		\$0	\$40,000,000	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$8,000,000
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$32,000,000
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		




Photo Credit: "Lawrence Eastman, Archives and Special Collections, Consortium Library, University of Alaska
Description: View of the town and waterfront of King Cove. 1949-1951


Klondike Highway Rehabilitation: Skagway River Bridge to Canadian Border

This project will provide for the rehabilitation of the Klondike Highway (Skagway River Bridge to Canadian Border) in Haines. The focus will be on rehabilitating the pavement, critical safety improvements, drainage, and related improvements as necessary.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$0	\$5,539,170	\$19,112,797	\$39,126,197	\$63,778,164	\$28,010,000
Match	\$0	\$549,837	\$1,897,203	\$3,883,803	\$6,330,843	
TOTAL	\$0	\$6,089,007	\$21,010,000	\$43,010,000	\$70,109,007	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)			\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$63,778,164
Design (P2)	\$0	\$6,000,000	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$89,007	\$0	\$0	% Match	9.03%
Construct (P4)	\$0		\$21,000,000	\$43,000,000	Local Match	\$0
Utilities (P7)	\$0	\$0	\$10,000	\$10,000	State Match	\$6,330,843
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	Program
\$101,519,007			
Sub-Funds		Strategic Investment Area	
NHPP		State of Good Repair	
NHFP		Geographic Area	
		Corridor	
		Work Type	
		Rehabilitation	



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$37,498,442	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$26,279,722	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0				
				Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		
Construction Year(s)	<div>2026</div> <div>2027</div> <div>2029</div>						

Construction Year(s)	2026	2027	2029
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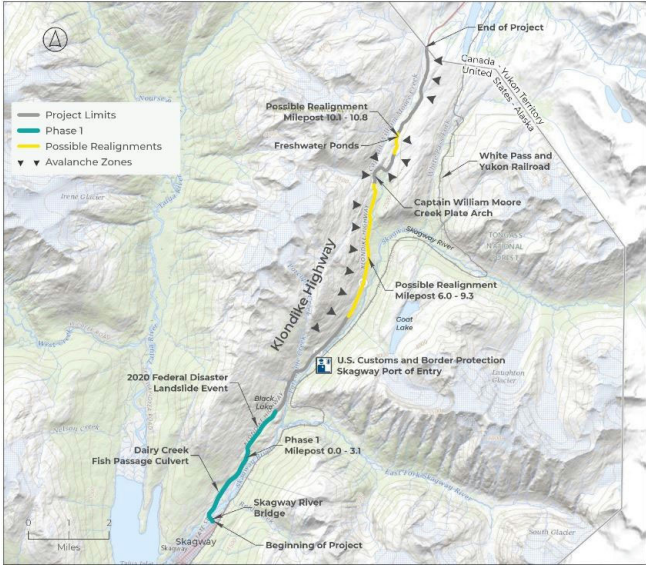


Photo Credit: "Staff , DOT&PF"
Description: Project Location Map


Knik Goose Bay Road Reconstruction: Centaur Avenue to Vine Road Stage 2

Widen the Knik-Goose Bay Road to a divided 4 lane facility from Centaur Avenue (near the Parks Highway) to Vine Road, a distance of 6.44 miles. Scope includes separated bike/ped facilities, appropriate safety engineering strategies such as rumble strips and reducing / combining access points that are determined to be most effective at reducing crashes along the road.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$2,547,160	\$0	\$32,749,200	\$0	\$35,296,360	\$0
Match	\$252,840	\$0	\$3,250,800	\$0	\$3,503,640	
TOTAL	\$2,800,000	\$0	\$36,000,000	\$0	\$38,800,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$35,296,360
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$2,800,000	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0		\$31,500,000	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$4,500,000	\$0	State Match	\$3,503,640
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	Program
\$44,703,747			
Sub-Funds			Strategic Investment Area
NHPP			Safety
			Geographic Area
			Corridor
			Work Type
			Reconstruction





STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$35,296,360	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0				
				Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

Construction Year(s) 2026

STIP ID #	24596
Location	Wasilla
DOT Region	Central Region
Borough or Census	Matanuska-Susitna Borough
Corridor	Knik-Goose Bay Hwy
Primary Funding	NHPP - National Highway Performance Program



Photo Credit: "Staff , DOT&PF"
Description: Project Location Map

Light up the Highways

Convert the existing highway lighting system to energy-efficient LED lighting to reduce operating costs, reduce greenhouse gas emissions, and improve air quality. Inventory current lighting infrastructure, constuct improvements.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$4,110,784	\$3,548,500	\$0	\$4,548,500	\$12,207,784	\$0
Match	\$408,051	\$352,237	\$0	\$451,500	\$1,211,787	
TOTAL	\$4,518,835	\$3,900,737	\$0	\$5,000,000	\$13,419,571	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$4,518,835	\$3,900,737	\$0	\$5,000,000	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$12,207,784
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$1,211,787
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$13,419,571
Sub-Funds
CRP Flex NHPP CRP 50-200k



STIP ID #	34198
Location	Alaska-wide: Sustainability
DOT Region	Alaska-wide
Borough or Census	Alaska-wide: Sustainability
Corridor	
Primary Funding	CRP - Carbon Reduction Program, NHPP - National Highway Performance Program
Strategic Investment Area	
Sustainability	
Geographic Area	
Corridor	
Work Type	
Rehabilitation	

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$9,082,700	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$3,125,084	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		
Construction Year(s)							



Photo Credit:

Description: The photo captures a road illuminated by energy-efficient LED lights, showcasing their importance in providing brighter, cost-effective lighting solutions that enhance visibility, reduce energy consumption, and contribute to sustainability by lowering carbon emissions.

Low No Emission Electric Buses and Charging Stations

FTA Section 5339 (c) LoNo Emissions grant funding to purchase/upgrade facilities, electric buses and charge stations for eligible rural public transit systems. Projects are determined through a national competitive grant application process.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$7,148,498	\$8,169,712	\$9,190,926	\$0	\$24,509,137	\$0
Match	\$1,787,125	\$2,042,428	\$2,297,732	\$0	\$6,127,284	
TOTAL	\$8,935,623	\$10,212,140	\$11,488,658	\$0	\$30,636,421	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$8,935,623	\$10,212,140	\$11,488,658	\$0	% Federal	80.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$24,509,137
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	20.00%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$3,063,642
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$3,063,642
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate	\$30,636,421
Sub-Funds	OFF-Grant
Strategic Investment Area	Sustainability
Geographic Area	Urban
Work Type	New Construction



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$24,509,137
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		
Construction Year(s)							



Photo Credit: "Casey Grove, Alaska Public Media"

Description: A Proterra Catalyst E2 electric bus, under lease to Anchorage's People Mover public transit system.

Low No Emission Shuttle Ferry

Construct a low-no emission shuttle ferry for the Alaska Marine Highway System (AMHS). As part of the "Cultivating a Systems Approach to Sustainable Transportation by Implementing Climate Responsive Ferry Vessel Options " Rural Ferry Program FTA Award, this project aims to modernize and reinforce the AMHS Fleet.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$4,621,401	\$0	\$45,000,000	\$0	\$49,621,401	\$0
Match	\$0	\$0	\$0	\$0	\$0	
TOTAL	\$4,621,401	\$0	\$45,000,000	\$0	\$49,621,401	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)			\$0	\$0	% Federal	100.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$49,621,401
Design (P2)	\$4,621,401	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	0.00%
Construct (P4)	\$0		\$45,000,000	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Strategic Investment Area
\$49,871,515		
Sub-Funds		Sustainability
FBF	OFF-Grant	Geographic Area
		Waterways
		Work Type
		New Construction



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$9,924,280	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$39,697,121
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit:

Description: The photo exhibits a Norled hydrogen ferry docked at a pier, with people in bright orange suits walking towards it, symbolizing the significance of this eco-friendly transportation innovation in reducing carbon emissions and promoting sustainable maritime travel.

M/V Columbia Controllable Pitch Propeller

Upgrade the Alaska Marine Highway System ferry, M/V Columbia, with a controllable pitch propeller. As part of the "[Modernization of Four Critical AMHS Vessels Necessary for Service and Environmental Benefits](#)" Rural Ferry Program FTA Award, this project aims to modernize and reinforce the AMHS Fleet.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$13,732,725	\$0	\$0	\$0	\$13,732,725	\$0
Match	\$0	\$0	\$0	\$0	\$0	
TOTAL	\$13,732,725	\$0	\$0	\$0	\$13,732,725	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	100.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$13,732,725
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	0.00%
Construct (P4)	\$13,732,725	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Strategic Investment Area
\$13,732,725		
Sub-Funds		Economic Vitality
FBF	OFF-Grant	Geographic Area
		Waterways
		Work Type
		Reconstruction



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		\$154	\$0	Bridge-HIP	\$0		
		\$164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$2,746,545	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$10,986,180
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Valerie Biastoch, DOT&PF"

Description: M/V Columbia in the fog at the Wrangell Ferry Terminal, September 2023.

M/V Kennicott Emissions and Exhaust

M/V Kennicott upgrades for emissions and exhaust improvements as part of the Alaska Marine Highway System (AMHS). As part of the "Modernization of Four Critical AMHS Vessels Necessary for Service and Environmental Benefits" Rural Ferry Program FTA Award, this project aims to modernize and reinforce the AMHS Fleet.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$13,881,118	\$0	\$0	\$0	\$13,881,118	\$0
Match	\$0	\$0	\$0	\$0	\$0	
TOTAL	\$13,881,118	\$0	\$0	\$0	\$13,881,118	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	100.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$13,881,118
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	0.00%
Construct (P4)	\$13,881,118	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Strategic Investment Area
\$13,881,118		
Sub-Funds		
FBF	OFF-Grant	Sustainability
		Geographic Area
		Waterways
		Work Type
		Reconstruction



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$2,776,224	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$11,104,894
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Natasha Ramsey, DOT&PF"

Description: M/V Kennicott near Ketchikan Airport, October 2023.

M/V Mainliner Replacement Vessel

Construct a vessel to replace the aging M/V Matanuska as a "Mainliner" ferry operating in Southeast Alaska with connections to Washington State and British Columbia. The new vessel will continue, and enhance, the currently provided transportation for passengers, vehicles, and freight essential to the region's residents, businesses, and visitors. Through the "Anticipating Future Service & Replacement Needs: Designing a New Alaska Mainliner" Rural Ferry Program FTA Award, this project aims to modernize and reinforce the AMHS Fleet.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$11,276,496	\$0	\$0	\$0	\$11,276,496	\$350,000,000
Match	\$0	\$0	\$0	\$0	\$0	
TOTAL	\$11,276,496	\$0	\$0	\$0	\$11,276,496	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	100.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$11,276,496
Design (P2)	\$11,276,496	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	0.00%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Strategic Investment Area
\$361,276,496		
Sub-Funds		Economic Vitality
FBF	OFF-Grant	Geographic Area
		Waterways
		Work Type
		New Construction



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$2,684,880	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$8,591,616
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit:

Description: The conceptual image showcases the projected design concept for the Tustumena Replacement Vessel (TRV), essential for DOT&PF to ensure improved marine transportation service, increased capacity, and modernized safety features for communities in South Central, Kodiak Island, and Southwest Alaska.

M/V Matanuska Safety Improvement Project

Alaska Marine Highway System (AMHS) M/V Matanuska safety improvements. As part of the "Modernization of Four Critical AMHS Vessels Necessary for Service and Environmental Benefits" Rural Ferry Program FTA Award, this project aims to modernize and reinforce the AMHS Fleet.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$37,468,089	\$0	\$0	\$0	\$37,468,089	\$0
Match	\$0	\$0	\$0	\$0	\$0	
TOTAL	\$37,468,089	\$0	\$0	\$0	\$37,468,089	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	100.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$37,468,089
Design (P2)	\$37,468,089	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	0.00%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$37,468,089

Sub-Funds

FBF OFF-Grant



STIP ID #	34209
Location	Alaska Marine Highway
DOT Region	Marine Highways
Borough or Census	Alaska-wide: Marine Highway
Corridor	M11
Primary Funding	OFF- Other Federal Funds

Strategic Investment Area
Economic Vitality
Geographic Area
Waterways
Work Type
Reconstruction

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$7,493,618	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$29,974,471
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

Construction Year(s) 2024



Photo Credit: "Nancy Simmerman, Archives and Special Collections, Consortium Library, University of Alaska
Description: Alaska ferry Matanuska. Alaska Ferry "Matanuska" Haines, Alaska terminal. Lutak Inlet. Sept. 1983

M/V Tazlina Crew Quarters

Annual ferry refurbishment, regulatory-driven, dry-docking. Address vessel refurbishment priorities as established in the annual Alaska Marine Highway System (AMHS) Fleet Condition Survey Report. Modifications to M/V Tazlina to incorporate sleeping quarters for up to 24 persons, add 8 single-person staterooms on the bridge deck and 8 two-person staterooms on the upper deck. As part of the "Modernization of Four Critical AMHS Vessels Necessary for Service and Environmental Benefits" Rural Ferry Program FTA Award, this project aims to modernize and reinforce the AMHS Fleet.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$25,000,000	\$0	\$0	\$0	\$25,000,000	\$0
Match	\$0	\$0	\$0	\$0	\$0	
TOTAL	\$25,000,000	\$0	\$0	\$0	\$25,000,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	100.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$25,000,000
Design (P2)	\$1,250,000	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	0.00%
Construct (P4)	\$23,750,000	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Strategic Investment Area
\$25,862,887		
Sub-Funds		Economic Vitality
FBF	OFF-Grant	Geographic Area
		Waterways
		Work Type
		Reconstruction



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$5,000,000	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$20,000,000
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Armando Castillo, DOT&PF"

Description: M/V Tazlina, Auke Bay, May 18, 2023.

M/V Tustumena Replacement Vessel

The Tustumena Replacement Vessel project replaces the Alaska Marine Highway System ferry, the M/V Tustumena.

STIP ID #	30189
Location	Alaska Marine Highway
DOT Region	Marine Highways
Borough or Census	Alaska-wide: Marine Highway
Corridor	M11
Primary Funding	OFF- Other Federal Funds

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$80,875,335	\$266,383,100	\$0	\$0	\$347,258,435	\$0
Match	\$0	\$0	\$0	\$0	\$0	
TOTAL	\$80,875,335	\$266,383,100	\$0	\$0	\$347,258,435	

Total Project Estimate
\$355,501,957

Sub-Funds	Strategic Investment Area
FBF NHPP STBG 5-50k OFF-Grant	Economic Vitality
STBG 50-200k	Geographic Area
	Waterways
	Work Type
	New Construction

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	100.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$347,258,435
Design (P2)	\$6,084,284	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	0.00%
Construct (P4)	\$74,791,051	\$266,383,100	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$38,008,850	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$2,271,494	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$28,889,707	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$278,088,384
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

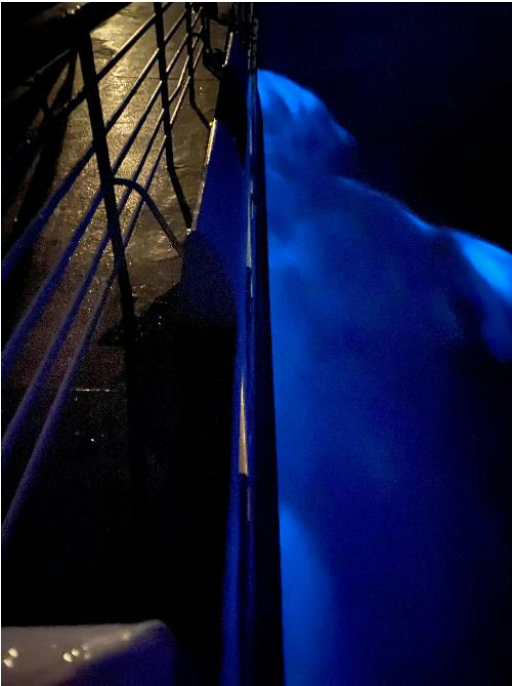


Photo Credit: "Jerri Young, DOT&PF"

Description: Bioluminescent waves while on the M/V Tustumena. June 2020.

Matanuska Susitna Area Transit Operations and Improvements: MVP MPO

The Mat-Su area transit program focuses on enhancing urban transit operations and improvements. This includes the development and maintenance of public transportation systems in urbanized areas, ensuring efficient and effective transit services. The scope encompasses planning, capital investment, and operational strategies to improve the safety, reliability, and accessibility of urban transit. Key activities involve the acquisition of buses and related equipment, modernization of facilities, implementation of advanced technology systems, and support for operational costs to enhance service quality and meet the growing demands of urban transportation.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$1,244,817	\$1,263,490	\$1,282,442	\$1,301,678	\$5,092,428	\$0
Match	\$311,204	\$315,872	\$320,611	\$325,420	\$1,273,107	
TOTAL	\$1,556,021	\$1,579,363	\$1,603,053	\$1,627,098	\$6,365,535	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$1,556,021	\$1,579,363	\$1,603,053	\$1,627,098	% Federal	80.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$5,092,428
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	20.00%
Construct (P4)	\$0		\$0	\$0	Local Match	\$1,273,107
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate	\$6,365,535
Sub-Funds	
5307	
Strategic Investment Area	
Sustainability	
Geographic Area	
Urban	
Work Type	



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164		STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$5,092,427
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		
Construction Year(s)							



Photo Credit: "Staff , FAST Planning"

Description: Metropolitan Area Commuter System (MACS) Transit


Metropolitan Planning Organization (MPO) AMATS Planning

Federal Highway Administration (FHWA) urban planning funds and FTA 5303 urban transit planning funds for Metropolitan Planning Organizations (MPOs) planning. Includes MPO Planning Long Range Transportation Plans, Unified Planning Work Programs (UPWP) and preparation of Transportation Improvement Programs (TIPs) are federally required elements of this program. The funding will be subject to the DOT&PF Indirect Cost Allocation Plan (ICAP), and an additional amount of \$130,000 per year will be allocated for AMATS to cover support from DOT&PF planning staff. Metropolitan Planning funds are 77.42% to AMATS and 22.58% to FAST.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$5,158,871	\$2,052,062	\$2,082,843	\$2,114,086	\$11,407,862	\$0
Match	\$512,088	\$203,695	\$206,750	\$209,852	\$1,132,384	
TOTAL	\$5,670,959	\$2,255,757	\$2,289,593	\$2,323,938	\$12,540,246	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)			\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$11,407,862
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0		\$0	\$0	Local Match	\$1,132,384
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$5,670,959	\$2,255,757	\$2,289,593	\$2,323,938		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	
\$12,540,246			
Sub-Funds		Strategic Investment Area	
URPL		Resiliency	
		Geographic Area	
		Urban	
		Work Type	
		Planning	





STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		\$154	\$0	Bridge-HIP	\$0		
		\$164		STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$11,407,862	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Staff , AMATS"

Description: The AMATS Logo is simple, with AMATS across teal mountains. Anchorage Metropolitan Area Transportation Solutions (AMATS) is the Metropolitan Planning Organization (MPO) for the Anchorage Bowl and Chugiak-Eagle River areas.


Metropolitan Planning Organization (MPO) FAST Planning

Federal Highway Administration (FHWA) urban planning funds and FTA 5303 urban transit planning funds for Metropolitan Planning Organizations (MPOs) planning. Includes MPO Planning Long Range Transportation Plans, Unified Planning Work Programs (UPWP) and preparation of Transportation Improvement Programs (TIPs) are federally required elements of this program. The funding will be subject to the DOT&PF Indirect Cost Allocation Plan (ICAP).

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$579,243	\$587,931	\$596,750	\$605,702	\$2,369,626	\$0
Match	\$57,498	\$58,360	\$59,235	\$60,124	\$235,217	
TOTAL	\$636,741	\$646,291	\$655,985	\$665,826	\$2,604,843	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)			\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$2,369,626
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0		\$0	\$0	Local Match	\$235,217
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$636,741	\$646,291	\$655,985	\$665,826		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	
\$2,604,843			
Sub-Funds		Strategic Investment Area	
URPL		Resiliency	
		Geographic Area	
		Urban	
		Work Type	





STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164		STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$2,369,626	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0				
Construction Year(s)				Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Olivia Lunsford, FAST"

Description: The FAST Planning logo comprises a bold teal circle with "FAST planning" crafted in a vibrant and lively yellow in the middle. A new and modern logo. Fairbanks Area Surface Transportation (FAST) Planning is the Metropolitan Planning Organization (MPO) for the urbanized areas of the Fairbanks North Star Borough, including the cities of North Pole and Fairbanks.

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Pending FHWA and FTA Approval


Metropolitan Planning Organization (MPO) MVP Planning

Federal Highway Administration (FHWA) urban planning funds and FTA 5303 urban transit planning funds for Metropolitan Planning Organizations (MPOs) planning. Includes MPO Planning Long Range Transportation Plans, Unified Planning Work Programs (UPWP) and preparation of Transportation Improvement Programs (TIPs) are federally required elements of this program. The funding will be subject to the DOT&PF Indirect Cost Allocation Plan (ICAP).

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$433,598	\$440,102	\$446,703	\$453,404	\$1,773,807	\$0
Match	\$43,040	\$43,686	\$44,341	\$45,006	\$176,074	
TOTAL	\$476,638	\$483,788	\$491,044	\$498,410	\$1,949,881	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)			\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$1,773,807
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0		\$0	\$0	Local Match	\$176,074
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$476,638	\$483,788	\$491,044	\$498,410		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	Metropolitan Planning
\$1,949,881			
Sub-Funds			Strategic Investment Area
URPL			Resiliency
			Geographic Area
			Urban
			Work Type





STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164		STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$1,773,807	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0				
Construction Year(s)				Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Planning MatSu , "

Description: MatSu Valley Planning for Transportation

Mooring System Improvements

Construct phased area-wide mooring improvements at various Alaska Marine Highway System ferry terminals.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$495,385	\$960,000	\$960,000	\$960,000	\$3,375,385	\$1,200,000
Match	\$123,846	\$240,000	\$240,000	\$240,000	\$843,846	
TOTAL	\$619,231	\$1,200,000	\$1,200,000	\$1,200,000	\$4,219,231	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$619,231	\$1,200,000	\$1,200,000	\$1,200,000	% Federal	80.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$3,375,385
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	20.00%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$843,846
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate	\$5,419,231
Sub-Funds	
FBF	
Strategic Investment Area	State of Good Repair
Geographic Area	Waterways
Work Type	Reconstruction



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$3,375,385	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Armando Castillo, DOT&PF"
Description: M/V Aurora Departing Whittier, March 1, 2022.


Naknek River Watershed Culvert Replacements, King Salmon, Alaska

Replacing the Eskimo Creek culvert located on the Alaska Peninsula Highway was the sole high priority culvert replacement identified by the Alaska Department of Fish and Game (ADF&G) during an area wide culvert prioritization effort. The unnamed creek culvert is the only other culvert in the King Salmon-Naknek area rated red by ADF&G, meaning that it is assumed to be inadequate for juvenile fish passage. The replacement of the Eskimo Creek culvert would ensure improved fish passage.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$320,000	\$3,420,278	\$0	\$0	\$3,740,278	\$0
Match	\$80,000	\$855,070	\$0	\$0	\$935,070	
TOTAL	\$400,000	\$4,275,348	\$0	\$0	\$4,675,348	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)			\$0	\$0	% Federal	80.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$3,740,278
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	20.00%
Construct (P4)	\$0	\$4,225,348	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$50,000	\$0	\$0	State Match	\$935,070
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$400,000	\$0	\$0	\$0		

Total Project Estimate		Funding	Strategic Investment Area
\$4,675,348			
Sub-Funds			
OFF-Grant			
		Geographic Area	
		Work Type	



STIP ID #	343131
Location	Naknek
DOT Region	Southcoast Region
Borough or Census	Bristol Bay Borough
Corridor	
Primary Funding	OFF- Other Federal Funds



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$3,740,278
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Patrick Cotter, DOT&PF"

Description: Lupine on Dumpling Mountain above Naknek Lake and Brooks River in Katmai National Park.

National Electric Vehicle Infrastructure Program

For the planning and strategic deployment of electric vehicle (EV) charging infrastructure and to establish an interconnected network as per the National Electric Vehicle Infrastructure Program.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$29,408,198	\$11,331,736	\$11,501,712	\$11,849,270	\$64,090,916	\$0
Match	\$2,919,160	\$1,124,828	\$1,141,700	\$1,158,826	\$6,344,514	
TOTAL	\$32,327,358	\$12,456,564	\$12,643,412	\$13,025,470	\$70,452,804	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$32,327,358	\$12,456,564	\$12,643,412	\$13,025,470	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$64,090,916
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$3,172,257
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$3,172,257
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$70,452,804

Sub-Funds

NEVI



STIP ID #	33865
Location	Alaska-wide: Sustainability
DOT Region	Alaska-wide
Borough or Census	Alaska-wide: Sustainability
Corridor	
Primary Funding	NEVI - National Electric Vehicle Infrastructure

Strategic Investment Area
Sustainability
Geographic Area
Urban
Work Type

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$63,915,884	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		
Construction Year(s)							

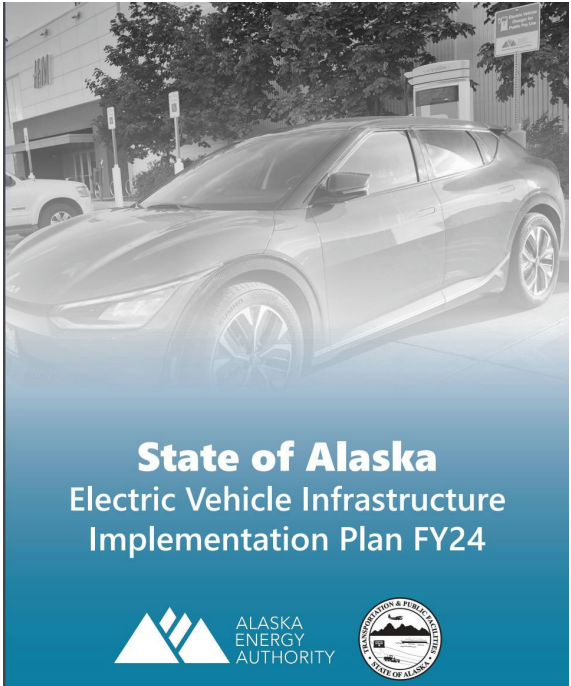


Photo Credit: "Staff , Alaska Energy Authority"

Description: The National Electric Vehicle Infrastructure plan was developed by the Alaska Energy Authority, Alaska Department of Transportation and Public Facilities, electric vehicle stakeholders, utilities, communities, and residents.

Nome Emergency Repairs from the West Coast Alaska Storm

Repair damaged areas due to the September 2022 Typhon Merbok. Funding from the Federal Highway Administration (FHWA) is available to repair and reconstruct damage resulting from this natural disaster. These funds would provide the department with a vital tool in combating the effects of the storm and provide a major benefit to Alaska residents and communities impacted by this unforeseen event. The scope of work varies by location along Front Street, Nome Council Highway, and Nome-Teller Highway and may include rebuilding structural sections and embankments, repaving, repairing or supplementing remaining rip rap, and repairing/replacing culverts.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$0	\$109,974,706	\$0	\$0	\$109,974,706	\$0
Match	\$0	\$0	\$0	\$0	\$0	
TOTAL	\$0	\$109,974,706	\$0	\$0	\$109,974,706	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	100.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$109,974,706
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	0.00%
Construct (P4)	\$0	\$109,974,706	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate	\$137,468,383
Sub-Funds	
OFF-ER	
Strategic Investment Area	
Resiliency	
Geographic Area	
Rural	
Work Type	
Reconstruction	



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$109,974,706
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Shea Oliver, DOT&PF"

Description: Operators rebuilding seawall at the Breach MP 24.5 Nome-Council Hwy from Typhoon Merbok '22.


Non-Urban Transit Planning

Statewide Non-Urban Transit Planning FTA 5304 apportioned annually for non-urban transit planning.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$164,495	\$166,962	\$169,467	\$172,009	\$672,933	\$0
Match	\$41,124	\$41,740	\$42,367	\$43,002	\$168,233	
TOTAL	\$205,619	\$208,703	\$211,834	\$215,011	\$841,166	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)			\$0	\$0	% Federal	80.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$672,933
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	20.00%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$168,233
Stwd Plng (P8)	\$205,619	\$208,703	\$211,834	\$215,011		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	Strategic Investment Area
\$841,166			
Sub-Funds		Sustainability	
5304		Geographic Area	
		Rural	
		Work Type	
		Planning	





STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$672,933
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		
Construction Year(s)							



Photo Credit: "Staff , DOT&PF"

Description: Image from the Cover of "The Economic Value of Public Transit in Alaska" prepared for DOT&PF May 2022.


Otmeloi Way Reconstruction [CTP Award 2019]

Reconstruct approximately one mile of Otmeloi Way in Kodiak and approximately 530 feet of Mallard Way. Road improvements will include grading, drainage, paving, and construction of pedestrian facilities. Realignment and lighting as needed. Upon completion, ownership and maintenance responsibility for Otmeloi Way and associated facilities will be transferred to the Kodiak Island Borough.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$396,270	\$6,069,000	\$0	\$0	\$6,465,270	\$0
Match	\$158,730	\$2,431,000	\$0	\$0	\$2,589,730	
TOTAL	\$555,000	\$8,500,000	\$0	\$0	\$9,055,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	71.40%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$6,465,270
Design (P2)	\$125,000	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$430,000	\$0	\$0	\$0	% Match	28.60%
Construct (P4)	\$0	\$7,800,000	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$700,000	\$0	\$0	State Match	\$2,589,730
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	
\$9,610,000			
Sub-Funds		Strategic Investment Area	
STBG 5-50k		Safety	
		Geographic Area	
		Rural	
		Work Type	
		Reconstruction	





STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$6,465,270	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

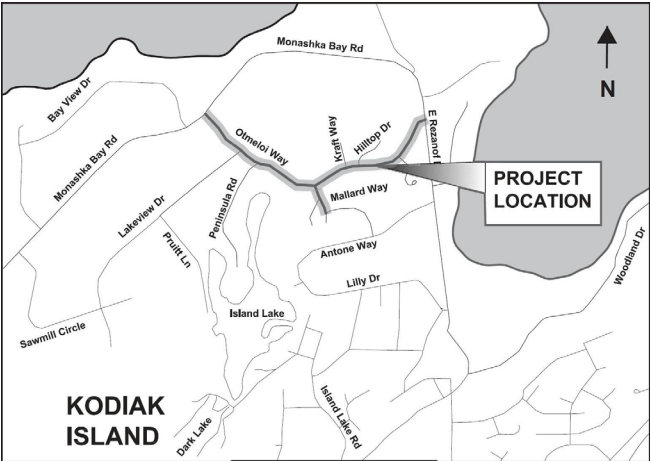


Photo Credit: "Staff , DOT&PF"

Description: Project Location Map

Parks Highway Fish Passage Improvement Plan

This project will replace three culvert sites with bridges and also replace nine sites with appropriate fish passage structures on the Parks Highway in the Susitna River Basin. The completed project will open 51.5 miles of barrier free upstream anadromous habitat and nearly 420 acres of lake habitat.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$4,339,802	\$11,660,198	\$0	\$0	\$16,000,000	\$0
Match	\$1,084,951	\$2,915,049	\$0	\$0	\$4,000,000	
TOTAL	\$5,424,753	\$14,575,248	\$0	\$0	\$20,000,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)			\$0	\$0	% Federal	80.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$16,000,000
Design (P2)	\$5,424,753	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	20.00%
Construct (P4)	\$0	\$14,575,248	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$4,000,000
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$20,000,000
Sub-Funds
OFF-Grant

OFF-Grant



STIP ID #	34315
Location	Parks Highway (Interstate) CR
DOT Region	Central Region
Borough or Census	Corridor
Corridor	
Primary Funding	OFF- Other Federal Funds
Strategic Investment Area	
Geographic Area	
Work Type	

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$16,000,000
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

Construction Year(s) 2025



Photo Credit: "Julie McNamara, DOT&PF"
Description: Straight Through, Alaska Highway.

Parks Highway Milepost 52-57 Big Lake to Houston Reconstruction

Reconstruct the Parks Highway between Milepost 52-57 and include any needed safety and capacity improvements.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$2,850,835	\$0	\$26,218,335	\$0	\$29,069,170	\$0
Match	\$199,165	\$0	\$1,831,665	\$0	\$2,030,830	
TOTAL	\$3,050,000	\$0	\$28,050,000	\$0	\$31,100,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)			\$0	\$0	% Federal	93.47%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$29,069,170
Design (P2)	\$3,000,000	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$50,000	\$0	\$0	\$0	% Match	6.53%
Construct (P4)	\$0		\$28,000,000	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$50,000	\$0	State Match	\$2,030,830
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Strategic Investment Area
\$31,100,000		
Sub-Funds		Safety
NHPP		Geographic Area
		Corridor
		Work Type
		Reconstruction



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$29,069,170	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Julie McNamara, DOT&PF"

Description: Early morning start on Alaska Highway construction.


Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement

The Parks Highway Milepost 99-163 Drainage and Culvert Improvements project constructs improvements to drainage including culvert repair, replacement, and new installations, as necessary to provide for adequate drainage. Proposed improvements will be constructed in logical stages.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$27,973,300	\$7,472,000	\$8,686,200	\$0	\$44,131,500	\$0
Match	\$1,976,700	\$528,000	\$613,800	\$0	\$3,118,500	
TOTAL	\$29,950,000	\$8,000,000	\$9,300,000	\$0	\$47,250,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	93.40%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$44,131,500
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$700,000	\$0	\$0	\$0	% Match	6.60%
Construct (P4)	\$28,900,000	\$8,000,000	\$9,000,000	\$0	Local Match	\$0
Utilities (P7)	\$350,000	\$0	\$300,000	\$0	State Match	\$3,118,500
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	Program
\$47,250,000			
Sub-Funds		Strategic Investment Area	
NHPP		State of Good Repair	
Bridge-HIP		Geographic Area	
		Corridor	
		Work Type	
		Reconstruction	





STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$29,713,856	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$14,417,644		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Benoit Pignon, DOT&PF"

Description: Early night paving. Parks Highway MP231 Project, May 2023.

Parks Highway Milepost 303-306 Reconstruction

Reconstruct the Parks Highway between Mileposts 303-306. Construct intersection and pedestrian safety improvements.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$454,850	\$181,940	\$3,183,950	\$0	\$3,820,740	\$0
Match	\$32,141	\$12,857	\$224,990	\$0	\$269,988	
TOTAL	\$486,991	\$194,797	\$3,408,940	\$0	\$4,090,728	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)			\$0	\$0	% Federal	93.40%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$3,820,740
Design (P2)	\$486,991	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$194,797	\$0	\$0	% Match	6.60%
Construct (P4)	\$0		\$3,408,940	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$269,988
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$4,090,728
Sub-Funds

NHPP



STIP ID #	34304
Location	Nenana
DOT Region	Northern Region
Borough or Census	Yukon-Koyukuk Census Area
Corridor	Parks Highway (Non-Interstate)
Primary Funding	NHPP - National Highway Performance Program

Strategic Investment Area
Economic Vitality
Geographic Area
Corridor
Work Type
Rehabilitation

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$3,820,740	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

Construction Year(s) 2026



Photo Credit: "Briana Bockhorst, DOT&PF"
Description: Denali, Alaska's Beauty from the Parks Highway.

Parks Highway Milepost 315-325 Reconstruction

Reconstruct the Parks Highway from Milepost 315 to Milepost 325 (Fairbanks North Star Borough Boundary), including replacement of Little Goldstream Creek Bridge No. 678 at Milepost 315. Project will include bridge work, roadside hardware, drainage improvements and utilities. Proposed improvements will be constructed in logical stages.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$0	\$0	\$0	\$29,888,000	\$29,888,000	\$82,000,000
Match	\$0	\$0	\$0	\$2,112,000	\$2,112,000	
TOTAL	\$0	\$0	\$0	\$32,000,000	\$32,000,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	93.40%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$29,888,000
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	6.60%
Construct (P4)	\$0		\$0	\$30,000,000	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$2,000,000	State Match	\$2,112,000
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate	\$114,000,000
Sub-Funds	
NHPP	
STIP ID #	22335
Location	Nenana
DOT Region	Northern Region
Borough or Census	Yukon-Koyukuk Census Area
Corridor	Parks Highway (Non-Interstate)
Primary Funding	NHPP - National Highway Performance Program
Strategic Investment Area	State of Good Repair
Geographic Area	
Corridor	
Work Type	Reconstruction



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$29,888,000	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Ray B. Dame, Anchorage Museum at Rasmuson Center"


Description: Alaska Range from highway en route to Denali. View of Alaska Range from highway running to Mount McKinley through Denali National Park and Preserve.

Pavement and Bridge Preservation Program

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

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$142,911,682	\$77,593,400	\$83,168,783	\$73,761,550	\$377,435,415	\$0
Match	\$14,185,913	\$7,702,192	\$8,255,624	\$7,321,829	\$37,465,558	
TOTAL	\$157,097,595	\$85,295,592	\$91,424,407	\$81,083,379	\$414,900,973	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$161,278,929	\$89,140,679	\$92,936,245	\$89,785,062	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$377,435,415
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0		\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$37,812,769
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	Performance Program, BRIDGE
\$414,900,973			
Sub-Funds		Strategic Investment Area	
STBG Flex	NHPP	State of Good Repair	
Bridge-INFRA	Bridge-HIP	Geographic Area	
STBG 50-200k	STBG 5-50k	Alaska-wide	
	PBTC	Work Type	
		Preservation	



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$188,721,025	SA	\$0	HIP OSB	\$15,863,598	PROTECT	\$6,811,657
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$54,564,786		
		\$154	\$0	Bridge-HIP	\$43,121,516		
		\$164	\$0	STBG OSB	\$4,530,062		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$37,491,717	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$19,192,979	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$6,790,864	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

Construction Year(s)



Photo Credit: "Briana Bockhorst, DOT&PF"

Description: I'm being safe! Bluebell working hard at Central Region M&O.

Peger Road Corridor Study

The Peger Road Corridor Study will conduct a detailed analysis of traffic flow, capacity, and safety issues along Peger Road. It includes assessing vehicular, pedestrian, and cyclist dynamics, identifying choke points, and evaluating public transit integration possibilities. The study will also incorporate environmental impact assessments, focusing on noise and air quality.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$272,910	\$0	\$0	\$0	\$272,910	\$0
Match	\$27,090	\$0	\$0	\$0	\$27,090	
TOTAL	\$300,000	\$0	\$0	\$0	\$300,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)			\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$272,910
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0		\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$27,090
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$300,000	\$0	\$0	\$0		

Total Project Estimate		Strategic Investment Area
\$300,000		
Sub-Funds		Economic Vitality
		Geographic Area
		Urban
		Work Type
		Planning

SPR



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164		STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$272,910	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0				
Construction Year(s)				Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Chris Plutt, DOT&PF"

Description: Looking south onto Peger Road in Fairbanks after a September rainfall.

Pelican Ferry Terminal Improvements

Construct terminal improvements with the ability to accommodate all Alaska Marine Highway System (AMHS) Ferries. As part of the "Critical Upgrades to Ferry Dock Infrastructure in Five Rural Alaska Communities" Rural Ferry Program FTA Award, this project aims to modernize and reinforce the terminal.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$1,915,329	\$10,000	\$0	\$13,000,000	\$14,925,329	\$0
Match	\$0	\$0	\$0	\$0	\$0	
TOTAL	\$1,915,329	\$10,000	\$0	\$13,000,000	\$14,925,329	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	100.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$14,925,329
Design (P2)	\$1,915,329	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$10,000	\$0	\$0	% Match	0.00%
Construct (P4)	\$0	\$0	\$0	\$13,000,000	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate	\$15,625,329
Sub-Funds	NHPP FBF OFF-Grant
Strategic Investment Area	Economic Vitality
Geographic Area	Waterways
Work Type	Reconstruction



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$2,000	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$2,983,066	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$11,940,263
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Sarah Roark, DOT&PF"

Description: The M/V LeConte servicing the community of Pelican, in Southeast Alaska.

Petersville Road Milepost 7 Moose Creek Bridge Reconstruction

The Petersville Road project includes the reconstruction of the Moose Creek Bridge at Milepost 7 on Petersville Road. It also entails preserving the pavement of the specified roadway along with essential drainage and other improvements to maintain good repair.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$0	\$873,312	\$0	\$0	\$873,312	\$4,000,000
Match	\$0	\$86,688	\$0	\$0	\$86,688	
TOTAL	\$0	\$960,000	\$0	\$0	\$960,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$873,312
Design (P2)	\$0	\$950,000	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$10,000	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$86,688
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$4,960,000

Sub-Funds

Bridge-HIP



STIP ID #	33696
Location	Talkeetna
DOT Region	Central Region
Borough or Census	Matanuska-Susitna Borough
Corridor	Petersville Road
Primary Funding	BRIDGE

Strategic Investment Area
State of Good Repair
Geographic Area
Corridor
Work Type
Reconstruction

STIP 2024-2027 Fund Source Details

National Highway System	
NHPP	\$0
NHFP	\$0

Safety Program	
SA	\$0
VRU	\$0
S154	\$0
S164	\$0

Bridge Program	
HIP OSB	\$0
Bridge;INFRA	\$0
Bridge-HIP	\$873,312
STBG OSB	\$0

Resiliency	
PROTECT	\$0

STBG Funds	
STBG Flex	\$0
STBG >200k	\$0
STBG 50-200K	\$0
STBG 5-50k	\$0
STBG <5k	\$0

Planning and Research	
SPR	\$0
RES	\$0
URPL	\$0
S&A-SPR	\$0
S&A-Metro	\$0

Sustainability	
CMAQ-M	\$0
CMAQ-F	\$0
NEVI	\$0

FTA Transit Funds	
5303	\$0
5337	\$0
5307	\$0
5339	\$0
5310	\$0
5311	\$0

STGB-TAP Funds	
TAP Flex	\$0
TAP >200K	\$0
TAP 50-200K	\$0
TAP 5-50K	\$0
TAP <5K	\$0

Carbon Reduction Program	
CRP Flex	\$0
CRP>200K	\$0
CRP 50-200K	\$0
CRP 5-50K	\$0
CRP <5K	\$0

Intermodal Programs	
RTP	\$0
FBF	\$0
RAIL	\$0

Civil Rights	
DBE	\$0
OJT	\$0

Other Federal Funds	
OFF FLAP	\$0
OFF ER	\$0
OFF CDS	\$0
OFF Grant	\$0

Innovative Funding	
AC	\$0



Photo Credit: "Steve Banse, DOT&PF"

Description: Moose Creek Bridge on the Petersville Road. Rob Hammel and Jeff Lundeen place the running plank, Jason Lange is drives the spikes, and Rod Blohm is mesures and cuts the lumber.

Port Road Reconstruction

Reconstruct Port Road in Nome and construct pedestrian facilities along Port Road. Work includes reconstruction, roadside hardware, drainage improvements, intersection improvements, ADA improvements, and utilities.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$227,425	\$0	\$4,093,650	\$0	\$4,321,075	\$0
Match	\$22,575	\$0	\$406,350	\$0	\$428,925	
TOTAL	\$250,000	\$0	\$4,500,000	\$0	\$4,750,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$4,321,075
Design (P2)	\$150,000	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$100,000	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$4,400,000	\$0	Local Match	\$214,463
Utilities (P7)	\$0	\$0	\$100,000	\$0	State Match	\$214,463
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$6,175,454
Sub-Funds

STBG <5k



STIP ID #	26057
Location	Nome
DOT Region	Northern Region
Borough or Census	Nome Census Area
Corridor	Port Road
Primary Funding	STBG - Surface Transportation Block Grant

Strategic Investment Area
Economic Vitality
Geographic Area
Rural
Work Type
Reconstruction

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$4,321,075	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Staff , DOT&PF"

Description: The proposed project area in Nome, Alaska. This figure also shows Seppala Drive which is a separate project.

Port Valdez-Frontal Valdez Arm Watershed

Replace an associated group of eight undersized culverts that are sited within four closely spaced anadromous streams within the boundary of the City of Valdez, AK

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$400,000	\$3,880,000	\$0	\$0	\$4,280,000	\$0
Match	\$100,000	\$970,000	\$0	\$0	\$1,070,000	
TOTAL	\$500,000	\$4,850,000	\$0	\$0	\$5,350,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)			\$0	\$0	% Federal	80.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$4,280,000
Design (P2)	\$500,000	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	20.00%
Construct (P4)	\$0	\$4,850,000	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$1,070,000
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate	\$5,350,000	Strategic Investment Area
Sub-Funds	OFF-Grant	
		Geographic Area
		Work Type
		Rehabilitation



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$4,280,000
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Christina Weimer, DOT&PF"

Description: The port of Valdez provides travel to and from Valdez on this winter day - the empty harbor offered a stunning view.

Prince of Wales Neck Lake Road Reconstruction

The project, located in North Prince of Wales Island, extends from the North Prince of Wales Island Highway Island (NPOWI) Highway (Stage 1), Junction with NPOWI Highway (Stage 2) to the Marine Access Facility Junction (Stage 1), Whale Pass seaplane terminal and boat launch ramp (Stage 2). Reconstruct approximately 11.86 miles of Neck Lake Road to provide a narrow two-lane paved road, through a series of activities including clearing, grading, drainage, sub-excavation, base, paving, bridge, and culvert replacement, high reflectivity signage, installation of safety guardrail systems, revegetation, and slope stabilization. The project is currently at Stage 2 out of 2 total stages.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$3,055,000	\$6,566,074	\$0	\$0	\$9,621,074	\$27,500,000
Match	\$195,000	\$419,111	\$0	\$0	\$614,111	
TOTAL	\$3,250,000	\$6,985,185	\$0	\$0	\$10,235,185	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	94.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$9,621,074
Design (P2)	\$0	\$3,970,185	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$300,000	\$0	\$0	% Match	6.00%
Construct (P4)	\$2,600,000	\$2,715,000	\$0	\$0	Local Match	\$307,056
Utilities (P7)	\$650,000	\$0	\$0	\$0	State Match	\$307,056
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$39,914,423
Sub-Funds
STBG 5-50k OFF-FLAP



STIP ID #	33825
Location	Prince of Wales-Hyder Census Area
DOT Region	Southcoast Region
Borough or Census	Prince of Wales-Hyder Census Area
Corridor	Neck Lake Road
Primary Funding	STBG - Surface Transportation Block Grant, OFF- Other Federal Funds
Strategic Investment Area	
State of Good Repair	
Geographic Area	
Rural	
Work Type	
Reconstruction	

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$2,179,174	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$7,441,901
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0				
				Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Baily Watson, DOT&PF"

Description: On Prince of Wales Island, the Craig/Klawock highway is well maintained despite the harsh winter of 2012.

Prince William Sound Area Transportation Plan Update

Update the 2001 Prince William Sound Area Transportation Plan

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$654,984	\$0	\$0	\$0	\$654,984	\$0
Match	\$65,016	\$0	\$0	\$0	\$65,016	
TOTAL	\$720,000	\$0	\$0	\$0	\$720,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$654,984
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$65,016
Stwd Plng (P8)	\$720,000	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$720,000
Sub-Funds

SPR



STIP ID #	32218
Location	Chugach Census Area
DOT Region	Northern Region
Borough or Census	Chugach Census Area
Corridor	
Primary Funding	PLNG -2% Planning Set-Aside
Strategic Investment Area	
Resiliency	
Geographic Area	
Alaska-wide	
Work Type	
Planning	

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$654,984	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		
Construction Year(s)							



Photo Credit: "Toni Bocci, DOT&PF"

Description: M/V Aurora pulling into the port of Cordova on a fall evening.

Railroad Avalanche Control

The Alaska Railroad Corporation (ARRC) Avalanche Control Program will upgrade avalanche mitigation measures to ensure the safety and reliability of railroad operations.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$4,000,000	\$0	\$0	\$0	\$4,000,000	\$0
Match	\$1,000,000	\$0	\$0	\$0	\$1,000,000	
TOTAL	\$5,000,000				\$5,000,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$5,000,000	\$0	\$0	\$0	% Federal	80.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$4,000,000
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	20.00%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$1,000,000
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$5,000,000
Sub-Funds
OFF-Grant



STIP ID #	34021
Location	Alaska-wide: Rail
DOT Region	Alaska-wide
Borough or Census	Alaska-wide: Rail
Corridor	
Primary Funding	OFF- Other Federal Funds
Strategic Investment Area	
Safety	
Geographic Area	
Alaska-wide	
Work Type	
Rehabilitation	

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$4,000,000
TAP <5K	\$0	CRP <5K	\$0				
Construction Year(s)				Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Staff , Alaska Railroad Corporation"

Description: In 2017, Army officials notified all users that artillery for avalanche control will be phased out over the next 15-30 years. Army officials have advised ARRC to begin establishing new methods of avalanche control. Example of LaunchCharge Control Tower


Railroad Bridge Rehabilitation

The Alaska Railroad (ARRC) 500-plus miles of mainline and branch track includes 175 bridges and large culverts (10 or more feet in diameter) that cross barriers ranging from streams to gulches. The ARRC Bridge Program identifies structures requiring upgrade, overhaul or replacement. The ARRC Bridge Program identifies structures requiring upgrade, overhaul or replacement. In pursuit of this program, ARRC's current 5-year plan calls for dozens of bridges to be replaced or rehabilitated by internal and contract workers. In addition to these large projects, ARRC's bridge crews accomplish annual repair, rehabilitation and reconstruction activities to ensure bridge structures continue to safely support ARRC operations.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$37,512,800	\$17,343,970	\$17,604,130	\$17,868,191	\$90,329,090	\$0
Match	\$9,378,200	\$4,335,992	\$4,401,033	\$4,467,048	\$22,582,273	
TOTAL	\$46,891,000	\$21,679,962	\$22,005,162	\$22,335,239	\$112,911,363	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$46,891,000	\$21,679,962	\$22,005,162	\$22,335,239	% Federal	80.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$90,329,090
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	20.00%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$22,582,272
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	
\$112,911,363			
Sub-Funds		Strategic Investment Area	
5337			State of Good Repair
			Geographic Area
			Alaska-wide
			Work Type
			Rehabilitation





STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$68,231,190
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$22,097,900
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Staff , Alaska Railroad Corporation"

Description: The pony truss and timber trestle bridge at MP 86.6 over Bird Creek will be replaced with a bridge comprised of two steel beam spans and a thru-plate girder span.

Railroad Facility Rehabilitation

Replace, repair, or upgrade buildings and related functional appurtenances.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$1,100,000	\$609,000	\$618,135	\$627,407	\$2,954,542	\$0
Match	\$275,000	\$152,250	\$154,534	\$156,852	\$738,636	
TOTAL	\$1,375,000	\$761,250	\$772,669	\$784,259	\$3,693,178	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$1,375,000	\$761,250	\$772,669	\$784,259	% Federal	80.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$2,954,542
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	20.00%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$738,636
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$3,693,178

Sub-Funds
5337 5307

5337 5307



STIP ID #	33245
Location	Alaska-wide: Rail
DOT Region	Alaska-wide
Borough or Census	Alaska-wide: Rail
Corridor	
Primary Funding	FTA-Federal Transit Administration

Strategic Investment Area
State of Good Repair
Geographic Area
Alaska-wide
Work Type
Rehabilitation

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$1,227,272
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$1,727,272
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0				
				Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Staff , Alaska Railroad Corporation"

Description: The Seward Loading Facility (SLF) is located in Seward, Alaska, at the southern terminus of the Alaska Railroad (ARRC). The 30-year-old facility's primary purpose is to unload coal from railcars, convey the coal to storage, reclaim coal from storage, and load coal into bulk ships.

Railroad Flood Mitigation

Replace, repair, or install flood mitigation measures along the Alaska railway system.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$1,000,000	\$507,500	\$515,113	\$522,839	\$2,545,452	\$0
Match	\$250,000	\$126,875	\$128,778	\$130,710	\$636,363	
TOTAL	\$1,250,000	\$634,375	\$643,891	\$653,549	\$3,181,815	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$1,250,000	\$634,375	\$643,891	\$653,549	% Federal	80.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$2,545,452
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	20.00%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$636,363
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$3,181,815

Sub-Funds

5307



STIP ID #	34264
Location	Alaska-wide: Rail
DOT Region	Alaska-wide
Borough or Census	Alaska-wide: Rail
Corridor	
Primary Funding	FTA-Federal Transit Administration

Strategic Investment Area
Safety
Geographic Area
Alaska-wide
Work Type
Rehabilitation

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$2,545,452
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0				
Construction Year(s)				Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Staff , Alaska Railroad Corporation"

Description: Heavy rainfall eroded the pad under the communications hut at ARRC milepost 18.3, near Primrose.

Railroad Signal and Detector System

The Alaska Railroad Corporation (ARRC) will replace defect detectors and talker modules. At each updated site, ARRC crews will remove the old detector, install a new detector, and replace associated communications equipment inside the signal hut. Each site will also gain a weather station. Defect detector replacement improves monitoring capability within the mainline passenger operating area, benefitting train operations, and the safety of employees and the traveling public.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$2,400,000	\$2,436,000	\$2,472,540	\$2,509,628	\$9,818,168	\$1,212,500
Match	\$600,000	\$609,000	\$618,135	\$627,407	\$2,454,542	
TOTAL	\$3,000,000	\$3,045,000	\$3,090,675	\$3,137,035	\$12,272,710	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$3,000,000	\$3,045,000	\$3,090,675	\$3,137,035	% Federal	80.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$9,818,168
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	20.00%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$2,454,542
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$13,485,210
Sub-Funds
5337 5307



STIP ID #	33243
Location	Alaska-wide: Rail
DOT Region	Alaska-wide
Borough or Census	Alaska-wide: Rail
Corridor	
Primary Funding	FTA-Federal Transit Administration
Strategic Investment Area	
Safety	
Geographic Area	
Alaska-wide	
Work Type	
Rehabilitation	

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$8,181,807
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$1,636,361
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		
Construction Year(s)							



Photo Credit: "Staff , Alaska Railroad Corporation"

Description: An existing detector site along the Alaska Railroad. Defect detectors are installed in-track to monitor train equipment as it rolls over.


Railroad Improvement Program

The Alaska Railroad Corporation's Railroad Improvement Program includes diverse projects for rail infrastructure and service enhancement. The projects collectively advance Alaska's rail infrastructure and transportation system and leverage funding from previous years to completed in-progress projects that have experienced delays.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$44,918,425	\$0	\$0	\$0	\$44,918,425	\$0
Match	\$11,229,606	\$0	\$0	\$0	\$11,229,606	
TOTAL	\$56,148,031				\$56,148,031	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$56,148,031	\$0	\$0	\$0	% Federal	80.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$44,918,425
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	20.00%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$11,229,606
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding		
\$56,148,031				
Sub-Funds			Strategic Investment Area	
5307	5337		State of Good Repair	
			Geographic Area	
			Alaska-wide	
			Work Type	



STATE OF ALASKA
STIP

STIP ID #	34400
Location	Alaska-wide: Rail
DOT Region	Alaska-wide
Borough or Census	Alaska-wide: Rail
Corridor	
Primary Funding	FTA-Federal Transit Administration



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164		STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$36,572,256
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$8,346,169
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0				
Construction Year(s)				Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Amanda Del Frate, DOT&PF"

Description: NSAA Ski Train in Curry and its Furry Volunteer, March 2023


Railroad Locomotive Equipment

The Alaska Railroad (ARRC) has a fleet of 45 passenger-related train vehicles, including 30 coaches, six diners, six baggage cars, two business cars for charter groups, and one self-propelled diesel multiple unit (DMU). The 53-strong locomotive fleet includes 28 SD70MACs, with 12 equipped with headend-power (HEP) to supply electricity to passenger railcars. The fleet also features eight GP38-2s, 15 GP40-2s, and two power/cab cars. ARRC continuously works on upgrading older equipment and acquiring newer equipment to expand its passenger services. Work includes overhauling locomotives.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$800,000	\$812,000	\$824,180	\$836,542	\$3,272,722	\$5,400,000
Match	\$200,000	\$203,000	\$206,045	\$209,136	\$818,181	
TOTAL	\$1,000,000	\$1,015,000	\$1,030,225	\$1,045,678	\$4,090,903	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$1,000,000	\$1,015,000	\$1,030,225	\$1,045,678	% Federal	80.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$3,272,722
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	20.00%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$818,181
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	
\$9,490,903			
Sub-Funds		Strategic Investment Area	
5337		State of Good Repair	
		Geographic Area	
		Alaska-wide	
		Work Type	
		Reconstruction	





STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$3,272,723
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		
Construction Year(s)							



Photo Credit: "Staff , Alaska Railroad Corporation"

Description: GP40-2 Locomotive. The Alaska Railroad (ARRC) locomotive overhauls now include emission control measures that bring older locomotives into compliance with new more stringent Environmental Protection Agency (EPA) tiered standards.

Railroad Operations Support Facilities

The Alaska Railroad (ARRC) has over 500 miles of track and maintains an extensive inventory of facilities to support its rail operations. The proposed Operations Support Facilities program is focused on support operations and maintenance facilities. The program proposes to install, rehabilitate and replace, as appropriate, operational support facilities intended for use by employees operating trains or maintaining track infrastructure.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$520,000	\$507,500	\$515,113	\$522,839	\$2,065,452	\$4,258,000
Match	\$130,000	\$126,875	\$128,778	\$130,710	\$516,363	
TOTAL	\$650,000	\$634,375	\$643,891	\$653,549	\$2,581,815	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$650,000	\$634,375	\$643,891	\$653,549	% Federal	80.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$2,065,452
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	20.00%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$516,363
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate	\$6,839,815
Sub-Funds	5307
Strategic Investment Area	State of Good Repair
Geographic Area	Alaska-wide
Work Type	New Construction



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$2,065,452
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0				
				Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Staff , Alaska Railroad Corporation"

Description: The Operations Support Facilities Program will focus first on employee housing (sleeping location, restrooms, etc.), administrative facilities (office and breakrooms), and support facilities (vehicle/machine storage and maintenance) in areas where no housing or limited report-to-work type capabilities exist.

Railroad Passenger Equipment

The Alaska Railroad (ARRC) has a fleet of 45 passenger-related train vehicles, including 30 coaches, six diners, six baggage cars, two business cars for charter groups, and one self-propelled diesel multiple unit (DMU). The 53-strong locomotive fleet includes 28 SD70MACs, with 12 equipped with headend-power (HEP) to supply electricity to passenger railcars. The fleet also features eight GP38-2s, 15 GP40-2s, and two power/cab cars. ARRC continuously works on upgrading older equipment and acquiring newer equipment to expand its passenger services. Upgrades include repainting, interior restoration, refurbishing power generation cars, and rehabilitating railcar trucks.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$3,041,600	\$3,087,224	\$3,133,532	\$3,180,535	\$12,442,891	\$6,625,000
Match	\$760,400	\$771,806	\$783,383	\$795,134	\$3,110,723	
TOTAL	\$3,802,000	\$3,859,030	\$3,916,915	\$3,975,669	\$15,553,614	

	2024	2025	2026	2027
Multiple (P0)	\$3,802,000	\$3,859,030	\$3,916,915	\$3,975,669
Misc. (P1)	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0
Planning (P9)	\$0	\$0	\$0	\$0

2024-27 Federal Funds	
% Federal	80.00%
Total	\$12,442,891

2024-27 Non-Federal Funds	
% Match	20.00%
Local Match	\$3,110,723
State Match	\$0

Total Project Estimate
\$22,178,614

Sub-Funds

5337



STIP ID #	20854
Location	Alaska-wide: Rail
DOT Region	Alaska-wide
Borough or Census	Alaska-wide: Rail
Corridor	
Primary Funding	FTA-Federal Transit Administration

Strategic Investment Area
State of Good Repair
Geographic Area
Alaska-wide
Work Type
Reconstruction

STIP 2024-2027 Fund Source Details

National Highway System	
NHPP	\$0
NHFP	\$0

Safety Program	
SA	\$0
VRU	\$0
S154	\$0
S164	\$0

Bridge Program	
HIP OSB	\$0
Bridge;INFRA	\$0
Bridge-HIP	\$0
STBG OSB	\$0

Resiliency	
PROTECT	\$0

STBG Funds	
STBG Flex	\$0
STBG >200k	\$0
STBG 50-200K	\$0
STBG 5-50k	\$0
STBG <5k	\$0

Planning and Research	
SPR	\$0
RES	\$0
URPL	\$0
S&A-SPR	\$0
S&A-Metro	\$0

Sustainability	
CMAQ-M	\$0
CMAQ-F	\$0
NEVI	\$0

FTA Transit Funds	
5303	\$0
5337	\$12,442,891
5307	\$0
5339	\$0
5310	\$0
5311	\$0

STGB-TAP Funds	
TAP Flex	\$0
TAP >200K	\$0
TAP 50-200K	\$0
TAP 5-50K	\$0
TAP <5K	\$0

Carbon Reduction Program	
CRP Flex	\$0
CRP>200K	\$0
CRP 50-200K	\$0
CRP 5-50K	\$0
CRP <5K	\$0

Intermodal Programs	
RTP	\$0
FBF	\$0
RAIL	\$0

Civil Rights	
DBE	\$0
OJT	\$0

Other Federal Funds	
OFF FLAP	\$0
OFF ER	\$0
OFF CDS	\$0
OFF Grant	\$0

Innovative Funding	
AC	\$0



Photo Credit: "Staff , Alaska Railroad Corporation"

Description: Left to Right: GP-38 locomotive (No. 2001), GP 40-2 locomotive (No. 3013) and SD70MAC locomotive (No. 4324).

Construction Year(s)


Railroad Portage Station Improvements

A collaborative project will improve transportation and recreation facilities at Portage Station, about 10 miles south of Girdwood. The facility is situated along the Seward Highway and along the Alaska Railroad mainline at the juncture with the ARRC Whittier Branch track. The project includes elevating facility land for better drainage and traffic, paving and striping the parking area with a bus zone, and adding sidewalks and crosswalks for safety. Passenger amenities will be enhanced by relocating the rail platform and station, adding shelters with seating and vault toilets, and installing a forest trailhead kiosk. The track will be upgraded to an interlaced design for a full-level passenger platform.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$2,810,000	\$0	\$0	\$0	\$2,810,000	\$2,986,000
Match	\$702,500	\$0	\$0	\$0	\$702,500	
TOTAL	\$3,512,500				\$3,512,500	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$3,512,500	\$0	\$0	\$0	% Federal	80.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$2,810,000
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	20.00%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$702,500
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	Strategic Investment Area
\$6,498,500			
Sub-Funds			
5307	OFF-FLAP		
		State of Good Repair	
		Geographic Area	
		Alaska-wide	
		Work Type	
		Reconstruction	





STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$1,040,000
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$1,770,000
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Staff , Alaska Railroad Corporation"

Description: The existing passenger platform at the Portage Station will be relocated south and expanded. Limited gravel parking areas will be expanded, paved and striped.

Railroad Positive Train Control

The Alaska Railroad (ARRC) is pursuing a multi-phased program to design, develop and implement a fail-safe Positive Train Control (PTC) system that prevents human errors that may cause catastrophic results. PTC integrates four major segments: office, locomotive, wayside equipment, and communications. The PTC project replaces an older outdated Computer Aided Dispatch (CAD) system and includes a locomotive on-board computer system, 220 megahertz (MHz) VHF packet data radio technology, Global Positioning System (GPS) locator technology, and upgrades to the back-haul fiber and microwave communications.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$100,000	\$101,500	\$103,022	\$104,568	\$409,090	\$125,000
Match	\$25,000	\$25,375	\$25,756	\$26,142	\$102,273	
TOTAL	\$125,000	\$126,875	\$128,778	\$130,710	\$511,363	

	2024	2025	2026	2027
Multiple (P0)	\$125,000	\$126,875	\$128,778	\$130,710
Misc. (P1)	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0
Planning (P9)	\$0	\$0	\$0	\$0

2024-27 Federal Funds	
% Federal	80.00%
Total	\$409,090

2024-27 Non-Federal Funds	
% Match	20.00%
Local Match	\$102,273
State Match	\$0

Total Project Estimate
\$636,363

Sub-Funds

5337 5307



STIP ID #	19664
Location	Alaska-wide: Rail
DOT Region	Alaska-wide
Borough or Census	Alaska-wide: Rail
Corridor	
Primary Funding	FTA-Federal Transit Administration

Strategic Investment Area
Safety
Geographic Area
Alaska-wide
Work Type
Rehabilitation

STIP 2024-2027 Fund Source Details

National Highway System	
NHPP	\$0
NHFP	\$0

Safety Program	
SA	\$0
VRU	\$0
S154	\$0
S164	\$0

Bridge Program	
HIP OSB	\$0
Bridge;INFRA	\$0
Bridge-HIP	\$0
STBG OSB	\$0

Resiliency	
PROTECT	\$0

STBG Funds	
STBG Flex	\$0
STBG >200k	\$0
STBG 50-200K	\$0
STBG 5-50k	\$0
STBG <5k	\$0

Planning and Research	
SPR	\$0
RES	\$0
URPL	\$0
S&A-SPR	\$0
S&A-Metro	\$0

Sustainability	
CMAQ-M	\$0
CMAQ-F	\$0
NEVI	\$0

FTA Transit Funds	
5303	\$0
5337	\$204,545
5307	\$204,545
5339	\$0
5310	\$0
5311	\$0

STGB-TAP Funds	
TAP Flex	\$0
TAP >200K	\$0
TAP 50-200K	\$0
TAP 5-50K	\$0
TAP <5K	\$0

Carbon Reduction Program	
CRP Flex	\$0
CRP>200K	\$0
CRP 50-200K	\$0
CRP 5-50K	\$0
CRP <5K	\$0

Intermodal Programs	
RTP	\$0
FBF	\$0
RAIL	\$0

Civil Rights	
DBE	\$0
OJT	\$0

Other Federal Funds	
OFF FLAP	\$0
OFF ER	\$0
OFF CDS	\$0
OFF Grant	\$0

Innovative Funding	
AC	\$0

Construction Year(s)

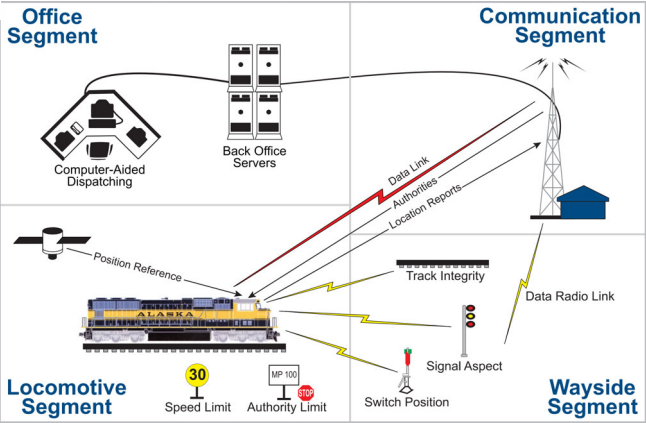


Photo Credit: "Staff , Alaska Railroad Corporation"

Description: Positive Train Control (PTC) systems monitor and control train movements, and provide improved information for decision-making. If warranted, PTC will stop a train if it exceeds safe speeds, moves into areas without authority, or detects potentially unsafe track conditions.

Railroad Preventative Maintenance

This project partially funds statewide operating and maintenance costs related to passenger transit railway services. Additionally, includes passenger vehicle railcars and locomotives capital rehabilitation to extend functionality and serviceability of the asset.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$17,050,000	\$17,305,750	\$17,565,336	\$17,828,816	\$69,749,902	\$0
Match	\$4,262,500	\$4,326,438	\$4,391,334	\$4,457,204	\$17,437,476	
TOTAL	\$21,312,500	\$21,632,188	\$21,956,670	\$22,286,020	\$87,187,378	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$21,312,500	\$21,632,188	\$21,956,670	\$22,286,020	% Federal	80.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$69,749,902
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	20.00%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$17,437,476
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$87,187,378
Sub-Funds
5337 5307



STIP ID #	19658
Location	Alaska-wide: Rail
DOT Region	Alaska-wide
Borough or Census	Alaska-wide: Rail
Corridor	
Primary Funding	FTA-Federal Transit Administration
Strategic Investment Area	
State of Good Repair	
Geographic Area	
Alaska-wide	
Work Type	
Preservation	

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$58,273,380
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$11,476,522
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		
Construction Year(s)							



Photo Credit: "Staff , Alaska Railroad Corporation"

Description: Built in 1921, the 914-foot Hurricane Gulch Bridge at Milepost 284.2 is a remarkable feat of engineering. It is eligible for the National Register of Historical Places. This photo of this iconic bridge is part of the Alaska Railroad's collection of historic photos arc

Railroad Right-of-way Clearing

The Alaska Railroad (ARRC) is clearing stretches of mainline right-of-way to reduce wildland fire risks and to enhance track safety for train operations and the public. This project includes tree and brush removal along the 200-foot-wide ROW. This project promotes ARRC's top core value — safety — by mitigating wildland fire threats, and improving line-of-sight.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$400,000	\$406,000	\$412,090	\$418,271	\$1,636,362	\$0
Match	\$100,000	\$101,500	\$103,023	\$104,568	\$409,090	
TOTAL	\$500,000	\$507,500	\$515,113	\$522,839	\$2,045,452	

	2024	2025	2026	2027
Multiple (P0)	\$500,000	\$507,500	\$515,113	\$522,839
Misc. (P1)	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0
Planning (P9)	\$0	\$0	\$0	\$0

2024-27 Federal Funds	
% Federal	80.00%
Total	\$1,636,362

2024-27 Non-Federal Funds	
% Match	20.00%
Local Match	\$409,091
State Match	\$0

Total Project Estimate
\$2,045,452

Sub-Funds

5307



STIP ID #	34413
Location	Alaska-wide: Rail
DOT Region	Alaska-wide
Borough or Census	Alaska-wide: Rail
Corridor	
Primary Funding	FTA-Federal Transit Administration

Strategic Investment Area
Safety
Geographic Area
Alaska-wide
Work Type
Maintenance and Operations

STIP 2024-2027 Fund Source Details

National Highway System	
NHPP	\$0
NHFP	\$0

Safety Program	
SA	\$0
VRU	\$0
S154	\$0
S164	

Bridge Program	
HIP OSB	\$0
Bridge;INFRA	\$0
Bridge-HIP	\$0
STBG OSB	\$0

Resiliency	
PROTECT	\$0

STBG Funds	
STBG Flex	\$0
STBG >200k	\$0
STBG 50-200K	\$0
STBG 5-50k	\$0
STBG <5k	\$0

Planning and Research	
SPR	\$0
RES	\$0
URPL	\$0
S&A-SPR	\$0
S&A-Metro	\$0

Sustainability	
CMAQ-M	\$0
CMAQ-F	\$0
NEVI	\$0

FTA Transit Funds	
5303	\$0
5337	\$0
5307	\$1,636,361
5339	\$0
5310	\$0
5311	\$0

STGB-TAP Funds	
TAP Flex	\$0
TAP >200K	\$0
TAP 50-200K	\$0
TAP 5-50K	\$0
TAP <5K	\$0

Carbon Reduction Program	
CRP Flex	\$0
CRP>200K	\$0
CRP 50-200K	\$0
CRP 5-50K	\$0
CRP <5K	\$0

Intermodal Programs	
RTP	\$0
FBF	\$0
RAIL	\$0

Civil Rights	
DBE	\$0
OJT	\$0

Other Federal Funds	
OFF FLAP	\$0
OFF ER	\$0
OFF CDS	\$0
OFF Grant	\$0

Innovative Funding	
AC	\$0

Construction Year(s)



Photo Credit: "Staff , Alaska Railroad Corporation"

Description: The stretch of Alaska Railroad right-of-way near Willow shows the results of clearing work.

Railroad Slide Zone Mitigation

The Alaska Railroad Corporation (ARRC) program will repair and rebuild structures damaged by landslides and erosion, including tracks, drainage systems, and retaining walls. The project will focus on repairing facilities and drainage structures to ensure safety, mitigating surface runoff to prevent future erosion and slope failures, and constructing necessary facilities to eliminate risks of further embankment damage, safeguarding the integrity of the rail infrastructure and preventing transportation disruptions.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$2,500,000	\$507,500	\$515,113	\$522,839	\$4,045,452	\$3,125,000
Match	\$625,000	\$126,875	\$128,778	\$130,710	\$1,011,363	
TOTAL	\$3,125,000	\$634,375	\$643,891	\$653,549	\$5,056,815	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$3,125,000	\$634,375	\$643,891	\$653,549	% Federal	80.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$4,045,452
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	20.00%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$1,011,363
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$8,181,815
Sub-Funds
5307



STIP ID #	34263
Location	Alaska-wide: Rail
DOT Region	Alaska-wide
Borough or Census	Alaska-wide: Rail
Corridor	
Primary Funding	FTA-Federal Transit Administration
Strategic Investment Area	
Safety	
Geographic Area	
Alaska-wide	
Work Type	
Rehabilitation	

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$4,045,452
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0				
Construction Year(s)				Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Staff , Alaska Railroad Corporation"

Description: A retaining wall at ARRC milepost 52.24 is damaged from wash-out conditions.

Railroad Technology Infrastructure

The Alaska Railroad (ARRC) will replace or upgrade technology and networking hardware, software, and connectivity components on the Alaska Railroad.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$1,000,000	\$1,015,000	\$1,030,225	\$1,045,678	\$4,090,903	\$1,000,000
Match	\$250,000	\$253,750	\$257,556	\$261,420	\$1,022,726	
TOTAL	\$1,250,000	\$1,268,750	\$1,287,781	\$1,307,098	\$5,113,629	

	2024	2025	2026	2027
Multiple (P0)	\$1,250,000	\$1,268,750	\$1,287,781	\$1,307,098
Misc. (P1)	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0
Planning (P9)	\$0	\$0	\$0	\$0

2024-27 Federal Funds	
% Federal	80.00%
Total	\$4,090,903

2024-27 Non-Federal Funds	
% Match	20.00%
Local Match	\$1,022,726
State Match	\$0

Total Project Estimate
\$6,113,629
Sub-Funds

5337



STIP ID #	33244
Location	Alaska-wide: Rail
DOT Region	Alaska-wide
Borough or Census	Alaska-wide: Rail
Corridor	
Primary Funding	FTA-Federal Transit Administration
Strategic Investment Area	
Safety	
Geographic Area	
Alaska-wide	
Work Type	
Reconstruction	

STIP 2024-2027 Fund Source Details

National Highway System	
NHPP	\$0
NHFP	\$0

Safety Program	
SA	\$0
VRU	\$0
S154	\$0
S164	\$0

Bridge Program	
HIP OSB	\$0
Bridge;INFRA	\$0
Bridge-HIP	\$0
STBG OSB	\$0

Resiliency	
PROTECT	\$0

STBG Funds	
STBG Flex	\$0
STBG >200k	\$0
STBG 50-200K	\$0
STBG 5-50k	\$0
STBG <5k	\$0

Planning and Research	
SPR	\$0
RES	\$0
URPL	\$0
S&A-SPR	\$0
S&A-Metro	\$0

Sustainability	
CMAQ-M	\$0
CMAQ-F	\$0
NEVI	\$0

FTA Transit Funds	
5303	\$0
5337	\$4,090,903
5307	\$0
5339	\$0
5310	\$0
5311	\$0

STGB-TAP Funds	
TAP Flex	\$0
TAP >200K	\$0
TAP 50-200K	\$0
TAP 5-50K	\$0
TAP <5K	\$0

Carbon Reduction Program	
CRP Flex	\$0
CRP>200K	\$0
CRP 50-200K	\$0
CRP 5-50K	\$0
CRP <5K	\$0

Intermodal Programs	
RTP	\$0
FBF	\$0
RAIL	\$0

Civil Rights	
DBE	\$0
OJT	\$0

Other Federal Funds	
OFF FLAP	\$0
OFF ER	\$0
OFF CDS	\$0
OFF Grant	\$0

Innovative Funding	
AC	\$0

Construction Year(s)



Photo Credit: "Staff , Alaska Railroad Corporation"

Description: Section houses are the railroad's maintenance of way (MOW) operational hubs along the main line. These facilities house people and equipment that support track, bridge and communications infrastructure. The telecommunications room in the Talkeetna Section House provides the networked link to the railroad's depot, the hub of railroad ticket sales and guest services.

Railroad Track Rehabilitation

The Alaska Railroad (ARRC) continues an ongoing track rehabilitation program to upgrade the main line, sidings, and yards from Seward to Fairbanks. Rail is replaced when it has worn away in curves, or become severely battered in tangent sections. The program includes replacing wood ties, track bed surfacing, yard improvements, drainage improvements through culvert repair, embankment fortification, rail gauging which involves measuring the distance between rails, the pick-up and clean-up of ties and rails, removing and replacing fouled ballast through a contract, and relaying continuous welded rail (CWR).

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$23,776,512	\$5,259,552	\$5,338,445	\$5,418,522	\$39,793,030	\$0
Match	\$5,944,128	\$1,314,888	\$1,334,611	\$1,354,631	\$9,948,258	
TOTAL	\$29,720,640	\$6,574,440	\$6,673,056	\$6,773,152	\$49,741,288	

	2024	2025	2026	2027
Multiple (P0)	\$29,720,640	\$6,574,440	\$6,673,056	\$6,773,152
Misc. (P1)	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0
Planning (P9)	\$0	\$0	\$0	\$0

2024-27 Federal Funds	
% Federal	80.00%
Total	\$39,793,030

2024-27 Non-Federal Funds	
% Match	20.00%
Local Match	\$9,948,257
State Match	\$0

Total Project Estimate
\$49,741,288

Sub-Funds
5337 5307



STIP ID #	19634
Location	Alaska-wide: Rail
DOT Region	Alaska-wide
Borough or Census	Alaska-wide: Rail
Corridor	
Primary Funding	FTA-Federal Transit Administration
Strategic Investment Area	
State of Good Repair	
Geographic Area	
Alaska-wide	
Work Type	
Rehabilitation	

STIP 2024-2027 Fund Source Details

National Highway System	
NHPP	\$0
NHFP	\$0

Safety Program	
SA	\$0
VRU	\$0
S154	\$0
S164	\$0

Bridge Program	
HIP OSB	\$0
Bridge;INFRA	\$0
Bridge-HIP	\$0
STBG OSB	\$0

Resiliency	
PROTECT	\$0

STBG Funds	
STBG Flex	\$0
STBG >200k	\$0
STBG 50-200K	\$0
STBG 5-50k	\$0
STBG <5k	\$0

Planning and Research	
SPR	\$0
RES	\$0
URPL	\$0
S&A-SPR	\$0
S&A-Metro	\$0

Sustainability	
CMAQ-M	\$0
CMAQ-F	\$0
NEVI	\$0

FTA Transit Funds	
5303	\$0
5337	\$10,803,717
5307	\$26,339,314
5339	\$0
5310	\$0
5311	\$0

STGB-TAP Funds	
TAP Flex	\$0
TAP >200K	\$0
TAP 50-200K	\$0
TAP 5-50K	\$0
TAP <5K	\$0

Carbon Reduction Program	
CRP Flex	\$0
CRP>200K	\$0
CRP 50-200K	\$0
CRP 5-50K	\$0
CRP <5K	\$0

Intermodal Programs	
RTP	\$0
FBF	\$0
RAIL	\$0

Civil Rights	
DBE	\$0
OJT	\$0

Other Federal Funds	
OFF FLAP	\$0
OFF ER	\$0
OFF CDS	\$0
OFF Grant	\$2,650,000

Innovative Funding	
AC	\$0

Construction Year(s)



Photo Credit: "Judy Patrick, Alaska Railroad Corporation"

Description: Rail replacement operations.

Railroad Transit Asset Management

The Alaska Railroad Corporation (ARRC) Transit Asset Management program will enhance the management, maintenance, and capital improvements of ARRC's transit assets.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$1,500,000	\$1,116,500	\$1,133,247	\$1,150,246	\$4,899,994	\$0
Match	\$375,000	\$279,125	\$283,312	\$287,562	\$1,224,999	
TOTAL	\$1,875,000	\$1,395,625	\$1,416,559	\$1,437,808	\$6,124,992	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$1,875,000	\$1,395,625	\$1,416,559	\$1,437,808	% Federal	80.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$4,899,994
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	20.00%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$1,224,999
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$6,124,992
Sub-Funds
5337 5307



STIP ID #	31090
Location	Alaska-wide: Rail
DOT Region	Alaska-wide
Borough or Census	Alaska-wide: Rail
Corridor	
Primary Funding	FTA-Federal Transit Administration
Strategic Investment Area	
State of Good Repair	
Geographic Area	
Alaska-wide	
Work Type	
Planning	

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164		STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$2,045,452
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$2,854,542
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0				
Construction Year(s)				Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Staff , Alaska Railroad Corporation"

Description: Railroad Bridge at ARRC milepost 25.4 crosses Falls Creek about 20 miles north of Seward and 4 miles south of Moose Pass.

Railroad Transit Radio and Communication System

The Alaska Railroad (ARRC) is improving communication sites along the ARRC route to support train operations via radio communication with train crew, and enabling data flow that informs signal devices and components of the positive train control system. Telecommunications and wayside equipment — some housed in shelters or huts — are connected to various electrical power generation systems. This program will replace, upgrade, or improve radio and communication locations, systems, or components.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$400,000	\$406,000	\$412,090	\$418,271	\$1,636,362	\$500,000
Match	\$100,000	\$101,500	\$103,023	\$104,568	\$409,090	
TOTAL	\$500,000	\$507,500	\$515,113	\$522,839	\$2,045,452	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$500,000	\$507,500	\$515,113	\$522,839	% Federal	80.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$1,636,362
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	20.00%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$409,091
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$2,545,452
Sub-Funds

5337



STIP ID #	31091
Location	Alaska-wide: Rail
DOT Region	Alaska-wide
Borough or Census	Alaska-wide: Rail
Corridor	
Primary Funding	FTA-Federal Transit Administration
Strategic Investment Area	
Safety	
Geographic Area	
Alaska-wide	
Work Type	
Reconstruction	

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$1,636,361
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		
Construction Year(s)							



Photo Credit: "Staff , Alaska Railroad Corporation"

Description: Hunter Communications Site at ARRC milepost 40.0. In urban areas, communications sites have access to commercial power, but along remote stretches of track, equipment must be powered with on-site systems that are hardy and reliable.

Railroad Transit Security Associated Transit Improvements

Purchase and install surveillance equipment system-wide, and other security expenses as appropriate. Transit enhancement projects system-wide such as rest rooms, wheel chair lifts, intuitive signage, and other enhancements as may be identified.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$20,000	\$20,300	\$20,605	\$20,914	\$81,818	\$15,000
Match	\$5,000	\$5,075	\$5,151	\$5,229	\$20,455	
TOTAL	\$25,000	\$25,375	\$25,756	\$26,142	\$102,273	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$25,000	\$25,375	\$25,756	\$26,142	% Federal	80.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$81,818
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	20.00%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$20,454
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate	\$117,273
Sub-Funds	5337 5307
Strategic Investment Area	Safety
Geographic Area	Alaska-wide
Work Type	Reconstruction



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$40,909
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$40,909
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0				
Construction Year(s)				Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

STIP ID #	21314
Location	Alaska-wide: Rail
DOT Region	Alaska-wide
Borough or Census	Alaska-wide: Rail
Corridor	
Primary Funding	FTA-Federal Transit Administration

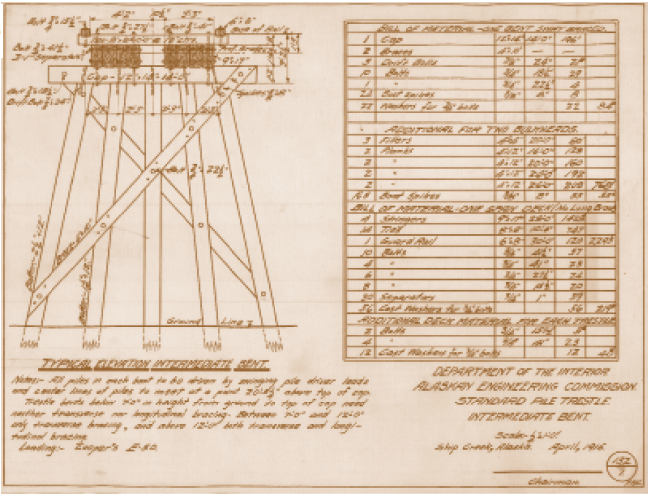


Photo Credit: "Staff , Alaska Railroad Corporation"

Description: The Alaska Railroad (ARRC) is an important part of Alaska's history. The corporation actively celebrates the railroad's heritage and supports historic preservation efforts related to railroad assets and infrastructure. This Alaskan Engineering Commission drawing of timber trestle bridge standards was created in 1915.

Railroad Tunnel Rehabilitation

Replace, repair, or upgrade tunnels and related infrastructure or functional appurtenances.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$4,800,000	\$812,000	\$824,180	\$836,542	\$7,272,722	\$6,000,000
Match	\$1,200,000	\$203,000	\$206,045	\$209,136	\$1,818,181	
TOTAL	\$6,000,000	\$1,015,000	\$1,030,225	\$1,045,678	\$9,090,903	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$6,000,000	\$1,015,000	\$1,030,225	\$1,045,678	% Federal	80.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$7,272,722
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	20.00%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$1,818,181
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$15,090,903

Sub-Funds

5307



STIP ID #	33882
Location	Alaska-wide: Rail
DOT Region	Alaska-wide
Borough or Census	Alaska-wide: Rail
Corridor	
Primary Funding	FTA-Federal Transit Administration
Strategic Investment Area	
State of Good Repair	
Geographic Area	
Alaska-wide	
Work Type	
Rehabilitation	

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$7,272,723
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0				
				Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

Construction Year(s)



Photo Credit: "Staff , Alaska Railroad Corporation"

Description: Anton Anderson Memorial Tunnel. Asphalt in the rail flangeways is broken up before removal.

Recreational Trails Program

Enhance outdoor recreational activities through funding of recreational trail projects across Alaska.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$4,171,110	\$1,582,208	\$1,605,941	\$1,581,738	\$8,940,997	\$0
Match	\$414,039	\$157,055	\$159,411	\$157,009	\$887,515	
TOTAL	\$4,585,149	\$1,739,263	\$1,765,352	\$1,738,747	\$9,828,512	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$4,585,149	\$1,739,263	\$1,765,352	\$1,738,747	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$8,940,997
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$887,515
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$9,828,512
Sub-Funds

RTP



STIP ID #	12259
Location	Alaska-wide
DOT Region	Alaska-wide
Borough or Census	Alaska-wide
Corridor	
Primary Funding	RTP - Recreational Trails Program
Strategic Investment Area	
Sustainability	
Geographic Area	
Urban	
Work Type	
Trails	

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$8,940,997	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		
Construction Year(s)							



Photo Credit: "James Starzec, DOT&PF"

Description: Chugach Connector Phase II Ribbon Cutting. This trail project connects Regal Mountain Drive to the trail at Campbell Airstrip Road and will serve as an important east-west connector providing safe, accessible bicycle and pedestrian travel from East Anchorage to Far North Bicentennial Park.

Redoubt Avenue and Smith Way Rehabilitation [CTP Award 2019]

Reconstruct two abutting roadways in Soldotna including Redoubt Ave (east of N Binkley St) and Smith Way to meet current design standards adopted by DOT&PF. Work includes replacing pavement structural sections for the roadway, sidewalks and shared-use-pathways; ADA improvements for sidewalks and curb ramps; roadside hardware; intersection improvements; and drainage improvements.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$314,756	\$363,880	\$5,085,223	\$0	\$5,763,859	\$0
Match	\$31,244	\$36,120	\$504,777	\$0	\$572,141	
TOTAL	\$346,000	\$400,000	\$5,590,000	\$0	\$6,336,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$5,763,859
Design (P2)	\$346,000	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$400,000	\$0	\$0	% Match	9.03%
Construct (P4)	\$0		\$4,950,000	\$0	Local Match	\$572,141
Utilities (P7)	\$0	\$0	\$640,000	\$0	State Match	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate	\$6,336,000
Sub-Funds	STBG <5k
Strategic Investment Area	State of Good Repair
Geographic Area	Rural
Work Type	Rehabilitation



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$5,763,859	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0				
				Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

Construction Year(s) 2026



Photo Credit: "Cassie Raymond, DOT&PF"

Description: Keep 'er Movin'!

Research and Technology Transfer Program

Federally funded research projects are selected by the Statewide Research Board to improve the quality and efficiency of Alaska's Transportation network. Example: Improve pavement materials to reduce rutting due to studded tires. This also pays for dues to other research entities that the State of Alaska is required to participate in.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$7,998,994	\$3,307,861	\$3,357,479	\$3,407,841	\$18,072,175	\$0
Match	\$794,008	\$328,350	\$333,275	\$338,274	\$1,793,907	
TOTAL	\$8,793,002	\$3,636,211	\$3,690,754	\$3,746,115	\$19,866,082	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)			\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$18,072,175
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0		\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$1,793,907
Stwd Plng (P8)	\$8,793,002	\$3,636,211	\$3,690,754	\$3,746,115		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$19,866,082

Sub-Funds

RES



STIP ID #	6451
Location	Alaska-wide: SPR
DOT Region	Alaska-wide
Borough or Census	Alaska-wide: SPR
Corridor	
Primary Funding	RES - Research Funds
Strategic Investment Area	
Resiliency	
Geographic Area	
Alaska-wide	
Work Type	
Planning	

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		\$154	\$0	Bridge-HIP	\$0		
		\$164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$18,072,175	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		
Construction Year(s)							




Photo Credit: "Staff , DOT&PF"

Description: This photo shows our Northern Region, DOT&PF, Avalanche Specialist and Survey Team using ground-based augmentation RTK to correct the aircraft's vertical accuracy over terrain in areas with degraded GPS/GNSS coverage. We have found that the extreme northern latitudes can provide challenges for GPS flight guidance

Resiliency Program

This program includes projects that further the objectives of the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) program.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$9,291,280	\$12,468,602	\$17,475,631	\$14,083,277	\$53,318,790	\$0
Match	\$2,322,820	\$3,117,150	\$4,368,908	\$3,520,819	\$13,329,698	
TOTAL	\$11,614,100	\$15,585,753	\$21,844,539	\$17,604,096	\$66,648,488	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$11,614,100	\$15,585,753	\$21,844,539	\$17,604,096	% Federal	80.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$53,318,790
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	20.00%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$13,329,698
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$66,648,488

Sub-Funds

PRTC

STIP ID #	33860
Location	Alaska-wide: Preservation & Maintenance
DOT Region	Alaska-wide
Borough or Census	Alaska-wide: Preservation & Maintenance
Corridor	
Primary Funding	PRTC - PROTECT

Strategic Investment Area
Resiliency
Geographic Area
Rural
Work Type

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$53,318,790
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0				
				Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

Construction Year(s)



Photo Credit: "Staff , DOT&PF"
Description: Earthquake Glenn Highway, Mirror Lake

Rezanoff Drive Resurfacing: West Marine Way to Airport

Resurface Rezanoff Drive from Marine Way in Kodiak to the airport or an approximate length of 4.70 miles. Associated preventative maintenance activities may include minor structural section improvements, drainage repairs, lighting and signals, striping, signs, and ADA improvements.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$787,500	\$0	\$13,005,000	\$0	\$13,792,500	\$0
Match	\$78,170	\$0	\$1,290,922	\$0	\$1,369,092	
TOTAL	\$865,670	\$0	\$14,295,922	\$0	\$15,161,592	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)			\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$13,792,500
Design (P2)	\$365,670	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$500,000	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0		\$14,245,922	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$50,000	\$0	State Match	\$1,369,092
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Strategic Investment Area
\$15,744,039		
Sub-Funds		State of Good Repair
STBG 5-50k		Geographic Area
		Rural
		Work Type
		Rehabilitation



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$1,353,156	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$12,439,344	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		
Construction Year(s)		2026					



Photo Credit: Alaska State Library - Historical Collection
Description: Early Kodiak

Richardson Highway Milepost 148-173 Reconstruction

Reconstruct the Richardson Highway between MP 148 and 173, and replace bridge #0576. The project will include bridge work, roadside hardware, drainage improvements, and utility relocations. The next stage of reconstruction is 167-173

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$0	\$36,615,425	\$0	\$0	\$36,615,425	\$40,250,000
Match	\$0	\$3,634,575	\$0	\$0	\$3,634,575	
TOTAL	\$0	\$40,250,000	\$0	\$0	\$40,250,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$36,615,425
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$40,250,000	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$3,634,575
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$80,500,000

Sub-Funds

NHPP



STIP ID #	2119
Location	Gakona
DOT Region	Northern Region
Borough or Census	Copper River Census Area
Corridor	Richardson Highway (Non-Interstate)
Primary Funding	NHPP - National Highway Performance Program

Strategic Investment Area
State of Good Repair
Geographic Area
Corridor
Work Type
Reconstruction

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$36,615,425	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0				
				Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

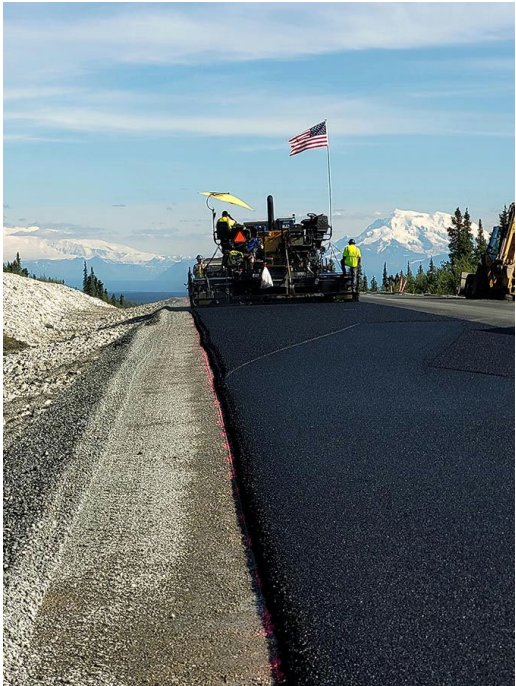


Photo Credit: "Samantha Haller, DOT&PF"

Description: Paving the road to..." Richardson Highway MP159 overlooking Wrangell-St. Elias, Summer 2022.

Richardson Highway Milepost 233 Bear Creek Bridge Permanent Repair

Reconstruct the Richardson Highway between Milepost 232 and 234.5 and replace Bear Creek Bridge #0593. Project will include drainage improvements, roadside hardware, and utilities. Project associated with FHWA Detailed Damage Inspection Report (DDIR) AK 2022-01-15.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$1,273,580	\$0	\$0	\$0	\$1,273,580	\$0
Match	\$126,420	\$0	\$0	\$0	\$126,420	
TOTAL	\$1,400,000	\$0	\$0	\$0	\$1,400,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$1,273,580
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$1,400,000	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$126,420
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$21,850,000
Sub-Funds
OFF-ER



STIP ID #	32580
Location	Paxson
DOT Region	Northern Region
Borough or Census	Copper River Census Area
Corridor	
Primary Funding	OFF- Other Federal Funds
Strategic Investment Area	
State of Good Repair	
Geographic Area	
Corridor	
Work Type	
Rehabilitation	

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$1,273,580
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

Construction Year(s) 2024



Photo Credit: "Julie McNamara, DOT&PF"
Description: The open road, Alaska Highway.

Richardson Highway Milepost 275-295 Rehabilitation

Rehabilitate the Richardson Highway between MP 275 - 295. Project includes bridge work (#525), drainage improvements, and roadside hardware.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$0	\$37,360	\$0	\$0	\$37,360	\$40,100,000
Match	\$0	\$2,640	\$0	\$0	\$2,640	
TOTAL	\$0	\$40,000	\$0	\$0	\$40,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	93.40%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$37,360
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$40,000	\$0	\$0	% Match	6.60%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$2,640
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$41,340,000
Sub-Funds

NHPP



STIP ID #	33720
Location	Delta Junction
DOT Region	Northern Region
Borough or Census	Southeast Fairbanks Census Area
Corridor	Richardson Highway (Interstate)
Primary Funding	NHPP - National Highway Performance Program

Strategic Investment Area
State of Good Repair
Geographic Area
Corridor
Work Type
Rehabilitation

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$37,360	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

Construction Year(s) 2028



Photo Credit: "Samantha Haller, DOT&PF"

Description: Bridge 2367 Piles. Richardson Highway MP359, Summer 2023.

Richardson Highway Milepost 346 Chena Bridges Replacement

Replace the Northbound Chena Flood Control Bridge #1364 at Milepost 346 and rehabilitate the Southbound Chena Flood Control Bridge #1866 on the Richardson Highway at Milepost 346. The project will include drainage improvements, roadside hardware, and utilities.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$72,907,000	\$0	\$0	\$0	\$72,907,000	\$0
Match	\$5,151,887	\$0	\$0	\$0	\$5,151,887	
TOTAL	\$78,058,887	\$0	\$0	\$0	\$78,058,887	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	93.40%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$72,907,000
Design (P2)	\$1,500,000	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	6.60%
Construct (P4)	\$76,458,887		\$0	\$0	Local Match	\$0
Utilities (P7)	\$100,000	\$0	\$0	\$0	State Match	\$5,151,887
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$78,881,417
Sub-Funds
NHFP Bridge-INFRA Bridge-HIP



STIP ID #	34130
Location	North Pole
DOT Region	Northern Region
Borough or Census	Fairbanks North Star Borough
Corridor	Richardson Highway (Interstate)
Primary Funding	NHFP - National Highway Freight Program, NHPP - National Highway Performance Program, BRIDGE
Strategic Investment Area	
State of Good Repair	
Geographic Area	
Corridor	
Work Type	
Replacement	

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$15,108,574	VRU	\$0	Bridge;INFRA	\$23,399,595		
		S154	\$0	Bridge-HIP	\$34,398,831		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		
Construction Year(s)		2024					



Photo Credit: Alaska State Library - Historical Collection

Description: Intersection with two road signs. Fences and buildings in background. Sign in image: Richardson Highway, Valdez - Chitina - Fairbanks Military Road Constructed and Maintained by the Alaska Road Commission. Alaska Road Commission Photograph Collection.

Rock Slope Stabilization Program

The Alaska Rock Slope Stabilization Program is structured to boost road safety by addressing unstable rock slopes. It incorporates a methodical process of evaluating high-risk rock slopes and implementing suitable stabilization measures like rock scaling, bolting, or netting. The primary objective is to mitigate rockfall incidents on Alaska's roads, thus ensuring public safety.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$4,638,800	\$4,548,500	\$4,548,500	\$4,548,500	\$18,284,300	\$0
Match	\$460,463	\$451,500	\$451,500	\$451,500	\$1,814,963	
TOTAL	\$5,099,263	\$5,000,000	\$5,000,000	\$5,000,000	\$20,099,263	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$5,099,263	\$5,000,000	\$5,000,000	\$5,000,000	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$18,284,300
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$1,814,963
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Strategic Investment Area
\$20,099,263		
Sub-Funds		Resiliency
STBG Flex	NHPP	Geographic Area
		Urban
		Work Type



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$16,445,202	SA	\$682,275	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$682,275	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$1,156,823	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Caleb Purviance, DOT&PF"

Description: Wrangell Slide over Zimovia Hwy looking North

Ruby Slough Road Rehabilitation [CTP Award 2019]

Rehabilitate the Slough Road in Ruby from the Slough Road to the landfill. The project will include drainage improvements and roadside hardware.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$272,910	\$8,187,300	\$0	\$0	\$8,460,210	\$0
Match	\$27,090	\$812,700	\$0	\$0	\$839,790	
TOTAL	\$300,000	\$9,000,000	\$0	\$0	\$9,300,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$8,460,210
Design (P2)	\$100,000	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$200,000	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$9,000,000	\$0	\$0	Local Match	\$839,790
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$10,251,739
Sub-Funds
STBG <5k



STIP ID #	32359
Location	Ruby
DOT Region	Northern Region
Borough or Census	Yukon-Koyukuk Census Area
Corridor	
Primary Funding	STBG - Surface Transportation Block Grant
Strategic Investment Area	
Economic Vitality	
Geographic Area	
Rural	
Work Type	
Rehabilitation	

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$8,460,210	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		
Construction Year(s)		2025					



Photo Credit: "Staff , DOT&PF"
Description: The Ruby Slough Road in Ruby.

Rural Community Connections Program

Construct multi-modal transportation solutions to connect rural communities including the Rural Ports and Barge Landing Program for rural barge landing, dock, and waterfront infrastructure projects in accordance with 23 USC 133(b)(23) and 23 USC 133(j).

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$2,274,250	\$0	\$4,548,500	\$4,889,269	\$11,712,019	\$0
Match	\$225,750	\$0	\$451,500	\$485,326	\$1,162,576	
TOTAL	\$2,500,000	\$0	\$5,000,000	\$5,374,595	\$12,874,595	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$2,500,000		\$5,000,000	\$5,374,595	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$11,712,019
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0		\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$1,162,576
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$12,874,595
Sub-Funds
STBG Flex
STBG 5-50k



STIP ID #	34259
Location	Alaska-wide
DOT Region	Alaska-wide
Borough or Census	Alaska-wide
Corridor	
Primary Funding	STBG - Surface Transportation Block Grant
Strategic Investment Area	
Economic Vitality	
Geographic Area	
Rural	
Work Type	

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$11,371,250	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$340,769	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		
Construction Year(s)							

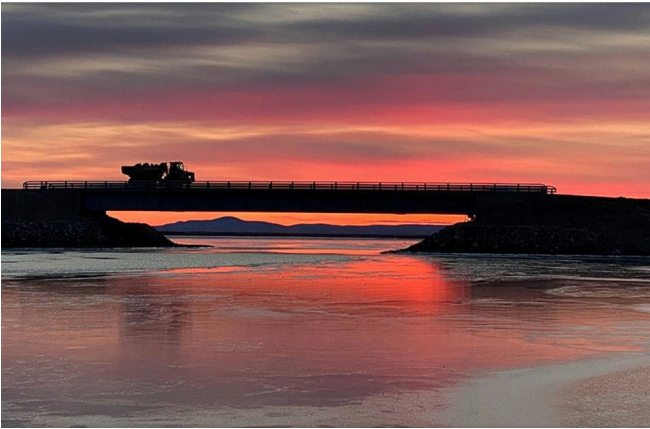


Photo Credit: "Staff , DOT&PF"

Description: Kivalina Evacuation and School Site Access Road

Rural Transit and Rural Transit Assistance Program

This program encompasses Federal Transit Authority (FTA) Sections 5311, 5311(b)(3), and 5340, which provide funding for administrative, operational, capital, and training expenses to support and improve public transit systems in rural areas with populations less than 50,000. These funds, awarded through a competitive grant application process, develop and maintain intercity bus services, demand-response transit services for seniors and individuals with disabilities, and other rural transit options. The project supports the growth of state and local Rural Transit Assistance Programs (RTAP).

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$13,094,927	\$13,291,351	\$13,490,721	\$13,693,082	\$53,570,081	\$48,877,683
Match	\$3,273,732	\$3,322,838	\$3,372,680	\$3,423,271	\$13,392,520	
TOTAL	\$16,368,659	\$16,614,189	\$16,863,401	\$17,116,353	\$66,962,601	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$16,368,659	\$16,614,189	\$16,863,401	\$17,116,353	% Federal	80.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$53,570,081
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	20.00%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$6,696,261
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$6,696,261
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate	\$115,840,284
Sub-Funds	
5311	
Strategic Investment Area	
Sustainability	
Geographic Area	
Urban	
Work Type	



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$53,570,081
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		
Construction Year(s)							



Photo Credit: "Staff , DOT&PF"

Description: The Center for Community (CFC) contracts with Catholic Community Service, Sitka (CCS), and Sitka Tribe of Alaska, to provide comprehensive transit service for the island city of Sitka.


Sargent Creek and Russian River Bridges Planning Study

Planning and Environmental Linkage (PEL) Study, hydrologic study, and other planning activities necessary to replace two bridges on an important state highway on Kodiak Island and make recommendations for other infrastructure improvements to mitigate flooding in the area.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$812,982	\$0	\$0	\$0	\$812,982	\$0
Match	\$203,246	\$0	\$0	\$0	\$203,246	
TOTAL	\$1,016,228	\$0	\$0	\$0	\$1,016,228	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	80.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$812,982
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	20.00%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$203,246
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$1,016,228	\$0	\$0	\$0		

Total Project Estimate		Funding	
\$1,016,228			
Sub-Funds		Strategic Investment Area	
OFF-Grant	Bridge-INFRA	State of Good Repair	
		Geographic Area	
		Corridor	
		Work Type	
		Planning	





STIP ID #	34155
Location	Kodiak
DOT Region	Southcoast Region
Borough or Census	Kodiak Island Borough
Corridor	
Primary Funding	OFF- Other Federal Funds

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$812,982		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0				
Construction Year(s)				Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Ginny Watt, DOT&PF"

Description: Cowboy ready to complete CMV inspections at the weigh station.


Sargent Creek Bridge Repairs

The Sargent Creek Bridge Repairs project, located along Rezanof Drive in Kodiak, focuses on immediate bridge repair. The main goal is to address the current deficiencies and ensure the safety and functionality of the Sargent Creek Bridge (#0989). This project is a temporary solution, paralleled by a Planning and Environmental Linkages (PEL) study to determine a longer-term and sustainable solution for the bridge.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$0	\$0	\$513,981	\$0	\$513,981	\$4,075,000
Match	\$0	\$0	\$51,020	\$0	\$51,020	
TOTAL	\$0	\$0	\$565,000	\$0	\$565,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$513,981
Design (P2)	\$0	\$0	\$550,000	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$15,000	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$51,020
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	
\$4,640,000			
Sub-Funds			Strategic Investment Area
Bridge-HIP			State of Good Repair
			Geographic Area
			Corridor
			Work Type
			Replacement





STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		\$154	\$0	Bridge-HIP	\$513,981		
		\$164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Steve Williams, Kodiak Daily Mirror"

Description: The Sargent Creek Bridge in Kodiak.


Sayles/Gorge Street Viaduct Improvements

This viaduct improvement in Ketchikan is focused on the improvement of the existing 'L' shaped trestle at the intersection of Sayles and Gorge Streets. This will involve replacing the trestle with a new 'L' shaped concrete deck bridge, underpinned by a steel frame substructure and associated concrete supports. Improvements will extend to the surrounding area, with a new pedestrian staircase constructed from near the Sayles/Gorge intersection to Water Street below. Additional activities include replacing utilities, modifying drainage, altering adjacent retaining walls, and enhancing other pedestrian facilities as required.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$6,394,108	\$0	\$0	\$0	\$6,394,108	\$0
Match	\$634,701	\$0	\$0	\$0	\$634,701	
TOTAL	\$7,028,810	\$0	\$0	\$0	\$7,028,810	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$6,394,108
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$388,000	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$6,549,840	\$0	\$0	\$0	Local Match	\$634,701
Utilities (P7)	\$90,970	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	
\$8,558,846			
Sub-Funds		Strategic Investment Area	
STBG 5-50k		State of Good Repair	
		Geographic Area	
		Urban	
		Work Type	
		Reconstruction	





STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$6,394,108	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Staff , DOT&PF"

Description: The Sayles/Gorge Street Viaduct bridge structure is west of downtown Ketchikan.

Second Street Reconstruction [TAP Award 2019]

The Second Street Reconstruction project operates in Cordova, between the Davis Road and Copper River Highway intersections. It includes repaving the street, replacing sidewalks, improving ADA facilities, drainage, roadside hardware such as street lights and signs, and relocating utilities.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$54,582	\$363,880	\$0	\$5,458,200	\$5,876,662	\$0
Match	\$5,418	\$36,120	\$0	\$541,800	\$583,338	
TOTAL	\$60,000	\$400,000	\$0	\$6,000,000	\$6,460,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$5,876,662
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$60,000	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$6,000,000	Local Match	\$583,338
Utilities (P7)	\$0	\$400,000	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate	\$8,265,000
Sub-Funds	STBG <5k
Strategic Investment Area	State of Good Repair
Geographic Area	Rural
Work Type	Reconstruction



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$5,876,662	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

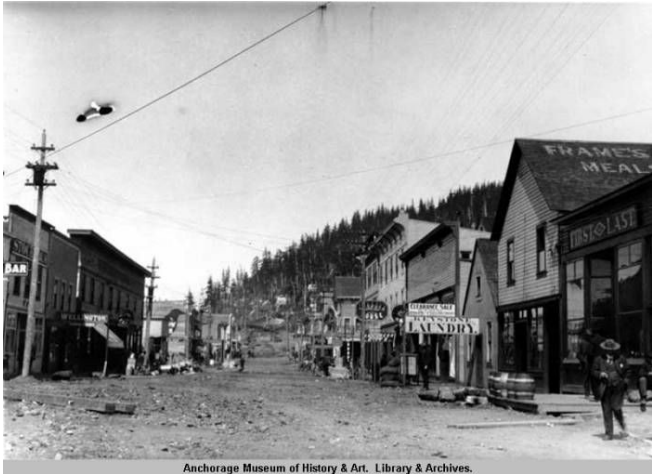


Photo Credit: Anchorage Museum at Rasmuson Center

Description: View of First Street, Cordova, Alaska. Businesses shown include Spokane Bar, Montana Bar, Keystone Laundry, Cordova House, Stockholm, Wellington, First and Last, and Frame's Cafe. May 1910.

Seismic Bridge Retrofit Program

Structural evaluation, examination and enhancements to bridges that are determined to be insufficient in earthquake zones.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$604,950	\$604,950	\$604,950	\$604,950	\$2,419,801	\$0
Match	\$60,049	\$60,049	\$60,050	\$60,050	\$240,198	
TOTAL	\$664,999	\$664,999	\$665,000	\$665,000	\$2,659,999	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$664,999	\$664,999	\$665,000	\$665,000	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$2,419,801
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$240,197
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$2,659,999

Sub-Funds

NHPP Bridge-HIP



STIP ID #	6457
Location	Alaska-wide: Bridges
DOT Region	Alaska-wide
Borough or Census	Alaska-wide: Bridges
Corridor	
Primary Funding	NHPP - National Highway Performance Program, BRIDGE

Strategic Investment Area
Safety
Geographic Area
Alaska-wide
Work Type

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$864,215	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$1,555,586		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0				
				Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

Construction Year(s)



Photo Credit: "Lisa Torkelson, DOT&PF"
Description: Aurora over the old Knik River Bridge.


Seldon Road Extension Phase II: Windy Bottom/Beverly Lakes Road - Pittman [CTP Award 2019]

Extend Seldon Road from Windy Bottom Road to Pittman Road in Palmer on a new alignment. Improvements include approach roads, parking facilities, pedestrian pathways, drainage improvements, intersection improvements, ADA improvements, roadside hardware and utilities.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$454,850	\$0	\$8,301,013	\$0	\$8,755,863	\$0
Match	\$45,150	\$0	\$823,988	\$0	\$869,138	
TOTAL	\$500,000	\$0	\$9,125,001	\$0	\$9,625,001	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)			\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$8,755,863
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$500,000	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0		\$9,000,000	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$125,001	\$0	State Match	\$869,138
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	
\$10,625,001			
Sub-Funds		Strategic Investment Area	
STBG Flex		Economic Vitality	
		Geographic Area	
		Urban	
		Work Type	
		Reconstruction	





STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$8,755,863	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Staff , DOT&PF"

Description: Seldon Road

Seldovia Gravel Source Road

New road construction in Seldovia to local gravel stockpile

STIP ID #	34305
Location	Seldovia
DOT Region	Central Region
Borough or Census	Kenai Peninsula Borough
Corridor	
Primary Funding	OFF- Other Federal Funds

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$22,000	\$0	\$0	\$0	\$22,000	\$0
Match	\$0	\$0	\$0	\$0	\$0	
TOTAL	\$22,000	\$0	\$0	\$0	\$22,000	

Total Project Estimate
\$22,000
Sub-Funds

OFF-CDS

Strategic Investment Area
Economic Vitality
Geographic Area
Rural
Work Type
Reconstruction

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)			\$0	\$0	% Federal	100.00%
Misc. (P1)	\$22,000	\$0	\$0	\$0	Total	\$22,000
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	0.00%
Construct (P4)	\$0		\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$22,000
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

Construction Year(s)



Photo Credit: "Jeannie Gilman, DOT&PF"

Description: M/V Tustumena docked at Seldovia. Summer 2022.

Seppala Drive Rehabilitation and Realignment

Realign and rehabilitate Seppala Drive in Nome. Work includes pavement rehabilitation, roadside hardware, drainage improvements, intersection improvements, ADA improvements, and utilities.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$13,463,560	\$0	\$0	\$0	\$13,463,560	\$0
Match	\$1,336,440	\$0	\$0	\$0	\$1,336,440	
TOTAL	\$14,800,000	\$0	\$0	\$0	\$14,800,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$13,463,560
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$13,500,000	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$1,300,000	\$0	\$0	\$0	State Match	\$1,336,440
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$17,144,778
Sub-Funds

STBG <5k



STIP ID #	26085
Location	Nome
DOT Region	Northern Region
Borough or Census	Nome Census Area
Corridor	Seppala Drive
Primary Funding	STBG - Surface Transportation Block Grant
Strategic Investment Area	
Safety	
Geographic Area	
Rural	
Work Type	
Rehabilitation	

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$13,463,560	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

Construction Year(s) 2024



Photo Credit: "Staff , DOT&PF"
Description: Pedestrians walk near Seppala Drive and West C Street, Nome, Alaska

Seward Highway and Sterling Highway Intersection Improvements

Construct improvements to the Seward Highway and Sterling Highway intersection to improve traffic flow and safety.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$1,307,600	\$4,856,800	\$0	\$23,350,000	\$29,514,400	\$0
Match	\$92,400	\$343,200	\$0	\$1,650,000	\$2,085,600	
TOTAL	\$1,400,000	\$5,200,000	\$0	\$25,000,000	\$31,600,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	93.40%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$29,514,400
Design (P2)	\$400,000	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$1,000,000	\$0	\$0	\$0	% Match	6.60%
Construct (P4)	\$0	\$5,000,000	\$0	\$25,000,000	Local Match	\$0
Utilities (P7)	\$0	\$200,000	\$0	\$0	State Match	\$2,085,600
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$33,600,000
Sub-Funds

NHPP



STIP ID #	33741
Location	Cooper Landing
DOT Region	Central Region
Borough or Census	Kenai Peninsula Borough
Corridor	Seward Highway (Interstate)
Primary Funding	NHPP - National Highway Performance Program

Strategic Investment Area
Safety
Geographic Area
Corridor
Work Type
Reconstruction

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$29,514,400	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Ted Meyer, DOT&PF"

Description: Rainbow over Seward Highway MP75-90, Phase II, New Seward Highway/Portage Glacier Highway Intersection.

Seward Highway Milepost 14 Railroad Crossing Reconstruction

The Seward Highway Milepost 14 Railroad Crossing (#4054) Reconstruction accommodates the Alaska Railroad's project to raise railroad grade and ensure safety and efficient traffic flow. Project will complete drainage improvements, roadside hardware upgrades, and necessary utility adjustments.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$3,206,619	\$12,913,381	\$0	\$0	\$16,120,000	\$0
Match	\$318,300	\$1,281,827	\$0	\$0	\$1,600,127	
TOTAL	\$3,524,919	\$14,195,208	\$0	\$0	\$17,720,127	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$16,120,000
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$3,424,919	\$14,195,208	\$0	\$0	Local Match	\$0
Utilities (P7)	\$100,000	\$0	\$0	\$0	State Match	\$1,600,127
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate	\$17,720,127
Sub-Funds	
NHPP	RAIL
Strategic Investment Area	Safety
Geographic Area	
Corridor	
Work Type	Reconstruction



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$11,670,006	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$4,449,994	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Zack Kay, DOT&PF"

Description: Southeast Road Builders drilling and prepping a rock blast near Kenai Lake at MP22.5 Seward Highway.

Seward Highway Milepost 25.5-37 Rehabilitation

Rehabilitate the Seward Highway between Milepost 25.5 to 37 (Trail River to the Sterling Wye). Construct new passing lanes and pedestrian pathways. Improvements include replacing roadside hardware, improving drainage, and utilities.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$8,187,300	\$0	\$0	\$0	\$8,187,300	\$78,000,000
Match	\$812,700	\$0	\$0	\$0	\$812,700	
TOTAL	\$9,000,000	\$0	\$0	\$0	\$9,000,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$8,187,300
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$9,000,000	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$812,700
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$91,505,225
Sub-Funds

NHPP



STIP ID #	2620
Location	Moose Pass
DOT Region	Central Region
Borough or Census	Kenai Peninsula Borough
Corridor	Seward Highway (Non-Interstate)
Primary Funding	NHPP - National Highway Performance Program
Strategic Investment Area	
Safety	
Geographic Area	
Corridor	
Work Type	
Rehabilitation	

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$8,187,300	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

Construction Year(s) 2029



Photo Credit: "Zack Kay, DOT&PF"

Description: Kenai Lake and mountain view from on top a rock cut at MP20 Seward Highway.

Seward Highway Milepost 98.5-115.3 Reconstruction

Construct safety and traffic flow improvements to the Seward Highway south of Potter Valley Road to the north of Bird Point Overlook Milepost from milepost 98.5 to 115.3.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$9,340,000	\$26,818,200	\$57,509,481	\$63,985,505	\$157,653,186	\$600,000,000
Match	\$660,000	\$1,895,076	\$4,063,839	\$4,521,460	\$11,140,375	
TOTAL	\$10,000,000	\$28,713,276	\$61,573,320	\$68,506,965	\$168,793,561	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)			\$0	\$0	% Federal	93.40%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$157,653,186
Design (P2)	\$9,000,000	\$4,300,000	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$1,000,000	\$0	\$0	\$0	% Match	6.60%
Construct (P4)	\$0	\$21,413,276	\$61,573,320	\$68,506,965	Local Match	\$0
Utilities (P7)	\$0	\$3,000,000	\$0	\$0	State Match	\$11,140,375
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$788,742,852

Sub-Funds

NHPPRAIL



STIP ID #	34164
Location	Indian
DOT Region	Central Region
Borough or Census	Anchorage Municipality
Corridor	Seward Highway (Interstate)
Primary Funding	NHPP - National Highway Performance Program, RAIL

Strategic Investment Area
Safety
Geographic Area
Corridor
Work Type
Reconstruction

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$155,110,204	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$2,542,982	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0				
				Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

Construction Year(s) 2026202720282029




Photo Credit: "Staff , DOT&PF"
Description: Seward Highway at Sunset

Shishmaref Sanitation Road Erosion Control

Rehabilitate sections of the Shishmaref Sanitation Road and construct erosion control features. Project will include drainage improvements and roadside hardware. Partially funded through Congressionally Delegated Spending (CDS).

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$9,190,188	\$0	\$0	\$0	\$9,190,188	\$0
Match	\$912,250	\$0	\$0	\$0	\$912,250	
TOTAL	\$10,102,438	\$0	\$0	\$0	\$10,102,438	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$9,190,188
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$102,438	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$10,000,000	\$0	\$0	\$0	Local Match	\$456,125
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$456,125
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate	\$10,282,438	Strategic Investment Area
Sub-Funds	STBG <5k OFF-ER OFF-CDS	
Primary Funding	STBG - Surface Transportation Block Grant, OFF- Other Federal Funds	Resiliency
		Geographic Area
		Rural
		Work Type
		Reconstruction

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0	FTA Transit Funds	
STBG Funds		Planning and Research		Sustainability		5303	\$0
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5337	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5307	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5339	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5310	\$0
STBG <5k	\$3,690,188	S&A-Metro	\$0			5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$4,000,000
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$1,500,000
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0			Civil Rights	
				DBE	\$0	Innovative Funding	
				OJT	\$0	AC	\$0
Construction Year(s)		2024					

Shoreside Facilities Condition Surveys

These routine surveys evaluate the state of various shoreside facilities within the Alaska Marine Highway System (AMHS). The goal is to document current conditions and prepare annual updates. The project covers over thirty shoreside facilities.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$192,000	\$192,000	\$192,000	\$192,000	\$768,000	\$240,000
Match	\$48,000	\$48,000	\$48,000	\$48,000	\$192,000	
TOTAL	\$240,000	\$240,000	\$240,000	\$240,000	\$960,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	80.00%
Misc. (P1)	\$240,000	\$240,000	\$240,000	\$240,000	Total	\$768,000
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	20.00%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$192,000
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate	\$1,200,000
Sub-Funds	
FBF	
Strategic Investment Area	State of Good Repair
Geographic Area	Waterways
Work Type	Planning



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$768,000	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Peter Metcalfe, DOT&PF"
Description: AMHS crew member, Cold Bay.

Sitka Sea Walk Phase 2 [TAP Award 2016]

This project is for Sitka Seawalk Stage II, which will continue the Sea Walk from the Sitka Public Library to the OConnell Lightering Facility. Improve pedestrian and ADA accessibility to the existing facilities.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$4,198,525	\$0	\$0	\$0	\$4,198,525	\$0
Match	\$416,760	\$0	\$0	\$0	\$416,760	
TOTAL	\$4,615,285	\$0	\$0	\$0	\$4,615,285	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)		\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$4,198,525
Design (P2)	\$146,040	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$4,469,245	\$0	\$0	\$0	Local Match	\$208,380
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$208,380
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate	\$5,525,286
Sub-Funds	TAP Flex OFF-Grant TAP 5-50k
Strategic Investment Area	Safety
Geographic Area	Rural
Work Type	Reconstruction



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$150,130	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$335,037	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$763,358	CRP 5-50K	\$0			OFF Grant	\$2,950,000
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

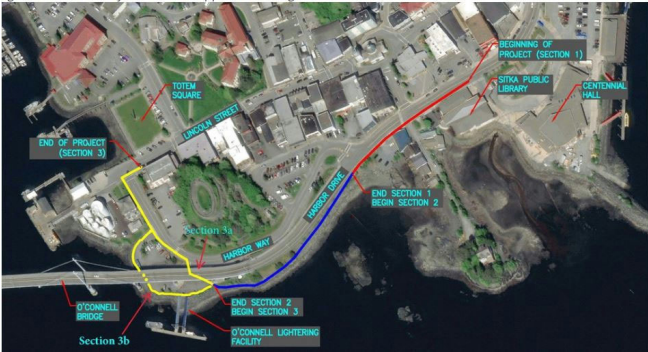


Photo Credit: "Staff , DOT&PF"

Description: General Project Area and Approximate Alignment

Small Hydrologic Investigations

In cooperation with organizations like the US Geological Survey (USGS), University of Alaska Fairbanks (UAF), University of Alaska Anchorage (UAA), University of Alaska Southeast (UAS), and Department of Natural Resources - Division of Geological & Geophysical Surveys (DNR-DGGS), this program conducts studies to analyze hydrologic flood conditions. Additionally, airborne survey technologies are utilized to track river ice accumulations during winter months.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$90,970	\$90,970	\$90,970	\$90,970	\$363,880	\$100,000
Match	\$9,030	\$9,030	\$9,030	\$9,030	\$36,120	
TOTAL	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$100,000	\$100,000	\$100,000	\$100,000	Total	\$363,880
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$36,120
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate	\$500,000
Sub-Funds	STBG 50-200k
Strategic Investment Area	Resiliency
Geographic Area	Alaska-wide
Work Type	



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$363,880	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

Construction Year(s)



Photo Credit:

Description: The photo captures the towering Hurricane Gulch Bridge along the Parks Highway, facilitating passage over a deep ravine and ensuring connectivity between communities.


South Tongass Highway and Water Street Viaduct Improvements

Rehabilitate pavement and make improvements to the Tongass Avenue and Water Street Viaduct structures (Bridge #997 and #797) and the South Tongass Highway Tunnel (Bridge #1130) in Ketchikan. This project will address the substructure and rehabilitate existing roadway, ADA facilities, drainage facilities, and traffic appurtenances.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$1,546,490	\$2,583,548	\$5,289,570	\$18,362,630	\$27,782,238	\$0
Match	\$153,510	\$256,452	\$525,061	\$1,822,739	\$2,757,762	
TOTAL	\$1,700,000	\$2,840,000	\$5,814,631	\$20,185,369	\$30,540,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)			\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$27,782,238
Design (P2)	\$1,700,000	\$2,000,000	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$800,000	\$0	\$0	% Match	9.03%
Construct (P4)	\$0		\$5,814,631	\$20,185,369	Local Match	\$0
Utilities (P7)	\$0	\$40,000	\$0	\$0	State Match	\$2,757,762
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	Program
\$33,359,155			
Sub-Funds		Strategic Investment Area	
NHPP	Bridge-INFRA		



State of Good Repair
Geographic Area
Urban
Work Type
Reconstruction



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$14,917,770	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$12,864,468		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Staff , DOT&PF"

Description: Tongass Avenue

South Tongass Highway Deermount to Saxman Reconstruction

Reconstruct South Tongass Highway in Ketchikan from Deermount Street to Saxman. Reconstruct bicycle/pedestrian facilities, parking, drainage improvements, and roadside hardware.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$454,850	\$0	\$0	\$218,328	\$673,178	\$41,400,000
Match	\$45,150	\$0	\$0	\$21,672	\$66,822	
TOTAL	\$500,000	\$0	\$0	\$240,000	\$740,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$673,178
Design (P2)	\$500,000	\$0	\$0	\$240,000	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$66,822
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate	\$56,353,387
Sub-Funds	STBG Flex
Strategic Investment Area	State of Good Repair
Geographic Area	Corridor
Work Type	Reconstruction



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$673,178	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

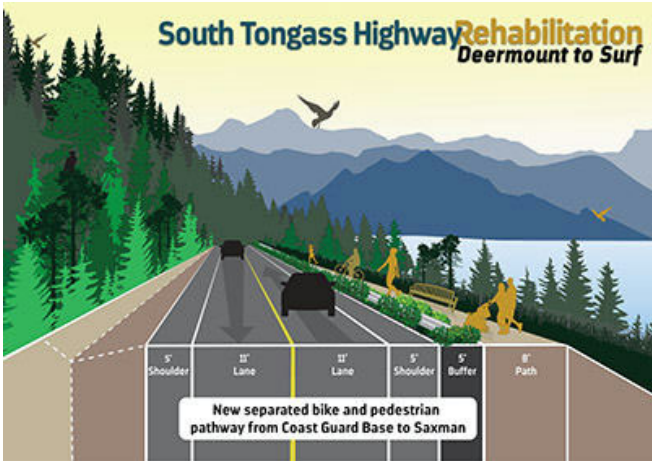


Photo Credit: "Staff , DOT&PF"

Description: Tongass Avenue conceptual cross-section.

South Tongass Highway Hoadley Creek Bridge Replacement

Replace Hoadley Creek Bridge (Bridge #725) on South Tongass Highway in Ketchikan.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$0	\$363,880	\$90,970	\$0	\$454,850	\$5,710,000
Match	\$0	\$36,120	\$9,030	\$0	\$45,150	
TOTAL	\$0	\$400,000	\$100,000	\$0	\$500,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$454,850
Design (P2)	\$0	\$400,000	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0		\$100,000	\$0	% Match	9.03%
Construct (P4)	\$0		\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$45,150
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$6,510,000
Sub-Funds
Bridge-HIP



STIP ID #	31718
Location	Ketchikan
DOT Region	Southcoast Region
Borough or Census	Ketchikan Gateway Borough
Corridor	South Tongass Highway
Primary Funding	BRIDGE
Strategic Investment Area	
State of Good Repair	
Geographic Area	
Corridor	
Work Type	
Replacement	

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$454,850		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

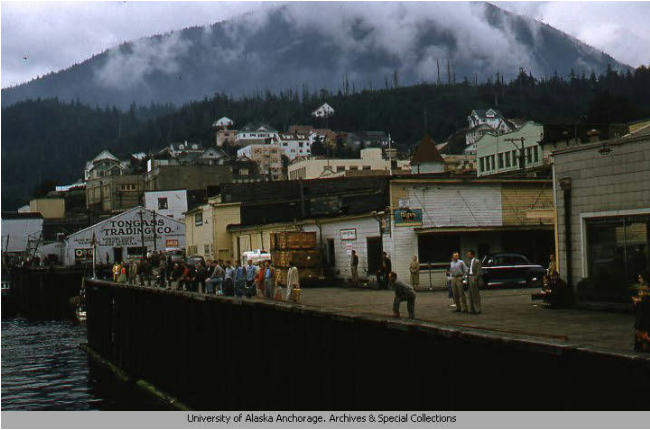


Photo Credit: " Alaska Highway tourist papers, Alaska Historical Society collections, Archives and Special Collections, Ketchikan from water. Caption from slide mount reads "Ketchikan." View of city stores and docks from water. One building has a sign that reads "Tongass Trading Co." People walk on street and wait at the docks. A mountain and trees are in the background.

South Tongass Highway Saxman to Surf Street Reconstruction

Reconstruct South Tongass Highway in Ketchikan from Saxman to Surf Street in Ketchikan. Construct bicycle/pedestrian facilities, parking, drainage improvements and roadside hardware.

STIP ID #	23455
Location	Ketchikan
DOT Region	Southcoast Region
Borough or Census	Ketchikan Gateway Borough
Corridor	South Tongass Highway
Primary Funding	NHPP - National Highway Performance Program

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$318,395	\$0	\$16,556,540	\$0	\$16,874,935	\$0
Match	\$31,605	\$0	\$1,643,460	\$0	\$1,675,065	
TOTAL	\$350,000	\$0	\$18,200,000	\$0	\$18,550,000	

Total Project Estimate
\$26,094,394

Sub-Funds

NHPP

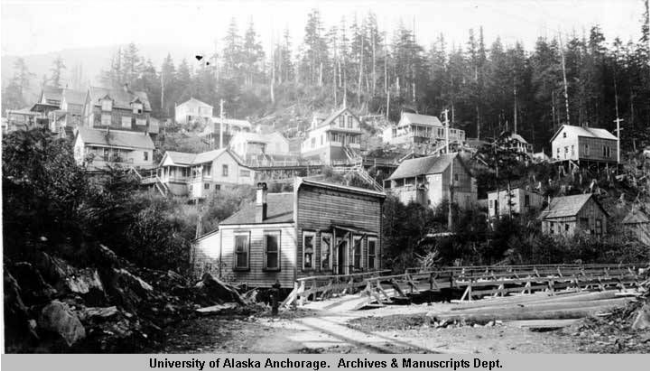
Strategic Investment Area
State of Good Repair
Geographic Area
Corridor
Work Type
Reconstruction

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$16,874,935
Design (P2)	\$350,000	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$18,000,000	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$200,000	\$0	State Match	\$1,675,065
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$16,874,935	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



University of Alaska Anchorage. Archives & Manuscripts Dept.

Photo Credit: " National Geographic Society Katmai expeditions photographs, Archives and Special Collections, Description: View of Ketchikan, Alaska. Photo taken during National Geographic Society expedition on the way to Katmai area. 1918.

Southeast Alaska Port Electrification

Design and construct an electric power infrastructure for the ports in Southeast Alaska. The project will involve the installation of electrical equipment and power supply systems at ports enabling vessels to plug into shore power instead of using onboard generators. Work includes feasibility studies, design, construction, and commissioning of the new infrastructure.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$3,183,950	\$1,273,580	\$1,273,580	\$1,273,580	\$7,004,690	\$0
Match	\$316,050	\$126,420	\$126,420	\$126,420	\$695,310	
TOTAL	\$3,500,000	\$1,400,000	\$1,400,000	\$1,400,000	\$7,700,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$3,500,000	\$1,400,000	\$1,400,000	\$1,400,000	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$7,004,690
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$695,310
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate	\$7,700,000
Sub-Funds	CRP 5-50k CRP Flex
Strategic Investment Area	Sustainability
Geographic Area	Waterways
Work Type	New Construction



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$5,094,320	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$1,910,370			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

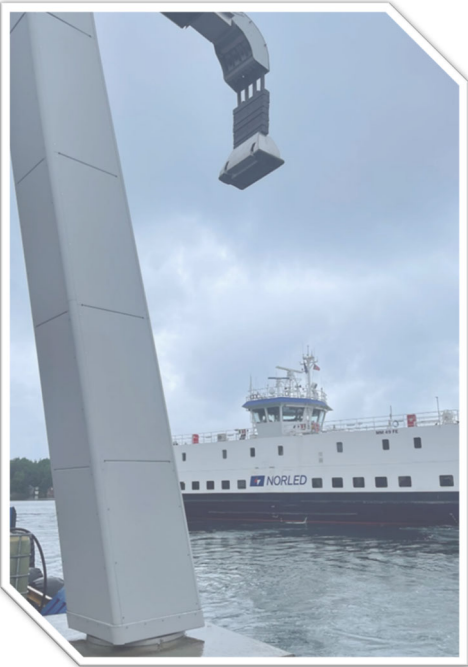


Photo Credit: "Katherine Keith, DOT&PF"

Description: Zinus shoreside charger & Norled electric ferry in Norway

Southeast Alaska Transportation Plan

Develop a regional transportation plan for Southeast Alaska that improves mobility for residents, goods, and services throughout the region by using the advantages of air, marine, and land transportation. Project goals are to enhance regional mobility, support economic vitality, improve system efficiency, maintain or improve modal safety, and ensure public process.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$720,000	\$0	\$0	\$0	\$720,000	\$0
Match	\$71,470	\$0	\$0	\$0	\$71,470	
TOTAL	\$791,470	\$0	\$0	\$0	\$791,470	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$720,000
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$71,470
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$791,470	\$0	\$0	\$0		

Total Project Estimate	\$791,470
Sub-Funds	
Strategic Investment Area	
Resiliency	
Geographic Area	
Alaska-wide	
Work Type	
Planning	

SPR



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$720,000	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		
Construction Year(s)							



Photo Credit: "Staff , DOT&PF"
Description: Katlian Bay Road Construction

State Implementation Plan Committed Measures

The State Implementation Plan (SIP) Committed Measures Project focuses on financing transportation initiatives, which are either committed or contingency measures specified within the Fairbanks PM2.5 Non-attainment Area SIP. The goal of these projects is to improve air quality by reducing the levels of PM2.5, a fine particulate pollutant, through the improvement of transportation infrastructure and practices. In addition to the measures outlined in the SIP, funding is also provided for non-SIP projects, which are evaluated and scored by the Fairbanks area Congestion Mitigation and Air Quality (CMAQ) Project Evaluation Board, extending the initiative's scope to more comprehensive mitigation strategies.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$1,939,378	\$1,939,378	\$2,242,218	\$1,939,378	\$8,060,351	\$0
Match	\$192,509	\$192,509	\$222,570	\$192,509	\$800,099	
TOTAL	\$2,131,887	\$2,131,887	\$2,464,788	\$2,131,887	\$8,860,449	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$2,131,887	\$2,131,887	\$2,464,788	\$2,131,887	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$8,060,351
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$800,099
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$8,860,449

Sub-Funds

CMAQ Mandatory



STIP ID #	29232
Location	Fairbanks
DOT Region	Northern Region
Borough or Census	Fairbanks North Star Borough
Corridor	
Primary Funding	CMAQ - Congestion Mitigation Air Quality
Strategic Investment Area	
Sustainability	
Geographic Area	
Urban	
Work Type	
Rehabilitation	

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$8,060,351	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		
Construction Year(s)							



Photo Credit: "Jeremy Steiner, DOT&PF"

Description: The beauty of the night shift at Birchwood Airport.

State Street Pavement Rehabilitation

Rehabilitate the pavement, replace curb and gutter in select areas, upgrade curb ramps and vehicular curb cuts to meet ADA standards, repair and/or replace drainage facilities as needed, and replace all signs within the project limits in Skagway.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$21,568,524	\$0	\$0	\$0	\$21,568,524	\$0
Match	\$2,140,967	\$0	\$0	\$0	\$2,140,967	
TOTAL	\$23,709,491	\$0	\$0	\$0	\$23,709,491	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$21,568,524
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$23,679,491		\$0	\$0	Local Match	\$0
Utilities (P7)	\$30,000	\$0	\$0	\$0	State Match	\$2,140,967
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$27,506,066
Sub-Funds

NHPP



STIP ID #	24337
Location	Skagway Borough and Municipality
DOT Region	Southcoast Region
Borough or Census	Skagway Borough and Municipality
Corridor	Klondike Highway
Primary Funding	NHPP - National Highway Performance Program

Strategic Investment Area
State of Good Repair
Geographic Area
Corridor
Work Type
Rehabilitation

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$21,568,524	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

Construction Year(s) 2024



Photo Credit: "Staff , DOT&PF"
Description: Project Location Map

State-owned Shipyard Repairs

Repair and upgrade state shipyards to support the necessary maintenance and overhaul activities of the vessels in the Alaska Marine Highway System (AMHS) fleet.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$400,000	\$400,000	\$400,000	\$400,000	\$1,600,000	\$0
Match	\$39,705	\$39,705	\$39,705	\$39,705	\$158,822	
TOTAL	\$439,705	\$439,705	\$439,705	\$439,705	\$1,758,821	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$439,705	\$439,705	\$439,705	\$439,705	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$1,600,000
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$158,822
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate	\$1,758,821
Sub-Funds	
FBF	
Strategic Investment Area	State of Good Repair
Geographic Area	Waterways
Work Type	Maintenance and Operations



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$1,600,000	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Zhenia Peterson, DOT&PF"

Description: Shipyard in Ketchikan.

Statewide Equitable Community Connectivity Action Plan (SECCAP)

Discretionary Grant Award: This planning grant will enable federal, state, and local partners to conduct a statewide transportation barrier assessment with an equity focus. This effort will identify, evaluate, and create a prioritized list of capital projects, with the aim to remove barriers to equity and reconnect communities through innovative and multimodal approaches.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$934,867	\$0	\$0	\$0	\$934,867	\$0
Match	\$233,717	\$0	\$0	\$0	\$233,717	
TOTAL	\$1,168,584	\$0	\$0	\$0	\$1,168,584	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)			\$0	\$0	% Federal	80.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$934,867
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	20.00%
Construct (P4)	\$0		\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$233,717
Stwd Plng (P8)	\$1,168,584	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate	\$1,168,584
Sub-Funds	OFF-Grant
Strategic Investment Area	Sustainability
Geographic Area	Alaska-wide
Work Type	Planning



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164		STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$934,867
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		
Construction Year(s)							



Photo Credit: "Winnie Cichosz, DOT&PF"
Description: Harbor in Sand Point, Alaska.

Statewide Functional Class Update

Statewide functional classification review and reclassification of Alaska's public roads.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$159,198	\$159,198	\$159,198	\$159,198	\$636,790	\$175,000
Match	\$15,803	\$15,803	\$15,803	\$15,803	\$63,210	
TOTAL	\$175,000	\$175,000	\$175,000	\$175,000	\$700,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$175,000	\$175,000	\$175,000	\$175,000	Total	\$636,790
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$63,210
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$875,000
Sub-Funds

SPR



STIP ID #	33098
Location	Alaska-wide: SPR
DOT Region	Alaska-wide
Borough or Census	Alaska-wide: SPR
Corridor	
Primary Funding	PLNG -2% Planning Set-Aside
Strategic Investment Area	
Resiliency	
Geographic Area	
Alaska-wide	
Work Type	

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$636,790	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0				
Construction Year(s)				Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Steven Church, DOT&PF"
Description: Snowblowing Minnesota Drive near 100th Avenue.

Statewide Transportation Improvement Program Management Software and Support

Fund the development and implementation of modern digital geo-located tools to support statewide transportation planning and project delivery which includes among other items, dashboards, GIS, bi-directional stakeholder engagement.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$0	\$0	\$409,365	\$409,365	\$818,730	\$0
Match	\$0	\$0	\$40,635	\$40,635	\$81,270	
TOTAL	\$0	\$0	\$450,000	\$450,000	\$900,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$450,000	\$450,000	Total	\$818,730
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$81,270
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate	\$900,000
Sub-Funds	
SPR	
Strategic Investment Area	
Resiliency	
Geographic Area	
Urban	
Work Type	
Planning	



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$818,730	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0				
Construction Year(s)				Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Henry Cole, DOT&PF"

Description: The McCarthy Road PEL (Planning and Environmental Linkage) team on the Kuskulana River Bridge at mile 17, McCarthy Road

Steese Highway Milepost 128 Crooked Creek Bridge Replacement

The Steese Highway Milepost 128 Crooked Creek Bridge Replacement project will replace the Crooked Creek Bridge #0431.

STIP ID #	3648
Location	Central
DOT Region	Northern Region
Borough or Census	Yukon-Koyukuk Census Area
Corridor	Steese Highway
Primary Funding	BRIDGE, NHPP - National Highway Performance Program

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$1,114,383	\$0	\$5,094,320	\$0	\$6,208,703	\$0
Match	\$110,618	\$0	\$505,680	\$0	\$616,298	
TOTAL	\$1,225,000	\$0	\$5,600,000	\$0	\$6,825,000	

Total Project Estimate	\$7,245,000
Sub-Funds	

Bridge-HIP Bridge-INFRA

Strategic Investment Area
State of Good Repair
Geographic Area
Urban
Work Type
Replacement

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$6,208,703
Design (P2)	\$850,000	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$375,000	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0		\$5,150,000	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$450,000	\$0	State Match	\$616,298
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$4,656,527		
		S154	\$0	Bridge-HIP	\$1,552,176		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Brock Antijuniti, DOT&PF"

Description: Flying to Crooked Creek Airport Improvements project, Crooked Creek, Alaska, July 2020

Construction Year(s) 2026

Sterling Highway Milepost 82.5-94 Safety Corridor Improvements

Improve safety of Sterling Highway between Sterling and Soldotna, Alaska, by widening the existing road from two lanes to a divided four lane facility. The project scope also includes separated bike/pedestrian facilities, access management techniques, turn lanes, frontage roads, intersection realignments, and other associated road reconstruction activities.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$373,600	\$64,913,000	\$0	\$0	\$65,286,600	\$0
Match	\$26,400	\$4,587,000	\$0	\$0	\$4,613,400	
TOTAL	\$400,000	\$69,500,000	\$0	\$0	\$69,900,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	93.40%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$65,286,600
Design (P2)	\$400,000	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	6.60%
Construct (P4)	\$0	\$67,000,000	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$2,500,000	\$0	\$0	State Match	\$4,613,400
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$79,270,770
Sub-Funds

NHPP



STIP ID #	29913
Location	Soldotna
DOT Region	Central Region
Borough or Census	Kenai Peninsula Borough
Corridor	Sterling Highway (Interstate)
Primary Funding	NHPP - National Highway Performance Program
Strategic Investment Area	
Safety	
Geographic Area	
Corridor	
Work Type	
Reconstruction	

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$65,286,600	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		
Construction Year(s)		2025					



Photo Credit: "Hermando Poage, DOT&PF"
Description: Kenai, Sterling Highway, Cooper Landing.

Sterling Highway Milepost 157-169 Reconstruction Anchor Point To Baycrest Hill

This project along the Sterling Highway corridor reconstructs and upgrades a 12-mile segment of the Sterling Highway. It includes widening the highway, creating passing lanes, resurfacing, adding scenic turnouts, improving drainage, making minor realignments, and updating configurations to meet AASHTO geometric standards. It will also incorporate the rehabilitation or replacement of the North Fork Anchor River and Anchor River Bridges.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$72,793,284	\$0	\$0	\$0	\$72,793,284	\$46,981,000
Match	\$7,225,716	\$0	\$0	\$0	\$7,225,716	
TOTAL	\$80,019,000	\$0	\$0	\$0	\$80,019,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$72,793,284
Design (P2)	\$390,000	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$5,000,000	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$69,629,000		\$0	\$0	Local Match	\$0
Utilities (P7)	\$5,000,000	\$0	\$0	\$0	State Match	\$7,225,716
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$135,322,787
Sub-Funds
NHPP SA S154 S164



STIP ID #	2670
Location	Homer
DOT Region	Southcoast Region
Borough or Census	Kenai Peninsula Borough
Corridor	Sterling Highway (Non-Interstate)
Primary Funding	NHPP - National Highway Performance Program, HSIP - Highway Safety Improvement Program
Strategic Investment Area	
Safety	
Geographic Area	
Corridor	
Work Type	
Reconstruction	

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$62,242,915	SA	\$10,271,535	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$10,271,535	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

Construction Year(s) 2024



Photo Credit: Alaska State Library - Historical Collection

Description: Anchor River Bridge, Sterling Highway, 1950. Side view of span across river; two trucks on bridge. Alaska Road Commission Photograph Collection.

Sterling Highway Schooner and Cooper Landing Bridge Preservation

The Sterling Highway Bridge Preservation project, occurring at Schooners Landing and Coopers Landing on the Sterling Highway over the Kenai River, focuses on bridge preservation on two bridges, with anticipated improvements including rehabilitation of the bridge deck overlay, replacement of bridge joints, and other necessary improvements.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$0	\$0	\$0	\$300,000	\$300,000	\$4,800,000
Match	\$0	\$0	\$0	\$29,779	\$29,779	
TOTAL	\$0	\$0	\$0	\$329,779	\$329,779	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$300,000
Design (P2)	\$0	\$0	\$0	\$329,779	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$29,779
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$5,129,779
Sub-Funds

OFF-ER



STIP ID #	33881
Location	Cooper Landing
DOT Region	Central Region
Borough or Census	Kenai Peninsula Borough
Corridor	Sterling Highway (Interstate)
Primary Funding	OFF- Other Federal Funds
Strategic Investment Area	
State of Good Repair	
Geographic Area	
Corridor	
Work Type	
Preservation	

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$300,000
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		




Photo Credit: "Staff , DOT&PF"

Description: Tree clearing along the new alignment for the Sterling Highway miles 45-60 through Cooper Landing is ongoing this construction season.

Sustainable Transportation and Energy Program

This program enhances the state's transportation infrastructure through sustainable practices. The scope of work includes implementing strategies and projects to reduce greenhouse gas emissions and promote energy efficiency in transportation systems, exploring alternative fuel options, promoting public transportation, and encouraging active transportation modes.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$18,044,247	\$11,697,873	\$11,766,058	\$12,670,075	\$54,178,253	\$0
Match	\$1,791,135	\$1,161,172	\$1,167,940	\$1,230,541	\$5,350,787	
TOTAL	\$19,835,382	\$12,859,045	\$12,933,998	\$13,927,751	\$59,556,176	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$19,835,382	\$12,859,045	\$12,933,998	\$13,927,751	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$54,178,253
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$5,350,787
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	Congestion Mitigation	Air Quality
\$59,556,176				
Sub-Funds			Strategic Investment Area	
CRP Flex CMAQ Flex			Sustainability	
CMAQ Mandatory CRP >200k			Geographic Area	
CRP 50-200k CRP <5k STBG 50-200k			Alaska-wide	
			Work Type	

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$9,231,154	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$14,645,105	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$14,962,330	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$7,542,512	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$7,523,787			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		




Photo Credit:

Description: The photo depicts shoreside charging in a Norwegian port, highlighting its importance in reducing maritime emissions, a vital step in promoting sustainability and clean energy infrastructure for remote areas.


Takotna River Bridge Replacement Bundle

This project bundle includes the replacement of three bridges on the Takotna River including #0462, #0463, and #0473. Replacement of the Takotna River Bridge (#0463) includes bridge work, roadside hardware, drainage improvements, and utilities. The existing 1972 bridge in Takotna over Gold Creek (#0473) will be replaced and work includes raising the elevation of approaches and allowing flood water and ice flow. This bundle also includes the replacement of the Tatalina Bridge (#0462).

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$6,304,271	\$31,095,098	\$0	\$0	\$37,399,369	\$28,000,000
Match	\$625,784	\$3,086,608	\$0	\$0	\$3,712,392	
TOTAL	\$6,930,055	\$34,181,706	\$0	\$0	\$41,111,761	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$6,930,055		\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$37,399,369
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$34,181,706	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$3,712,392
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	Block Grant
\$81,870,971			
Sub-Funds		Strategic Investment Area	
Bridge-INFRA	Bridge-HIP	State of Good Repair	
STBG BR OFF SYS		Geographic Area	
		Rural	
		Work Type	
		Replacement	



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$27,705,183		
		S164	\$0	STBG OSB	\$9,694,186		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Lisa Torkelson, DOT&PF"

Description: Making our own lights on the old Knik River Bridge while awaiting Lady A.

Tatitlek AMHS Ferry Terminal Improvements

The Tatitlek Ferry Terminal project modifies the existing Tatitlek ferry terminal to accommodate the Alaska Marine Highway System (AMHS) Alaska Class Ferry. These modifications will be carried out in partnership with the Prince William Sound Economic Development District (PWSEDD) and the State of Alaska, funded by a discretionary grant received from the U.S. Department of Transportation's Maritime Administration's (MARAD) Port Infrastructure Development Program.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$160,000	\$560,000	\$8,800,000	\$0	\$9,520,000	\$0
Match	\$40,000	\$140,000	\$2,200,000	\$0	\$2,380,000	
TOTAL	\$200,000	\$700,000	\$11,000,000	\$0	\$11,900,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	80.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$9,520,000
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	20.00%
Construct (P4)	\$0	\$0	\$11,000,000	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$2,380,000
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$200,000	\$700,000	\$0	\$0		

Total Project Estimate	\$12,600,000
Sub-Funds	OFF-Grant
Strategic Investment Area	Economic Vitality
	Geographic Area
	Waterways
	Work Type
	Reconstruction



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$9,520,000
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

Construction Year(s) 2026



Photo Credit: "Steve McCutcheon, McCutcheon Collection, Anchorage Museum, B1990.14.5.TV.040.21.38"
Description: The marine ferry Chilkat prepares to take on vehicles at Cordova.

Tok Cutoff Highway Milepost 0-8 Resurfacing

Resurface the Tok Cutoff Highway between Milepost 0-8. Project includes bridge work (#646), drainage improvements, roadside hardware, and utilities.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$233,500	\$0	\$8,396,660	\$0	\$8,630,160	\$0
Match	\$16,500	\$0	\$593,340	\$0	\$609,840	
TOTAL	\$250,000	\$0	\$8,990,000	\$0	\$9,240,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	93.40%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$8,630,160
Design (P2)	\$250,000	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	6.60%
Construct (P4)	\$0		\$8,890,000	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$100,000	\$0	State Match	\$609,840
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$9,590,000

Sub-Funds

NHPP SPR



STIP ID #	32020
Location	Gakona
DOT Region	Northern Region
Borough or Census	Copper River Census Area
Corridor	Tok Highway (Interstate)
Primary Funding	NHPP - National Highway Performance Program

Strategic Investment Area
State of Good Repair
Geographic Area
Corridor
Work Type
Rehabilitation

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$8,396,660	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$233,500	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

Construction Year(s) 2026



Photo Credit: "Alicia Stevens, DOT&PF"

Description: Mini RWIS station located at MP17 of the Tok Cutoff, installed for a pilot project in 2021.

Tok Cutoff Highway Milepost 76-91 Rehabilitation

Rehabilitate the section of the Tok Cutoff Highway between Milepost 76 and 91. It includes necessary work on bridges numbered 656, 657, and 658, along with improvements to the drainage system, roadside hardware, and utilities.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$0	\$0	\$840,600	\$0	\$840,600	\$41,750,000
Match	\$0	\$0	\$59,400	\$0	\$59,400	
TOTAL	\$0	\$0	\$900,000	\$0	\$900,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	93.40%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$840,600
Design (P2)	\$0	\$0	\$900,000	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	6.60%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$59,400
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$43,650,000
Sub-Funds

NHPP



STIP ID #	32022
Location	Mentasta Lake
DOT Region	Northern Region
Borough or Census	Copper River Census Area
Corridor	Tok Highway (Interstate)
Primary Funding	NHPP - National Highway Performance Program

Strategic Investment Area
State of Good Repair
Geographic Area
Corridor
Work Type
Rehabilitation

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$840,600	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

Construction Year(s) 2029



Photo Credit: "Chance Box, DOT&PF"

Description: Ernestine Equipment Operator hauling material in an eight-yard to the O'Brien Creek washout in Chitina, June 2023.


Transportation Alternatives Program: Alaskawide

The Infrastructure Investment Jobs Act (IIJA) eliminates the prior Transportation Alternatives Program (TAP) and replaces it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$17,153,204	\$4,872,119	\$7,151,072	\$7,658,752	\$36,835,147	\$0
Match	\$1,702,687	\$483,624	\$709,840	\$720,488	\$3,616,639	
TOTAL	\$18,855,891	\$5,355,743	\$7,860,912	\$8,418,986	\$40,491,532	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$18,855,891	\$5,355,743	\$7,860,912	\$8,418,986	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$36,835,147
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$1,702,687
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$1,913,952
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	
\$40,491,532			
Sub-Funds			Strategic Investment Area
TAP Flex	TAP 5-50k	TAP <5k	Sustainability
			Geographic Area
			Urban
			Work Type
			Multi





STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		\$154	\$0	Bridge-HIP	\$0		
		\$164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$22,620,461	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$2,359,467	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$11,454,804	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

Construction Year(s)

STIP ID #	30689
Location	Alaska-wide
DOT Region	Alaska-wide
Borough or Census	Alaska-wide
Corridor	
Primary Funding	TAP - Transportation Alternatives



Photo Credit: "Staff , DOT&PF"

Description: The photo depicts a bike lane, integral for cyclist safety, promoting sustainable transportation by providing a dedicated, separated path alongside vehicular traffic.

Transportation Alternatives Program: AMATS

The Transportation Alternatives Program (TAP) under DOT&PF funds projects that enhance non-motorized transportation, beautify roadways, and promote safe routes to schools, among other alternatives to traditional vehicular transportation. All relevant project details are detailed in the Anchorage Metropolitan Area Transportation Solutions (AMATS) Transportation Improvement Program (TIP). By doing so, the project is considered incorporated into the Statewide Transportation Improvement Program (STIP) by reference, adhering to federal and state planning requirements.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$6,240,749	\$2,020,178	\$2,050,480	\$2,088,262	\$12,399,669	\$0
Match	\$619,479	\$200,530	\$203,538	\$206,591	\$1,230,137	
TOTAL	\$6,860,228	\$2,220,708	\$2,254,018	\$2,295,550	\$13,630,503	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$6,860,228	\$2,220,708	\$2,254,018	\$2,295,550	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$12,399,669
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$1,230,137
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Strategic Investment Area
\$13,630,503		
Sub-Funds		Sustainability
TAP >200k		Geographic Area
		Urban
		Work Type



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		\$154	\$0	Bridge-HIP	\$0		
		\$164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$12,392,644	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		
Construction Year(s)							



Photo Credit: "Staff , AMATS"

Description: The AMATS Logo is simple, with AMATS across teal mountains. Anchorage Metropolitan Area Transportation Solutions (AMATS) is the Metropolitan Planning Organization (MPO) for the Anchorage Bowl and Chugiak-Eagle River areas.

Transportation Alternatives Program: FAST MPO

The Transportation Alternatives Program (TAP) under DOT&PF funds projects that enhance non-motorized transportation, beautify roadways, and promote safe routes to schools, among other alternatives to traditional vehicular transportation. MPOS's under a population of 200,000 receives a portion of TAP funds for local projects. All relevant project details are detailed in the Fairbanks Area Surface Transportation (FAST) Transportation Improvement Program (TIP). By doing so, the project is considered incorporated into the Statewide Transportation Improvement Program (STIP) by reference, adhering to federal and state planning requirements.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$1,160,029	\$578,662	\$587,342	\$596,152	\$2,922,186	\$0
Match	\$115,149	\$57,440	\$58,302	\$59,176	\$290,066	
TOTAL	\$1,275,178	\$636,102	\$645,644	\$655,328	\$3,212,252	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$1,275,178	\$636,102	\$645,644	\$655,328	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$2,922,186
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$290,066
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$3,212,252

Sub-Funds

TAP 50-200k



STIP ID #	33864
Location	FAST Boundary
DOT Region	Northern Region
Borough or Census	Fairbanks North Star Borough
Corridor	
Primary Funding	TAP - Transportation Alternatives
Strategic Investment Area	
Sustainability	
Geographic Area	
Alaska-wide	
Work Type	
Multi	

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$2,922,186	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		
Construction Year(s)							



Photo Credit: "Samantha Haller, DOT&PF"

Description: Two Weeks of Fall. Chena Ridge Road, September 2022.


Transportation Alternatives Program: MVP MPO

The Transportation Alternatives Program (TAP) under DOT&PF funds projects that enhance non-motorized transportation, beautify roadways, and promote safe routes to schools, among other alternatives to traditional vehicular transportation. MPOS's under a population of 200,000 receives a portion of TAP funds for local projects. All relevant project details will be developed in the first MVP Transportation Improvement Program (TIP). By doing so, projects using this STIP ID are considered incorporated into the Statewide Transportation Improvement Program (STIP) by reference, adhering to federal and state planning requirements.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$868,348	\$433,161	\$439,659	\$446,254	\$2,187,422	\$0
Match	\$86,195	\$42,997	\$43,642	\$44,297	\$217,131	
TOTAL	\$954,543	\$476,158	\$483,301	\$490,551	\$2,404,553	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$954,543	\$476,158	\$483,301	\$490,551	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$2,187,422
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$217,131
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	
\$2,404,553			
Sub-Funds		Strategic Investment Area	
TAP 50-200k		Sustainability	
		Geographic Area	
		Alaska-wide	
		Work Type	
		Multi	





STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$2,187,422	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		
Construction Year(s)							



Photo Credit: "Planning MatSu , "

Description: MatSu Valley Planning for Transportation

Transportation Workforce Development and Training

This project is a critical component of the Alaska Transportation Human Capital Plan, which aims to support the plan's objectives by delivering customized training programs that enhance employee growth and development, promote on-the-job training, and improve existing training programs. Training will equip employees with the necessary skills to provide safe, efficient, and reliable transportation services to the public.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$4,418,507	\$4,125,000	\$5,136,817	\$4,153,419	\$17,833,743	\$0
Match	\$0	\$0	\$0	\$0	\$0	
TOTAL	\$4,418,507	\$4,125,000	\$5,136,817	\$4,153,419	\$17,833,743	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$5,475,160	\$5,425,000	\$5,136,817	\$5,100,000	% Federal	100.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$17,833,743
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	0.00%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate

\$17,833,743

Sub-Funds

NHPP

CMAQ Mandatory

CMAQ Flex

STBG <5k

STBG 5-50k

CRP 5-50k

CRP <5k

CRP Flex

CRP >200k

SA

STIP

24-27

Strategic Investment Area

Resiliency

Geographic Area

Alaska-wide

Work Type

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$902,559	SA	\$67,514	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$67,514	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$3,965,000	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$11,584,258	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$853,419	S&A-SPR	\$0			5339	\$0
STBG <5k	\$204,475	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$220,231	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$36,287			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		
Construction Year(s)							



Photo Credit: "Danielle Tessen, DOT&PF"

Description: Hughes Workforce Development and Training


Trout Creek Culvert Replacement and Aquatic Organism Passage Improvements

Near Cold Bay, replace two aging culverts with aquatic organism passage structures. Culverts are on Grant Point Road, which is the only road that connects the airport to the nearby air force station and wildlife refuge.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$136,500	\$3,409,700	\$0	\$0	\$3,546,200	\$0
Match	\$13,500	\$337,223	\$0	\$0	\$350,723	
TOTAL	\$150,000	\$3,746,923	\$0	\$0	\$3,896,923	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)			\$0	\$0	% Federal	91.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$3,546,200
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.00%
Construct (P4)	\$0	\$3,746,923	\$0	\$0	Local Match	\$91,188
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$259,535
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$150,000	\$0	\$0	\$0		

Total Project Estimate		Funding	
\$4,281,638			
Sub-Funds			Strategic Investment Area
OFF-FLAP STBG Flex			State of Good Repair
			Geographic Area
			Rural
			Work Type
			Replacement





STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		\$154	\$0	Bridge-HIP	\$0		
		\$164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$1,046,200	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$2,500,000
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0				
				Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Cassie Raymond, DOT&PF"

Description: Good thing we're having this safety meeting.

Trunk Road (Nelson Road) Rehabilitation and Bridge Replacement [CTP Award 2019]

Rehabilitate Trunk/Nelson Road from E Fetlock Drive to Wasilla Creek. Replace bridge #2227 across Wasilla Creek. Improve pedestrian facilities.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$136,455	\$45,485	\$4,093,650	\$0	\$4,275,590	\$0
Match	\$13,545	\$4,515	\$406,350	\$0	\$424,410	
TOTAL	\$150,000	\$50,000	\$4,500,000	\$0	\$4,700,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$4,275,590
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$50,000	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$4,500,000	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$424,410
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$150,000	\$0	\$0	\$0		

Total Project Estimate
\$5,000,000
Sub-Funds
STBG Flex
Bridge-INFRA
Bridge-HIP

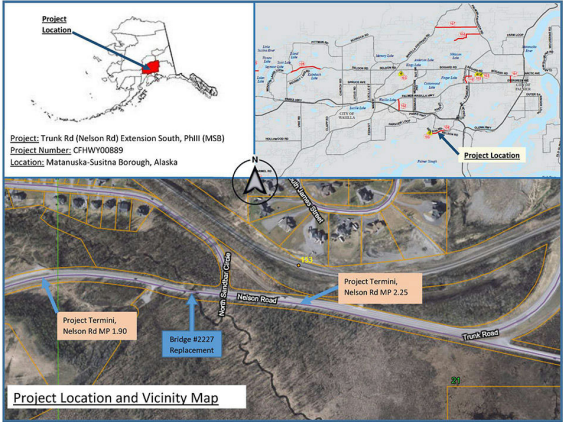


STIP ID #	32726
Location	Wasilla
DOT Region	Central Region
Borough or Census	Matanuska-Susitna Borough
Corridor	Nelson Road
Primary Funding	STBG - Surface Transportation Block Grant
Strategic Investment Area	
State of Good Repair	
Geographic Area	
Urban	
Work Type	
Replacement	

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$2,000,000		
		S154	\$0	Bridge-HIP	\$181,940		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$2,093,650	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0				
				Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

Construction Year(s) 2026



Updated December 2023

Photo Credit: "Staff , DOT&PF"
Description: Project Location Map

University Avenue Widening

Widen and reconstruct University Avenue to current standards.

STIP ID #	3821
Location	Fairbanks
DOT Region	Northern Region
Borough or Census	Fairbanks North Star Borough
Corridor	University Avenue
Primary Funding	NHPP - National Highway Performance Program

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$454,850	\$0	\$0	\$0	\$454,850	\$0
Match	\$45,150	\$0	\$0	\$0	\$45,150	
TOTAL	\$500,000	\$0	\$0	\$0	\$500,000	

Total Project Estimate
\$57,279,601

Sub-Funds

NHPP

Strategic Investment Area
Safety
Geographic Area
Corridor
Work Type
Reconstruction

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$454,850
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$500,000	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$45,150
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$454,850	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

Construction Year(s)	2023
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Photo Credit: "Amy Russell, DOT&PF"

Description: Serious about Safety, Cheesecake at Tanana Lakes, Fairbanks, July 2023


Urban Transit AMATS Planning

FTA 5303 Urban Transit Planning. Funds are provided for planning and administrative activities within the metropolitan planning organization boundaries. FTA 5303 funds are split between FAST Planning, AMATS, and MVP.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$419,649	\$425,944	\$432,333	\$438,818	\$1,716,745	\$0
Match	\$104,912	\$106,486	\$108,083	\$109,705	\$429,186	
TOTAL	\$524,562	\$532,430	\$540,417	\$548,523	\$2,145,932	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)			\$0	\$0	% Federal	80.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$1,716,745
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	20.00%
Construct (P4)	\$0		\$0	\$0	Local Match	\$429,186
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$524,562	\$532,430	\$540,417	\$548,523		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	
\$2,145,932			
Sub-Funds		Strategic Investment Area	
5303		Resiliency	
		Geographic Area	
		Urban	
		Work Type	





STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164		STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$1,716,744
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0				
Construction Year(s)				Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Staff , DOT&PF"

Description: The Municipality of Anchorage operates a fixed-route service with 14 routes (People Mover), along with two commuter bus routes, on-demand paratransit service (AnchorRIDES), and a car or van share service

Urban Transit FAST Planning

FTA 5303 Urban Transit Planning. Funds are provided for planning and administrative activities within the metropolitan planning organization boundaries. FTA 5303 funds are split between FAST Planning, AMATS, and MVP.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$120,251	\$122,055	\$123,884	\$125,744	\$491,934	\$0
Match	\$30,063	\$30,514	\$30,971	\$31,436	\$122,984	
TOTAL	\$150,314	\$152,569	\$154,856	\$157,180	\$614,918	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)			\$0	\$0	% Federal	80.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$491,934
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	20.00%
Construct (P4)	\$0		\$0	\$0	Local Match	\$98,387
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$150,314	\$152,569	\$154,856	\$157,180		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate	\$614,918
Sub-Funds	
5303	
Strategic Investment Area	
Resiliency	
Geographic Area	
Urban	
Work Type	
Planning	



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164		STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$491,935
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		
Construction Year(s)							



Photo Credit: "Staff , DOT&PF"

Description: Fairbanks North Star Borough administers and operates the Metropolitan Area Commuter System (MACS), a fixed-route bus service, and the Van Tran system, a paratransit demand response service for those with limited mobility who are unable to use the fixed-route bus service.

Urban Transit MVP Planning

FTA 5303 Urban Transit Planning. Funds are provided for planning and administrative activities within the metropolitan planning organization boundaries. FTA 5303 funds are split between FAST Planning, AMATS, and MVP.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$90,015	\$91,365	\$92,736	\$94,127	\$368,242	\$0
Match	\$22,504	\$22,841	\$23,184	\$23,532	\$92,061	
TOTAL	\$112,519	\$114,206	\$115,919	\$117,658	\$460,303	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	80.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$368,242
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	20.00%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$73,649
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$112,519	\$114,206	\$115,919	\$117,658		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate	\$460,303
Sub-Funds	5303
Strategic Investment Area	Sustainability
Geographic Area	Urban
Work Type	Planning



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164		STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$368,243
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		
Construction Year(s)							



Photo Credit: "Staff , DOT&PF"

Description: Valley Transit offers fixed-route bus service along the Glenn Highway between the Matanuska-Susitna (Mat-Su) Valley and Anchorage as well as demand response service within the Valley.

US Geological Survey Flood Frequency and Analysis

The US Geological Survey Flood Frequency and Analysis project involves partnering with the US Geological Survey to collect and interpret hydrologic data, specifically focusing on flood frequency and water levels. The derived insights will be instrumental in planning and designing flood-resilient infrastructure such as bridges, culverts, road reconstructions, and stormwater management systems.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$322,350	\$322,350	\$322,350	\$322,350	\$1,289,401	\$0
Match	\$31,998	\$31,998	\$31,998	\$31,998	\$127,990	
TOTAL	\$354,348	\$354,348	\$354,348	\$354,348	\$1,417,392	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$354,348	\$354,348	\$354,348	\$354,348	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$1,289,401
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$127,990
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Strategic Investment Area
\$1,417,392		
Sub-Funds		Resiliency
NHPP	STBG >200k	Geographic Area
		Urban
		Work Type
		Planning



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$892,228	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$74,822	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$322,350	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0				
Construction Year(s)				Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Dawn Millen, DOT&PF"

Description: Baby bear playing with a traffic cone on Chilkoot Road in Haines.


Ward Creek Bridge Replacement

Replace the existing Ward Creek Bridge #747 in Ketchikan. Work will also include associated approach roadway reconstruction, embankment and riprap repair, and new approach guardrail.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$1,273,580	\$0	\$23,936,207	\$0	\$25,209,787	\$0
Match	\$126,420	\$0	\$2,375,992	\$0	\$2,502,412	
TOTAL	\$1,400,000	\$0	\$26,312,199	\$0	\$27,712,199	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)			\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$25,209,787
Design (P2)	\$1,300,000	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$100,000	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0		\$25,312,199	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$1,000,000	\$0	State Match	\$2,502,412
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	
\$30,218,178			
Sub-Funds			Strategic Investment Area
Bridge-INFRA	Bridge-HIP		State of Good Repair
			Geographic Area
			Urban
			Work Type
			Replacement





STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$16,414,848		
		S154	\$0	Bridge-HIP	\$8,794,939		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Staff , DOT&PF"

Description: The Ward Creek Bridge is a three-span concrete decked bulbtee girder bridge. The original bridge at this location, built in 1950, was removed and replaced in 1975.

Wasilla to Fishhook Main Street Rehabilitation
 Construct a one-way couplet in downtown Wasilla bounded by Bogard Road, KGB/Main Street, Yenlo/Talkeetna Street and the Palmer Wasilla Highway. Work will consist of new road construction, lane reconfigurations, signals, new pavement, signing and striping, and sidewalks.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$0	\$32,749,200	\$0	\$0	\$32,749,200	\$0
Match	\$0	\$3,250,800	\$0	\$0	\$3,250,800	
TOTAL	\$0	\$36,000,000	\$0	\$0	\$36,000,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$32,749,200
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$30,500,000	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$5,500,000	\$0	\$0	State Match	\$3,250,800
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$32,749,200	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0				
				Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

Construction Year(s)
 2025

Total Project Estimate		Strategic Investment Area
\$36,000,000		
Sub-Funds		
NHPP		Safety
		Geographic Area
		Corridor
		Work Type
		Rehabilitation



Photo Credit: "Staff , DOT&PF"
 Description: Traffic Congestion along Main Street.

Waterways Program

The Alaska Waterways Program will prioritize the construction, maintenance, and improvement of ports, harbors, and riverine barge landings throughout Alaska's coastal and navigable waters. The program will implement projects that address feasibility and evaluate concepts that bolster economic growth, enhance national security, and facilitate efficient transportation of goods.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$1,491,372	\$7,277,600	\$454,850	\$7,277,600	\$16,501,422	\$0
Match	\$148,039	\$722,400	\$45,150	\$722,400	\$1,637,989	
TOTAL	\$1,639,411	\$8,000,000	\$500,000	\$8,000,000	\$18,139,411	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$1,639,411	\$8,000,000	\$500,000	\$8,000,000	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$16,501,422
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$0	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$1,637,989
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate	\$18,139,411
Sub-Funds	STBG <5k STBG Flex PRTC
Strategic Investment Area	Economic Vitality
Geographic Area	Waterways
Work Type	Planning



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$454,850
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$1,491,372	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$14,555,200	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0				
Construction Year(s)				Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Margaret Moody, DOT&PF"

Description: Harbor in Cordova

Waysides Program

Construct waysides across the state of Alaska at roadside locations with parking limitations at popular recreational areas, trailheads, viewpoints, or in areas needing increased truck driver rest areas.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$4,187,300	\$2,819,400	\$2,000,000	\$0	\$9,006,700	\$0
Match	\$415,646	\$279,863	\$198,527	\$0	\$894,037	
TOTAL	\$4,602,946	\$3,099,263	\$2,198,527	\$0	\$9,900,737	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$4,602,946	\$3,099,263	\$2,198,527	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$9,006,700
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0		\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$894,037
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$9,900,737
Sub-Funds

NHPP



STIP ID #	34260
Location	Alaska-wide
DOT Region	Alaska-wide
Borough or Census	Alaska-wide
Corridor	
Primary Funding	NHPP - National Highway Performance Program
Strategic Investment Area	
Safety	
Geographic Area	
Corridor	
Work Type	

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$9,006,700	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0				
Construction Year(s)				Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Chuck Eldridge, DOT&PF"

Description: Turnagain Pass, Seward Highway.


Weigh-in-Motion Wayside Improvements

Install Weigh-in-motion (WIM) and bypass technology at the Tok Highway Weigh Station on the Alaska Highway, and the Steese Highway Weigh Station at the Junction of the Elliott Highway and Steese Highway. This technology allows for efficient movement of fuel, freight, and other commodities throughout the network.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$5,221,678	\$0	\$0	\$0	\$5,221,678	\$0
Match	\$518,322	\$0	\$0	\$0	\$518,322	
TOTAL	\$5,740,000	\$0	\$0	\$0	\$5,740,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)			\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$5,221,678
Design (P2)	\$400,000	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$5,340,000		\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$518,322
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	Program
\$5,740,000			
Sub-Funds		Strategic Investment Area	
NHPP		Resiliency	
		Geographic Area	
		Corridor	
		Work Type	





STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$5,221,678	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164		STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		
Construction Year(s)		2024					



Photo Credit: "Ginny Watt, DOT&PF"

Description: Sunset and Denali reflection on Potter Weigh Station, August 2023.

West Coast Alaska Community Resiliency

The West Coast Alaska Resiliency project focuses on bolstering infrastructure resiliency in approximately 15 western coastal communities that were affected by Typhoon Merbok and the Chukchi Sea storm in September 2022. The plan also encompasses opportunities for local workforce development.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$23,868,360	\$9,880,000	\$0	\$0	\$33,748,360	\$0
Match	\$5,967,090	\$2,470,000	\$0	\$0	\$8,437,090	
TOTAL	\$29,835,450	\$12,350,000	\$0	\$0	\$42,185,450	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	80.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$33,748,360
Design (P2)	\$3,515,463	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	20.00%
Construct (P4)	\$26,319,987	\$12,350,000	\$0	\$0	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$8,437,090
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$42,185,450

Sub-Funds

- PRTC
- STBG Flex
- STBG BR OFF SYS
- STBG <5k



STIP ID #	34194
Location	Alaska-wide
DOT Region	Alaska-wide
Borough or Census	Alaska-wide
Corridor	
Primary Funding	PRTC - PROTECT, STBG - Surface Transportation Block Grant
Strategic Investment Area	
Resiliency	
Geographic Area	
Rural	
Work Type	
Reconstruction	

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$16,453,386
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		\$154	\$0	Bridge-HIP	\$0		
		\$164	\$0	STBG OSB	\$1,649,688		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$10,485,975	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$5,159,311	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0				
				Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		

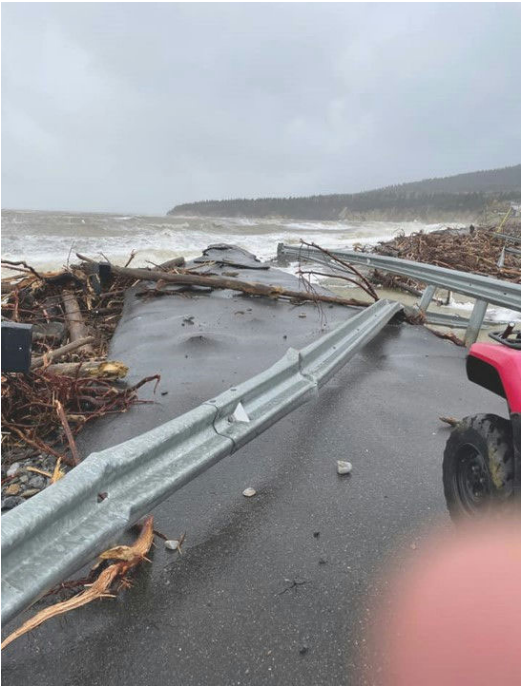


Photo Credit: "Staff , DOT&PF"

Description: Infrastructure damage in Elim after Typhoon Merbok.

West Susitna Access Road

Construct a new road connecting the contiguous highway system to State recreation lands west of the Susitna River. Construct a boat launch facility accessing the Susitna River.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$3,446,853	\$30,474,950	\$0	\$32,291,000	\$66,212,803	\$0
Match	\$342,147	\$3,025,050	\$0	\$3,205,317	\$6,572,514	
TOTAL	\$3,789,000	\$33,500,000	\$0	\$35,496,317	\$72,785,317	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$66,212,803
Design (P2)	\$3,789,000	\$3,000,000	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	9.03%
Construct (P4)	\$0	\$30,500,000	\$0	\$35,496,317	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$6,572,514
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate
\$72,785,317
Sub-Funds
STBG Flex
Bridge-INFRA



STIP ID #	34206
Location	Matanuska-Susitna Borough
DOT Region	Central Region
Borough or Census	Matanuska-Susitna Borough
Corridor	
Primary Funding	STBG - Surface Transportation Block Grant, BRIDGE
Strategic Investment Area	
Economic Vitality	
Geographic Area	
Rural	
Work Type	
New Construction	

STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$5,000,000	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$5,913,050		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$49,303,131	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$5,996,622
				OJT	\$0		



Photo Credit: "Carolyn Conway, DOT&PF"

Description: Northern lights dance over the Tazlina Maintenance Station

Whitshed Road and Pedestrian Improvements

Provide pedestrian accommodations along Whitshed Road from the intersection with the Copper River Highway to the intersection with Orca Inlet Drive approximately 0.75 miles in length.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$1,955,855	\$0	\$0	\$3,092,980	\$5,048,835	\$14,050,000
Match	\$194,145	\$0	\$0	\$307,020	\$501,165	
TOTAL	\$2,150,000	\$0	\$0	\$3,400,000	\$5,550,000	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	90.97%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$5,048,835
Design (P2)	\$150,000	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$2,000,000		\$0	\$0	% Match	9.03%
Construct (P4)	\$0		\$0	\$3,000,000	Local Match	\$250,583
Utilities (P7)	\$0	\$0	\$0	\$400,000	State Match	\$250,583
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate	\$23,575,740
Sub-Funds	
STBG <5k	
Strategic Investment Area	
Sustainability	
Geographic Area	
Rural	
Work Type	
Reconstruction	



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$5,048,835	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		



Photo Credit: "Chance Box, DOT&PF"
Description: Ernestine crew painting Cordove Airport, June 2023.


Yakutat Ferry Terminal Improvements

Design and construct improvements for the Yakutat Ferry Terminal to enhance safety, functionality, and accessibility for passengers and operations. As part of the "Critical Upgrades to Ferry Dock Infrastructure in Five Rural Alaska Communities" Rural Ferry Program FTA Award, this project aims to modernize and reinforce the terminal.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$2,323,071	\$0	\$10,000	\$17,389,886	\$19,722,957	\$0
Match	\$0	\$0	\$0	\$0	\$0	
TOTAL	\$2,323,071	\$0	\$10,000	\$17,389,886	\$19,722,957	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)	\$0	\$0	\$0	\$0	% Federal	100.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$19,722,957
Design (P2)	\$2,323,071	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$10,000	\$0	% Match	0.00%
Construct (P4)	\$0	\$0	\$0	\$17,389,886	Local Match	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0		
Planning (P9)	\$0	\$0	\$0	\$0		

Total Project Estimate		Funding	
\$19,722,957			
Sub-Funds		Strategic Investment Area	
FBF	OFF-Grant	Economic Vitality	
		Geographic Area	
		Waterways	
		Work Type	
		Reconstruction	





STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164	\$0	STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$0
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$3,944,591	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$15,778,366
TAP <5K	\$0	CRP <5K	\$0	Civil Rights		Innovative Funding	
				DBE	\$0	AC	\$0
				OJT	\$0		
Construction Year(s)	2027						



Photo Credit:
Description: M/V Kennicott makes a pass by the Hubbard Glacier after leaving Yakutat. May 2022.