



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

2024-2027

Statewide Transportation Improvement Program
(STIP Amendment 1)



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



Alaska DOT&PF 2024-2027 STIP Narrative

ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT 1

THIS DOCUMENT SUPERCEDES THE ALASKA DOT&PF 2024-2027 STIP NARRATIVE DATED 3/27/2024
PENDING FHWA APPROVAL

8/28/2024

STIP AMENDMENT 1

Alaska's Department of Transportation and Public Facilities (DOT&PF) is proud to introduce Amendment Number 1 to the Statewide Transportation Improvement Program (STIP), reflecting our unwavering commitment to enhancing Alaska's transportation infrastructure through innovation, collaboration, and meticulous planning. This amendment signifies not only an update to our strategic transportation initiatives but also the culmination of countless hours of dedicated effort to address the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) Federal Planning Findings and secure original STIP approval.

Our approach to the STIP is characterized by its innovative framework, integrating advanced planning methodologies, stakeholder engagement, and comprehensive analysis to ensure that our transportation network meets the evolving needs of Alaskans. The DOT&PF has embraced cutting-edge tools and processes to enhance transparency, foster public involvement, and streamline project delivery. By leveraging technology and data-driven decision-making, we are paving the way for a more efficient and responsive transportation system.

Resolving the FHWA and FTA Federal Planning Findings required a concerted effort across multiple levels of our organization. Our teams engaged in rigorous reviews, in-depth consultations, and extensive coordination with federal agencies and MPOs to address each finding comprehensively. This process involved re-evaluating our planning procedures, enhancing our public participation mechanisms, and ensuring that our projects align with federal and state goals.

The original approval of the STIP was a testament to our dedication to excellence in transportation planning. We worked tirelessly to demonstrate our compliance with federal requirements, showcasing our ability to effectively manage and execute transportation projects that benefit all Alaskans. This achievement underscored our capacity to maintain a forward-looking transportation strategy while adhering to the highest standards of accountability and efficiency.

Amendment Number 1 builds upon this foundation, incorporating valuable feedback from stakeholders and integrating new priorities to address emerging challenges and opportunities. As we move forward, the DOT&PF remains committed to fostering a transportation system that supports economic growth, enhances mobility, and improves the quality of life for our residents.

We invite you to explore the details of this amendment and join us in our mission to create a safer, more modern, resilient, and agile transportation future for Alaska.

Sincerely,

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

TABLE OF CONTENTS

Reference: Tables..... 5
Reference: Figures..... 5
Certification Statement 7
2024-2027 Statewide Transportation Improvement Program 8
Plan Alignment and Implementation 9
STIP Revision Process 18
Funding and Fiscal Constraint 21
Public Involvement Process 54
Appendix A: Definitions 62
Appendix B: Investment Targets..... 77
Appendix C: Transportation Performance Management Analysis 82
Travel Time Reliability..... 90
Appendix D: Air Quality Conformance Analysis104
Appendix E: Fiscal Constraint Demonstration111

REFERENCE: TABLES

Table 1: STIP Revision Thresholds.....	18
Table 2: 2024 DOT&PF Apportioned FHWA Formula Funds.....	34
Table 3: 2024 DOT&PF Apportioned FHWA & Formula Revenue Forecast	35
Table 4: 2024 DOT&PF Apportioned FHWA Exempt Formula Funds & Revenue Forecast	36
Table 5: 2024-2027 Federal Transit Administration Apportioned Formula Funds by Program	46
Table 6: FTA Formula Fund Apportionments by Program with Sub-allocation details.....	47
Table 7: 2024-2027 State & Local Match and Other State Funds Revenue Forecast	49
Table 8: 10-year revenue forecast.....	51
Table 9: Public Engagement Process Activities.....	60
Table 10: Strategic Investment Area Targets.....	80
Table 11: Landscape Investment Targets	81
Table 12: Performance Management Plans Aligned to LRTP Strategic Investment Areas	84
Table 13: Safety - Federal Performance Measures.....	84
Table 14: Pavement Condition - Federal Performance Measures	85
Table 15: Bridge Conditions - Federal Performance Measures	85
Table 16: Freight Movement and NHS - Federal Performance Measures.....	85
Table 17: Congestion Mitigation & Air Quality - Federal Performance Measures	85
Table 18: Vehicle Useful Life Policy	93
Table 19: Asset & Facility Condition Criteria	94
Table 20: Winter Performance Response Times	100
Table 21: Winter Performance within Time Goal.....	100
Table 22: Direct Operational Funding.....	101
Table 23: Centerline Miles by Region	101
Table 24: Lane Miles by Region.....	101

REFERENCE: FIGURES

Figure 1: Strategic Vision Framework.....	78
Figure 2: Alignment of LRTP Strategic Investment Areas to National Performance Goals.....	83
Figure 3: Historic Fatal and Serious Injury Crashes on All Public Roads, 2013-2021	86
Figure 4: Historic Fatal and Serious Injury Rate (Per 100 Vehicle Miles Travelled) on All Public Roads, 2013-2021.....	87
Figure 5: Historic Non-Motorized Fatal (yellow) and Serious Injuries (light blue) on All Public Roads, 2013-2021	87
Figure 6: Pavement Data Collection Van Located on the Dalton Highway.....	88
Figure 7: Historic Pavement Condition for Interstate NHS, Non-Interstate NHS and Non-NHS DOT&PF Roadways, 2018-2021	89
Figure 8: Average NHS Bridge Conditions (by deck area) 4-Year Trend	89
Figure 9: Alaska's Travel Time Reliability (% Person Miles Traveled) on the Interstate System, 2017-2022.	91
Figure 10: Alaska's Truck Travel Time Reliability (% Person Miles Traveled) on the non-Interstate NHS, 2017-2022.....	91
Figure 11: Alaska's TTR Index on the Interstate System, 2017-2022.....	92
Figure 12: Alaska CO2 Emissions by Sector	104
Figure 13: Nationwide CO2 Emissions by Sector	105
Figure 14: Alaska CO2 Transportation Sector Emissions	106

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 and infrastructure in Alaska. In addition, cooperation with the three Alaska Metropolitan Planning Organizations (MPO), three Rural Planning Organizations (RPO), and the many other local governments and Tribes throughout Alaska, as challenging as this can be, has helped guide the development of this document.

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

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

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

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

PLAN ALIGNMENT AND IMPLEMENTATION

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

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

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

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

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

State and Federal Requirements

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

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

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

Anchorage and the Fairbanks North Star Borough have maintenance areas for carbon monoxide (CO). Juneau’s Mendenhall Valley and portions of Eagle River are classified as maintenance areas for coarse particulate matter (PM-10). A portion of the Fairbanks North Star Borough is also designated as a non-attainment area for fine particulate matter (PM-2.5). Fairbanks has an approved Moderate Area SIP for PM 2.5 that includes motor vehicles emission budgets for PM 2.5 and NOX, and a Serious State Implementation Plan (SIP) from 2019 that was adopted with amendments on November 18,

2020. However, in January 2023 the EPA issued a proposed rulemaking to disapprove portions of the amendments to the Serious SIP and the year-long a Conformity Freeze went into effect on January 4, 2024. The Conformity Freeze will remain effective until a new SIP with adequate control measures to improve air quality is in place and approved by EPA.

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 SIP emissions budget for CO and/or PM. Metropolitan Transportation Plans (MTPs) and TIP projects proposed for construction within these areas undergo regional and project-level analysis to confirm conformity.

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

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

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

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

Infrastructure Investment & Jobs Act (IIJA)

The Infrastructure Investment & Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law or BIL, is a significant piece of legislation that focuses on infrastructure investment and job creation. This landmark law includes provisions that directly impact transportation infrastructure, project prioritization, funding allocation, and more. The Alaska DOT&PF has actively ensured that the 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 \$550B allocated to new investment categories and programs. This legislation provides predictable, long-term funding certainty for transportation infrastructure planning and investment through various programs that focus on directing funds to specific types of investments and desired outcomes.

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

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

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

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

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

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

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

2024-2027 STIP Implementation and New Tools

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

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

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

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

Upon completion of a re-programming of the Draft 2024-2027 STIP using a new electronic platform, DOT&PF implemented the public review process, and released the Draft 2024-2027 STIP for a 45-day public comment period in July 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 IJA 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 Draft 2024-2027 STIP was not submitted prior to the end of the 2023 Federal Fiscal Year. A 180-day extension to the 2020-2023 STIP was requested and received on September 15, 2023, from FHWA and FTA. This has allowed DOT&PF to consult with, and address both public and Federal agency comments, on the Draft 2024-2027 STIP.

Project Selection and Funding Allocations

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

Data-Informed Project Identification. Projects identification 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 list 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, a concurrence step confirms the readiness of the proposal. These projects then go before a Project Evaluation Board (PEB), which scores and prioritizes them, including a public meeting to ensure community involvement. Project selection is competitive, prioritizing 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) Planning in Alaska develop their TIPs, (and will soon include the Mat-Su Valley Planning (MVP) MPO, Alaska's newest MPO), which are approved and incorporated into the STIP, ensuring a cohesive and comprehensive approach to transportation planning and development.

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

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 given 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 assessed for their potential to deliver maximum benefits at minimal cost, considering life-cycle costs and potential long-term savings.
- **Public Benefit:** Evaluation considers how 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 employs an optimization process that involves a comprehensive and strategic examination of the entire system. This stage is pivotal in aligning various projects with available federal funds, considering their specific eligibilities and unique requirements. Adjustments in any one area are made in real-time, recognizing that shifts in one area directly influence capacities and needs in other categories. This stage involves a holistic examination of the entire system, aligning projects with available federal funds based on their specific eligibilities. It is important to acknowledge that, at times, projects with unique funding eligibilities or the ability to fill a gap in any one category might proceed ahead of projects that may be perceived as higher priority. Key components of this stage include:

- **Statewide Contractor Capacity:** This involves dynamic management of contractor resources across the state, ensuring equitable distribution and flexibility.
- **DOT&PF Project Delivery Capacity:** This continuous assessment focuses on the capacity of staff and contractors to manage and execute projects.

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

ALASKA DOT&PF 2024-2027 STIP NARRATIVE

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 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 be made publicly available and that the meeting is open to the public.

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

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

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

Mandatory and Other Classes of Projects not Subject to Scoring

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

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

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

If a project is specifically recommended in a statewide transportation plan adopted under 17 AAC 05.150, the

Plan Alignment and Implementation

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. Project selection 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, the Pavement and Bridge Preservation Program, the Transportation Alternative Program, and the 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 STIP 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. 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.

Within the project pages, phase 2 identifiers may be broken into phase 2a and phase 2b. Phase 2a indicates preliminary design through the environmental document, and phase 2b indicates the environmental document is approved and the project has entered the final design phase.

Right-of-Way, Phase 3. During the design phase, right-of-way staff review 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 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, 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, such as 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 the IIJA. Alaska DOT&PF is utilizing a program approach to several investment areas to improve the value of projects delivered to the public.

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

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

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

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

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. The geographical regional boundaries can be found here: <https://dot.alaska.gov/regions-portal.shtml>

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

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 FTA review, track, and approve all revisions to the STIP, ensuring compliance with specific approval, review, and public notice requirements. There are three main types of STIP revisions: amendments, administrative modifications, and incorporations by reference. In addition, Alaska has three MPOs: the Anchorage Metropolitan Area Transportation Solutions (AMATS), the Fairbanks Area Surface Transportation Planning (FAST), and the Mat Su Valley Planning for Transportation (MVP).

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

Concerning the TIP, the procedures section of this document covers only the procedures 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

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.).

Administrative Modification. Per 23 CFR 450.104, Administrative modification means a minor revision to a long-range statewide or metropolitan transportation plan, TIP or STIP, including minor changes to project/project phase costs, funding sources of previously included projects, and 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, not requiring public review, demonstration of fiscal constraint, or FHWA/FTA approval.

Changes may include:

- Increases to funding amounts of a project or phase of a project greater than 10% of the total project cost and within the financial thresholds identified below:
- The total project cost indicated in the approved STIP/TIP is less than \$3M; an administrative modification shall be used for an increase in cost between 10% and 50% of the total project cost or \$1M whichever is less.
- The total project cost indicated in the approved STIP/TIP is greater than \$3M but less than \$10M; an administrative modification shall be used for an increase in cost between 10% and 30% of the total project cost.
- The total project cost indicated in the approved STIP/TIP is greater than \$10M; 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, an 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, the number of through traffic lanes, or changing the number of stations in the case of fixed guideway transit projects). Changes to projects included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment and a redemonstrations 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 air quality conformity. An amendment is a modification to the STIP that:

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

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

Procedures

Approval of STIP Administrative Modifications

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

Approval of STIP Amendments

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

Incorporation of MPO TIP Administrative Modifications into the STIP

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

Incorporation of MPO TIPs and TIP Amendments into the STIP

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

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

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

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 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.

Funding Sources and Revenue Forecasts

FHWA Formula Funding

Bridge Formula Program (Bridge)

This funding source is exempt from obligation limitation. The Bipartisan Infrastructure Law (BIL) appropriates \$5,500,000,000 for the BFP under the Highway Infrastructure Program for each of Fiscal Years (FY) 2022 through 2026. Funds are distributed to the States⁴ by a statutory formula (after set-asides for Federal Highway Administration (FHWA) administration and operations and Tribal transportation facility bridges). The statute requires that the apportionments be adjusted so that each State receives no less than \$45,000,000 each fiscal year. Additionally, 15 percent of each State's distributed funds are set aside for use on off-system bridges.

Funds made available under the BFP, except as otherwise provided, are to be administered as if apportioned under chapter 1 of title 23, United States Code (U.S.C.). Further, since any project funded under the BFP is to be treated as a project on a Federal-aid highway, Davis-Bacon wage requirements apply to all projects funded with BFP funds.

Highway Improvement Program Bridge Funds (Bridge-HIP) and Highway Infrastructure Bridge Replacement (Bridge-INFRA): 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 \$9.8B from HIP is available for operation and maintenance activities, debt service payments, and to compensate for lost transportation revenue due to COVID-19. The Highway Infrastructure Bridge Replacement Program was established more recently.

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

Highway Improvement Program Bridge Funds – Off System Bridge (HIP-OSB)To maximize the benefits of the program with respect to off-system bridges, the FHWA encourages States to use BFP funding on off-system bridges in proportion to the scale of each State's off-system bridge needs—particularly in relation to localities that historically have lacked resources for such projects. For example, if 50 percent of highway bridges by count or deck area within a State are in poor condition and located on the off-system, then FHWA encourages the State to use 50 percent of its BFP funding to address those off-system bridge needs.

Focusing on certain off-system bridges will help States accomplish more with this funding. Generally, the Federal share for costs reimbursed with BFP funds distributed to States is determined in accordance with 23 U.S.C. 120. However, the Federal share for costs reimbursed with BFP funds under this program for an off-system highway bridge owned by a county, town, township, city, municipality or other local agency, or federally-recognized Tribe⁵ shall be 100 percent. The FHWA encourages States to take advantage of this opportunity to use 100 percent Federal funds for off-system highway bridges.

States are required to set aside 15 percent of their BFP funding to address off-system bridge needs. There is no provision authorizing States to reduce the minimum 15 percent set-aside amount, and the 15 percent set-aside is a minimum, not a maximum.

Highway Infrastructure Bridge Replacement Advance Construction (Bridge AC): For projects that will utilize Advance Construction financing for purposes of project delivery.

Carbon Reduction Program (CRP)

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.

Carbon Reduction Program: Population >200K [CRP >200K AMATS]: 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.

Carbon Reduction Program 50-200k FAST [CRP 50-200k FAST]: 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.

Carbon Reduction Program 50-200k MVP [CRP 50-200k MVP]: 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.

Carbon Reduction Program: Population 5-49,999K [CRP 5-50k]: For urban areas with a population between 5,000 and 49,999.

Carbon Reduction Program: Population <5K [CRP<5k]: For areas with a population of less than 5,000.

Carbon Reduction Program FLEX [CRP Flex]: Flexible Carbon Reduction Program Funds that can be used across subcategories of population bases.

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

Congestion Mitigation Air Quality (CMAQ)

The Congestion Mitigation and Air Quality Improvement 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. Created by the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the program was reauthorized under the Transportation Equity Act for the 21st Century (TEA-21) in 1997 and again as part of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in 2005. From its beginning, the CMAQ program has been a key funding mechanism for helping urban areas meet air quality goals and supporting investments that encourage alternatives to driving alone and improve traffic flow.

Congestion Mitigation Air Quality Flex [CMAQ Flex]: Funds that 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.

Congestion Mitigation Air Quality (CMAQ) Flex for AMATS [CMAQ Flex AMATS]: Specific CMAQ Flex funding allocated for the AMATS MPO.

Congestion Mitigation Air Quality (CMAQ) Flex FAST [CMAQ Flex FAST]: Specific CMAQ Flex Funding allocated for the FAST Planning MPO.

Congestion Mitigation Air Quality (CMAQ) Flex MVP [CMAQ Flex MVP]: Specific CMAQ Flex Funding allocated for the MVP MPO.

Congestion Mitigation Air Quality (CMAQ) Mandatory [CMAQ Mandatory]: This fund code is closely related to the CMAQ Flex, 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.

Congestion Mitigation Air Quality (CMAQ) Mandatory FAST [CMAQ-M FAST]: The funding supports projects within the FAST non-attainment area that aim to reduce traffic congestion and improve air quality.

Congestion Mitigation Air Quality (CMAQ) Mandatory AMATS [CMAQ-M AMATS]: The funding supports projects within the AMATS area that aim to reduce traffic congestion and improve air quality.

Statewide Planning and Research (CMAQ) [SPR CMAQ]: For planning and research projects with will reduce traffic congestion and improve air quality.

Projects to Reduce PM 2.5 Emissions Set-Aside: A designated funding allocation aimed at supporting projects specifically designed to reduce fine particulate matter (PM 2.5) emissions. PM 2.5 refers to airborne particles that are 2.5 micrometers in diameter or smaller, which can be harmful to human health, contributing to respiratory and cardiovascular problems. These particles often come from sources like vehicle emissions, industrial processes, and burning fossil fuels.

Disadvantaged Business Enterprise Program (DBE)

This funding source is exempt from obligation limitation. DOT's Operating Administrations distribute substantial funds each year to finance construction projects initiated by state and local governments, public transit and airport agencies. DOT has the important responsibility of ensuring that firms competing for DOT-assisted contracts for these projects are not disadvantaged by unlawful discrimination. The Department's most important tool for meeting this requirement has been its DBE program, which originally began in 1980 as a minority/women's business enterprise program established by regulation under the authority of Title VI of the Civil Rights Act of 1964 and other nondiscrimination statutes that apply to DOT financial assistance programs.

The DBE program was reauthorized by Congress several times since its inception; most recently in the Infrastructure Investment and Jobs Act, [Pub. L. 117-58](#), November 15, 2021, 135 Stat. [429 \(23 U.S.C. 101\)](#) note), Also known as the Bipartisan Infrastructure Law (BIL). The Act describes Congress's findings regarding the continued need for the DBE program due to the discrimination and related barriers that pose significant obstacles for minority and women-owned businesses seeking federally-assisted surface transportation work. 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%.

Ferry Boat Funds Program (FBF)

This funding source is exempt from obligation limitation. 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 IJA introduced a similar Ferry Boat Program (FBP). This formula-based program, managed by state or territorial transportation agencies, determines funding eligibility through data from the Bureau of Transportation Statistics' National Census of Ferry Operators (NCFO). State Departments of Transportation (DOT) handling federal assistance must adhere to the guidelines in 2 CFR 200.332, with the option to develop and administer FBP projects, assist Local Public Agencies (LPAs) in these projects, or transfer funds to a federal agency. The federal government contributes 80% of the project costs.

Highway Safety Improvement Program (HSIP)

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.

Section 154 and Section 164 (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%.

Vulnerable Road User Safety Special Rule (VRU): 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%.

Statewide Planning and Research HSIP Set Aside (SPR HSIP): For planning and research projects with will improve safety.

Highway Safety Improvement Program (SA, SA Takedown, SA-AMATS, SA-FAST): Funding for infrastructure improvements that meet the requirements of the Highway Safety Improvement Program.

Metropolitan Planning Program (Metro)

A cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. Program oversight is a joint Federal Highway Administration/Federal Transit Administration responsibility. As under the FAST Act, the BIL directs FHWA to apportion funding as a lump sum for each State then divide that total among apportioned programs. Each State's PL apportionment is calculated based on a ratio specified in law. [23 U.S.C. 104(b)(6)]. The State DOT is then required to make the PL funds available to metropolitan planning organizations (MPOs) in accordance with a formula developed by the State DOT and approved by the FHWA. [23 U.S.C. 104(d)]

Safe and Accessible Trans Options – Metro Planning [S&A-Metro, S&A-SPR]: funding to enhance the safety and accessibility of transportation systems within metropolitan areas. This funding is part of a broader effort to support the development of transportation plans and programs that improve the overall quality of life by ensuring that transportation options are safe, reliable, and accessible to all users, including pedestrians, cyclists, transit users, and people with disabilities.

National Electric Vehicle Infrastructure Program (NEVI)

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

National Highway Freight Program (NHFP)

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.

For these expanded NHFP projects under IIJA, funding remains flexible, with a federal share that is eligible for sliding scale adjustments up to 93.4% for some interstate projects, maintaining the program's adaptability to various project needs.

National Highway Performance Program (NHPP)

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.

On the Job Training (OJT)

This funding source is exempt from obligation limitation. The FHWA On-the-Job Training (OJT) Program requires State Transportation Agencies (STAs) to establish apprenticeship and training programs targeted to move women, minorities, and disadvantaged individuals into journey-level positions to ensure that a competent workforce is available to meet highway construction hiring needs, and to address the historical under-representation of these groups in highway construction skilled crafts. The primary objectives of OJT/SS are to increase the overall effectiveness of each STA's approved OJT program in connection with Federal-aid highway construction projects, and to seek other ways to increase the training opportunities for women, minorities, and disadvantaged individuals. In turn, OJT/SS is used to increase the participation of women, minorities, and disadvantaged individuals in skilled and semi-skilled crafts.

The OJT/SS was established (*23 CFR Part 230*) to supplement the OJT Program and support STAs' training programs by providing services to highway construction contractors and assistance to highway construction apprentices and trainees. Under the provisions of *23 U.S.C. §140(b)*, the Secretary of Transportation has the authority to fund OJT/SS in an amount not to exceed \$10,000,000 annually. Under *Section 5204(e) of SAFETEA-LU*, the Federal funding of the cost of activities shall be 100 percent of funds apportioned to them for the Surface Transportation Program under *23 U.S.C. §104(b)(3)* and the Highway Bridge Replacement and Rehabilitation Program under *23 U.S.C. §144* for this program. *Section 5204(e)* provides for 100 percent Federal funding if the core program funds are used for training, education, or workforce development purposes, including "pipeline" activities. Training and development include activities associated with surface transportation career awareness, student transportation career preparation, and training and professional development for surface transportation workers, including activities for women, minorities, and disadvantaged individuals. The five core programs are: Congestion Mitigation and Air Quality Improvement Program, Highway Bridge Program, Interstate Maintenance, National Highway System, and Surface Transportation Program. The types of services/projects eligible for OJT/SS funding include: recruitment, skills training, job placement, child care, and outreach, transportation to work-sites, post-graduation follow-up, and job-site mentoring.

PROTECT Formula Funds (PRTC)

In November 2021, the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), was passed into law. The IIJA included \$8.7 billion to create the Promoting Resilient Operations for Transformative, Efficient and Cost-Saving Transportation (PROTECT) program. The purpose of the PROTECT program is to improve the resiliency of transportation infrastructure. Specifically, the program provides federal funding to projects to address vulnerabilities due 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 program also provides funds to plan

transportation improvements and emergency response strategies to address those vulnerabilities. Vulnerabilities the program addresses include, but are not limited to, current and future weather events, increasing frequency and magnitude of natural disasters, and changing climate conditions, including sea level rise.

The PROTECT program funds are distributed through two programs: the PROTECT Discretionary Grants Program (\$1.4B) and the PROTECT Formula Program (\$7.3B). 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. 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.

Railway-Highway Crossings Program (RAIL)

The Railway-Highway Crossings (Section 130) Program provides funds for the elimination of hazards at public railway-highway crossings. The Section 130 Program has been correlated with a significant decrease in fatalities at railway-highway grade crossings. From 2000 to 2023 the most recent data available shows fatalities at these crossings have decreased by 41 percent. The overall reductions in fatalities come despite an increase in the vehicle miles traveled on roadways and an increase in the passenger and freight traffic on the railways.

The Infrastructure Investment and Jobs Act (IIJA) (Pub. L. 117-58, also known as the "Bipartisan Infrastructure Law" (BIL)), and Part 924 of title 23 of the Code of Federal Regulations (23 CFR Part 924), continues the annual set-aside for railway-highway crossing improvements under 23 USC 130(e). The funds are set-aside from the Highway Safety Improvement Program (HSIP) apportionment. The annual set-aside will be \$245 million from FY2022 through FY 2026.

The funds are apportioned to States by formula. For information on FAST Act apportionments by State, please see <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/funding.cfm>.

In accordance with 23 USC 130(f), Section 130 projects are funded at a 100% federal share.

Safe and Accessible Trails (S&A)

Federal Highway Administration (FHWA) initiative that is designed to enhance the safety, accessibility, and overall quality of trails across the United States. This program focuses on the development, maintenance, and improvement of trails that are open to the public for recreational use, such as hiking, biking, and walking. The key goals of the program are to ensure that trails are safe for all users, including those with disabilities, and to promote the availability of trails to encourage outdoor activity and improve public health.

Statewide Planning and Research (SPR)

Federal Highway Administration (FHWA) initiative that provides states with financial assistance to support statewide transportation planning and research activities. The program is designed to help state departments of transportation (DOTs) effectively plan, manage, and improve their surface transportation systems.

Surface Transportation Block Grant (STBG)

The Surface Transportation Block Grant Program 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.

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 IJA 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.

Surface Transportation Block Grant Flex [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.

Surface Transportation Block Grant: Population >200K [STBG >200k] is a sub allocation 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.

Surface Transportation Block Grant: Population 50-200K MVP [STBG 50-200 MVP] is a sub allocation for the urbanized area associated with the MVP MPO with a population 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.

Surface Transportation Block Grant: Population 50-200K FAST [STBG 50-200 FAST] is a sub allocation for the urbanized area associated with the FAST Planning MPO with a population 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.

Surface Transportation Block Grant: Population 50-200K FAST Advanced Construction [STBG 50-200 FAST AC] Funding for AC for FAST Planning.

Surface Transportation Block Grant: Population 5-49,999k [STBG 5-50k] For smaller urban areas, the STBG 5-50K targets areas with populations between 5,000 and 49,999, the federal share is also subject to the same sliding scale eligibility up to 93.4% for certain interstate projects.

Surface Transportation Block Grant: Population <5K [STBG <5k] This subcategory is directed towards areas with populations of less than 5,000. The federal share is also subject to the same sliding scale eligibility up to 93.4% for certain interstate projects.

Surface Transportation Block Grant FLEX Advance Construction [STBG Flex AC] For projects that will utilize Advance Construction financing for purposes of project delivery.

Surface Transportation Block Grant: Population <5K Advance Construction [STBG <5k AC] For projects that will utilize Advance Construction financing for purposes of project delivery.

Surface Transportation Block Program Off-system Bridge [STBG OSB]: 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%.

Recreational Trails Program and 1% Admin Set-Aside [RTP]: 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.

Transportation Alternatives Program [TAP]: 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 TAP 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.

The Transportation Alternatives Program is divided into several subcategories, each targeting different urban and rural population densities. 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.

Transportation Alternatives Program FLEX [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.

Transportation Alternatives Program: Population >200K [TAP >200k]: 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.

Transportation Alternatives Program: Population 50-200K FAST [TAP 50-200k FAST] targets the FAST Planning MPO urbanized area. The funds are divided based on population share unless otherwise directed by the Secretary in conjunction with the State and relevant MPO(s).

Transportation Alternatives Program: Population 50-200K MVP [TAP 50-200k MVP] targets the MVP MPO urbanized area. The funds are divided based on population share unless otherwise directed by the Secretary in conjunction with the State and relevant MPO(s).

Transportation Alternatives Program: Population 5-49,999K [TAP 5-50k]: 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.

Transportation Alternatives Program: Population <5K [TAP <5k]: Aimed at areas with populations of less than 5,000, with a similar federal share sliding scale eligibility.

FHWA Formula Funding Program: Funding Sources and Codes

Fund Code	Fund Source
Bridge-HIP	Highway Improvement Program Bridge Funds
Bridge-INFRA	Highway Infrastructure Bridge Replacement
Bridge-OSB	Highway Infrastructure Bridge Replacement-Off System Bridge
DBE	Disadvantaged Businesses Training
FBF	Ferry Boat Funds
HIP-OSB	Highway Improvement Program Bridge Funds -Off System Bridge
NEVI	National Electric Vehicle Infrastructure
OJT	On The Job Training
CMAQ	Congestion Mitigation Air Quality
CMAQ Flex	Congestion Mitigation Air Quality (CMAQ) Flex
CMAQ Flex AMATS	Congestion Mitigation Air Quality (CMAQ) Flex (AMATS)
CMAQ Flex FAST	Congestion Mitigation Air Quality (CMAQ) Flex FAST
CMAQ Flex MVP	Congestion Mitigation Air Quality (CMAQ) Flex MVP
CMAQ Mandatory	Congestion Mitigation Air Quality (CMAQ) Mandatory
CMAQ Mandatory AMATS	Congestion Mitigation Air Quality (CMAQ) Mandatory (AMATS)
CMAQ-M FAST	Congestion Mitigation Air Quality (CMAQ) Mandatory FAST
CRP	Carbon Reduction Program
CRP <5k	Carbon Reduction Program: Population <5K
CRP >200k AMATS	Carbon Reduction Program: Population >200K (AMATS)
CRP 50-200k FAST	Carbon Reduction Program 50-200k FAST
CRP 50-200k MVP	Carbon Reduction Program 50-200k MVP
CRP 5-50k	Carbon Reduction Program: Population 5-49,999K
CRP Flex	Carbon Reduction Program FLEX
HSIP	Highway Safety Improvement Program (HSIP)
Illustrative NHPP AMATS	Illustrative NHPP Funds Intended for Future TIP Amendments
Metro	Metropolitan Planning Program
Metro- AMATS	Metropolitan Planning Program (AMATS)
Metro- FAST	Metropolitan Planning Program (FAST)
Metro- MVP	Metropolitan Planning Program (MVP)
NEVI AMATS	National Electric Vehicle Infrastructure (AMATS)
NHFP	National Highway Freight Program
NHPP	National Highway Performance Program
NHPP AMATS	National Highway Performance Program (AMATS)
NHPP Exempt	National Highway Performance Program - Exempt
NHPP FAST	National Highway Performance Program (FAST)
PM 2.5	Projects To Reduce PM 2.5 Emissions Set-Aside
PRTC	PROTECT Program
PRTC Plng	PROTECT Program Planning

ALASKA DOT&PF 2024-2027 STIP NARRATIVE

RAIL	Railway-Highway Crossings Program
RTP	Recreational Trails Program and 1% Admin Set-Aside
S&A-Metro	Safe And Accessible Trans Options - Metro Planning
S154	Section 154 Penalties
S154 NHPP	Section 154 Penalties (NHPP)
S154 NHPP AMATS	Section 154 Penalties (NHPP) (AMATS)
S154 STBG	Section 154 Penalties (STBG)
S164	Section 164 Penalties
S164 NHPP	Section 164 Penalties (NHPP)
S164 STBG	Section 164 Penalties (STBG)
SA	Highway Safety Improvement Program: (SA)
SA Takedown	Highway Safety Improvement Program (SA Takedown)
SA-AMATS	Highway Safety Improvement Program (AMATS)
SA-FAST	Highway Safety Improvement Program (SA FAST)
SPR CMAQ	Statewide Planning and Research (CMAQ Set-aside)
SPR HSIP	Statewide Planning and Research (HSIP Set-aside)
SPR NHFP	Statewide Planning and Research (NHFP Set-aside)
SPR NHPP	Statewide Planning and Research (NHPP Set-aside)
SPR STBG	Statewide Planning and Research (STBG Set-aside)
STBG	Surface Transportation Block Grant
STBG <5k	Surface Transportation Block Grant: Population <5K
STBG >200k	Surface Transportation Block Grant: Population >200K (AMATS)
STBG 50-200 FAST	Surface Transportation Block Grant: Population 50-200K FAST
STBG 50-200 MVP	Surface Transportation Block Grant: Population 50-200K MVP
STBG 5-50k	Surface Transportation Block Grant: Population 5-49,999K
STBG Flex	Surface Transportation Block Grant: FLEX
STBG OSB	Surface Transportation Block Grant: Off System Bridge
TAP <5k	Transportation Alternatives Program: Population <5K
TAP >200k	Transportation Alternatives Program: Population >200K (AMATS)
TAP 50-200k FAST	Transportation Alternatives Program: Population 50-200K FAST
TAP 50-200k MVP	Transportation Alternatives Program: Population 50-200K MVP
TAP 5-50k	Transportation Alternatives Program: Population 5-49,999K
TAP Flex	Transportation Alternatives Program: FLEX
VRU	Vulnerable Road User Safety Special Rule

FHWA Formula Funding Revenue Forecast

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 IJJA the Alaska apportionment amount was \$664.3M. From there the amounts are distributed by calculation to each of the apportionment programs. Under IJJA, the federal-aid highway obligation authority estimate for the development of this STIP is approximately \$3.4 billion for fiscal years 2024 through 2027, respectively. In addition, Bridge

ALASKA DOT&PF 2024-2027 STIP NARRATIVE

Formula Programs and Ferry Boat Construction Programs provide an additional source of formula funding above the standard apportionment.

An obligation limitation 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 limitation 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 limitation, 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.

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.

Table 2: 2024 DOT&PF Apportioned FHWA Formula Funds

2024 DOT&PF Apportioned FHWA Formula Funds: (before post-apportionment set-asides; before penalties; before sequestration)		
Funding Category		\$ Apportionment
CMAQ	Congestion Mitigation Air Quality	\$31,195,864
CRP	Carbon Reduction Program	\$16,369,297
HSIP	Highway Safety Improvement Program	\$41,565,905
Metro	Metropolitan Planning Program	\$3,112,075
NHFP	National Highway Freight Program	\$18,091,851
NHPP	National Highway Performance Program	\$377,360,736
PROTECT	PROTECT Program	\$18,613,063
RAIL	Railway-Highway Crossings Program	\$1,225,000
STBG	Surface Transportation Block Grant	\$183,580,899
DOT&PF Apportionment - Subject to Obligation Limitation TOTAL		\$691,114,690
Bridge-HIP	Highway Improvement Program Bridge Funds (HIP)	\$38,250,000
Bridge-INFRA	Highway Infrastructure Bridge Replacement (INFRA)	\$30,250,000
Bridge-OSB	Highway Improvement Program Bridge Funds -Off System Br	\$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

ALASKA DOT&PF 2024-2027 STIP NARRATIVE

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

2024-2027 DOT&PF Apportioned Funds - Subject to Obligation Limitation Cap									
Apportionment and Formula-Driven Breakouts	Fund Code	Apportionment	2024 Breakdown	Carry Over	2024 Revenue w/Carryover	2025 Forecasted Revenue	2026 Forecasted Revenue	2027 Forecasted Revenue	24-27 Total
NHFP		\$18,091,851	\$18,091,851	\$0	\$18,091,851	\$18,634,607	\$19,193,645	\$19,769,454	\$75,689,556
National Highway Freight Program	Y460		\$17,730,014		\$17,730,014	\$18,261,914	\$18,809,772	\$19,374,065	\$74,175,765
	State-wide Planning 2% Set-Aside	2%	\$361,837		\$361,837	\$372,692	\$383,873	\$395,389	\$1,513,791
RAIL		\$1,225,000	\$1,225,000	\$1,981,619	\$3,206,619	\$1,261,750	\$1,299,603	\$1,338,591	\$7,106,562
Railway-Highway Crossings Program	YS40		\$1,225,000	\$1,981,619	\$3,206,619	\$1,261,750	\$1,299,603	\$1,338,591	\$7,106,562
Highway Safety Improvement Program (HSIP)		\$41,565,905	\$41,565,905	\$7,670,698	\$49,236,603	\$42,812,882	\$44,097,269	\$45,420,187	\$181,566,940
Vulnerable Road User Safety Special Rule System	YS70		\$6,103,626		\$6,103,626	\$6,286,735	\$6,475,337	\$6,669,597	\$25,535,296
Highway Safety Improvement Program	YS30		\$34,587,215	\$7,670,698	\$42,257,913	\$35,624,832	\$36,693,577	\$37,794,384	\$152,370,706
	HSIP Take-down Set-asides		\$44,638		\$44,638	\$45,977	\$47,356	\$48,777	\$186,749
	Rail-Highway Set-asides		\$0		\$0	\$0	\$0	\$0	\$0
	State-wide Planning 2% Set-Aside		\$830,425		\$830,425	\$855,338	\$880,998	\$907,428	\$3,474,190
NHFP		\$377,360,736	\$377,360,736	\$8,879,379	\$386,240,115	\$388,681,558	\$400,342,005	\$412,352,265	\$1,777,360,736
National Highway Performance Program	Y001		\$343,260,415		\$343,260,415	\$353,558,228	\$364,164,975	\$375,089,924	\$1,436,073,514
National Highway Performance Program (EXEMPT)	Y002		\$7,685,070	\$8,879,379	\$16,564,449	\$7,915,622	\$8,153,091	\$8,397,683	\$41,030,845
	154 Penalties 2.5% Set-Aside for Safety	YS31	\$9,434,018	2.50%	\$9,434,018	\$9,717,039	\$10,008,550	\$10,308,806	\$39,468,412
	165 Penalties 2.5% Set-Aside for Safety	YS32	\$9,434,018	2.50%	\$9,434,018	\$9,717,039	\$10,008,550	\$10,308,806	\$39,468,412
	State-wide Planning 2% Set-Aside	2%	\$7,547,215		\$7,547,215	\$7,773,631	\$8,006,840	\$8,247,045	\$31,574,731
CMAQ		\$31,195,864	\$31,195,864	\$4,041,685	\$33,237,549	\$32,131,740	\$33,095,692	\$34,088,563	\$132,553,544
Projects To Reduce PM 2.5 Emissions Set-Aside	Y003		\$2,176,436		\$2,176,436	\$2,241,729	\$2,308,981	\$2,378,250	\$9,105,395
Congestion Mitigation Air Quality "Flexible" Statewide	Y400		\$14,409,189		\$14,409,189	\$14,841,464	\$15,286,708	\$15,745,310	\$60,282,671
Congestion Mitigation Air Quality "Flexible" for AMATS			\$2,358,000		\$2,358,000	\$2,428,740	\$2,501,602	\$2,576,650	\$9,864,992
Congestion Mitigation Air Quality "Flexible" for FAST			\$727,800		\$727,800	\$749,634	\$772,123	\$795,287	\$3,044,844
Congestion Mitigation Air Quality "Flexible" for MVP			\$727,800		\$727,800	\$749,634	\$772,123	\$795,287	\$3,044,844
Congestion Mitigation Air Quality "Mandatory" Statewide			\$8,172,722	\$4,041,685	\$12,214,407	\$8,417,904	\$8,670,441	\$8,930,554	\$38,233,306
Congestion Mitigation Air Quality "Mandatory" FAST			\$2,000,000		\$2,000,000	\$2,060,000	\$2,121,800	\$2,185,454	\$6,367,254
	State-wide Planning 2% Set-Aside	2%	\$623,917		\$623,917	\$642,635	\$661,914	\$681,771	\$2,610,237
Metro		\$3,112,075	\$3,112,378	\$3,137,135	\$6,249,513	\$3,205,750	\$3,301,922	\$3,400,980	\$16,158,165
AMATS Metropolitan Planning Program	Y450		\$2,021,736	\$3,137,135	\$5,158,871	\$2,082,388	\$2,144,860	\$2,209,206	\$11,595,325
FAST Metropolitan Planning Program	Y450		\$579,243		\$579,243	\$596,620	\$614,519	\$632,954	\$2,423,336
MVP Metropolitan Planning Program			\$433,598		\$433,598	\$446,606	\$460,004	\$473,804	\$1,814,011
	Safe And Accessible Trans Options - Metro Planning Set-Aside	Y410	\$77,802		\$77,802	\$80,136	\$82,540	\$85,016	\$325,494
Surface Transportation Block Grant (STBG)		\$183,580,899	\$183,580,900	\$57,417,796	\$240,998,696	\$189,088,327	\$194,760,977	\$200,603,806	\$825,451,806
Surface Transportation Block Grant Statewide	Y240		\$54,675,817	\$12,380,601	\$67,056,418	\$56,316,092	\$58,005,574	\$59,745,742	\$241,123,825
Surface Transportation Block Grant: Population > 200K	Y230		\$33,620,615	\$14,093,036	\$47,713,651	\$34,629,233	\$35,668,110	\$36,738,154	\$154,749,149
Surface Transportation Block Grant: Population 50-200K MVP	Y236		\$7,208,849		\$7,208,849	\$7,425,115	\$7,647,868	\$7,877,304	\$30,159,137
Surface Transportation Block Grant: Population 50-200K FAST			\$9,630,324		\$9,630,324	\$9,919,233	\$10,216,810	\$10,523,315	\$40,289,682
Surface Transportation Block Grant: Population 5-49,999K	Y237		\$12,894,682		\$12,894,682	\$13,281,522	\$13,679,968	\$14,090,367	\$53,946,539
Surface Transportation Block Grant: Population <5K	Y238		\$35,595,635		\$35,595,635	\$36,663,504	\$37,763,410	\$38,896,312	\$148,918,861
Surface Transportation Block Grant: Off System Bridge	Y233		\$5,617,025	\$6,873,714	\$12,490,739	\$5,785,536	\$5,959,102	\$6,137,875	\$30,373,251
Transportation Alternatives Program Statewide	Y300		\$4,070,671	\$12,207,524	\$16,278,195	\$4,192,791	\$4,318,574	\$4,448,132	\$29,237,691
Transportation Alternatives Program: Population > 200K	Y301		\$1,990,323	\$4,250,426	\$6,240,749	\$2,050,032	\$2,111,533	\$2,174,879	\$12,577,194
Transportation Alternatives Program: Population 50-200K MVP			\$426,760		\$426,760	\$439,563	\$452,750	\$466,332	\$1,785,405
Transportation Alternatives Program: Population 50-200K FAST	Y306		\$570,110		\$570,110	\$587,213	\$604,830	\$622,975	\$2,385,128
Transportation Alternatives Program: Population 5-49,999K	Y307		\$763,358		\$763,358	\$786,259	\$809,847	\$834,142	\$3,193,607
Transportation Alternatives Program: Population <5K	Y308		\$2,107,243	\$5,000,210	\$7,107,453	\$2,170,460	\$2,235,574	\$2,302,641	\$13,816,128
Recreational Trails Program	Y940		\$1,543,237	\$2,612,285	\$4,155,522	\$1,589,534	\$1,637,220	\$1,686,337	\$9,068,613
Recreational Trails Program 1% Admin	Y941		\$15,588		\$15,588	\$16,056	\$16,538	\$17,034	\$65,215
	154 Penalties 2.5% Set-Aside for Safety	YS31	\$4,589,522	2.50%	\$4,589,522	\$4,727,208	\$4,869,024	\$5,015,095	\$19,200,850
	165 Penalties 2.5% Set-Aside for Safety	YS32	\$4,589,522	2.50%	\$4,589,522	\$4,727,208	\$4,869,024	\$5,015,095	\$19,200,850
	State-wide Planning 2% Set-Aside	2%	\$3,671,618		\$3,671,618	\$3,781,767	\$3,895,220	\$4,012,076	\$15,360,680
CRP		\$16,369,297	\$16,369,297	\$20,276,218	\$36,645,515	\$16,860,376	\$17,366,187	\$17,887,173	\$88,759,251
Carbon Reduction Program Statewide	Y600		\$5,729,254		\$5,729,254	\$5,901,132	\$6,078,166	\$6,260,510	\$23,969,062
Carbon Reduction Program: Population > 200K	Y601		\$3,615,204	\$7,239,608	\$10,854,812	\$3,723,660	\$3,835,370	\$3,950,431	\$22,364,272
Carbon Reduction Program: Population 50-200K MVP	Y606		\$775,163		\$775,163	\$798,418	\$822,371	\$847,042	\$3,242,993
Carbon Reduction Program: Population 50-200K FAST			\$1,035,543	\$1,562,625	\$2,598,168	\$1,066,609	\$1,098,607	\$1,131,565	\$5,894,949
Carbon Reduction Program: Population 5-49,999K	Y607		\$1,386,557	\$3,798,173	\$5,184,730	\$1,428,154	\$1,470,998	\$1,515,128	\$9,599,011
Carbon Reduction Program: Population <5K	Y608		\$3,827,576	\$7,675,812	\$11,503,388	\$3,942,404	\$4,060,676	\$4,182,496	\$23,688,964
PROTECT		\$18,613,063	\$18,613,063	\$4,029,603	\$22,642,666	\$19,171,455	\$19,746,999	\$20,338,996	\$83,899,716
PROTECT Program	Y800		\$18,240,802	\$4,029,603	\$22,270,405	\$18,788,026	\$19,351,667	\$19,932,217	\$80,342,315
PROTECT Program Planning	Y810		\$372,261		\$372,261	\$383,429	\$394,932	\$406,780	\$1,557,401
		\$691,114,690	\$691,114,994	\$107,434,133	\$796,549,127	\$711,848,444	\$733,203,898	\$755,200,014	\$1,786,546,276

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

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

*Based on requested funding.

Other Federal Funds (OFF) and Discretionary Grants (DG)

The OFF category identifies other Federal funds administered through the Federal Highway Administration programs other than apportionments/formula funds.

Congressionally Designated Spending (CDS)

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.

Discretionary Grants (DG)

With the Infrastructure Investment and Jobs Act availability of discretionary grant opportunities, awards made by the Federal Highway Administration and the USDOT Office of the Secretary may be required to be listed in the STIP. Many local governments throughout the State have been successful in securing discretionary grant. To document these awards and pending applications, DOT&PF has developed several funding codes of discretionary grant funding to identify the awards for fiscal constraint.

The following grant award types may be included in the STIP with the funding code OFF-DG

Bridge Investment Program: Small (BIP: Small)

This is a DOT Federal Highway Administration Administered Grant Program under USC 23. The [Bridge Investment Program](#) (BIP) provides funding for bridge replacement, rehabilitation, preservation, and protection projects that reduce the number of bridges in poor condition, or in fair condition at risk of declining into poor condition. On December 20, 2023, the U.S. Department of Transportation’s Federal Highway Administration (FHWA) opened a rolling [Notice of Funding Opportunity](#) (NOFO) for the “Bridge Project Grants” category—which funds projects up to \$100 million—and the “Planning Project” category of the Bridge Investment Program. Preceding this, on September 27, 2023, FHWA issued a first-ever [rolling NOFO](#) for the "Large Bridge Project" category of the Bridge Investment Program, which funds projects larger than \$100 million.

The Bridge Investment Program was established by the President’s Bipartisan Infrastructure Law, which makes the single largest dedicated investment in bridges since the construction of the Interstate highway system: a total of \$40 billion over 5 years to help ensure that some of the nation’s most important bridges remain safe and operational, meet current and future traveler needs, support local economies, strengthen our supply chains, and create good-paying jobs across the country.

Charging and Fueling Infrastructure Grant Program (CFI)

This is a DOT Federal Highway Administration Administered Grant Program under USC 23. The [Charging and Fueling Infrastructure Grant Program](#) provides funding to strategically deploy publicly accessible electric vehicle charging infrastructure and other alternative fueling infrastructure. This grant program has two tracks:

1. **Community Charging and Alternative Fueling Grants (Community Program):** To install electric vehicle charging and alternative fuel in locations on public roads, schools, parks, and in publicly accessible parking facilities.
2. **Charging and Alternative Fuel Corridor Grants (Corridor Program):** To deploy electric vehicle charging and hydrogen/propane/natural gas fueling infrastructure along designated alternative fuel corridors.

Community Program grants will prioritize rural areas as well as low- and moderate-income neighborhoods with low ratios of private parking or high ratios of multiunit dwellings.

Multimodal Project Discretionary Grant Program (MPDG)

This is a program administered by the Office of the Secretary of Transportation, U.S. Department of Transportation. The MPDG opportunity contains three grant programs: The National Infrastructure Project Assistance grants program (Mega), the Nationally Significant Multimodal Freight and Highway Projects grants program (INFRA), and the Rural Surface Transportation Grant program (Rural). The funding opportunities are awarded on a competitive basis for surface transportation infrastructure projects – including highway and bridge, intercity passenger rail, railway-highway grade crossing or separation, wildlife crossing, public transportation, marine highway, and freight projects, or groups of such projects – with significant national or regional impact, or to improve and expand the surface transportation infrastructure in rural areas.

The objectives of the MPDG program is to Invest in surface transportation infrastructure projects of national or regional significance, or improve/expand infrastructure in rural areas; and support projects that are consistent with the Department’s strategic goals: improve safety, economic strength and global competitiveness, equity, and climate and sustainability.

National Culvert Removal Replacement and Restoration Grant Program (Culvert)

Also known as the Culvert Aquatic Organism Passage (AOP) Program, the National Culvert Removal, Replacement, and Restoration Grant Program (Culvert Aquatic Organism Passage (AOP) Program) is an annual competitive grant program that awards grants to eligible entities for projects for the replacement, removal, and repair of culverts or weirs that meaningfully improve or restore fish passage for anadromous fish. Anadromous fish species are born in freshwater such as streams and rivers, spend most of their lives in the marine environment, and migrate back to freshwater to spawn.

<https://www.fhwa.dot.gov/engineering/hydraulics/culverthyd/aquatic/culvertaop.cfm>

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

This is a DOT Federal Highway Administration Administered Grant Program under USC 23. Under the Bipartisan Infrastructure Law (BIL), the [Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation \(PROTECT\) Grant program](#) provides funding to ensure surface transportation resilience to natural hazards including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure. The PROTECT discretionary program offers two types of awards: planning grants and Competitive Resilience Improvement Grants.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

Rebuilding American Infrastructure with Sustainability and Equity. Provides a unique opportunity for DOT&PF to invest in road, rail, transit and port projects that promise to achieve national objectives. Link to website:

<https://www.transportation.gov/RAISEgrants>

Reconnecting Communities and Neighborhoods Grant Program (RCP)

The purpose of the RCP Program is to reconnect communities by removing, retrofitting, or mitigating transportation facilities like highways or rail lines that create barriers to community connectivity, including to mobility, access, or

economic development. The program provides technical assistance and grant funding for planning and capital construction to address infrastructure barriers, reconnect communities, and improve peoples' lives.

Two types of grants are available: Planning Grants fund the study of removing, retrofitting, or mitigating an existing facility to restore community connectivity; public engagement; and other transportation planning activities. Capital Construction Grants are to carry out a project to remove, retrofit, mitigate, or to replace an existing eligible facility with a new facility that reconnects communities.

Rural Surface Transportation Grant Program (RSTG)

The Rural Surface Transportation Grant Program supports projects that improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life. Rural Surface Transportation grant program funding will be made available under the MPDG combined Notice of Funding Opportunity (NOFO).

Strengthening Mobility and Revolutionizing Transportation Grants Program (SMART)

The [Bipartisan Infrastructure Law](#) (BIL) established the Strengthening Mobility and Revolutionizing Transportation (SMART) discretionary grant program with \$100 million appropriated annually for fiscal years (FY) 2022-2026. The SMART program was established to provide grants to eligible public sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety. <https://www.transportation.gov/grants/SMART>

Tribal High Priority Projects (THHP)

On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the Bipartisan Infrastructure Law) into law. The Bipartisan Infrastructure Law is the largest long-term investment in our infrastructure and economy in our Nation s history. Each year BIL provides \$9,000,000 of the available TTP funds are set aside for the Tribal HPP Program. In addition to the \$9,000,000 set aside, there is authorized to be appropriated \$30,000,000 out of the general fund of the Treasury for each fiscal years 2022 through 2026, if Congress passes this funding in their legislation.

The *Tribal High Priority Projects (Tribal HPP) Program*, as established under 23 U.S.C. 202, is a nationwide priority program for:

1. An Indian Tribe or governmental subdivision of an Indian Tribe whose annual allocation of funding under the Tribal Transportation Program is insufficient to complete the highest priority project of the Indian Tribe or governmental subdivision of an Indian Tribe; or
2. Any Indian Tribe that has an emergency or disaster with respect to a transportation facility included on the national inventory of Tribal transportation facilities under section 202(b)(1) of Title 23, United States Code.

Tribal Transportation Program Safety Fund (TTPSF)

Transportation fatalities and injuries severely impact the quality of life in Indian country. Each year under the Bipartisan Infrastructure Law (BIL), as enacted by the Infrastructure Investment and Jobs Act (Public Law 117-58), 4% of the available TTP funds are set aside to address transportation safety issues identified by [federally recognized Indian tribes](#) through a competitive, discretionary program. Projects are chosen whose outcomes will reduce fatal and serious injuries in transportation-related incidents, such as motor vehicle crashes.

Emergency Relief (ER)

Congress authorized in Title 23, United States Code, Section 125, a special program from the Highway Trust Fund for the repair or reconstruction of Federal-aid highways and roads on Federal lands which have suffered serious damage as a result of (1) natural disasters or (2) catastrophic failures from an external cause. This program, commonly referred to as

the emergency relief or ER program, supplements the commitment of resources by States, their political subdivisions, or other Federal agencies to help pay for unusually heavy expenses resulting from extraordinary conditions.

The applicability of the ER program to a natural disaster is based on the extent and intensity of the disaster. Damage to highways must be severe, occur over a wide area, and result in unusually high expenses to the highway agency. Applicability of ER to a catastrophic failure due to an external cause is based on the criteria that the failure was not the result of an inherent flaw in the facility but was sudden, caused a disastrous impact on transportation services, and resulted in unusually high expenses to the highway agency. ER funds are not required to be included in the STIP.

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. Normally FLAP funds are listed in a Western Federal Lands TIP, but if funds are combined, FLAP funds may be identified for informational purposes.

Federal Rail Association Funding (FRA)

The Federal Rail Association allocates funds through the Special Transportation Circumstances Program, as well as through Discretionary Grants. These fund sources are identified individually on project pages as applicable.

Maritime Administration Allocated Funding

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

Other Federal Funds and Discretionary Grants Program: Funding Sources and Codes

Other Federal Funds

Fund Code	Fund Source
FRA-STC	Federal Railroad Administration-Special Transportation Circumstances Program
MARAD (FY22)	Port Infrastructure Development Program (FY22 Award)
MARAD (FY23)	Port Infrastructure Development Program (FY23 Award)
MARAD (FY24)	Port Infrastructure Development Program (FY24 Award)
OFF CDS	Other Federal Funds: Congressionally Delegated Spending
OFF DG AMATS	Other Federal Funds: Discretionary Grants (AMATS)
OFF DG ARRC	Other Federal Funds
OFF DG Community Award	Other Federal Funds: (Community Awards)
OFF DG FAST	Other Federal Funds: Discretionary Grants (FAST)
OFF FLAP	Other Federal Funds: FLAP
OFF SOA	Other Federal Funds
OFF DG FRA	Other Federal Funds: Discretionary Grants (FRA)

Federal Highways Administration Discretionary Grant Programs

Fund Code	Fund Source
BIP: Small (FY22)	Bridge Improvement Program: Small (FY22 Award)
BIP: Small (FY23)	Bridge Improvement Program: Small (FY23 Award)
CFI (FY23)	Charging and Fueling Infrastructure (FY23 Award)
Culvert (FY22)	National Culvert Removal Replacement and Restoration Grant Program (FY22 Award)
Culvert (FY23)	National Culvert Removal Replacement and Restoration Grant Program (FY23 Award)
PROTECT (FY22)	Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (FY22 Award)
PROTECT (FY23)	Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (FY23 Award)
RCP (FY22)	Reconnecting Communities Grant Awards (FY22 Award)
RCP (FY23)	Reconnecting Communities Grant Awards (FY23 Award)
SMART (FY23)	Strengthening Mobility and Revolutionizing Transportation Grants Program (FY23 Award)
THHP (FY22)	Tribal High Priority Projects (FY22 Award)
THHP (FY23)	Tribal High Priority Projects (FY23 Award)
TTPSF (FY22)	Tribal Transportation Program Safety Fund (FY22 Award)
TTPSF (FY23)	Tribal Transportation Program Safety Fund (FY23 Award)

USODT Office of the Secretary Discretionary Grant Programs

Fund Code	Fund Source
MPDG-INFRA (FY23)	Multimodal Project Discretionary Grants: INFRA (FY23 Award)
MPDG-Rural (FY22)	Multimodal Project Discretionary Grants: Rural (FY22 Award)
OFF DG USDOT-OST RAISE (FY21)	Other Federal Funds: Office of the Secretary of Transportation Rebuilding America's Infrastructure with Sustainability and Equity (FY21 Award)
RAISE (FY22)	Rebuilding America's Infrastructure with Sustainability and Equity (FY22 Award)
RAISE (FY23)	Rebuilding America's Infrastructure with Sustainability and Equity (FY23 Award)
RAISE (2024)	Rebuilding America's Infrastructure with Sustainability and Equity (FY24 Award)

Other Federal Funds and Discretionary Grants Revenue Forecast

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

Federal Transit Administration Funding Sources

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

5303 Metropolitan and Statewide Planning Program

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.

5304 Non-Metropolitan Transportation Planning Program

Provides funding and procedural requirements for multimodal transportation planning in non-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%.

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. The following funding codes are utilized for the Section 5310 funding source:

5311 Non-Urbanized Area Formula 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.

5324 Emergency Relief Program

This program helps states and public transportation systems pay for protecting, repairing, and/or replacing equipment and facilities that may suffer or have suffered serious damage as a result of an emergency, including natural disasters such as floods, hurricanes, and tornadoes. The program also improves coordination between U.S. DOT and the Department of Homeland Security (DHS) to expedite assistance to public transit providers in times of disasters and emergencies. The following funding codes are utilized for the Section 5324 funding source:

5337 State of Good Repair Program

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.

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

Areas of Persistent Poverty Program (AoPP)

The Consolidated Appropriations Act of 2021 (Pub. L. 116-260, Dec. 27, 2020) and the Consolidated Appropriations Act of 2022 (Public Law No: 117-103, March 15, 2022) makes available \$20,041,870 (of which \$20,000,000 is funding from Fiscal Year (FY) 2022 and \$41,870 is from FY 2021). The Areas of Persistent Poverty Program awards grants to eligible applicants for planning, engineering, or development of technical or financing plans for projects eligible under Chapter 53 of title 49, United States Code to assist Areas of Persistent Poverty or Historically Disadvantaged Communities.

The Areas of Persistent Poverty Program supports the President’s initiatives to mobilize American ingenuity to build modern infrastructure and an equitable, clean energy future. By supporting increased transit access for environmental justice (EJ) populations, equity-focused community outreach and public engagement of underserved communities and adoption of equity-focused policies, reducing greenhouse gas emissions, and addressing the effects of climate change, FTA’s AoPP Program advances the goals of Executive Order 13985: Advancing Racial Equity and Support for Underserved Communities Through the Federal Government; Executive Order 13990: Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis; and Executive Order 14008: Tackling the Climate Crisis at Home and Abroad. The following funding codes are utilized for the Areas of Persistent Poverty funding source:

Electric or Low-Emitting Ferry Pilot Program (Low/No Ferry)

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. The following funding codes are utilized for the Electric or Low Emitting Ferry Pilot Program funding source:

Ferry Service in Rural Communities Program (Rural Ferry/Rural Ferry Operations)

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.

Small Transit Intensive Cities (STIC)

Small Transit Intensive Cities (STIC). Fairbanks and the Mat Su Borough 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.

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.

Federal Transit Administration Programs: Funding Sources and Codes

Formula Funds

Fund Code	Fund Source
5303	Section 5303 Metropolitan Planning
5303 AMATS	Section 5303 Metropolitan Planning (AMATS)
5303 FAST	Section 5303 Metropolitan Planning (FAST)
5303 MVP	Section 5303 Metropolitan Planning (MVP)
5304 Rural	Section 5304 Statewide Planning (Rural)
5307	Section 5307 Urbanized Area Formula
5307 MOA Transit	Section 5307 Urbanized Area Formula (Anchorage Area Transit)
5307 ARRC in AMATS	Section 5307 Urbanized Area Formula (ARRC in AMATS)
5307 ARRC in FAST	Section 5307 Urbanized Area Formula (ARRC in FAST)
5307 ARRC in MVP	Section 5307 Urbanized Area Formula (ARRC in MVP)
5307 ARRC Statewide	Section 5307 Urbanized Area Formula (ARRC Statewide)
5307 FNSB Transit	Section 5307 Urbanized Area Formula (Fairbanks Area Transit)
5307 MOA Transit	Section 5307 Urbanized Area Formula (Anchorage Area Transit)
5307 MSB Transit	Section 5307 Urbanized Area Formula (Mat-Su Borough Area Transit)
5310 AMATS	Section 5310 Enhanced Mobility for Older Adults & People w/ Disabilities (AMATS)
5310 FAST	Section 5310 Enhanced Mobility for Older Adults & People w/ Disabilities (FAST)
5310 MVP	Section 5310 Enhanced Mobility for Older Adults & People w/ Disabilities (MVP)
5310 Flex	Section 5310 Enhanced Mobility for Older Adults & People w/ Disabilities (Statewide)
5310 Statewide	Section 5310 Enhanced Mobility for Older Adults & People w/ Disabilities (Statewide)
5310 MPO Allocation	Section 5310 Enhanced Mobility for Older Adults & People w/ Disabilities (Urban)
5311	Section 5311 Nonurbanized Area Formula
5311 IRF	Section 5311 Nonurbanized Area Formula (Indian Reservation Formula)
5311 RTAP	Section 5311 Nonurbanized Area Formula (Rural Transit Assistance Program)
5311 Flex	Section 5311 Nonurbanized Area Formula (Statewide)
5324	Section 5324 Emergency Relief Program (ARRC Statewide)
5337	Section 5337 State of Good Repair

ALASKA DOT&PF 2024-2027 STIP NARRATIVE

5337 ARRC in MVP	Section 5337 State of Good Repair ((ARRC in MVP Boundary)
5337 ARRC IN AMATS	Section 5337 State of Good Repair (Anchorage Area Transit) (ARRC in AMATS Boundary)
5337 ARRC IN FAST	Section 5337 State of Good Repair (ARRC in FAST Boundary)
5337 ARRC Statewide SetAside	Section 5337 State of Good Repair (ARRC Statewide)
5337 MPO Allocation	Section 5339 Bus and Bus Facilities (Urban)
5337 Statewide	Section 5337 State of Good Repair (Statewide)
5339	Section 5339 Bus and Bus Facilities
5339 AMATS	Section 5339 Bus and Bus Facilities (AMATS)
5339 FAST	Section 5339 Bus and Bus Facilities (FAST)
5339(c) LONO	Section 5339 Bus and Bus Facilities (Low-No Emissions)
5339 MVP	Section 5339 Bus and Bus Facilities (MVP)
5339 Flex	Section 5339 Bus and Bus Facilities (Statewide)
5339 Statewide	Section 5339 Bus and Bus Facilities (Statewide)
5339 MPO Allocation	Section 5339 Bus and Bus Facilities (Urban)

Discretionary Grants

Fund Code	Fund Source
AoPP (FY23)	Areas of Persistent Poverty Program (FY23 Award)
Low/No Ferry (FY22)	IIJA Sec. 71102 Electric Low Emitting FTA Grant: Shuttle Ferry (FY22 Award)
Rural Ferry (FY22)	IIJA Sec. 71103 Rural Ferry Program FTA Grant (FY22 Award)
Rural Ferry (FY23)	IIJA Sec. 71103 Rural Ferry Program FTA Grant (FY23 Award)
Rural Ferry Operations (FY22)	IIJA Sec. 71103 Rural Ferry Program FTA Grant: Operating Support (FY22 Award)
Rural Ferry Operations (FY23)	IIJA Sec. 71103 Rural Ferry Program FTA Grant: Operating Support (FY23 Award)
5339(b) Bus (FY22)	Section 5339 Bus and Bus Facilities Discretionary Grant (FY24 Award)
STIC	Small Transit Intensive Cities (FTA)

Federal Transit Administration 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 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 sub allocation 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

ALASKA DOT&PF 2024-2027 STIP NARRATIVE

UZA was calculated based on the percentage of population attributable to the States in the UZA, as determined by the Census.

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 5: 2024-2027 Federal Transit Administration Apportioned Formula Funds by Program

2024 DOT&PF Apportioned FTA Formula Funds (\$)								
Funding Sources	Apportionment*	Carry Over	2024 Revenue w/Carryover	2025 Forecasted Revenue	2026 Forecasted Revenue	2027 Forecasted Revenue	24-27 Total	
5303 Section 5303 Metropolitan Planning	636,815	-	636,815	655,919	675,597	695,865	2,664,196	
5304 Section 5304 Statewide Planning	166,285	-	166,285	171,274	176,412	181,704	695,674	
5307+5340 Section 5307 Urbanized Area Formula	25,886,197	34,416,233	60,302,430	26,662,783	27,462,666	28,286,546	142,714,426	
5310 Section 5310 Enhanced Mobility for Older Adults & People w/ Disabilities	825,822		825,822	850,597	876,115	902,398	3,454,931	
5311 Section 5311 Nonurbanized Area Formula	11,915,282		11,915,282	12,272,740	12,640,923	13,020,150	49,849,095	
5337 Section 5337 State of Good Repair	38,213,605	55,332,025	93,545,630	39,360,013	40,540,814	41,757,038	215,203,495	
5339 Section 5339 Bus and Bus Facilities	4,800,181		4,800,181	4,944,186	5,092,512	5,245,287	20,082,167	
TOTAL FTA 2024 Funds	82,444,187	89,748,258	172,192,445	84,917,513	87,465,038	90,088,989	434,663,985	

*Based on 2024 Apportionment Memos

ALASKA DOT&PF 2024-2027 STIP NARRATIVE

Table 6: FTA Formula Fund Apportionments by Program with Sub-allocation details
2024-2027 Federal Transit Administration Formula Fund Detailed Suballocations by Program (\$)

FTA Formula Funding Program		Apportionment*	Carry Over	2024 Revenue w/Carryover	2025 Forecasted Revenue	2026 Forecasted Revenue	2027 Forecasted Revenue	2024-2027 Total
Section 5303	Section 5303 Metropolitan Planning	636,815	-	636,815	655,919	675,597	695,865	2,664,196
	5303-AMATS AMATS MPO 5303 Transit Planning Funds	424,246		424,246	436,974	450,083	463,585	1,774,888
	5303-FAST FAST MPO 5303 Transit Planning Funds	121,568		121,568	125,215	128,971	132,841	508,595
	5303-MVP MVP MPO 5303 Transit Planning Funds	91,001		91,001	93,731	96,543	99,439	380,714
Section 5304	Section 5304 Statewide Planning	166,285	-	166,285	171,274	176,412	181,704	695,674
	5304-Stwd Statewide 5304 Transit Planning Funds	166,285		166,285	171,274	176,412	181,704	695,674
Section 5307+5340	Section 5307 Urbanized Area Formula Total	25,886,197	34,416,233	60,302,430	26,662,783	27,462,666	28,286,546	142,714,426
	5307-ANC FTA Urbanized Area Formula (Anchorage Area Transit)	7,013,876		7,013,876	7,224,292	7,441,021	7,664,251	29,343,439
	5307-ARRC FTA Urbanized Area Formula (Alaska Railroad)	14,904,485	34,416,233	49,320,718	15,351,620	15,812,169	16,286,534	96,771,041
	5307-MVP FTA Urbanized Area Formula (Mat-Su Area Transit)	1,845,938		1,845,938	1,901,316	1,958,356	2,017,106	7,722,716
	5307-FAST FTA Urbanized Area Formula (Fairbanks Area Transit)	2,121,898		2,121,898	2,185,555	2,251,122	2,318,655	8,877,230
Section 5310	Section 5310 Enhanced Mobility for Older Adults & People w/ Disabilities	825,822	-	825,822	850,597	876,115	902,398	3,454,931
	5310-ANC Enhanced Mobility for Older Adults & People w/ Disabilities (Anchorage Area Transit)	265,273		265,273	273,231	281,428	289,871	1,109,803
	5310-MVP Enhanced Mobility for Older Adults & People w/ Disabilities (Mat-Su Area Transit)	128,945		128,945	132,813	136,798	140,902	539,458
	5310-FAST Enhanced Mobility for Older Adults & People w/ Disabilities (Fairbanks Area Transit)	172,258		172,258	177,426	182,749	188,231	720,663
	5310-Stwd Enhanced Mobility for Older Adults & People w/ Disabilities (Alaska-wide +Transit)	259,346		259,346	267,126	275,140	283,394	1,085,007
Section 5311	Section 5311 Nonurbanized Area Formula Total	11,915,282	-	11,915,282	12,272,740	12,640,923	13,020,150	49,849,095
	5311 + 5340 Nonurbanized Area Formula	11,803,638		11,803,638	12,157,747	12,522,480	12,898,154	49,382,019
	5311(b)(3) Rural Transit Assistance Program (RTAP)	111,644		111,644	114,993	118,443	121,996	467,077
	5311(c)(2)(B) Indian Reservation Formula*	-		-	-	-	-	-
Section 5337	Section 5337 State of Good Repair Total	38,213,605	55,332,025	93,545,630	39,360,013	40,540,814	41,757,038	215,203,495
	5337-ANC-ARRC State of Good Repair (Anchorage Area-Alaska Railroad)	36,373,383		36,373,383	37,464,584	38,588,522	39,746,178	152,172,667
	5337-MVP-ARRC State of Good Repair (Mat-Su Area-Alaska Railroad)	1,325,232		1,325,232	1,364,989	1,405,939	1,448,117	5,544,276
	5337-FAST-ARRC State of Good Repair (Fairbanks Area-Alaska Railroad)	514,990		514,990	530,440	546,353	562,743	2,154,526
	5337-Stwd-ARRC State of Good Repair (System Wide - Alaska Railroad)	-	55,332,025	55,332,025	-	-	-	55,332,025
Section 5339	Section 5339 Bus and Bus Facilities Formula	4,800,181	-	4,800,181	4,944,186	5,092,512	5,245,287	20,082,167
	5339-ANC Buses and Bus Facilities (Anchorage Area Transit)	635,678		635,678	654,748	674,391	694,623	2,659,440
	5339-MVP Buses and Bus Facilities (Mat-Su Area Transit)	70,424		70,424	72,536	74,713	76,954	294,627
	5339-FAST Buses and Bus Facilities (Fairbanks Area Transit)	94,079		94,079	96,902	99,809	102,803	393,593
	5339-Stwd Buses and Bus Facilities (Alaska-wide Transit)	4,000,000		4,000,000	4,120,000	4,243,600	4,370,908	16,734,508
	TOTAL	82,444,187	89,748,258	172,192,445	84,917,513	87,465,038	90,088,989	434,663,985

Non-Federal Funds

State Match (SM)

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%.

Local Match (3PF)

Like State Match, Local Match represents the share of project costs that local entities (such as MPO's, local governments, or other 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.

General Fund Appropriation (UGF Appn)

These can include funding sources such as State General Fund appropriations in the State's capital budget, or General Obligation Bond sources.

Illustrative

An 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.

Non-Federal Funds: Funding Sources and Codes

Fund Code	Fund Source
UGF Appn	General Fund Appropriation
3PF ARRC	Local Match (ARRC)
3PF Local	Local Match (Community-Driven Projects)
3PF For DG	Local Match (Discretionary Grants)
3PF FAST Plng (FM)	Local Match (FAST Planning "FM")
3PF FAST	Local Match (FAST)
3PF MOA	Local Match (Municipality of Anchorage)
3PF MVP	Local Match (MVP)
SM SOA	State Match
SM AMATS	State Match (AMATS)
SM DG	State Match (Discretionary Grant)
SM FAST	State Match (FAST)
Illustrative	Unfunded Projects Shown for Illustrative Purposes

Non-Federal Funds Revenue Forecast

Table 7: 2024-2027 State & Local Match and Other State Funds Revenue Forecast

2024-2027 DOT&PF State and Local Match and Other State Funds (\$)						
Funding Sources		2024 Revenue w/Carryover	2025 Forecasted Revenue	2026 Forecasted Revenue	2027 Forecasted Revenue	24-27 Total
SM	State Match	\$128,862,414	\$151,987,125	\$99,664,618	\$88,212,579	\$ 468,726,736
3PF	Local Match	\$57,606,210	\$90,908,047	\$43,929,776	\$34,435,195	\$ 226,879,228
UGF	Unrestricted General Funds	\$3,211,284				
TOTAL Match and Other State Funds		186,468,624	242,895,172	143,594,394	122,647,774	695,605,964

* State of Alaska General Funds

Advance Construction

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 Advanced Construction project, however, must adhere to the same requirements as regular Federal-aid projects and requires authorization to proceed before advertising for letting or any project-related expenditures. DOT&PF leverages advance construction tool to optimize project funding and scheduling. This approach affords the state the flexibility to manage its financial resources more effectively and to commence projects in a timely manner.

Advance Construction (AC) A financing and planning 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. Funding codes using Advance Construction are followed by the identifier “AC.”

Advance Construction Conversion (ACC): Accounting tool to track the repayment of state funds used to begin a project prior to the availability of federal funds. Funding types being repaid are followed by the identifier “ACC.”

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

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

On a weekly basis Alaska DOT&PF reviews projects proceeding under AC, and specifically reviews balances of actual expenditures made from state funds on those projects. The balance of actual expenditures is typically a fraction of the overall AC balance. The department then makes strategic decisions on when to convert projects under AC.

For example, AC conversion may take place when:

- Projects funded under AC are nearing completion.

Funding and Fiscal Constraint

ALASKA DOT&PF 2024-2027 STIP NARRATIVE

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

Generally, the state limits the overall AC balance to less than the sum of its annual formula funding or apportionment. Keeping AC balances less than annual obligation limits ensures balances are kept within repayment and reimbursement capacity. The department leverages appropriated state matching funds and collaborates with the Office of Management & Budget to manage cashflow and expenditures on AC to stay within acceptable limits of the treasury and the state. More recently, with large August redistributions becoming available year after year, the State is increasing its use of AC in the STIP as a planning tool, to help account for the dynamics of project delivery. Payback of advance construction may be considered through administrative actions versus STIP amendments.

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

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

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

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

State's Ability to Support Advance Construction

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

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

- **Certainty of Revenues through the Percent of Market Value (POMV) Appropriation from the Earnings Reserve Account (ERA) at the Alaska Permanent Fund Corporation (APFC)**

Each year during the budget process the State knows the amount of one of its largest revenue sources for the upcoming fiscal year. This has been law since FY2019. For FY2024 the POMV formula appropriated \$3.53B from the ERA to the General Fund. This represents 56% of state revenue to the general fund.

- **Solvency and Flexibility from the APFC**

Because the ERA draw schedule is established before the fiscal year starts, the state will inevitably encounter

Funding and Fiscal Constraint

ALASKA DOT&PF 2024-2027 STIP NARRATIVE

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

- **Strong Cash Projection capability**

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

- **An Effective plan for Cash Management of the State**

The Cash Deficiency Memorandum of Understanding (MOU) was established in 1994 between Department of Revenue, Department of Administration, Office of Management and Budget, and Department of Law and is updated as needed. The MOU establishes a \$400M minimum balance threshold in the General Fund to allow a conservative cushion to ensure that we will always be able to meet all short-term obligations. The MOU also outlines procedures for addressing cash flow timing mismatches:

- Develop monthly cash projections.
- Monitor daily General Fund cash balances and update forecasts based on new cash flows.
- Execute appropriated transfers from the ERA, CBR, or other funds.
- Perform temporary fund borrowing (CBR, ERA, subfunds) to be repaid by the fiscal year end.
- In the event of a forecasted revenue shortfall, seek legislative action through the Governor to access additional funds through appropriation from other Reserve Funds discussed above.

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

- Ample reserves: Currently \$2.7B in the Constitutional Budget Reserve (CBR) and \$76B in the Permanent Fund
- Low debt load and no new debt current authorization
- High Bond Rating and outlooks from rating agencies
- Well-funded pension obligations
- Recent budgetary surplus and deposits to state savings accounts, including the CBR
- Significant reduction in state general fund spending since 2013
- Improved oil price environment and significant available resources under development

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

Table 8: 10-year revenue forecast

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

Innovative Funding and Financing

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

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

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

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

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

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

State Infrastructure Bank. A State Infrastructure Bank (SIB) is a revolving loan fund program established and administered by a state to provide low-cost loan financing to surface transportation projects within the state. SIBs can be capitalized with Federal-aid surface transportation funds and matching state funds or capitalized with a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan to lend to rural infrastructure projects. A federally capitalized SIB can offer loans and credit assistance to public and private sponsors of Title 23 highway construction projects, Title 49 transit capital projects, and Title 49 (subtitle V) railroad projects. Loans for (1) all or part of project cost, (2) flexible terms, (3) at or below market rates, (4) may be subordinated, and (5) short-term construction or long-term debt financing.

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

Value Capture. Value capture strategies can be used to help pay for roadway and transit improvements by leveraging localized benefits. Value capture is a set of techniques that generally take advantage of the increase in property values, new transportation-related real estate opportunities, and/or the benefits of new transportation facilities to fund infrastructure improvements. Value capture techniques can promote equity and economic efficiency through the "beneficiary-pays" principle with six 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. 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 five 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 \$100M 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.

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).

PUBLIC INVOLVEMENT PROCESS

Public engagement is an integral and vital part of the Statewide Transportation Improvement Program (STIP) development process. The Alaska DOT&PF has established tools and processes to support early and continuous engagement with the public, legislators, local governments, Tribal governments, Federal land management agencies, MPOs, RPOs, and other transportation stakeholders. These efforts are conducted in accordance with 23 CFR 450.210, 17 AAC 05.135 and 17 AAC 05.160 ensuring a transparent, inclusive, and collaborative approach to transportation planning and decision-making.

The DOT&PF provides a webpage that outlines relevant public involvement processes and resources to support effective public engagement in the planning process including the development of the draft STIP. At all times, we maintain active tools for engagement with the general public in the development and implementation of the STIP.

Key Elements of the Public Involvement Process

1. **Public Meetings and Hearings:**
 - DOT&PF regularly conducts public meetings and hearings across the state to gather input on transportation projects and plans. These meetings are held at accessible locations and times to encourage broad participation. Virtual meetings and webinars are also utilized to reach a wider audience, especially in remote and rural areas.
2. **Public Notices and Outreach:**
 - Public notices are issued to inform the community about upcoming meetings, public comment periods, and significant milestones in the STIP process. Notices are disseminated through various channels, including newspapers, DOT&PF's website, social media, and email lists to ensure comprehensive coverage.
3. **Online Engagement:**
 - DOT&PF leverages online platforms to facilitate public participation. The STIP documents, project information, and relevant updates are made available on the DOT&PF website. Online surveys and comment forms are also provided to gather feedback from those who may not attend in-person meetings.
4. **Stakeholder Collaboration:**
 - DOT&PF collaborates with a broad range of stakeholders, including MPOs, RPOs, Tribal governments, local municipalities, and other relevant entities. This collaboration ensures that diverse perspectives are considered in the planning process.
5. **Public Comment Periods:**
 - During the STIP development and amendment phases, DOT&PF provides formal public comment periods, allowing individuals and organizations to review and comment on proposed plans and projects. All comments received are documented and considered in the final decision-making process.
6. **Interactive Tools:**
 - Innovative tools such as interactive maps, project visualization software, and social media platforms are employed to enhance public understanding and engagement. These tools allow the public to explore project details and provide input more effectively.
7. **Education and Outreach Programs:**
 - DOT&PF conducts educational outreach programs to inform the public about the transportation planning process, the importance of their participation, and how their input influences transportation decisions.

DOT&PF ensures that all public input is thoroughly documented and considered. Responses to public comments are provided, explaining how the feedback was addressed or incorporated into the final plans. This transparent approach builds trust and demonstrates the department's commitment to public involvement.

DOT&PF is committed to continuously improving its public involvement processes. Feedback on the public participation process itself is solicited to identify areas for enhancement. Regular reviews and updates to the PPP ensure that the strategies remain effective and inclusive.

Alaska Legislature: Elected Officials

The Alaska DOT&PF recognizes the importance of consulting with the Alaska Legislature to ensure comprehensive and informed transportation planning and decision-making. This process is in alignment with 23 CFR 450.210, which requires state departments to engage in a continuous, cooperative, and comprehensive transportation planning process.

The DOT&PF engages with the Alaska Legislature through several established processes:

Regular Reporting: The DOT&PF provides regular reports to the Alaska Legislature on transportation planning activities, project updates, and budgetary considerations. These reports are submitted to relevant legislative committees, including the House and Senate Transportation Committees, and other committees as appropriate.

Legislative Hearings: The DOT&PF participates in legislative hearings to discuss transportation projects, funding needs, and policy issues. During these hearings, DOT&PF representatives provide testimony, answer questions, and engage in discussions with legislators to address concerns and provide detailed information.

Individual Legislator Meetings: DOT&PF officials regularly meet with individual legislators and their staff to discuss specific projects, community impacts, and constituent concerns. These meetings facilitate direct communication and allow for the exchange of detailed information tailored to the interests and needs of specific legislative districts.

Legislative Session Briefings: Prior to and during the legislative session, the DOT&PF conducts briefings for legislators to provide updates on major transportation initiatives, the status of the Statewide Transportation Improvement Program (STIP), and any amendments. These briefings ensure that legislators are well-informed about ongoing and planned transportation activities.

Written Communications: The DOT&PF maintains open lines of communication with the legislature through written correspondence, including letters, emails, and official reports. This ensures that legislators receive timely and accurate information regarding transportation planning and project developments.

Public Notices and Opportunities for Feedback: During the STIP Public Notice period, the DOT&PF provides notifications to the Alaska Legislature, inviting feedback and comments. Legislators are offered opportunities to request presentations and provide input on transportation planning activities and project prioritization.

Visual Tools and Online Resources: The DOT&PF utilizes visual tools and online resources to communicate the status of projects and programs. These tools are accessible to legislators and the public through the STIP-AKDOT Hub, providing transparent and up-to-date information on transportation initiatives across the state.

Collaborative Partnerships: The DOT&PF fosters collaborative partnerships with legislative bodies, encouraging ongoing dialogue and cooperation. These partnerships are essential for addressing statewide transportation challenges and ensuring that legislative priorities and community needs are reflected in transportation planning efforts.

By implementing these processes, the DOT&PF ensures effective consultation with the Alaska Legislature, promoting a transparent, inclusive, and cooperative approach to transportation planning. This aligns with the requirements of 23 CFR 450.210, fostering informed decision-making and legislative support for Alaska's transportation infrastructure.

Underserved Communities

In carrying out the statewide transportation planning process per 23 CFR 450.210, including development of the STIP, the State has developed and uses a documented public involvement process that provides opportunities for traditionally underserved populations to review and engage with the STIP, by providing convenient opportunities to comment at key decision points. Traditionally underserved Alaskans include those not served by the existing transportation network, low-income and minority households, and those who may face challenges accessing employment and other services. Alaska DOT&PF process includes ensuring

- Access to web based STIP documents
- Comment opportunities in a variety of technologies, including phone, text, web-based comment forms, and in-person events
- Virtual public meetings that can be accessed by a variety of technologies, including phone, via social media, or web-based platform.
- In person presentations to community councils, representing traditionally underserved communities, at times and locations that are convenient in terms of work hours and ability to physically access via mass transit.
- Direct outreach to senior service providers, disability government and non-government advocacy groups and service providers, culture and ethnic organizations, and those serving the blind and visually impaired.
- Outreach to non-English speakers (Yupik and Spanish) in native languages to communicate opportunities to engage in transportation planning processes.

Local Municipal Governments

The State of Alaska's Constitution, Article X, Section 2, establishes two forms of local government: cities and organized boroughs, which form the basic structure of Alaska's Municipal Government. Both cities and boroughs are municipal corporations and political subdivisions of the State of Alaska, as defined by AS 29.04.010 and AS 29.04.020.

Article X, Section 3 of the Alaska Constitution mandates that the entire state be divided into either organized or unorganized boroughs based on criteria such as natural geographic boundaries, economic viability, and common interests. Generally, organized boroughs have been established in areas with more developed economies, while the large portion of the state that has not incorporated as an organized borough is designated as the unorganized borough.

Cities and boroughs are classified as either home rule or general law municipalities. Home rule municipalities define their powers and duties through an adopted charter ratified by voters and can exercise any power not prohibited by state or federal law or by the home rule charter. General law municipalities derive their powers and duties from established law, as stated in Article X, Sections 9, 10, and 11 of the Alaska Constitution and AS 29.04.010.

In urban areas with populations exceeding 50,000, Alaska's three Metropolitan Planning Organizations (MPOs) play a leading role in transportation planning in cooperation with the Department of Transportation and Public Facilities (see MPO section following).

Outside urban boundaries, the DOT&PF employs various processes to maintain communication with communities and solicit feedback on the Statewide Transportation Improvement Program (STIP) and its amendments. These methods include:

- Attending local government meetings and community council sessions
- Collaborating with non-governmental organizations
- Distributing press releases, and conducting virtual and in-person meetings, direct mail, and email communications

The DOT&PF has established partnerships with statewide and local organizations representing communities and community stakeholder groups, such as the Alaska Municipal League and Southeast Conference. In addition DOT&PF

has developed a guidance document for cooperation processes with Non-Metropolitan Local Officials which is available on our website here: <https://dot.alaska.gov/stwdplng/areaplans/related/docs/NMLOCPfinalFeb21.pdf>

These relationships and partnerships facilitate continuous and two-way communication on matters affecting smaller communities. Additionally, DOT&PF staff are encouraged to interact with their counterparts within local government structures, ensuring thorough information dissemination throughout all levels of the organizations.

During the development of the STIP and its amendments, DOT&PF staff provide information on relevant projects and planning activities to local municipal governments. During the STIP Public Notice period, local municipal governments receive notifications and are offered opportunities for presentations if requested. Furthermore, DOT&PF offers new visual tools to communicate the status of projects and programs, accessible at [STIP-AKDOT Hub](#).

This approach ensures compliance with 23 CFR 450.210, promoting transparent and inclusive public participation in transportation planning across Alaska.

Tribal Governments

The Alaska Department of Transportation and Public Facilities (DOT&PF) has an established Tribal consultation process as outlined in the Alaska DOT&PF Tribal Consultation Policy. This policy, accessible [here](#), reinforces government-to-government relationships between the department and the Tribes in Alaska through consultation on significant matters of mutual concern, which applies to the development of Tribal Transportation Improvement Programs (TTIPs) and Statewide Transportation Improvement Programs (STIPs). The policy encompasses notifications, dissemination of information, the consultation process, interdepartmental cooperation, and participation in working groups (State-Tribal forums).

The policy provides guidance to all DOT&PF employees involved in actions that significantly or uniquely affect a Tribe in Alaska, as well as any Tribal actions that significantly or uniquely affect the department. It lays the foundation for establishing and maintaining effective government-to-government communications and promotes consultation and coordination with these Tribes, ensuring that consultations are conducted in a culturally sensitive manner.

Alaska DOT&PF maintains established channels of communication with Tribal partners throughout Alaska via regular in-person and virtual meetings, traditional and electronic communications, and face-to-face interactions at regional conferences and gatherings. These communication channels are used to inform, engage, and consult with Alaska's Tribal partners, facilitating comprehensive and cooperative conversations that allow Tribal stakeholders to share their vision and goals for their communities. Additionally, DOT&PF enhances these efforts with mass communication techniques to ensure broader awareness of the STIP's availability and public comment period in rural Alaska.

Critical components of our Tribal Processes include:

- **Anchorage Field Office (AFO) ANC/MSB Tribal Coordination Meetings:** These bimonthly meetings involve Tribes such as CIRI, Ahtna, Eklutna, Chickaloon, and Knik, focusing on surface transportation planning.
- **Fairbanks Field Office Northern Region Tribal Coordination Meetings:** These monthly meetings include Interior Tribes such as Doyon, Manley, Minto, Nulato, Rampart, Tanana, and Tanana Chiefs, and also focus on surface transportation planning.
- **Southcoast Region Tribal Coordination:** Ongoing engagement with the Tribes of Southeast and Southwest Alaska.

In addition to the Tribal governments, there are other indigenous entities and organizations that play significant roles in representing Alaska Native interests and governance. These include:

1. **Alaska Native Corporations:** Established under the Alaska Native Claims Settlement Act (ANCSA) of 1971, these corporations are divided into regional and village corporations. There are 12 regional corporations and numerous village corporations, each responsible for managing lands and resources, and providing economic opportunities for their shareholders.
2. **Tribal Consortiums and Inter-Tribal Organizations:** These organizations often consist of multiple Tribes or villages that come together to provide services and advocate for common interests. Examples include the Tanana Chiefs Conference and the Association of Village Council Presidents.
3. **Alaska Native Tribal Health Consortium (ANTHC):** ANTHC is a nonprofit health organization that provides medical, health, and social services to Alaska Native and American Indian people in Alaska.
4. **Regional Nonprofit Organizations:** These entities, like the Bristol Bay Native Association or the Southeast Alaska Regional Health Consortium (SEARHC), provide a range of services including health, social, economic, and educational support to their member Tribes and communities.

During the development of the STIP and its amendments, information on projects and planning activities is shared through regular planning and project processes. During the STIP Public Notice period, Tribes and other indigenous entities are notified and offered presentation opportunities as outlined in Table 12. This approach ensures a continuous, cooperative, and comprehensive dialogue with Tribal partners, aligning with the department's commitment to culturally sensitive and effective consultation practices.

Federal Land Management Agencies

The Alaska DOT&PF ensures coordination with federal land management agencies through a continuous, cooperative, and comprehensive (3C) transportation planning process, in compliance with 23 CFR 450.210. This approach ensures that transportation planning is consistent and coordinated among different agencies and jurisdictions.

Several federal entities in Alaska serve as land managers, overseeing vast tracts of land for various purposes, including conservation, resource management, recreation, and native affairs. These entities include:

1. **Bureau of Land Management (BLM):** Manages approximately 72M acres of public land in Alaska, focusing on resource development, conservation, and recreational use.
2. **U.S. Forest Service (USFS):** Manages two national forests in Alaska, the Tongass National Forest and the Chugach National Forest, covering about 22M acres combined.
3. **National Park Service (NPS):** Oversees approximately 54M acres of national parks, preserves, monuments, and historic sites in Alaska, including Denali National Park and Preserve, Glacier Bay National Park and Preserve, and Katmai National Park and Preserve.
4. **U.S. Fish and Wildlife Service (USFWS):** Manages 16 national wildlife refuges in Alaska, covering around 77M acres, including the Arctic National Wildlife Refuge and the Yukon Delta National Wildlife Refuge.
5. **Bureau of Indian Affairs (BIA):** Manages land held in trust for Alaska Native Tribes and individuals, and provides services to enhance the quality of life and promote economic opportunities for Alaska Natives.
6. **Department of Defense (DoD):** Manages military installations and training areas in Alaska, including Joint Base Elmendorf-Richardson, Fort Wainwright, and the Pacific Alaska Range Complex.
7. **National Oceanic and Atmospheric Administration (NOAA):** Manages marine and coastal resources, including national marine sanctuaries and fisheries, though its land management is more focused on coastal and ocean areas.

These entities collaborate with state and local governments, Tribes, and other stakeholders to manage Alaska's diverse and expansive land resources effectively.

To implement the 3C structure, DOT&PF regularly attends and participates in the monthly Federal Land Managers Transportation Working Group (TWiG). This forum facilitates discussions on transportation issues and opportunities on federal lands in Alaska. Additionally, DOT&PF attends bi-weekly Federal Lands Access Program (FLAP) coordination

meetings with Western Federal Lands (WFL) staff. The FLAP provides funding for transportation projects that improve access to federal lands, and DOT&PF's FLAP-funded projects are integrated into the Statewide Transportation Improvement Program (STIP). The department works closely with WFL staff to ensure alignment with federal and state goals and priorities.

During the development of the STIP and its amendments, DOT&PF provides information on projects and planning activities to respective federal land management agencies through normal planning and project processes. During the STIP Public Notice period, federal land management agencies receive notifications and are offered presentation opportunities upon request.

The DOT&PF values the input and collaboration of federal agencies and strives to maintain strong and productive relationships. By engaging in these structured coordination efforts, DOT&PF ensures that transportation planning processes are inclusive and responsive to the needs and priorities of federal land management agencies.

Metropolitan Planning Organization (MPO) Involvement

In compliance with 23 CFR 450.208, the Alaska DOT&PF, in cooperation with the State's three Metropolitan Planning Organizations (MPOs), follows a continuous, cooperative, and comprehensive (3C) coordination process. This process supports the production of the Statewide Transportation Improvement Program (STIP), Metropolitan Transportation Plans (MTPs), Transportation Improvement Plans (TIPs), and other MPO planning products.

DOT&PF planning staff meets weekly with the MPOs to collaborate on projects, discuss the STIP, and assist with work products. Monthly technical and policy meetings provide regular opportunities to engage the public on the development of these products and discuss the status of the various TIPs and the STIP. Planning staff also support virtual and in-person open houses and public involvement processes to facilitate these efforts.

In 2024, a statewide collaborative team was formed to ensure a unified approach to MPO processes and procedures across Alaska. This cross-regional team, comprising state and MPO staff, is developing formal processes and procedures to ensure compliance with federal requirements.

Since MPO Unified Planning Work Programs (UPWPs) are federally funded, MPO activities comply with federal funding requirements, including nondiscrimination matters such as Title VI, limited English proficiency, the Americans with Disabilities Act, environmental justice, and other nondiscrimination acts, policies, and orders. MPOs must also have a public participation process that provides individuals, members of the public, affected public agencies, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process. The development of a Public Participation Plan (PPP) must, at a minimum, describe procedures, strategies, and desired outcomes for a variety of processes and plans to ensure a full and open participation process. The PPP ensures that the MPO is responsive to the public and is a good steward of public funds.

The STIP, through the incorporation of the respective TIPs by reference, verifies that these requirements have been met, ensuring a coordinated and compliant transportation planning process across all MPOs in Alaska.

Rural Planning Organization (RPO) Involvement

Alaska has established three Regional Planning Organizations (RPOs) throughout the state: Copper Valley (established in August 2022), Northwest Arctic Borough (established in March 2023), and FAST Rural RPO (established in February 2023). These organizations enable rural communities, Alaska Native Villages, and Tribal members to create stronger connections to transportation planning by organizing with multiple communities within a region and providing more feedback on regional transportation investments through regular meetings, consultation, and engagement.

The initial RPO organization phase gathers feedback from participants on how to best support transportation planning in rural Alaska. This feedback, along with the experiences of the RPO pilots, informs the regulations that will eventually govern a formal RPO program and processes statewide.

During the development of the Statewide Transportation Improvement Program (STIP) and its amendments, DOT&PF staff attend scheduled RPO meetings to provide information on projects and planning activities. During the STIP Public Notice period, RPOs receive notifications and are offered presentation opportunities upon request.

This approach ensures that rural communities have a significant voice in transportation planning, aligning with the continuous, cooperative, and comprehensive (3C) framework mandated by federal regulations.

Activities Supporting Public Engagement Processes

The department utilizes an interactive web-based platform to distribute the STIP across the state. The interface allows for easy public access with multiple tools to review the State’s investments by city, borough, investment area, and legislative district. The platform includes low tech options for review, including the traditional PDF versions for those without high-speed connectivity. The interface allows the department to leave a public feedback portal open after public comment periods have ended to allow for ongoing STIP comment and dialog.

Table 9: Public Engagement Process Activities

Plan Elements	Reach	Audience
STIP Website Publication	Statewide	Statewide
Online Public Notice System	Statewide	Statewide
Media Release	7,000	Statewide
Social Media	78,000	Statewide
Radio Public Service Announcements (with translations)	Statewide	Statewide Western Alaska (Yupik) Urban Alaska (Spanish)
Direct mail to all municipal, village and Tribal governments	Statewide	Local Government Officials Village Government Officials Tribal Government Officials
Direct email to all municipal, village and Tribal governments with project specific information	Statewide	Local Government Officials Village Government Officials Tribal Government Officials
Publication in General Circulation Media	Sunday distribution 71,000 Wed. distribution 57,000	Statewide
Tribal Consultation Meetings Virtual and In-Person	229 Federally Recognized Tribes in Alaska,	Tribal Alaskans
Direct email to all NGO’s, representing Transportation or unique ethnic/cultural Alaskans	200 organizations	Urban Community Councils Alaskan Seniors Alaskans experiencing disabilities Black Alaskans
Presentations to Civic Groups and Elected Officials		Elected Officials Civic Leaders Business/Corporate Leaders

The tasks in Table 12 (Public Engagement Process Activities) are found in in regulation (17AAC 05.135 and 17AAC 05.160). STIP Amendment requirements can be found in 17 AAC 05.195 and include:

Public Involvement Process

ALASKA DOT&PF 2024-2027 STIP NARRATIVE

- Publication of a notice in a newspaper of general circulation in the geographic area of the project(s) amended.
- Written notice informing interested persons affected by the amendment of the STIP.
- Written notice informing MPO's affected by the amendment of the STIP.
- Solicit comments regarding the amendment, and will provide for a comment period on the proposed amendment of the STIP of not less than 30 days after the publication of the notice.

All Public Comments and the disposition of public comments are incorporated into the Alaska DOT&PF 2024-2027 STIP Engagement Summary and Change Log, which is incorporated by reference, and available on the Alaska DOT&PF 2024-2027 Statewide Transportation Improvement Program (STIP) website: <https://publicinput.com/stip/>

The department documents all public engagement and provides references to formal public comment period timeframes and advertisements, summaries of general public involvement, summaries of Metropolitan Planning Organizations and rural planning organizations involvement, Federal agency involvement, and summaries of local and Tribal government involvement. It also includes a change log summarizing changes from the public noticed STIP to the final STIP.

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 redemonstrations 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) as designated by 17 AAC 05.170.

Allocated Funds are an administrative distribution of funds for programs that are not distributed to States by a statutory formula.

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 redemonstrations of fiscal constraint. If an amendment involves “non-exempt” projects in nonattainment and maintenance areas, a conformity determination is required.

Apportioned Funds are funds distributed to States as prescribed by a statutory formula.

Appropriated Budget Authority (ABA). A form of *Budget Authority* that requires both an authorization act *and* an appropriations act before any funds can be obligated.

Appropriations Act. Action of a legislative body that makes funds available for expenditure with specific limitations as to amount, purpose, and duration. In most cases, it permits money previously authorized to be obligated and payments made, but for the highway program operating under contract authority, the appropriations act specifies amounts of funds that Congress will make available for the fiscal year to liquidate obligations.

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.

Authorization Act. Basic substantive legislation that establishes or continues Federal programs or agencies and establishes an upper limit on the amount of funds for the program(s). The current authorization act for surface transportation programs is the Fixing America’s Surface Transportation (FAST) Act.

Borough. In Alaska, a borough is a type of municipal government that is larger than a city and often encompasses multiple communities and vast geographical areas. It functions similarly to a county government in other states, and can provide a wide range of services such as law enforcement, education, public health, and utilities. Boroughs in Alaska can include both urban and rural areas, and they are governed by elected officials, including a mayor and an assembly or council. The boundaries and powers of boroughs are defined by state law and can vary depending on the region's needs and characteristics.

Bridge Condition: A bridge performance measure that uses deck rating, superstructure rating, and substructure rating for measuring conditions. Details on these performance measures can be found in the latest version of the Alaska DOT&PF’s Transportation Asset Management Plan.

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.

Bridge Number is used by the Bridge Section to identify individual structures. The structures with a 4000 series bridge number designate large culverts that meet the definition of a bridge, having center line of roadway length greater than twenty (20) feet. Structures with a 7000 series bridge number designate culverts or bridges that are less than twenty (20) feet along center line and owned by DOT.

Bridge Type is a standard abbreviation used by the Bridge Section to identify the main material and configuration of the superstructure.

Bridge Year Built is the year of original construction or reconstruction of a structure.

Budget Authority. Empowerment by Congress that allows Federal agencies to incur obligations that will result in the outlay of funds. Congress generally provides this empowerment to an agency in the form of an appropriation. However, for most of the highway programs, it is in the form of *contract authority*.

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

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

Census Area: In Alaska, a Census Area is a statistical division delineated by the United States Census Bureau for the purpose of organizing and presenting census data. Unlike boroughs, Census Areas do not have governmental powers or provide services like boroughs or counties in other states. They are purely statistical entities used for demographic and economic reporting. Census Areas are typically used in regions of Alaska where there is no organized borough government, and they are defined based on population density and geographic features rather than administrative boundaries.

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

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

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

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

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

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

Congressionally Designated Spending (CDS). Congressionally Directed Spending is generally defined as a spending provision in federal appropriations legislation included primarily at the request of a Member of Congress providing, authorizing, or recommending a specific amount of discretionary funding to a specific State, locality, or Congressional district for a specific purpose. In FFY2023 Alaska received \$491M 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.

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)).

Continuing, comprehensive and cooperative planning processes are fundamental principles in the context of Metropolitan Planning Organizations (MPOs). These principles are essential to ensure effective regional transportation planning. *Continuing* emphasizes that transportation planning is an ongoing process, not a one-time activity. It requires regular updates and revisions to address changing conditions, new information, and evolving priorities. This ensures that transportation plans remain relevant and effective over time. *Comprehensive* planning involves considering all modes of transportation (e.g., highways, public transit, pedestrian, bicycle) and their interconnections. It also includes addressing a wide range of factors such as land use, economic development, environmental impacts, public health, and social equity. This holistic approach ensures that all aspects of the transportation system are integrated and coordinated. *Cooperative* planning involves collaboration among various stakeholders, including federal, state, and local government agencies, the public, and private sector entities. It ensures that the planning process incorporates diverse perspectives and that plans are developed through consensus-building and partnership.

Contract Authority (CA). A form of *Budget Authority* that permits obligations to be made in advance of appropriations. Most of the programs under the *Federal-Aid Highway Program* operate under Contract Authority.

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.

DBE Training Funds (DBE). Designed to remedy ongoing discrimination and the continuing effects of past discrimination in federally assisted highway, transit, airport, and highway safety financial assistance transportation contracting markets nationwide. The primary remedial goal and objective of the DBE program is to level the playing field by providing small businesses owned and controlled by socially and economically disadvantaged individuals a fair opportunity to compete for federally funded transportation contracts. The DBE program was reauthorized by Congress several times since its inception; most recently in the Infrastructure Investment and Jobs Act, [Pub. L. 117-58](#), November 15, 2021, 135 Stat. [429 \(23 U.S.C. 101\)](#) note), Also known as the Bipartisan Infrastructure Law (BIL). The Act describes Congress's findings regarding the continued need for the DBE program due to the discrimination and related barriers that pose significant obstacles for minority and women-owned businesses seeking federally assisted surface transportation work.

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

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

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

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

Discretionary Grants (DG): Many organizations around the state now can compete for various discretionary grant programs created under IIJA. They include numerous initiatives such as the Bridge Investment Program, Rural Surface

Transportation Grant Program, Reconnecting Communities Pilot Program, PROTECT Discretionary Grants, National Culvert Removal, Replacement, and Restoration Grants, among others. The selection process for these grants is typically based on the project's alignment with specific program criteria and objectives.

DOT Region: Alaska DOT&PF design, construction and maintenance and operations divisions that are defined by geographic boundaries as indicated on the DOT&PF Website.

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

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

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.

Estimated Total Project Cost: A measure of a project's cost including all phases, design, right of way, utilities and construction.

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.

Exempt Funds: Apportioned / Formula funds that are exempt from obligation limits.

Federal Funding Categories. Different types of funding programs established by the federal government to allocate financial resources for various public purposes.

Federal-aid Highway Program (FAHP). An umbrella term, not defined in law, which in general refers to most of the Federal programs providing highway funds to the States. When used in a budgetary context, FAHP specifically refers to highway programs financed by contract authority out of the Highway Account of the Highway Trust Fund (HTF), plus any HTF supplemental appropriations for the Emergency Relief Program. Such authorizations are contained in Titles I (Federal-aid Highways) and VI (Innovation) of Division A of the FAST Act, as well as in acts providing supplemental appropriations.

Federal Highway Administration (FHWA) is the Federal agency within the U.S. Department of Transportation that administers the Federal-aid Highway Program.

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

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

Federal Transit Administration (FTA). An agency within the Federal Department of Transportation (DOT) responsible for providing financial and technical assistance to local public transit systems. The FTA oversees various programs and initiatives aimed at improving public transportation across the United States.

Ferry Boat Funds – Surface Transportation Block Grant (FBF). 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.

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.”

Fiscal Year (FY). The accounting period for the budget. The Federal fiscal year is from October 1 until September 30. The fiscal year is designated by the calendar year in which it ends. For example, FY 2016 runs from October 1, 2015, through September 30, 2016.

Formula Funds. Federal funds distributed to states based on specific formulas established by law. These formulas typically consider various factors such as population, lane miles of federal-aid highways, and the level of usage of the highway system. The goal is to allocate funds in a way that reflects the needs and usage of the transportation infrastructure in each state.

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

- **Interstates:** These are the highest classification of Arterials and were designed and constructed with mobility and long-distance travel in mind. The Interstate System has provided a superior network of limited access, divided highways offering high levels of mobility while linking the major urban areas of the United States.
- **Other Freeway & Expressways:** Like Interstates, these roadways are designed and constructed to maximize their mobility function, and abutting land uses are not directly served by them.
- **Other Principal Arterial:** These roadways serve major centers of metropolitan areas, provide a high degree of mobility, and can also provide mobility through rural areas. Unlike their access-controlled counterparts, abutting land uses can be served directly.
- **Minor Arterials:** These roadways provide service for trips of moderate length, serve geographic areas that are smaller than their higher Arterial counterparts and offer connectivity to the higher Arterial system.
- **Major and Minor Collector:** Collectors serve a critical role in the roadway network by gathering traffic from Local Roads and funneling them to the Arterial network. Generally, Major Collector routes are longer in length; have lower connecting driveway densities; have higher speed limits; are spaced at greater intervals; have higher annual average traffic volumes; and may have more travel lanes than their Minor Collector counterparts.
- **Local:** These roads provide access to homes, businesses, and other property.

Fund Code: Fund Identifier for use in STIP fund and revenue source designations. The list of fund codes is found in the funding and fiscal constraint section of the STIP.

Fund Source / Fund Type means the origin of the funds or the entity providing the financial resources. It identifies where the money is coming from, which can be federal, state, local government, or specific agencies within those levels. Also utilized to mean the nature or classification of the funds based on their intended use or restrictions placed upon

them. It categorizes funds according to their purpose, such as grants, loans, direct appropriations, or specific assistance programs.

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

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

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.

Highway Trust Fund (HTF). An account established by law to hold Federal highway- user taxes that are dedicated for highway and transit related purposes. The HTF has two accounts: the Highway Account and the Mass Transit Account.

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 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.

Landscape: DOT&PF considers factors to inform decision-making that balances competing needs in the vast geography of Alaska. 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. These landscapes include urban, rural, corridor, 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.

Ledger: A fiscal constraint record that identifies past and future financial transactions related to revenue forecasts and anticipated funding programming. Ledgers provide a record of all funding sources that require demonstration of fiscal constraint in one document in the STIP. Ledgers also are created to include funding that is allocated to TIPs to provide a single document that reflects the entire Alaska transportation funding programs.

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 re-designated 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.

Maritime Administration (MARAD). The Federal Department of Transportation agency responsible for America's waterborne transportation system.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Obligation. The Federal government's legal commitment (promise) to pay or reimburse the States or other entities for the Federal share of a project's eligible costs.

Obligation Authority (OA). The total amount of funds that the Federal government may obligate in a year. For the Federal-aid Highway Program this is comprised of the *obligation limitation* amount plus amounts for programs exempt from the limitation.

Obligation Limitation. A restriction, or "ceiling" on the amount of Federal assistance that may be promised (obligated) during a specified time period. This is a statutory budgetary control that does not affect the apportionment or allocation of funds. Rather, it controls the rate at which the funds may be used.

On-the-job Training Funds (OJT). On Federal-aid contracts, Federal regulations require State Departments of Transportation (State DOTs) to establish apprenticeship and training programs targeted at moving women, minorities, and disadvantaged persons into journey-level positions.

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.

Other Federal Funds (OFF): Funding source identifier for allocations outside of the State's apportionments. These funds can include Marine Administration funds planned for Alaska Marine Highway Administration terminal projects.

Pavement Condition: A performance measure utilizing IRI, cracking and rutting to rate the conditions of a pavement as Good, Fair, or Poor. Information on pavement conditions can be found in the current version of DOT&PF's Transportation Asset Management Plan.

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).

Place Name: The closest community or other well-known location to a project.

Planned Obligation: A proposed investment to be committed to in a project which approved, would constitute the federal government's commitment to provide funding for a specific project or program.

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

Project Evaluation Board (PEB) Score: A score given by a planning evaluation board. There are several boards that meet to score projects including State of Good Repair, Transportation Alternatives, and Community Transportation Program projects.

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

Project Phase: Refers to a distinct stage or segment within the lifecycle of a transportation project that requires specific actions, resources, and approvals to advance toward completion. Planning, reconnaissance, design, right of way, utilities and construction are all phases that can be included. Each project phase typically requires approval from FHWA and other relevant stakeholders to proceed, ensuring compliance with federal regulations, funding requirements, environmental considerations, and other project-specific criteria. These phases help to organize and manage the complex process of developing and delivering transportation infrastructure projects.

Project Scope is a detailed description and definition of the specific objectives, activities, and boundaries of a transportation project.

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 Sponsor is an entity responsible for proposing, developing, and overseeing a transportation project that seeks federal funding or requires federal approval. Project sponsors are typically providing match funds for a specific project.

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

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

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

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

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

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

Rescission. Legislation enacted by Congress that cancels the availability of previously-enacted budget authority before that authority would otherwise expire.

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. Funds for this program derive from existing apportionments.

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.

Sequestration. The cancellation of budgetary resources provided by discretionary appropriations or direct spending law. The concept is similar to a rescission, but this term is commonly used when discussing broad budget controls.

Sliding Scale. The normal Federal share of 80% for non-Interstate projects and 90% for Interstate projects is adjusted upward to no more than 95%, based on a sliding scale, for each State with a large amount of Federal lands (over 5% of the total area of the State).

State. As defined in chapter 1 of Title 23, U.S.C., any of the 50 States, plus the District of Columbia and the Commonwealth of Puerto Rico. However, the definition of “State” varies in some specific circumstances. For example, highway safety programs under 23 U.S.C. define “State” to also include the Territories (the U.S. Virgin Islands, Guam, American Samoa, and the Northern Mariana Islands) and the Secretary of the Interior (for Indian Reservations). Also, Puerto Rico is not treated as a State for purpose of apportioning Federal-aid highway funds.

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

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

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

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

Strategic Investment 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. They include Safety, Economic Vitality, State of Good Repair, Resiliency, and Sustainability.

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

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.

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

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

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

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. Toll Credits may also be referred to as "Transportation Development Credits" with the Federal Transit Administration.

Total Project Cost: A measure of all costs associated with a project, including design, right of way, utilities, construction, and administrative costs. Total project cost in the STIP includes year of expenditure factored in.

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

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

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

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

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

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

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

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

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

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

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

Urban refers to communities 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

Work Type: An indicator of the primary work in a project related to asset management and conditions of pavement and bridge. The following work types are included in the STIP Project pages:

Active Transportation Improvements: Enhancements made to infrastructure and facilities that support non-motorized modes of transportation, such as walking, biking, and other forms of human-powered travel. These improvements aim to increase safety, accessibility, and connectivity for pedestrians, cyclists, and other active transportation users.

Alternative Fuel Infrastructure: The facilities and systems necessary to support the production, distribution, and dispensing of alternative fuels used to power vehicles. Alternative fuels typically include electricity, hydrogen, natural gas, propane, and biofuels, which serve as alternatives to conventional gasoline and diesel.

Bridge Rehabilitation. For projects on the National Highway System, as well as for off system bridges, this work type indicates upcoming rehabilitation activities and is accompanied by bridge condition data. For Marine Highway terminal projects, bridge condition data is not included in the data table, but can be found at this link: https://dot.alaska.gov/project_info/AMHS_Shore_Fac_Report.shtml

Bridge Replacement. For projects on the National Highway System, as well as for off system bridges, this work type indicates upcoming replacement activities and is accompanied by bridge condition data. For Marine Highway terminal projects, bridge condition data is not included in the data table, but can be found at this link: https://dot.alaska.gov/project_info/AMHS_Shore_Fac_Report.shtml

Capacity Expansion: The process of increasing the physical capability of a transportation facility to handle more traffic. This typically involves adding new lanes, constructing new roadways, or enhancing existing infrastructure to accommodate higher traffic volumes, reduce congestion, and improve overall traffic flow.

Freight Efficiency Programs: Programs and strategies aimed at improving the movement of goods in ways that maximize the use of resources, reduce costs, and minimize environmental impact. These programs focus on optimizing the performance of freight transportation systems, including highways, railways, and intermodal facilities.

Infrastructure Resiliency Improvements: A focus on enhancing the durability, reliability, and adaptability of transportation networks to withstand and recover from adverse events, such as natural disasters, extreme weather, and other unexpected disruptions. This work type encompasses a range of activities aimed at strengthening the physical infrastructure and implementing strategies that reduce vulnerabilities and ensure the long-term functionality of critical roadways and highways.

Marine Vessel New Construction: Construction of new ferry vessels or similar transportation assets under the Passenger Ferry Grant Program. Involves building a new vessel from the ground up, incorporating all necessary systems and features to meet operational requirements. The construction adheres to specific safety, environmental, and performance standards set by regulatory authorities.

Marine Vessel Reconstruction: The process of extensively rebuilding or reconfiguring an existing vessel to restore it to a condition that is as close to new as possible or to substantially modify its structure or capabilities. This process is more intensive than rehabilitation and often involves significant changes to the vessel's physical structure, systems, and sometimes even its purpose.

Marine Vessel Rehabilitation: The process of performing significant repairs, upgrades, or modifications to an existing vessel to extend its service life, improve its safety, enhance its performance, or ensure compliance with current regulations.

New Road Construction: The process of building a new roadway where no previous road existed. This involves the creation of an entirely new road structure.

Pavement Reconstruction: The complete removal and replacement of the existing pavement structure, typically down to the subgrade or base layer, followed by the construction of a new pavement structure. This process is undertaken when the existing pavement has deteriorated to the point where routine maintenance or resurfacing is no longer effective or economically feasible. For the STIP, pavement data is only included for National Highway System projects. Data is not available off the system.

Pavement Rehabilitation: A set of treatments applied to an existing pavement structure to restore its serviceability and extend its service life without fully replacing the existing pavement. Unlike pavement reconstruction, which involves completely removing and rebuilding the pavement, rehabilitation focuses on improving the structural integrity and surface condition of the existing pavement through various techniques. For the STIP, pavement data is only included for National Highway System projects. Data is not available off the system.

Planning and Data Collection: Key activities in the development and management of transportation systems. These activities involve gathering, analyzing, and interpreting data to inform decision-making processes related to transportation infrastructure and services.

Routine Bridge Maintenance: Activities that are performed regularly to preserve the condition of a bridge and ensure its safety and serviceability. These tasks are usually minor in scope and do not involve structural repairs or significant capital improvements.

Safety Improvements: Any modifications or enhancements made to transportation infrastructure or operations that are intended to reduce the risk of crashes, minimize the severity of accidents, and enhance the overall safety of the traveling public, including motorists, pedestrians, and cyclists.

Year of Expenditure: Refers to the projected cost of a project or program adjusted for the expected inflation or changes in purchasing power over time. This term is often used in budgeting and financial planning for transportation and infrastructure projects, particularly those that span multiple years. For the STIP, total project costs include year of expenditure calculations factored in.

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 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.

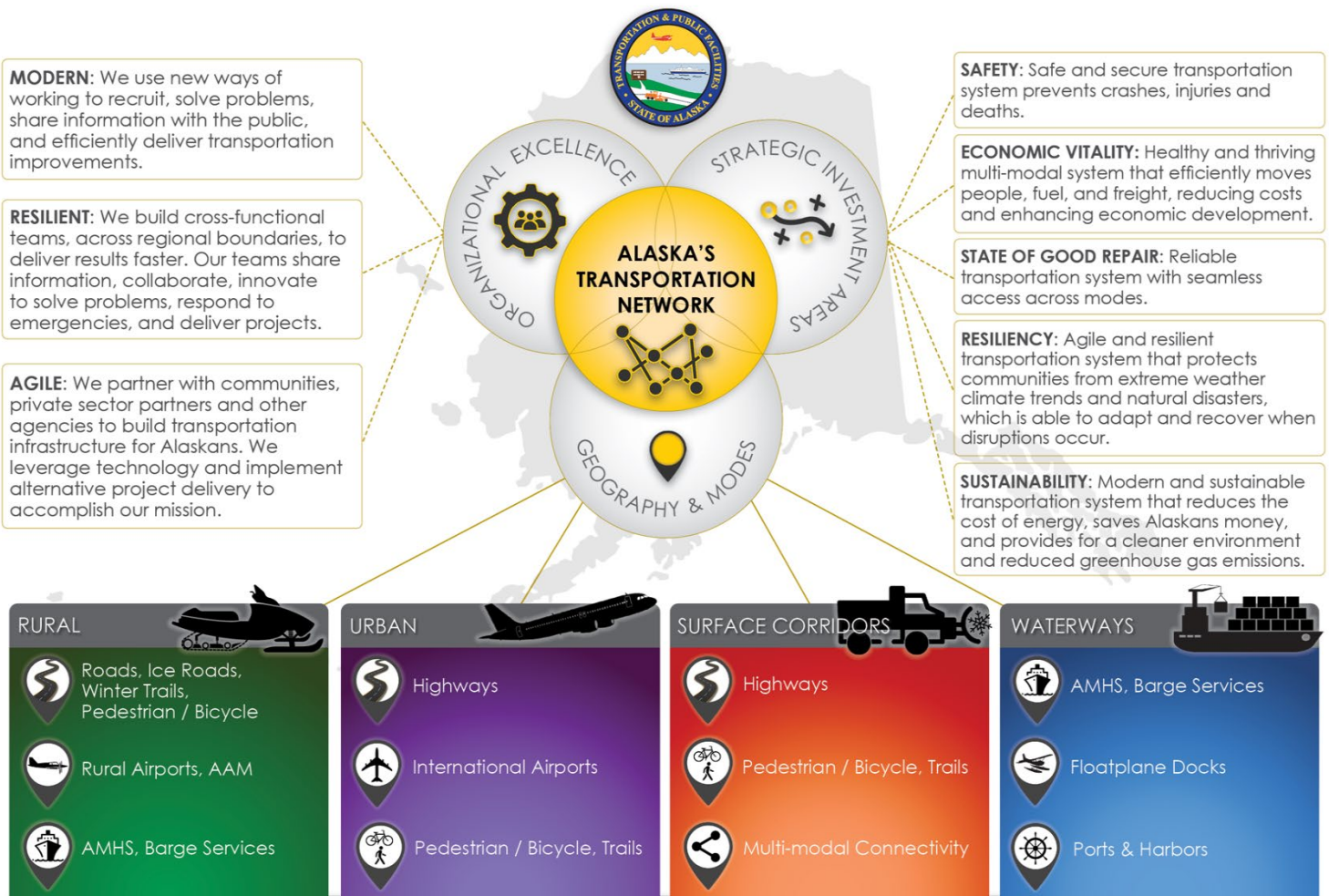


Figure 1: Strategic Vision Framework

The Alaska 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 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 focuses on assessing risks and investing 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 10: Strategic Investment Area Targets

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

Landscapes

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

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

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

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

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

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

ALASKA DOT&PF 2024-2027 STIP NARRATIVE

Table 11: Landscape Investment Targets

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

APPENDIX C: TRANSPORTATION PERFORMANCE MANAGEMENT ANALYSIS

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

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

Policy & Guidance

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

Alignment to LRTP

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

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

The LRTP investment areas guide how the department manages capital assets and prioritizes funding. STIP projects have a defined LRTP strategic investment area to show how it supports a particular investment area. Some projects may support one or more strategic investment area, however, the one listed in the STIP is the ‘primary’ investment area. For example, the Seward Meridian Project, STID ID 2481, includes an upgrade to a four-lane road (Safety investment), a bridge replacement (State of Good Repair) and a multi-use pathway (Sustainability).

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

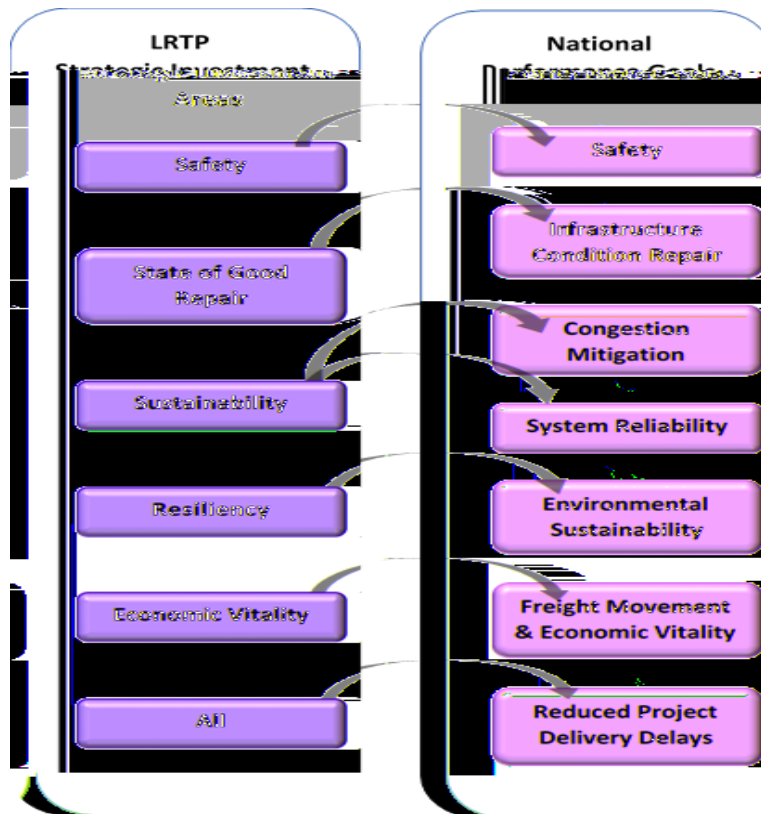


Figure 2: Alignment of LRTP Strategic Investment Areas to National Performance Goals

For more information visit, “Alaska Moves 2050, Long Range Transportation Plan”:

<https://alaskamoves2050.com/wp-content/uploads/2022/09/Alaska-LRTP-2022.09.01Public-Review-Draft.pdf>

Performance Management Plans

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

Table 12: Performance Management Plans Aligned to LRTP Strategic Investment Areas

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

Performance Measures

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

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

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

For more information, see Performance Management Dashboards:

<https://dot.alaska.gov/admsvc/stip/perf-dashboard>

Table 13: 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 100M 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 100M 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.

ALASKA DOT&PF 2024-2027 STIP NARRATIVE

Table 14: 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 15: Bridge Conditions - Federal Performance Measures

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

Table 16: 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 17: Congestion Mitigation & Air Quality - Federal Performance Measures

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

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

For map information:

Functional Classification & NHS Maps - <http://dot.alaska.gov/admsvc/stip/func-class>

Collaborative Target Setting

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

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

Safety

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

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

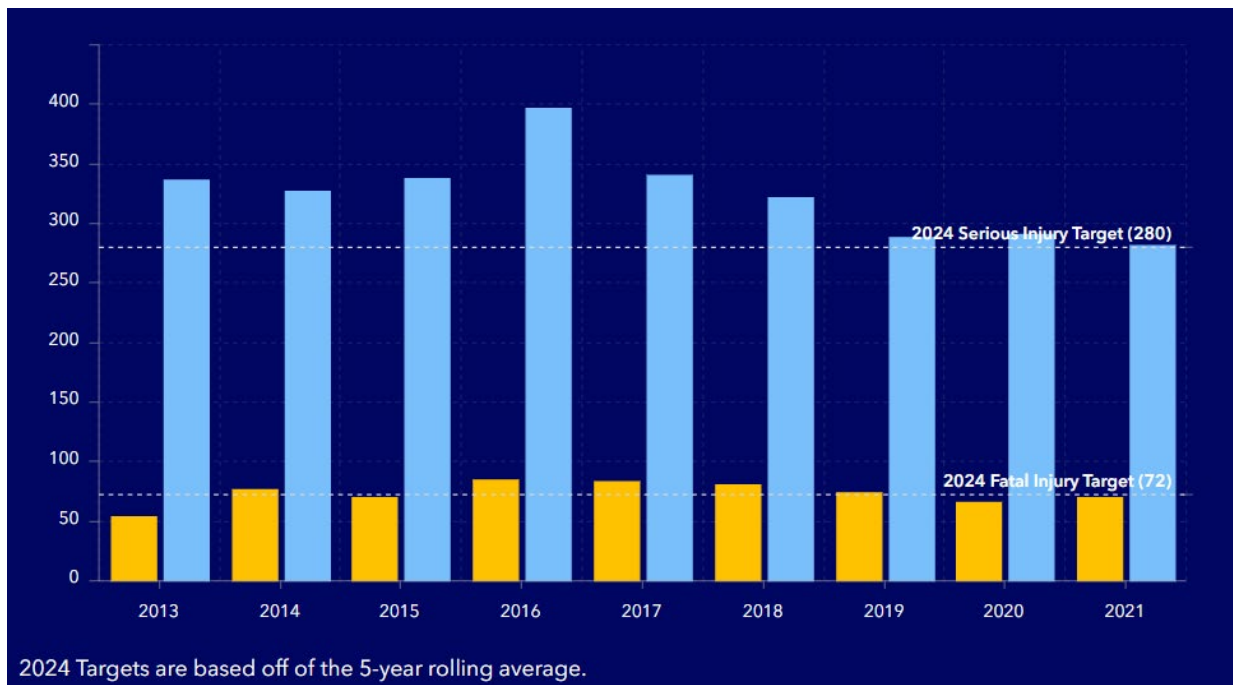


Figure 3: Historic Fatal and Serious Injury Crashes on All Public Roads, 2013-2021

ALASKA DOT&PF 2024-2027 STIP NARRATIVE

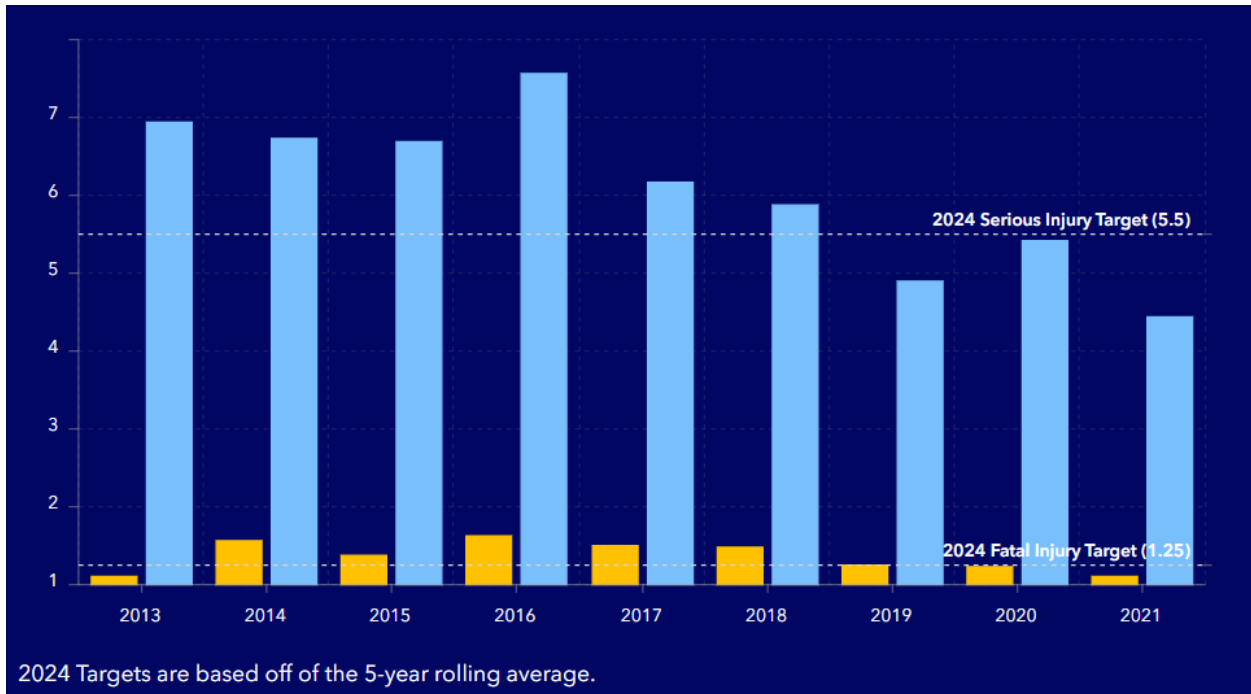


Figure 4: Historic Fatal and Serious Injury Rate (Per 100 Vehicle Miles Travelled) on All Public Roads, 2013-2021

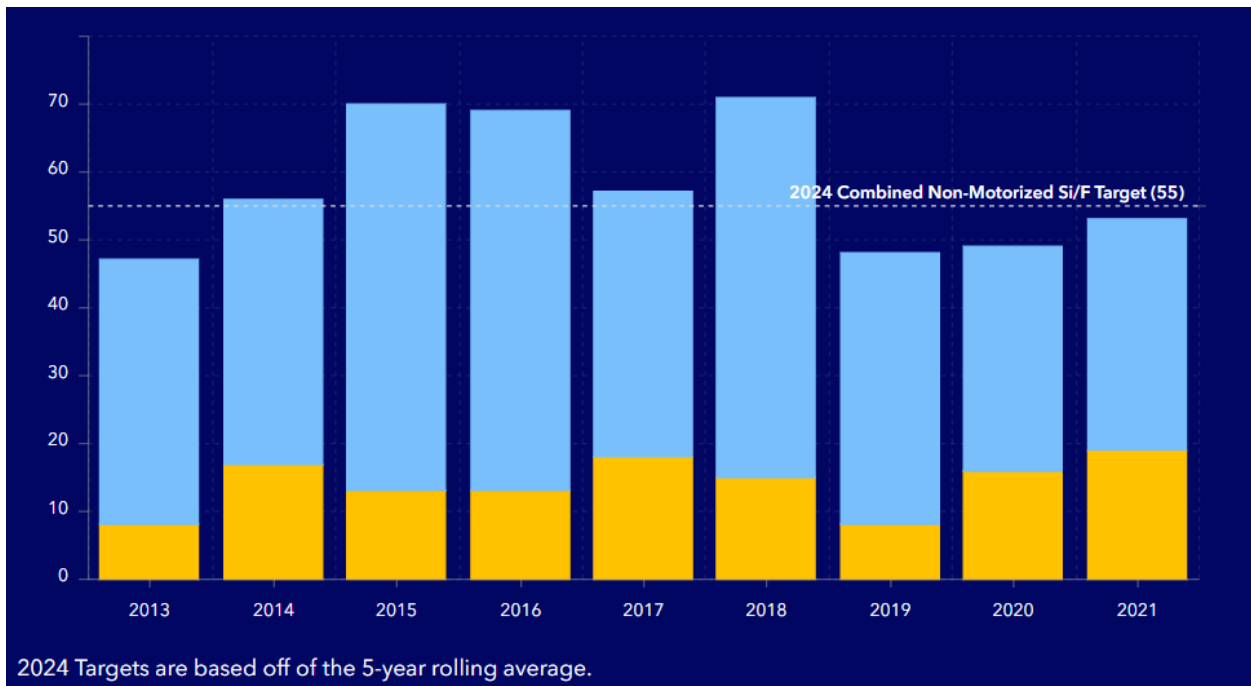


Figure 5: Historic Non-Motorized Fatal (yellow) and Serious Injuries (light blue) on All Public Roads, 2013-2021

Inclusion in the STIP

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

Projects in the STIP that have Safety as a strategic investment area are ones that support meeting the safety targets. Many projects that have Economic Vitality, Sustainability and State of Good Repair as an investment area also improve safety. Safety investments under Safety in the 2024-27 STIP amount to over \$1.5 billion, with over \$150M forecast from the HSIP program. DOT&PF emphasizes safety as its 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 \$48-75M per year for bridges and \$130M 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 6: Pavement Data Collection Van Located on the Dalton Highway.

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

The DOT&PF Bridge Program manages 1,036 bridges (including large culverts) on public roads in Alaska. The department owns 839 of them; 32 are owned by other state agencies, and 165 are owned by local governments. The department also inspects 41 ramps to ferry docks, 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 10 shows the historic pavement conditions for NHS and non-NHS. Ratings are calculated using International Roughness Index (IRI), fatigue cracking, and rutting as metrics for assessing asphalt pavement conditions. As required by FHWA, DOT&PF collects pavement condition data on NHS paved roads annually for rutting and roughness and for longitudinal, transverse, and fatigue cracking.

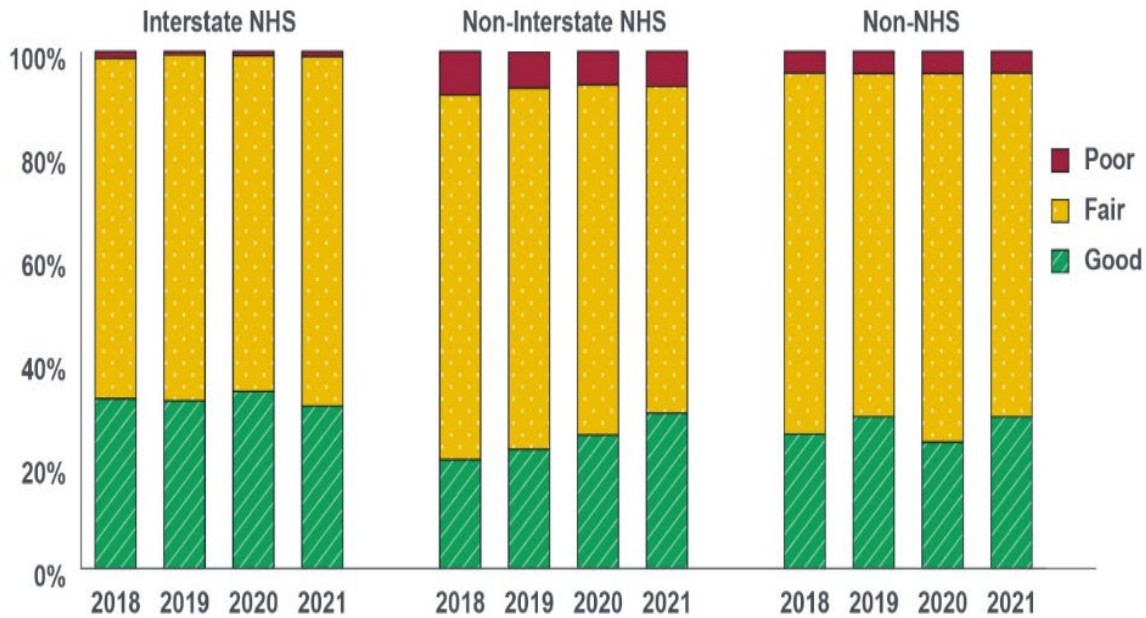


Figure 71: Historic Pavement Condition for Interstate NHS, Non-Interstate NHS and Non-NHS DOT&PF Roadways, 2018-2021

Figure 11 shows the historic average bridge conditions for NHS. Bridges are rated using National Bridge Inventory (NBI) General Condition Ratings on a scale of 1 to 9. Bridges are considered deficient if they receive an NBI rating of four 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.

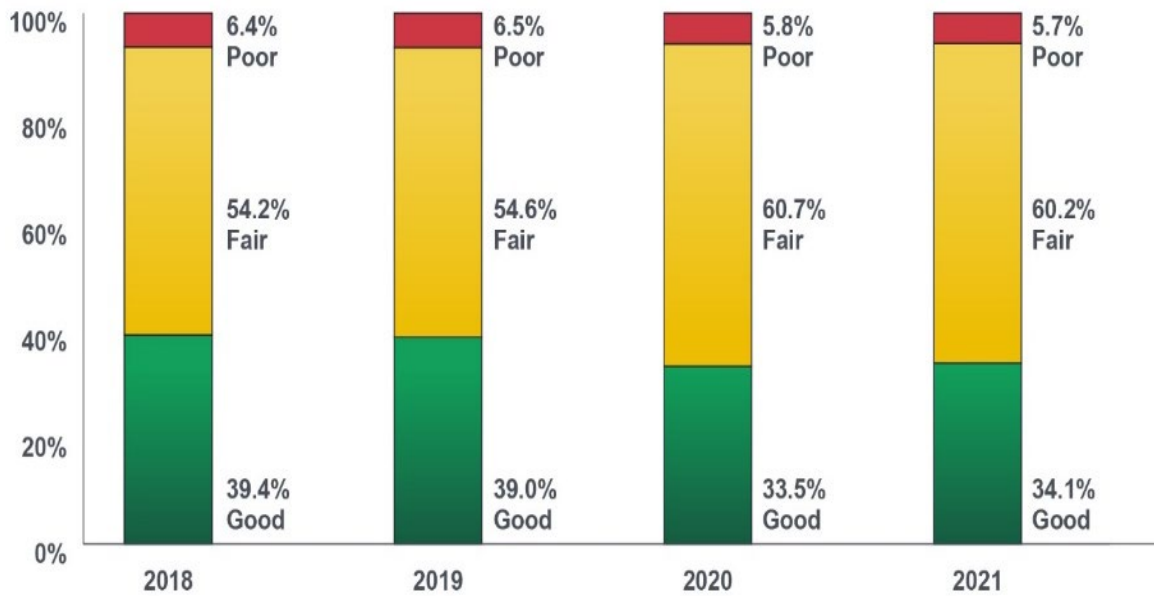


Figure 8: Average NHS Bridge Conditions (by deck area) 4-Year Trend

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)

STIP projects that support bridge and pavement improvements are funded mainly by NHPP and STBG. Some bridges are also funded through the IJA Bridge Investment Program (BIP). Projects in the STIP that have SOGR as a strategic investment area are funded mainly by NHPP and are ones that support meeting the bridge and pavement targets. Bridge and pavement investments on the NHS in the 2024-27 STIP will be substantial, with more emphasis placed on bridge

rehabilitation, reconstruction, replacement, and preservation over the next few years. In 2022 Alaska's bridge performance was 36.1% just under the 40% target. This is up from 34.1% in 2021. DOT&PF expects to see this percentage increase and meet the 2024 and 2026 targets.

According to Alaska's Transportation Asset Management Plan completed in 2022, Alaska should be spending \$62,500,000 to \$66,200,000 annually to obtain a desired State of Good Repair target for bridges on the National Highway System. The 2024-2027 STIP has programmed approximately \$1.5B on bridge repairs and replacements.

Also according to Alaska's Transportation Asset Management Plan completed in 2022, Alaska should be spending approximately \$200,900,000 to \$217,500,000 annually to obtain a desired State of Good Repair target for pavement on the National Highway System. The 2024-2027 STIP has programmed approximately \$1.5B on pavement improvements.

Freight Movement & System Performance

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

TRAVEL TIME RELIABILITY

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

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

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

ALASKA DOT&PF 2024-2027 STIP NARRATIVE

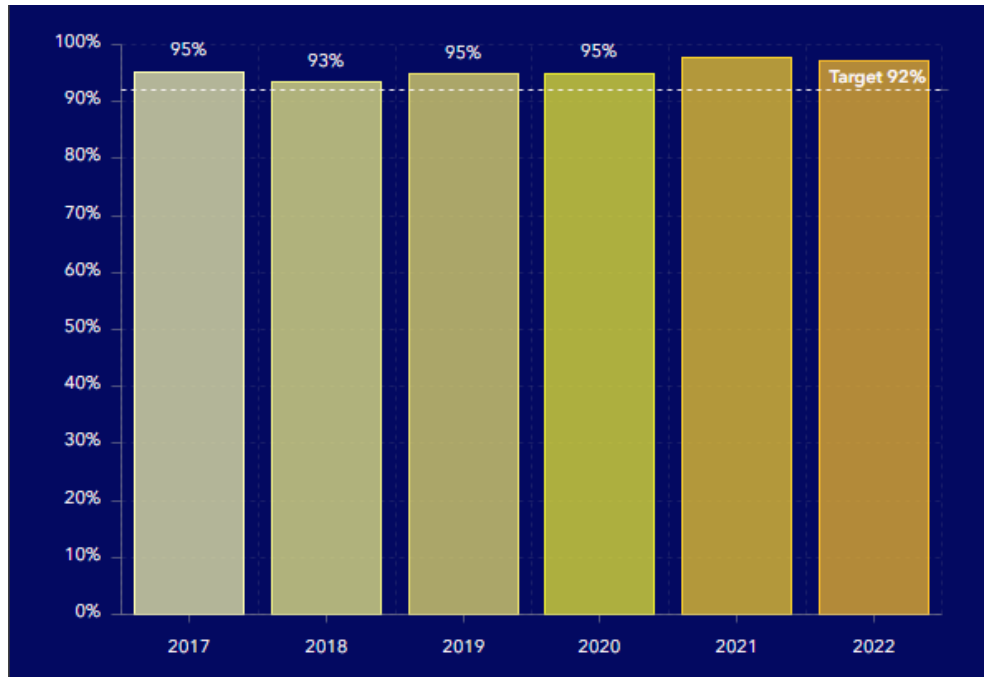


Figure 9: Alaska's Travel Time Reliability (% Person Miles Traveled) on the Interstate System, 2017-2022.

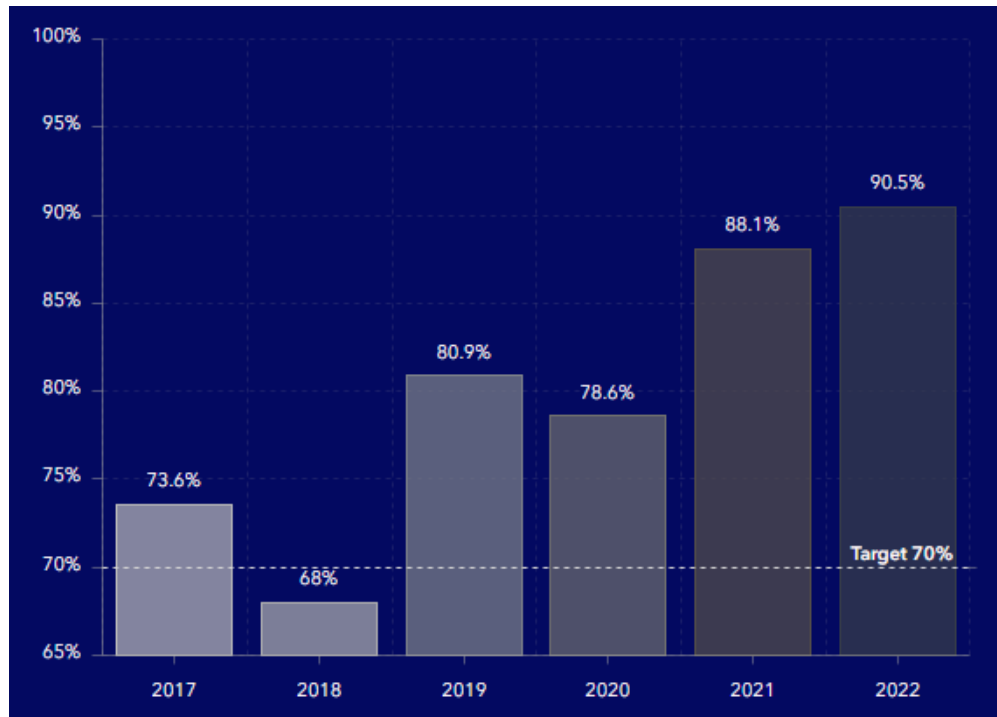


Figure 10: Alaska's Truck Travel Time Reliability (% Person Miles Traveled) on the non-Interstate NHS, 2017-2022

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



Figure 11: Alaska's TTR 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 TTR measures in the 2024-27 STIP amount to ~ \$1.8B. DOT&PF expects TTR to maintain travel time reliability at this level of investment.

Congestion Mitigation & Air Quality

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

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

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

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

Inclusion in the STIP. STIP projects that continue to improve air quality and reduce congestion are included in several strategic investment areas: Sustainability; Safety; SOGR; and Economic Vitality. Projects that support these performance goals in the 2024-27 STIP amount to over \$420M 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 18: 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.

Travel Time Reliability

Table 19: Asset & Facility Condition Criteria

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

Transit Performance Goals and/or Objectives (Targets)

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

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

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

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

Transit Safety Performance Reporting

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

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

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

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

Transportation Performance Target Project Listing

Many projects that contribute to the Transportation Performance targets are programmed in the 2024-2027 STIP. The Travel Time Reliability

ALASKA DOT&PF 2024-2027 STIP NARRATIVE

following is a summary of projects included in the 2024-2027 STIP, that contribute to the State of Alaska meeting its transportation performance targets. Additional information is included in each project's deep dive project detail sheet in Volume 1 Project and Program Details.

STIP ID	STIP ID Name	TPM Measure 1	TPM Measure 2	TPM Measure 3
2119	Richardson Highway Milepost 148-173 Reconstruction [Parent and Final Construction]	Bridge Performance	Pavement Performance	
2152	Haines Highway Milepost 3-25 and Chilkat Bridge Reconstruction [Parent and Final Construction]	Bridge Performance	Safety	Pavement Performance
6457	Seismic Bridge Retrofit Program	Bridge Performance		
11439	Anton Anderson Memorial (Whittier) Tunnel Maintenance	Bridge Performance		
22322	Alaska Highway Milepost 1393 Gerstle River Bridge Replacement [Parent and Final Construction]	Bridge Performance		
22452	Dalton Highway Milepost 109-144 Reconstruction and Douglas Creek Bridge Replacement [Parent and Final Construction]	Bridge Performance		
22475	Dalton Highway Milepost 305-335 Reconstruction and Dan Creek Bridge Replacement [Parent and Final Construction]	Bridge Performance		
29914	Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement [SOGR 2018] [Parent and Final Construction]	Bridge Performance	Pavement Performance	
30281	Dalton Highway Milepost 305-335 Reconstruction and Dan Creek Bridge Replacement [Stage 1]	Bridge Performance		
31270	Parks Highway Milepost 57-70 Rehabilitation	Bridge Performance	Pavement Performance	Travel Time Reliability
31718	South Tongass Highway Hoadley Creek Bridge Replacement	Bridge Performance		
33242	Sterling Highway Milepost 45-60 [Stage 2]	Bridge Performance		
33600	Elliott Highway Milepost 12-18 Rehabilitation	Bridge Performance	Pavement Performance	Truck Travel Time Reliability
33601	Elliott Highway Milepost 63-73 Rehabilitation	Bridge Performance	Pavement Performance	Truck Travel Time Reliability
33824	Alaska Highway Milepost 1380 Johnson River Bridge Replacement [Parent and Final Construction]	Bridge Performance		
34126	Alaska Highway Milepost 1348 Robertson River Bridge Replacement	Bridge Performance		
34430	Klondike Highway Rehabilitation: Skagway River Bridge to Canadian Border [Stage 1]	Bridge Performance	Pavement Performance	Safety
34442	Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement [SOGR 2018] [Stage 1]	Bridge Performance	Pavement Performance	
34443	Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement [SOGR 2018] [Stage 2]	Bridge Performance	Pavement Performance	
34444	Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement [SOGR 2018] [Stage 3]	Bridge Performance	Pavement Performance	

Travel Time Reliability

ALASKA DOT&PF 2024-2027 STIP NARRATIVE

34445	Alaska Highway Milepost 1380 Johnson River Bridge Replacement [Stage 1]	Bridge Performance		
34447	Alaska Highway Milepost 1393 Gerstle River Bridge Replacement [Stage 1]	Bridge Performance		
26168	Air Quality Mobile Source Modeling	CMAQ		
34198	Light up the Highways	CMAQ		
34452	Rural Dust Mitigation Program	CMAQ		
34454	Off-System Alternative Fuel and Electric Vehicle Charging Infrastructure Program	CMAQ		
34464	DOT&PF Fleet Conversion	CMAQ		
22299	Alaska Highway Milepost 1235-1268 Rehabilitation [Parent and Final Construction]	Pavement Performance		
22335	Parks Highway Milepost 315-325 Reconstruction [Parent and Final Construction]	Pavement Performance	Bridge Performance	
23455	South Tongass Highway Saxman to Surf Street Reconstruction	Pavement Performance		
24337	State Street Pavement Rehabilitation	Pavement Performance		
31719	South Tongass Highway and Water Street Viaduct Improvements [Parent and Final Construction]	Pavement Performance	Bridge Performance	
32018	Glenn Highway Milepost 158-172 Rehabilitation [SOGR 2018]	Pavement Performance	Safety	
32020	Tok Cutoff Highway Milepost 0-8 Resurfacing [SOGR 2018]	Pavement Performance	Bridge Performance	
32022	Tok Cutoff Highway Milepost 76-91 Rehabilitation [SOGR 2018]	Pavement Performance	Bridge Performance	
32022	Tok Cutoff Highway Milepost 76-91 Rehabilitation [SOGR 2018]	Pavement Performance	Bridge Performance	
32022	Tok Cutoff Highway Milepost 76-91 Rehabilitation [SOGR 2018]	Pavement Performance	Bridge Performance	
32024	Franklin Street and Thane Road Reconstruction [SOGR 2018]	Pavement Performance		
33720	Richardson Highway Milepost 275-295 Rehabilitation	Pavement Performance	Bridge Performance	
34304	Parks Highway Milepost 303-306 Rehabilitation	Pavement Performance	Safety	
34430	Klondike Highway Rehabilitation: Skagway River Bridge to Canadian Border [Stage 2]	Pavement Performance	Safety	
34441	Parks Highway Milepost 315-325 Reconstruction [Stage 2]	Pavement Performance	Bridge Performance	
34457	South Tongass Highway and Water Street Viaduct Improvements [Stage 1]	Pavement Performance	Bridge Performance	
34458	South Tongass Highway and Water Street Viaduct Improvements [Stage 2]	Pavement Performance	Bridge Performance	
34467	Glenn Highway Milepost 53-56 Reconstruction and Moose Creek Bridge Replacement	Pavement Performance	Bridge Performance	Safety
2503	Wasilla to Fishhook Main Street Rehabilitation	Safety	Pavement Performance	Travel Time Reliability
2620	Seward Highway Milepost 25.5-37 Rehabilitation	Safety	Pavement Performance	Travel Time Reliability
2670	Sterling Highway Milepost 157-169 Reconstruction	Safety	Bridge	Pavement

Travel Time Reliability

ALASKA DOT&PF 2024-2027 STIP NARRATIVE

	Anchor Point To Baycrest Hill [Parent and Final Construction]		Performance	Performance
2673	Sterling Highway Milepost 45-60 [Parent and Final Construction]	Safety	Pavement Performance	
10765	Egan Yandukin Intersection Improvements	Safety	Travel Time Reliability	
19217	Highway Safety Improvement Program	Safety		
24596	Knik Goose Bay Road Reconstruction: Fairview Loop to Settler's Bay [Parent and Final Construction]	Safety	Pavement Performance	
29913	Sterling Highway Milepost 82.5-94 Safety Corridor Improvements [Parent and Final Construction]	Safety	Travel Time Reliability	Truck Travel Time Reliability
30549	Kenai Spur Highway Rehabilitation [Stage 2]	Safety	Pavement Performance	Travel Time Reliability
31310	Klondike Highway Rehabilitation: Skagway River Bridge to Canadian Border [Parent and Final Construction]	Safety	Pavement Performance	
31330	Glenn Highway: Parks Highway to South Inner Springer Loop (Cienna Avenue)	Safety	Travel Time Reliability	Pavement Performance
31841	Glenn Highway Arctic Avenue to Palmer-Fishhook Road Safety and Capacity Improvements [SOGR 2018]	Safety	Pavement Performance	
31847	Chief Eddie Hoffman Highway Reconstruction	Safety		
32298	Knik Goose Bay Road Reconstruction: Fairview Loop to Settler's Bay [Stage 1]	Safety	Pavement Performance	
32300	Sterling Highway Milepost 45-60 [Stage 1]	Safety	Pavement Performance	
32319	Sterling Highway Milepost 45-60 [Stage 3]	Safety		
32378	Second Street Reconstruction [CTP Award 2019]	Safety		
32721	Hemmer Road Upgrade and Extension [CTP Award 2019]	Safety		
32722	Hermon Road Upgrade and Extension [CTP Award 2019]	Safety		
32723	Redoubt Avenue and Smith Way Rehabilitation [CTP Award 2019]	Safety		
32724	Seldon Road Extension Phase II: Windy Bottom/Beverly Lakes Road - Pittman [CTP Award 2019]	Safety		
33038	Kenai Bridge Access Road Pedestrian Pathway [TAP Award 2019]	Safety		
33043	Harbor Way Pedestrian Improvements and Pitt Island Cemetery Walkway [TAP Award 2019]	Safety		
33243	Railroad Signal and Detector System	Safety		
33247	Seward Highway Milepost 14 Railroad Crossing Reconstruction [Parent and Final Stage]	Safety	Bridge Performance	Pavement Performance
33741	Seward Highway and Sterling Highway Intersection Improvements SOGR 2018 [Parent and Final Construction]	Safety	Travel Time Reliability	Truck Travel Time Reliability
33921	Fairview Loop Road Rehabilitation and Pathway [Parent and Final Construction]	Safety		
33965	Rock Slope Stabilization Program	Safety		

Travel Time Reliability

ALASKA DOT&PF 2024-2027 STIP NARRATIVE

34172	Parks Highway Milepost 52-57 Big Lake to Houston Reconstruction	Safety	Pavement Performance	
34204	Wales Community Roads Improvement [CTP Award 2023]	Safety		
34232	Akutan Harbor Access Road [CTP Award 2023]	Safety		
34243	Seldon Road Reconstruction: Wasilla-Fishhook Road to Snowgoose Drive [Parent] [CTP Award 2023]	Safety		
34245	Portage Curve Multi-Modal and Trail of Blue Ice Connector [TAP Award 2023]	Safety		
34302	Pavement and Bridge Preservation Program	Safety	Pavement Performance	Bridge Performance
34342	Bogard Road Reconstruction: North Earl Drive to North Engstrom Road [Parent] [CTP Award 2023]	Safety		
34405	Complete Streets Statewide Planning	Safety		
34425	Healy to Antler Ridge Separated Path [TAP Award 2023]	Safety		
34426	Homer All-ages and Abilities Pedestrian Pathway (HAPP) [TAP Award 2023]	Safety		
34433	Fairview Loop Road Rehabilitation and Pathway [Stage 1]	Safety		
34434	Sterling Highway Milepost 157-169 Reconstruction Anchor Point To Baycrest Hill [Stage 1]	Safety	Bridge Performance	Pavement Performance
34434	Sterling Highway Milepost 157-169 Reconstruction Anchor Point To Baycrest Hill [Stage 1]	Safety	Bridge Performance	Pavement Performance
34434	Sterling Highway Milepost 157-169 Reconstruction Anchor Point To Baycrest Hill [Stage 1]	Safety	Bridge Performance	Pavement Performance
34435	Sterling Highway Milepost 157-169 Reconstruction Anchor Point To Baycrest Hill [Stage 2]	Safety	Travel Time Reliability	Truck Travel Time Reliability
34436	Sterling Highway Milepost 157-169 Reconstruction Anchor Point To Baycrest Hill [Stage 3]	Safety	Travel Time Reliability	Truck Travel Time Reliability
34450	Truck Parking Study	Safety		
34456	Avalanche Mitigation Program	Safety		
34460	Seward Highway and Sterling Highway Intersection Improvements [Stage 1]	Safety	Travel Time Reliability	Truck Travel Time Reliability
34462	Sterling Highway Milepost 82.5-94 Safety Corridor Improvements [Stage 1]	Safety	Travel Time Reliability	Truck Travel Time Reliability

Maintenance and Operations Needs and Investments

In addition to capital investments outlined in the 2024-2027 STIP, state operations funds are utilized to support TPM Policy goals, as well as provide for operational functionality of the surface transportation system. This is accomplished through a multi-faceted approach, incorporating state statutes, federal reporting requirements, and the annual legislative appropriation process.

Needs and Definitions

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

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

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

Preserving Alaska's Transportation Infrastructure

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

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

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

Operating Alaska's Transportation Infrastructure

Operating Alaska's transportation infrastructure is primarily focused on the DOT&PF's winter maintenance priority levels for all routes, priority one through five. Road priority levels are determined through several factors including traffic volume, speed, climate, road features, geometrics, economic impact, and roadway stability, with input from the public and the legislature. Sidewalks and Paths are currently addressed with similar priority levels as the roadways, although current efforts are underway to define priorities independently.

Each priority has target conditions, letters A-E, and return-to-condition targets. These levels and targets are clearly defined in the Alaska Highway Maintenance and Operations Handbook.

Travel Time Reliability

https://dot.alaska.gov/stwddes/research/assets/pdf/ak_maint-ops_hb.pdf

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

Table 20: Winter Performance Response Times

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

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

Table 21: Winter Performance within Time Goal

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

Highways and Aviation Budget Components

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

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

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

Financial Support and System Level Costs

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

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

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

Travel Time Reliability

ALASKA DOT&PF 2024-2027 STIP NARRATIVE

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

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

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

Table 22: Direct Operational Funding

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

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

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

Table 23: Centerline Miles by Region

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

Table 24: Lane Miles by Region

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

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

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

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

Unmet Targets

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

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

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

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

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

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

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

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

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

- Ensure alignment with strategic goals when reallocating resources.

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

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

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

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

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

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

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

Summary

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

APPENDIX D: AIR QUALITY CONFORMANCE ANALYSIS

According to the U.S Energy Information Administration (EIA), as of 2021 Alaska is ranked 39th nationwide for 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.

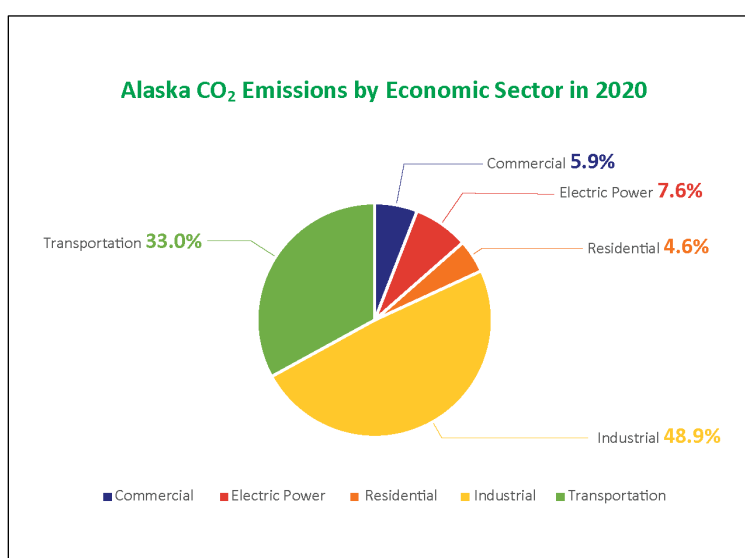


Figure 12: Alaska CO₂ Emissions by Sector

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 16 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.

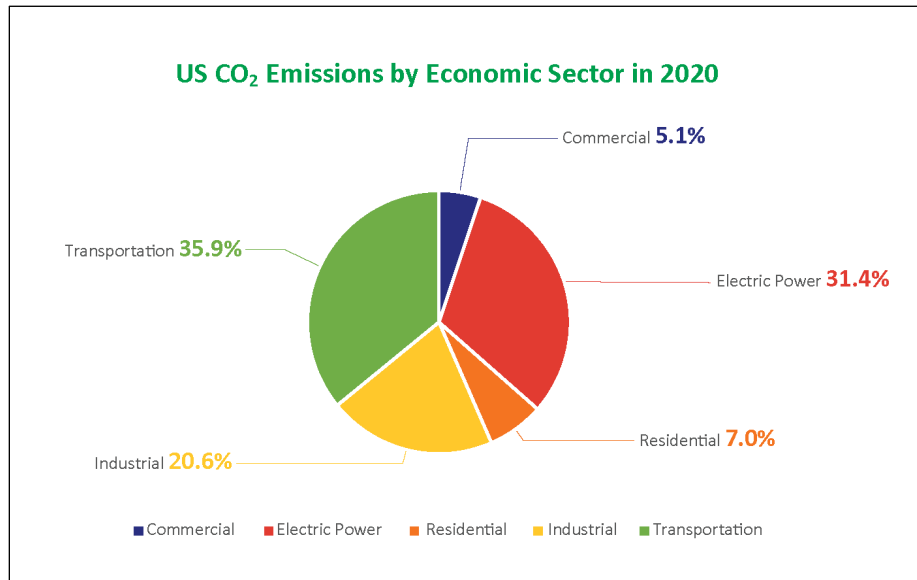


Figure 13: Nationwide CO₂ Emissions by Sector

The total CO₂ emissions for Alaska reported for 2020 is 33.4 million metric tons (MMT)¹, up from recent years but well below the high of 45.4 MMT in 2005. Following a similar trend, CO₂ produced from fossil 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)

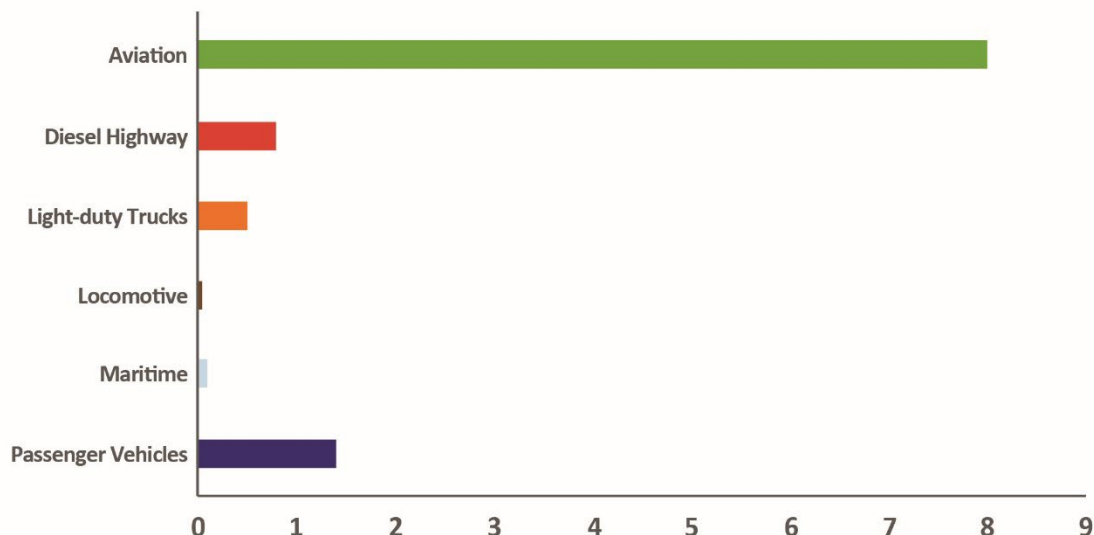


Figure 14: Alaska CO₂ Transportation Sector Emissions

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, 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 DOT&PF collaborate to fund projects that maintain compliance with the limited maintenance areas. CMAQ funds are allocated annually by the DOT&PF to support measures outlined in the Statewide Improvement Program (SIP) aimed at reducing emissions or concentrations of air pollutants from transportation sources within the AMATS boundary.

Fairbanks Metropolitan Planning Area (MPA) Non-attainment Area

The Fairbanks Metropolitan Planning Area (MPA) falls within a serious particulate matter non-attainment area and a Carbon Monoxide (CO) maintenance area designated by the EPA. Fine particulate matter is defined as particles that are 2.5 microns or less in diameter (PM_{2.5}). PM_{2.5} often derive from different emissions sources and have different chemical compositions. Emissions from combustion of gasoline, oil, diesel fuel or wood produce much of the PM_{2.5} pollution found in outdoor air.



The Fairbanks North Star Borough (FNSB) and the Alaska Department of Environmental Conservation (ADEC) jointly develop and implement State (Air Quality) Implementation Plans (SIPs) to work towards attaining air quality standards for 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 CMAQ Project Evaluation Board, overseeing the project nomination process, scoring and prioritizing projects for programming and execution by DOT&PF.

Adverse Health Effects

Several adverse health impacts have been associated with exposure to both PM_{2.5}. For PM_{2.5}, short-term exposures (up to 24-hours duration) have been associated with premature mortality, increased hospital admissions for heart or lung causes, acute and chronic bronchitis, asthma attacks, emergency room visits, respiratory symptoms, and restricted activity days. These adverse health effects have been reported primarily in infants, children, and older adults with preexisting heart or lung diseases. In addition, of all the common air pollutants, PM_{2.5} is associated with the greatest proportion of adverse health effects related to air pollution, both in the United States and world-wide based on the World Health Organization's Global Burden of Disease Project.

Clean Air Act & Planning Conformity

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

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

Project level conformity also applies. In non-attainment and maintenance areas, projects must come from a currently conforming transportation plan and TIP that have undergone a conformity determination which has been approved by FHWA. DOT&PF will assess quality impacts as part of project level conformity. This analysis is sometimes referred to as "hot spot" analysis.

Conformity Determinations

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

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

Conformity Freeze

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

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

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

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

It is important to note that the extent of the Conformity Freeze applies to the entire PM2.5 Non-Attainment Area, not just the Metropolitan Planning Area (which is smaller than the Non-Attainment Area). All projects in the outer “donut” area are subject to the Conformity Freeze, which are subject to the Interagency Consultation (IAC) process for any Amendments to the STIP.

Inter-agency Consultation Process

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

is generally conducted through the Metropolitan Planning Organizations, such as FAST Planning, through the Interagency Coordination (IAC) Process.

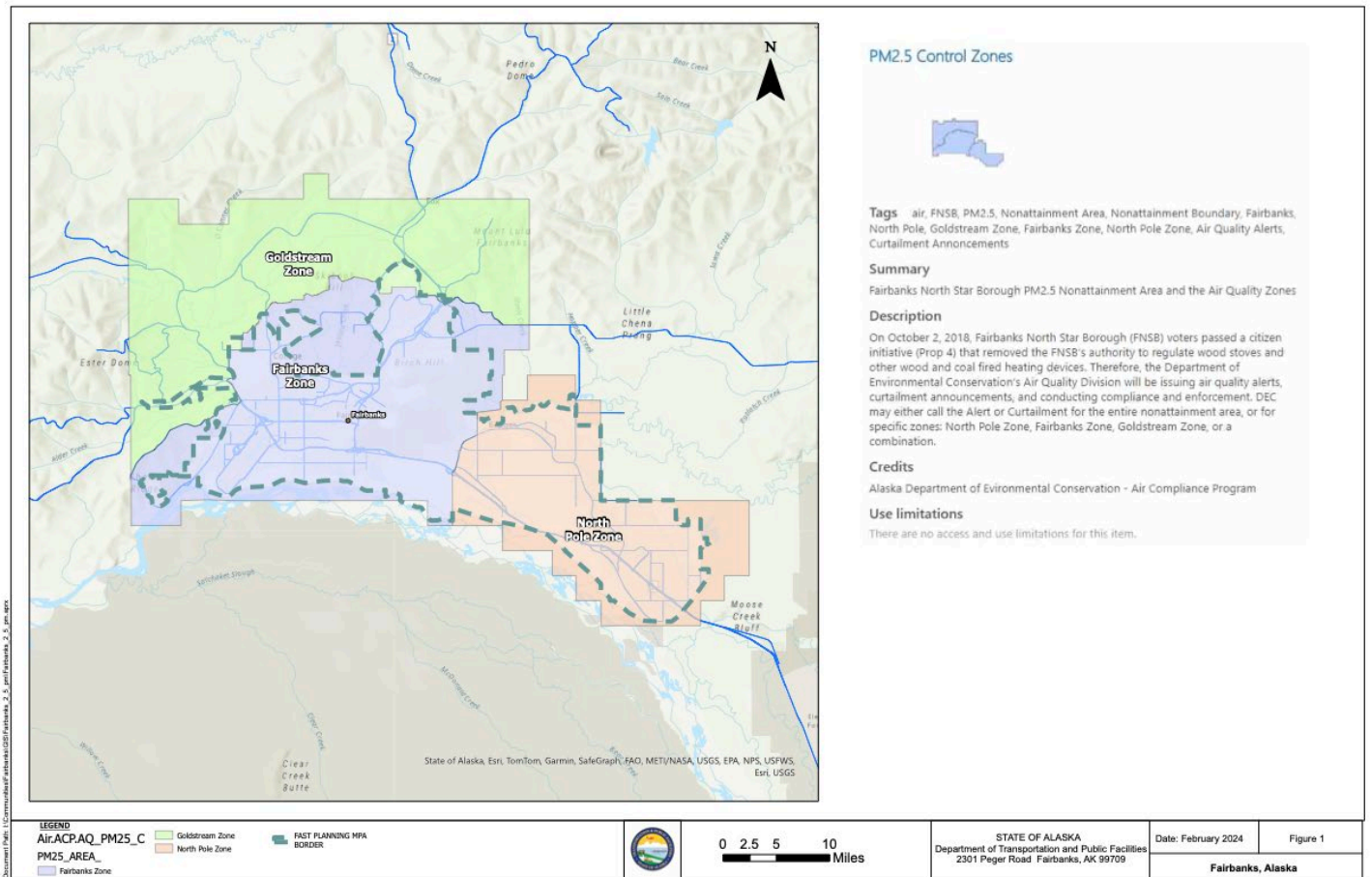
In Alaska the IAC coordination group meets for the purposes of determining conformity for the following activities/actions:

- When there is a new Metropolitan Long-Range Transportation Plan (MTP) (with new demographics, horizon year, etc.)
- When there is an amendment to an Existing Long-Range Transportation Plan (interim year adjustments)
- When there's a new Transportation Improvement Program (TIP) or TIP amendment during a Conformity Freeze
- With amendments to an Existing Transportation Improvement Program
- When there's a conformity update pending expiration of a current conformity determination
- For project level conformity as required

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

Map of Affected Areas

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



Air Quality Emission Caps

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

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

Rural Particulate Matter

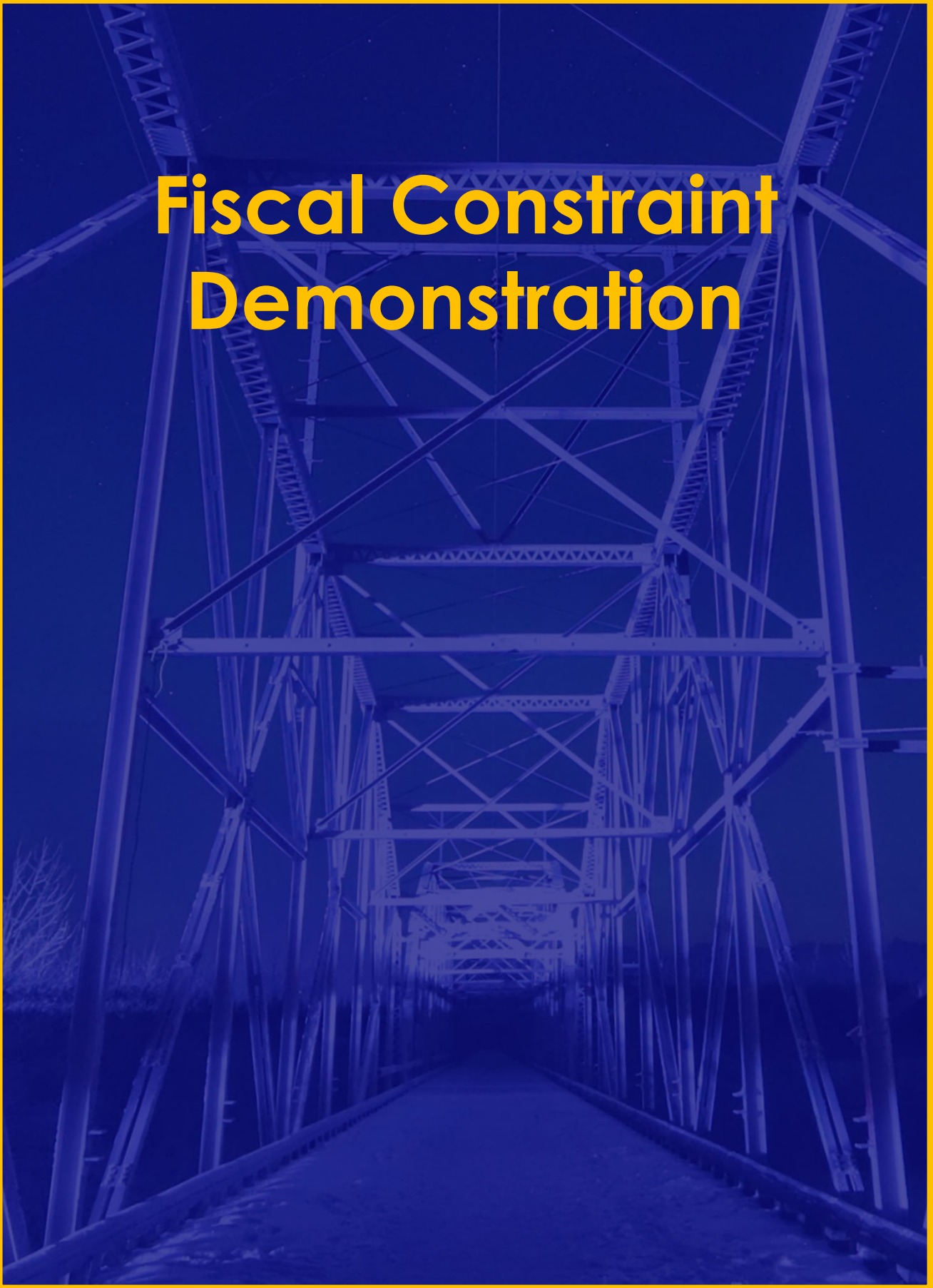
Recent air monitoring in rural areas of Alaska has identified high concentrations of particulate matter, mainly dust. One significant source of this particulate matter is road dust generated by vehicles on unpaved roads. DOT&PF and ADEC collaborate to find solutions for this issue, engaging in community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

APPENDIX E: FISCAL CONSTRAINT DEMONSTRATION

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

The Fiscal Constraint Demonstration involves creating and reviewing documents that ensure the 2024-2027 Statewide Transportation Improvement Program (STIP) is financially balanced. The **Fiscal Constraint Demonstration Summary** provides an overview of projected revenues and programmed funds by fiscal year, ensuring that the STIP stays within budget by detailing federal and state funding contributions. The **Fiscal Constraint Demonstration Detail** offers a more granular, line-by-line breakdown of revenues and expenditures, ensuring fiscal compliance and transparency across all funding sources. The **Funds Programmed by STIP ID** document tracks the specific financial allocations to each project, ensuring that funds align with fiscal constraints. Finally, the **Fund Transfers and Carryover** document details the management of unspent funds and their reallocation, ensuring that all projects remain financially viable within the STIP. Together, these documents provide a comprehensive overview and detailed tracking of funding commitments within the STIP, ensuring transparency, accountability, and fiscal responsibility.

Fiscal Constraint Demonstration





Fiscal Constraint Demonstration

SUMMARY

This document provides a high-level overview of the projected revenues and programmed funds for the 2024-2027 Statewide Transportation Improvement Program (STIP). It organizes financial data by fiscal year (FY24-FY27), detailing the total revenue, programmed funds, and resulting fiscal constraints (the difference between revenue and programmed funds). The summary includes contributions from various federal and state funding sources, offering a quick assessment of the STIP's financial health over the four-year period.

Fund Source	Revenue	Programmed	Fiscal Constraint
FY24	\$ 1,656,690,188	\$ 1,615,720,003	\$ (40,970,186)
Federal Highways Administration Discretionary Grant Programs	\$ 1,670,860	\$ 1,670,860	\$ -
Federal Transit Administration	\$ 177,192,445	\$ 176,664,271	\$ (528,174)
Federal Transit Administration Discretionary Grant Programs	\$ 124,908,019	\$ 124,908,019	\$ -
FHWA AC	\$ 62,831,601	\$ 62,831,601	\$ -
FHWA Formula Exempt from Limitation	\$ 245,656,330	\$ 242,805,973	\$ (2,850,357)
FHWA Formula Subject to Limitation	\$ 799,580,634	\$ 761,988,980	\$ (37,591,655)
Local Match	\$ 57,606,210	\$ 57,606,210	\$ -
Maritime Administration (MARAD)	\$ 960,000	\$ 960,000	\$ -
Other Federal Funds	\$ 31,586,698	\$ 31,586,698	\$ -
State Appropriation	\$ 3,211,284	\$ 3,211,284	\$ -
State Match	\$ 128,862,415	\$ 128,862,415	\$ -
USDOT Office of the Secretary Discretionary Grant Programs	\$ 22,623,692	\$ 22,623,692	\$ -
FY25	\$ 2,092,049,725	\$ 2,057,963,505	\$ (34,086,220)
Federal Highways Administration Discretionary Grant Programs	\$ 85,479,276	\$ 85,479,276	\$ -
Federal Transit Administration	\$ 88,899,259	\$ 113,993,530	\$ 25,094,271
Federal Transit Administration Discretionary Grant Programs	\$ 231,678,088	\$ 231,678,088	\$ -
FHWA AC	\$ 222,044,260	\$ 225,763,259	\$ 3,718,999
FHWA Formula Exempt from Limitation	\$ 149,341,968	\$ 149,029,243	\$ (312,725)
FHWA Formula Subject to Limitation	\$ 711,848,446	\$ 649,261,681	\$ (62,586,765)
Illustrative Funds	\$ 198,295,000	\$ 198,295,000	\$ -
Local Match	\$ 90,908,047	\$ 90,908,047	\$ -
Maritime Administration (MARAD)	\$ 24,000	\$ 24,000	\$ -
Other Federal Funds	\$ 48,305,162	\$ 48,305,162	\$ -
State Appropriation	\$ -	\$ -	\$ -
State Match	\$ 151,987,125	\$ 151,987,125	\$ -
USDOT Office of the Secretary Discretionary Grant Programs	\$ 113,239,094	\$ 113,239,094	\$ -
FY26	\$ 1,518,412,396	\$ 1,460,089,023	\$ (58,323,373)
Federal Highways Administration Discretionary Grant Programs	\$ 14,544,000	\$ 14,544,000	\$ -
Federal Transit Administration	\$ 88,354,288	\$ 123,151,702	\$ 34,797,414
Federal Transit Administration Discretionary Grant Programs	\$ 47,804,875	\$ 47,804,875	\$ -
FHWA AC	\$ 268,982,732	\$ 268,982,732	\$ -
FHWA Formula Exempt from Limitation	\$ 117,561,058	\$ 117,561,058	\$ -
FHWA Formula Subject to Limitation	\$ 733,203,905	\$ 640,083,118	\$ (93,120,787)
Illustrative Funds	\$ 47,830,645	\$ 47,830,645	\$ -
Local Match	\$ 43,929,776	\$ 43,929,776	\$ -
Maritime Administration (MARAD)	\$ 23,548,237	\$ 23,548,237	\$ -
Other Federal Funds	\$ 15,036,826	\$ 15,036,826	\$ -
State Appropriation	\$ -	\$ -	\$ -
State Match	\$ 99,664,618	\$ 99,664,618	\$ -
USDOT Office of the Secretary Discretionary Grant Programs	\$ 17,951,436	\$ 17,951,436	\$ -
FY27	\$ 1,688,799,900	\$ 1,495,276,617	\$ (193,523,284)
Federal Highways Administration Discretionary Grant Programs	\$ 19,200,000	\$ 19,200,000	\$ -
Federal Rail Association	\$ -	\$ -	\$ -
Federal Transit Administration	\$ 91,004,913	\$ 103,918,774	\$ 12,913,861
Federal Transit Administration Discretionary Grant Programs	\$ 39,463,530	\$ 39,463,530	\$ -
FHWA AC	\$ 390,753,101	\$ 397,914,176	\$ 7,161,075
FHWA Formula Exempt from Limitation	\$ 122,645,066	\$ 118,302,756	\$ (4,342,310)
FHWA Formula Subject to Limitation	\$ 755,200,014	\$ 545,944,105	\$ (209,255,910)
Illustrative Funds	\$ 118,103,461	\$ 118,103,461	\$ -
Local Match	\$ 34,435,195	\$ 34,435,195	\$ -
Maritime Administration (MARAD)	\$ -	\$ -	\$ -
Other Federal Funds	\$ -	\$ -	\$ -
State Appropriation	\$ -	\$ -	\$ -
State Match	\$ 88,212,579	\$ 88,212,579	\$ -
USDOT Office of the Secretary Discretionary Grant Programs	\$ 29,782,041	\$ 29,782,041	\$ -
Grand Total	\$ 6,955,952,209	\$ 6,629,049,148	\$ (326,903,063)



Fiscal Constraint Demonstration

DETAIL

This document offers an in-depth, line-by-line accounting of revenues and programmed funds for the 2024-2027 STIP. It provides a detailed breakdown of how funds are allocated and managed, ensuring fiscal compliance across multiple funding sources and fiscal years. Each fiscal year section includes tables that list expected revenues, expenditures, and fiscal constraints, supported by comprehensive summaries that consolidate the data into overall totals.

Fund Source	Revenue	Programmed	Fiscal Constraint
FY24	\$ 1,656,690,188	\$ 1,615,720,003	\$ (40,970,186)
Federal Highways Administration Discretionary Grant Programs	\$ 1,670,860	\$ 1,670,860	\$ -
OFF-FHWA Disc. Grants-BIP: Small, DG, (2022 Award); FY24	\$ 1,288,000	\$ 1,288,000	\$ -
OFF-FHWA Disc. Grants-Culvert, {2023 Award}; FY24	\$ 382,860	\$ 382,860	\$ -
Federal Transit Administration	\$ 177,192,445	\$ 176,664,271	\$ (528,174)
5303-AMATS; FY24	\$ 424,246	\$ 424,246	\$ -
5303-FAST; FY24	\$ 121,568	\$ 121,568	\$ -
5303-MVP; FY24	\$ 91,001	\$ 91,001	\$ -
5304-Rural; FY24	\$ 166,285	\$ 166,285	\$ -
5307-ARRC in AMATS; FY24	\$ 3,380,000	\$ 3,380,000	\$ -
5307-ARRC in FAST; FY24	\$ 5,452,800	\$ 5,452,800	\$ -
5307-ARRC in MVP; FY24	\$ 663,800	\$ 663,800	\$ -
5307-ARRC Statewide; FY24	\$ 39,824,118	\$ 39,363,016	\$ (461,102)
5307-FNSB, Transit; FY24	\$ 2,121,898	\$ 2,530,500	\$ 408,602
5307-MOA, Transit; FY24	\$ 7,013,876	\$ 7,013,876	\$ -
5307-MVP, Transit; FY24	\$ 1,845,938	\$ 1,845,938	\$ -
5310-AMATS; FY24	\$ 265,273	\$ 192,000	\$ (73,273)
5310-FAST; FY24	\$ 172,258	\$ -	\$ (172,258)
5310-Flex; FY24	\$ 259,346	\$ 259,346	\$ -
5310-MVP; FY24	\$ 128,945	\$ 52,559	\$ (76,386)
5311-Flex; FY24	\$ 11,803,638	\$ 11,803,638	\$ -
5311-RTAP; FY24	\$ 111,644	\$ 111,644	\$ -
5324-ARRC Statewide; FY24	\$ 5,000,000	\$ 5,000,000	\$ -
5337-ARRC in AMATS; FY24	\$ 5,200,000	\$ 5,200,000	\$ -
5337-ARRC in FAST; FY24	\$ 8,416,800	\$ 8,416,800	\$ -
5337-ARRC in MVP; FY24	\$ 2,406,800	\$ 2,406,800	\$ -
5337-ARRC Statewide; FY24	\$ 77,522,030	\$ 77,522,030	\$ -
5339-AMATS; FY24	\$ 635,678	\$ 576,000	\$ (59,678)
5339-FAST; FY24	\$ 94,079	\$ -	\$ (94,079)
5339-Flex; FY24	\$ 4,000,000	\$ 4,000,000	\$ -
5339-MVP; FY24	\$ 70,424	\$ 70,424	\$ -
Federal Transit Administration Discretionary Grant Programs	\$ 124,908,019	\$ 124,908,019	\$ -
OFF-FHWA Disc. Grants-AoPP, {2023 Award}; FY24	\$ 16,688,000	\$ 16,688,000	\$ -
OFF-FTA Disc. Grants-Low/No Ferry, DG, (2022 Award); FY24	\$ 3,698,230	\$ 3,698,230	\$ -
OFF-FTA Disc. Grants-Rural Ferry Operations, (2022 Award); FY24	\$ 44,823,800	\$ 44,823,800	\$ -
OFF-FTA Disc. Grants-Rural Ferry, (2022 Award); FY24	\$ 59,697,989	\$ 59,697,989	\$ -
FHWA AC	\$ 62,831,601	\$ 62,831,601	\$ -
SPR AC-AC; FY24	\$ 12,471,893	\$ 12,471,893	\$ -
STBG AC-FAST, 50-200k; FY24	\$ 1,539,700	\$ 1,539,700	\$ -
STBG AC-Flex; FY24	\$ 48,820,008	\$ 48,820,008	\$ -
FHWA Formula Exempt from Limitation	\$ 245,656,330	\$ 242,805,973	\$ (2,850,357)
Bridge-HIP-; FY24	\$ 76,500,000	\$ 76,500,000	\$ -
Bridge-INFRA-; FY24	\$ 79,462,802	\$ 76,922,145	\$ (2,540,657)
Bridge-OSB-HIP; FY24	\$ 8,149,302	\$ 8,149,302	\$ -
DBE-; FY24	\$ 863,553	\$ 863,553	\$ -
FBF-; FY24	\$ 51,136,362	\$ 51,136,362	\$ -
NEVI-; FY24	\$ 28,808,198	\$ 28,498,498	\$ (309,700)
NEVI-AMATS; FY24	\$ 600,000	\$ 600,000	\$ -
OJT-; FY24	\$ 136,113	\$ 136,113	\$ -
FHWA Formula Subject to Limitation	\$ 799,580,634	\$ 761,988,980	\$ (37,591,655)
CMAQ-AMATS, Flex; FY24	\$ 2,366,000	\$ 2,366,000	\$ -
CMAQ-FAST, Flex; FY24	\$ 5,713,300	\$ 5,713,300	\$ -
CMAQ-FAST, Mandatory; FY24	\$ 2,983,200	\$ 2,983,200	\$ -
CMAQ-Flex; FY24	\$ 13,738,488	\$ 11,738,489	\$ (1,999,999)
CMAQ-Mandatory, AMATS; FY24	\$ 1,306,000	\$ 1,306,000	\$ -
CMAQ-Mandatory; FY24	\$ 5,602,407	\$ 5,602,407	\$ -
CMAQ-MVP, Flex; FY24	\$ 727,800	\$ -	\$ (727,800)
CMAQ-PM 2.5; FY24	\$ 2,176,436	\$ 2,176,436	\$ -
CMAQ-SPR; FY24	\$ 623,918	\$ 623,918	\$ -
CRP-<5k; FY24	\$ 11,503,388	\$ 11,503,388	\$ -
CRP-5-50k; FY24	\$ 5,184,730	\$ 4,364,550	\$ (820,180)
CRP-AMATS, >200k; FY24	\$ 10,854,812	\$ 10,854,812	\$ -
CRP-FAST, 50-200k; FY24	\$ 2,598,168	\$ 2,793,415	\$ 195,247
CRP-Flex; FY24	\$ 5,729,254	\$ 4,522,480	\$ (1,206,774)
CRP-MVP, 50-200k; FY24	\$ 775,163	\$ 775,163	\$ -
HSIP-AMATS, SA; FY24	\$ 7,065,000	\$ 7,065,000	\$ -
HSIP-FAST, SA; FY24	\$ 10,180,047	\$ 10,180,047	\$ -
HSIP-SA Takedown; FY24	\$ 44,638	\$ 44,638	\$ -
HSIP-SA; FY24	\$ 25,012,866	\$ 25,012,866	\$ -
HSIP-SPR; FY24	\$ 830,426	\$ 830,426	\$ -
HSIP-VRU; FY24	\$ 6,103,626	\$ 6,103,626	\$ -
Metro-AMATS; FY24	\$ 5,158,871	\$ 5,158,871	\$ -

Metro-FAST; FY24	\$ 579,243	\$ 426,700	\$ (152,543)
Metro-MVP; FY24	\$ 433,598	\$ 433,598	\$ -
Metro-S&A; FY24	\$ 77,802	\$ 77,802	\$ -
NHFP-; FY24	\$ 17,730,014	\$ 10,184,072	\$ (7,545,942)
NHFP-SPR; FY24	\$ 361,837	\$ 361,837	\$ -
NHPP Exempt-; FY24	\$ 16,564,449	\$ 16,564,449	\$ -
NHPP-; FY24	\$ 313,805,515	\$ 303,050,355	\$ (10,755,160)
NHPP-AMATS; FY24	\$ 22,743,000	\$ 22,743,000	\$ -
NHPP-FAST; FY24	\$ 6,711,900	\$ 6,711,900	\$ -
NHPP-S154; FY24	\$ 9,434,018	\$ 9,434,018	\$ -
NHPP-S164; FY24	\$ 9,434,018	\$ 9,434,018	\$ -
NHPP-SPR; FY24	\$ 7,547,215	\$ 7,547,215	\$ -
PROTECT-; FY24	\$ 22,270,405	\$ 18,742,487	\$ (3,527,919)
PROTECT-Plng; FY24	\$ 372,261	\$ -	\$ (372,261)
RAIL-; FY24	\$ 3,206,619	\$ 2,158,619	\$ (1,048,000)
STBG-<5k; FY24	\$ 35,595,635	\$ 35,595,635	\$ -
STBG-5-50k; FY24	\$ 12,894,682	\$ 12,894,682	\$ -
STBG-AMATS, >200k; FY24	\$ 47,713,651	\$ 47,713,651	\$ -
STBG-AMATS, TAP, >200k; FY24	\$ 6,240,749	\$ 6,240,749	\$ -
STBG-FAST, 50-200k; FY24	\$ 9,630,324	\$ 9,630,300	\$ (24)
STBG-Flex; FY24	\$ 67,056,418	\$ 58,706,271	\$ (8,350,147)
STBG-MVP, 50-200k; FY24	\$ 7,208,849	\$ 7,208,849	\$ -
STBG-OSB; FY24	\$ 12,490,739	\$ 12,490,739	\$ -
STBG-RTP; FY24	\$ 4,171,110	\$ 4,171,110	\$ -
STBG-S154; FY24	\$ 4,589,522	\$ 4,589,522	\$ -
STBG-S164; FY24	\$ 4,589,522	\$ 4,589,522	\$ -
STBG-SPR; FY24	\$ 3,671,618	\$ 3,671,618	\$ -
STBG-TAP, <5k; FY24	\$ 7,107,453	\$ 6,590,658	\$ (516,795)
STBG-TAP, 5-50k; FY24	\$ 763,358	\$ -	\$ (763,358)
STBG-TAP, FAST, 50-200k; FY24	\$ 1,601,617	\$ 1,601,617	\$ -
STBG-TAP, Flex; FY24	\$ 16,278,195	\$ 16,278,195	\$ -
STBG-TAP, MVP, 50-200k; FY24	\$ 426,760	\$ 426,760	\$ -
Local Match	\$ 57,606,210	\$ 57,606,210	\$ -
3PF-ARRC in FAST; FY24	\$ 1,363,200	\$ 1,363,200	\$ -
3PF-ARRC in MVP; FY24	\$ 933,350	\$ 933,350	\$ -
3PF-ARRC Statewide; FY24	\$ 33,554,604	\$ 33,554,604	\$ -
3PF-FAST Plng Match; FY24	\$ 105,300	\$ 105,300	\$ -
3PF-FAST; FY24	\$ 3,060,750	\$ 3,060,750	\$ -
3PF-Local; FY24	\$ 12,949,356	\$ 12,949,356	\$ -
3PF-MOA; FY24	\$ 5,508,500	\$ 5,508,500	\$ -
3PF-MVP; FY24	\$ 131,150	\$ 131,150	\$ -
Maritime Administration (MARAD)	\$ 960,000	\$ 960,000	\$ -
OFF-MARAD Disc. Grants-MARAD, (2022 Award); FY24	\$ 960,000	\$ 960,000	\$ -
OFF-MARAD Disc. Grants-MARAD, (2023 Award); FY24	\$ -	\$ -	\$ -
Other Federal Funds	\$ 31,586,698	\$ 31,586,698	\$ -
OFF-AMATS, DG; FY24	\$ 1,800,000	\$ 1,800,000	\$ -
OFF-CDS; FY24	\$ 22,445,100	\$ 22,445,100	\$ -
OFF-DG; FY24	\$ 7,148,498	\$ 7,148,498	\$ -
OFF-FAST; FY24	\$ 193,100	\$ 193,100	\$ -
OFF-FLAP; FY24	\$ -	\$ -	\$ -
State Appropriation	\$ 3,211,284	\$ 3,211,284	\$ -
UGF Appn-; FY24	\$ 3,211,284	\$ 3,211,284	\$ -
State Match	\$ 128,862,415	\$ 128,862,415	\$ -
SM-AMATS; FY24	\$ 3,627,000	\$ 3,627,000	\$ -
SM-FAST; FY24	\$ 4,249,527	\$ 4,249,527	\$ -
SM-SOA; FY24	\$ 120,985,888	\$ 120,985,888	\$ -
USDOT Office of the Secretary Discretionary Grant Programs	\$ 22,623,692	\$ 22,623,692	\$ -
OFF-SMART, DG, (2023 Award); FY24	\$ 1,944,563	\$ 1,944,563	\$ -
OFF-USDOT Office of Secretary Disc. Grants-RAISE, (2021 Award); FY24	\$ 20,000,000	\$ 20,000,000	\$ -
OFF-USDOT Office of Secretary Disc. Grants-RAISE, (2022 Award); FY24	\$ 679,129	\$ 679,129	\$ -
FY25	\$ 2,092,049,725	\$ 2,057,963,505	\$ (34,086,220)
Federal Highways Administration Discretionary Grant Programs	\$ 85,479,276	\$ 85,479,276	\$ -
OFF-FHWA Disc. Grants-BIP: Small, DG, (2023 Award); FY25	\$ -	\$ -	\$ -
OFF-FHWA Disc. Grants-CFI, (2023 Award); FY25	\$ 1,403,838	\$ 1,403,838	\$ -
OFF-FHWA Disc. Grants-Culvert, (2022 Award); FY25	\$ 24,828,482	\$ 24,828,482	\$ -
OFF-FHWA Disc. Grants-Culvert, (2023 Award); FY25	\$ 32,509,438	\$ 32,509,438	\$ -
OFF-FHWA Disc. Grants-PROTECT, (2023 Award); FY25	\$ 6,800,000	\$ 6,800,000	\$ -
OFF-PROTECT, (2022 Award); FY25	\$ 10,204,893	\$ 10,204,893	\$ -
OFF-THHP, (2022 Award); FY25	\$ 5,631,210	\$ 5,631,210	\$ -
OFF-THHP, (2023 Award); FY25	\$ -	\$ -	\$ -
OFF-TTPSF, (2022 Award); FY25	\$ 1,942,091	\$ 1,942,091	\$ -
OFF-TTPSF, (2023 Award); FY25	\$ 2,159,324	\$ 2,159,324	\$ -
Federal Transit Administration	\$ 88,899,259	\$ 113,993,530	\$ 25,094,271

5303-AMATS; FY25	\$ 436,974	\$ 432,239	\$ (4,735)
5303-FAST; FY25	\$ 125,215	\$ 123,858	\$ (1,357)
5303-MVP; FY25	\$ 93,731	\$ 92,715	\$ (1,016)
5304-Rural; FY25	\$ 171,274	\$ 169,430	\$ (1,844)
5307-ARRC in AMATS; FY25	\$ 3,180,000	\$ 3,180,000	\$ -
5307-ARRC in FAST; FY25	\$ 5,315,000	\$ 5,315,000	\$ -
5307-ARRC in MVP; FY25	\$ 460,000	\$ 460,000	\$ -
5307-ARRC Statewide; FY25	\$ 6,396,620	\$ 14,400,471	\$ 8,003,851
5307-FNSB, Transit; FY25	\$ 2,185,555	\$ 2,674,400	\$ 488,845
5307-MOA, Transit; FY25	\$ 7,224,292	\$ 7,224,292	\$ -
5307-MVP, Transit; FY25	\$ 1,901,316	\$ 1,901,316	\$ -
5310-AMATS; FY25	\$ 273,231	\$ 192,000	\$ (81,231)
5310-FAST; FY25	\$ 177,426	\$ -	\$ (177,426)
5310-Flex; FY25	\$ 267,126	\$ 312,011	\$ 44,885
5310-MVP; FY25	\$ 132,813	\$ 54,136	\$ (78,677)
5311-Flex; FY25	\$ 12,157,747	\$ 12,501,724	\$ 343,977
5311-IRF; FY25	\$ 863,347	\$ 863,347	\$ -
5311-RTAP; FY25	\$ 114,993	\$ 122,703	\$ 7,710
5337-ARRC in AMATS; FY25	\$ 9,178,400	\$ 9,178,400	\$ -
5337-ARRC in FAST; FY25	\$ 3,170,800	\$ 3,170,800	\$ -
5337-ARRC in MVP; FY25	\$ 2,265,000	\$ 2,265,000	\$ -
5337-ARRC Statewide; FY25	\$ 24,745,813	\$ 41,442,987	\$ 16,697,174
5339(c) LONO-FAST; FY25	\$ 3,118,400	\$ 3,118,400	\$ -
5339-AMATS; FY25	\$ 654,748	\$ 576,000	\$ (78,748)
5339-FAST; FY25	\$ 96,902	\$ -	\$ (96,902)
5339-Flex; FY25	\$ 4,120,000	\$ 4,181,799	\$ 61,799
5339-MVP; FY25	\$ 72,536	\$ 40,502	\$ (32,034)
Federal Transit Administration Discretionary Grant Programs	\$ 231,678,088	\$ 231,678,088	\$ -
5339(b)-AMATS, DG; FY25	\$ -	\$ -	\$ -
OFF-FHWA Disc. Grants-AoPP, {2023 Award}; FY25	\$ -	\$ -	\$ -
OFF-FTA Disc. Grants-5339(b), (2024 Award); FY25	\$ 4,207,093	\$ 4,207,093	\$ -
OFF-FTA Disc. Grants-Low/No Ferry, (2022 Award); FY25	\$ -	\$ -	\$ -
OFF-FTA Disc. Grants-Rural Ferry Operations, {2023 Award}; FY25	\$ 41,667,421	\$ 41,667,421	\$ -
OFF-FTA Disc. Grants-Rural Ferry, (2022 Award); FY25	\$ 76,740,957	\$ 76,740,957	\$ -
OFF-FTA Disc. Grants-Rural Ferry, {2023 Award}; FY25	\$ 109,062,617	\$ 109,062,617	\$ -
FHWA AC	\$ 222,044,260	\$ 225,763,259	\$ 3,718,999
NHPP AC-; FY25	\$ 95,020,694	\$ 95,020,694	\$ -
STBG AC-<5k; FY25	\$ 20,923,100	\$ 20,923,100	\$ -
STBG AC-FAST, 50-200k; FY25	\$ 2,020,400	\$ 2,020,400	\$ -
STBG AC-Flex; FY25	\$ 104,080,066	\$ 107,799,065	\$ 3,718,999
FHWA Formula Exempt from Limitation	\$ 149,341,968	\$ 149,029,243	\$ (312,725)
Bridge-HIP-; FY25	\$ 39,397,500	\$ 39,397,500	\$ -
Bridge-INFRA-; FY25	\$ 31,157,500	\$ 31,157,500	\$ -
Bridge-OSB-HIP; FY25	\$ 6,952,500	\$ 6,952,500	\$ -
DBE-; FY25	\$ 140,196	\$ 140,196	\$ -
FBF-; FY25	\$ 60,054,876	\$ 60,054,876	\$ -
NEVI-; FY25	\$ 10,899,200	\$ 10,586,475	\$ (312,725)
NEVI-AMATS; FY25	\$ 600,000	\$ 600,000	\$ -
OJT-; FY25	\$ 140,196	\$ 140,196	\$ -
FHWA Formula Subject to Limitation	\$ 711,848,446	\$ 649,261,681	\$ (62,586,765)
CMAQ-AMATS, Flex; FY25	\$ 1,417,000	\$ 1,417,000	\$ -
CMAQ-FAST, Flex; FY25	\$ 3,235,100	\$ 3,235,100	\$ -
CMAQ-FAST, Mandatory; FY25	\$ 669,493	\$ 669,493	\$ -
CMAQ-Flex; FY25	\$ 19,181,543	\$ 19,636,543	\$ 455,000
CMAQ-Mandatory, AMATS; FY25	\$ 1,361,000	\$ 1,361,000	\$ -
CMAQ-Mandatory; FY25	\$ 2,633,606	\$ 2,633,606	\$ -
CMAQ-MVP, Flex; FY25	\$ 749,634	\$ -	\$ (749,634)
CMAQ-PM 2.5; FY25	\$ 2,241,729	\$ 2,241,729	\$ -
CMAQ-SPR; FY25	\$ 642,635	\$ 642,635	\$ -
CRP-<5k; FY25	\$ 3,942,404	\$ 3,942,404	\$ -
CRP-5-50k; FY25	\$ 1,428,154	\$ 1,428,154	\$ -
CRP-AMATS, >200k; FY25	\$ 3,723,660	\$ 3,723,660	\$ -
CRP-FAST, 50-200k; FY25	\$ 1,066,609	\$ 1,051,100	\$ (15,509)
CRP-Flex; FY25	\$ 5,901,132	\$ 5,901,132	\$ -
CRP-MVP, 50-200k; FY25	\$ 798,418	\$ 798,418	\$ -
HSIP-AMATS, SA; FY25	\$ 1,937,506	\$ 1,937,506	\$ -
HSIP-FAST, SA; FY25	\$ 8,303,400	\$ 8,303,400	\$ -
HSIP-SA Takedown; FY25	\$ 45,977	\$ 45,977	\$ -
HSIP-SA; FY25	\$ 25,383,926	\$ 25,383,926	\$ -
HSIP-SPR; FY25	\$ 855,338	\$ 855,338	\$ -
HSIP-VRU; FY25	\$ 6,286,735	\$ 6,286,735	\$ -
Metro-AMATS; FY25	\$ 2,082,388	\$ 2,082,388	\$ -
Metro-FAST; FY25	\$ 596,620	\$ 444,100	\$ (152,520)

Metro-MVP; FY25	\$ 446,606	\$ 446,606	\$ -
Metro-S&A; FY25	\$ 80,136	\$ 80,136	\$ -
NHFP-; FY25	\$ 18,261,914	\$ 9,130,957	\$ (9,130,957)
NHFP-SPR; FY25	\$ 372,692	\$ 372,692	\$ -
NHPP Exempt-; FY25	\$ 7,915,622	\$ 7,915,622	\$ -
NHPP-; FY25	\$ 330,815,228	\$ 286,247,103	\$ (44,568,125)
NHPP-AMATS; FY25	\$ 22,743,000	\$ 22,743,000	\$ -
NHPP-FAST; FY25	\$ -	\$ -	\$ -
NHPP-S154; FY25	\$ 9,717,039	\$ 9,717,039	\$ -
NHPP-S164; FY25	\$ 9,717,039	\$ 9,717,039	\$ -
NHPP-SPR; FY25	\$ 7,773,631	\$ 7,773,631	\$ -
PROTECT-; FY25	\$ 18,788,026	\$ 12,514,013	\$ (6,274,013)
PROTECT-Plng; FY25	\$ 383,429	\$ -	\$ (383,429)
RAIL-; FY25	\$ 1,261,750	\$ 1,261,750	\$ -
STBG-<5k; FY25	\$ 36,663,504	\$ 36,663,504	\$ -
STBG-5-50k; FY25	\$ 13,281,522	\$ 13,281,522	\$ -
STBG-AMATS, >200k; FY25	\$ 34,629,233	\$ 34,629,233	\$ -
STBG-AMATS, TAP, >200k; FY25	\$ 2,050,032	\$ 2,050,032	\$ -
STBG-FAST, 50-200k; FY25	\$ 9,919,233	\$ 10,506,446	\$ 587,213
STBG-Flex; FY25	\$ 56,316,093	\$ 55,261,243	\$ (1,054,850)
STBG-MVP, 50-200k; FY25	\$ 7,425,115	\$ 7,425,115	\$ -
STBG-OSB; FY25	\$ 5,785,536	\$ 5,785,536	\$ -
STBG-RTP; FY25	\$ 1,605,590	\$ 1,605,590	\$ -
STBG-S154; FY25	\$ 4,727,208	\$ 4,727,208	\$ -
STBG-S164; FY25	\$ 4,727,208	\$ 4,727,208	\$ -
STBG-SPR; FY25	\$ 3,781,767	\$ 3,781,767	\$ -
STBG-TAP, <5k; FY25	\$ 2,170,460	\$ 2,170,460	\$ -
STBG-TAP, 5-50k; FY25	\$ 786,259	\$ 761,610	\$ (24,649)
STBG-TAP, FAST, 50-200k; FY25	\$ 587,213	\$ -	\$ (587,213)
STBG-TAP, Flex; FY25	\$ 4,192,791	\$ 3,504,712	\$ (688,079)
STBG-TAP, MVP, 50-200k; FY25	\$ 439,563	\$ 439,563	\$ -
Illustrative Funds	\$ 198,295,000	\$ 198,295,000	\$ -
NHPP-AC, AMATS, Illustrative; FY25	\$ 150,045,000	\$ 150,045,000	\$ -
NHPP-AMATS, Illustrative; FY25	\$ 48,250,000	\$ 48,250,000	\$ -
Local Match	\$ 90,908,047	\$ 90,908,047	\$ -
3PF-ARRC in FAST; FY25	\$ 1,328,700	\$ 1,328,700	\$ -
3PF-ARRC in MVP; FY25	\$ 792,000	\$ 792,000	\$ -
3PF-ARRC Statewide; FY25	\$ 18,572,371	\$ 18,572,371	\$ -
3PF-FAST Plng Match; FY25	\$ 318,400	\$ 318,400	\$ -
3PF-FAST; FY25	\$ 3,430,550	\$ 3,430,550	\$ -
3PF-Local; FY25	\$ 52,869,376	\$ 52,869,376	\$ -
3PF-MOA; FY25	\$ 13,353,500	\$ 13,353,500	\$ -
3PF-MVP; FY25	\$ 243,150	\$ 243,150	\$ -
Maritime Administration (MARAD)	\$ 24,000	\$ 24,000	\$ -
OFF-MARAD Disc. Grants-MARAD, (2022 Award); FY25	\$ 24,000	\$ 24,000	\$ -
OFF-MARAD Disc. Grants-MARAD, (2024 Award); FY25	\$ -	\$ -	\$ -
OFF-MARAD Disc. Grants-MARAD, (2023 Award); FY25	\$ -	\$ -	\$ -
Other Federal Funds	\$ 48,305,162	\$ 48,305,162	\$ -
OFF-AMATS, DG; FY25	\$ 32,000,000	\$ 32,000,000	\$ -
OFF-CDS; FY25	\$ 5,635,450	\$ 5,635,450	\$ -
OFF-DG; FY25	\$ 8,169,712	\$ 8,169,712	\$ -
OFF-FLAP; FY25	\$ 2,500,000	\$ 2,500,000	\$ -
State Appropriation	\$ -	\$ -	\$ -
UGF Appn-; FY25	\$ -	\$ -	\$ -
State Match	\$ 151,987,125	\$ 151,987,125	\$ -
SM-AMATS; FY25	\$ 6,974,500	\$ 6,974,500	\$ -
SM-FAST; FY25	\$ 3,228,024	\$ 3,228,024	\$ -
SM-SOA; FY25	\$ 141,784,601	\$ 141,784,601	\$ -
USDOT Office of the Secretary Discretionary Grant Programs	\$ 113,239,094	\$ 113,239,094	\$ -
OFF-USDOT Office of Secretary Disc. Grants-MPDG-INFRA, DG, (2023 Award); FY25	\$ 17,148,610	\$ 17,148,610	\$ -
OFF-USDOT Office of Secretary Disc. Grants-MPDG-Rural, (2022 Award); FY25	\$ 10,000,000	\$ 10,000,000	\$ -
OFF-USDOT Office of Secretary Disc. Grants-RAISE, (2022 Award); FY25	\$ 31,284,452	\$ 31,284,452	\$ -
OFF-USDOT Office of Secretary Disc. Grants-RAISE, (2024 Award); FY25	\$ 25,000,000	\$ 25,000,000	\$ -
OFF-USDOT Office of Secretary Disc. Grants-RAISE, (2023 Award); FY25	\$ 25,768,867	\$ 25,768,867	\$ -
OFF-USDOT Office of Secretary Disc. Grants-RCP, (2022 Award); FY25	\$ -	\$ -	\$ -
OFF-USDOT Office of Secretary Disc. Grants-RCP, (2023 Award); FY25	\$ 4,037,165	\$ 4,037,165	\$ -
FY26	\$ 1,518,412,396	\$ 1,460,089,023	\$ (58,323,373)
Federal Highways Administration Discretionary Grant Programs	\$ 14,544,000	\$ 14,544,000	\$ -
OFF-FHWA Disc. Grants-PROTECT, (2023 Award); FY26	\$ 14,544,000	\$ 14,544,000	\$ -
Federal Transit Administration	\$ 88,354,288	\$ 123,151,702	\$ 34,797,414
5303-AMATS; FY26	\$ 450,083	\$ 445,206	\$ (4,877)
5303-FAST; FY26	\$ 128,971	\$ 127,574	\$ (1,397)
5303-MVP; FY26	\$ 96,543	\$ 95,497	\$ (1,046)

5304-Rural; FY26	\$	176,412	\$	174,513	\$	(1,899)
5307-ARRC in AMATS; FY26	\$	9,327,500	\$	9,327,500	\$	-
5307-ARRC in FAST; FY26	\$	5,730,000	\$	5,730,000	\$	-
5307-ARRC in MVP; FY26	\$	591,000	\$	591,000	\$	-
5307-ARRC Statewide; FY26	\$	163,667	\$	13,525,284	\$	13,361,617
5307-FNSB, Transit; FY26	\$	2,251,122	\$	2,174,400	\$	(76,722)
5307-MOA, Transit; FY26	\$	7,441,021	\$	7,441,021	\$	-
5307-MVP Transit; FY26	\$	1,958,356	\$	1,958,356	\$	-
5310-AMATS; FY26	\$	281,428	\$	192,000	\$	(89,428)
5310-FAST; FY26	\$	182,749	\$	-	\$	(182,749)
5310-Flex; FY26	\$	275,140	\$	321,372	\$	46,232
5310-MVP; FY26	\$	136,798	\$	55,760	\$	(81,038)
5311-Flex; FY26	\$	12,522,480	\$	12,876,776	\$	354,296
5311-IRF; FY26	\$	889,248	\$	889,248	\$	-
5311-RTAP; FY26	\$	118,443	\$	126,385	\$	7,942
5337-ARRC in AMATS; FY26	\$	7,827,828	\$	7,827,828	\$	-
5337-ARRC in FAST; FY26	\$	3,280,400	\$	3,280,400	\$	-
5337-ARRC in MVP; FY26	\$	7,138,400	\$	7,138,400	\$	-
5337-ARRC Statewide; FY26	\$	22,294,186	\$	43,928,211	\$	21,634,025
5339-AMATS; FY26	\$	674,391	\$	576,000	\$	(98,391)
5339-FAST; FY26	\$	99,809	\$	-	\$	(99,809)
5339-Flex; FY26	\$	4,243,600	\$	4,307,254	\$	63,654
5339-MVP; FY26	\$	74,713	\$	41,717	\$	(32,996)
Federal Transit Administration Discretionary Grant Programs	\$	47,804,875	\$	47,804,875	\$	-
OFF-FTA Disc. Grants-Low/No Ferry, (2022 Award); FY26	\$	42,515,778	\$	42,515,778	\$	-
OFF-FTA Disc. Grants-Rural Ferry, (2022 Award); FY26	\$	5,289,097	\$	5,289,097	\$	-
FHWA AC	\$	268,982,732	\$	268,982,732	\$	-
Bridge AC-AC; FY26	\$	8,290,300	\$	8,290,300	\$	-
HSIP AC-; FY26	\$	6,492,210	\$	6,492,210	\$	-
NHPP AC-AC; FY26	\$	183,723,780	\$	183,723,780	\$	-
STBG AC-<5k; FY26	\$	18,554,486	\$	18,554,486	\$	-
STBG AC-FAST, 50-200k; FY26	\$	1,819,500	\$	1,819,500	\$	-
STBG AC-Flex; FY26	\$	50,102,456	\$	50,102,456	\$	-
FHWA Formula Exempt from Limitation	\$	117,561,058	\$	117,561,058	\$	-
Bridge-HIP-; FY26	\$	40,579,426	\$	40,579,426	\$	-
Bridge-INFRA-; FY26	\$	32,092,225	\$	32,092,225	\$	-
Bridge-OSB-HIP; FY26	\$	7,161,075	\$	7,161,075	\$	-
DBE-; FY26	\$	144,402	\$	144,402	\$	-
FBF-; FY26	\$	25,595,352	\$	25,595,352	\$	-
NEVI-; FY26	\$	11,844,176	\$	11,844,176	\$	-
OJT-; FY26	\$	144,402	\$	144,402	\$	-
FHWA Formula Subject to Limitation	\$	733,203,905	\$	640,083,118	\$	(93,120,787)
CMAQ-AMATS, Flex; FY26	\$	962,000	\$	962,000	\$	-
CMAQ-FAST, Flex; FY26	\$	1,080,500	\$	1,080,500	\$	-
CMAQ-FAST, Mandatory; FY26	\$	4,088,484	\$	4,088,484	\$	-
CMAQ-Flex; FY26	\$	18,639,733	\$	18,639,733	\$	-
CMAQ-Mandatory, AMATS; FY26	\$	1,424,000	\$	1,424,000	\$	-
CMAQ-Mandatory; FY26	\$	3,157,957	\$	2,362,670	\$	(795,287)
CMAQ-MVP, Flex; FY26	\$	772,123	\$	-	\$	(772,123)
CMAQ-PM 2.5; FY26	\$	2,308,981	\$	2,308,981	\$	-
CMAQ-SPR; FY26	\$	661,914	\$	661,914	\$	-
CRP-<5k; FY26	\$	4,060,676	\$	(2,855,510)	\$	(6,916,186)
CRP-5-50k; FY26	\$	1,470,998	\$	391,246	\$	(1,079,752)
CRP-AMATS, >200k; FY26	\$	3,835,370	\$	3,834,528	\$	(842)
CRP-FAST, 50-200k; FY26	\$	1,098,606	\$	202,585	\$	(896,021)
CRP-Flex; FY26	\$	6,078,166	\$	5,280,167	\$	(797,999)
CRP-MVP, 50-200k; FY26	\$	822,371	\$	822,371	\$	-
HSIP-AMATS, SA; FY26	\$	1,000,000	\$	1,000,000	\$	-
HSIP-FAST, SA; FY26	\$	-	\$	-	\$	-
HSIP-SA Takedown; FY26	\$	47,356	\$	47,356	\$	-
HSIP-SA; FY26	\$	35,693,577	\$	30,345,529	\$	(5,348,048)
HSIP-SPR; FY26	\$	880,998	\$	880,998	\$	-
HSIP-VRU; FY26	\$	6,475,337	\$	6,475,337	\$	-
Metro-AMATS; FY26	\$	2,144,860	\$	2,144,860	\$	-
Metro-FAST; FY26	\$	614,519	\$	462,000	\$	(152,519)
Metro-MVP; FY26	\$	460,004	\$	460,004	\$	-
Metro-S&A; FY26	\$	82,540	\$	82,540	\$	-
NHFP-; FY26	\$	18,809,772	\$	9,404,886	\$	(9,404,886)
NHFP-SPR; FY26	\$	383,873	\$	383,873	\$	-
NHPP Exempt-; FY26	\$	8,153,091	\$	8,153,091	\$	-
NHPP-; FY26	\$	341,421,975	\$	303,524,836	\$	(37,897,139)
NHPP-AMATS; FY26	\$	22,743,000	\$	22,743,000	\$	-
NHPP-FAST; FY26	\$	-	\$	-	\$	-

NHPP-S154; FY26	\$ 10,008,550	\$ 10,008,550	\$ -
NHPP-S164; FY26	\$ 10,008,550	\$ 10,008,550	\$ -
NHPP-SPR; FY26	\$ 8,006,840	\$ 8,006,840	\$ -
PROTECT-; FY26	\$ 19,351,667	\$ 10,875,834	\$ (8,475,833)
PROTECT-Plng; FY26	\$ 394,932	\$ -	\$ (394,932)
RAIL-; FY26	\$ 1,299,603	\$ 1,299,603	\$ -
STBG-<5k; FY26	\$ 37,763,410	\$ 37,763,410	\$ -
STBG-5-50k; FY26	\$ 13,679,968	\$ 13,136,260	\$ (543,708)
STBG-AMATS, >200k; FY26	\$ 35,668,116	\$ 26,304,006	\$ (9,364,110)
STBG-AMATS, TAP, >200k; FY26	\$ 2,111,533	\$ 2,111,533	\$ -
STBG-FAST, 50-200k; FY26	\$ 10,216,810	\$ 10,216,810	\$ -
STBG-Flex; FY26	\$ 58,005,574	\$ 51,819,614	\$ (6,185,960)
STBG-MVP, 50-200k; FY26	\$ 7,647,868	\$ 7,647,868	\$ -
STBG-OSB; FY26	\$ 5,959,102	\$ 5,959,102	\$ -
STBG-RTP; FY26	\$ 1,653,758	\$ 1,653,758	\$ -
STBG-S154; FY26	\$ 4,869,024	\$ 4,869,024	\$ -
STBG-S164; FY26	\$ 4,869,024	\$ 4,869,024	\$ -
STBG-SPR; FY26	\$ 3,895,220	\$ 1,430,694	\$ (2,464,526)
STBG-TAP, <5k; FY26	\$ 2,235,574	\$ 1,277,570	\$ (958,004)
STBG-TAP, 5-50k; FY26	\$ 809,847	\$ 777,757	\$ (32,090)
STBG-TAP, FAST, 50-200k; FY26	\$ 604,830	\$ -	\$ (604,830)
STBG-TAP, Flex; FY26	\$ 4,318,574	\$ 4,282,582	\$ (35,992)
STBG-TAP, MVP, 50-200k; FY26	\$ 452,750	\$ 452,750	\$ -
Illustrative Funds	\$ 47,830,645	\$ 47,830,645	\$ -
NHPP-AMATS, Illustrative; FY26	\$ 47,830,645	\$ 47,830,645	\$ -
Local Match	\$ 43,929,776	\$ 43,929,776	\$ -
3PF-ARRC in FAST; FY26	\$ 1,430,000	\$ 1,430,000	\$ -
3PF-ARRC in MVP; FY26	\$ 2,075,350	\$ 2,075,350	\$ -
3PF-ARRC Statewide; FY26	\$ 23,979,489	\$ 23,979,489	\$ -
3PF-FAST Plng Match; FY26	\$ 73,400	\$ 73,400	\$ -
3PF-FAST; FY26	\$ 2,681,450	\$ 2,681,450	\$ -
3PF-Local; FY26	\$ 7,432,712	\$ 7,432,712	\$ -
3PF-MOA; FY26	\$ 6,118,500	\$ 6,118,500	\$ -
3PF-MVP; FY26	\$ 138,875	\$ 138,875	\$ -
OFF-FRA Disc. Grants-ARRC Statewide; FY26	\$ -	\$ -	\$ -
Maritime Administration (MARAD)	\$ 23,548,237	\$ 23,548,237	\$ -
OFF-MARAD Disc. Grants-MARAD, (2022 Award); FY26	\$ 23,548,237	\$ 23,548,237	\$ -
OFF-MARAD Disc. Grants-MARAD, (2024 Award); FY26	\$ -	\$ -	\$ -
OFF-MARAD Disc. Grants-MARAD, (2023 Award); FY26	\$ -	\$ -	\$ -
Other Federal Funds	\$ 15,036,826	\$ 15,036,826	\$ -
OFF-CDS; FY26	\$ -	\$ -	\$ -
OFF-DG; FY26	\$ 9,190,926	\$ 9,190,926	\$ -
OFF-FLAP; FY26	\$ 5,845,900	\$ 5,845,900	\$ -
State Appropriation	\$ -	\$ -	\$ -
UGF Appn-; FY26	\$ -	\$ -	\$ -
State Match	\$ 99,664,618	\$ 99,664,618	\$ -
SM-AMATS; FY26	\$ 4,927,500	\$ 4,927,500	\$ -
SM-FAST; FY26	\$ 881,714	\$ 881,714	\$ -
SM-SOA; FY26	\$ 93,855,404	\$ 93,855,404	\$ -
USDOT Office of the Secretary Discretionary Grant Programs	\$ 17,951,436	\$ 17,951,436	\$ -
OFF-USDOT Office of Secretary Disc. Grants-RAISE, (2022 Award); FY26	\$ 13,953,322	\$ 13,953,322	\$ -
OFF-USDOT Office of Secretary Disc. Grants-RAISE, (2024 Award); FY26	\$ 3,998,114	\$ 3,998,114	\$ -
FY27	\$ 1,688,799,900	\$ 1,495,276,617	\$ (193,523,284)
Federal Highways Administration Discretionary Grant Programs	\$ 19,200,000	\$ 19,200,000	\$ -
OFF-FHWA Disc. Grants-PROTECT, (2023 Award); FY27	\$ 19,200,000	\$ 19,200,000	\$ -
Federal Rail Association	\$ -	\$ -	\$ -
FRA-STC, DG; FY27	\$ -	\$ -	\$ -
Federal Transit Administration	\$ 91,004,913	\$ 103,918,774	\$ 12,913,861
5303-AMATS; FY27	\$ 463,585	\$ -	\$ (463,585)
5303-FAST; FY27	\$ 132,841	\$ 131,401	\$ (1,440)
5303-MVP; FY27	\$ 99,438	\$ 98,362	\$ (1,076)
5304-Rural; FY27	\$ 181,704	\$ 179,748	\$ (1,956)
5307-ARRC in FAST; FY27	\$ 14,760,000	\$ 14,760,000	\$ -
5307-ARRC in MVP; FY27	\$ 576,000	\$ 576,000	\$ -
5307-ARRC Statewide; FY27	\$ 950,534	\$ 21,951,589	\$ 21,001,055
5307-FNSB, Transit; FY27	\$ 2,017,106	\$ 2,174,400	\$ 157,294
5307-MOA Transit; FY27	\$ 7,664,251	\$ -	\$ (7,664,251)
5307-MVP Transit; FY27	\$ 2,318,655	\$ 2,017,106	\$ (301,549)
5310-AMATS; FY27	\$ 289,871	\$ -	\$ (289,871)
5310-FAST; FY27	\$ 188,231	\$ -	\$ (188,231)
5310-Flex; FY27	\$ 283,394	\$ 331,013	\$ 47,619
5310-MVP; FY27	\$ 140,902	\$ 57,432	\$ (83,470)
5311-Flex; FY27	\$ 12,898,154	\$ 13,263,079	\$ 364,925

5311-IRF; FY27	\$	915,925	\$	915,925	\$	-
5311-RTAP; FY27	\$	121,996	\$	130,176	\$	8,180
5337-ARRC in AMATS; FY27	\$	4,686,814	\$	-	\$	(4,686,814)
5337-ARRC in FAST; FY27	\$	3,182,000	\$	3,182,000	\$	-
5337-ARRC in MVP; FY27	\$	431,400	\$	431,400	\$	-
5337-ARRC Statewide; FY27	\$	33,456,824	\$	39,239,703	\$	5,782,879
5339-AMATS; FY27	\$	694,623	\$	-	\$	(694,623)
5339-FAST; FY27	\$	102,803	\$	-	\$	(102,803)
5339-Flex; FY27	\$	4,370,908	\$	4,436,472	\$	65,564
5339-MVP; FY27	\$	76,954	\$	42,968	\$	(33,986)
Federal Transit Administration Discretionary Grant Programs	\$	39,463,530	\$	39,463,530	\$	-
OFF-FTA Disc. Grants-Rural Ferry, (2022 Award); FY27	\$	39,463,530	\$	39,463,530	\$	-
FHWA AC	\$	390,753,101	\$	397,914,176	\$	7,161,075
NHPP AC-AC; FY27	\$	298,603,023	\$	298,603,023	\$	-
STBG AC-<5k; FY27	\$	11,471,317	\$	11,471,317	\$	-
STBG AC-Flex; FY27	\$	80,678,761	\$	87,839,836	\$	7,161,075
FHWA Formula Exempt from Limitation	\$	122,645,066	\$	118,302,756	\$	(4,342,310)
Bridge-HIP-; FY27	\$	41,796,808	\$	37,454,498	\$	(4,342,310)
Bridge-INFRA-; FY27	\$	33,054,992	\$	33,054,992	\$	-
Bridge-OSB-HIP; FY27	\$	7,375,907	\$	7,375,907	\$	-
DBE-; FY27	\$	148,734	\$	148,734	\$	-
FBF-; FY27	\$	27,920,390	\$	27,920,390	\$	-
NEVI-; FY27	\$	12,199,501	\$	12,199,501	\$	-
OJT-; FY27	\$	148,734	\$	148,734	\$	-
FHWA Formula Subject to Limitation	\$	755,200,014	\$	545,944,105	\$	(209,255,910)
CMAQ-FAST, Flex; FY27	\$	-	\$	-	\$	-
CMAQ-FAST, Mandatory; FY27	\$	-	\$	-	\$	-
CMAQ-Flex; FY27	\$	21,557,417	\$	20,557,417	\$	(1,000,000)
CMAQ-Mandatory; FY27	\$	8,675,838	\$	-	\$	(8,675,838)
CMAQ-MVP, Flex; FY27	\$	795,287	\$	-	\$	(795,287)
CMAQ-PM 2.5; FY27	\$	2,378,250	\$	254,716	\$	(2,123,534)
CMAQ-SPR; FY27	\$	681,771	\$	681,771	\$	-
CRP-<5k; FY27	\$	4,182,496	\$	2,770,286	\$	(1,412,210)
CRP-5-50k; FY27	\$	1,515,128	\$	176,313	\$	(1,338,815)
CRP-AMATS; FY27	\$	3,950,431	\$	-	\$	(3,950,431)
CRP-FAST, 50-200k; FY27	\$	1,131,565	\$	1,082,800	\$	(48,765)
CRP-Flex; FY27	\$	6,260,510	\$	2,341,450	\$	(3,919,060)
CRP-MVP, 50-200k; FY27	\$	847,042	\$	847,042	\$	-
HSIP-AMATS, SA; FY27	\$	-	\$	-	\$	-
HSIP-FAST, SA; FY27	\$	-	\$	-	\$	-
HSIP-SA Takedown; FY27	\$	48,777	\$	48,777	\$	-
HSIP-SA; FY27	\$	37,794,384	\$	37,794,384	\$	-
HSIP-SPR; FY27	\$	907,428	\$	907,428	\$	-
HSIP-VRU; FY27	\$	6,669,597	\$	6,669,597	\$	-
Metro-AMATS; FY27	\$	2,209,206	\$	-	\$	(2,209,206)
Metro-FAST; FY27	\$	632,954	\$	480,500	\$	(152,454)
Metro-MVP; FY27	\$	473,804	\$	473,804	\$	-
Metro-S&A; FY27	\$	85,016	\$	85,016	\$	-
NHFP-; FY27	\$	19,374,065	\$	9,687,033	\$	(9,687,033)
NHFP-SPR; FY27	\$	395,389	\$	395,389	\$	-
NHPP Exempt-; FY27	\$	8,397,683	\$	8,193,782	\$	(203,901)
NHPP-; FY27	\$	375,089,924	\$	265,221,121	\$	(109,868,803)
NHPP-AMATS; FY27	\$	-	\$	-	\$	-
NHPP-FAST; FY27	\$	-	\$	-	\$	-
NHPP-S154; FY27	\$	10,308,806	\$	10,308,806	\$	-
NHPP-S164; FY27	\$	10,308,806	\$	10,308,806	\$	-
NHPP-SPR; FY27	\$	8,247,045	\$	8,247,045	\$	-
PROTECT-; FY27	\$	19,932,217	\$	13,966,109	\$	(5,966,108)
PROTECT-Plng; FY27	\$	406,780	\$	-	\$	(406,780)
RAIL-; FY27	\$	1,338,591	\$	1,338,591	\$	-
STBG-<5k; FY27	\$	38,896,312	\$	38,294,347	\$	(601,965)
STBG-5-50k; FY27	\$	14,090,367	\$	13,909,313	\$	(181,054)
STBG-AMATS, >200k; FY27	\$	36,738,154	\$	-	\$	(36,738,154)
STBG-FAST, 50-200k; FY27	\$	10,523,315	\$	10,523,315	\$	-
STBG-Flex; FY27	\$	59,745,742	\$	54,138,348	\$	(5,607,394)
STBG-MVP, 50-200k; FY27	\$	7,877,304	\$	7,877,304	\$	-
STBG-OSB; FY27	\$	6,137,875	\$	(2,606,892)	\$	(8,744,767)
STBG-RTP; FY27	\$	1,703,371	\$	1,703,371	\$	-
STBG-S154; FY27	\$	5,015,095	\$	5,015,095	\$	-
STBG-S164; FY27	\$	5,015,095	\$	5,015,095	\$	-
STBG-SPR; FY27	\$	4,012,076	\$	1,423,253	\$	(2,588,823)
STBG-TAP, <5k; FY27	\$	2,302,641	\$	2,099,516	\$	(203,125)
STBG-TAP, 5-50k; FY27	\$	834,142	\$	799,593	\$	(34,549)

STBG-TAP, AMATS; FY27	\$ 2,174,879	\$ -	\$ (2,174,879)
STBG-TAP, FAST, 50-200k; FY27	\$ 622,975	\$ -	\$ (622,975)
STBG-TAP, Flex; FY27	\$ 4,448,132	\$ 4,448,132	\$ -
STBG-TAP, MVP, 50-200k; FY27	\$ 466,332	\$ 466,332	\$ -
Illustrative Funds	\$ 118,103,461	\$ 118,103,461	\$ -
NHPP-AMATS, Illustrative; FY27	\$ 118,103,461	\$ 118,103,461	\$ -
Local Match	\$ 34,435,195	\$ 34,435,195	\$ -
3PF-ARRC in FAST; FY27	\$ 3,185,000	\$ 3,185,000	\$ -
3PF-ARRC in MVP; FY27	\$ 364,600	\$ 364,600	\$ -
3PF-ARRC Statewide; FY27	\$ 18,592,502	\$ 18,592,502	\$ -
3PF-FAST Plng Match; FY27	\$ 75,600	\$ 75,600	\$ -
3PF-FAST; FY27	\$ 2,241,650	\$ 2,241,650	\$ -
3PF-Local; FY27	\$ 9,502,039	\$ 9,502,039	\$ -
3PF-MVP; FY27	\$ 473,804	\$ 473,804	\$ -
OFF-FRA Disc. Grants-ARRC Statewide; FY27	\$ -	\$ -	\$ -
Maritime Administration (MARAD)	\$ -	\$ -	\$ -
OFF-MARAD Disc. Grants-MARAD, {2023 Award}; FY27	\$ -	\$ -	\$ -
Other Federal Funds	\$ -	\$ -	\$ -
OFF-CDS; FY27	\$ -	\$ -	\$ -
OFF-DG; FY27	\$ -	\$ -	\$ -
State Appropriation	\$ -	\$ -	\$ -



Fiscal Constraint Demonstration

FUNDS PROGRAMMED BY STIP ID

This document details the funds allocated to each specific STIP ID within the 2024-2027 STIP. It tracks how each transportation project is funded, ensuring that programmed funds align with fiscal constraints and funding sources. Each STIP ID is listed with the corresponding funds programmed for each fiscal year, organized into detailed tables that show the allocation of resources across the program.

STIP ID	STIP Name	Funds Programmed
FY24		\$ 1,615,720,003
Federal Highways Administration Discretionary Grant Programs		\$ 1,670,860
Bridge Investment Program: Small (FY22 Award)		\$ 1,288,000
34155	Sargent Creek and Russian River Bridges Planning Study - Kodiak Island Borough	\$ 1,288,000
National Culvert Removal Replacement and Restoration Grant Program (FY23 Award)		\$ 382,860
34566	High Priority Fish Passage Restoration at Three Mile Creek in Klawock - DOT&PF	\$ 382,860
Federal Transit Administration		\$ 176,664,271
Section 5303 Metropolitan Planning (AMATS)		\$ 424,246
34345	Urban Transit Planning AMATS	\$ 424,246
Section 5303 Metropolitan Planning (FAST)		\$ 121,568
34686	Transportation Plans and Studies [FAST]	\$ 121,568
Section 5303 Metropolitan Planning (MVP)		\$ 91,001
34404	Metropolitan Planning Organization (MPO) Planning: MVP	\$ 91,001
Section 5304 Statewide Planning (Rural)		\$ 166,285
34163	Non-Urban Transit Planning	\$ 166,285
Section 5307 Urbanized Area Formula (Anchorage Area Transit)		\$ 7,013,876
34675	Non-Rail Transit Projects in the AMATS Planning Boundary	\$ 4,950,000
ARRC Transfers	Transfer between Fund Sources or Carryover Funds between Years	\$ 2,063,876
Section 5307 Urbanized Area Formula (ARRC in AMATS)		\$ 3,380,000
34672	Section 5307 Alaska Railroad Projects in the AMATS Planning Boundary	\$ 3,380,000
Section 5307 Urbanized Area Formula (ARRC in FAST)		\$ 5,452,800
34671	Section 5307 Alaska Railroad Projects in the FAST Planning Boundary	\$ 5,452,800
Section 5307 Urbanized Area Formula (ARRC in MVP)		\$ 663,800
34673	Section 5307 Alaska Railroad Projects in the MVP Planning Boundary	\$ 663,800
Section 5307 Urbanized Area Formula (ARRC Statewide)		\$ 39,363,016
19634	Railroad Track Rehabilitation	\$ 25,018,200
19664	Railroad Positive Train Control	\$ 61,363
21314	Railroad Transit Security Associated Transit Improvements	\$ 12,272
31090	Railroad Transit Asset Management	\$ 1,120,000
31657	Control Points LED Signal Upgrade	\$ 236,000
33078	Portage Station Improvements	\$ 2,388,800
33243	Railroad Signal and Detector System	\$ 2,512,920
33246	Railroad Operations Support Facilities	\$ 880,000
33882	Railroad Tunnel Rehabilitation	\$ 1,028,000
34264	Railroad Flood Mitigation	\$ 1,000,000
34337	Railway Grade Crossing Triangle Clearing	\$ 120,000
34413	Railroad Right-of-way Clearing	\$ 400,000
ARRC Carryover Transfers	Transfer between Fund Sources or Carryover Funds between Years	\$ 6,649,337
ARRC Transfers	Transfer between Fund Sources or Carryover Funds between Years	\$ (2,063,876)
Section 5307 Urbanized Area Formula (Fairbanks Area Transit)		\$ 2,530,500
34674	Non-Rail Transit Projects in the FAST Planning Boundary	\$ 2,530,500
Section 5307 Urbanized Area Formula (Mat-Su Borough Area Transit)		\$ 1,845,938
34676	Non-Rail Transit Projects in the MVP Planning Boundary	\$ 1,845,938
Section 5310 Enhanced Mobility for Older Adults & People w/ Disabilities (AMATS)		\$ 192,000
34675	Non-Rail Transit Projects in the AMATS Planning Boundary	\$ 192,000
Section 5310 Enhanced Mobility for Older Adults & People w/ Disabilities (MVP)		\$ 52,559
34676	Non-Rail Transit Projects in the MVP Planning Boundary	\$ 52,559
Section 5310 Enhanced Mobility for Older Adults & People w/ Disabilities (Statewide)		\$ 259,346
19119	Enhanced Mobility for Seniors and Individuals With Disabilities	\$ 259,346
Section 5311 Nonurbanized Area Formula (Rural Transit Assistance Program)		\$ 111,644
19120	Rural Transit and Rural Transit Assistance Program	\$ 111,644
Section 5311 Nonurbanized Area Formula (Statewide)		\$ 11,803,638
19120	Rural Transit and Rural Transit Assistance Program	\$ 11,803,638
Section 5324 Emergency Relief Program (ARRC Statewide)		\$ 5,000,000
19634	Railroad Track Rehabilitation	\$ 5,000,000
Section 5337 State of Good Repair ((ARRC in MVP Boundary)		\$ 2,406,800
34687	Section 5337 Alaska Railroad Projects in the MVP Planning Boundary	\$ 2,406,800
Section 5337 State of Good Repair (Anchorage Area Transit) (ARRC in AMATS Boundary)		\$ 5,200,000
34684	Section 5337 Alaska Railroad Projects in the AMATS Planning Boundary	\$ 5,200,000
Section 5337 State of Good Repair (ARRC in FAST Boundary)		\$ 8,416,800
34685	Section 5337 Alaska Railroad Projects in the FAST Planning Boundary	\$ 8,416,800
Section 5337 State of Good Repair (ARRC Statewide)		\$ 77,522,030
19634	Railroad Track Rehabilitation	\$ 5,413,480
19635	Railroad Bridge Rehabilitation	\$ 45,871,982
19658	Railroad Preventative Maintenance	\$ 15,401,717
19664	Railroad Positive Train Control	\$ 50,000
20854	Railroad Passenger Equipment	\$ 5,541,520
21314	Railroad Transit Security Associated Transit Improvements	\$ 10,000
31089	Railroad Locomotive Equipment	\$ 800,000
31091	Railroad Transit Radio and Communication System	\$ 416,800
33244	Railroad Technology Infrastructure	\$ 1,242,286
33245	Railroad Facility Rehabilitation	\$ 1,100,000
34263	Railroad Slide Zone Mitigation	\$ 540,800
ARRC Transfers	Transfer between Fund Sources or Carryover Funds between Years	\$ 1,133,445
Section 5339 Bus and Bus Facilities (AMATS)		\$ 576,000
34675	Non-Rail Transit Projects in the AMATS Planning Boundary	\$ 576,000
Section 5339 Bus and Bus Facilities (MVP)		\$ 70,424
34676	Non-Rail Transit Projects in the MVP Planning Boundary	\$ 70,424
Section 5339 Bus and Bus Facilities (Statewide)		\$ 4,000,000
27969	Bus and Bus Facilities	\$ 4,000,000
Federal Transit Administration Discretionary Grant Programs		\$ 124,908,019
Areas of Persistent Poverty Program (FY23 Award)		\$ 16,688,000
34442	Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement [SOG 2018] [Stage 1]	\$ 5,808,000

34443	Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement [SOGR 2018] [Stage 2]	\$	10,880,000
IJA Sec. 71102 Electric Low Emitting FTA Grant: Shuttle Ferry (FY22 Award)		\$	3,698,230
34229	Low No Emission Shuttle Ferry	\$	3,698,230
IJA Sec. 71103 Rural Ferry Program FTA Grant (FY22 Award)		\$	59,697,989
30189	M/V Tustumena Replacement Vessel	\$	4,867,427
33883	Angoon Ferry Terminal Rehabilitation	\$	80,000
33885	Pelican Ferry Terminal Reconstruction	\$	1,532,263
33976	M/V Mainliner Replacement Vessel	\$	8,591,616
33978	M/V Tazlina Crew Quarters	\$	1,000,000
34192	Yakutat Ferry Terminal Reconstruction	\$	1,858,457
34193	Kake Ferry Terminal Rehabilitation	\$	513,954
34209	M/V Matanuska Safety Improvement Project	\$	29,974,471
34212	M/V Columbia Controllable Pitch Propeller	\$	11,279,801
IJA Sec. 71103 Rural Ferry Program FTA Grant: Operating Support (FY22 Award)		\$	44,823,800
34320	Ferry Service for Rural Communities Operating Assistance	\$	44,823,800
FHWA AC		\$	62,831,601
Statewide Planning and Research Advance Construction		\$	12,471,893
AWP [Ledger]	Annual Planning Work Program	\$	12,471,893
Surface Transportation Block Grant: FLEX Advance Construction		\$	48,820,008
18923	Pavement and Bridge Preservation Program: Northern Region	\$	19,666,113
33241	Cape Blossom Road [Parent and Final Construction]	\$	6,952,500
33962	Ice Roads, Seasonal Roads, and Winter Trails Program	\$	725,598
33965	Rock Slope Stabilization Program	\$	5,921,056
34302	Pavement and Bridge Preservation Program	\$	15,554,741
Surface Transportation Block Grant: Population 50-200K (FAST) Advance Construction		\$	1,539,700
17662	Community-Driven Transportation Projects [FAST]	\$	1,539,700
FHWA Formula Exempt from Limitation		\$	242,805,973
Disadvantaged Businesses Training		\$	863,553
6458	Civil Rights Program	\$	136,113
31899	Disadvantaged Business and Civil Rights Disparity Compliance Study	\$	727,440
Ferry Boat Funds		\$	51,136,362
5985	Shoreside Facilities Condition Surveys	\$	192,000
29709	Auke Bay Ferry Terminal East Berth Mooring Rehabilitation	\$	520,000
30189	M/V Tustumena Replacement Vessel	\$	1,216,857
30729	Inter-Island Ferry Authority Ferry Refurbishments	\$	3,119,884
31098	Ketchikan Ferry Terminal Improvements [Stage 2]	\$	2,359,140
33883	Angoon Ferry Terminal Rehabilitation	\$	20,000
33885	Pelican Ferry Terminal Reconstruction	\$	383,066
33967	Mooring System Rehabilitation	\$	495,385
33976	M/V Mainliner Replacement Vessel	\$	2,147,904
33978	M/V Tazlina Crew Quarters	\$	250,000
34192	Yakutat Ferry Terminal Reconstruction	\$	464,614
34193	Kake Ferry Terminal Rehabilitation	\$	128,488
34209	M/V Matanuska Safety Improvement Project	\$	7,493,618
34211	M/V Kennicott Emissions and Exhaust	\$	20,146,049
34212	M/V Columbia Controllable Pitch Propeller	\$	2,819,950
34229	Low No Emission Shuttle Ferry	\$	924,557
34313	State-owned Shipyard Repairs	\$	454,850
34320	Ferry Service for Rural Communities Operating Assistance	\$	8,000,000
Highway Improvement Program Bridge Funds		\$	76,500,000
3648	Stees Highway Milepost 128 Crooked Creek Bridge Replacement	\$	773,245
31718	South Tongass Highway Hoadley Creek Bridge Replacement	\$	54,582
32726	Trunk Road (Nelson Road) Rehabilitation and Bridge Replacement [CTP Award 2019]	\$	454,850
33242	Sterling Highway Milepost 45-60 [Stage 2]	\$	1,000,000
HIP Bridge Carryover Transfer: Transfer between Fund Sources or Carryover Funds between Years		\$	74,217,323
Highway Improvement Program Bridge Funds -Off System Bridge		\$	8,149,302
33241	Cape Blossom Road [Parent and Final Construction]	\$	8,149,302
Highway Infrastructure Bridge Replacement		\$	76,922,145
2152	Haines Highway Milepost 3-25 and Chilkat Bridge Reconstruction [Parent and Final Construction]	\$	30,000,000
22322	Alaska Highway Milepost 1393 Gerstle River Bridge Replacement [Parent and Final Construction]	\$	1,167,500
31469	Ward Creek Bridge Replacement	\$	1,182,610
31719	South Tongass Highway and Water Street Viaduct Improvements [Parent and Final Construction]	\$	1,546,490
33241	Cape Blossom Road [Parent and Final Construction]	\$	12,667,995
33242	Sterling Highway Milepost 45-60 [Stage 2]	\$	3,670,000
33824	Alaska Highway Milepost 1380 Johnson River Bridge Replacement [Parent and Final Construction]	\$	1,681,200
34126	Alaska Highway Milepost 1348 Robertson River Bridge Replacement	\$	1,914,700
34302	Pavement and Bridge Preservation Program	\$	23,091,650
National Electric Vehicle Infrastructure		\$	28,498,498
33865	National Electric Vehicle Infrastructure Program	\$	10,816,925
NEVI Carryover Transfers Transfer between Fund Sources or Carryover Funds between Years		\$	17,681,573
National Electric Vehicle Infrastructure (AMATS)		\$	600,000
34691	Other DOT&PF Projects in the AMATS Planning Boundary	\$	600,000
On The Job Training		\$	136,113
6458	Civil Rights Program	\$	136,113
FHWA Formula Subject to Limitation		\$	761,988,980
Carbon Reduction Program 50-200k (FAST)		\$	2,793,415
34665	Community-Driven Carbon Reduction Projects [FAST]	\$	1,929,200
FAST 50-200K Carryover Trans FAST Fund Source 50-200k Carryover		\$	864,215
Carbon Reduction Program 50-200k MVP		\$	775,163
34667	Community-Driven Carbon Reduction Projects: MVP	\$	775,163
Carbon Reduction Program FLEX		\$	4,522,480
34198	Light up the Highways	\$	2,006,700
34199	Sustainable Transportation Inventory and Data Collection	\$	1,697,050
34451	Renewable Diesel Implementation Study	\$	591,305

34455	Construction Material Waste	\$	227,425
Carbon Reduction Program: Population <5K		\$	11,503,388
34198	Light up the Highways	\$	5,000,000
34452	Rural Dust Mitigation Program	\$	1,364,550
CRP Carryover Transfers	Transfer between Fund Sources or Carryover Funds between Years	\$	5,138,838
Carbon Reduction Program: Population >200K (AMATS)		\$	10,854,812
34664	Congestion Mitigation and Air Quality Improvements: [AMATS]	\$	3,283,000
34679	Statewide Improvement Program (SIP) Transportation Control Measures (TCM) [AMATS]	\$	331,000
AMATS >200k Carryover Trans AMATS Fund Source 50-200k Carryover		\$	7,240,812
Carbon Reduction Program: Population 5-49,999K		\$	4,364,550
34195	Southeast Alaska Port Electrification	\$	1,364,550
34198	Light up the Highways	\$	3,000,000
Congestion Mitigation Air Quality (CMAQ) Flex		\$	11,738,489
6451	Research and Technology Transfer Program	\$	1,775,920
6457	Seismic Bridge Retrofit Program	\$	141,254
34197	Data Modernization and Innovation	\$	3,585,154
34200	Transportation Workforce Development and Training	\$	2,000,000
34464	DOT&PF Fleet Conversion	\$	636,790
CMAQ-F to STBG Flex	Transfer between Fund Sources or Carryover Funds between Years	\$	3,599,371
Congestion Mitigation Air Quality (CMAQ) Flex (AMATS)		\$	2,366,000
34664	Congestion Mitigation and Air Quality Improvements: [AMATS]	\$	1,456,000
34691	Other DOT&PF Projects in the AMATS Planning Boundary	\$	910,000
Congestion Mitigation Air Quality (CMAQ) Flex (FAST)		\$	5,713,300
17662	Community-Driven Transportation Projects [FAST]	\$	1,793,300
34674	Non-Rail Transit Projects in the FAST Planning Boundary	\$	3,920,000
Congestion Mitigation Air Quality (CMAQ) Mandatory		\$	5,602,407
26168	Air Quality Mobile Source Modeling	\$	186,105
34197	Data Modernization and Innovation	\$	4,472,358
34200	Transportation Workforce Development and Training	\$	943,944
Congestion Mitigation Air Quality (CMAQ) Mandatory (AMATS)		\$	1,306,000
34679	Statewide Improvement Program (SIP) Transportation Control Measures (TCM) [AMATS]	\$	1,306,000
Congestion Mitigation Air Quality (CMAQ) Mandatory (FAST)		\$	2,983,200
34663	Congestion Mitigation and Air Quality Improvements: FAST	\$	2,983,200
Highway Safety Improvement Program (AMATS)		\$	7,065,000
34658	Highway Safety Improvement Program AMATS Planning Boundary	\$	7,065,000
Highway Safety Improvement Program (SA FAST)		\$	10,180,047
34657	Highway Safety Improvement Program FAST Planning Boundary	\$	10,180,047
Highway Safety Improvement Program (SA Takedown)		\$	44,638
19217	Highway Safety Improvement Program	\$	44,638
Highway Safety Improvement Program: (SA)		\$	25,012,866
19217	Highway Safety Improvement Program	\$	25,012,866
Metropolitan Planning Program (AMATS)		\$	5,158,871
34343	Metropolitan Planning Organization (MPO) Planning: AMATS	\$	5,158,871
Metropolitan Planning Program (FAST)		\$	426,700
34686	Transportation Plans and Studies [FAST]	\$	426,700
Metropolitan Planning Program (MVP)		\$	433,598
34404	Metropolitan Planning Organization (MPO) Planning: MVP	\$	433,598
National Highway Freight Program		\$	10,184,072
34449	State Rail Plan	\$	1,000,670
34450	Truck Parking Study	\$	318,395
NHFP to STBG Flex	Transfer between Fund Sources or Carryover Funds between Years	\$	8,865,007
National Highway Performance Program		\$	303,050,355
2152	Haines Highway Milepost 3-25 and Chilkat Bridge Reconstruction [Parent and Final Construction]	\$	27,368,150
2503	Wasilla to Fishhook Main Street Reconstruction	\$	591,305
2617	Seward Highway Milepost 17-22.5 Rehabilitation	\$	545,820
2620	Seward Highway Milepost 25.5-37 Rehabilitation	\$	14,725,300
2670	Sterling Highway Milepost 157-169 Reconstruction Anchor Point to Baycrest Hill [Parent and Final Construction]	\$	4,903,283
2673	Sterling Highway Milepost 45-60 [Parent and Final Construction]	\$	47,447,200
6454	Bridge Management System	\$	247,962
10765	Egan Yandukin Intersection Improvements	\$	909,700
11439	Anton Anderson Memorial (Whittier) Tunnel Maintenance and Operations	\$	3,348,637
22299	Alaska Highway Milepost 1235-1268 Rehabilitation [Parent and Final Construction]	\$	39,696,359
22446	Dalton Highway Milepost 18-37 Reconstruction	\$	42,597,170
22452	Dalton Highway Milepost 109-144 Reconstruction and Douglas Creek Bridge Replacement [Parent and Final Construc	\$	1,137,125
23455	South Tongass Highway Saxman to Surf Street Reconstruction	\$	318,395
24337	State Street Pavement Rehabilitation	\$	29,108,360
24596	Knik Goose Bay Road Reconstruction: Centaur Avenue to Settler's Bay [Parent and Final Construction]	\$	2,547,160
26330	Haines Highway Milepost 3-25 and Chilkat Bridge Reconstruction [Stage 2]	\$	6,385,035
27766	South Tongass Highway Improvements	\$	2,367,702
28332	Anton Anderson Memorial (Whittier) Tunnel Backup Generation	\$	120,000
29737	Parks Highway Bridge Replacement Montana Creek, Sheep Creek, and Goose Creek Bridges	\$	4,259,215
29913	Sterling Highway Milepost 82.5-94 Safety Corridor Improvements [Parent and Final Construction]	\$	373,600
29914	Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement [SOGR 2018] [Parent and Fina	\$	3,736,000
30549	Kenai Spur Highway Rehabilitation	\$	341,138
31330	Glenn Highway Reconstruction: Parks Highway to South Inner Springer Loop (Cienna Avenue)	\$	24,925,557
31841	Glenn Highway Arctic Avenue to Palmer-Fishhook Road Safety and Capacity Improvements [SOGR 2018]	\$	1,247,334
32018	Glenn Highway Milepost 158-172 Rehabilitation [SOGR 2018]	\$	653,800
32020	Tok Cutoff Highway Milepost 0-8 Resurfacing [SOGR 2018]	\$	233,500
32300	Sterling Highway Milepost 45-60 [Stage 1]	\$	1,365,000
33420	Richardson Highway Milepost 214-218 Reconstruction and Bridge Replacement	\$	1,137,125
34302	Pavement and Bridge Preservation Program	\$	35,388,129
34304	Parks Highway Milepost 303-306 Rehabilitation	\$	233,500
34442	Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement [SOGR 2018] [Stage 1]	\$	4,791,794
National Highway Performance Program - Exempt		\$	16,564,449

6455	Small Hydrologic Investigations	\$	90,970
6457	Seismic Bridge Retrofit Program	\$	200,000
27766	South Tongass Highway Improvements	\$	12,447,178
34197	Data Modernization and Innovation	\$	2,343,326
34302	Pavement and Bridge Preservation Program	\$	1,482,975
National Highway Performance Program (AMATS)		\$	22,743,000
34661	Pavement and Bridge Preservation Program AMATS Planning Boundary	\$	22,743,000
National Highway Performance Program (FAST)		\$	6,711,900
34669	Other DOT&PF Projects in the FAST Planning Boundary	\$	6,711,900
Projects To Reduce PM 2.5 Emissions Set-Aside		\$	2,176,436
34663	Congestion Mitigation and Air Quality Improvements: FAST	\$	2,176,436
PROTECT Program		\$	18,742,487
33860	West Coast Alaska Storm 2022 Planning	\$	407,284
34302	Pavement and Bridge Preservation Program	\$	3,000,000
34318	Kalifornsky Beach Road Drainage Improvements	\$	1,600,000
34427	Kachemak Bay Drive Milepost 0-3.5 Reconstruction	\$	2,600,000
PRTC to STBG Flex	Transfer between Fund Sources or Carryover Funds between Years	\$	11,135,203
Railway-Highway Crossings Program		\$	2,158,619
19217	Highway Safety Improvement Program	\$	2,158,619
Recreational Trails Program and 1% Admin Set-Aside		\$	4,171,110
12259	Recreational Trails Program	\$	4,171,110
Safe And Accessible Trans Options - Metro Planning		\$	77,802
19217	Highway Safety Improvement Program	\$	77,802
Section 154 Penalties (NHPP)		\$	9,434,018
19217	Highway Safety Improvement Program	\$	2,000,000
34657	Highway Safety Improvement Program FAST Planning Boundary	\$	7,434,018
Section 154 Penalties (STBG)		\$	4,589,522
34657	Highway Safety Improvement Program FAST Planning Boundary	\$	1,134,522
34658	Highway Safety Improvement Program AMATS Planning Boundary	\$	3,455,000
Section 164 Penalties (NHPP)		\$	9,434,018
19217	Highway Safety Improvement Program	\$	3,810,082
34657	Highway Safety Improvement Program FAST Planning Boundary	\$	5,623,936
Section 164 Penalties (STBG)		\$	4,589,522
34657	Highway Safety Improvement Program FAST Planning Boundary	\$	4,589,522
Statewide Planning and Research (NHFP Set-aside)		\$	361,837
6451	Research and Technology Transfer Program	\$	134,413
25836	AASHTO Technical Programs Support	\$	227,424
Statewide Planning and Research (CMAQ Set-aside)		\$	623,918
AWP [Ledger]	Annual Planning Work Program	\$	623,918
Statewide Planning and Research (HSIP Set-aside)		\$	830,426
6451	Research and Technology Transfer Program	\$	830,425
AWP [Ledger]	Annual Planning Work Program	\$	1
Statewide Planning and Research (NHPP Set-aside)		\$	7,547,215
6451	Research and Technology Transfer Program	\$	2,511,197
AWP [Ledger]	Annual Planning Work Program	\$	5,036,018
Statewide Planning and Research (STBG Set-aside)		\$	3,671,618
6451	Research and Technology Transfer Program	\$	3,671,618
Surface Transportation Block Grant: FLEX		\$	58,706,271
2231	Bethel Tundra Ridge Road Rehabilitation	\$	1,637,460
6447	Bridge and Tunnel Inventory, Inspection, Monitoring, Preservation, and Rehabilitation Program	\$	6,720,409
6457	Seismic Bridge Retrofit Program	\$	491,305
12579	Bridge Scour Monitoring and Retrofit Program	\$	904,581
12979	Highway Fuel Tax Evasion	\$	100,000
13239	Culvert Repair and Replacement	\$	2,724,552
21114	South Tongass Highway Deermount to Saxman Reconstruction	\$	3,875,555
25836	AASHTO Technical Programs Support	\$	131,905
29675	Cultural Resource Management	\$	517,620
29877	Chiniak Highway Milepost 15-31 Rehabilitation [Parent and Final Construction]	\$	665,879
30729	Inter-Island Ferry Authority Ferry Refurbishments	\$	400,579
30830	Revilla New Ferry Berth and Upland Improvements	\$	3,092,980
31596	Winter Trail Marking	\$	136,455
31597	Statewide Planning and Environmental Linkages Study	\$	22,742
31847	Chief Eddie Hoffman Highway Reconstruction	\$	1,819,400
32478	ADA Implementation and Compliance	\$	2,344,754
32721	Hemmer Road Upgrade and Extension [CTP Award 2019]	\$	1,364,550
32722	Hermon Road Upgrade and Extension [CTP Award 2019]	\$	591,305
32723	Redoubt Avenue and Smith Way Rehabilitation [CTP Award 2019]	\$	314,756
32724	Seldon Road Extension [Stage 2]: Windy Bottom/Beverly Lakes Road to Pittman [CTP Award]	\$	454,850
32728	Akakeek, Ptarmigan, and DeLapp Reconstruction [CTP Award 2019]	\$	181,940
33248	Shishmaref Sanitation Road Erosion Control	\$	4,090,272
33693	Big Lake Road Rehabilitation [SOG 2022]: Milepost 3.6-9.1	\$	727,760
33886	Cordova AMHS Ferry Terminal Rehabilitation	\$	800,000
33887	Tatitlek AMHS Ferry Terminal Rehabilitation	\$	960,000
33962	Ice Roads, Seasonal Roads, and Winter Trails Program	\$	256,178
33965	Rock Slope Stabilization Program	\$	7,949,754
33973	Arctic Strategic Transportation and Resources (ASTAR) PEL Triangle Community Road Corridor	\$	1,605,621
34174	Rural Ports and Barge Landings Program [Parent]	\$	181,940
34197	Data Modernization and Innovation	\$	5,055,985
34200	Transportation Workforce Development and Training	\$	2,979,441
34257	Housing Roads Program	\$	727,760
34302	Pavement and Bridge Preservation Program	\$	22,555,484
34318	Kalifornsky Beach Road Drainage Improvements	\$	400,000
34405	Complete Streets Statewide Planning	\$	682,275
34427	Kachemak Bay Drive Milepost 0-3.5 Reconstruction	\$	650,000

34660	Pavement and Bridge Preservation Program FAST Planning Boundary	\$	2,621,200
34669	Other DOT&PF Projects in the FAST Planning Boundary	\$	8,755,500
CMAQ-F to STBG Flex	Transfer between Fund Sources or Carryover Funds between Years	\$	(3,599,371)
NHFP to STBG Flex	Transfer between Fund Sources or Carryover Funds between Years	\$	(8,865,007)
PRTC to STBG Flex	Transfer between Fund Sources or Carryover Funds between Years	\$	(11,135,203)
TAP to STBG Flex	Transfer between Fund Sources or Carryover Funds between Years	\$	(7,186,895)
Surface Transportation Block Grant: Off System Bridge		\$	12,490,739
12579	Bridge Scour Monitoring and Retrofit Program	\$	1,673,716
28810	Herring Cove Bridge Rehabilitation	\$	1,014,503
33018	Quartz Creek Bridge Replacement	\$	6,610,510
34302	Pavement and Bridge Preservation Program	\$	1,140,000
STBG Carryover Transfers	Transfer between Fund Sources or Carryover Funds between Years	\$	2,052,010
Surface Transportation Block Grant: Population <5K		\$	35,595,635
26057	Port Road Reconstruction	\$	227,424
26085	Seppala Drive Rehabilitation and Realignment	\$	126,513
26156	Center Creek Road Rehabilitation	\$	545,820
27049	Whitshed Road and Pedestrian Improvements [CTP 2019] [Parent and Final Construction]	\$	1,955,854
32359	Ruby Slough Road Rehabilitation [CTP Award 2019]	\$	272,910
32378	Second Street Reconstruction [CTP Award 2019]	\$	295,653
33241	Cape Blossom Road [Parent and Final Construction]	\$	1,266,005
33248	Shishmaref Sanitation Road Erosion Control	\$	11,036,409
33962	Ice Roads, Seasonal Roads, and Winter Trails Program	\$	4,958,335
34190	Waterways Program	\$	1,491,372
34206	West Susitna Access Road [Parent and Final Construction]	\$	3,638,800
34232	Akutan Harbor Access Road [CTP Award 2023]	\$	501,600
34259	Rural Community Connections Program	\$	2,274,250
34432	Yukon-Kuskokwim Frontier Road Construction	\$	6,367,900
34456	Avalanche Mitigation Program	\$	636,790
Surface Transportation Block Grant: Population >200K (AMATS)		\$	47,713,651
6460	Complete Streets Improvement Projects [AMATS]	\$	8,924,000
34664	Congestion Mitigation and Air Quality Improvements: [AMATS]	\$	16,565,000
34677	Motorized Pavement Replacement Projects [AMATS RDY00012]	\$	6,186,000
34678	Active Transportation Pavement Replacement Projects [AMATS NMO00008]	\$	307,000
34681	Active Transportation Improvement Projects [AMATS]	\$	183,000
34682	Transportation Plans and Studies [AMATS]	\$	1,456,000
AMATS >200k Carryover Trans	AMATS Fund Source 50-200k Carryover	\$	14,092,651
Surface Transportation Block Grant: Population 50-200K (FAST)		\$	9,630,300
17662	Community-Driven Transportation Projects [FAST]	\$	9,389,400
34686	Transportation Plans and Studies [FAST]	\$	150,000
FAST 50-200K Carryover Trans	FAST Fund Source 50-200k Carryover	\$	90,900
Surface Transportation Block Grant: Population 50-200K MVP		\$	7,208,849
34302	Pavement and Bridge Preservation Program	\$	1,819,440
34393	Community-Driven Projects: MVP MPO	\$	5,389,409
Surface Transportation Block Grant: Population 5-49,999K		\$	12,894,682
2436	Otmeloi Way Rehabilitation [CTP Award 2019]	\$	295,653
6450	US Geological Survey Flood Frequency and Analysis	\$	342,375
28890	Sayles and Gorge Street Viaduct Improvements	\$	6,424,583
33399	Rezanoff Drive Resurfacing: West Marine Way to Airport [SOGR 2022]	\$	787,500
33962	Ice Roads, Seasonal Roads, and Winter Trails Program	\$	36,060
34302	Pavement and Bridge Preservation Program	\$	5,008,511
Transportation Alternatives Program: FLEX		\$	16,278,195
33038	Kenai Bridge Access Road Pedestrian Pathway [TAP Award 2019]	\$	27,291
33039	Kenai River Flats Pedestrian Improvements [TAP Award 2019]	\$	2,033,368
33043	Harbor Way Pedestrian Improvements and Pitt Island Cemetery Walkway [TAP Award 2019]	\$	3,581,532
STBG Carryover Transfers	Transfer between Fund Sources or Carryover Funds between Years	\$	3,449,109
TAP to STBG Flex	Transfer between Fund Sources or Carryover Funds between Years	\$	7,186,895
Transportation Alternatives Program: Population <5K		\$	6,590,658
26149	Naknek to King Salmon Non-Motorized Pathway [TAP Award 2023]	\$	402,450
30169	Healy Area and School Pedestrian Path [TAP Award 2023]	\$	272,910
33039	Kenai River Flats Pedestrian Improvements [TAP Award 2019]	\$	185,390
33043	Harbor Way Pedestrian Improvements and Pitt Island Cemetery Walkway [TAP Award 2019]	\$	5,729,908
Transportation Alternatives Program: Population >200K (AMATS)		\$	6,240,749
34681	Active Transportation Improvement Projects [AMATS]	\$	1,382,500
AMATS >200k Carryover Trans	AMATS Fund Source 50-200k Carryover	\$	4,858,249
Transportation Alternatives Program: Population 50-200K (FAST)		\$	1,601,617
FAST 50-200K Carryover Trans	FAST Fund Source 50-200k Carryover	\$	1,601,617
Transportation Alternatives Program: Population 50-200K MVP		\$	426,760
34393	Community-Driven Projects: MVP MPO	\$	251,819
MVP 50-200K Carryover Trans	Transfer between Fund Sources or Carryover Funds between Years	\$	174,941
Vulnerable Road User Safety Special Rule		\$	6,103,626
19217	Highway Safety Improvement Program	\$	6,103,626
Local Match		\$	57,606,209
Local Match (ARRC)		\$	35,851,153
19634	Railroad Track Rehabilitation	\$	8,848,450
19635	Railroad Bridge Rehabilitation	\$	11,467,995
19658	Railroad Preventative Maintenance	\$	3,850,429
19664	Railroad Positive Train Control	\$	25,000
20854	Railroad Passenger Equipment	\$	1,385,380
21314	Railroad Transit Security Associated Transit Improvements	\$	5,000
31089	Railroad Locomotive Equipment	\$	200,000
31090	Railroad Transit Asset Management	\$	280,000
31091	Railroad Transit Radio and Communication System	\$	104,200
31657	Control Points LED Signal Upgrade	\$	59,000
32658	Seward Freight Dock Expansion and Airport Connector Road-ARRC	\$	188,878

Funds Programmed to Fund Source by STIP ID

33078	Portage Station Improvements	\$	597,200
33243	Railroad Signal and Detector System	\$	628,000
33244	Railroad Technology Infrastructure	\$	310,571
33245	Railroad Facility Rehabilitation	\$	275,000
33246	Railroad Operations Support Facilities	\$	220,000
33882	Railroad Tunnel Rehabilitation	\$	257,000
34263	Railroad Slide Zone Mitigation	\$	135,200
34264	Railroad Flood Mitigation	\$	250,000
34337	Railway Grade Crossing Triangle Clearing	\$	30,000
34413	Railroad Right-of-way Clearing	\$	100,000
34671	Section 5307 Alaska Railroad Projects in the FAST Planning Boundary	\$	1,363,200
34672	Section 5307 Alaska Railroad Projects in the AMATS Planning Boundary	\$	845,000
34673	Section 5307 Alaska Railroad Projects in the MVP Planning Boundary	\$	165,950
34684	Section 5337 Alaska Railroad Projects in the AMATS Planning Boundary	\$	1,300,000
34685	Section 5337 Alaska Railroad Projects in the FAST Planning Boundary	\$	2,192,300
34687	Section 5337 Alaska Railroad Projects in the MVP Planning Boundary	\$	767,400
Local Match (Community-Driven Projects)		\$	12,949,356
12259	Recreational Trails Program	\$	414,039
19119	Enhanced Mobility for Seniors and Individuals With Disabilities	\$	75,731
19120	Rural Transit and Rural Transit Assistance Program	\$	1,636,866
26057	Port Road Reconstruction	\$	11,288
26149	Naknek to King Salmon Non-Motorized Pathway [TAP Award 2023]	\$	97,550
27049	Whitshed Road and Pedestrian Improvements [CTP 2019] [Parent and Final Construction]	\$	97,073
27969	Bus and Bus Facilities	\$	507,500
28890	Sayles and Gorge Street Viaduct Improvements	\$	637,727
32378	Second Street Reconstruction [CTP Award 2019]	\$	29,347
32684	Low No Emission Electric Buses and Charging Stations	\$	893,563
32723	Redoubt Avenue and Smith Way Rehabilitation [CTP Award 2019]	\$	31,244
32728	Akakeek, Ptarmigan, and DeLapp Reconstruction [CTP Award 2019]	\$	18,060
33038	Kenai Bridge Access Road Pedestrian Pathway [TAP Award 2019]	\$	2,709
33039	Kenai River Flats Pedestrian Improvements [TAP Award 2019]	\$	220,242
33043	Harbor Way Pedestrian Improvements and Pitt Island Cemetery Walkway [TAP Award 2019]	\$	462,142
33241	Cape Blossom Road [Parent and Final Construction]	\$	4,823,645
34232	Akutan Harbor Access Road [CTP Award 2023]	\$	98,400
34417	Lutak Dock Replacement Project - Haines Borough	\$	2,400,000
34676	Non-Rail Transit Projects in the MVP Planning Boundary	\$	492,230
Local Match (FAST Planning "FM")		\$	105,300
17662	Community-Driven Transportation Projects [FAST]	\$	36,100
34686	Transportation Plans and Studies [FAST]	\$	69,200
Local Match (FAST)		\$	3,060,750
17662	Community-Driven Transportation Projects [FAST]	\$	372,300
34665	Community-Driven Carbon Reduction Projects [FAST]	\$	95,750
34674	Non-Rail Transit Projects in the FAST Planning Boundary	\$	2,592,700
Local Match (Municipality of Anchorage)		\$	5,508,500
6460	Complete Streets Improvement Projects [AMATS]	\$	757,000
34664	Congestion Mitigation and Air Quality Improvements: [AMATS]	\$	2,115,000
34675	Non-Rail Transit Projects in the AMATS Planning Boundary	\$	1,993,000
34677	Motorized Pavement Replacement Projects [AMATS RDY00012]	\$	307,000
34678	Active Transportation Pavement Replacement Projects [AMATS NMO00008]	\$	15,500
34679	Statewide Improvement Program (SIP) Transportation Control Measures (TCM) [AMATS]	\$	67,500
34681	Active Transportation Improvement Projects [AMATS]	\$	190,500
34682	Transportation Plans and Studies [AMATS]	\$	63,000
Local Match (MVP)		\$	131,150
34404	Metropolitan Planning Organization (MPO) Planning: MVP	\$	131,150
Maritime Administration (MARAD)		\$	960,000
Port Infrastructure Development Program (FY22 Award)		\$	960,000
33888	Chenega AMHS Ferry Terminal Reconstruction	\$	960,000
Other Federal Funds		\$	31,586,698
Other Federal Funds: (Community Awards)		\$	7,148,498
32684	Low No Emission Electric Buses and Charging Stations	\$	7,148,498
Other Federal Funds: Congressionally Designated Spending (CDS)		\$	22,445,100
31597	Statewide Planning and Environmental Linkages Study	\$	1,364,550
33241	Cape Blossom Road [Parent and Final Construction]	\$	19,558,550
33248	Shishmaref Sanitation Road Erosion Control	\$	1,500,000
34305	Seldovia Gravel Source Road	\$	22,000
Other Federal Funds: Discretionary Grants (AMATS)		\$	1,800,000
34675	Non-Rail Transit Projects in the AMATS Planning Boundary	\$	1,800,000
Other Federal Funds: Discretionary Grants (FAST)		\$	193,100
17662	Community-Driven Transportation Projects [FAST]	\$	193,100
State Appropriation		\$	3,211,284
General Fund Appropriation		\$	3,211,284
34417	Lutak Dock Replacement Project - Haines Borough	\$	3,211,284
State Match		\$	128,862,416
State Match		\$	120,985,889
2152	Haines Highway Milepost 3-25 and Chilkat Bridge Reconstruction [Parent and Final Construction]	\$	5,694,563
2231	Bethel Tundra Ridge Road Rehabilitation	\$	162,540
2436	Otmeloi Way Rehabilitation [CTP Award 2019]	\$	29,348
2503	Wasilla to Fishhook Main Street Reconstruction	\$	58,695
2617	Seward Highway Milepost 17-22.5 Rehabilitation	\$	54,180
2620	Seward Highway Milepost 25.5-37 Rehabilitation	\$	812,700
2670	Sterling Highway Milepost 157-169 Reconstruction Anchor Point to Baycrest Hill [Parent and Final Construction]	\$	486,717
2673	Sterling Highway Milepost 45-60 [Parent and Final Construction]	\$	2,890,800
3648	Steese Highway Milepost 128 Crooked Creek Bridge Replacement	\$	76,755
5985	Shoreside Facilities Condition Surveys	\$	48,000

Funds Programmed to Fund Source by STIP ID

6447	Bridge and Tunnel Inventory, Inspection, Monitoring, Preservation, and Rehabilitation Program	\$	270,900
6450	US Geological Survey Flood Frequency and Analysis	\$	33,986
6451	Research and Technology Transfer Program	\$	885,785
6454	Bridge Management System	\$	24,614
6455	Small Hydrologic Investigations	\$	9,030
6457	Seismic Bridge Retrofit Program	\$	68,621
10765	Egan Yandukin Intersection Improvements	\$	90,300
12579	Bridge Scour Monitoring and Retrofit Program	\$	255,931
13239	Culvert Repair and Replacement	\$	270,448
18923	Pavement and Bridge Preservation Program: Northern Region	\$	1,952,127
19120	Rural Transit and Rural Transit Assistance Program	\$	1,636,866
19217	Highway Safety Improvement Program	\$	5,362,482
21114	South Tongass Highway Deermount to Saxman Reconstruction	\$	45,150
22299	Alaska Highway Milepost 1235-1268 Rehabilitation [Parent and Final Construction]	\$	2,805,096
22322	Alaska Highway Milepost 1393 Gerstle River Bridge Replacement [Parent and Final Construction]	\$	82,500
22446	Dalton Highway Milepost 18-37 Reconstruction	\$	812,700
22452	Dalton Highway Milepost 109-144 Reconstruction and Douglas Creek Bridge Replacement [Parent and Final Construction]	\$	112,875
23455	South Tongass Highway Saxman to Surf Street Reconstruction	\$	31,605
24337	State Street Pavement Rehabilitation	\$	2,889,398
24596	Knik Goose Bay Road Reconstruction: Centaur Avenue to Settler's Bay [Parent and Final Construction]	\$	252,840
25836	AASHTO Technical Programs Support	\$	35,671
26057	Port Road Reconstruction	\$	11,288
26085	Seppala Drive Rehabilitation and Realignment	\$	1,274,520
26156	Center Creek Road Rehabilitation	\$	54,180
26168	Air Quality Mobile Source Modeling	\$	18,473
26330	Haines Highway Milepost 3-25 and Chilkat Bridge Reconstruction [Stage 2]	\$	633,801
27049	Whitshed Road and Pedestrian Improvements [CTP 2019] [Parent and Final Construction]	\$	97,073
27766	South Tongass Highway Improvements	\$	235,027
27969	Bus and Bus Facilities	\$	507,500
28332	Anton Anderson Memorial (Whittier) Tunnel Backup Generation	\$	30,000
28810	Herring Cove Bridge Rehabilitation	\$	100,703
29675	Cultural Resource Management	\$	51,381
29709	Auke Bay Ferry Terminal East Berth Mooring Rehabilitation	\$	130,000
29737	Parks Highway Bridge Replacement Montana Creek, Sheep Creek, and Goose Creek Bridges	\$	422,785
29877	Chiniak Highway Milepost 15-31 Rehabilitation [Parent and Final Construction]	\$	18,060
29913	Sterling Highway Milepost 82.5-94 Safety Corridor Improvements [Parent and Final Construction]	\$	26,400
29914	Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement [SOG 2018] [Parent and Final Construction]	\$	132,000
30169	Healy Area and School Pedestrian Path [TAP Award 2023]	\$	27,090
30549	Kenai Spur Highway Rehabilitation	\$	33,863
30729	Inter-Island Ferry Authority Ferry Refurbishments	\$	880,116
30830	Revilla New Ferry Berth and Upland Improvements	\$	307,020
31098	Ketchikan Ferry Terminal Improvements [Stage 2]	\$	589,785
31330	Glenn Highway Reconstruction: Parks Highway to South Inner Springer Loop (Cienna Avenue)	\$	53,741
31469	Ward Creek Bridge Replacement	\$	117,390
31596	Winter Trail Marking	\$	13,545
31597	Statewide Planning and Environmental Linkages Study	\$	137,708
31718	South Tongass Highway Hoadley Creek Bridge Replacement	\$	5,418
31719	South Tongass Highway and Water Street Viaduct Improvements [Parent and Final Construction]	\$	153,510
31847	Chief Eddie Hoffman Highway Reconstruction	\$	180,600
31899	Disadvantaged Business and Civil Rights Disparity Compliance Study	\$	72,560
32018	Glenn Highway Milepost 158-172 Rehabilitation [SOG 2018]	\$	46,200
32020	Tok Cutoff Highway Milepost 0-8 Resurfacing [SOG 2018]	\$	16,500
32359	Ruby Slough Road Rehabilitation [CTP Award 2019]	\$	27,090
32478	ADA Implementation and Compliance	\$	232,748
32684	Low No Emission Electric Buses and Charging Stations	\$	893,562
32721	Hemmer Road Upgrade and Extension [CTP Award 2019]	\$	135,450
32722	Hermon Road Upgrade and Extension [CTP Award 2019]	\$	58,695
32724	Seldon Road Extension [Stage 2]: Windy Bottom/Beverly Lakes Road to Pittman [CTP Award]	\$	45,150
32726	Trunk Road (Nelson Road) Rehabilitation and Bridge Replacement [CTP Award 2019]	\$	45,150
33018	Quartz Creek Bridge Replacement	\$	41,087
33043	Harbor Way Pedestrian Improvements and Pitt Island Cemetery Walkway [TAP Award 2019]	\$	462,143
33242	Sterling Highway Milepost 45-60 [Stage 2]	\$	330,000
33248	Shishmaref Sanitation Road Erosion Control	\$	1,244,408
33399	Rezanoff Drive Resurfacing: West Marine Way to Airport [SOG 2022]	\$	78,170
33693	Big Lake Road Rehabilitation [SOG 2022]: Milepost 3.6-9.1	\$	72,240
33824	Alaska Highway Milepost 1380 Johnson River Bridge Replacement [Parent and Final Construction]	\$	118,800
33865	National Electric Vehicle Infrastructure Program	\$	1,073,726
33886	Cordova AMHS Ferry Terminal Rehabilitation	\$	200,000
33887	Tatitlek AMHS Ferry Terminal Rehabilitation	\$	240,000
33888	Chenega AMHS Ferry Terminal Reconstruction	\$	240,000
33962	Ice Roads, Seasonal Roads, and Winter Trails Program	\$	593,216
33965	Rock Slope Stabilization Program	\$	1,376,865
33967	Mooring System Rehabilitation	\$	123,846
34126	Alaska Highway Milepost 1348 Robertson River Bridge Replacement	\$	135,300
34155	Sargent Creek and Russian River Bridges Planning Study - Kodiak Island Borough	\$	322,000
34163	Non-Urban Transit Planning	\$	41,571
34174	Rural Ports and Barge Landings Program [Parent]	\$	18,060
34190	Waterways Program	\$	148,039
34195	Southeast Alaska Port Electrification	\$	135,450
34197	Data Modernization and Innovation	\$	1,534,298
34198	Light up the Highways	\$	993,300
34199	Sustainable Transportation Inventory and Data Collection	\$	168,455
34206	West Susitna Access Road [Parent and Final Construction]	\$	361,200
34211	M/V Kennicott Emissions and Exhaust	\$	5,036,512

34257	Housing Roads Program	\$	72,544
34259	Rural Community Connections Program	\$	225,750
34302	Pavement and Bridge Preservation Program	\$	10,727,392
34304	Parks Highway Milepost 303-306 Rehabilitation	\$	16,500
34305	Seldovia Gravel Source Road	\$	2,184
34313	State-owned Shipyard Repairs	\$	45,150
34320	Ferry Service for Rural Communities Operating Assistance	\$	46,823,800
34405	Complete Streets Statewide Planning	\$	67,725
34432	Yukon-Kuskokwim Frontier Road Construction	\$	632,100
34442	Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement [SOG 2018] [Stage 1]	\$	1,500,206
34443	Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement [SOG 2018] [Stage 2]	\$	2,720,000
34449	State Rail Plan	\$	99,330
34450	Truck Parking Study	\$	31,605
34451	Renewable Diesel Implementation Study	\$	58,695
34452	Rural Dust Mitigation Program	\$	135,450
34455	Construction Material Waste	\$	22,575
34456	Avalanche Mitigation Program	\$	63,210
34464	DOT&PF Fleet Conversion	\$	63,210
34566	High Priority Fish Passage Restoration at Three Mile Creek in Klawock - DOT&PF	\$	95,715
AWP [Ledger]	Annual Planning Work Program	\$	6,434,757
State Match (AMATS)		\$	3,627,000
6460	Complete Streets Improvement Projects [AMATS]	\$	72,000
34658	Highway Safety Improvement Program AMATS Planning Boundary	\$	384,000
34661	Pavement and Bridge Preservation Program AMATS Planning Boundary	\$	2,258,000
34677	Motorized Pavement Replacement Projects [AMATS RDY00012]	\$	307,000
34678	Active Transportation Pavement Replacement Projects [AMATS NMO00008]	\$	15,500
34679	Statewide Improvement Program (SIP) Transportation Control Measures (TCM) [AMATS]	\$	94,500
34681	Active Transportation Improvement Projects [AMATS]	\$	175,000
34682	Transportation Plans and Studies [AMATS]	\$	81,000
34691	Other DOT&PF Projects in the AMATS Planning Boundary	\$	240,000
State Match (FAST)		\$	4,249,527
17662	Community-Driven Transportation Projects [FAST]	\$	575,400
34657	Highway Safety Improvement Program FAST Planning Boundary	\$	2,627,710
34660	Pavement and Bridge Preservation Program FAST Planning Boundary	\$	260,200
34663	Congestion Mitigation and Air Quality Improvements: FAST	\$	527,967
34665	Community-Driven Carbon Reduction Projects [FAST]	\$	95,750
34669	Other DOT&PF Projects in the FAST Planning Boundary	\$	162,500
USDOT Office of the Secretary Discretionary Grant Programs		\$	22,623,692
Rebuilding America's Infrastructure with Sustainability and Equity (FY21 Award)		\$	20,000,000
34417	Lutak Dock Replacement Project - Haines Borough	\$	20,000,000
Rebuilding American Infrastructure with Sustainability and Equity (FY22 Award)		\$	679,129
32658	Seward Freight Dock Expansion and Airport Connector Road-ARRC	\$	679,129
Strengthening Mobility and Revolutionizing Transportation Grants Program (FY23 Award)		\$	1,944,563
34398	Alaska Rural Remote Operations Workplan (ARROW Program) - DOT&PF	\$	1,944,563
FY25		\$	2,057,963,509
Federal Highways Administration Discretionary Grant Programs		\$	85,479,275
Charging and Fueling Infrastructure (FY23 Award)		\$	1,403,838
34546	Chilkoot Community Electric Vehicle and Economic Development Infrastructure Hub - Chilkoot Indian Association	\$	1,403,838
National Culvert Removal Replacement and Restoration Grant Program (FY22 Award)		\$	24,828,482
34549	Clarks Point - Ekuk Road Project - Bristol Bay Native Association	\$	13,297,800
34563	Eyak Lake Weir Restorations - The Eyak Corporation	\$	3,494,392
34576	Kulixelcan River Culvert Project - Yakutat Tlingit Tribe	\$	3,746,677
34580	Meadow Creek Fish Passage Improvement Project, Mat-Su Basin - Knik Tribe	\$	1,697,510
34581	Metlakatla Indian Community Watershed-Scale Fish Passage Improvement Project - Metlakatla Indian Community	\$	1,754,386
34626	Yakutat Fish Passage Culvert Replacement Program-Yakutat Tlingit Tribe	\$	837,717
National Culvert Removal Replacement and Restoration Grant Program (FY23 Award)		\$	32,509,438
34566	High Priority Fish Passage Restoration at Three Mile Creek in Klawock - DOT&PF	\$	4,504,409
34585	Naknek River Watershed Culvert Replacements - DOT&PF	\$	3,746,677
34589	Parks Highway Fish Passage Improvement Plan - DOT&PF	\$	20,000,000
34592	Port Valdez - Frontal Valdez Arm Watershed - DOT&PF	\$	4,258,352
Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (FY22 Award)		\$	10,204,893
34547	City of North Pole: Alaska, Drainage Project - City of North Pole	\$	752,142
34561	Ekuk Evacuation Road Project - Bristol Bay Native Association	\$	4,525,970
34604	Strengthening Transportation Resilience on the Island of Unalaska - Qawalangin Tribe of Unalaska	\$	2,950,741
34607	The Village of Shaktoolik Evacuation Road - the First Step Toward Resilience - Kawerak Incorporated	\$	1,976,040
Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (FY23 Award)		\$	6,800,000
34536	Alaska West Coast Resiliency Projects - DOT&PF	\$	6,800,000
Tribal High Priority Projects (FY22 Award)		\$	5,631,210
34564	Fast End Roads Design Refresh - Nome Eskimo Community	\$	365,217
34567	High Ridge Road Phase Two - Igiugig Village	\$	998,975
34578	Manokotak First, Second, Third Street Rehabilitation Road Project - Manokotak Village	\$	1,000,000
34583	Minto Community Street Improvement - Native Village of Minto	\$	50,000
34587	Old John Lake Trail - Arctic Village Council	\$	1,000,000
34590	Pedro Bay Landfill Access Road - Pedro Bay Village	\$	745,000
34608	Tribal Way Road Improvement - Sitka Tribe of Alaska	\$	722,018
34625	White Mountain Community Streets - Native Village of White Mountain	\$	750,000
Tribal Transportation Program Safety Fund (FY22 Award)		\$	1,942,090
34569	Huslia Streetlight Illumination Project - Huslia Village	\$	48,000
34571	Kasaan Access Road Killer Hill Realignment - Organized Village of Kasaan	\$	1,251,339
34586	Nerka Infrastructure Safety Improvements - Curyung Tribal Council	\$	608,271
34591	Pilot Point Brush Cutting & Signs Program Startup - Native Village of Pilot Point	\$	34,480
Tribal Transportation Program Safety Fund (FY23 Award)		\$	2,159,324
34562	Ekwok Road Spot Safety Improvements Preliminary Engineering - Native Village of Ekwok	\$	54,690
34568	Hillcrest Drive and Bayou Loop Road Safety Improvements Design Project - Native Village of Clarks Point	\$	198,345

34577	Main Street Spot Safety Improvements Preliminary Engineering - Native Village of New Stuyahok	\$	54,690
34582	Mile Post 111.5 Richardson Highway Turn Lanes Project - Native Village of Gakona	\$	691,480
34584	Naknek Pedestrian Path Construction Project - Naknek Native Village Council	\$	940,150
34593	Preliminary Engineering for Safety Improvements on Walden Point Road and Airport Road - Metlakatla Indian Commur	\$	200,000
34605	Systemic Application of Roadway Departure Countermeasures - Native Village of Noatak	\$	19,969
Federal Transit Administration		\$	113,993,530
Section 5303 Metropolitan Planning (AMATS)		\$	432,239
34345	Urban Transit Planning AMATS	\$	432,239
Section 5303 Metropolitan Planning (FAST)		\$	123,858
34686	Transportation Plans and Studies [FAST]	\$	123,858
Section 5303 Metropolitan Planning (MVP)		\$	92,715
34404	Metropolitan Planning Organization (MPO) Planning: MVP	\$	92,715
Section 5304 Statewide Planning (Rural)		\$	169,430
34163	Non-Urban Transit Planning	\$	169,430
Section 5307 Urbanized Area Formula (Anchorage Area Transit)		\$	7,224,292
34675	Non-Rail Transit Projects in the AMATS Planning Boundary	\$	4,950,000
ARRC Transfers	Transfer between Fund Sources or Carryover Funds between Years	\$	2,274,292
Section 5307 Urbanized Area Formula (ARRC in AMATS)		\$	3,180,000
34672	Section 5307 Alaska Railroad Projects in the AMATS Planning Boundary	\$	3,180,000
Section 5307 Urbanized Area Formula (ARRC in FAST)		\$	5,315,000
34671	Section 5307 Alaska Railroad Projects in the FAST Planning Boundary	\$	5,315,000
Section 5307 Urbanized Area Formula (ARRC in MVP)		\$	460,000
34673	Section 5307 Alaska Railroad Projects in the MVP Planning Boundary	\$	460,000
Section 5307 Urbanized Area Formula (ARRC Statewide)		\$	14,400,471
19634	Railroad Track Rehabilitation	\$	18,400,000
19664	Railroad Positive Train Control	\$	50,000
21314	Railroad Transit Security Associated Transit Improvements	\$	10,000
33078	Portage Station Improvements	\$	1,360,000
33245	Railroad Facility Rehabilitation	\$	609,000
33246	Railroad Operations Support Facilities	\$	1,116,000
33882	Railroad Tunnel Rehabilitation	\$	812,000
34264	Railroad Flood Mitigation	\$	507,500
34337	Railway Grade Crossing Triangle Clearing	\$	53,600
34413	Railroad Right-of-way Clearing	\$	406,000
ARRC Carryover Transfers	Transfer between Fund Sources or Carryover Funds between Years	\$	(6,649,337)
ARRC Transfers	Transfer between Fund Sources or Carryover Funds between Years	\$	(2,274,292)
Section 5307 Urbanized Area Formula (Fairbanks Area Transit)		\$	2,674,400
34674	Non-Rail Transit Projects in the FAST Planning Boundary	\$	2,674,400
Section 5307 Urbanized Area Formula (Mat-Su Borough Area Transit)		\$	1,901,316
34676	Non-Rail Transit Projects in the MVP Planning Boundary	\$	1,901,316
Section 5310 Enhanced Mobility for Older Adults & People w/ Disabilities (AMATS)		\$	192,000
34675	Non-Rail Transit Projects in the AMATS Planning Boundary	\$	192,000
Section 5310 Enhanced Mobility for Older Adults & People w/ Disabilities (MVP)		\$	54,136
34676	Non-Rail Transit Projects in the MVP Planning Boundary	\$	54,136
Section 5310 Enhanced Mobility for Older Adults & People w/ Disabilities (Statewide)		\$	312,011
19119	Enhanced Mobility for Seniors and Individuals With Disabilities	\$	312,011
Section 5311 Nonurbanized Area Formula (Indian Reservation Formula)		\$	863,347
19120	Rural Transit and Rural Transit Assistance Program	\$	863,347
Section 5311 Nonurbanized Area Formula (Rural Transit Assistance Program)		\$	122,703
19120	Rural Transit and Rural Transit Assistance Program	\$	122,703
Section 5311 Nonurbanized Area Formula (Statewide)		\$	12,501,724
19120	Rural Transit and Rural Transit Assistance Program	\$	12,501,724
Section 5337 State of Good Repair ((ARRC in MVP Boundary)		\$	2,265,000
34687	Section 5337 Alaska Railroad Projects in the MVP Planning Boundary	\$	2,265,000
Section 5337 State of Good Repair (Anchorage Area Transit) (ARRC in AMATS Boundary)		\$	9,178,400
34684	Section 5337 Alaska Railroad Projects in the AMATS Planning Boundary	\$	800,000
ARRC Transfers	Transfer between Fund Sources or Carryover Funds between Years	\$	8,378,400
Section 5337 State of Good Repair (ARRC in FAST Boundary)		\$	3,170,800
34685	Section 5337 Alaska Railroad Projects in the FAST Planning Boundary	\$	3,170,800
Section 5337 State of Good Repair (ARRC Statewide)		\$	41,442,987
19635	Railroad Bridge Rehabilitation	\$	18,178,200
19658	Railroad Preventative Maintenance	\$	15,417,546
19664	Railroad Positive Train Control	\$	50,000
20854	Railroad Passenger Equipment	\$	3,681,600
21314	Railroad Transit Security Associated Transit Improvements	\$	10,000
31089	Railroad Locomotive Equipment	\$	812,000
31090	Railroad Transit Asset Management	\$	1,560,000
31091	Railroad Transit Radio and Communication System	\$	451,200
33243	Railroad Signal and Detector System	\$	1,162,286
33244	Railroad Technology Infrastructure	\$	453,600
34263	Railroad Slide Zone Mitigation	\$	800,000
ARRC Transfers	Transfer between Fund Sources or Carryover Funds between Years	\$	(1,133,445)
Section 5339 Bus and Bus Facilities (AMATS)		\$	576,000
34675	Non-Rail Transit Projects in the AMATS Planning Boundary	\$	576,000
Section 5339 Bus and Bus Facilities (Low-No Emissions)		\$	3,118,400
34674	Non-Rail Transit Projects in the FAST Planning Boundary	\$	3,118,400
Section 5339 Bus and Bus Facilities (MVP)		\$	40,502
34676	Non-Rail Transit Projects in the MVP Planning Boundary	\$	40,502
Section 5339 Bus and Bus Facilities (Statewide)		\$	4,181,799
27969	Bus and Bus Facilities	\$	4,181,799
Federal Transit Administration Discretionary Grant Programs		\$	231,678,088
IIJA Sec. 71103 Rural Ferry Program FTA Grant (FY22 Award)		\$	76,740,957
29709	Auke Bay Ferry Terminal East Berth Mooring Rehabilitation	\$	12,400,000
30189	M/V Tustumena Replacement Vessel	\$	63,620,957

33883	Angoon Ferry Terminal Rehabilitation	\$	80,000
34192	Yakutat Ferry Terminal Reconstruction	\$	640,000
IIJA Sec. 71103 Rural Ferry Program FTA Grant (FY23 Award)		\$	109,062,617
30189	M/V Tustumena Replacement Vessel	\$	92,786,400
33885	Pelican Ferry Terminal Reconstruction	\$	640,000
33978	M/V Tazlina Crew Quarters	\$	15,454,277
34193	Take Ferry Terminal Rehabilitation	\$	181,940
IIJA Sec. 71103 Rural Ferry Program FTA Grant: Operating Support (FY23 Award)		\$	41,667,421
34320	Ferry Service for Rural Communities Operating Assistance	\$	41,667,421
Section 5339 Bus and Bus Facilities Discretionary Grant (FY24 Award)		\$	4,207,093
34407	Gulkana Transit Operations and Maintenance Facility - Gulkana Village Council	\$	4,207,093
FHWA AC		\$	225,763,259
National Highway Performance Program Advance Construction		\$	95,020,694
12641	Seward Highway Milepost 98.5 to 118 Bird Flats to Rabbit Creek [Parent and Final Construction]	\$	23,350,000
24596	Knik Goose Bay Road Reconstruction: Centaur Avenue to Settler's Bay [Parent and Final Construction]	\$	36,402,219
33720	Richardson Highway Milepost 275-295 Rehabilitation	\$	1,364,550
34434	Sterling Highway Milepost 157-169 Reconstruction Anchor Point To Baycrest Hill [Stage 1]	\$	30,719,975
34637	Parks Highway Milepost 234-238 Reconstruction and Railroad Realignment	\$	3,183,950
Surface Transportation Block Grant: FLEX Advance Construction		\$	107,799,065
6234	Palmer-Fishhook Separated Pathway: Trunk Road to Edgerton Parks Road [TAP Award 2023]	\$	245,080
34302	Pavement and Bridge Preservation Program	\$	80,241,195
34433	Fairview Loop Road Rehabilitation and Pathway [Stage 1]	\$	15,019,057
34461	West Susitna Access Road [Stage 1]	\$	12,293,733
Surface Transportation Block Grant: Population <5K Advance Construction		\$	20,923,100
26085	Seppala Drive Rehabilitation and Realignment	\$	20,013,400
26156	Center Creek Road Rehabilitation	\$	909,700
Surface Transportation Block Grant: Population 50-200K (FAST) Advance Construction		\$	2,020,400
17662	Community-Driven Transportation Projects [FAST]	\$	1,747,500
34686	Transportation Plans and Studies [FAST]	\$	272,900
FHWA Formula Exempt from Limitation		\$	149,029,243
Disadvantaged Businesses Training		\$	140,196
6458	Civil Rights Program	\$	140,196
Ferry Boat Funds		\$	60,054,876
5985	Shoreside Facilities Condition Surveys	\$	192,000
6413	Fleet Condition Surveys	\$	320,000
13883	Skagway Ferry Terminal Modifications	\$	4,800,000
18358	Ferry Refurbishment	\$	3,000,000
18359	Ferry Terminal Rehabilitation	\$	1,360,000
29709	Auke Bay Ferry Terminal East Berth Mooring Rehabilitation	\$	3,100,000
30189	M/V Tustumena Replacement Vessel	\$	39,101,839
30729	Inter-Island Ferry Authority Ferry Refurbishments	\$	2,130,912
33883	Angoon Ferry Terminal Rehabilitation	\$	20,000
33885	Pelican Ferry Terminal Reconstruction	\$	160,000
33967	Mooring System Rehabilitation	\$	960,000
33972	South Tongass Ferry Terminal	\$	400,000
33978	M/V Tazlina Crew Quarters	\$	3,863,569
34192	Yakutat Ferry Terminal Reconstruction	\$	160,000
34193	Take Ferry Terminal Rehabilitation	\$	18,060
34313	State-owned Shipyard Repairs	\$	468,496
Highway Improvement Program Bridge Funds		\$	39,397,500
32299	Takotna River Bridge Replacement	\$	37,263,104
32726	Trunk Road (Nelson Road) Rehabilitation and Bridge Replacement [CTP Award 2019]	\$	133,726
33696	Petersville Road Milepost 7 Moose Creek Bridge Reconstruction [SOGA Award 2022]	\$	1,000,670
34130	Richardson Highway Milepost 346 Northbound Chena Bridge Replacement	\$	74,217,323
34467	Glenn Highway Milepost 53-56 Reconstruction and Moose Creek Bridge Replacement	\$	1,000,000
HIP Bridge Carryover Transfer: Transfer between Fund Sources or Carryover Funds between Years		\$	(74,217,323)
Highway Improvement Program Bridge Funds -Off System Bridge		\$	6,952,500
26124	Gold Creek Bridge and Tatalina Bridge Replacement	\$	5,671,499
34461	West Susitna Access Road [Stage 1]	\$	1,281,001
Highway Infrastructure Bridge Replacement		\$	31,157,500
22322	Alaska Highway Milepost 1393 Gerstle River Bridge Replacement [Parent and Final Construction]	\$	700,500
31469	Ward Creek Bridge Replacement	\$	227,425
31719	South Tongass Highway and Water Street Viaduct Improvements [Parent and Final Construction]	\$	1,364,550
32299	Takotna River Bridge Replacement	\$	1,454,850
34130	Richardson Highway Milepost 346 Northbound Chena Bridge Replacement	\$	2,540,657
34302	Pavement and Bridge Preservation Program	\$	11,869,518
34445	Alaska Highway Milepost 1380 Johnson River Bridge Replacement [Stage 1]	\$	10,000,000
34461	West Susitna Access Road [Stage 1]	\$	3,000,000
National Electric Vehicle Infrastructure		\$	10,586,475
33865	National Electric Vehicle Infrastructure Program	\$	28,268,048
NEVI Carryover Transfers: Transfer between Fund Sources or Carryover Funds between Years		\$	(17,681,573)
National Electric Vehicle Infrastructure (AMATS)		\$	600,000
34691	Other DOT&PF Projects in the AMATS Planning Boundary	\$	600,000
On The Job Training		\$	140,196
6458	Civil Rights Program	\$	140,196
FHWA Formula Subject to Limitation		\$	649,261,682
Carbon Reduction Program 50-200k (FAST)		\$	1,051,100
34665	Community-Driven Carbon Reduction Projects [FAST]	\$	1,051,100
Carbon Reduction Program 50-200k MVP		\$	798,418
34667	Community-Driven Carbon Reduction Projects: MVP	\$	798,418
Carbon Reduction Program FLEX		\$	5,901,132
6234	Palmer-Fishhook Separated Pathway: Trunk Road to Edgerton Parks Road [TAP Award 2023]	\$	12,092
34197	Data Modernization and Innovation	\$	227,425
34198	Light up the Highways	\$	548,500

Funds Programmed to Fund Source by STIP ID

34454	Off-System Alternative Fuel and Electric Vehicle Charging Infrastructure Program	\$	1,364,550
CRP Carryover Transfers	Transfer between Fund Sources or Carryover Funds between Years	\$	797,999
CRP to STBG Flex	Transfer between Fund Sources or Carryover Funds between Years	\$	2,950,566
Carbon Reduction Program: Population <5K		\$	3,942,404
34197	Data Modernization and Innovation	\$	2,500,000
CRP Carryover Transfers	Transfer between Fund Sources or Carryover Funds between Years	\$	1,442,404
Carbon Reduction Program: Population >200K (AMATS)		\$	3,723,660
34664	Congestion Mitigation and Air Quality Improvements: [AMATS]	\$	879,000
34679	Statewide Improvement Program (SIP) Transportation Control Measures (TCM) [AMATS]	\$	455,000
34681	Active Transportation Improvement Projects [AMATS]	\$	5,040,000
AMATS >200k Carryover Trans	AMATS Fund Source 50-200k Carryover	\$	(2,650,340)
Carbon Reduction Program: Population 5-49,999K		\$	1,428,154
34195	Southeast Alaska Port Electrification	\$	318,395
34197	Data Modernization and Innovation	\$	227,425
CRP 5-50 to STBG 5-50	Transfer between Fund Sources or Carryover Funds between Years	\$	882,334
Congestion Mitigation Air Quality (CMAQ) Flex		\$	19,636,543
34464	DOT&PF Fleet Conversion	\$	8,550,770
CMAQ-F to STBG Flex	Transfer between Fund Sources or Carryover Funds between Years	\$	11,085,773
Congestion Mitigation Air Quality (CMAQ) Flex (AMATS)		\$	1,417,000
34664	Congestion Mitigation and Air Quality Improvements: [AMATS]	\$	962,000
34691	Other DOT&PF Projects in the AMATS Planning Boundary	\$	455,000
Congestion Mitigation Air Quality (CMAQ) Flex (FAST)		\$	3,235,100
17662	Community-Driven Transportation Projects [FAST]	\$	1,275,100
34674	Non-Rail Transit Projects in the FAST Planning Boundary	\$	1,960,000
Congestion Mitigation Air Quality (CMAQ) Mandatory		\$	2,633,606
26168	Air Quality Mobile Source Modeling	\$	186,105
34197	Data Modernization and Innovation	\$	2,416,595
34200	Transportation Workforce Development and Training	\$	30,906
Congestion Mitigation Air Quality (CMAQ) Mandatory (AMATS)		\$	1,361,000
34679	Statewide Improvement Program (SIP) Transportation Control Measures (TCM) [AMATS]	\$	1,361,000
Congestion Mitigation Air Quality (CMAQ) Mandatory (FAST)		\$	669,493
34663	Congestion Mitigation and Air Quality Improvements: FAST	\$	669,493
Highway Safety Improvement Program (AMATS)		\$	1,937,506
34658	Highway Safety Improvement Program AMATS Planning Boundary	\$	1,937,506
Highway Safety Improvement Program (SA FAST)		\$	8,303,400
34657	Highway Safety Improvement Program FAST Planning Boundary	\$	8,303,400
Highway Safety Improvement Program (SA Takedown)		\$	45,977
19217	Highway Safety Improvement Program	\$	45,977
Highway Safety Improvement Program: (SA)		\$	25,383,926
19217	Highway Safety Improvement Program	\$	23,064,094
34435	Sterling Highway Milepost 157-169 Rehabilitation Anchor Point to Baycrest Hill [Stage 2-HSIP]	\$	2,319,832
Metropolitan Planning Program (AMATS)		\$	2,082,388
34343	Metropolitan Planning Organization (MPO) Planning: AMATS	\$	2,082,388
Metropolitan Planning Program (FAST)		\$	444,100
34686	Transportation Plans and Studies [FAST]	\$	444,100
Metropolitan Planning Program (MVP)		\$	446,606
34404	Metropolitan Planning Organization (MPO) Planning: MVP	\$	446,606
National Highway Freight Program		\$	9,130,957
NHFP to STBG Flex	Transfer between Fund Sources or Carryover Funds between Years	\$	9,130,957
National Highway Performance Program		\$	286,247,104
2503	Wasilla to Fishhook Main Street Reconstruction	\$	62,253,389
2620	Seward Highway Milepost 25.5-37 Rehabilitation	\$	454,850
6447	Bridge and Tunnel Inventory, Inspection, Monitoring, Preservation, and Rehabilitation Program	\$	1,559,012
6450	US Geological Survey Flood Frequency and Analysis	\$	688,836
6454	Bridge Management System	\$	247,962
6455	Small Hydrologic Investigations	\$	90,970
6457	Seismic Bridge Retrofit Program	\$	200,000
10765	Egan Yandukin Intersection Improvements	\$	11,371
11439	Anton Anderson Memorial (Whittier) Tunnel Maintenance and Operations	\$	3,415,610
13239	Culvert Repair and Replacement	\$	545,820
28332	Anton Anderson Memorial (Whittier) Tunnel Backup Generation	\$	2,400,000
29911	Vine Road Reconstruction: Knik-Goose Bay Road to Hollywood Road	\$	3,365,890
29914	Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement [SOGR 2018] [Parent and Fina	\$	653,800
29973	Richardson Highway Milepost 65-80 Rehabilitation	\$	127,358
30549	Kenai Spur Highway Rehabilitation	\$	42,755,900
31270	Parks Highway Milepost 57-70 Rehabilitation	\$	560,400
31310	Klondike Highway Rehabilitation: Skagway River Bridge to Canadian Border [Parent and Final Construction]	\$	5,540,073
32024	Franklin Street and Thane Road Rehabilitation [SOGR 2018]	\$	454,850
33247	Seward Highway Milepost 14 Railroad Crossing Reconstruction	\$	18,330,455
33600	Elliott Highway Milepost 12-18 Rehabilitation	\$	227,425
33601	Elliott Highway Milepost 63-73 Rehabilitation	\$	363,880
33741	Seward Highway and Sterling Highway Intersection Improvements SOGR 2018 [Parent and Final Construction]	\$	373,600
33965	Rock Slope Stabilization Program	\$	7,974,418
34130	Richardson Highway Milepost 346 Northbound Chena Bridge Replacement	\$	10,755,160
34172	Parks Highway Milepost 52-57 Big Lake to Houston Reconstruction	\$	934,000
34200	Transportation Workforce Development and Training	\$	1,000,000
34302	Pavement and Bridge Preservation Program	\$	10,766,788
34304	Parks Highway Milepost 303-306 Rehabilitation	\$	18,680
34317	Alaska Highway Yukon Territory Permafrost Repairs	\$	11,484,963
34434	Sterling Highway Milepost 157-169 Reconstruction Anchor Point To Baycrest Hill [Stage 1]	\$	37,507,525
34435	Sterling Highway Milepost 157-169 Rehabilitation Anchor Point to Baycrest Hill [Stage 2-HSIP]	\$	3,755,168
34441	Parks Highway Milepost 315-325 Reconstruction [Stage 2]	\$	43,898,000
34445	Alaska Highway Milepost 1380 Johnson River Bridge Replacement [Stage 1]	\$	12,429,451
34467	Glenn Highway Milepost 53-56 Reconstruction and Moose Creek Bridge Replacement	\$	1,101,500

National Highway Performance Program - Exempt		\$ 7,915,622
34197	Data Modernization and Innovation	\$ 7,915,622
National Highway Performance Program (AMATS)		\$ 22,743,000
34661	Pavement and Bridge Preservation Program AMATS Planning Boundary	\$ 22,743,000
Projects To Reduce PM 2.5 Emissions Set-Aside		\$ 2,241,729
34663	Congestion Mitigation and Air Quality Improvements: FAST	\$ 2,241,729
PROTECT Program		\$ 12,514,013
34318	Kalifornsky Beach Road Drainage Improvements	\$ 3,120,000
PRTC to STBG Flex	Transfer between Fund Sources or Carryover Funds between Years	\$ 9,394,013
Railway-Highway Crossings Program		\$ 1,261,750
19217	Highway Safety Improvement Program	\$ 1,261,750
Recreational Trails Program and 1% Admin Set-Aside		\$ 1,605,590
12259	Recreational Trails Program	\$ 1,605,590
Safe And Accessible Trans Options - Metro Planning		\$ 80,136
19217	Highway Safety Improvement Program	\$ 80,136
Section 154 Penalties (NHPP) (AMATS)		\$ 9,717,039
19217	Highway Safety Improvement Program	\$ 9,717,039
Section 154 Penalties (STBG)		\$ 4,727,208
19217	Highway Safety Improvement Program	\$ 1,000,000
34658	Highway Safety Improvement Program AMATS Planning Boundary	\$ 3,727,208
Section 164 Penalties (NHPP)		\$ 9,717,039
34658	Highway Safety Improvement Program AMATS Planning Boundary	\$ 9,717,039
Section 164 Penalties (STBG)		\$ 4,727,208
19217	Highway Safety Improvement Program	\$ 4,727,208
Statewide Planning and Research (NHFP Set-aside)		\$ 372,692
6451	Research and Technology Transfer Program	\$ 372,692
Statewide Planning and Research (CMAQ Set-aside)		\$ 642,635
6451	Research and Technology Transfer Program	\$ 642,635
Statewide Planning and Research (HSIP Set-aside)		\$ 855,338
6451	Research and Technology Transfer Program	\$ 855,338
Statewide Planning and Research (NHPP Set-aside)		\$ 7,773,631
AWP [Ledger]	Annual Planning Work Program	\$ 7,773,631
Statewide Planning and Research (STBG Set-aside)		\$ 3,781,767
6451	Research and Technology Transfer Program	\$ 1,528,167
25836	AASHTO Technical Programs Support	\$ 227,426
AWP [Ledger]	Annual Planning Work Program	\$ 2,026,174
Surface Transportation Block Grant: FLEX		\$ 55,261,243
6447	Bridge and Tunnel Inventory, Inspection, Monitoring, Preservation, and Rehabilitation Program	\$ 1,559,012
6457	Seismic Bridge Retrofit Program	\$ 409,044
12579	Bridge Scour Monitoring and Retrofit Program	\$ 2,181,920
12979	Highway Fuel Tax Evasion	\$ 42,227
13239	Culvert Repair and Replacement	\$ 363,880
29675	Cultural Resource Management	\$ 407,591
30831	Revilla Refurbish Existing Ferry Berth	\$ 1,273,580
30834	Gravina Refurbish Existing Ferry Berth	\$ 4,480,000
32478	ADA Implementation and Compliance	\$ 10,747,742
32721	Hemmer Road Upgrade and Extension [CTP Award 2019]	\$ 1,075,265
32722	Hermon Road Upgrade and Extension [CTP Award 2019]	\$ 2,547,160
33178	Trout Creek Culvert Replacement and Aquatic Organism Passage Improvements	\$ 2,451,856
33599	Chena Hot Springs Road Milepost 6-13 Rehabilitation [SOGR 2022]	\$ 363,880
33693	Big Lake Road Rehabilitation [SOGR 2022]: Milepost 3.6-9.1	\$ 463,947
33921	Fairview Loop Road Rehabilitation and Pathway [Parent and Final Construction]	\$ 6,822,750
33965	Rock Slope Stabilization Program	\$ 1,400,004
34104	Wales to Tin City Road Reconstruction [CTP Award 2023]	\$ 1,848,000
34200	Transportation Workforce Development and Training	\$ 2,000,000
34204	Wales Community Roads Improvement [CTP Award 2023]	\$ 1,848,000
34206	West Susitna Access Road [Parent and Final Construction]	\$ 3,729,770
34302	Pavement and Bridge Preservation Program	\$ 27,380,903
34318	Kalifornsky Beach Road Drainage Improvements	\$ 780,000
34425	Healy to Antler Ridge Separated Path [TAP Award 2023]	\$ 819,221
34660	Pavement and Bridge Preservation Program FAST Planning Boundary	\$ 11,371,300
34669	Other DOT&PF Projects in the FAST Planning Boundary	\$ 1,455,500
CMAQ-F to STBG Flex	Transfer between Fund Sources or Carryover Funds between Years	\$ (11,085,773)
CRP to STBG Flex	Transfer between Fund Sources or Carryover Funds between Years	\$ (2,950,566)
NHFP to STBG Flex	Transfer between Fund Sources or Carryover Funds between Years	\$ (9,130,957)
PRTC to STBG Flex	Transfer between Fund Sources or Carryover Funds between Years	\$ (9,394,013)
Surface Transportation Block Grant: Off System Bridge		\$ 5,785,536
26124	Gold Creek Bridge and Tatalina Bridge Replacement	\$ 7,837,546
STBG Carryover Transfers	Transfer between Fund Sources or Carryover Funds between Years	\$ (2,052,010)
Surface Transportation Block Grant: Population <5K		\$ 36,663,504
12979	Highway Fuel Tax Evasion	\$ 57,773
18634	Cape Blossom Road [Stage 1]	\$ 3,559,208
23675	Barge Landing Access Road and Boardwalk Improvements	\$ 8,150,166
28349	Front Street Resurfacing: Greg Kruschek Avenue to Bering Street [CTP Award 2019]	\$ 363,880
31596	Winter Trail Marking	\$ 1,364,550
32359	Ruby Slough Road Rehabilitation [CTP Award 2019]	\$ 7,905,553
32378	Second Street Reconstruction [CTP Award 2019]	\$ 363,880
32723	Redoubt Avenue and Smith Way Rehabilitation [CTP Award 2019]	\$ 363,880
33218	Keku Road Resurfacing: Kake to Seal Point [WFLHD]	\$ 272,910
33962	Ice Roads, Seasonal Roads, and Winter Trails Program	\$ 3,747,964
34174	Rural Ports and Barge Landings Program [Parent]	\$ 1,819,400
34232	Akutan Harbor Access Road [CTP Award 2023]	\$ 405,460
34245	Portage Curve Multi-Modal and Trail of Blue Ice Connector [TAP Award 2023]	\$ 322,500
34349	Captain's Bay Road [CTP Award 2023]	\$ 272,910

34632	Denali Park Pedestrian Bridges and Trail (WFLHD-FLAP)	\$	300,000
STBG Carryover Transfers	Transfer between Fund Sources or Carryover Funds between Years	\$	7,393,470
Surface Transportation Block Grant: Population >200K (AMATS)		\$	34,629,233
6460	Complete Streets Improvement Projects [AMATS]	\$	17,876,000
34664	Congestion Mitigation and Air Quality Improvements: [AMATS]	\$	4,457,000
34677	Motorized Pavement Replacement Projects [AMATS RDY00012]	\$	3,635,000
34678	Active Transportation Pavement Replacement Projects [AMATS NMO00008]	\$	1,819,000
34679	Statewide Improvement Program (SIP) Transportation Control Measures (TCM) [AMATS]	\$	368,000
34681	Active Transportation Improvement Projects [AMATS]	\$	5,655,000
34682	Transportation Plans and Studies [AMATS]	\$	819,000
AMATS >200k Carryover Trans	AMATS Fund Source 50-200k Carryover	\$	233
Surface Transportation Block Grant: Population 50-200K (FAST)		\$	10,506,446
17662	Community-Driven Transportation Projects [FAST]	\$	8,872,000
34686	Transportation Plans and Studies [FAST]	\$	948,400
FAST 50-200K Carryover Trans	FAST Fund Source 50-200k Carryover	\$	686,046
Surface Transportation Block Grant: Population 50-200K MVP		\$	7,425,115
34243	Seldon Road Reconstruction: Wasilla-Fishhook Road to Lucille Street [Parent] [CTP Award 2023]	\$	2,901,943
34302	Pavement and Bridge Preservation Program	\$	65,602
34342	Bogard Road Safety and Capacity Improvements [Parent] [CTP Award 2023]	\$	2,274,250
34404	Metropolitan Planning Organization (MPO) Planning: MVP	\$	181,940
34531	MatSu Valley Planning for Transportation (MVP) Advance Project Definition	\$	181,940
34532	MatSu Valley Planning for Transportation (MVP) Improvement Program FY25-27	\$	909,700
34654	MatSu Valley Planning for Transportation (MVP) Sign Management Plan	\$	363,900
34655	MatSu Valley Planning for Transportation (MVP) Streetlight Intersection Management Plan	\$	363,900
34680	MatSu Valley Planning for Transportation (MVP) Pavement Management Plan	\$	181,940
Surface Transportation Block Grant: Population 5-49,999K		\$	13,281,522
2436	Otmeloi Way Rehabilitation [CTP Award 2019]	\$	845,001
28271	Prince of Wales - Neck Lake Rd Reconstruction: NPOWI Hwy to Whale Pass Stage 2	\$	272,910
29877	Chiniak Highway Milepost 15-31 Rehabilitation [Parent and Final Construction]	\$	1,273,580
31718	South Tongass Highway Hoadley Creek Bridge Replacement	\$	363,880
32299	Takotna River Bridge Replacement	\$	422,620
32728	Akakeek, Ptarmigan, and DeLapp Reconstruction [CTP Award 2019]	\$	272,910
34234	Vintage Boulevard and Clinton Drive Reconstruction [CTP Award 2023]	\$	1,091,640
34302	Pavement and Bridge Preservation Program	\$	8,738,981
Transportation Alternatives Program: FLEX		\$	3,504,712
30209	Sitka Pedestrian Seawalk [TAP Award and WFLHD]	\$	2,026,608
33038	Kenai Bridge Access Road Pedestrian Pathway [TAP Award 2019]	\$	2,173,273
34251	Inner and Outer Springer Loop Separated Pathway [TAP Award 2023]	\$	176,136
STBG Carryover Transfers	Transfer between Fund Sources or Carryover Funds between Years	\$	(871,305)
Transportation Alternatives Program: Population <5K		\$	2,170,460
26149	Naknek to King Salmon Non-Motorized Pathway [TAP Award 2023]	\$	302,475
27732	Craig to Klawock Bike and Pedestrian Path [Parent and Final Construction] [TAP Award 2023]	\$	181,940
30169	Healy Area and School Pedestrian Path [TAP Award 2023]	\$	227,425
34244	Knik River Wayside Gold Star Families Memorial [TAP Award 2023]	\$	289,370
34245	Portage Curve Multi-Modal and Trail of Blue Ice Connector [TAP Award 2023]	\$	966,125
STBG Carryover Transfers	Transfer between Fund Sources or Carryover Funds between Years	\$	203,125
Transportation Alternatives Program: Population >200K (AMATS)		\$	2,050,032
34681	Active Transportation Improvement Projects [AMATS]	\$	2,050,032
AMATS >200k Carryover Trans	AMATS Fund Source 50-200k Carryover	\$	-
Transportation Alternatives Program: Population 50-200K (FAST)		\$	-
17662	Community-Driven Transportation Projects [FAST]	\$	760,000
FAST 50-200K Carryover Trans	FAST Fund Source 50-200k Carryover	\$	(760,000)
Transportation Alternatives Program: Population 50-200K MVP		\$	439,563
6234	Palmer-Fishhook Separated Pathway: Trunk Road to Edgerton Parks Road [TAP Award 2023]	\$	426,760
34251	Inner and Outer Springer Loop Separated Pathway [TAP Award 2023]	\$	187,744
MVP 50-200K Carryover Trans	Transfer between Fund Sources or Carryover Funds between Years	\$	(174,941)
Transportation Alternatives Program: Population 5-49,999K		\$	761,610
34246	Montana Creek Bridge Replacement [TAP Award 2023]	\$	272,910
34426	Homer All-ages and Abilities Pedestrian Pathway (HAPP) [TAP Award 2023]	\$	488,700
Vulnerable Road User Safety Special Rule		\$	6,286,735
19217	Highway Safety Improvement Program	\$	2,806,735
34658	Highway Safety Improvement Program AMATS Planning Boundary	\$	3,480,000
Illustrative Funds		\$	198,295,000
Illustrative NHPP Funds Intended for Future TIP Amendments		\$	198,295,000
31274	Glenn Highway Milepost 1-34 Rehabilitation: Airport Heights to Parks Highway [Parent and Final Construction]	\$	250,000
31839	Glenn Highway Incident Management and Traffic Accommodations [Parent and Final Construction]	\$	1,500,000
31846	Glenn Highway and Hiland Road Interchange Preservation and Operational Improvements	\$	300,000
33683	Abbott Road Pavement Preservation: New Seward Highway to Lake Otis Pkwy	\$	500,000
33686	Muldoon Road Pavement Preservation [SOGRA Award 2022]	\$	700,000
34164	Seward Highway Milepost 98.5 to 118 Bird Flats to Rabbit Creek [Stage 1]	\$	150,045,000
34169	Glenn Highway Milepost 1-34 Rehabilitation: Glenn Highway Airport Heights to Parks Highway [Stage 1]	\$	45,000,000
Local Match		\$	90,908,051
Local Match (ARRC)		\$	20,693,071
19634	Railroad Track Rehabilitation	\$	4,600,000
19635	Railroad Bridge Rehabilitation	\$	4,544,550
19658	Railroad Preventative Maintenance	\$	3,854,386
19664	Railroad Positive Train Control	\$	25,000
20854	Railroad Passenger Equipment	\$	920,400
21314	Railroad Transit Security Associated Transit Improvements	\$	5,000
31089	Railroad Locomotive Equipment	\$	203,000
31090	Railroad Transit Asset Management	\$	390,000
31091	Railroad Transit Radio and Communication System	\$	112,800
32658	Seward Freight Dock Expansion and Airport Connector Road-ARRC	\$	312,039
33078	Portage Station Improvements	\$	340,000

Funds Programmed to Fund Source by STIP ID

33243	Railroad Signal and Detector System	\$	290,571
33244	Railroad Technology Infrastructure	\$	113,400
33245	Railroad Facility Rehabilitation	\$	152,250
33246	Railroad Operations Support Facilities	\$	279,000
33882	Railroad Tunnel Rehabilitation	\$	203,000
34263	Railroad Slide Zone Mitigation	\$	200,000
34264	Railroad Flood Mitigation	\$	126,875
34337	Railway Grade Crossing Triangle Clearing	\$	13,400
34413	Railroad Right-of-way Clearing	\$	101,500
34671	Section 5307 Alaska Railroad Projects in the FAST Planning Boundary	\$	1,328,700
34672	Section 5307 Alaska Railroad Projects in the AMATS Planning Boundary	\$	795,000
34673	Section 5307 Alaska Railroad Projects in the MVP Planning Boundary	\$	115,000
34684	Section 5337 Alaska Railroad Projects in the AMATS Planning Boundary	\$	200,000
34685	Section 5337 Alaska Railroad Projects in the FAST Planning Boundary	\$	790,200
34687	Section 5337 Alaska Railroad Projects in the MVP Planning Boundary	\$	677,000
Local Match (Community-Driven Projects)		\$	52,869,380
6234	Palmer-Fishhook Separated Pathway: Trunk Road to Edgerton Parks Road [TAP Award 2023]	\$	67,890
12259	Recreational Trails Program	\$	157,055
19119	Enhanced Mobility for Seniors and Individuals With Disabilities	\$	80,343
19120	Rural Transit and Rural Transit Assistance Program	\$	1,736,551
26149	Naknek to King Salmon Non-Motorized Pathway [TAP Award 2023]	\$	30,050
27969	Bus and Bus Facilities	\$	538,407
30209	Sitka Pedestrian Seawalk [TAP Award and WFLHD]	\$	201,168
32359	Ruby Slough Road Rehabilitation [CTP Award 2019]	\$	700,043
32378	Second Street Reconstruction [CTP Award 2019]	\$	36,120
32684	Low No Emission Electric Buses and Charging Stations	\$	1,148,866
32723	Redoubt Avenue and Smith Way Rehabilitation [CTP Award 2019]	\$	36,120
32728	Akakeek, Ptarmigan, and DeLapp Reconstruction [CTP Award 2019]	\$	27,090
33038	Kenai Bridge Access Road Pedestrian Pathway [TAP Award 2019]	\$	215,727
33178	Trout Creek Culvert Replacement and Aquatic Organism Passage Improvements	\$	748,144
33218	Keku Road Resurfacing: Kake to Seal Point [WFLHD]	\$	150,000
34104	Wales to Tin City Road Reconstruction [CTP Award 2023]	\$	12,188,296
34146	Juneau Douglas North Crossing	\$	1,182,050
34204	Wales Community Roads Improvement [CTP Award 2023]	\$	3,961,563
34232	Akutan Harbor Access Road [CTP Award 2023]	\$	79,540
34234	Vintage Boulevard and Clinton Drive Reconstruction [CTP Award 2023]	\$	108,360
34243	Seldon Road Reconstruction: Wasilla-Fishhook Road to Lucille Street [Parent] [CTP Award 2023]	\$	288,057
34244	Knik River Wayside Gold Star Families Memorial [TAP Award 2023]	\$	28,630
34245	Portage Curve Multi-Modal and Trail of Blue Ice Connector [TAP Award 2023]	\$	332,875
34251	Inner and Outer Springer Loop Separated Pathway [TAP Award 2023]	\$	36,120
34252	Kake Access Road Improvements - Organized Village of Kake	\$	2,000,000
34316	Marine Service Center Sheetpile Wall and Crane City - City of Homer	\$	1,960,622
34349	Captain's Bay Road [CTP Award 2023]	\$	27,090
34425	Healy to Antler Ridge Separated Path [TAP Award 2023]	\$	81,319
34426	Homer All-ages and Abilities Pedestrian Pathway (HAPP) [TAP Award 2023]	\$	54,300
34534	Advancing Connectivity and Equity in the Remote Bering Straits Region - Kawerak Incorporated	\$	2,500,000
34545	Chena River Railroad Bridge Replacement - ARRC	\$	4,287,153
34546	Chilkoot Community Electric Vehicle and Economic Development Infrastructure Hub - Chilkoot Indian Association	\$	350,960
34547	City of North Pole: Alaska, Drainage Project - City of North Pole	\$	188,036
34549	Clarks Point - Ekuk Road Project - Bristol Bay Native Association	\$	3,324,450
34561	Ekuk Evacuation Road Project - Bristol Bay Native Association	\$	1,131,493
34562	Ekwok Road Spot Safety Improvements Preliminary Engineering - Native Village of Ekwok	\$	13,673
34563	Eyak Lake Weir Restorations - The Eyak Corporation	\$	873,598
34564	Fast End Roads Design Refresh - Nome Eskimo Community	\$	91,304
34567	High Ridge Road Phase Two - Igiugig Village	\$	249,744
34568	Hillcrest Drive and Bayou Loop Road Safety Improvements Design Project - Native Village of Clarks Point	\$	49,586
34569	Huslia Streetlight Illumination Project - Huslia Village	\$	12,000
34571	Kasaan Access Road Killer Hill Realignment - Organized Village of Kasaan	\$	312,835
34576	Kulixelcan River Culvert Project - Yakutat Tlingit Tribe	\$	936,669
34577	Main Street Spot Safety Improvements Preliminary Engineering - Native Village of New Stuyahok	\$	13,673
34578	Manokotak First, Second, Third Street Rehabilitation Road Project - Manokotak Village	\$	250,000
34580	Meadow Creek Fish Passage Improvement Project, Mat-Su Basin - Knik Tribe	\$	424,378
34581	Metlakatla Indian Community Watershed-Scale Fish Passage Improvement Project - Metlakatla Indian Community	\$	438,597
34582	Mile Post 111.5 Richardson Highway Turn Lanes Project - Native Village of Gakona	\$	172,870
34583	Minto Community Street Improvement - Native Village of Minto	\$	12,500
34584	Naknek Pedestrian Path Construction Project - Naknek Native Village Council	\$	235,037
34586	Nerka Infrastructure Safety Improvements - Curyung Tribal Council	\$	152,068
34587	Old John Lake Trail - Arctic Village Council	\$	250,000
34590	Pedro Bay Landfill Access Road - Pedro Bay Village	\$	186,250
34591	Pilot Point Brush Cutting & Signs Program Startup - Native Village of Pilot Point	\$	8,620
34593	Preliminary Engineering for Safety Improvements on Walden Point Road and Airport Road - Metlakatla Indian Commur	\$	50,000
34594	Qawalangin Tribe Port Infrastructure Improvement Project - Qawalangin Tribe of Unalaska	\$	5,580,000
34604	Strengthening Transportation Resilience on the Island of Unalaska - Qawalangin Tribe of Unalaska	\$	737,685
34605	Systemic Application of Roadway Departure Countermeasures - Native Village of Noatak	\$	4,992
34607	The Village of Shaktoolik Evacuation Road – the First Step Toward Resilience - Kawerak Incorporated	\$	494,010
34608	Tribal Way Road Improvement - Sitka Tribe of Alaska	\$	180,505
34625	White Mountain Community Streets - Native Village of White Mountain	\$	187,500
34626	Yakutat Fish Passage Culvert Replacement Program-Yakutat Tlingit Tribe	\$	209,429
34676	Non-Rail Transit Projects in the MVP Planning Boundary	\$	498,989
34690	Koliganek to Aleknagik Road Study - Bristol Bay Native Association	\$	95,000
34596	Reconnecting Lemon Creek: Improving Nonmotorized Access and Community Equity with the Lemon Creek Multimod	\$	163,380
Local Match (FAST Planning "FM")		\$	318,400
17662	Community-Driven Transportation Projects [FAST]	\$	156,900
34686	Transportation Plans and Studies [FAST]	\$	161,500

Local Match (FAST)		\$	3,430,550
17662	Community-Driven Transportation Projects [FAST]	\$	272,300
34665	Community-Driven Carbon Reduction Projects [FAST]	\$	52,150
34674	Non-Rail Transit Projects in the FAST Planning Boundary	\$	3,092,600
34686	Transportation Plans and Studies [FAST]	\$	13,500
Local Match (Municipality of Anchorage)		\$	13,353,500
6460	Complete Streets Improvement Projects [AMATS]	\$	1,554,500
34664	Congestion Mitigation and Air Quality Improvements: [AMATS]	\$	625,000
34675	Non-Rail Transit Projects in the AMATS Planning Boundary	\$	9,543,000
34677	Motorized Pavement Replacement Projects [AMATS RDY00012]	\$	180,500
34678	Active Transportation Pavement Replacement Projects [AMATS NMO00008]	\$	90,500
34679	Statewide Improvement Program (SIP) Transportation Control Measures (TCM) [AMATS]	\$	95,000
34681	Active Transportation Improvement Projects [AMATS]	\$	1,265,000
Local Match (MVP)		\$	243,150
34404	Metropolitan Planning Organization (MPO) Planning: MVP	\$	152,890
34654	MatSu Valley Planning for Transportation (MVP) Sign Management Plan	\$	36,100
34655	MatSu Valley Planning for Transportation (MVP) Streetlight Intersection Management Plan	\$	36,100
34680	MatSu Valley Planning for Transportation (MVP) Pavement Management Plan	\$	18,060
Maritime Administration (MARAD)		\$	24,000
Port Infrastructure Development Program (FY22 Award)		\$	24,000
33886	Cordova AMHS Ferry Terminal Rehabilitation	\$	8,000
33887	Tatitlek AMHS Ferry Terminal Rehabilitation	\$	8,000
33888	Chenega AMHS Ferry Terminal Reconstruction	\$	8,000
Other Federal Funds		\$	48,305,162
Other Federal Funds: (Community Awards)		\$	8,169,712
32684	Low No Emission Electric Buses and Charging Stations	\$	8,169,712
Other Federal Funds: Congressionally Designated Spending (CDS)		\$	5,635,450
34146	Juneau Douglas North Crossing	\$	5,635,450
Other Federal Funds: Discretionary Grants (AMATS)		\$	32,000,000
34675	Non-Rail Transit Projects in the AMATS Planning Boundary	\$	32,000,000
Other Federal Funds: FLAP		\$	2,500,000
33178	Trout Creek Culvert Replacement and Aquatic Organism Passage Improvements	\$	2,500,000
State Match		\$	151,987,125
State Match		\$	141,784,601
2436	Otmeloi Way Rehabilitation [CTP Award 2019]	\$	84,999
2503	Wasilla to Fishhook Main Street Reconstruction	\$	6,179,489
2620	Seward Highway Milepost 25.5-37 Rehabilitation	\$	45,150
5985	Shoreside Facilities Condition Surveys	\$	48,000
6413	Fleet Condition Surveys	\$	80,000
6447	Bridge and Tunnel Inventory, Inspection, Monitoring, Preservation, and Rehabilitation Program	\$	309,507
6450	US Geological Survey Flood Frequency and Analysis	\$	68,376
6451	Research and Technology Transfer Program	\$	337,380
6454	Bridge Management System	\$	24,614
6455	Small Hydrologic Investigations	\$	9,030
6457	Seismic Bridge Retrofit Program	\$	60,456
10765	Egan Yandukin Intersection Improvements	\$	1,129
12579	Bridge Scour Monitoring and Retrofit Program	\$	216,585
12641	Seward Highway Milepost 98.5 to 118 Bird Flats to Rabbit Creek [Parent and Final Construction]	\$	1,650,000
13239	Culvert Repair and Replacement	\$	90,300
13883	Skagway Ferry Terminal Modifications	\$	1,200,000
18358	Ferry Refurbishment	\$	750,000
18359	Ferry Terminal Rehabilitation	\$	340,000
19120	Rural Transit and Rural Transit Assistance Program	\$	1,681,062
19217	Highway Safety Improvement Program	\$	4,174,527
22322	Alaska Highway Milepost 1393 Gerstle River Bridge Replacement [Parent and Final Construction]	\$	49,500
24596	Knik Goose Bay Road Reconstruction: Centaur Avenue to Settler's Bay [Parent and Final Construction]	\$	3,613,411
25836	AASHTO Technical Programs Support	\$	22,574
26085	Seppala Drive Rehabilitation and Realignment	\$	1,986,600
26124	Gold Creek Bridge and Tatalina Bridge Replacement	\$	1,340,955
26156	Center Creek Road Rehabilitation	\$	90,300
26168	Air Quality Mobile Source Modeling	\$	18,473
27732	Craig to Klawock Bike and Pedestrian Path [Parent and Final Construction] [TAP Award 2023]	\$	18,060
27969	Bus and Bus Facilities	\$	538,071
28271	Prince of Wales - Neck Lake Rd Reconstruction: NPOWI Hwy to Whale Pass Stage 2	\$	27,090
28332	Anton Anderson Memorial (Whittier) Tunnel Backup Generation	\$	600,000
28349	Front Street Resurfacing: Greg Kruschek Avenue to Bering Street [CTP Award 2019]	\$	36,120
29675	Cultural Resource Management	\$	40,459
29877	Chiniak Highway Milepost 15-31 Rehabilitation [Parent and Final Construction]	\$	126,420
29911	Vine Road Reconstruction: Knik-Goose Bay Road to Hollywood Road	\$	334,110
29914	Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement [SOG 2018] [Parent and Final Construction]	\$	46,200
29973	Richardson Highway Milepost 65-80 Rehabilitation	\$	12,642
30169	Healy Area and School Pedestrian Path [TAP Award 2023]	\$	22,575
30549	Kenai Spur Highway Rehabilitation	\$	4,244,100
30729	Inter-Island Ferry Authority Ferry Refurbishments	\$	532,728
30831	Revilla Refurbish Existing Ferry Berth	\$	126,420
30834	Gravina Refurbish Existing Ferry Berth	\$	1,120,000
31270	Parks Highway Milepost 57-70 Rehabilitation	\$	39,600
31310	Klondike Highway Rehabilitation: Skagway River Bridge to Canadian Border [Parent and Final Construction]	\$	549,927
31469	Ward Creek Bridge Replacement	\$	22,575
31596	Winter Trail Marking	\$	135,450
31718	South Tongass Highway Hoadley Creek Bridge Replacement	\$	36,120
31719	South Tongass Highway and Water Street Viaduct Improvements [Parent and Final Construction]	\$	135,450
32024	Franklin Street and Thane Road Rehabilitation [SOG 2018]	\$	45,150
32299	Takotna River Bridge Replacement	\$	3,885,230

Funds Programmed to Fund Source by STIP ID

32359	Ruby Slough Road Rehabilitation [CTP Award 2019]	\$	84,695
32478	ADA Implementation and Compliance	\$	1,066,858
32684	Low No Emission Electric Buses and Charging Stations	\$	1,021,214
32721	Hemmer Road Upgrade and Extension [CTP Award 2019]	\$	106,735
32722	Hermon Road Upgrade and Extension [CTP Award 2019]	\$	252,840
32726	Trunk Road (Nelson Road) Rehabilitation and Bridge Replacement [CTP Award 2019]	\$	13,274
33218	Keku Road Resurfacing: Kake to Seal Point [WFLHD]	\$	27,090
33247	Seward Highway Milepost 14 Railroad Crossing Reconstruction	\$	1,819,545
33599	Chena Hot Springs Road Milepost 6-13 Rehabilitation [SOGR 2022]	\$	36,120
33600	Elliott Highway Milepost 12-18 Rehabilitation	\$	22,575
33601	Elliott Highway Milepost 63-73 Rehabilitation	\$	36,120
33693	Big Lake Road Rehabilitation [SOGR 2022]: Milepost 3.6-9.1	\$	46,053
33696	Petersville Road Milepost 7 Moose Creek Bridge Reconstruction [SOGR Award 2022]	\$	99,330
33720	Richardson Highway Milepost 275-295 Rehabilitation	\$	135,450
33741	Seward Highway and Sterling Highway Intersection Improvements SOGR 2018 [Parent and Final Construction]	\$	26,400
33865	National Electric Vehicle Infrastructure Program	\$	2,805,985
33886	Cordova AMHS Ferry Terminal Rehabilitation	\$	2,000
33887	Tatitlek AMHS Ferry Terminal Rehabilitation	\$	2,000
33888	Chenega AMHS Ferry Terminal Reconstruction	\$	2,000
33921	Fairview Loop Road Rehabilitation and Pathway [Parent and Final Construction]	\$	677,250
33962	Ice Roads, Seasonal Roads, and Winter Trails Program	\$	372,036
33965	Rock Slope Stabilization Program	\$	930,538
33967	Mooring System Rehabilitation	\$	240,000
34130	Richardson Highway Milepost 346 Northbound Chena Bridge Replacement	\$	8,686,860
34146	Juneau Douglas North Crossing	\$	243,344
34163	Non-Urban Transit Planning	\$	42,819
34172	Parks Highway Milepost 52-57 Big Lake to Houston Reconstruction	\$	66,000
34174	Rural Ports and Barge Landings Program [Parent]	\$	167,799
34195	Southeast Alaska Port Electrification	\$	31,605
34197	Data Modernization and Innovation	\$	1,318,921
34198	Light up the Highways	\$	54,446
34206	West Susitna Access Road [Parent and Final Construction]	\$	370,230
34246	Montana Creek Bridge Replacement [TAP Award 2023]	\$	27,090
34302	Pavement and Bridge Preservation Program	\$	13,714,541
34304	Parks Highway Milepost 303-306 Rehabilitation	\$	1,320
34313	State-owned Shipyard Repairs	\$	46,505
34317	Alaska Highway Yukon Territory Permafrost Repairs	\$	1,140,038
34320	Ferry Service for Rural Communities Operating Assistance	\$	41,667,421
34342	Bogard Road Safety and Capacity Improvements [Parent] [CTP Award 2023]	\$	225,750
34433	Fairview Loop Road Rehabilitation and Pathway [Stage 1]	\$	1,490,844
34434	Sterling Highway Milepost 157-169 Reconstruction Anchor Point To Baycrest Hill [Stage 1]	\$	6,772,500
34435	Sterling Highway Milepost 157-169 Rehabilitation Anchor Point to Baycrest Hill [Stage 2-HSIP]	\$	675,000
34441	Parks Highway Milepost 315-325 Reconstruction [Stage 2]	\$	3,102,000
34445	Alaska Highway Milepost 1380 Johnson River Bridge Replacement [Stage 1]	\$	1,584,951
34454	Off-System Alternative Fuel and Electric Vehicle Charging Infrastructure Program	\$	135,450
34461	West Susitna Access Road [Stage 1]	\$	1,645,266
34464	DOT&PF Fleet Conversion	\$	846,284
34467	Glenn Highway Milepost 53-56 Reconstruction and Moose Creek Bridge Replacement	\$	148,500
34531	MatSu Valley Planning for Transportation (MVP) Advance Project Definition	\$	18,060
34532	MatSu Valley Planning for Transportation (MVP) Improvement Program FY25-27	\$	90,300
34536	Alaska West Coast Resiliency Projects - DOT&PF	\$	1,700,000
34566	High Priority Fish Passage Restoration at Three Mile Creek in Klawock - DOT&PF	\$	1,126,102
34585	Naknek River Watershed Culvert Replacements - DOT&PF	\$	936,669
34589	Parks Highway Fish Passage Improvement Plan - DOT&PF	\$	5,000,000
34597	Reducing Impact of Rural Boardroad Burdens - DOT&PF	\$	649,561
34602	Statewide Equitable Community Connectivity Action Plan (SECCAP) - DOT&PF	\$	233,717
34603	Statewide Transit Study - DOT&PF	\$	196,350
34632	Denali Park Pedestrian Bridges and Trail (WFLHD-FLAP)	\$	180,600
34637	Parks Highway Milepost 234-238 Reconstruction and Railroad Realignment	\$	316,050
AWP [Ledger]	Annual Planning Work Program	\$	158,686
State Match (AMATS)		\$	6,974,500
6460	Complete Streets Improvement Projects [AMATS]	\$	219,500
34658	Highway Safety Improvement Program AMATS Planning Boundary	\$	3,702,000
34661	Pavement and Bridge Preservation Program AMATS Planning Boundary	\$	2,258,000
34677	Motorized Pavement Replacement Projects [AMATS RDY00012]	\$	180,500
34678	Active Transportation Pavement Replacement Projects [AMATS NMO00008]	\$	90,500
34679	Statewide Improvement Program (SIP) Transportation Control Measures (TCM) [AMATS]	\$	122,000
34681	Active Transportation Improvement Projects [AMATS]	\$	81,000
34682	Transportation Plans and Studies [AMATS]	\$	81,000
34691	Other DOT&PF Projects in the AMATS Planning Boundary	\$	240,000
State Match (FAST)		\$	3,228,024
17662	Community-Driven Transportation Projects [FAST]	\$	674,200
34657	Highway Safety Improvement Program FAST Planning Boundary	\$	922,600
34660	Pavement and Bridge Preservation Program FAST Planning Boundary	\$	1,128,800
34663	Congestion Mitigation and Air Quality Improvements: FAST	\$	305,774
34665	Community-Driven Carbon Reduction Projects [FAST]	\$	52,150
34669	Other DOT&PF Projects in the FAST Planning Boundary	\$	144,500
USDOT Office of the Secretary Discretionary Grant Programs		\$	113,239,094
Multimodal Project Discretionary Grants: INFRA (FY23 Award)		\$	17,148,610
34545	Chena River Railroad Bridge Replacement - ARRC	\$	17,148,610
Multimodal Project Discretionary Grants: Rural (FY22 Award)		\$	10,000,000
34534	Advancing Connectivity and Equity in the Remote Bering Straits Region - Kawerak Incorporated	\$	10,000,000
Rebuilding American Infrastructure with Sustainability and Equity (FY22 Award)		\$	31,284,452
32658	Seward Freight Dock Expansion and Airport Connector Road-ARRC	\$	1,121,964

34316	Marine Service Center Sheetpile Wall and Crane City - City of Homer	\$	7,842,488
34594	Qawalangin Tribe Port Infrastructure Improvement Project - Qawalangin Tribe of Unalaska	\$	22,320,000
Rebuilding American Infrastructure with Sustainability and Equity (FY23 Award)		\$	25,768,867
34146	Juneau Douglas North Crossing	\$	16,454,000
34252	Kake Access Road Improvements - Organized Village of Kake	\$	8,000,000
34602	Statewide Equitable Community Connectivity Action Plan (SECCAP) - DOT&PF	\$	934,867
34690	Koliganek to Aleknagik Road Study - Bristol Bay Native Association	\$	380,000
Rebuilding American Infrastructure with Sustainability and Equity (FY24 Award)		\$	25,000,000
34419	Wrangell Harbor Basin Replacement Project - City of Wrangell	\$	25,000,000
Reconnecting Communities Grant Awards (FY23 Award)		\$	4,037,165
34597	Reducing Impact of Rural Boardroad Burdens - DOT&PF	\$	2,598,245
34603	Statewide Transit Study - DOT&PF	\$	785,400
34596	Reconnecting Lemon Creek: Improving Nonmotorized Access and Community Equity with the Lemon Creek Multimod	\$	653,520
FY26		\$	1,460,089,024
Federal Highways Administration Discretionary Grant Programs		\$	14,544,000
Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (FY23 Award)		\$	14,544,000
34536	Alaska West Coast Resiliency Projects - DOT&PF	\$	14,544,000
Federal Transit Administration		\$	123,151,702
Section 5303 Metropolitan Planning (AMATS)		\$	445,206
34345	Urban Transit Planning AMATS	\$	445,206
Section 5303 Metropolitan Planning (FAST)		\$	127,574
34686	Transportation Plans and Studies [FAST]	\$	127,574
Section 5303 Metropolitan Planning (MVP)		\$	95,497
34404	Metropolitan Planning Organization (MPO) Planning: MVP	\$	95,497
Section 5304 Statewide Planning (Rural)		\$	174,513
34163	Non-Urban Transit Planning	\$	174,513
Section 5307 Urbanized Area Formula (Anchorage Area Transit)		\$	7,441,021
34675	Non-Rail Transit Projects in the AMATS Planning Boundary	\$	4,955,000
ARRC Transfers	Transfer between Fund Sources or Carryover Funds between Years	\$	2,486,021
Section 5307 Urbanized Area Formula (ARRC in AMATS)		\$	9,327,500
34337	Railway Grade Crossing Triangle Clearing	\$	160,000
34672	Section 5307 Alaska Railroad Projects in the AMATS Planning Boundary	\$	3,040,000
ARRC Transfers	Transfer between Fund Sources or Carryover Funds between Years	\$	6,127,500
Section 5307 Urbanized Area Formula (ARRC in FAST)		\$	5,730,000
34671	Section 5307 Alaska Railroad Projects in the FAST Planning Boundary	\$	5,730,000
Section 5307 Urbanized Area Formula (ARRC in MVP)		\$	591,000
34673	Section 5307 Alaska Railroad Projects in the MVP Planning Boundary	\$	591,000
Section 5307 Urbanized Area Formula (ARRC Statewide)		\$	13,525,284
19634	Railroad Track Rehabilitation	\$	16,944,576
19664	Railroad Positive Train Control	\$	50,000
21314	Railroad Transit Security Associated Transit Improvements	\$	10,000
33078	Portage Station Improvements	\$	1,004,800
33245	Railroad Facility Rehabilitation	\$	618,136
33246	Railroad Operations Support Facilities	\$	2,172,000
33882	Railroad Tunnel Rehabilitation	\$	824,180
34264	Railroad Flood Mitigation	\$	515,113
ARRC Transfers	Transfer between Fund Sources or Carryover Funds between Years	\$	(8,613,521)
Section 5307 Urbanized Area Formula (Fairbanks Area Transit)		\$	2,174,400
34674	Non-Rail Transit Projects in the FAST Planning Boundary	\$	2,174,400
Section 5307 Urbanized Area Formula (Mat-Su Borough Area Transit)		\$	1,958,356
34676	Non-Rail Transit Projects in the MVP Planning Boundary	\$	1,958,356
Section 5310 Enhanced Mobility for Older Adults & People w/ Disabilities (AMATS)		\$	192,000
34675	Non-Rail Transit Projects in the AMATS Planning Boundary	\$	192,000
Section 5310 Enhanced Mobility for Older Adults & People w/ Disabilities (MVP)		\$	55,760
34676	Non-Rail Transit Projects in the MVP Planning Boundary	\$	55,760
Section 5310 Enhanced Mobility for Older Adults & People w/ Disabilities (Statewide)		\$	321,372
19119	Enhanced Mobility for Seniors and Individuals With Disabilities	\$	321,372
Section 5311 Nonurbanized Area Formula (Indian Reservation Formula)		\$	889,248
19120	Rural Transit and Rural Transit Assistance Program	\$	889,248
Section 5311 Nonurbanized Area Formula (Rural Transit Assistance Program)		\$	126,385
19120	Rural Transit and Rural Transit Assistance Program	\$	126,385
Section 5311 Nonurbanized Area Formula (Statewide)		\$	12,876,776
19120	Rural Transit and Rural Transit Assistance Program	\$	12,876,776
Section 5337 State of Good Repair ((ARRC in MVP Boundary)		\$	7,138,400
34687	Section 5337 Alaska Railroad Projects in the MVP Planning Boundary	\$	7,138,400
Section 5337 State of Good Repair (Anchorage Area Transit) (ARRC in AMATS Boundary)		\$	7,827,828
34684	Section 5337 Alaska Railroad Projects in the AMATS Planning Boundary	\$	960,000
ARRC Transfers	Transfer between Fund Sources or Carryover Funds between Years	\$	6,867,828
Section 5337 State of Good Repair (ARRC in FAST Boundary)		\$	3,280,400
34685	Section 5337 Alaska Railroad Projects in the FAST Planning Boundary	\$	3,280,400
Section 5337 State of Good Repair (ARRC Statewide)		\$	43,928,211
19635	Railroad Bridge Rehabilitation	\$	28,085,402
19658	Railroad Preventative Maintenance	\$	15,648,809
19664	Railroad Positive Train Control	\$	50,000
20854	Railroad Passenger Equipment	\$	2,640,000
21314	Railroad Transit Security Associated Transit Improvements	\$	10,000
31089	Railroad Locomotive Equipment	\$	824,180
31090	Railroad Transit Asset Management	\$	1,133,248
31091	Railroad Transit Radio and Communication System	\$	370,000
33243	Railroad Signal and Detector System	\$	720,000
33244	Railroad Technology Infrastructure	\$	514,400
34263	Railroad Slide Zone Mitigation	\$	800,000
ARRC Transfers	Transfer between Fund Sources or Carryover Funds between Years	\$	(6,867,828)
Section 5339 Bus and Bus Facilities (AMATS)		\$	576,000

34675	Non-Rail Transit Projects in the AMATS Planning Boundary	\$	576,000
Section 5339 Bus and Bus Facilities (MVP)		\$	41,717
34676	Non-Rail Transit Projects in the MVP Planning Boundary	\$	41,717
Section 5339 Bus and Bus Facilities (Statewide)		\$	4,307,254
27969	Bus and Bus Facilities	\$	4,307,254
Federal Transit Administration Discretionary Grant Programs		\$	47,804,875
IIJA Sec. 71102 Electric Low Emitting FTA Grant: Shuttle Ferry (FY22 Award)		\$	42,515,778
34229	Low No Emission Shuttle Ferry	\$	42,515,778
IIJA Sec. 71103 Rural Ferry Program FTA Grant (FY22 Award)		\$	5,289,097
33883	Angoon Ferry Terminal Rehabilitation	\$	5,200,000
34192	Yakutat Ferry Terminal Reconstruction	\$	80,000
34193	Kake Ferry Terminal Rehabilitation	\$	9,097
FHWA AC		\$	268,982,732
Highway Infrastructure Bridge Replacement Advance Construction		\$	8,290,300
31469	Ward Creek Bridge Replacement	\$	8,290,300
Highway Safety Improvement Program (HSIP) Advance Construction		\$	6,492,210
19217	Highway Safety Improvement Program	\$	6,492,210
National Highway Performance Program Advance Construction		\$	183,723,780
23455	South Tongass Highway Saxman to Surf Street Reconstruction	\$	16,456,088
30189	M/V Tustumena Replacement Vessel	\$	79,525,218
34447	Alaska Highway Milepost 1393 Gerstle River Bridge Replacement [Stage 1]	\$	22,829,474
34462	Sterling Highway Milepost 82.5-94 Safety Corridor Improvements [Stage 1]	\$	64,913,000
Surface Transportation Block Grant: FLEX Advance Construction		\$	50,102,456
32639	Chiniak Highway Milepost 15-31 Rehabilitation [Stage 1]	\$	16,920,420
34302	Pavement and Bridge Preservation Program	\$	33,182,036
Surface Transportation Block Grant: Population <5K Advance Construction		\$	18,554,486
26156	Center Creek Road Rehabilitation	\$	15,270,725
33218	Keku Road Resurfacing: Kake to Seal Point [WFLHD]	\$	2,049,503
34200	Transportation Workforce Development and Training	\$	1,234,258
Surface Transportation Block Grant: Population 50-200K (FAST) Advance Construction		\$	1,819,500
17662	Community-Driven Transportation Projects [FAST]	\$	1,819,500
FHWA Formula Exempt from Limitation		\$	117,561,058
Disadvantaged Businesses Training		\$	144,402
6458	Civil Rights Program	\$	144,402
Ferry Boat Funds		\$	25,595,352
5985	Shoreside Facilities Condition Surveys	\$	192,000
6413	Fleet Condition Surveys	\$	320,000
18358	Ferry Refurbishment	\$	3,600,000
18359	Ferry Terminal Rehabilitation	\$	1,360,000
30729	Inter-Island Ferry Authority Ferry Refurbishments	\$	2,730,954
33883	Angoon Ferry Terminal Rehabilitation	\$	1,300,000
33967	Mooring System Rehabilitation	\$	960,000
33974	Cascade Point Ferry Terminal Lease Payments	\$	4,000,000
34192	Yakutat Ferry Terminal Reconstruction	\$	20,000
34193	Kake Ferry Terminal Rehabilitation	\$	903
34229	Low No Emission Shuttle Ferry	\$	10,628,945
34313	State-owned Shipyard Repairs	\$	482,550
Highway Improvement Program Bridge Funds		\$	40,579,426
3648	Steese Highway Milepost 128 Crooked Creek Bridge Replacement	\$	341,138
31469	Ward Creek Bridge Replacement	\$	8,794,939
31718	South Tongass Highway Hoadley Creek Bridge Replacement	\$	90,970
33242	Sterling Highway Milepost 45-60 [Stage 2]	\$	29,905,955
33445	Sargent Creek Bridge Replacement [SOGRA Award 2022]	\$	513,980
33824	Alaska Highway Milepost 1380 Johnson River Bridge Replacement [Parent and Final Construction]	\$	932,444
Highway Improvement Program Bridge Funds -Off System Bridge		\$	7,161,075
34461	West Susitna Access Road [Stage 1]	\$	7,161,075
Highway Infrastructure Bridge Replacement		\$	32,092,225
31469	Ward Creek Bridge Replacement	\$	15,141,268
32726	Trunk Road (Nelson Road) Rehabilitation and Bridge Replacement [CTP Award 2019]	\$	2,098,564
33824	Alaska Highway Milepost 1380 Johnson River Bridge Replacement [Parent and Final Construction]	\$	9,067,556
34447	Alaska Highway Milepost 1393 Gerstle River Bridge Replacement [Stage 1]	\$	5,784,837
National Electric Vehicle Infrastructure		\$	11,844,176
33865	National Electric Vehicle Infrastructure Program	\$	11,844,176
On The Job Training		\$	144,402
6458	Civil Rights Program	\$	144,402
FHWA Formula Subject to Limitation		\$	640,083,119
Carbon Reduction Program 50-200k (FAST)		\$	202,585
34665	Community-Driven Carbon Reduction Projects [FAST]	\$	1,066,800
FAST 50-200K Carryover Trans FAST Fund Source 50-200k Carryover		\$	(864,215)
Carbon Reduction Program 50-200k MVP		\$	822,371
34667	Community-Driven Carbon Reduction Projects: MVP	\$	822,371
Carbon Reduction Program FLEX		\$	5,280,167
26149	Naknek to King Salmon Non-Motorized Pathway [TAP Award 2023]	\$	917,551
34454	Off-System Alternative Fuel and Electric Vehicle Charging Infrastructure Program	\$	5,160,615
CRP Carryover Transfers	Transfer between Fund Sources or Carryover Funds between Years	\$	(797,999)
Carbon Reduction Program: Population <5K		\$	(2,855,510)
26149	Naknek to King Salmon Non-Motorized Pathway [TAP Award 2023]	\$	290,770
34197	Data Modernization and Innovation	\$	3,434,962
CRP Carryover Transfers	Transfer between Fund Sources or Carryover Funds between Years	\$	(6,581,242)
Carbon Reduction Program: Population >200K (AMATS)		\$	3,834,528
34664	Congestion Mitigation and Air Quality Improvements: [AMATS]	\$	45,000
34681	Active Transportation Improvement Projects [AMATS]	\$	8,380,000
AMATS >200k Carryover Trans AMATS Fund Source 50-200k Carryover		\$	(4,590,472)
Carbon Reduction Program: Population 5-49,999K		\$	391,246

34195	Southeast Alaska Port Electrification	\$	1,273,580
CRP Carryover Transfers	Transfer between Fund Sources or Carryover Funds between Years	\$	(882,334)
Congestion Mitigation Air Quality (CMAQ) Flex		\$	18,639,733
34195	Southeast Alaska Port Electrification	\$	3,919,060
34197	Data Modernization and Innovation	\$	2,909,631
CMAQ-F to STBG Flex	Transfer between Fund Sources or Carryover Funds between Years	\$	11,811,042
Congestion Mitigation Air Quality (CMAQ) Flex (AMATS)		\$	962,000
34664	Congestion Mitigation and Air Quality Improvements: [AMATS]	\$	962,000
Congestion Mitigation Air Quality (CMAQ) Flex (FAST)		\$	1,080,500
17662	Community-Driven Transportation Projects [FAST]	\$	1,080,500
Congestion Mitigation Air Quality (CMAQ) Mandatory		\$	2,362,670
26168	Air Quality Mobile Source Modeling	\$	186,105
34197	Data Modernization and Innovation	\$	2,025,512
34454	Off-System Alternative Fuel and Electric Vehicle Charging Infrastructure Program	\$	151,053
Congestion Mitigation Air Quality (CMAQ) Mandatory (AMATS)		\$	1,424,000
34679	Statewide Improvement Program (SIP) Transportation Control Measures (TCM) [AMATS]	\$	1,424,000
Congestion Mitigation Air Quality (CMAQ) Mandatory (FAST)		\$	4,088,484
34663	Congestion Mitigation and Air Quality Improvements: FAST	\$	4,088,484
Highway Safety Improvement Program (AMATS)		\$	1,000,000
34658	Highway Safety Improvement Program AMATS Planning Boundary	\$	1,000,000
Highway Safety Improvement Program (SA Takedown)		\$	47,356
19217	Highway Safety Improvement Program	\$	47,356
Highway Safety Improvement Program: (SA)		\$	30,345,529
19217	Highway Safety Improvement Program	\$	30,345,529
Metropolitan Planning Program (AMATS)		\$	2,144,860
34343	Metropolitan Planning Organization (MPO) Planning: AMATS	\$	2,144,860
Metropolitan Planning Program (FAST)		\$	462,000
34686	Transportation Plans and Studies [FAST]	\$	462,000
Metropolitan Planning Program (MVP)		\$	460,004
34404	Metropolitan Planning Organization (MPO) Planning: MVP	\$	460,004
National Highway Freight Program		\$	9,404,886
NHFP to STBG Flex	Transfer between Fund Sources or Carryover Funds between Years	\$	9,404,886
National Highway Performance Program		\$	303,524,837
2119	Richardson Highway Milepost 148-173 Reconstruction [Parent and Final Construction]	\$	33,155,741
6447	Bridge and Tunnel Inventory, Inspection, Monitoring, Preservation, and Rehabilitation Program	\$	3,138,465
6450	US Geological Survey Flood Frequency and Analysis	\$	688,836
6455	Small Hydrologic Investigations	\$	90,970
6457	Seismic Bridge Retrofit Program	\$	200,000
10765	Egan Yandukin Intersection Improvements	\$	6,845,493
11439	Anton Anderson Memorial (Whittier) Tunnel Maintenance and Operations	\$	3,483,922
12579	Bridge Scour Monitoring and Retrofit Program	\$	1,636,440
12641	Seward Highway Milepost 98.5 to 118 Bird Flats to Rabbit Creek [Parent and Final Construction]	\$	8,873,000
13239	Culvert Repair and Replacement	\$	545,820
31270	Parks Highway Milepost 57-70 Rehabilitation	\$	840,600
31330	Glenn Highway Reconstruction: Parks Highway to South Inner Springer Loop (Cienna Avenue)	\$	15,731,230
31719	South Tongass Highway and Water Street Viaduct Improvements [Parent and Final Construction]	\$	4,548,500
31841	Glenn Highway Arctic Avenue to Palmer-Fishhook Road Safety and Capacity Improvements [SOGR 2018]	\$	2,432,238
32022	Tok Cutoff Highway Milepost 76-91 Rehabilitation [SOGR 2018]	\$	1,541,100
32024	Franklin Street and Thane Road Rehabilitation [SOGR 2018]	\$	3,183,950
32319	Sterling Highway Milepost 45-60 [Stage 3]	\$	58,392,235
33240	Dalton Highway Milepost 190 Hammond River Bridge Replacement [WFLHD]	\$	181,940
33242	Sterling Highway Milepost 45-60 [Stage 2]	\$	23,922,673
33600	Elliott Highway Milepost 12-18 Rehabilitation	\$	227,425
33741	Seward Highway and Sterling Highway Intersection Improvements SOGR 2018 [Parent and Final Construction]	\$	934,000
33824	Alaska Highway Milepost 1380 Johnson River Bridge Replacement [Parent and Final Construction]	\$	49,811,871
33965	Rock Slope Stabilization Program	\$	2,484,391
34172	Parks Highway Milepost 52-57 Big Lake to Houston Reconstruction	\$	934,000
34200	Transportation Workforce Development and Training	\$	902,559
34302	Pavement and Bridge Preservation Program	\$	43,124,915
34430	Klondike Highway Rehabilitation: Skagway River Bridge to Canadian Border [Stage 1]	\$	20,112,434
34444	Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement [SOGR 2018] [Stage 3]	\$	7,752,200
34447	Alaska Highway Milepost 1393 Gerstle River Bridge Replacement [Stage 1]	\$	4,169,089
34457	South Tongass Highway and Water Street Viaduct Improvements [Stage 1]	\$	3,638,800
National Highway Performance Program - Exempt		\$	8,153,091
6454	Bridge Management System	\$	247,962
34197	Data Modernization and Innovation	\$	4,822,929
34304	Parks Highway Milepost 303-306 Rehabilitation	\$	3,082,200
National Highway Performance Program (AMATS)		\$	22,743,000
34661	Pavement and Bridge Preservation Program AMATS Planning Boundary	\$	22,743,000
Projects To Reduce PM 2.5 Emissions Set-Aside		\$	2,308,981
34663	Congestion Mitigation and Air Quality Improvements: FAST	\$	2,308,981
PROTECT Program		\$	10,875,834
34427	Kachemak Bay Drive Milepost 0-3.5 Reconstruction	\$	1,200,000
PRTC to STBG Flex	Transfer between Fund Sources or Carryover Funds between Years	\$	9,675,834
Railway-Highway Crossings Program		\$	1,299,603
19217	Highway Safety Improvement Program	\$	1,299,603
Recreational Trails Program and 1% Admin Set-Aside		\$	1,653,758
12259	Recreational Trails Program	\$	1,653,758
Safe And Accessible Trans Options - Metro Planning		\$	82,540
19217	Highway Safety Improvement Program	\$	82,540
Section 154 Penalties (NHPP)		\$	10,008,550
19217	Highway Safety Improvement Program	\$	5,633,574
34658	Highway Safety Improvement Program AMATS Planning Boundary	\$	4,374,976
Section 154 Penalties (STBG)		\$	4,869,024

19217	Highway Safety Improvement Program	\$	1,000,000
34658	Highway Safety Improvement Program AMATS Planning Boundary	\$	3,869,024
Section 164 Penalties (NHPP)		\$	10,008,550
19217	Highway Safety Improvement Program	\$	10,008,550
Section 164 Penalties (STBG)		\$	4,869,024
19217	Highway Safety Improvement Program	\$	1,857,024
34657	Highway Safety Improvement Program FAST Planning Boundary	\$	3,012,000
Statewide Planning and Research (NHFP Set-aside)		\$	383,873
6451	Research and Technology Transfer Program	\$	156,449
25836	AASHTO Technical Programs Support	\$	227,424
Statewide Planning and Research (CMAQ Set-aside)		\$	661,914
6451	Research and Technology Transfer Program	\$	661,914
Statewide Planning and Research (HSIP Set-aside)		\$	880,998
6451	Research and Technology Transfer Program	\$	880,998
Statewide Planning and Research (NHPP Set-aside)		\$	8,006,840
AWP [Ledger]	Annual Planning Work Program	\$	8,006,840
Statewide Planning and Research (STBG Set-aside)		\$	1,430,694
6451	Research and Technology Transfer Program	\$	1,430,694
Surface Transportation Block Grant: FLEX		\$	51,819,614
6447	Bridge and Tunnel Inventory, Inspection, Monitoring, Preservation, and Rehabilitation Program	\$	3,138,465
13239	Culvert Repair and Replacement	\$	363,880
29675	Cultural Resource Management	\$	419,819
29877	Chiniak Highway Milepost 15-31 Rehabilitation [Parent and Final Construction]	\$	3,183,950
31847	Chief Eddie Hoffman Highway Reconstruction	\$	2,729,100
32298	Knik Goose Bay Road Reconstruction: Centaur Avenue to Settler's Bay [Stage 1]	\$	18,563,221
32478	ADA Implementation and Compliance	\$	8,562,830
32726	Trunk Road (Nelson Road) Rehabilitation and Bridge Replacement [CTP Award 2019]	\$	2,000,000
32728	Akakeek, Ptarmigan, and DeLapp Reconstruction [CTP Award 2019]	\$	5,012,207
33399	Rezanoff Drive Resurfacing: West Marine Way to Airport [SOGR 2022]	\$	4,931,249
33693	Big Lake Road Rehabilitation [SOGR 2022]: Milepost 3.6-9.1	\$	136,455
33965	Rock Slope Stabilization Program	\$	682,275
34243	Seldon Road Reconstruction: Wasilla-Fishhook Road to Lucille Street [Parent] [CTP Award 2023]	\$	1,244,015
34302	Pavement and Bridge Preservation Program	\$	27,623,400
34342	Bogard Road Safety and Capacity Improvements [Parent] [CTP Award 2023]	\$	727,760
34426	Homer All-ages and Abilities Pedestrian Pathway (HAPP) [TAP Award 2023]	\$	208,800
34456	Avalanche Mitigation Program	\$	3,183,950
CMAQ-F to STBG Flex	Transfer between Fund Sources or Carryover Funds between Years	\$	(11,811,042)
NHFP to STBG Flex	Transfer between Fund Sources or Carryover Funds between Years	\$	(9,404,886)
PRTC to STBG Flex	Transfer between Fund Sources or Carryover Funds between Years	\$	(9,675,834)
Surface Transportation Block Grant: Off System Bridge		\$	5,959,102
6457	Seismic Bridge Retrofit Program	\$	427,315
12579	Bridge Scour Monitoring and Retrofit Program	\$	545,480
STBG Carryover Transfers	Transfer between Fund Sources or Carryover Funds between Years	\$	4,986,307
Surface Transportation Block Grant: Population <5K		\$	37,763,410
12979	Highway Fuel Tax Evasion	\$	100,000
28349	Front Street Resurfacing: Greg Kruschek Avenue to Bering Street [CTP Award 2019]	\$	6,140,475
31596	Winter Trail Marking	\$	391,262
32723	Redoubt Avenue and Smith Way Rehabilitation [CTP Award 2019]	\$	5,134,803
33962	Ice Roads, Seasonal Roads, and Winter Trails Program	\$	3,860,403
34174	Rural Ports and Barge Landings Program [Parent]	\$	1,873,982
34197	Data Modernization and Innovation	\$	1,427,071
34200	Transportation Workforce Development and Training	\$	3,000,000
34206	West Susitna Access Road [Parent and Final Construction]	\$	90,970
34349	Captain's Bay Road [CTP Award 2023]	\$	222,877
34425	Healy to Antler Ridge Separated Path [TAP Award 2023]	\$	181,940
34427	Kachemak Bay Drive Milepost 0-3.5 Reconstruction	\$	300,000
34432	Yukon-Kuskokwim Frontier Road Construction	\$	1,091,640
34632	Denali Park Pedestrian Bridges and Trail (WFLHD-FLAP)	\$	272,910
STBG Carryover Transfers	Transfer between Fund Sources or Carryover Funds between Years	\$	13,675,077
Surface Transportation Block Grant: Population >200K (AMATS)		\$	26,304,006
6460	Complete Streets Improvement Projects [AMATS]	\$	12,289,000
34664	Congestion Mitigation and Air Quality Improvements: [AMATS]	\$	6,332,000
34677	Motorized Pavement Replacement Projects [AMATS RDY00012]	\$	7,414,000
34678	Active Transportation Pavement Replacement Projects [AMATS NMO00008]	\$	45,000
34679	Statewide Improvement Program (SIP) Transportation Control Measures (TCM) [AMATS]	\$	214,000
34681	Active Transportation Improvement Projects [AMATS]	\$	8,374,000
34682	Transportation Plans and Studies [AMATS]	\$	1,001,000
AMATS >200k Carryover Trans	AMATS Fund Source 50-200k Carryover	\$	(9,364,994)
Surface Transportation Block Grant: Population 50-200K (FAST)		\$	10,216,810
17662	Community-Driven Transportation Projects [FAST]	\$	4,334,700
34686	Transportation Plans and Studies [FAST]	\$	422,900
FAST 50-200K Carryover Trans	FAST Fund Source 50-200k Carryover	\$	5,459,210
Surface Transportation Block Grant: Population 50-200K MVP		\$	7,647,868
34302	Pavement and Bridge Preservation Program	\$	1,971,775
34393	Community-Driven Projects: MVP MPO	\$	5,676,093
Surface Transportation Block Grant: Population 5-49,999K		\$	13,136,260
32728	Akakeek, Ptarmigan, and DeLapp Reconstruction [CTP Award 2019]	\$	1,000,000
33399	Rezanoff Drive Resurfacing: West Marine Way to Airport [SOGR 2022]	\$	11,651,844
34234	Vintage Boulevard and Clinton Drive Reconstruction [CTP Award 2023]	\$	484,416
Transportation Alternatives Program: FLEX		\$	4,282,582
6234	Palmer-Fishhook Separated Pathway: Trunk Road to Edgerton Parks Road [TAP Award 2023]	\$	351,098
26149	Naknek to King Salmon Non-Motorized Pathway [TAP Award 2023]	\$	3,658,574
34251	Inner and Outer Springer Loop Separated Pathway [TAP Award 2023]	\$	272,910
Transportation Alternatives Program: Population <5K		\$	1,277,570

27732	Craig to Klawock Bike and Pedestrian Path [Parent and Final Construction] [TAP Award 2023]	\$	139,184
34244	Knik River Wayside Gold Star Families Memorial [TAP Award 2023]	\$	1,138,386
Transportation Alternatives Program: Population >200K (AMATS)		\$	2,111,533
34681	Active Transportation Improvement Projects [AMATS]	\$	2,113,000
AMATS >200k Carryover Trans AMATS Fund Source 50-200k Carryover		\$	(1,467)
Transportation Alternatives Program: Population 50-200K (FAST)		\$	-
17662	Community-Driven Transportation Projects [FAST]	\$	587,300
FAST 50-200K Carryover Trans FAST Fund Source 50-200k Carryover		\$	(587,300)
Transportation Alternatives Program: Population 50-200K MVP		\$	452,750
34393	Community-Driven Projects: MVP MPO	\$	452,750
Transportation Alternatives Program: Population 5-49,999K		\$	777,757
34246	Montana Creek Bridge Replacement [TAP Award 2023]	\$	175,117
34248	Spruce Mill Promenade [TAP Award 2023]	\$	602,640
Vulnerable Road User Safety Special Rule		\$	6,475,337
19217	Highway Safety Improvement Program	\$	6,475,337
Illustrative Funds		\$	47,830,645
Illustrative NHPP Funds Intended for Future TIP Amendments		\$	47,830,645
31846	Glenn Highway and Hiland Road Interchange Preservation and Operational Improvements	\$	17,109,601
33683	Abbott Road Pavement Preservation: New Seward Highway to Lake Otis Pkwy	\$	6,800,000
33686	Muldoon Road Pavement Preservation [SOGRA Award 2022]	\$	400,000
34171	Glenn Highway Incident Management and Traffic Accommodations [Stage 1]	\$	15,328,211
34635	Glenn Highway and Artillery Road Interchange Improvements	\$	8,192,833
Local Match		\$	43,929,775
Local Match (ARRC)		\$	27,484,838
19634	Railroad Track Rehabilitation	\$	4,236,144
19635	Railroad Bridge Rehabilitation	\$	7,021,350
19658	Railroad Preventative Maintenance	\$	3,912,202
19664	Railroad Positive Train Control	\$	25,000
20854	Railroad Passenger Equipment	\$	660,000
21314	Railroad Transit Security Associated Transit Improvements	\$	5,000
31089	Railroad Locomotive Equipment	\$	206,045
31090	Railroad Transit Asset Management	\$	283,312
31091	Railroad Transit Radio and Communication System	\$	100,000
32658	Seward Freight Dock Expansion and Airport Connector Road-ARRC	\$	3,880,678
33078	Portage Station Improvements	\$	251,200
33243	Railroad Signal and Detector System	\$	180,000
33244	Railroad Technology Infrastructure	\$	128,600
33245	Railroad Facility Rehabilitation	\$	154,534
33246	Railroad Operations Support Facilities	\$	543,000
33882	Railroad Tunnel Rehabilitation	\$	206,045
34263	Railroad Slide Zone Mitigation	\$	200,000
34264	Railroad Flood Mitigation	\$	128,778
34337	Railway Grade Crossing Triangle Clearing	\$	40,000
34671	Section 5307 Alaska Railroad Projects in the FAST Planning Boundary	\$	1,430,000
34672	Section 5307 Alaska Railroad Projects in the AMATS Planning Boundary	\$	760,000
34673	Section 5307 Alaska Railroad Projects in the MVP Planning Boundary	\$	147,750
34684	Section 5337 Alaska Railroad Projects in the AMATS Planning Boundary	\$	240,000
34685	Section 5337 Alaska Railroad Projects in the FAST Planning Boundary	\$	817,600
34687	Section 5337 Alaska Railroad Projects in the MVP Planning Boundary	\$	1,927,600
Local Match (Community-Driven Projects)		\$	7,432,712
6234	Palmer-Fishhook Separated Pathway: Trunk Road to Edgerton Parks Road [TAP Award 2023]	\$	34,851
12259	Recreational Trails Program	\$	159,411
19119	Enhanced Mobility for Seniors and Individuals With Disabilities	\$	78,003
19120	Rural Transit and Rural Transit Assistance Program	\$	1,681,062
26149	Naknek to King Salmon Non-Motorized Pathway [TAP Award 2023]	\$	483,105
27969	Bus and Bus Facilities	\$	538,071
32684	Low No Emission Electric Buses and Charging Stations	\$	1,021,214
32723	Redoubt Avenue and Smith Way Rehabilitation [CTP Award 2019]	\$	509,698
32728	Akakeek, Ptarmigan, and DeLapp Reconstruction [CTP Award 2019]	\$	596,793
34234	Vintage Boulevard and Clinton Drive Reconstruction [CTP Award 2023]	\$	48,085
34243	Seldon Road Reconstruction: Wasilla-Fishhook Road to Lucille Street [Parent] [CTP Award 2023]	\$	123,485
34244	Knik River Wayside Gold Star Families Memorial [TAP Award 2023]	\$	257,614
34248	Spruce Mill Promenade [TAP Award 2023]	\$	297,360
34251	Inner and Outer Springer Loop Separated Pathway [TAP Award 2023]	\$	27,090
34349	Captain's Bay Road [CTP Award 2023]	\$	22,123
34425	Healy to Antler Ridge Separated Path [TAP Award 2023]	\$	18,060
34426	Homer All-ages and Abilities Pedestrian Pathway (HAPP) [TAP Award 2023]	\$	23,200
34676	Non-Rail Transit Projects in the MVP Planning Boundary	\$	513,958
34689	Port Development Project - City of Nulato	\$	999,529
Local Match (FAST Planning "FM")		\$	73,400
34686	Transportation Plans and Studies [FAST]	\$	73,400
Local Match (FAST)		\$	2,681,450
17662	Community-Driven Transportation Projects [FAST]	\$	454,100
34665	Community-Driven Carbon Reduction Projects [FAST]	\$	52,950
34674	Non-Rail Transit Projects in the FAST Planning Boundary	\$	2,174,400
Local Match (Municipality of Anchorage)		\$	6,118,500
6460	Complete Streets Improvement Projects [AMATS]	\$	2,031,500
34664	Congestion Mitigation and Air Quality Improvements: [AMATS]	\$	729,000
34675	Non-Rail Transit Projects in the AMATS Planning Boundary	\$	1,538,000
34677	Motorized Pavement Replacement Projects [AMATS RDY00012]	\$	368,000
34678	Active Transportation Pavement Replacement Projects [AMATS NMO00008]	\$	2,500
34679	Statewide Improvement Program (SIP) Transportation Control Measures (TCM) [AMATS]	\$	67,500
34681	Active Transportation Improvement Projects [AMATS]	\$	1,364,000
34682	Transportation Plans and Studies [AMATS]	\$	18,000

Local Match (MVP)		\$	138,875
34404	Metropolitan Planning Organization (MPO) Planning: MVP	\$	138,875
Maritime Administration (MARAD)		\$	23,548,237
Port Infrastructure Development Program (FY22 Award)		\$	23,548,237
33886	Cordova AMHS Ferry Terminal Rehabilitation	\$	4,965,954
33887	Tatitlek AMHS Ferry Terminal Rehabilitation	\$	8,490,181
33888	Chenega AMHS Ferry Terminal Reconstruction	\$	10,092,102
Other Federal Funds		\$	15,036,826
Other Federal Funds: (Community Awards)		\$	9,190,926
32684	Low No Emission Electric Buses and Charging Stations	\$	9,190,926
Other Federal Funds: FLAP		\$	5,845,900
33218	Keku Road Resurfacing: Kake to Seal Point [WFLHD]	\$	5,845,900
State Match		\$	99,664,619
State Match		\$	93,855,405
2119	Richardson Highway Milepost 148-173 Reconstruction [Parent and Final Construction]	\$	3,291,155
3648	Steese Highway Milepost 128 Crooked Creek Bridge Replacement	\$	33,863
5985	Shoreside Facilities Condition Surveys	\$	48,000
6413	Fleet Condition Surveys	\$	80,000
6447	Bridge and Tunnel Inventory, Inspection, Monitoring, Preservation, and Rehabilitation Program	\$	623,070
6450	US Geological Survey Flood Frequency and Analysis	\$	68,376
6451	Research and Technology Transfer Program	\$	310,700
6454	Bridge Management System	\$	24,614
6455	Small Hydrologic Investigations	\$	9,030
6457	Seismic Bridge Retrofit Program	\$	62,269
10765	Egan Yandukin Intersection Improvements	\$	679,508
12579	Bridge Scour Monitoring and Retrofit Program	\$	216,585
12641	Seward Highway Milepost 98.5 to 118 Bird Flats to Rabbit Creek [Parent and Final Construction]	\$	627,000
13239	Culvert Repair and Replacement	\$	90,300
18358	Ferry Refurbishment	\$	900,000
18359	Ferry Terminal Rehabilitation	\$	340,000
19120	Rural Transit and Rural Transit Assistance Program	\$	1,736,551
19217	Highway Safety Improvement Program	\$	6,783,792
23455	South Tongass Highway Saxman to Surf Street Reconstruction	\$	1,633,489
25836	AASHTO Technical Programs Support	\$	22,576
26156	Center Creek Road Rehabilitation	\$	1,515,826
26168	Air Quality Mobile Source Modeling	\$	18,473
27732	Craig to Klawock Bike and Pedestrian Path [Parent and Final Construction] [TAP Award 2023]	\$	13,816
27969	Bus and Bus Facilities	\$	538,407
28349	Front Street Resurfacing: Greg Kruschek Avenue to Bering Street [CTP Award 2019]	\$	609,525
29675	Cultural Resource Management	\$	41,673
29877	Chiniak Highway Milepost 15-31 Rehabilitation [Parent and Final Construction]	\$	316,050
30189	M/V Tustumena Replacement Vessel	\$	19,881,305
30729	Inter-Island Ferry Authority Ferry Refurbishments	\$	682,739
31270	Parks Highway Milepost 57-70 Rehabilitation	\$	59,400
31469	Ward Creek Bridge Replacement	\$	3,198,916
31596	Winter Trail Marking	\$	38,838
31718	South Tongass Highway Hoadley Creek Bridge Replacement	\$	9,030
31719	South Tongass Highway and Water Street Viaduct Improvements [Parent and Final Construction]	\$	451,500
31841	Glenn Highway Arctic Avenue to Palmer-Fishhook Road Safety and Capacity Improvements [SOGR 2018]	\$	241,762
31847	Chief Eddie Hoffman Highway Reconstruction	\$	270,900
32022	Tok Cutoff Highway Milepost 76-91 Rehabilitation [SOGR 2018]	\$	108,900
32024	Franklin Street and Thane Road Rehabilitation [SOGR 2018]	\$	316,050
32478	ADA Implementation and Compliance	\$	849,976
32639	Chiniak Highway Milepost 15-31 Rehabilitation [Stage 1]	\$	1,679,580
32684	Low No Emission Electric Buses and Charging Stations	\$	1,148,866
32726	Trunk Road (Nelson Road) Rehabilitation and Bridge Replacement [CTP Award 2019]	\$	406,838
33218	Keku Road Resurfacing: Kake to Seal Point [WFLHD]	\$	400,497
33240	Dalton Highway Milepost 190 Hammond River Bridge Replacement [WFLHD]	\$	18,060
33399	Rezanoff Drive Resurfacing: West Marine Way to Airport [SOGR 2022]	\$	1,646,096
33445	Sargent Creek Bridge Replacement [SOGR Award 2022]	\$	51,020
33600	Elliott Highway Milepost 12-18 Rehabilitation	\$	22,575
33693	Big Lake Road Rehabilitation [SOGR 2022]: Milepost 3.6-9.1	\$	13,545
33741	Seward Highway and Sterling Highway Intersection Improvements SOGR 2018 [Parent and Final Construction]	\$	66,000
33824	Alaska Highway Milepost 1380 Johnson River Bridge Replacement [Parent and Final Construction]	\$	4,226,535
33865	National Electric Vehicle Infrastructure Program	\$	1,175,694
33886	Cordova AMHS Ferry Terminal Rehabilitation	\$	1,241,489
33887	Tatitlek AMHS Ferry Terminal Rehabilitation	\$	2,122,545
33888	Chenega AMHS Ferry Terminal Reconstruction	\$	2,523,025
33962	Ice Roads, Seasonal Roads, and Winter Trails Program	\$	383,197
33965	Rock Slope Stabilization Program	\$	314,334
33967	Mooring System Rehabilitation	\$	240,000
33974	Cascade Point Ferry Terminal Lease Payments	\$	1,000,000
34163	Non-Urban Transit Planning	\$	43,628
34172	Parks Highway Milepost 52-57 Big Lake to Houston Reconstruction	\$	66,000
34174	Rural Ports and Barge Landings Program [Parent]	\$	186,018
34195	Southeast Alaska Port Electrification	\$	515,440
34197	Data Modernization and Innovation	\$	1,451,243
34206	West Susitna Access Road [Parent and Final Construction]	\$	9,030
34246	Montana Creek Bridge Replacement [TAP Award 2023]	\$	17,383
34302	Pavement and Bridge Preservation Program	\$	10,316,490
34304	Parks Highway Milepost 303-306 Rehabilitation	\$	217,800
34313	State-owned Shipyard Repairs	\$	47,900
34342	Bogard Road Safety and Capacity Improvements [Parent] [CTP Award 2023]	\$	72,240
34430	Klondike Highway Rehabilitation: Skagway River Bridge to Canadian Border [Stage 1]	\$	1,996,430

34432	Yukon-Kuskokwim Frontier Road Construction	\$	108,360
34444	Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement [SOGR 2018] [Stage 3]	\$	547,800
34447	Alaska Highway Milepost 1393 Gerstle River Bridge Replacement [Stage 1]	\$	2,316,600
34454	Off-System Alternative Fuel and Electric Vehicle Charging Infrastructure Program	\$	527,255
34456	Avalanche Mitigation Program	\$	316,050
34457	South Tongass Highway and Water Street Viaduct Improvements [Stage 1]	\$	361,200
34462	Sterling Highway Milepost 82.5-94 Safety Corridor Improvements [Stage 1]	\$	4,587,000
34536	Alaska West Coast Resiliency Projects - DOT&PF	\$	3,636,000
34592	Port Valdez - Frontal Valdez Arm Watershed - DOT&PF	\$	1,064,588
34632	Denali Park Pedestrian Bridges and Trail (WFLHD-FLAP)	\$	27,090
AWP [Ledger]	Annual Planning Work Program	\$	-
State Match (AMATS)		\$	4,927,500
6460	Complete Streets Improvement Projects [AMATS]	\$	587,500
34658	Highway Safety Improvement Program AMATS Planning Boundary	\$	1,027,000
34661	Pavement and Bridge Preservation Program AMATS Planning Boundary	\$	2,258,000
34677	Motorized Pavement Replacement Projects [AMATS RDY00012]	\$	368,000
34678	Active Transportation Pavement Replacement Projects [AMATS NMO00008]	\$	2,500
34679	Statewide Improvement Program (SIP) Transportation Control Measures (TCM) [AMATS]	\$	94,500
34681	Active Transportation Improvement Projects [AMATS]	\$	509,000
34682	Transportation Plans and Studies [AMATS]	\$	81,000
State Match (FAST)		\$	881,714
17662	Community-Driven Transportation Projects [FAST]	\$	140,000
34663	Congestion Mitigation and Air Quality Improvements: FAST	\$	688,764
34665	Community-Driven Carbon Reduction Projects [FAST]	\$	52,950
USDOT Office of the Secretary Discretionary Grant Programs		\$	17,951,436
Rebuilding American Infrastructure with Sustainability and Equity (FY22 Award)		\$	17,951,436
32658	Seward Freight Dock Expansion and Airport Connector Road-ARRC	\$	13,953,322
34689	Port Development Project - City of Nulato	\$	3,998,114
FY27		\$	1,495,276,620
Federal Highways Administration Discretionary Grant Programs		\$	19,200,000
Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (FY23 Award)		\$	19,200,000
34536	Alaska West Coast Resiliency Projects - DOT&PF	\$	19,200,000
Federal Transit Administration		\$	103,918,774
Section 5303 Metropolitan Planning (FAST)		\$	131,401
34686	Transportation Plans and Studies [FAST]	\$	131,401
Section 5303 Metropolitan Planning (MVP)		\$	98,362
34404	Metropolitan Planning Organization (MPO) Planning: MVP	\$	98,362
Section 5304 Statewide Planning (Rural)		\$	179,748
34163	Non-Urban Transit Planning	\$	179,748
Section 5307 Urbanized Area Formula (ARRC in FAST)		\$	14,760,000
34671	Section 5307 Alaska Railroad Projects in the FAST Planning Boundary	\$	14,760,000
Section 5307 Urbanized Area Formula (ARRC in MVP)		\$	576,000
34673	Section 5307 Alaska Railroad Projects in the MVP Planning Boundary	\$	576,000
Section 5307 Urbanized Area Formula (ARRC Statewide)		\$	21,951,589
19634	Railroad Track Rehabilitation	\$	17,120,000
19664	Railroad Positive Train Control	\$	50,000
21314	Railroad Transit Security Associated Transit Improvements	\$	10,000
33078	Portage Station Improvements	\$	789,600
33245	Railroad Facility Rehabilitation	\$	627,408
33246	Railroad Operations Support Facilities	\$	1,995,200
33882	Railroad Tunnel Rehabilitation	\$	836,542
34264	Railroad Flood Mitigation	\$	522,839
Section 5307 Urbanized Area Formula (Fairbanks Area Transit)		\$	2,174,400
34674	Non-Rail Transit Projects in the FAST Planning Boundary	\$	2,174,400
Section 5307 Urbanized Area Formula (Mat-Su Borough Area Transit)		\$	2,017,106
34676	Non-Rail Transit Projects in the MVP Planning Boundary	\$	2,017,106
Section 5310 Enhanced Mobility for Older Adults & People w/ Disabilities (MVP)		\$	57,432
34676	Non-Rail Transit Projects in the MVP Planning Boundary	\$	57,432
Section 5310 Enhanced Mobility for Older Adults & People w/ Disabilities (Statewide)		\$	331,013
19119	Enhanced Mobility for Seniors and Individuals With Disabilities	\$	331,013
Section 5311 Nonurbanized Area Formula (Indian Reservation Formula)		\$	915,925
19120	Rural Transit and Rural Transit Assistance Program	\$	915,925
Section 5311 Nonurbanized Area Formula (Rural Transit Assistance Program)		\$	130,176
19120	Rural Transit and Rural Transit Assistance Program	\$	130,176
Section 5311 Nonurbanized Area Formula (Statewide)		\$	13,263,079
19120	Rural Transit and Rural Transit Assistance Program	\$	13,263,079
Section 5337 State of Good Repair ((ARRC in MVP Boundary)		\$	431,400
34687	Section 5337 Alaska Railroad Projects in the MVP Planning Boundary	\$	431,400
Section 5337 State of Good Repair (ARRC in FAST Boundary)		\$	3,182,000
34685	Section 5337 Alaska Railroad Projects in the FAST Planning Boundary	\$	3,182,000
Section 5337 State of Good Repair (ARRC Statewide)		\$	39,239,703
19635	Railroad Bridge Rehabilitation	\$	22,556,162
19658	Railroad Preventative Maintenance	\$	15,883,541
19664	Railroad Positive Train Control	\$	50,000
20854	Railroad Passenger Equipment	\$	2,560,000
21314	Railroad Transit Security Associated Transit Improvements	\$	10,000
31089	Railroad Locomotive Equipment	\$	836,543
31091	Railroad Transit Radio and Communication System	\$	418,271
33243	Railroad Signal and Detector System	\$	452,000
33244	Railroad Technology Infrastructure	\$	360,000
34263	Railroad Slide Zone Mitigation	\$	800,000
ARRC Transfers	Transfer between Fund Sources or Carryover Funds between Years	\$	(4,686,814)
Section 5339 Bus and Bus Facilities (MVP)		\$	42,968
34676	Non-Rail Transit Projects in the MVP Planning Boundary	\$	42,968

Section 5339 Bus and Bus Facilities (Statewide)		\$ 4,436,472
27969	Bus and Bus Facilities	\$ 4,436,472
Federal Transit Administration Discretionary Grant Programs		\$ 39,463,530
IIJA Sec. 71103 Rural Ferry Program FTA Grant (FY22 Award)		\$ 39,463,530
33885	Pelican Ferry Terminal Reconstruction	\$ 10,816,210
34192	Yakutat Ferry Terminal Reconstruction	\$ 24,800,000
34193	Kake Ferry Terminal Rehabilitation	\$ 3,847,320
FHWA AC		\$ 397,914,177
National Highway Performance Program Advance Construction		\$ 298,603,023
2670	Sterling Highway Milepost 157-169 Reconstruction Anchor Point to Baycrest Hill [Parent and Final Construction]	\$ 39,083,692
22322	Alaska Highway Milepost 1393 Gerstle River Bridge Replacement [Parent and Final Construction]	\$ 53,538,585
22335	Parks Highway Milepost 315-325 Reconstruction [Parent and Final Construction]	\$ 47,613,153
29973	Richardson Highway Milepost 65-80 Rehabilitation	\$ 18,141,465
34165	Seward Highway Milepost 98.5 to 118 Bird Flats to Rabbit Creek [Stage 2]	\$ 140,226,128
Surface Transportation Block Grant: FLEX Advance Construction		\$ 87,839,837
32638	Chiniak Highway Milepost 15-31 Rehabilitation [Stage 2]	\$ 16,556,540
32721	Hemmer Road Upgrade and Extension [CTP Award 2019]	\$ 6,094,080
32724	Seldon Road Extension [Stage 2]: Windy Bottom/Beverly Lakes Road to Pittman [CTP Award]	\$ 17,158,267
33921	Fairview Loop Road Rehabilitation and Pathway [Parent and Final Construction]	\$ 14,567,701
34206	West Susitna Access Road [Parent and Final Construction]	\$ 12,379,557
34232	Akutan Harbor Access Road [CTP Award 2023]	\$ 8,640,469
34243	Seldon Road Reconstruction: Wasilla-Fishhook Road to Lucille Street [Parent] [CTP Award 2023]	\$ 3,638,800
34302	Pavement and Bridge Preservation Program	\$ 3,892,043
34342	Bogard Road Safety and Capacity Improvements [Parent] [CTP Award 2023]	\$ 4,912,380
Surface Transportation Block Grant: Population <5K Advance Construction		\$ 11,471,317
34349	Captain's Bay Road [CTP Award 2023]	\$ 11,471,317
FHWA Formula Exempt from Limitation		\$ 118,302,756
Disadvantaged Businesses Training		\$ 148,734
6458	Civil Rights Program	\$ 148,734
Ferry Boat Funds		\$ 27,920,390
5985	Shoreside Facilities Condition Surveys	\$ 192,000
6413	Fleet Condition Surveys	\$ 320,000
18358	Ferry Refurbishment	\$ 4,000,000
18359	Ferry Terminal Rehabilitation	\$ 1,360,000
30729	Inter-Island Ferry Authority Ferry Refurbishments	\$ 3,334,631
33885	Pelican Ferry Terminal Reconstruction	\$ 2,704,052
33967	Mooring System Rehabilitation	\$ 960,000
33974	Cascade Point Ferry Terminal Lease Payments	\$ 4,000,000
34192	Yakutat Ferry Terminal Reconstruction	\$ 6,200,000
34193	Kake Ferry Terminal Rehabilitation	\$ 4,352,680
34313	State-owned Shipyard Repairs	\$ 497,027
Highway Improvement Program Bridge Funds		\$ 37,454,498
22322	Alaska Highway Milepost 1393 Gerstle River Bridge Replacement [Parent and Final Construction]	\$ 15,850,025
31469	Ward Creek Bridge Replacement	\$ 8,290,300
33696	Petersville Road Milepost 7 Moose Creek Bridge Reconstruction [SOGR Award 2022]	\$ 8,461,780
34458	South Tongass Highway and Water Street Viaduct Improvements [Stage 2]	\$ 4,852,393
Highway Improvement Program Bridge Funds -Off System Bridge		\$ 7,375,907
34206	West Susitna Access Road [Parent and Final Construction]	\$ 7,375,907
Highway Infrastructure Bridge Replacement		\$ 33,054,992
22322	Alaska Highway Milepost 1393 Gerstle River Bridge Replacement [Parent and Final Construction]	\$ 16,839,975
34126	Alaska Highway Milepost 1348 Robertson River Bridge Replacement	\$ 934,000
34458	South Tongass Highway and Water Street Viaduct Improvements [Stage 2]	\$ 15,281,017
National Electric Vehicle Infrastructure		\$ 12,199,501
33865	National Electric Vehicle Infrastructure Program	\$ 12,199,501
On The Job Training		\$ 148,734
6458	Civil Rights Program	\$ 148,734
FHWA Formula Subject to Limitation		\$ 545,944,105
Carbon Reduction Program 50-200k (FAST)		\$ 1,082,800
34665	Community-Driven Carbon Reduction Projects [FAST]	\$ 1,082,800
Carbon Reduction Program 50-200k MVP		\$ 847,042
34667	Community-Driven Carbon Reduction Projects: MVP	\$ 847,042
Carbon Reduction Program FLEX		\$ 2,341,450
34426	Homer All-ages and Abilities Pedestrian Pathway (HAPP) [TAP Award 2023]	\$ 2,341,450
Carbon Reduction Program: Population <5K		\$ 2,770,286
30169	Healy Area and School Pedestrian Path [TAP Award 2023]	\$ 270,286
34197	Data Modernization and Innovation	\$ 2,500,000
Carbon Reduction Program: Population 5-49,999K		\$ 176,313
34199	Sustainable Transportation Inventory and Data Collection	\$ 176,313
Congestion Mitigation Air Quality (CMAQ) Flex		\$ 20,557,417
26168	Air Quality Mobile Source Modeling	\$ 186,105
34197	Data Modernization and Innovation	\$ 3,561,475
34200	Transportation Workforce Development and Training	\$ 1,500,000
CMAQ-F to STBG Flex	Transfer between Fund Sources or Carryover Funds between Years	\$ 15,309,837
Highway Safety Improvement Program (SA Takedown)		\$ 48,777
19217	Highway Safety Improvement Program	\$ 48,777
Highway Safety Improvement Program: (SA)		\$ 37,794,384
19217	Highway Safety Improvement Program	\$ 34,149,384
34436	Sterling Highway Milepost 157-169 Rehabilitation Anchor Point to Baycrest Hill [Stage 3-HSIP]	\$ 3,645,000
Metropolitan Planning Program (FAST)		\$ 480,500
34686	Transportation Plans and Studies [FAST]	\$ 480,500
Metropolitan Planning Program (MVP)		\$ 473,804
34404	Metropolitan Planning Organization (MPO) Planning: MVP	\$ 473,804
National Highway Freight Program		\$ 9,687,033
NHFP to STBG Flex	Transfer between Fund Sources or Carryover Funds between Years	\$ 9,687,033

National Highway Performance Program		\$ 265,221,121
6447	Bridge and Tunnel Inventory, Inspection, Monitoring, Preservation, and Rehabilitation Program	\$ 2,561,505
6450	US Geological Survey Flood Frequency and Analysis	\$ 688,836
6455	Small Hydrologic Investigations	\$ 90,970
6457	Seismic Bridge Retrofit Program	\$ 200,000
11439	Anton Anderson Memorial (Whittier) Tunnel Maintenance and Operations	\$ 3,553,601
12579	Bridge Scour Monitoring and Retrofit Program	\$ 1,636,440
29811	Richardson Highway Milepost 266-341 Passing Lanes	\$ 30,218,581
29911	Vine Road Reconstruction: Knik-Goose Bay Road to Hollywood Road	\$ 7,732,450
29914	Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement [SOG 2018] [Parent and Fina	\$ 8,686,200
29973	Richardson Highway Milepost 65-80 Rehabilitation	\$ 17,130,154
30281	Dalton Highway Milepost 305-335 Reconstruction and Dan Creek Bridge Replacement [Stage 1]	\$ 27,291,000
31841	Glenn Highway Arctic Avenue to Palmer-Fishhook Road Safety and Capacity Improvements [SOG 2018]	\$ 15,032,730
32020	Tok Cutoff Highway Milepost 0-8 Resurfacing [SOG 2018]	\$ 8,396,660
33242	Sterling Highway Milepost 45-60 [Stage 2]	\$ 32,473,241
33600	Elliott Highway Milepost 12-18 Rehabilitation	\$ 227,425
33965	Rock Slope Stabilization Program	\$ 3,866,225
34172	Parks Highway Milepost 52-57 Big Lake to Houston Reconstruction	\$ 1,868,000
34198	Light up the Highways	\$ 4,548,500
34200	Transportation Workforce Development and Training	\$ 2,400,000
34302	Pavement and Bridge Preservation Program	\$ 67,265,422
34458	South Tongass Highway and Water Street Viaduct Improvements [Stage 2]	\$ 5,816,381
34460	Seward Highway and Sterling Highway Intersection Improvements SOGR 2018 [Stage 1]	\$ 23,536,800
National Highway Performance Program - Exempt		\$ 8,193,782
6454	Bridge Management System	\$ 247,962
13239	Culvert Repair and Replacement	\$ 545,820
34197	Data Modernization and Innovation	\$ 7,400,000
Projects To Reduce PM 2.5 Emissions Set-Aside		\$ 254,716
34663	Congestion Mitigation and Air Quality Improvements: FAST	\$ 254,716
PROTECT Program		\$ 13,966,109
34427	Kachemak Bay Drive Milepost 0-3.5 Reconstruction	\$ 4,000,000
PRTC to STBG Flex	Transfer between Fund Sources or Carryover Funds between Years	\$ 9,966,109
Railway-Highway Crossings Program		\$ 1,338,591
19217	Highway Safety Improvement Program	\$ 1,338,591
Recreational Trails Program and 1% Admin Set-Aside		\$ 1,703,371
12259	Recreational Trails Program	\$ 1,703,371
Safe And Accessible Trans Options - Metro Planning		\$ 85,016
19217	Highway Safety Improvement Program	\$ 85,016
Section 154 Penalties (NHPP)		\$ 10,308,806
19217	Highway Safety Improvement Program	\$ 10,308,806
Section 154 Penalties (STBG)		\$ 5,015,095
19217	Highway Safety Improvement Program	\$ 5,015,095
Section 164 Penalties (NHPP)		\$ 10,308,806
19217	Highway Safety Improvement Program	\$ 10,308,806
Section 164 Penalties (STBG)		\$ 5,015,095
19217	Highway Safety Improvement Program	\$ 5,015,095
Statewide Planning and Research (NHFP Set-aside)		\$ 395,389
6451	Research and Technology Transfer Program	\$ 167,965
25836	AASHTO Technical Programs Support	\$ 227,424
Statewide Planning and Research (CMAQ Set-aside)		\$ 681,771
6451	Research and Technology Transfer Program	\$ 681,771
Statewide Planning and Research (HSIP Set-aside)		\$ 907,428
6451	Research and Technology Transfer Program	\$ 907,428
Statewide Planning and Research (NHPP Set-aside)		\$ 8,247,045
19217	Highway Safety Improvement Program	\$ 1,333,216
AWP [Ledger]	Annual Planning Work Program	\$ 6,913,829
Statewide Planning and Research (STBG Set-aside)		\$ 1,423,253
6451	Research and Technology Transfer Program	\$ 1,423,253
Surface Transportation Block Grant: FLEX		\$ 54,138,348
6234	Palmer-Fishhook Separated Pathway: Trunk Road to Edgerton Parks Road [TAP Award 2023]	\$ 486,210
6447	Bridge and Tunnel Inventory, Inspection, Monitoring, Preservation, and Rehabilitation Program	\$ 2,561,505
12979	Highway Fuel Tax Evasion	\$ 100,000
13239	Culvert Repair and Replacement	\$ 363,880
21114	South Tongass Highway Deermount to Saxman Reconstruction	\$ 218,328
26085	Seppala Drive Rehabilitation and Realignment	\$ 5,926,978
29675	Cultural Resource Management	\$ 432,413
29877	Chiniak Highway Milepost 15-31 Rehabilitation [Parent and Final Construction]	\$ 1,091,640
30169	Healy Area and School Pedestrian Path [TAP Award 2023]	\$ 1,139,749
32478	ADA Implementation and Compliance	\$ 5,964,323
32722	Hermon Road Upgrade and Extension [CTP Award 2019]	\$ 6,565,576
33693	Big Lake Road Rehabilitation [SOG 2022]: Milepost 3.6-9.1	\$ 12,743,990
33965	Rock Slope Stabilization Program	\$ 682,275
34200	Transportation Workforce Development and Training	\$ 853,419
34302	Pavement and Bridge Preservation Program	\$ 48,948,965
34426	Homer All-ages and Abilities Pedestrian Pathway (HAPP) [TAP Award 2023]	\$ 448,550
34428	Craig to Klawock Bike and Pedestrian Path [Stage 1] [TAP Award 2023]	\$ 27,706
34632	Denali Park Pedestrian Bridges and Trail (WFLHD-FLAP)	\$ 545,820
CMAQ-F to STBG Flex	Transfer between Fund Sources or Carryover Funds between Years	\$ (15,309,837)
NHFP to STBG Flex	Transfer between Fund Sources or Carryover Funds between Years	\$ (9,687,033)
PRTC to STBG Flex	Transfer between Fund Sources or Carryover Funds between Years	\$ (9,966,109)
Surface Transportation Block Grant: Off System Bridge		\$ (2,606,892)
6457	Seismic Bridge Retrofit Program	\$ 446,135
12579	Bridge Scour Monitoring and Retrofit Program	\$ 545,480
34246	Montana Creek Bridge Replacement [TAP Award 2023]	\$ 1,387,800

STBG Carryover Transfers	Transfer between Fund Sources or Carryover Funds between Years	\$	(4,986,307)
Surface Transportation Block Grant: Population <5K		\$	38,294,347
26085	Seppala Drive Rehabilitation and Realignment	\$	14,086,422
31596	Winter Trail Marking	\$	391,262
32378	Second Street Reconstruction [CTP Award 2019]	\$	9,511,008
33962	Ice Roads, Seasonal Roads, and Winter Trails Program	\$	3,976,215
34174	Rural Ports and Barge Landings Program [Parent]	\$	1,930,201
34206	West Susitna Access Road [Parent and Final Construction]	\$	25,738,686
34427	Kachemak Bay Drive Milepost 0-3.5 Reconstruction	\$	1,000,000
34448	Whitshed Road and Pedestrian Improvements [CTP 2019] [Stage 1]	\$	2,729,100
STBG Carryover Transfers	Transfer between Fund Sources or Carryover Funds between Years	\$	(21,068,547)
Surface Transportation Block Grant: Population 50-200K (FAST)		\$	10,523,315
17662	Community-Driven Transportation Projects [FAST]	\$	2,092,400
34686	Transportation Plans and Studies [FAST]	\$	150,000
FAST 50-200K Carryover Trans	FAST Fund Source 50-200k Carryover	\$	8,280,915
Surface Transportation Block Grant: Population 50-200K MVP		\$	7,877,304
34393	Community-Driven Projects: MVP MPO	\$	7,877,304
Surface Transportation Block Grant: Population 5-49,999K		\$	13,909,313
2436	Otmeloi Way Rehabilitation [CTP Award 2019]	\$	7,732,450
34234	Vintage Boulevard and Clinton Drive Reconstruction [CTP Award 2023]	\$	6,176,863
Transportation Alternatives Program: FLEX		\$	4,448,132
6234	Palmer-Fishhook Separated Pathway: Trunk Road to Edgerton Parks Road [TAP Award 2023]	\$	423,490
34251	Inner and Outer Springer Loop Separated Pathway [TAP Award 2023]	\$	1,246,289
34425	Healy to Antler Ridge Separated Path [TAP Award 2023]	\$	3,002,010
34428	Craig to Klawock Bike and Pedestrian Path [Stage 1] [TAP Award 2023]	\$	2,354,147
STBG Carryover Transfers	Transfer between Fund Sources or Carryover Funds between Years	\$	(2,577,804)
Transportation Alternatives Program: Population <5K		\$	2,099,516
34428	Craig to Klawock Bike and Pedestrian Path [Stage 1] [TAP Award 2023]	\$	2,302,641
STBG Carryover Transfers	Transfer between Fund Sources or Carryover Funds between Years	\$	(203,125)
Transportation Alternatives Program: Population 50-200K (FAST)		\$	-
FAST 50-200K Carryover Trans	FAST Fund Source 50-200k Carryover	\$	-
Transportation Alternatives Program: Population 50-200K MVP		\$	466,332
34393	Community-Driven Projects: MVP MPO	\$	466,332
Transportation Alternatives Program: Population 5-49,999K		\$	799,593
34246	Montana Creek Bridge Replacement [TAP Award 2023]	\$	386,115
34248	Spruce Mill Promenade [TAP Award 2023]	\$	413,478
Vulnerable Road User Safety Special Rule		\$	6,669,597
19217	Highway Safety Improvement Program	\$	6,669,597
Illustrative Funds		\$	118,103,461
Illustrative NHPP Funds Intended for Future TIP Amendments		\$	118,103,461
33686	Muldoon Road Pavement Preservation [SOGRA Award 2022]	\$	18,100,000
34170	Glenn Highway Milepost 1-34 Rehabilitation: Airport Heights to Parks Highway [Stage 2]	\$	81,800,000
34636	Glenn Highway Incident Management and Traffic Accommodations [Stage 2]	\$	18,203,461
Local Match		\$	34,435,196
Local Match (ARRC)		\$	22,142,102
19634	Railroad Track Rehabilitation	\$	4,280,000
19635	Railroad Bridge Rehabilitation	\$	5,639,040
19658	Railroad Preventative Maintenance	\$	3,970,885
19664	Railroad Positive Train Control	\$	25,000
20854	Railroad Passenger Equipment	\$	640,000
21314	Railroad Transit Security Associated Transit Improvements	\$	5,000
31089	Railroad Locomotive Equipment	\$	209,136
31091	Railroad Transit Radio and Communication System	\$	104,568
32658	Seward Freight Dock Expansion and Airport Connector Road-ARRC	\$	1,329,975
33078	Portage Station Improvements	\$	197,400
33243	Railroad Signal and Detector System	\$	113,000
33244	Railroad Technology Infrastructure	\$	90,000
33245	Railroad Facility Rehabilitation	\$	156,852
33246	Railroad Operations Support Facilities	\$	498,800
33882	Railroad Tunnel Rehabilitation	\$	209,136
34263	Railroad Slide Zone Mitigation	\$	200,000
34264	Railroad Flood Mitigation	\$	130,710
34671	Section 5307 Alaska Railroad Projects in the FAST Planning Boundary	\$	3,185,000
34673	Section 5307 Alaska Railroad Projects in the MVP Planning Boundary	\$	144,000
34685	Section 5337 Alaska Railroad Projects in the FAST Planning Boundary	\$	793,000
34687	Section 5337 Alaska Railroad Projects in the MVP Planning Boundary	\$	220,600
Local Match (Community-Driven Projects)		\$	9,502,040
6234	Palmer-Fishhook Separated Pathway: Trunk Road to Edgerton Parks Road [TAP Award 2023]	\$	90,300
12259	Recreational Trails Program	\$	157,009
19119	Enhanced Mobility for Seniors and Individuals With Disabilities	\$	82,753
19120	Rural Transit and Rural Transit Assistance Program	\$	1,788,648
27969	Bus and Bus Facilities	\$	554,559
32378	Second Street Reconstruction [CTP Award 2019]	\$	944,096
34232	Akutan Harbor Access Road [CTP Award 2023]	\$	1,695,020
34234	Vintage Boulevard and Clinton Drive Reconstruction [CTP Award 2023]	\$	613,137
34243	Seldon Road Reconstruction: Wasilla-Fishhook Road to Lucille Street [Parent] [CTP Award 2023]	\$	361,200
34246	Montana Creek Bridge Replacement [TAP Award 2023]	\$	176,085
34248	Spruce Mill Promenade [TAP Award 2023]	\$	204,022
34251	Inner and Outer Springer Loop Separated Pathway [TAP Award 2023]	\$	123,711
34349	Captain's Bay Road [CTP Award 2023]	\$	1,138,683
34425	Healy to Antler Ridge Separated Path [TAP Award 2023]	\$	297,990
34426	Homer All-ages and Abilities Pedestrian Pathway (HAPP) [TAP Award 2023]	\$	310,000
34428	Craig to Klawock Bike and Pedestrian Path [Stage 1] [TAP Award 2023]	\$	300,000
34448	Whitshed Road and Pedestrian Improvements [CTP 2019] [Stage 1]	\$	135,450

34676	Non-Rail Transit Projects in the MVP Planning Boundary	\$	529,377
Local Match (FAST Planning "FM")		\$	75,600
34686	Transportation Plans and Studies [FAST]	\$	75,600
Local Match (FAST)		\$	2,241,650
17662	Community-Driven Transportation Projects [FAST]	\$	13,500
34665	Community-Driven Carbon Reduction Projects [FAST]	\$	53,750
34674	Non-Rail Transit Projects in the FAST Planning Boundary	\$	2,174,400
Local Match (MVP)		\$	473,804
34404	Metropolitan Planning Organization (MPO) Planning: MVP	\$	473,804
State Match		\$	88,212,580
State Match		\$	88,120,046
2436	Otmeloi Way Rehabilitation [CTP Award 2019]	\$	767,550
2670	Sterling Highway Milepost 157-169 Reconstruction Anchor Point to Baycrest Hill [Parent and Final Construction]	\$	3,879,584
5985	Shoreside Facilities Condition Surveys	\$	48,000
6413	Fleet Condition Surveys	\$	80,000
6447	Bridge and Tunnel Inventory, Inspection, Monitoring, Preservation, and Rehabilitation Program	\$	508,528
6450	US Geological Survey Flood Frequency and Analysis	\$	68,376
6451	Research and Technology Transfer Program	\$	315,699
6454	Bridge Management System	\$	24,614
6455	Small Hydrologic Investigations	\$	9,030
6457	Seismic Bridge Retrofit Program	\$	64,138
12579	Bridge Scour Monitoring and Retrofit Program	\$	216,585
13239	Culvert Repair and Replacement	\$	90,300
18358	Ferry Refurbishment	\$	1,000,000
18359	Ferry Terminal Rehabilitation	\$	340,000
19120	Rural Transit and Rural Transit Assistance Program	\$	1,788,648
19217	Highway Safety Improvement Program	\$	7,693,727
21114	South Tongass Highway Deermount to Saxman Reconstruction	\$	21,672
22322	Alaska Highway Milepost 1393 Gerstle River Bridge Replacement [Parent and Final Construction]	\$	6,093,241
22335	Parks Highway Milepost 315-325 Reconstruction [Parent and Final Construction]	\$	3,364,527
25836	AASHTO Technical Programs Support	\$	22,576
26168	Air Quality Mobile Source Modeling	\$	18,473
27969	Bus and Bus Facilities	\$	554,559
29675	Cultural Resource Management	\$	42,923
29877	Chiniak Highway Milepost 15-31 Rehabilitation [Parent and Final Construction]	\$	108,360
29911	Vine Road Reconstruction: Knik-Goose Bay Road to Hollywood Road	\$	767,550
29914	Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement [SOGR 2018] [Parent and Final Construction]	\$	613,800
29973	Richardson Highway Milepost 65-80 Rehabilitation	\$	3,501,184
30169	Healy Area and School Pedestrian Path [TAP Award 2023]	\$	139,965
30281	Dalton Highway Milepost 305-335 Reconstruction and Dan Creek Bridge Replacement [Stage 1]	\$	2,709,000
30729	Inter-Island Ferry Authority Ferry Refurbishments	\$	833,658
31596	Winter Trail Marking	\$	38,838
31841	Glenn Highway Arctic Avenue to Palmer-Fishhook Road Safety and Capacity Improvements [SOGR 2018]	\$	1,062,270
32020	Tok Cutoff Highway Milepost 0-8 Resurfacing [SOGR 2018]	\$	593,340
32478	ADA Implementation and Compliance	\$	592,039
32638	Chiniak Highway Milepost 15-31 Rehabilitation [Stage 2]	\$	1,643,460
32721	Hemmer Road Upgrade and Extension [CTP Award 2019]	\$	604,920
32722	Hermon Road Upgrade and Extension [CTP Award 2019]	\$	651,722
32724	Seldon Road Extension [Stage 2]: Windy Bottom/Beverly Lakes Road to Pittman [CTP Award]	\$	1,703,189
33600	Elliott Highway Milepost 12-18 Rehabilitation	\$	22,575
33693	Big Lake Road Rehabilitation [SOGR 2022]: Milepost 3.6-9.1	\$	1,265,013
33696	Petersville Road Milepost 7 Moose Creek Bridge Reconstruction [SOGR Award 2022]	\$	839,945
33865	National Electric Vehicle Infrastructure Program	\$	1,210,965
33921	Fairview Loop Road Rehabilitation and Pathway [Parent and Final Construction]	\$	1,446,041
33962	Ice Roads, Seasonal Roads, and Winter Trails Program	\$	394,693
33965	Rock Slope Stabilization Program	\$	451,500
33967	Mooring System Rehabilitation	\$	240,000
33974	Cascade Point Ferry Terminal Lease Payments	\$	1,000,000
34126	Alaska Highway Milepost 1348 Robertson River Bridge Replacement	\$	66,000
34163	Non-Urban Transit Planning	\$	44,937
34165	Seward Highway Milepost 98.5 to 118 Bird Flats to Rabbit Creek [Stage 2]	\$	9,908,913
34172	Parks Highway Milepost 52-57 Big Lake to Houston Reconstruction	\$	132,000
34174	Rural Ports and Barge Landings Program [Parent]	\$	191,598
34197	Data Modernization and Innovation	\$	1,088,075
34198	Light up the Highways	\$	451,500
34199	Sustainable Transportation Inventory and Data Collection	\$	17,501
34206	West Susitna Access Road [Parent and Final Construction]	\$	4,515,908
34302	Pavement and Bridge Preservation Program	\$	11,921,184
34313	State-owned Shipyard Repairs	\$	49,337
34342	Bogard Road Safety and Capacity Improvements [Parent] [CTP Award 2023]	\$	487,620
34428	Craig to Klawock Bike and Pedestrian Path [Stage 1] [TAP Award 2023]	\$	164,999
34436	Sterling Highway Milepost 157-169 Rehabilitation Anchor Point to Baycrest Hill [Stage 3-HSIP]	\$	405,000
34448	Whitshed Road and Pedestrian Improvements [CTP 2019] [Stage 1]	\$	135,450
34458	South Tongass Highway and Water Street Viaduct Improvements [Stage 2]	\$	2,575,867
34460	Seward Highway and Sterling Highway Intersection Improvements SOGR 2018 [Stage 1]	\$	1,663,200
34536	Alaska West Coast Resiliency Projects - DOT&PF	\$	4,800,000
34632	Denali Park Pedestrian Bridges and Trail (WFLHD-FLAP)	\$	54,180
AWP [Ledger]	Annual Planning Work Program	\$	-
State Match (FAST)		\$	92,534
17662	Community-Driven Transportation Projects [FAST]	\$	13,500
34663	Congestion Mitigation and Air Quality Improvements: FAST	\$	25,284
34665	Community-Driven Carbon Reduction Projects [FAST]	\$	53,750
USDOT Office of the Secretary Discretionary Grant Programs		\$	29,782,041
Rebuilding American Infrastructure with Sustainability and Equity (FY22 Award)		\$	4,782,041

Funds Programmed to Fund Source by STIP ID

32658	Seward Freight Dock Expansion and Airport Connector Road-ARRC	\$	4,782,041
Rebuilding American Infrastructure with Sustainability and Equity (FY24 Award)		\$	25,000,000
34317	Alaska Highway Yukon Territory Permafrost Repairs	\$	25,000,000

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Fiscal Constraint Demonstration

FUND TRANSFERS AND CARRYOVER

This document outlines the management of unspent funds from previous fiscal years and their reallocation within the 2024-2027 STIP. It details the amounts carried over and tracks fund transfers between different funding sources. These transfers and carryovers are essential for balancing the budget and ensuring that all transportation projects remain within their financial constraints.

AMATS >200k Carryover Transfers

Carryover Transfers: Funds that move from one fiscal year to the next. A positive value indicates remaining funds carried over to the following year, while a negative value represents the amount added to the next year's formula funds.

Fund Source	Programmed	FY
Carbon Reduction Program: Population >200K (AMATS)	\$7,240,812	FY24
Carbon Reduction Program: Population >200K (AMATS)	-\$7,240,812	FY25
Carbon Reduction Program: Population >200K (AMATS)	\$4,590,472	FY25
Carbon Reduction Program: Population >200K (AMATS)	-\$4,590,472	FY26
Surface Transportation Block Grant: Population >200K (AMATS)	\$14,092,651	FY24
Surface Transportation Block Grant: Population >200K (AMATS)	-\$14,092,651	FY25
Surface Transportation Block Grant: Population >200K (AMATS)	\$14,092,884	FY25
Surface Transportation Block Grant: Population >200K (AMATS)	-\$14,092,884	FY26
Surface Transportation Block Grant: Population >200K (AMATS)	\$4,727,890	FY26
Transportation Alternatives Program: Population >200K (AMATS)	\$4,858,249	FY24
Transportation Alternatives Program: Population >200K (AMATS)	-\$4,858,249	FY25
Transportation Alternatives Program: Population >200K (AMATS)	\$4,858,249	FY25
Transportation Alternatives Program: Population >200K (AMATS)	-\$4,858,249	FY26
Transportation Alternatives Program: Population >200K (AMATS)	\$4,856,782	FY26

ARRC Carryover Transfers

Carryover Transfers: Funds that move from one fiscal year to the next. A positive value indicates remaining funds carried over to the following year, while a negative value represents the amount added to the next year's formula funds.

Fund Source	Programmed	FY
Section 5307 Urbanized Area Formula (ARRC Statewide)	\$6,649,337	FY24
Section 5307 Urbanized Area Formula (ARRC Statewide)	-\$6,649,337	FY25

CMAQ-F to STBG Flex

Carryover Transfers: Funds that move from one fiscal year to the next. A positive value indicates remaining funds carried over to the following year, while a negative value represents the amount added to the next year's formula funds.

Fund Source	Programmed	FY
Congestion Mitigation Air Quality (CMAQ) Flex	\$3,599,371	FY24
Congestion Mitigation Air Quality (CMAQ) Flex	\$11,085,773	FY25
Congestion Mitigation Air Quality (CMAQ) Flex	\$11,811,042	FY26
Congestion Mitigation Air Quality (CMAQ) Flex	\$15,309,837	FY27
Surface Transportation Block Grant: FLEX	-\$3,599,371	FY24
Surface Transportation Block Grant: FLEX	-\$11,085,773	FY25
Surface Transportation Block Grant: FLEX	-\$11,811,042	FY26
Surface Transportation Block Grant: FLEX	-\$15,309,837	FY27

CRP Carryover Transfers

Carryover Transfers: Funds that move from one fiscal year to the next. A positive value indicates remaining funds carried over to the following year, while a negative value represents the amount added to the next year's formula funds.

Fund Source	Programmed	FY
Carbon Reduction Program FLEX	\$797,999	FY25
Carbon Reduction Program FLEX	-\$797,999	FY26
Carbon Reduction Program: Population <5K	\$5,138,838	FY24
Carbon Reduction Program: Population <5K	-\$5,138,838	FY25
Carbon Reduction Program: Population <5K	\$6,581,242	FY25
Carbon Reduction Program: Population <5K	-\$6,581,242	FY26
Carbon Reduction Program: Population 5-49,999K	\$882,334	FY25
Carbon Reduction Program: Population 5-49,999K	-\$882,334	FY26

CRP to STBG Flex

Carryover Transfers: Funds that move from one fiscal year to the next. A positive value indicates remaining funds carried over to the following year, while a negative value represents the amount added to the next year's formula funds.

Fund Source	Programmed	FY
Carbon Reduction Program FLEX	\$2,950,566	FY25
Surface Transportation Block Grant: FLEX	-\$2,950,566	FY25

FAST 50-200K Carryover Transfers

Carryover Transfers: Funds that move from one fiscal year to the next. A positive value indicates remaining funds carried over to the following year, while a negative value represents the amount added to the next year's formula funds.

Fund Source	Programmed	FY
Carbon Reduction Program 50-200k (FAST)	\$864,215	FY24
Carbon Reduction Program 50-200k (FAST)	-\$864,215	FY26
Surface Transportation Block Grant: Population 50-200K (FAST)	\$90,900	FY24
Surface Transportation Block Grant: Population 50-200K (FAST)	-\$90,900	FY25
Surface Transportation Block Grant: Population 50-200K (FAST)	\$776,946	FY25
Surface Transportation Block Grant: Population 50-200K (FAST)	-\$776,946	FY26
Surface Transportation Block Grant: Population 50-200K (FAST)	\$6,236,156	FY26
Surface Transportation Block Grant: Population 50-200K (FAST)	-\$6,236,156	FY27
Surface Transportation Block Grant: Population 50-200K (FAST)	\$14,517,071	FY27
Transportation Alternatives Program: Population 50-200K (FAST)	\$1,601,617	FY24
Transportation Alternatives Program: Population 50-200K (FAST)	-\$1,601,617	FY25
Transportation Alternatives Program: Population 50-200K (FAST)	\$841,617	FY25
Transportation Alternatives Program: Population 50-200K (FAST)	-\$841,617	FY26
Transportation Alternatives Program: Population 50-200K (FAST)	\$254,317	FY26
Transportation Alternatives Program: Population 50-200K (FAST)	-\$254,317	FY27
Transportation Alternatives Program: Population 50-200K (FAST)	\$254,317	FY27

HIP Bridge Carryover Transfers

Carryover Transfers: Funds that move from one fiscal year to the next. A positive value indicates remaining funds carried over to the following year, while a negative value represents the amount added to the next year's formula funds.

Fund Source	Programmed	FY
Highway Improvement Program Bridge Funds	\$74,217,323	FY24
Highway Improvement Program Bridge Funds	-\$74,217,323	FY25

MVP 50-200K Carryover Transfers

Carryover Transfers: Funds that move from one fiscal year to the next. A positive value indicates remaining funds carried over to the following year, while a negative value represents the amount added to the next year's formula funds.

Fund Source	Programmed	FY
Transportation Alternatives Program: Population 50-200K MVP	\$174,941	FY24
Transportation Alternatives Program: Population 50-200K MVP	-\$174,941	FY25

NEVI Carryover Transfers

Carryover Transfers: Funds that move from one fiscal year to the next. A positive value indicates remaining funds carried over to the following year, while a negative value represents the amount added to the next year's formula funds.

Fund Source	Programmed	FY
National Electric Vehicle Infrastructure	\$17,681,573	FY24
National Electric Vehicle Infrastructure	-\$17,681,573	FY25

NHFP to STBG Flex

Carryover Transfers: Funds that move from one fiscal year to the next. A positive value indicates remaining funds carried over to the following year, while a negative value represents the amount added to the next year's formula funds.

Fund Source	Programmed	FY
National Highway Freight Program	\$8,865,007	FY24
National Highway Freight Program	\$9,130,957	FY25
National Highway Freight Program	\$9,404,886	FY26
National Highway Freight Program	\$9,687,033	FY27
Surface Transportation Block Grant: FLEX	-\$8,865,007	FY24
Surface Transportation Block Grant: FLEX	-\$9,130,957	FY25
Surface Transportation Block Grant: FLEX	-\$9,404,886	FY26
Surface Transportation Block Grant: FLEX	-\$9,687,033	FY27

PRTC to STBG Flex

Carryover Transfers: Funds that move from one fiscal year to the next. A positive value indicates remaining funds carried over to the following year, while a negative value represents the amount added to the next year's formula funds.

Fund Source	Programmed	FY
PROTECT Program	\$11,135,203	FY24
PROTECT Program	\$9,394,013	FY25
PROTECT Program	\$9,675,834	FY26
PROTECT Program	\$9,966,109	FY27
Surface Transportation Block Grant: FLEX	-\$11,135,203	FY24
Surface Transportation Block Grant: FLEX	-\$9,394,013	FY25
Surface Transportation Block Grant: FLEX	-\$9,675,834	FY26
Surface Transportation Block Grant: FLEX	-\$9,966,109	FY27

STBG Carryover Transfers

Carryover Transfers: Funds that move from one fiscal year to the next. A positive value indicates remaining funds carried over to the following year, while a negative value represents the amount added to the next year's formula funds.

Fund Source	Programmed	FY
Surface Transportation Block Grant: Off System Bridge	\$2,052,010	FY24
Surface Transportation Block Grant: Off System Bridge	-\$2,052,010	FY25
Surface Transportation Block Grant: Off System Bridge	\$4,986,307	FY26
Surface Transportation Block Grant: Off System Bridge	-\$4,986,307	FY27
Surface Transportation Block Grant: Population <5K	\$7,393,470	FY25
Surface Transportation Block Grant: Population <5K	-\$7,393,470	FY26
Surface Transportation Block Grant: Population <5K	\$21,068,547	FY26
Surface Transportation Block Grant: Population <5K	-\$21,068,547	FY27
Transportation Alternatives Program: FLEX	\$3,449,109	FY24
Transportation Alternatives Program: FLEX	-\$3,449,109	FY25
Transportation Alternatives Program: FLEX	\$2,577,804	FY25
Transportation Alternatives Program: FLEX	-\$2,577,804	FY27
Transportation Alternatives Program: Population <5K	\$203,125	FY25
Transportation Alternatives Program: Population <5K	-\$203,125	FY27

TAP to STBG Flex

Carryover Transfers: Funds that move from one fiscal year to the next. A positive value indicates remaining funds carried over to the following year, while a negative value represents the amount added to the next year's formula funds.

Fund Source	Programmed	FY
Surface Transportation Block Grant: FLEX	-\$7,186,895	FY24
Transportation Alternatives Program: FLEX	\$7,186,895	FY24