



# STATE OF ALASKA

## DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

# 2024-2027

## Statewide Transportation Improvement Program (V1: Project Details)

Incorporates Administrative Modification #02 - Approved 7/19/2024



More information at [dot.alaska.gov/stip](https://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

APPROVED



## ALASKA DEPT. OF TRANSPORTATION & PUBLIC FACILITIES

# 2024-2027 STIP

(STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM)

### STIP 24-27: Volume 1

#### PROJECTS and PROGRAMS IN THE 2024-2027 STIP

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# All Projects

Numerical List by STIP ID of All Projects  
and Programs

<b>STIP ID</b> <b>2119</b>	Richardson Highway Milepost 148-173 Reconstruction [Parent and Final Construction]	<b>Program</b>	<b>NHS - National Highway System</b>
<b>STIP ID</b> <b>2152</b>	Haines Highway Milepost 3-25 and Chilkat Bridge Reconstruction [Parent and Final Construction]	<b>Program</b>	<b>NHS - National Highway System</b>
<b>STIP ID</b> <b>2436</b>	Otmeloi Way Reconstruction [CTP Award 2019]	<b>Program</b>	<b>Scored Public Program</b>
<b>STIP ID</b> <b>2503</b>	Wasilla to Fishhook Main Street Rehabilitation	<b>Program</b>	<b>NHS - National Highway System</b>
<b>STIP ID</b> <b>2620</b>	Seward Highway Milepost 25.5-37 Rehabilitation	<b>Program</b>	<b>NHS - National Highway System</b>
<b>STIP ID</b> <b>2670</b>	Sterling Highway Milepost 157-169 Reconstruction Anchor Point To Baycrest Hill [Parent and Final Construction]	<b>Program</b>	<b>NHS - National Highway System</b>
<b>STIP ID</b> <b>2673</b>	Sterling Highway Milepost 45-60 [Parent and Final Construction]	<b>Program</b>	<b>NHS - National Highway System</b>
<b>STIP ID</b> <b>3648</b>	Steese Highway Milepost 128 Crooked Creek Bridge Replacement	<b>Program</b>	<b>AHS - Alaska Highway System</b>
<b>STIP ID</b> <b>5985</b>	Shoreside Facilities Condition Surveys	<b>Program</b>	<b>State of Good Repair Program</b>
<b>STIP ID</b> <b>6234</b>	Palmer-Fishhook Separated Pathway: Trunk Road to Edgerton Parks Road [TAP Award 2023]	<b>Program</b>	<b>Scored Public Program</b>
<b>STIP ID</b> <b>6413</b>	Fleet Condition Surveys	<b>Program</b>	<b>State of Good Repair Program</b>
<b>STIP ID</b> <b>6450</b>	US Geological Survey Flood Frequency and Analysis	<b>Program</b>	<b>State of Good Repair Program</b>
<b>STIP ID</b> <b>6451</b>	Research and Technology Transfer Program	<b>Program</b>	<b>DOT&amp;PF Systems Program</b>
<b>STIP ID</b> <b>6454</b>	Bridge Management System	<b>Program</b>	<b>State of Good Repair Program</b>
<b>STIP ID</b> <b>6455</b>	Small Hydrologic Investigations	<b>Program</b>	<b>State of Good Repair Program</b>
<b>STIP ID</b> <b>6457</b>	Seismic Bridge Retrofit Program	<b>Program</b>	<b>State of Good Repair Program</b>
<b>STIP ID</b> <b>6458</b>	Civil Rights Program	<b>Program</b>	<b>DOT&amp;PF Systems Program</b>
<b>STIP ID</b> <b>10765</b>	Egan Yandukin Intersection Improvements	<b>Program</b>	<b>NHS - National Highway System</b>
<b>STIP ID</b> <b>11439</b>	Anton Anderson Memorial (Whittier) Tunnel Maintenance	<b>Program</b>	<b>State of Good Repair Program</b>



<b>STIP ID</b> <b>12259</b>	Recreational Trails Program	<b>Program</b>	Economic Vitality Program
<b>STIP ID</b> <b>12579</b>	Bridge Scour Monitoring and Retrofit Program	<b>Program</b>	State of Good Repair Program
<b>STIP ID</b> <b>12979</b>	Highway Fuel Tax Evasion	<b>Program</b>	DOT&PF Systems Program
<b>STIP ID</b> <b>13239</b>	Culvert Repair and Replacement	<b>Program</b>	State of Good Repair Program
<b>STIP ID</b> <b>18358</b>	Ferry Refurbishment	<b>Program</b>	State of Good Repair Program
<b>STIP ID</b> <b>18359</b>	Ferry Terminal Rehabilitation	<b>Program</b>	State of Good Repair Program
<b>STIP ID</b> <b>18634</b>	Cape Blossom Road [Stage 1]	<b>Program</b>	Off-System Infrastructure
<b>STIP ID</b> <b>18924</b>	Big Lake Road Rehabilitation [SOGR 2022]	<b>Program</b>	Scored Public Program
<b>STIP ID</b> <b>19119</b>	Enhanced Mobility for Seniors and Individuals With Disabilities	<b>Program</b>	Transit Program
<b>STIP ID</b> <b>19120</b>	Rural Transit and Rural Transit Assistance Program	<b>Program</b>	Transit Program
<b>STIP ID</b> <b>19217</b>	Highway Safety Improvement Program	<b>Program</b>	Safety Program
<b>STIP ID</b> <b>19634</b>	Railroad Track Rehabilitation	<b>Program</b>	Transit Program
<b>STIP ID</b> <b>19635</b>	Railroad Bridge Rehabilitation	<b>Program</b>	Transit Program
<b>STIP ID</b> <b>19658</b>	Railroad Preventative Maintenance	<b>Program</b>	Transit Program
<b>STIP ID</b> <b>19664</b>	Railroad Positive Train Control	<b>Program</b>	Transit Program
<b>STIP ID</b> <b>20854</b>	Railroad Passenger Equipment	<b>Program</b>	Transit Program
<b>STIP ID</b> <b>21114</b>	South Tongass Highway Deermount to Saxman Reconstruction	<b>Program</b>	AHS - Alaska Highway System
<b>STIP ID</b> <b>21314</b>	Railroad Transit Security Associated Transit Improvements	<b>Program</b>	Transit Program
<b>STIP ID</b> <b>22299</b>	Alaska Highway Milepost 1235-1268 Rehabilitation [Parent and Final Construction]	<b>Program</b>	NHS - National Highway System

<b>STIP ID</b> <b>22322</b>	Alaska Highway Milepost 1393 Gerstle River Bridge Replacement [Parent and Final Construction]	<b>Program</b>	<b>NHS - National Highway System</b>
<b>STIP ID</b> <b>22335</b>	Parks Highway Milepost 315-325 Reconstruction [Parent and Final Construction]	<b>Program</b>	<b>NHS - National Highway System</b>
<b>STIP ID</b> <b>22452</b>	Dalton Highway Milepost 109-144 Reconstruction and Douglas Creek Bridge Replacement [Parent and Final Construction]	<b>Program</b>	<b>NHS - National Highway System</b>
<b>STIP ID</b> <b>22475</b>	Dalton Highway Milepost 305-335 Reconstruction and Dan Creek Bridge Replacement [Parent and Final Construction]	<b>Program</b>	<b>NHS - National Highway System</b>
<b>STIP ID</b> <b>23455</b>	South Tongass Highway Saxman to Surf Street Reconstruction	<b>Program</b>	<b>NHS - National Highway System</b>
<b>STIP ID</b> <b>23675</b>	Barge Landing Access Road and Boardwalk Improvements	<b>Program</b>	<b>Off-System Infrastructure</b>
<b>STIP ID</b> <b>24337</b>	State Street Pavement Rehabilitation	<b>Program</b>	<b>NHS - National Highway System</b>
<b>STIP ID</b> <b>24596</b>	Knik Goose Bay Road Reconstruction: Fairview Loop to Settler's Bay [Parent and Final Construction]	<b>Program</b>	<b>NHS - National Highway System</b>
<b>STIP ID</b> <b>25836</b>	AASHTO Technical Programs Support	<b>Program</b>	<b>DOT&amp;PF Systems Program</b>
<b>STIP ID</b> <b>26057</b>	Port Road Reconstruction	<b>Program</b>	<b>Off-System Infrastructure</b>
<b>STIP ID</b> <b>26085</b>	Seppala Drive Rehabilitation and Realignment	<b>Program</b>	<b>Off-System Infrastructure</b>
<b>STIP ID</b> <b>26149</b>	Naknek to King Salmon Non-motorized Pathway [TAP Award 2023]	<b>Program</b>	<b>Scored Public Program</b>
<b>STIP ID</b> <b>26156</b>	Center Creek Road Rehabilitation	<b>Program</b>	<b>Off-System Infrastructure</b>
<b>STIP ID</b> <b>26168</b>	Air Quality Mobile Source Modeling	<b>Program</b>	<b>Sustainability Program</b>
<b>STIP ID</b> <b>27049</b>	Whitshed Road and Pedestrian Improvements [Parent and Final Construction]	<b>Program</b>	<b>Off-System Infrastructure</b>
<b>STIP ID</b> <b>27732</b>	Craig to Klawock Bike and Pedestrian Path: [Parent and Final Construction] [TAP Award 2023]	<b>Program</b>	<b>Scored Public Program</b>
<b>STIP ID</b> <b>27766</b>	South Tongass Highway Improvements	<b>Program</b>	<b>NHS - National Highway System</b>
<b>STIP ID</b> <b>27969</b>	Bus and Bus Facilities	<b>Program</b>	<b>Transit Program</b>
<b>STIP ID</b> <b>28349</b>	Front Street Resurfacing: Greg Kruschek Avenue to Bering Street [CTP Award 2019]	<b>Program</b>	<b>Scored Public Program</b>

<b>STIP ID</b> <b>28890</b>	Sayles and Gorge Street Viaduct Improvements	<b>Program</b>	<b>AHS - Alaska Highway System</b>
<b>STIP ID</b> <b>29675</b>	Cultural Resource Management	<b>Program</b>	<b>DOT&amp;PF Systems Program</b>
<b>STIP ID</b> <b>29709</b>	Auke Bay Ferry Terminal East Berth Mooring Rehabilitation	<b>Program</b>	<b>Ferry Terminal</b>
<b>STIP ID</b> <b>29877</b>	Chiniak Highway Milepost 15-31 Rehabilitation [Parent and Final Construction]	<b>Program</b>	<b>AHS - Alaska Highway System</b>
<b>STIP ID</b> <b>29913</b>	Sterling Highway Milepost 82.5-94 Safety Corridor Improvements [Parent and Final Construction]	<b>Program</b>	<b>NHS - National Highway System</b>
<b>STIP ID</b> <b>29914</b>	Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement [SOGR 2018] [Parent and Final Construction]	<b>Program</b>	<b>NHS - National Highway System</b>
<b>STIP ID</b> <b>30169</b>	Healy Area and School Pedestrian Path [TAP Award 2023]	<b>Program</b>	<b>Scored Public Program</b>
<b>STIP ID</b> <b>30189</b>	M/V Tustumena Replacement Vessel	<b>Program</b>	<b>Marine Vessels</b>
<b>STIP ID</b> <b>30270</b>	Dalton Highway Milepost 109-144 Reconstruction and Douglas Creek Bridge Replacement [Stage 1]	<b>Program</b>	<b>NHS - National Highway System</b>
<b>STIP ID</b> <b>30281</b>	Dalton Highway Milepost 305-335 Reconstruction and Dan Creek Bridge Replacement [Stage 1]	<b>Program</b>	<b>NHS - National Highway System</b>
<b>STIP ID</b> <b>30549</b>	Kenai Spur Highway Rehabilitation [Stage 2]	<b>Program</b>	<b>NHS - National Highway System</b>
<b>STIP ID</b> <b>30729</b>	Inter-Island Ferry Authority Ferry Refurbishments	<b>Program</b>	<b>State of Good Repair Program</b>
<b>STIP ID</b> <b>30830</b>	Revilla New Ferry Berth and Upland Improvements	<b>Program</b>	<b>Ferry Terminal</b>
<b>STIP ID</b> <b>30831</b>	Revilla Refurbish Existing Ferry Berth	<b>Program</b>	<b>Ferry Terminal</b>
<b>STIP ID</b> <b>30834</b>	Gravina Refurbish Existing Ferry Berth	<b>Program</b>	<b>Ferry Terminal</b>
<b>STIP ID</b> <b>31089</b>	Railroad Locomotive Equipment	<b>Program</b>	<b>Transit Program</b>
<b>STIP ID</b> <b>31090</b>	Railroad Transit Asset Management	<b>Program</b>	<b>Transit Program</b>
<b>STIP ID</b> <b>31091</b>	Railroad Transit Radio and Communication System	<b>Program</b>	<b>Transit Program</b>
<b>STIP ID</b> <b>31098</b>	Ketchikan Ferry Terminal Improvements [Stage 2]	<b>Program</b>	<b>Ferry Terminal</b>



<b>STIP ID</b> <b>31270</b>	Parks Highway Milepost 57-70 Rehabilitation	<b>Program</b>	<b>NHS - National Highway System</b>
<b>STIP ID</b> <b>31310</b>	Klondike Highway Rehabilitation: Skagway River Bridge to Canadian Border [Parent and Final Construction]	<b>Program</b>	<b>NHS - National Highway System</b>
<b>STIP ID</b> <b>31330</b>	Glenn Highway: Parks Highway to South Inner Springer Loop (Cienna Avenue)	<b>Program</b>	<b>NHS - National Highway System</b>
<b>STIP ID</b> <b>31469</b>	Ward Creek Bridge Replacement	<b>Program</b>	<b>AHS - Alaska Highway System</b>
<b>STIP ID</b> <b>31596</b>	Winter Trail Marking	<b>Program</b>	<b>Safety Program</b>
<b>STIP ID</b> <b>31597</b>	Statewide Planning and Environmental Linkages Study	<b>Program</b>	<b>DOT&amp;PF Systems Program</b>
<b>STIP ID</b> <b>31718</b>	South Tongass Highway Hoadley Creek Bridge Replacement	<b>Program</b>	<b>NHS - National Highway System</b>
<b>STIP ID</b> <b>31719</b>	South Tongass Highway and Water Street Viaduct Improvements [Parent and Final Construction]	<b>Program</b>	<b>NHS - National Highway System</b>
<b>STIP ID</b> <b>31841</b>	Glenn Highway Arctic Avenue to Palmer-Fishhook Road Safety and Capacity Improvements [SOGR 2018]	<b>Program</b>	<b>NHS - National Highway System</b>
<b>STIP ID</b> <b>31847</b>	Chief Eddie Hoffman Highway Reconstruction	<b>Program</b>	<b>AHS - Alaska Highway System</b>
<b>STIP ID</b> <b>31899</b>	Disadvantaged Business and Civil Rights Disparity Compliance Study	<b>Program</b>	<b>DOT&amp;PF Systems Program</b>
<b>STIP ID</b> <b>32018</b>	Glenn Highway Milepost 158-172 Rehabilitation [SOGR 2018]	<b>Program</b>	<b>NHS - National Highway System</b>
<b>STIP ID</b> <b>32020</b>	Tok Cutoff Highway Milepost 0-8 Resurfacing [SOGR 2018]	<b>Program</b>	<b>NHS - National Highway System</b>
<b>STIP ID</b> <b>32022</b>	Tok Cutoff Highway Milepost 76-91 Rehabilitation [SOGR 2018]	<b>Program</b>	<b>NHS - National Highway System</b>
<b>STIP ID</b> <b>32024</b>	Franklin Street and Thane Road Reconstruction [SOGR 2018]	<b>Program</b>	<b>NHS - National Highway System</b>
<b>STIP ID</b> <b>32298</b>	Knik Goose Bay Road Reconstruction: Fairview Loop to Settler's Bay [Stage 1]	<b>Program</b>	<b>NHS - National Highway System</b>
<b>STIP ID</b> <b>32299</b>	Takotna River Bridge Replacement Bundle	<b>Program</b>	<b>Off-System Infrastructure</b>
<b>STIP ID</b> <b>32300</b>	Sterling Highway Milepost 45-60 [Stage 1]	<b>Program</b>	<b>NHS - National Highway System</b>
<b>STIP ID</b> <b>32319</b>	Sterling Highway Milepost 45-60 [Stage 3]	<b>Program</b>	<b>NHS - National Highway System</b>

<b>STIP ID</b> <b>32359</b>	Ruby Slough Road Rehabilitation [CTP Award 2019]	<b>Program</b>	<b>Scored Public Program</b>
<b>STIP ID</b> <b>32378</b>	Second Street Reconstruction [CTP Award 2019]	<b>Program</b>	<b>Scored Public Program</b>
<b>STIP ID</b> <b>32478</b>	ADA Implementation and Compliance	<b>Program</b>	<b>Safety Program</b>
<b>STIP ID</b> <b>32638</b>	Chiniak Highway Milepost 15-31 Rehabilitation [Stage 2]	<b>Program</b>	<b>AHS - Alaska Highway System</b>
<b>STIP ID</b> <b>32639</b>	Chiniak Highway Milepost 15-31 Rehabilitation [Stage 1]	<b>Program</b>	<b>AHS - Alaska Highway System</b>
<b>STIP ID</b> <b>32684</b>	Low No Emission Electric Buses and Charging Stations	<b>Program</b>	<b>Sustainability Program</b>
<b>STIP ID</b> <b>32721</b>	Hemmer Road Upgrade and Extension [CTP Award 2019]	<b>Program</b>	<b>Scored Public Program</b>
<b>STIP ID</b> <b>32722</b>	Hermon Road Upgrade and Extension [CTP Award 2019]	<b>Program</b>	<b>Scored Public Program</b>
<b>STIP ID</b> <b>32723</b>	Redoubt Avenue and Smith Way Rehabilitation [CTP Award 2019]	<b>Program</b>	<b>Scored Public Program</b>
<b>STIP ID</b> <b>32724</b>	Seldon Road Extension Phase II: Windy Bottom/Beverly Lakes Road - Pittman [CTP Award 2019]	<b>Program</b>	<b>Scored Public Program</b>
<b>STIP ID</b> <b>32726</b>	Trunk Road (Nelson Road) Rehabilitation and Bridge Replacement [CTP Award 2019]	<b>Program</b>	<b>Scored Public Program</b>
<b>STIP ID</b> <b>32728</b>	Akakeek, Ptarmigan, and DeLapp Reconstruction [CTP Award 2019]	<b>Program</b>	<b>Scored Public Program</b>
<b>STIP ID</b> <b>33018</b>	Quartz Creek Bridge Replacement	<b>Program</b>	<b>NHS - National Highway System</b>
<b>STIP ID</b> <b>33038</b>	Kenai Bridge Access Road Pedestrian Pathway [TAP Award 2019]	<b>Program</b>	<b>Scored Public Program</b>
<b>STIP ID</b> <b>33039</b>	Kenai River Flats Pedestrian Improvements [TAP Award 2019]	<b>Program</b>	<b>Scored Public Program</b>
<b>STIP ID</b> <b>33043</b>	Harbor Way Pedestrian Improvements and Pitt Island Cemetery Walkway [TAP Award 2019]	<b>Program</b>	<b>Scored Public Program</b>
<b>STIP ID</b> <b>33178</b>	Trout Creek Culvert Replacement and Aquatic Organism Passage Improvements	<b>Program</b>	<b>Off-System Infrastructure</b>
<b>STIP ID</b> <b>33241</b>	Cape Blossom Road [Stage 2]	<b>Program</b>	<b>Off-System Infrastructure</b>
<b>STIP ID</b> <b>33242</b>	Sterling Highway Milepost 45-60 [Stage 2]	<b>Program</b>	<b>NHS - National Highway System</b>

<b>STIP ID</b> <b>33243</b>	Railroad Signal and Detector System	<b>Program</b>	Transit Program
<b>STIP ID</b> <b>33244</b>	Railroad Technology Infrastructure	<b>Program</b>	Transit Program
<b>STIP ID</b> <b>33245</b>	Railroad Facility Rehabilitation	<b>Program</b>	Transit Program
<b>STIP ID</b> <b>33246</b>	Railroad Operations Support Facilities	<b>Program</b>	Transit Program
<b>STIP ID</b> <b>33247</b>	Seward Highway Milepost 14 Railroad Crossing Reconstruction [Parent and Final Stage]	<b>Program</b>	NHS - National Highway System
<b>STIP ID</b> <b>33248</b>	Shishmaref Sanitation Road Erosion Control	<b>Program</b>	Off-System Infrastructure
<b>STIP ID</b> <b>33399</b>	Rezanoff Drive Resurfacing: West Marine Way to Airport [SOGR 2022]	<b>Program</b>	Scored Public Program
<b>STIP ID</b> <b>33420</b>	Richardson Highway Milepost 214-218 Reconstruction	<b>Program</b>	NHS - National Highway System
<b>STIP ID</b> <b>33445</b>	Sargent Creek Bridge Repairs [SOGR Award 2022]	<b>Program</b>	Scored Public Program
<b>STIP ID</b> <b>33599</b>	Chena Hot Springs Road Milepost 6-13 Rehabilitation [SOGR 2022]	<b>Program</b>	Scored Public Program
<b>STIP ID</b> <b>33600</b>	Elliott Highway Milepost 12-18 Rehabilitation	<b>Program</b>	NHS - National Highway System
<b>STIP ID</b> <b>33601</b>	Elliott Highway Milepost 63-73 Rehabilitation	<b>Program</b>	NHS - National Highway System
<b>STIP ID</b> <b>33696</b>	Petersville Road Milepost 7 Moose Creek Bridge Reconstruction [SOGR Award 2022]	<b>Program</b>	Scored Public Program
<b>STIP ID</b> <b>33720</b>	Richardson Highway Milepost 275-295 Rehabilitation	<b>Program</b>	NHS - National Highway System
<b>STIP ID</b> <b>33741</b>	Seward Highway and Sterling Highway Intersection Improvements SOGR 2018 [Parent and Final Construction]	<b>Program</b>	NHS - National Highway System
<b>STIP ID</b> <b>33824</b>	Alaska Highway Milepost 1380 Johnson River Bridge Replacement [Parent and Final Construction]	<b>Program</b>	NHS - National Highway System
<b>STIP ID</b> <b>33865</b>	National Electric Vehicle Infrastructure Program	<b>Program</b>	Sustainability Program
<b>STIP ID</b> <b>33882</b>	Railroad Tunnel Rehabilitation	<b>Program</b>	Transit Program
<b>STIP ID</b> <b>33883</b>	Angoon AMHS Ferry Terminal Rehabilitation	<b>Program</b>	Ferry Terminal



<b>STIP ID</b> <b>33885</b>	Pelican Ferry Terminal Reconstruction	<b>Program</b>	Ferry Terminal
<b>STIP ID</b> <b>33886</b>	Cordova AMHS Ferry Terminal Rehabilitation	<b>Program</b>	Ferry Terminal
<b>STIP ID</b> <b>33887</b>	Tatitlek AMHS Ferry Terminal Rehabilitation	<b>Program</b>	Ferry Terminal
<b>STIP ID</b> <b>33888</b>	Chenega AMHS Ferry Terminal Reconstruction	<b>Program</b>	Ferry Terminal
<b>STIP ID</b> <b>33921</b>	Fairview Loop Road Rehabilitation and Pathway [Parent and Final Construction]	<b>Program</b>	AHS - Alaska Highway System
<b>STIP ID</b> <b>33962</b>	Ice Roads and Seasonal Roads Maintenance Program	<b>Program</b>	Economic Vitality Program
<b>STIP ID</b> <b>33965</b>	Rock Slope Stabilization Program	<b>Program</b>	Safety Program
<b>STIP ID</b> <b>33967</b>	Mooring System Rehabilitation	<b>Program</b>	AMHS Program
<b>STIP ID</b> <b>33972</b>	South Tongass Ferry Terminal	<b>Program</b>	Ferry Terminal
<b>STIP ID</b> <b>33973</b>	Arctic Strategic Transportation and Resources (ASTAR) PEL Triangle Community Road Corridor	<b>Program</b>	Economic Vitality Program
<b>STIP ID</b> <b>33974</b>	Cascade Point Ferry Terminal Lease Payments	<b>Program</b>	Ferry Terminal
<b>STIP ID</b> <b>33976</b>	M/V Mainliner Replacement Vessel	<b>Program</b>	Marine Vessels
<b>STIP ID</b> <b>33978</b>	M/V Tazlina Crew Quarters	<b>Program</b>	Marine Vessels
<b>STIP ID</b> <b>34021</b>	Railroad Avalanche Control	<b>Program</b>	Transit Program
<b>STIP ID</b> <b>34104</b>	Wales to Tin City Road Reconstruction [CTP Award 2023]	<b>Program</b>	Scored Public Program
<b>STIP ID</b> <b>34126</b>	Alaska Highway Milepost 1348 Robertson River Bridge Replacement	<b>Program</b>	NHS - National Highway System
<b>STIP ID</b> <b>34146</b>	Juneau Douglas North Crossing	<b>Program</b>	Off-System Infrastructure
<b>STIP ID</b> <b>34155</b>	Sargent Creek and Russian River Bridges Planning Study	<b>Program</b>	Community-Driven Grant Program
<b>STIP ID</b> <b>34163</b>	Non-Urban Transit Planning	<b>Program</b>	Transit Program

<b>STIP ID</b> <b>34172</b>	Parks Highway Milepost 52-57 Big Lake to Houston Reconstruction	<b>Program</b>	<b>NHS - National Highway System</b>
<b>STIP ID</b> <b>34174</b>	Rural Ports and Barge Landings Program [Parent]	<b>Program</b>	<b>Economic Vitality Program</b>
<b>STIP ID</b> <b>34190</b>	Waterways Program	<b>Program</b>	<b>Economic Vitality Program</b>
<b>STIP ID</b> <b>34192</b>	Yakutat Ferry Terminal Reconstruction	<b>Program</b>	<b>Ferry Terminal</b>
<b>STIP ID</b> <b>34193</b>	Kake Ferry Terminal Rehabilitation	<b>Program</b>	<b>Ferry Terminal</b>
<b>STIP ID</b> <b>34195</b>	Southeast Alaska Port Electrification	<b>Program</b>	<b>Sustainability Program</b>
<b>STIP ID</b> <b>34197</b>	Data Modernization and Innovation	<b>Program</b>	<b>DOT&amp;PF Systems Program</b>
<b>STIP ID</b> <b>34198</b>	Light up the Highways	<b>Program</b>	<b>Sustainability Program</b>
<b>STIP ID</b> <b>34199</b>	Sustainable Transportation Inventory and Data Collection	<b>Program</b>	<b>Sustainability Program</b>
<b>STIP ID</b> <b>34200</b>	Transportation Workforce Development and Training	<b>Program</b>	<b>DOT&amp;PF Systems Program</b>
<b>STIP ID</b> <b>34204</b>	Wales Community Roads Improvement [CTP Award 2023]	<b>Program</b>	<b>Scored Public Program</b>
<b>STIP ID</b> <b>34206</b>	West Susitna Access Road [Parent and Final Construction]	<b>Program</b>	<b>AHS - Alaska Highway System</b>
<b>STIP ID</b> <b>34209</b>	M/V Matanuska Safety Improvement Project	<b>Program</b>	<b>Marine Vessels</b>
<b>STIP ID</b> <b>34211</b>	M/V Kennicott Emissions and Exhaust	<b>Program</b>	<b>Marine Vessels</b>
<b>STIP ID</b> <b>34212</b>	M/V Columbia Controllable Pitch Propeller	<b>Program</b>	<b>Marine Vessels</b>
<b>STIP ID</b> <b>34229</b>	Low No Emission Shuttle Ferry	<b>Program</b>	<b>Marine Vessels</b>
<b>STIP ID</b> <b>34232</b>	Akutan Harbor Access Road [CTP Award 2023]	<b>Program</b>	<b>Scored Public Program</b>
<b>STIP ID</b> <b>34234</b>	Vintage Boulevard and Clinton Drive Reconstruction [CTP Award 2023]	<b>Program</b>	<b>Scored Public Program</b>
<b>STIP ID</b> <b>34243</b>	Seldon Road Reconstruction: Wasilla-Fishhook Road to Snowgoose Drive [Parent] [CTP Award 2023]	<b>Program</b>	<b>Scored Public Program</b>

<b>STIP ID</b> <b>34244</b>	Knik River Wayside Gold Star Families Memorial [TAP Award 2023]	<b>Program</b>	<b>Scored Public Program</b>
<b>STIP ID</b> <b>34245</b>	Portage Curve Multi-Modal and Trail of Blue Ice Connector [TAP Award 2023]	<b>Program</b>	<b>Scored Public Program</b>
<b>STIP ID</b> <b>34246</b>	Montana Creek Bridge Replacement [TAP Award 2023]	<b>Program</b>	<b>Scored Public Program</b>
<b>STIP ID</b> <b>34248</b>	Spuce Mill Promenade [TAP Award 2023]	<b>Program</b>	<b>Scored Public Program</b>
<b>STIP ID</b> <b>34251</b>	Inner and Outer Springer Loop Separated Pathway [TAP Award 2023]	<b>Program</b>	<b>Scored Public Program</b>
<b>STIP ID</b> <b>34252</b>	Kake Access Road Improvements	<b>Program</b>	<b>Community-Driven Grant Program</b>
<b>STIP ID</b> <b>34257</b>	Housing Roads Program	<b>Program</b>	<b>Economic Vitality Program</b>
<b>STIP ID</b> <b>34259</b>	Rural Community Connections Program	<b>Program</b>	<b>Economic Vitality Program</b>
<b>STIP ID</b> <b>34263</b>	Railroad Slide Zone Mitigation	<b>Program</b>	<b>Transit Program</b>
<b>STIP ID</b> <b>34264</b>	Railroad Flood Mitigation	<b>Program</b>	<b>Transit Program</b>
<b>STIP ID</b> <b>34302</b>	Pavement and Bridge Preservation Program	<b>Program</b>	<b>State of Good Repair Program</b>
<b>STIP ID</b> <b>34304</b>	Parks Highway Milepost 303-306 Rehabilitation	<b>Program</b>	<b>NHS - National Highway System</b>
<b>STIP ID</b> <b>34305</b>	Seldovia Gravel Source Road	<b>Program</b>	<b>Off-System Infrastructure</b>
<b>STIP ID</b> <b>34310</b>	Statewide Equitable Community Connectivity Action Plan (SECCAP)	<b>Program</b>	<b>Sustainability Program</b>
<b>STIP ID</b> <b>34313</b>	State-owned Shipyard Repairs	<b>Program</b>	<b>AMHS Program</b>
<b>STIP ID</b> <b>34317</b>	Alaska Highway Yukon Territory Permafrost Repairs [LEDGER-Project]	<b>Program</b>	<b>Project Ledger</b>
<b>STIP ID</b> <b>34318</b>	Kalifornsky Beach Road Drainage Improvements	<b>Program</b>	<b>AHS - Alaska Highway System</b>
<b>STIP ID</b> <b>34319</b>	Cold Bay AMHS Ferry Terminal Reconstruction	<b>Program</b>	<b>Ferry Terminal</b>
<b>STIP ID</b> <b>34320</b>	Ferry Service for Rural Communities Operating Assistance	<b>Program</b>	<b>State of Good Repair Program</b>



<b>STIP ID</b> <b>34342</b>	Bogard Road Reconstruction: North Earl Drive to North Engstrom Road [Parent] [CTP Award 2023]	<b>Program</b>	<b>Scored Public Program</b>
<b>STIP ID</b> <b>34349</b>	Captain's Bay Road [CTP Award 2023]	<b>Program</b>	<b>Scored Public Program</b>
<b>STIP ID</b> <b>34398</b>	Alaska Rural Remote Operations Workplan (ARROW Program) for Unmanned Aviation Systems (UAS)	<b>Program</b>	<b>Data Modernization Program</b>
<b>STIP ID</b> <b>34400</b>	Railroad Improvement Program	<b>Program</b>	<b>Transit Program</b>
<b>STIP ID</b> <b>34405</b>	Complete Streets Statewide Planning	<b>Program</b>	<b>Safety Program</b>
<b>STIP ID</b> <b>34413</b>	Railroad Right-of-way Clearing	<b>Program</b>	<b>Transit Program</b>
<b>STIP ID</b> <b>34417</b>	Lutak Dock Replacement Project	<b>Program</b>	<b>Community-Driven Grant Program</b>
<b>STIP ID</b> <b>34425</b>	Healy to Antler Ridge Separated Path [TAP Award 2023]	<b>Program</b>	<b>Scored Public Program</b>
<b>STIP ID</b> <b>34426</b>	Homer All-ages and Abilities Pedestrian Pathway (HAPP) [TAP Award 2023]	<b>Program</b>	<b>Scored Public Program</b>
<b>STIP ID</b> <b>34427</b>	Kachemak Bay Drive Milepost 0-3.5 Reconstruction	<b>Program</b>	<b>AHS - Alaska Highway System</b>
<b>STIP ID</b> <b>34428</b>	Craig to Klawock Bike and Pedestrian Path: Stage 1 [TAP Award 2023]	<b>Program</b>	<b>Scored Public Program</b>
<b>STIP ID</b> <b>34430</b>	Klondike Highway Rehabilitation: Skagway River Bridge to Canadian Border [Stage 1]	<b>Program</b>	<b>NHS - National Highway System</b>
<b>STIP ID</b> <b>34431</b>	Klondike Highway Rehabilitation: Skagway River Bridge to Canadian Border [Stage 2]	<b>Program</b>	<b>NHS - National Highway System</b>
<b>STIP ID</b> <b>34432</b>	Yukon-Kuskokwim Frontier Road Construction	<b>Program</b>	<b>Off-System Infrastructure</b>
<b>STIP ID</b> <b>34433</b>	Fairview Loop Road Rehabilitation and Pathway [Stage 1]	<b>Program</b>	<b>AHS - Alaska Highway System</b>
<b>STIP ID</b> <b>34434</b>	Sterling Highway Milepost 157-169 Reconstruction Anchor Point To Baycrest Hill [Stage 1]	<b>Program</b>	<b>NHS - National Highway System</b>
<b>STIP ID</b> <b>34435</b>	Sterling Highway Milepost 157-169 Reconstruction Anchor Point To Baycrest Hill [Stage 2]	<b>Program</b>	<b>NHS - National Highway System</b>
<b>STIP ID</b> <b>34436</b>	Sterling Highway Milepost 157-169 Reconstruction Anchor Point To Baycrest Hill [Stage 3]	<b>Program</b>	<b>NHS - National Highway System</b>
<b>STIP ID</b> <b>34441</b>	Parks Highway Milepost 315-325 Reconstruction [Stage 2]	<b>Program</b>	<b>NHS - National Highway System</b>

<b>STIP ID</b> <b>34442</b>	Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement [SOGR 2018] [Stage 1]	<b>Program</b>	<b>NHS - National Highway System</b>
<b>STIP ID</b> <b>34443</b>	Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement [SOGR 2018] [Stage 2]	<b>Program</b>	<b>NHS - National Highway System</b>
<b>STIP ID</b> <b>34444</b>	Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement [SOGR 2018] [Stage 3]	<b>Program</b>	<b>NHS - National Highway System</b>
<b>STIP ID</b> <b>34445</b>	Alaska Highway Milepost 1380 Johnson River Bridge Replacement [Stage 1]	<b>Program</b>	<b>NHS - National Highway System</b>
<b>STIP ID</b> <b>34447</b>	Alaska Highway Milepost 1393 Gerstle River Bridge Replacement [Stage 1]	<b>Program</b>	<b>NHS - National Highway System</b>
<b>STIP ID</b> <b>34448</b>	Whitshed Road and Pedestrian Improvements [Stage 1]	<b>Program</b>	<b>Off-System Infrastructure</b>
<b>STIP ID</b> <b>34449</b>	State Rail Plan	<b>Program</b>	<b>Economic Vitality Program</b>
<b>STIP ID</b> <b>34450</b>	Truck Parking Study	<b>Program</b>	<b>Economic Vitality Program</b>
<b>STIP ID</b> <b>34451</b>	Renewable Diesel Implementation Study	<b>Program</b>	<b>Sustainability Program</b>
<b>STIP ID</b> <b>34452</b>	Rural Dust Mitigation Program	<b>Program</b>	<b>Sustainability Program</b>
<b>STIP ID</b> <b>34454</b>	Off-System Alternative Fuel and Electric Vehicle Charging Infrastructure Program	<b>Program</b>	<b>Sustainability Program</b>
<b>STIP ID</b> <b>34455</b>	Construction Material Waste	<b>Program</b>	<b>Sustainability Program</b>
<b>STIP ID</b> <b>34456</b>	Avalanche Mitigation Program	<b>Program</b>	<b>Safety Program</b>
<b>STIP ID</b> <b>34457</b>	South Tongass Highway and Water Street Viaduct Improvements [Stage 1]	<b>Program</b>	<b>NHS - National Highway System</b>
<b>STIP ID</b> <b>34458</b>	South Tongass Highway and Water Street Viaduct Improvements [Stage 2]	<b>Program</b>	<b>NHS - National Highway System</b>
<b>STIP ID</b> <b>34460</b>	Seward Highway and Sterling Highway Intersection Improvements [Stage 1]	<b>Program</b>	<b>NHS - National Highway System</b>
<b>STIP ID</b> <b>34461</b>	West Susitna Access Road [Stage 1]	<b>Program</b>	<b>AHS - Alaska Highway System</b>
<b>STIP ID</b> <b>34462</b>	Sterling Highway Milepost 82.5-94 Safety Corridor Improvements [Stage 1]	<b>Program</b>	<b>NHS - National Highway System</b>

<b>STIP ID</b> <b>34464</b>	DOT&PF Fleet Conversion	<b>Program</b>	Sustainability Program
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<b>STIP ID</b> <b>34467</b>	Glenn Highway Milepost 53-56 Reconstruction and Moose Creek Bridge Replacement	<b>Program</b>	NHS - National Highway System
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# All Projects

Alphabetical Listing of All Projects and Programs

**Akakeek, Ptarmigan, and DeLapp Reconstruction [CTP Award 2019]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$200,000	\$0	\$6,600,000	\$0	\$6,800,000

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

<b>Location</b>	Bethel
<b>Program</b>	Scored Public Program

**STIP ID**  
**32728**

Appropriations/Apportionments	
Surface Transportation Block Grant	
Allocations/Suballocations	
STBG Flex; STBG 5-50	
<b>Construction Year(s)</b>	2026
<b>Phases</b>	Design; ROW; Construction; Utilities
<b>DOT Region</b>	Central Region

**Alaska Highway Milepost 1235-1268 Rehabilitation [Parent and Final Construction]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$39,654,390	\$0	\$0	\$0	\$39,654,390

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

22299 [Parent Preconstruction Stage]: *Completed*

30280 [Stage 1]: MP 1235-1251: *Completed*

22299 [Parent Final Stage 2]: MP 1252-1268

<b>Location</b>	Northway
<b>Program</b>	NHS - National Highway System

**STIP ID**  
**22299**

Appropriations/Apportionments	
National Highway Performance Program	
Allocations/Suballocations	
NHPP	
<b>Construction Year(s)</b>	2024
<b>Phases</b>	Construction; Utilities
<b>DOT Region</b>	Northern Region

**Alaska Highway Milepost 1348 Robertson River Bridge Replacement**

Project Costs	2024	2025	2026	2027	2024-2027
	\$2,050,000	\$0	\$0	\$134,175,567	\$136,225,567

Replace the Robertson River Bridge #509 located on the Alaska Highway at Milepost 1348. The project includes drainage improvements, roadside hardware, roadway reconstruction, and utilities. \*Project is in the Alaska Moves 2050: Freight Investment Plan - Appendix J as Illustrative.

<b>Location</b>	Tok
<b>Program</b>	NHS - National Highway System

**STIP ID**  
**34126**

Appropriations/Apportionments	
National Highway Performance Program; Bridge Program; Advance Construction Used	
Allocations/Suballocations	
NHPP; AC; Bridge HIP; Bridge INFRA	
<b>Construction Year(s)</b>	2027
<b>Phases</b>	Design; Construction
<b>DOT Region</b>	Northern Region

**Alaska Highway Milepost 1380 Johnson River Bridge Replacement [Parent and Final Construction]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$1,800,000	\$0	\$64,009,370	\$0	\$65,809,370

Replace Johnson River Bridge #518 on the Alaska Highway at Milepost 1380. The project includes drainage improvements, roadside hardware, and utilities. \*Project is in the Alaska Moves 2050: Freight Investment Plan - Appendix J as Illustrative.

33824 [Parent Preconstruction Stage]: *In Progress*

34445 [Child]: Early Work Package in 2025

33824 [Parent Final Stage]: **Construction 2026**

<b>Location</b>	Delta Junction
<b>Program</b>	NHS - National Highway System

**STIP ID**  
**33824**

Appropriations/Apportionments	
National Highway Performance Program; Bridge Program	
Allocations/Suballocations	
NHPP; Bridge INFRA	
<b>Construction Year(s)</b>	2026
<b>Phases</b>	Design; Construction
<b>DOT Region</b>	Northern Region

**Alaska Highway Milepost 1393 Gerstle River Bridge Replacement [Parent and Final Construction]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$500,000	\$0	\$0	\$0	\$500,000

Replace the Gerstle River Bridge #520 located on the Alaska Highway at Milepost 1393. The project includes drainage improvements, road reconstruction, roadside hardware, and utilities. This is a CMGC project delivery. \*Project is in the Alaska Moves 2050: Freight Investment Plan - Appendix J as Illustrative.

**22322 [Parent Preconstruction Stage]: In Progress**

34447 [Child Stage 1]: Early work package in 2027

223223 [Parent Final Stage]: Construction in 2028

<b>Location</b>	Delta Junction
<b>Program</b>	NHS - National Highway System

**STIP ID**  
**22322**

Appropriations/Apportionments	
Bridge Program	
Allocations/Suballocations	
Bridge INFRA	
<b>Construction Year(s)</b>	2028-2030
<b>Phases</b>	Design
<b>DOT Region</b>	Northern Region

**Alaska Highway Milepost 1393 Gerstle River Bridge Replacement [Stage 1]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$0	\$35,000,000	\$35,000,000

Replace the Gerstle River Bridge #520 located on the Alaska Highway at Milepost 1393. The project includes drainage improvements, road reconstruction, roadside hardware, and utilities. This project is using Construction Manager/General Contractor (CMGC) for project delivery. \*Project is in the Alaska Moves 2050: Freight Investment Plan - Appendix J as Illustrative.

22322 [Parent Preconstruction Stage]: *In Progress*

**34447 [Child Stage 1]: Early work package in 2027**

223223 [Parent Final Stage]: Construction in 2028

<b>Location</b>	Delta Junction
<b>Program</b>	NHS - National Highway System

**STIP ID**  
**34447**

Appropriations/Apportionments	
National Highway Performance Program; Bridge Program	
Allocations/Suballocations	
NHPP; Bridge INFRA	
<b>Construction Year(s)</b>	2027
<b>Phases</b>	Construction
<b>DOT Region</b>	Northern Region

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

Project Costs	2024	2025	2026	2027	2024-2027
	\$2,000,168	\$0	\$0	\$0	\$2,000,168

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

<b>Location</b>	Alaska-wide
<b>Program</b>	Data Modernization Program

**STIP ID**  
**34398**

Appropriations/Apportionments	
Other Federal Funds	
Allocations/Suballocations	
OFF-DG	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	Multi
<b>DOT Region</b>	Alaska-wide

**Angoon AMHS Ferry Terminal Rehabilitation**

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$4,000,000	\$0	\$4,000,000

Install two new dolphins to accommodate the Alaska Marine Highway System (AMHS) Alaska Class Ferries (ACF) and upgrade the apron lift with hydraulic actuators. The "Critical Upgrades to Ferry Dock Infrastructure in Five Rural Alaska Communities" program receives 80% of its funding from the Federal Transit Administration's Ferry Service for Rural Communities Program, covering the federal share. It is entirely funded through federal funds, utilizing Toll Credits to meet the match requirement.

<b>Location</b>	Angoon
<b>Program</b>	Ferry Terminal

**STIP ID**  
**33883**

Appropriations/Apportionments	
Other Federal Funds; Toll Credits are Leveraging Federal Funds for Match; Surface Transportation Block Grant-Ferry Boat Formula Funds	
Allocations/Suballocations	
FBF; Toll Credits; OFF-DG	
<b>Construction Year(s)</b>	2026
<b>Phases</b>	Construction
<b>DOT Region</b>	Southcoast Region

**Arctic Strategic Transportation and Resources (ASTAR) PEL Triangle Community Road Corridor**

Project Costs	2024	2025	2026	2027	2024-2027
	\$1,605,621	\$0	\$0	\$0	\$1,605,621

The purpose of this PEL study is to evaluate the feasibility of an all-season gravel road and utility corridor between Utqiagvik, Atkasuk, and Wainwright. **This project has been fully obligated and is included in the 2024-2027 Statewide Transportation Improvement Program (STIP) to facilitate project closeout and advance construction conversion.**

<b>Location</b>	North Slope Borough
<b>Program</b>	Economic Vitality Program

**STIP ID**  
**33973**

Appropriations/Apportionments	
Surface Transportation Block Grant	
Allocations/Suballocations	
STBG Flex	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	AC Conversion
<b>DOT Region</b>	Northern Region

**Avalanche Mitigation Program**

Project Costs	2024	2025	2026	2027	2024-2027
	\$500,000	\$0	\$3,000,000	\$0	\$3,500,000

Avalanche mitigation projects that lower maintenance costs, increase safety, and improve emergency response efforts, ensuring roads remain open. Funding will also support data collection, GIS, increased path modeling, etc. to enhance public safety and ensure the continuity of transportation. Avalance mitigation measures reduce risk to travelers and minimize economic disruptions caused by road closures. Funding aligns with the broader objective of maintaining infrastructure resilience, crucial for Alaska's communities.

<b>Location</b>	Alaska-wide
<b>Program</b>	Safety Program

**STIP ID**  
**34456**

Appropriations/Apportionments	
Surface Transportation Block Grant	
Allocations/Suballocations	
STBG Flex	
<b>Construction Year(s)</b>	2026
<b>Phases</b>	Design; Construction
<b>DOT Region</b>	Alaska-wide

**Barge Landing Access Road and Boardwalk Improvements**

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$8,150,166	\$0	\$0	\$8,150,166

Rehabilitate the existing barge landing access road, construct a new gravel barge staging pad, install lighting, and replace sections of existing boardwalk. **This project has been fully obligated and is included in the 2024-2027 Statewide Transportation Improvement Program (STIP) to facilitate project closeout and advance construction conversion.**

<b>Location</b>	Selawik
<b>Program</b>	Off-System Infrastructure

**STIP ID**  
**23675**

Appropriations/Apportionments	
Surface Transportation Block Grant	
Allocations/Suballocations	
STBG <5	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	AC Conversion
<b>DOT Region</b>	Northern Region

**Bus and Bus Facilities**

Project Costs	2024	2025	2026	2027	2024-2027
	\$5,075,000	\$5,257,941	\$5,384,068	\$5,545,590	\$21,262,599

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

<b>Location</b>	Alaska-wide: Transit
<b>Program</b>	Transit Program

**STIP ID**  
**27969**

Appropriations/Apportionments	
Federal Transit Administration	
Allocations/Suballocations	
5339	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	Multi
<b>DOT Region</b>	Alaska-wide



**Cape Blossom Road [Stage 1]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$3,559,208	\$0	\$0	\$3,559,208

Construct Stage II of the road from Kotzebue to Cape Blossom. Work includes extending the road from Sadie Creek to Cape Blossom and a new bridge over Sadie Creek (#1596). Partly funded through Congressionally Delegated Spending (CDS) for \$27,662,000. **18634 [Stage 1] Kotzebue to Sadie Creek (completed)**

**33241 Child Stage 2: Sadie Creek to Cape Blossom with Bridge #1596 in 2024**

18634 [Parent Project] Close Out

Stage 1 is complete but is included in the 2024-2027 Statewide Transportation Improvement Program (STIP) to facilitate project closeout and advance construction conversion.

<b>Location</b>	Kotzebue
<b>Program</b>	Off-System Infrastructure

**STIP ID**  
**18634**

Appropriations/Apportionments	
Surface Transportation Block Grant	
Allocations/Suballocations	
STBG <5	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	AC Conversion
<b>DOT Region</b>	Northern Region

**Cape Blossom Road [Stage 2]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$53,100,000	\$0	\$0	\$0	\$53,100,000

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

18634 [Parent Project]

18634 [Stage 1] Kotzebue to Sadie Creek (completed)

**33241 Child Stage 2: Sadie Creek to Cape Blossom with Bridge #1596 in 2024**

18634 [Parent Project] Close Out

<b>Location</b>	Kotzebue
<b>Program</b>	Off-System Infrastructure

**STIP ID**  
**33241**

Appropriations/Apportionments	
Surface Transportation Block Grant; Bridge Program; Other Federal Funds	
Allocations/Suballocations	
STBG <5; OFF-CDS; Bridge HIP; HIP OSB	
<b>Construction Year(s)</b>	2024
<b>Phases</b>	Construction
<b>DOT Region</b>	Northern Region

**Cascade Point Ferry Terminal Lease Payments**

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$5,000,000	\$5,000,000	\$10,000,000

Lease payments for the operation of a new ferry terminal at Cascade Point. This project site is located at approximately mile 42 of the Glacier Highway, North of Juneau, Alaska with direct access to the Glacier Highway. Cascade Point is a land feature with suitable terrain and water conditions to construct a new ferry terminal to promote improved multimodal connections between Juneau, Skagway, and Haines. The project is currently under design utilizing state funding sources, with the intent to pursue a public-private partnership in the construction of a new ferry terminal facility, with construction completion in late 2025. DOT&PF references Memorandum "Implementation Guidance for the Ferry Boat Program (FBP) as Revised by the Bipartisan Infrastructure Law" dated 4/21/23. Specifically, Section G.9.d. (page 12): "Ferry boat or ferry terminal lease". "When a public entity leases a ferry boat or terminal facility from a private entity, both the capital and operation (See 23 U.S.C. 147(k)) portion of the cost of leasing the ferry boat will be eligible for reimbursement under the FBP." Furthermore, Section F.5.c

<b>Location</b>	Juneau City and Borough
<b>Program</b>	Ferry Terminal

**STIP ID**  
**33974**

Appropriations/Apportionments	
Surface Transportation Block Grant-Ferry Boat Formula Funds	
Allocations/Suballocations	
FBF	
<b>Construction Year(s)</b>	2028-2030
<b>Phases</b>	Misc
<b>DOT Region</b>	Southcoast Region

**Chenega AMHS Ferry Terminal Reconstruction**

Project Costs	2024	2025	2026	2027	2024-2027
	\$200,000	\$10,000	\$13,000,000	\$0	\$13,210,000

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

<b>Location</b>	Chenega
<b>Program</b>	Ferry Terminal

**STIP ID**  
**33888**

Appropriations/Apportionments	
Other Federal Funds	
Allocations/Suballocations	
OFF-DG	
<b>Construction Year(s)</b>	2026
<b>Phases</b>	Design; ROW; Construction
<b>DOT Region</b>	Central Region



**Chiniak Highway Milepost 15-31 Rehabilitation [Stage 1]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$18,600,000	\$0	\$18,600,000

Rehabilitate approximately 16 miles of the Chiniak Highway in Kodiak between Mileposts 15 to 31 ("End of Pavement") to improve and preserve the roadway subgrade and surface. Address lighting, guardrails, drainage, culverts, and other highway appurtenances as needed. Construction is proposed in logical stages. 29877 [Parent and Preconstruction] Chiniak Highway MP 15-31

- 32639 [Stage 1]: MP 21.3-23.7 and MP 28.1-28.4 \$18.6m in 2026
- 32638 [Stage 2]: MP 19.0-21.3 and MP 24.2-25.4 \$18.2m in 2027
- 34082 [Stage 3]: MP 25.8-29.0 \$12.1m in 2028
- 29877 [Parent Final Stage 4]: MP 15.2-19.0, MP 23.7-24.2, and MP 29.0-31.3 \$12.1m in 2029

<b>Location</b>	Kodiak Island Borough
<b>Program</b>	AHS - Alaska Highway System

<b>STIP ID</b>	<b>32639</b>
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Appropriations/Apportionments	
Advance Construction Used	
Allocations/Suballocations	
AC	
<b>Construction Year(s)</b>	2026
<b>Phases</b>	Construction
<b>DOT Region</b>	Southcoast Region

**Chiniak Highway Milepost 15-31 Rehabilitation [Stage 2]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$0	\$18,200,000	\$18,200,000

Rehabilitate approximately 16 miles of the Chiniak Highway in Kodiak between Mileposts 15 to 31 ("End of Pavement") to improve and preserve the roadway subgrade and surface. Address lighting, guardrails, drainage, culverts, and other highway appurtenances as needed. Construction is proposed in logical stages. 29877 [Parent and Preconstruction] Chiniak Highway MP 15-31

- 32639 [Stage 1]: MP 21.3-23.7 and MP 28.1-28.4 \$18.6m in 2026
- 32638 [Stage 2]: MP 19.0-21.3 and MP 24.2-25.4 \$18.2m in 2027
- 34082 [Stage 3]: MP 25.8-29.0 \$12.1m in 2028
- 29877 [Parent Final Stage 4]: MP 15.2-19.0, MP 23.7-24.2, and MP 29.0-31.3 \$12.1m in 2029

<b>Location</b>	Kodiak Island Borough
<b>Program</b>	AHS - Alaska Highway System

<b>STIP ID</b>	<b>32638</b>
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Appropriations/Apportionments	
Surface Transportation Block Grant	
Allocations/Suballocations	
STBG <5	
<b>Construction Year(s)</b>	2027
<b>Phases</b>	Construction
<b>DOT Region</b>	Southcoast Region

**Cold Bay AMHS Ferry Terminal Reconstruction**

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$4,792,973	\$48,229,718	\$0	\$53,022,691

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

<b>Location</b>	Cold Bay
<b>Program</b>	Ferry Terminal

<b>STIP ID</b>	<b>34319</b>
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Appropriations/Apportionments	
Other Federal Funds	
Allocations/Suballocations	
OFF-DG	
<b>Construction Year(s)</b>	2026
<b>Phases</b>	Design; ROW; Construction
<b>DOT Region</b>	Southcoast Region

**Complete Streets Statewide Planning**

Project Costs	2024	2025	2026	2027	2024-2027
	\$750,000	\$0	\$0	\$0	\$750,000

The Complete Streets Statewide Program will integrate Complete Streets principles throughout the state's transportation network, serving all users. After completion of this planning stage, projects will added by amendment for design and construction using data on street usage, traffic patterns, and infrastructure. Designs will involve extensive stakeholder input leveraging modeling tools such as Building Information Modeling (BIM).

<b>Location</b>	Alaska-wide
<b>Program</b>	Safety Program

<b>STIP ID</b>	<b>34405</b>
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Appropriations/Apportionments	
Surface Transportation Block Grant	
Allocations/Suballocations	
STBG Flex	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	Project Planning
<b>DOT Region</b>	Alaska-wide

**Construction Material Waste**

Project Costs	2024	2025	2026	2027	2024-2027
	\$250,000	\$0	\$0	\$0	\$250,000

The project will reduce the environmental footprint of construction activities. This initiative focuses on minimizing the use of new, virgin materials in transportation projects by enhancing the utilization of solid waste materials. It advocates for the adoption of recycling and reuse practices across construction operations, aiming to integrate sustainable materials management into everyday practices. Key strategies include identifying opportunities for incorporating recycled materials into project specifications, developing partnerships with recycling facilities, and encouraging the reuse of construction debris within the state's infrastructure projects.

<b>Location</b>	Alaska-wide
<b>Program</b>	Sustainability Program

**STIP ID**  
**34455**

Appropriations/Apportionments	
Carbon Reduction Program	
Allocations/Suballocations	
CRP Flex	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	Statewide Planning
<b>DOT Region</b>	Alaska-wide

**Cordova AMHS Ferry Terminal Rehabilitation**

Project Costs	2024	2025	2026	2027	2024-2027
	\$200,000	\$0	\$6,000,000	\$0	\$6,200,000

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

<b>Location</b>	Cordova
<b>Program</b>	Ferry Terminal

**STIP ID**  
**33886**

Appropriations/Apportionments	
Other Federal Funds	
Allocations/Suballocations	
OFF-DG	
<b>Construction Year(s)</b>	2026
<b>Phases</b>	Design; Construction
<b>DOT Region</b>	Northern Region

**Craig to Klawock Bike and Pedestrian Path: Stage 1 [TAP Award 2023]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$0	\$5,143,318	\$5,143,318

Construct a separated multi-use path (10-foot-wide) along the Craig-Klawock Highway connecting the existing path at Craig High School (mile point 1.67) to the scenic viewpoint vehicle turnout (mile point 3.6). This project was selected in the 2023 DOT&PF Transportation Alternatives Program solicitation.

27732 [Parent Preconstruction Stage]: Preconstruction for milepoint 1.67-3.6.

**34428 [Child Stage 1]: Construct a pathway with drainage from Milepost 1.67 to the Landfill Road in 2027**

27732 [Parent Final Stage Construction]: Landfill Road to Scenic Viewpoint Turnou mile point 3.6 in 2029

<b>Location</b>	Craig
<b>Program</b>	Scored Public Program

**STIP ID**  
**34428**

Appropriations/Apportionments	
Surface Transportation Block Grant; Transportation Alternatives Program	
Allocations/Suballocations	
STBG Flex; TAP Flex; TAP <5	
<b>Construction Year(s)</b>	2027
<b>Phases</b>	Construction
<b>DOT Region</b>	Southcoast Region

**Dalton Highway Milepost 109-144 Reconstruction and Douglas Creek Bridge Replacement [Parent and Final Construction]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$0	\$0	\$0

The project, taking place on the Dalton Highway from Milepost 109 to 144, involves reconstructing, widening, performing spot repairs, and resurfacing approximately 35 miles of the highway. The main objective is the overall improvement of this section of the Dalton Highway and the replacement of Douglas Creek Bridge #1560 at Milepost 142. The key activities include highway reconstruction, widening, repairs, resurfacing, and bridge replacement, carried out in stages. **No activity is expected on this parent STIP ID between 2024-2027.**

22452 (STIP 2016-2019) [Parent Project and Preconstruction]

30270 [Child Stage 1]: Milepost 120-135 in 2025

30276 [Child Stage 2]: Milepost 109-120 in 2028

22452 [Parent Final Stage 3]: Milepost 135-144 and Bridge #1560 in 2029

<b>Location</b>	Coldfoot
<b>Program</b>	NHS - National Highway System

**STIP ID**  
**22452**

Appropriations/Apportionments	
No 2024-2027 Funding	
Allocations/Suballocations	
<b>Construction Year(s)</b>	2028-2030
<b>Phases</b>	Project Planning
<b>DOT Region</b>	Northern Region

**Dalton Highway Milepost 305-335 Reconstruction and Dan Creek Bridge Replacement [Parent and Final Construction]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$0	\$0	\$0

The Dalton Highway Reconstruction project, located on the Dalton Highway from Milepost 305-335 (Sag River Camp to Happy Valley) includes work such as resurfacing, minor realignments, grade raises, addition of turnouts, roadside hardware, drainage improvements, utilities, and replacement of the Dan Creek Bridge #1521. The project will be constructed in three stages. No obligations are expected for this parent STIP ID during 2024-2027.

**22475 (STIP 2016-2019) [Parent Project] Preconstruction Stage**

- 30281 (Child Project Stage 1): Milepost 305-314 in 2027
- 30282 (Child Project Stage 2): Milepost 315-327 in 2027 in 2028
- 22475 (Parent Project Stage 3): Milepost 328-335 and replacement of Bridge #1521 in 2029

<b>Location</b>	Prudhoe Bay
<b>Program</b>	NHS - National Highway System

**STIP ID**  
**22475**

Appropriations/Apportionments	
No 2024-2027 Funding	
Allocations/Suballocations	
<b>Construction Year(s)</b>	2028-2030
<b>Phases</b>	
<b>DOT Region</b>	Northern Region

**Dalton Highway Milepost 305-335 Reconstruction and Dan Creek Bridge Replacement [Stage 1]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$0	\$30,000,000	\$30,000,000

The Dalton Highway Reconstruction project, located on the Dalton Highway from Milepost 305-335 (Sag River Camp to Happy Valley) includes work such as resurfacing, minor realignments, grade raises, addition of turnouts, roadside hardware, drainage improvements, utilities, and replacement of the Dan Creek Bridge #1521. The project will be constructed in three stages.

**22475 (STIP 2016-2019) [Parent Project] Preconstruction Stage**

- 30281 (Child Project Stage 1): Milepost 305-314 in 2027**
- 30282 (Child Project Stage 2): Milepost 315-327 in 2028
- 22475 (Parent Project Stage 3): Milepost 328-335 and replacement of Bridge #1521 in 2029

<b>Location</b>	Prudhoe Bay
<b>Program</b>	NHS - National Highway System

**STIP ID**  
**30281**

Appropriations/Apportionments	
National Highway Performance Program	
Allocations/Suballocations	
NHPP	
<b>Construction Year(s)</b>	2027
<b>Phases</b>	Construction
<b>DOT Region</b>	Northern Region

**Disadvantaged Business and Civil Rights Disparity Compliance Study**

Project Costs	2024	2025	2026	2027	2024-2027
	\$800,000	\$0	\$0	\$0	\$800,000

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

<b>Location</b>	Alaska-wide
<b>Program</b>	DOT&PF Systems Program

**STIP ID**  
**31899**

Appropriations/Apportionments	
Disadvantaged Business Enterprise and On-the-Job Training Program	
Allocations/Suballocations	
DBE	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	Statewide Planning
<b>DOT Region</b>	Alaska-wide

**Enhanced Mobility for Seniors and Individuals With Disabilities**

Project Costs	2024	2025	2026	2027	2024-2027
	\$378,655	\$390,014	\$401,715	\$413,766	\$1,584,150

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

<b>Location</b>	Alaska-wide
<b>Program</b>	Transit Program

**STIP ID**  
**19119**

Appropriations/Apportionments	
Federal Transit Administration	
Allocations/Suballocations	
5310	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	Multi
<b>DOT Region</b>	Alaska-wide

**Fairview Loop Road Rehabilitation and Pathway [Parent and Final Construction]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$1,100,000	\$0	\$16,000,000	\$0	\$17,100,000

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

**33921 (Parent Project from STIP 20-23): Preconstruction and Stage 2**

34433 (Child Project Stage 1): Construction in 2025

**33921 (Parent Project Stage 2): Construction in 2026**

<b>Location</b>	Matanuska-Susitna Borough
<b>Program</b>	AHS - Alaska Highway System

**STIP ID**  
**33921**

Appropriations/Apportionments	
Surface Transportation Block Grant	
Allocations/Suballocations	
STBG Flex	
<b>Construction Year(s)</b>	2026
<b>Phases</b>	Design; ROW; Construction
<b>DOT Region</b>	Central Region

**Ferry Service for Rural Communities Operating Assistance**

Project Costs	2024	2025	2026	2027	2024-2027
	\$89,647,600	\$0	\$0	\$0	\$89,647,600

The AMHS Sustainable Operations funding request will strengthen the ferry system in Alaska, which serves more than 30 communities covering 3,500 miles of coastline, by ensuring that route coverage is appropriate and in place for served communities, and that seasonal route schedules can respond to the increased workforce or travel demands, and that vessels have their necessary preventative maintenance addressed. This project is funded at a 50% federal share by the Federal Transit Administration's Ferry Service for Rural Communities Program.

<b>Location</b>	Alaska Marine Highway
<b>Program</b>	State of Good Repair Program

**STIP ID**  
**34320**

Appropriations/Apportionments	
Other Federal Funds	
Allocations/Suballocations	
OFF-DG	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	Multi
<b>DOT Region</b>	Marine Highways

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

Project Costs	2024	2025	2026	2027	2024-2027
	\$2,250,000	\$0	\$0	\$0	\$2,250,000

Reconstruct approximately 3 miles of Glenn Highway from Milepost 53-56, including the replacement of the Moose Creek Bridge (#0541). The project straightens the horizontal curve. This project was previously programmed under STIP ID 2320.

<b>Location</b>	Matanuska-Susitna Borough
<b>Program</b>	NHS - National Highway System

**STIP ID**  
**34467**

Appropriations/Apportionments	
National Highway Performance Program; Bridge Program	
Allocations/Suballocations	
NHPP; Bridge HIP	
<b>Construction Year(s)</b>	2028-2030
<b>Phases</b>	Design; ROW
<b>DOT Region</b>	Central Region

**Glenn Highway: Parks Highway to South Inner Springer Loop (Cienna Avenue)**

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$0	\$30,216,710	\$30,216,710

Reconstruct to four lanes, pathway and shoulders. Accommodate turning movements, add frontage roads, traffic, safety, and intersection improvements, as necessary and feasible. This project is the second segment of the Parent Design project Need ID 11959 the Glenn Highway: Parks Highway to Old Glenn Highway and is also associated with Need ID 31329. **Project is included only for Advance Construction Conversion.**

<b>Location</b>	Wasilla
<b>Program</b>	NHS - National Highway System

**STIP ID**  
**31330**

Appropriations/Apportionments	
National Highway Performance Program	
Allocations/Suballocations	
NHPP	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	AC Conversion
<b>DOT Region</b>	Central Region

**Gravina Refurbish Existing Ferry Berth**

Project Costs	2024	2025	2026	2027	2024-2027
	\$5,600,000	\$0	\$0	\$0	\$5,600,000

Reconstruct the existing airport ferry terminal on Gravina Island

Appropriations/Apportionments	
National Highway Performance Program	
Allocations/Suballocations	
NHPP	
Construction Year(s)	2024
Phases	Construction
DOT Region	Southcoast Region

Location	Ketchikan Gateway Borough
Program	Ferry Terminal

STIP ID  
**30834**

**Haines Highway Milepost 3-25 and Chilkat Bridge Reconstruction [Parent and Final Construction]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$63,062,713	\$0	\$0	\$0	\$63,062,713

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

2152 [Parent] Preconstruction Complete  
 27829 [Child Stage 1]: MP 3.5-12.2 Complete  
 26330 [Child Stage 2]: MP 12.2-20 Complete except for a culvert replacement  
**2152 [Parent Stage 3]: MP 20.0-25.3 with Bridge #742**

Location	Haines
Program	NHS - National Highway System

STIP ID  
**2152**

Appropriations/Apportionments	
National Highway Performance Program; Bridge Program	
Allocations/Suballocations	
NHPP; Bridge INFRA	
Construction Year(s)	2024
Phases	Construction; Utilities
DOT Region	Southcoast Region

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

Project Costs	2024	2025	2026	2027	2024-2027
	\$9,159,603	\$0	\$0	\$0	\$9,159,603

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

Location	Hoonah
Program	Scored Public Program

STIP ID  
**33043**

Appropriations/Apportionments	
Surface Transportation Block Grant; Transportation Alternatives Program	
Allocations/Suballocations	
STBG Flex; TAP Flex; TAP <5	
Construction Year(s)	2024
Phases	ROW; Construction; Utilities
DOT Region	Southcoast Region

**Housing Roads Program**

Project Costs	2024	2025	2026	2027	2024-2027
	\$800,304	\$0	\$0	\$0	\$800,304

Construct roads connecting housing developments in rural communities to promote economic development and accessibility. This initial effort will perform planning, reconnaissance, and design efforts to establish program parameters. Future projects will be awarded through competitive solicitations.

Location	Alaska-wide
Program	Economic Vitality Program

STIP ID  
**34257**

Appropriations/Apportionments	
Surface Transportation Block Grant	
Allocations/Suballocations	
STBG <5	
Construction Year(s)	No Construction Year Identified
Phases	Statewide Planning
DOT Region	Alaska-wide



**Kake Access Road Improvements**

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$10,000,000	\$0	\$0	\$10,000,000

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

<b>Location</b>	Kake
<b>Program</b>	Community-Driven Grant Program

**STIP ID**  
**34252**

Appropriations/Apportionments	
Other Federal Funds	
Allocations/Suballocations	
OFF-DG	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	Multi
<b>DOT Region</b>	Southcoast Region

**Kake Ferry Terminal Rehabilitation**

Project Costs	2024	2025	2026	2027	2024-2027
	\$642,442	\$0	\$0	\$4,809,150	\$5,451,592

This project involves the design and construction of crucial improvements for the Kake Ferry Terminal to enhance safety, functionality, and accessibility for marine operations while allowing ferries to continue service. The "Critical Upgrades to Ferry Dock Infrastructure in Five Rural Alaska Communities" program receives 80% of its funding from the Federal Transit Administration's Ferry Service for Rural Communities Program, covering the federal share. It is entirely funded through federal funds, utilizing Toll Credits to meet the local match requirement.

<b>Location</b>	Kake
<b>Program</b>	Ferry Terminal

**STIP ID**  
**34193**

Appropriations/Apportionments	
Other Federal Funds; Toll Credits are Leveraging Federal Funds for Match; Surface Transportation Block Grant-Ferry Boat Formula Funds	
Allocations/Suballocations	
FBF; Toll Credits; OFF-DG	
<b>Construction Year(s)</b>	2027
<b>Phases</b>	Design; Construction
<b>DOT Region</b>	Southcoast Region

**Kenai River Flats Pedestrian Improvements [TAP Award 2019]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$2,439,000	\$0	\$0	\$0	\$2,439,000

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

<b>Location</b>	Kenai
<b>Program</b>	Scored Public Program

**STIP ID**  
**33039**

Appropriations/Apportionments	
Transportation Alternatives Program	
Allocations/Suballocations	
TAP Flex; TAP <5	
<b>Construction Year(s)</b>	2024
<b>Phases</b>	Construction
<b>DOT Region</b>	Central Region

**Kenai Spur Highway Rehabilitation [Stage 2]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$48,200,000	\$0	\$0	\$0	\$48,200,000

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

27473 (STIP 2018-2021) [Stage 1]: Milepoint 5.2-8.09 *Completed*  
20549 [Stage 2]: Sports Lake Road and Swires Road

<b>Location</b>	Kenai
<b>Program</b>	NHS - National Highway System

**STIP ID**  
**30549**

Appropriations/Apportionments	
National Highway Performance Program	
Allocations/Suballocations	
NHPP	
<b>Construction Year(s)</b>	2024
<b>Phases</b>	Construction; Utilities
<b>DOT Region</b>	Central Region

**Ketchikan Ferry Terminal Improvements [Stage 2]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$229,431	\$0	\$0	\$0	\$229,431

This project will remedy structural and operational deficiencies at the Ketchikan AMHS Ferry Terminal. This project will replace and refurbish existing vessel mooring and berthing structures, provide a new mooring dolphin structure and construct upland access and terminal building improvements. Stage 1 of 2 stage project (NID 27450) **This project has been fully obligated and is included in the 2024-2027 Statewide Transportation Improvement Program (STIP) to facilitate project closeout and advance construction conversion.**

<b>Location</b>	Ketchikan
<b>Program</b>	Ferry Terminal

**STIP ID**  
**31098**

Appropriations/Apportionments	
National Highway Performance Program	
Allocations/Suballocations	
NHPP	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	AC Conversion
<b>DOT Region</b>	Southcoast Region

**Klondike Highway Rehabilitation: Skagway River Bridge to Canadian Border [Stage 1]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$22,095,605	\$0	\$22,095,605

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

- 31310: (Parent Project Preconstruction Stage): Milepost 0-9.3 Design and Right-of-Way
- **34430: (Child Project Stage 1): Milepost 0-3.1 Including Skagway River Bridge #308 in 2026**
- 34431: (Child Project Stage 2): Milepost 3.1-6.0 in 2027
- 31310: (Parent Project Final Stage 3): Milepost 6.0-9.3 in 2029

<b>Location</b>	Skagway Borough and Municipality
<b>Program</b>	NHS - National Highway System

**STIP ID**  
**34430**

Appropriations/Apportionments	
National Highway Performance Program	
Allocations/Suballocations	
NHPP	
<b>Construction Year(s)</b>	2026
<b>Phases</b>	Construction
<b>DOT Region</b>	Southcoast Region

**Klondike Highway Rehabilitation: Skagway River Bridge to Canadian Border [Stage 2]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$0	\$29,813,883	\$29,813,883

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

- 31310: (Parent Project Preconstruction Stage): Milepost 0-9.3 Design and Right-of-Way
- 34430: (Child Project Stage 1): Milepost 0-3.1 Including Skagway River Bridge #308 in 2026
- **34431: (Child Project Stage 2): Milepost 3.1-6.0 in 2027**
- 31310: (Parent Final Project Stage 3): Milepost 6.0-9.3 in 2029

<b>Location</b>	Skagway Borough and Municipality
<b>Program</b>	NHS - National Highway System

**STIP ID**  
**34431**

Appropriations/Apportionments	
National Highway Performance Program	
Allocations/Suballocations	
NHPP	
<b>Construction Year(s)</b>	2027
<b>Phases</b>	Construction
<b>DOT Region</b>	Southcoast Region

**Knik Goose Bay Road Reconstruction: Fairview Loop to Settler's Bay [Parent and Final Construction]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$2,800,000	\$0	\$40,000,000	\$0	\$42,800,000

Widen the Knik-Goose Bay Road to a divided 4-lane facility from Fairview Loop to Settler's Bay, a distance of 8.1 miles. Scope includes separated bike/ped facilities, appropriate safety engineering strategies such as rumble strips and reducing/combining access points that are determined to be most effective at reducing crashes along the road.

- **24596 [Parent Preconstruction Stage]: ROW remaining**
- 32298 [Stage 1] Centaur-MP 0.3 to Fairview Loop (under construction)
- **24596 [Parent Final Stage 3] Fairview Loop to Settlers-MP 8.4 in 2026**

<b>Location</b>	Wasilla
<b>Program</b>	NHS - National Highway System

**STIP ID**  
**24596**

Appropriations/Apportionments	
National Highway Performance Program	
Allocations/Suballocations	
NHPP	
<b>Construction Year(s)</b>	2026
<b>Phases</b>	ROW; Construction; Utilities
<b>DOT Region</b>	Central Region

**Knik Goose Bay Road Reconstruction: Fairview Loop to Settler's Bay [Stage 1]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$478,731	\$5,160,587	\$0	\$0	\$5,639,318

Widen the Knik-Goose Bay Road to a divided 4-lane facility from Fairview Loop to Settler's Bay, a distance of 8.1 miles. Scope includes separated bike/ped facilities, appropriate safety engineering strategies such as rumble strips, and reducing/combining access points that are determined to be most effective at reducing crashes along the road.

24596 [Parent Preconstruction Stage]: ROW remaining

**32298 [Stage 1] Centaur-MP 0.3 to Fairview Loop (under construction)**

24596 [Parent Final Stage 3] Fairview Loop to Settlers-MP 8.4 in 2026

This project has been fully obligated and is included in the 2024-2027 Statewide Transportation Improvement Program (STIP) to facilitate project closeout and advance construction conversion.

<b>Location</b>	Wasilla
<b>Program</b>	NHS - National Highway System

**STIP ID**  
**32298**

Appropriations/Apportionments	
Surface Transportation Block Grant	
Allocations/Suballocations	
STBG Flex; STBG 50-200	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	AC Conversion
<b>DOT Region</b>	Central Region

**Knik River Wayside Gold Star Families Memorial [TAP Award 2023]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$318,000	\$0	\$1,396,000	\$0	\$1,714,000

This project is designed to develop wayside amenities and establish a Gold Star Families Memorial Monument adjacent to the Glenn Highway. This construction effort will include the development of a paved parking lot and trailhead at the terminus of the Knik River Access Road, specifically designed to accommodate larger vehicles such as RVs, buses, and vehicles with trailers. Additionally, the project encompasses the installation of restrooms, a picnic area, waste disposal bins, an elevated boardwalk linking to the Reflections Lake trail, educational kiosks and panels, and the erection of a Gold Star Families Memorial Monument connected by a trail. This project was selected in the 2023 DOT&PF Transportation Alternatives Program solicitation.

<b>Location</b>	Knik River
<b>Program</b>	Scored Public Program

**STIP ID**  
**34244**

Appropriations/Apportionments	
Transportation Alternatives Program	
Allocations/Suballocations	
TAP <5	
<b>Construction Year(s)</b>	2026
<b>Phases</b>	Design; Construction
<b>DOT Region</b>	Central Region

**Low No Emission Electric Buses and Charging Stations**

Project Costs	2024	2025	2026	2027	2024-2027
	\$8,935,623	\$10,212,140	\$11,488,658	\$0	\$30,636,421

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

<b>Location</b>	Alaska-wide: Sustainability
<b>Program</b>	Sustainability Program

**STIP ID**  
**32684**

Appropriations/Apportionments	
Other Federal Funds	
Allocations/Suballocations	
OFF-DG	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	Multi
<b>DOT Region</b>	Alaska-wide

**Low No Emission Shuttle Ferry**

Project Costs	2024	2025	2026	2027	2024-2027
	\$4,621,401	\$0	\$45,000,000	\$0	\$49,621,401

Construct a low-no emission shuttle ferry for the Alaska Marine Highway System (AMHS). The "Cultivating a Systems Approach to Sustainable Transportation by Implementing Climate Responsive Ferry Vessel Options," project receives 80% of its funding from the Federal Transit Administration's Ferry Service for Rural Communities Program, covering the federal share. It is entirely funded through federal funds, utilizing Toll Credits to meet the local match requirement.

<b>Location</b>	Alaska Marine Highway
<b>Program</b>	Marine Vessels

**STIP ID**  
**34229**

Appropriations/Apportionments	
Other Federal Funds; Toll Credits are Leveraging Federal Funds for Match; Surface Transportation Block Grant-Ferry Boat Formula Funds	
Allocations/Suballocations	
FBF; Toll Credits; OFF-DG	
<b>Construction Year(s)</b>	2026
<b>Phases</b>	Design; Construction
<b>DOT Region</b>	Marine Highways

**Lutak Dock Replacement Project**

Project Costs	2024	2025	2026	2027	2024-2027
	\$25,611,284	\$0	\$0	\$0	\$25,611,284

Construct a tied-back interlocking pipe pile bulkhead in front of the existing dock; abandon the existing structure in place after it is fully encapsulated and stabilized; fill the area between the new bulkhead wall and the existing dock with structural fill. Fuel lines and bulkhead remain in place undisturbed. FY21 RAISE grant is anticipated to cover \$20 million, FY23 Designated Legislative Grant \$3,211,284 (Grant Agreement 23-DC-040), and \$2.4 million in the Lutak Dock Enterprise Fund.

<b>Location</b>	Haines Borough
<b>Program</b>	Community-Driven Grant Program

**STIP ID**  
**34417**

Appropriations/Apportionments	
Other Federal Funds	
Allocations/Suballocations	
OFF-DG	
<b>Construction Year(s)</b>	2024
<b>Phases</b>	Construction
<b>DOT Region</b>	Southcoast Region

**M/V Columbia Controllable Pitch Propeller**

Project Costs	2024	2025	2026	2027	2024-2027
	\$13,732,725	\$0	\$0	\$0	\$13,732,725

Upgrade the Alaska Marine Highway System ferry, M/V Columbia, with a controllable pitch propeller. This project is a part of the "Modernization of Four Critical AMHS Vessels Necessary for Service and Environmental Benefits" program awarded 80% of its funding from the Federal Transit Administration's Ferry Service for Rural Communities Program, covering the federal share. It is entirely funded through federal funds, utilizing Toll Credits to meet the match requirement.

<b>Location</b>	Alaska Marine Highway
<b>Program</b>	Marine Vessels

**STIP ID**  
**34212**

Appropriations/Apportionments	
Other Federal Funds; Toll Credits are Leveraging Federal Funds for Match; Surface Transportation Block Grant-Ferry Boat Formula Funds	
Allocations/Suballocations	
FBF; Toll Credits; OFF-DG	
<b>Construction Year(s)</b>	2024
<b>Phases</b>	Construction
<b>DOT Region</b>	Marine Highways

**M/V Kennicott Emissions and Exhaust**

Project Costs	2024	2025	2026	2027	2024-2027
	\$13,881,118	\$0	\$0	\$0	\$13,881,118

M/V Kennicott upgrades for emissions and exhaust improvements as part of the Alaska Marine Highway System (AMHS). This project is a part of the "Modernization of Four Critical AMHS Vessels Necessary for Service and Environmental Benefits" program awarded 80% of its funding from the Federal Transit Administration's Ferry Service for Rural Communities Program, covering the federal share. It is entirely funded through federal funds, utilizing Toll Credits to meet the match requirement.

<b>Location</b>	Alaska Marine Highway
<b>Program</b>	Marine Vessels

**STIP ID**  
**34211**

Appropriations/Apportionments	
Other Federal Funds; Toll Credits are Leveraging Federal Funds for Match; Surface Transportation Block Grant-Ferry Boat Formula Funds	
Allocations/Suballocations	
FBF; Toll Credits; OFF-DG	
<b>Construction Year(s)</b>	2024
<b>Phases</b>	Construction
<b>DOT Region</b>	Marine Highways

**M/V Mainliner Replacement Vessel**

Project Costs	2024	2025	2026	2027	2024-2027
	\$10,739,520	\$0	\$0	\$0	\$10,739,520

Construct a vessel to replace the aging M/V Matanuska as a "Mainliner" ferry operating in Southeast Alaska with connections to Washington State and British Columbia. The new vessel will continue, and enhance, the currently provided transportation for passengers, vehicles, and freight essential to the region's residents, businesses, and visitors. This project receives 80% of its funding from the Federal Transit Administration's Ferry Service for Rural Communities Program, covering the federal share. It is entirely funded through federal funds, utilizing Toll Credits to meet the match requirement.

<b>Location</b>	Alaska Marine Highway
<b>Program</b>	Marine Vessels

**STIP ID**  
**33976**

Appropriations/Apportionments	
Other Federal Funds; Toll Credits are Leveraging Federal Funds for Match; Surface Transportation Block Grant-Ferry Boat Formula Funds	
Allocations/Suballocations	
FBF; Toll Credits; OFF-DG	
<b>Construction Year(s)</b>	2028-2030
<b>Phases</b>	Design
<b>DOT Region</b>	Marine Highways

**M/V Matanuska Safety Improvement Project**

Project Costs	2024	2025	2026	2027	2024-2027
	\$37,468,089	\$0	\$0	\$0	\$37,468,089

Alaska Marine Highway System (AMHS) M/V Matanuska safety improvements. This project is a part of the "Modernization of Four Critical AMHS Vessels Necessary for Service and Environmental Benefits" program awarded 80% of its funding from the Federal Transit Administration's Ferry Service for Rural Communities Program, covering the federal share. It is entirely funded through federal funds, utilizing Toll Credits to meet the match requirement.

Appropriations/Apportionments	
Other Federal Funds; Toll Credits are Leveraging Federal Funds for Match; Surface Transportation Block Grant-Ferry Boat Formula Funds	
Allocations/Suballocations	
FBF; Toll Credits; OFF-DG	
<b>Construction Year(s)</b>	2024
<b>Phases</b>	Construction
<b>DOT Region</b>	Marine Highways

<b>Location</b>	Alaska Marine Highway
<b>Program</b>	Marine Vessels

**STIP ID**  
**34209**

**M/V Tazlina Crew Quarters**

Project Costs	2024	2025	2026	2027	2024-2027
	\$1,250,000	\$23,750,000	\$0	\$0	\$25,000,000

Address vessel refurbishment priorities as established in the annual Alaska Marine Highway System (AMHS) Fleet Condition Survey Report. Modifications to M/V Tazlina to incorporate sleeping quarters for up to 24 persons, add 8 single-person staterooms on the bridge deck and 8 two-person staterooms on the upper deck. This project is a part of the "Modernization of Four Critical AMHS Vessels Necessary for Service and Environmental Benefits" program awarded 80% of its funding from the Federal Transit Administration's Ferry Service for Rural Communities Program, covering the federal share. It is entirely funded through federal funds, utilizing Toll Credits to meet the match requirement.

Appropriations/Apportionments	
Other Federal Funds; Toll Credits are Leveraging Federal Funds for Match; Surface Transportation Block Grant-Ferry Boat Formula Funds	
Allocations/Suballocations	
FBF; Toll Credits; OFF-DG	
<b>Construction Year(s)</b>	2025
<b>Phases</b>	Design; Construction
<b>DOT Region</b>	Marine Highways

<b>Location</b>	Alaska Marine Highway
<b>Program</b>	Marine Vessels

**STIP ID**  
**33978**

**Non-Urban Transit Planning**

Project Costs	2024	2025	2026	2027	2024-2027
	\$205,619	\$208,703	\$211,834	\$215,011	\$841,166

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

Appropriations/Apportionments	
Federal Transit Administration	
Allocations/Suballocations	
5303/5304	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	Statewide Planning
<b>DOT Region</b>	Alaska-wide

<b>Location</b>	Alaska-wide: Transit
<b>Program</b>	Transit Program

**STIP ID**  
**34163**

**Parks Highway Milepost 52-57 Big Lake to Houston Reconstruction**

Project Costs	2024	2025	2026	2027	2024-2027
	\$3,050,000	\$0	\$28,050,000	\$0	\$31,100,000

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

Appropriations/Apportionments	
National Highway Performance Program	
Allocations/Suballocations	
NHPP	
<b>Construction Year(s)</b>	2026
<b>Phases</b>	Design; ROW; Construction; Utilities
<b>DOT Region</b>	Central Region

<b>Location</b>	Big Lake
<b>Program</b>	NHS - National Highway System

**STIP ID**  
**34172**



**Parks Highway Milepost 57-70 Rehabilitation**

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$25,100,000	\$0	\$25,100,000

Rehabilitate the Parks Highway and bridges between the Little Susitna River (MP 57) and Willow (MP 70). May include any needed safety and capacity improvements

<b>Location</b>	Houston
<b>Program</b>	NHS - National Highway System

**STIP ID**  
**31270**

Appropriations/Apportionments	
National Highway Performance Program	
Allocations/Suballocations	
NHPP	
<b>Construction Year(s)</b>	2026
<b>Phases</b>	Construction; Utilities
<b>DOT Region</b>	Central Region

**Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement [SOG R 2018] [Stage 1]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$12,100,000	\$0	\$0	\$0	\$12,100,000

The Parks Highway Milepost 99-163 Drainage and Culvert Improvements project constructs improvements to drainage including culvert repair (bridge #7169), replacement, and new installations, as necessary to provide for adequate drainage. Proposed improvements will be constructed in logical stages.

28291 [Parent Preconstruction Stage]

**34442 [Child Stage 1]: Culvert Replacement in 2024**

34443 [Child Stage 2]: Railroad Creek Bridge in 2024

34444 [Child Stage 3]: Construction in 2025

28291 [Parent Final Construction]: Construction in 2026

<b>Location</b>	Matanuska-Susitna Borough
<b>Program</b>	NHS - National Highway System

**STIP ID**  
**34442**

Appropriations/Apportionments	
National Highway Performance Program	
Allocations/Suballocations	
NHPP	
<b>Construction Year(s)</b>	2024
<b>Phases</b>	Construction; Utilities
<b>DOT Region</b>	Central Region

**Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement [SOG R 2018] [Stage 2]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$13,650,000	\$0	\$0	\$0	\$13,650,000

The Parks Highway Milepost 99-163 Drainage and Culvert Improvements project constructs improvements to drainage including culvert repair (bridge #7169), replacement, and new installations, as necessary to provide for adequate drainage. Proposed improvements will be constructed in logical stages.

28291 [Parent Preconstruction Stage]

34442 [Child Stage 1]: Culvert Replacement in 2024

**34443 [Child Stage 2]: Railroad Creek Bridge in 2024**

34444 [Child Stage 3]: Construction in 2025

28291 [Parent Final Construction]: Construction in 2026

<b>Location</b>	Matanuska-Susitna Borough
<b>Program</b>	NHS - National Highway System

**STIP ID**  
**34443**

Appropriations/Apportionments	
National Highway Performance Program; Bridge Program	
Allocations/Suballocations	
NHPP; Bridge INFRA	
<b>Construction Year(s)</b>	2024
<b>Phases</b>	Construction; Utilities
<b>DOT Region</b>	Central Region

**Parks Highway Milepost 315-325 Reconstruction [Parent and Final Construction]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$55,000,000	\$0	\$55,000,000

Reconstruct the Parks Highway from Milepost 319 to Milepost 325 (Fairbanks North Star Borough Boundary), including the replacement of Little Goldstream Creek Bridge #678 at Milepost 315. The project will include bridge work, roadside hardware, drainage improvements, and utilities. Proposed improvements will be constructed in logical stages.

22335 [Parent Preconstruction Stage]: *Completed*

31278 [Child Stage 1]: Bridge #678 *Completed*

34441 [Child Stage 2]: Milepost 322-325

**22335 [Parent Final Stage 3]: Milepost 319-322**

<b>Location</b>	Nenana
<b>Program</b>	NHS - National Highway System

**STIP ID**  
**22335**

Appropriations/Apportionments	
National Highway Performance Program	
Allocations/Suballocations	
NHPP	
<b>Construction Year(s)</b>	2026
<b>Phases</b>	Construction
<b>DOT Region</b>	Northern Region

**Port Road Reconstruction**

Project Costs	2024	2025	2026	2027	2024-2027
	\$250,000	\$0	\$4,500,000	\$0	\$4,750,000

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

Appropriations/Apportionments	
Surface Transportation Block Grant	
Allocations/Suballocations	
STBG <5	
Construction Year(s)	2026
Phases	Design; ROW; Construction; Utilities
DOT Region	Northern Region

Location	Nome
Program	Off-System Infrastructure

STIP ID  
**26057**

**Quartz Creek Bridge Replacement**

Project Costs	2024	2025	2026	2027	2024-2027
	\$6,196,596	\$0	\$0	\$0	\$6,196,596

Remove and replace the Quartz Creek Bridge. This project has been fully obligated and is included in the 2024-2027 Statewide Transportation Improvement Program (STIP) to facilitate project closeout and advance construction conversion.

Appropriations/Apportionments	
Bridge Program	
Allocations/Suballocations	
Bridge HIP	
Construction Year(s)	No Construction Year Identified
Phases	AC Conversion
DOT Region	Central Region

Location	Soldotna
Program	NHS - National Highway System

STIP ID  
**33018**

**Railroad Avalanche Control**

Project Costs	2024	2025	2026	2027	2024-2027
	\$5,000,000	\$0	\$0	\$0	\$5,000,000

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

Appropriations/Apportionments	
Other Federal Funds	
Allocations/Suballocations	
OFF-DG	
Construction Year(s)	No Construction Year Identified
Phases	Multi
DOT Region	Alaska-wide

Location	Alaska-wide: Rail
Program	Transit Program

STIP ID  
**34021**

**Railroad Facility Rehabilitation**

Project Costs	2024	2025	2026	2027	2024-2027
	\$1,375,000	\$761,250	\$772,670	\$784,260	\$3,693,180

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

Appropriations/Apportionments	
Federal Transit Administration	
Allocations/Suballocations	
5307; 5337	
Construction Year(s)	No Construction Year Identified
Phases	Multi
DOT Region	Alaska-wide

Location	Alaska-wide: Rail
Program	Transit Program

STIP ID  
**33245**

**Railroad Flood Mitigation**

Project Costs	2024	2025	2026	2027	2024-2027
	\$1,250,000	\$634,375	\$643,891	\$653,549	\$3,181,815

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

<b>Location</b>	Alaska-wide: Rail
<b>Program</b>	Transit Program

**STIP ID**  
**34264**

Appropriations/Apportionments	
Federal Transit Administration	
Allocations/Suballocations	
5307	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	Multi
<b>DOT Region</b>	Alaska-wide

**Railroad Signal and Detector System**

Project Costs	2024	2025	2026	2027	2024-2027
	\$3,000,000	\$3,045,000	\$3,090,675	\$3,137,035	\$12,272,710

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

<b>Location</b>	Alaska-wide: Rail
<b>Program</b>	Transit Program

**STIP ID**  
**33243**

Appropriations/Apportionments	
Federal Transit Administration	
Allocations/Suballocations	
5307; 5337	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	Multi
<b>DOT Region</b>	Alaska-wide

**Railroad Bridge Rehabilitation**

Project Costs	2024	2025	2026	2027	2024-2027
	\$46,891,000	\$21,679,961	\$22,005,162	\$22,335,239	\$112,911,362

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

<b>Location</b>	Alaska-wide: Rail
<b>Program</b>	Transit Program

**STIP ID**  
**19635**

Appropriations/Apportionments	
Federal Transit Administration	
Allocations/Suballocations	
5307; 5337	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	Multi
<b>DOT Region</b>	Alaska-wide

**Railroad Improvement Program**

Project Costs	2024	2025	2026	2027	2024-2027
	\$56,148,031	\$0	\$0	\$0	\$56,148,031

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

<b>Location</b>	Alaska-wide: Rail
<b>Program</b>	Transit Program

**STIP ID**  
**34400**

Appropriations/Apportionments	
Federal Transit Administration	
Allocations/Suballocations	
5307; 5337	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	Multi
<b>DOT Region</b>	Alaska-wide

**Railroad Locomotive Equipment**

Project Costs	2024	2025	2026	2027	2024-2027
	\$1,000,000	\$1,015,000	\$1,030,225	\$1,045,679	\$4,090,904

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

Appropriations/Apportionments	
Federal Transit Administration	
Allocations/Suballocations	
5337	
Construction Year(s)	No Construction Year Identified
Phases	Multi
DOT Region	Alaska-wide

<b>Location</b>	Alaska-wide: Rail
<b>Program</b>	Transit Program

**STIP ID**  
**31089**

**Railroad Operations Support Facilities**

Project Costs	2024	2025	2026	2027	2024-2027
	\$650,000	\$634,375	\$643,891	\$653,549	\$2,581,815

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

Appropriations/Apportionments	
Federal Transit Administration	
Allocations/Suballocations	
5307	
Construction Year(s)	No Construction Year Identified
Phases	Multi
DOT Region	Alaska-wide

<b>Location</b>	Alaska-wide: Rail
<b>Program</b>	Transit Program

**STIP ID**  
**33246**

**Railroad Passenger Equipment**

Project Costs	2024	2025	2026	2027	2024-2027
	\$3,802,000	\$3,859,030	\$3,916,915	\$3,975,669	\$15,553,614

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

Appropriations/Apportionments	
Federal Transit Administration	
Allocations/Suballocations	
5337	
Construction Year(s)	No Construction Year Identified
Phases	Multi
DOT Region	Alaska-wide

<b>Location</b>	Alaska-wide: Rail
<b>Program</b>	Transit Program

**STIP ID**  
**20854**

**Railroad Positive Train Control**

Project Costs	2024	2025	2026	2027	2024-2027
	\$125,000	\$126,875	\$128,778	\$130,710	\$511,363

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

Appropriations/Apportionments	
Federal Transit Administration	
Allocations/Suballocations	
5307; 5337	
Construction Year(s)	No Construction Year Identified
Phases	Multi
DOT Region	Alaska-wide

<b>Location</b>	Alaska-wide: Rail
<b>Program</b>	Transit Program

**STIP ID**  
**19664**

**Railroad Preventative Maintenance**

Project Costs	2024	2025	2026	2027	2024-2027
	\$21,312,500	\$21,632,188	\$21,956,670	\$22,286,020	\$87,187,378

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

Appropriations/Apportionments	
Federal Transit Administration	
Allocations/Suballocations	
5307; 5337	
Construction Year(s)	No Construction Year Identified
Phases	Multi
DOT Region	Alaska-wide

Location	Alaska-wide: Rail
Program	Transit Program

STIP ID  
**19658**

**Railroad Right-of-way Clearing**

Project Costs	2024	2025	2026	2027	2024-2027
	\$500,000	\$507,500	\$515,113	\$522,839	\$2,045,452

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

Appropriations/Apportionments	
Federal Transit Administration	
Allocations/Suballocations	
5307	
Construction Year(s)	No Construction Year Identified
Phases	Multi
DOT Region	Alaska-wide

Location	Alaska-wide: Rail
Program	Transit Program

STIP ID  
**34413**

**Railroad Slide Zone Mitigation**

Project Costs	2024	2025	2026	2027	2024-2027
	\$3,125,000	\$634,375	\$643,891	\$653,549	\$5,056,815

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

Appropriations/Apportionments	
Federal Transit Administration	
Allocations/Suballocations	
5307	
Construction Year(s)	No Construction Year Identified
Phases	Multi
DOT Region	Alaska-wide

Location	Alaska-wide: Rail
Program	Transit Program

STIP ID  
**34263**

**Railroad Technology Infrastructure**

Project Costs	2024	2025	2026	2027	2024-2027
	\$1,250,000	\$1,268,750	\$1,287,781	\$1,307,098	\$5,113,629

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

Appropriations/Apportionments	
Federal Transit Administration	
Allocations/Suballocations	
5337	
Construction Year(s)	No Construction Year Identified
Phases	Multi
DOT Region	Alaska-wide

Location	Alaska-wide: Rail
Program	Transit Program

STIP ID  
**33244**



**Railroad Track Rehabilitation**

Project Costs	2024	2025	2026	2027	2024-2027
	\$29,720,640	\$6,574,440	\$6,673,056	\$6,773,152	\$49,741,288

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

<b>Location</b>	Alaska-wide: Rail
<b>Program</b>	Transit Program

**STIP ID**  
**19634**

Appropriations/Apportionments	
Other Federal Funds; Federal Transit Administration	
Allocations/Suballocations	
5307; 5337; OFF-DG	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	Multi
<b>DOT Region</b>	Alaska-wide

**Railroad Transit Asset Management**

Project Costs	2024	2025	2026	2027	2024-2027
	\$1,875,000	\$1,395,625	\$1,416,560	\$1,437,808	\$6,124,993

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

<b>Location</b>	Alaska-wide: Rail
<b>Program</b>	Transit Program

**STIP ID**  
**31090**

Appropriations/Apportionments	
Federal Transit Administration	
Allocations/Suballocations	
5307; 5337	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	Multi
<b>DOT Region</b>	Alaska-wide

**Railroad Transit Radio and Communication System**

Project Costs	2024	2025	2026	2027	2024-2027
	\$500,000	\$507,500	\$515,113	\$522,839	\$2,045,452

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

<b>Location</b>	Alaska-wide: Rail
<b>Program</b>	Transit Program

**STIP ID**  
**31091**

Appropriations/Apportionments	
Federal Transit Administration	
Allocations/Suballocations	
5337	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	Multi
<b>DOT Region</b>	Alaska-wide

**Railroad Transit Security Associated Transit Improvements**

Project Costs	2024	2025	2026	2027	2024-2027
	\$25,000	\$25,375	\$25,755	\$26,142	\$102,272

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

<b>Location</b>	Alaska-wide: Rail
<b>Program</b>	Transit Program

**STIP ID**  
**21314**

Appropriations/Apportionments	
Federal Transit Administration	
Allocations/Suballocations	
5307; 5337	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	Multi
<b>DOT Region</b>	Alaska-wide

**Railroad Tunnel Rehabilitation**

Project Costs	2024	2025	2026	2027	2024-2027
	\$6,000,000	\$1,015,000	\$1,030,225	\$1,045,678	\$9,090,903

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

Appropriations/Apportionments	
Federal Transit Administration	
Allocations/Suballocations	
5307	
Construction Year(s)	No Construction Year Identified
Phases	Multi
DOT Region	Alaska-wide

Location	Alaska-wide: Rail
Program	Transit Program

STIP ID  
**33882**

**Renewable Diesel Implementation Study**

Project Costs	2024	2025	2026	2027	2024-2027
	\$650,000	\$0	\$0	\$0	\$650,000

The Renewable Diesel Implementation Study, derived from the Alaska DOT&PF Carbon Reduction Strategy, is aimed at examining the feasibility, benefits, and implementation pathways for integrating renewable diesel within Alaska's transportation sector. This study will focus on assessing the potential for establishing refineries to convert organic materials, such as vegetable oils, into renewable diesel. It will evaluate the chemical similarities and differences between renewable and petroleum diesel, the reduction in greenhouse gas emissions, and the alignment with sustainability goals by reducing the transportation sector's carbon footprint.

Appropriations/Apportionments	
Carbon Reduction Program	
Allocations/Suballocations	
CRP Flex	
Construction Year(s)	No Construction Year Identified
Phases	Statewide Planning
DOT Region	Alaska-wide

Location	Alaska-wide
Program	Sustainability Program

STIP ID  
**34451**

**Revilla New Ferry Berth and Upland Improvements**

Project Costs	2024	2025	2026	2027	2024-2027
	\$3,400,000	\$0	\$0	\$0	\$3,400,000

Construct new ferry terminal berthing facility for the airport ferry.

Appropriations/Apportionments	
National Highway Performance Program	
Allocations/Suballocations	
NHPP	
Construction Year(s)	2024
Phases	Construction
DOT Region	Southcoast Region

Location	Ketchikan Gateway Borough
Program	Ferry Terminal

STIP ID  
**30830**

**Revilla Refurbish Existing Ferry Berth**

Project Costs	2024	2025	2026	2027	2024-2027
	\$1,400,000	\$0	\$0	\$0	\$1,400,000

Reconstruct the existing airport ferry terminal on Revilla Island

Appropriations/Apportionments	
National Highway Performance Program	
Allocations/Suballocations	
NHPP	
Construction Year(s)	2024
Phases	Construction
DOT Region	Southcoast Region

Location	Ketchikan Gateway Borough
Program	Ferry Terminal

STIP ID  
**30831**

**Rezanoff Drive Resurfacing: West Marine Way to Airport [SOG 2022]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$865,670	\$0	\$14,295,922	\$0	\$15,161,592

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

Appropriations/Apportionments	
Surface Transportation Block Grant	
Allocations/Suballocations	
STBG Flex; STBG 5-50	
<b>Construction Year(s)</b>	2026
<b>Phases</b>	Design; ROW; Construction; Utilities
<b>DOT Region</b>	Southcoast Region

<b>Location</b>	Kodiak
<b>Program</b>	Scored Public Program

**STIP ID**  
**33399**

**Richardson Highway Milepost 214-218 Reconstruction**

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$1,137,125	\$0	\$1,137,125

Replace Upper Miller Creek Bridge #581, Lower Miller Creek Bridge #582, and Castner Creek Bridge #583 and reconstruct the Richardson Highway from MP 214-218. Work includes roadside hardware, utilities, and drainage improvements. **This project has been fully obligated and is included in the 2024-2027 Statewide Transportation Improvement Program (STIP) to facilitate project closeout and advance construction conversion.**

Appropriations/Apportionments	
National Highway Performance Program	
Allocations/Suballocations	
NHPP	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	AC Conversion
<b>DOT Region</b>	Northern Region

<b>Location</b>	Copper Center
<b>Program</b>	NHS - National Highway System

**STIP ID**  
**33420**

**Rural Community Connections Program**

Project Costs	2024	2025	2026	2027	2024-2027
	\$2,500,000	\$0	\$0	\$0	\$2,500,000

Develop an inventory and reconnaissance level information for multi-modal transportation solutions to connect rural communities to reduce the cost of living and improve food security.

Appropriations/Apportionments	
Surface Transportation Block Grant	
Allocations/Suballocations	
STBG Flex; STBG <5	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	Multi
<b>DOT Region</b>	Alaska-wide

<b>Location</b>	Alaska-wide
<b>Program</b>	Economic Vitality Program

**STIP ID**  
**34259**

**Rural Dust Mitigation Program**

Project Costs	2024	2025	2026	2027	2024-2027
	\$1,500,000	\$0	\$0	\$0	\$1,500,000

The Rural Dust Mitigation Program is integrated into the Alaska DOT&PF Carbon Reduction Strategy, focusing on airborne dust reduction from unpaved roads. This aligns with carbon mitigation strategies by indirectly supporting emission reduction goals. Although dust control does not directly reduce carbon emissions, it contributes to a holistic approach to environmental health and sustainability, which is pivotal for enhancing air quality and promoting cleaner transportation alternatives. The program will be initiated through planning funds, and projects will later be added via amendment for construction in 2026 and 2026.

Appropriations/Apportionments	
Carbon Reduction Program	
Allocations/Suballocations	
CRP <5	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	Statewide Planning
<b>DOT Region</b>	Alaska-wide

<b>Location</b>	Alaska-wide
<b>Program</b>	Sustainability Program

**STIP ID**  
**34452**

### Rural Transit and Rural Transit Assistance Program

Project Costs	2024	2025	2026	2027	2024-2027
	\$16,368,659	\$16,849,898	\$17,365,510	\$17,886,475	\$68,470,542

This program encompasses Federal Transit Authority (FTA) Sections 5311, 5311(b)(3), and 5340, which provide funding for administrative, operational, capital, and training expenses to support and improve public transit systems in rural areas with populations less than 50,000. These funds, awarded through a competitive grant application process, develop and maintain intercity bus services, demand-response transit services for seniors and individuals with disabilities, and other rural transit options. The project supports the growth of state and local Rural Transit Assistance Programs (RTAP).

<b>Location</b>	Alaska-wide: Transit
<b>Program</b>	Transit Program

**STIP ID**  
**19120**

Appropriations/Apportionments	
Federal Transit Administration	
Allocations/Suballocations	
5311	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	Multi
<b>DOT Region</b>	Alaska-wide

### Sargent Creek and Russian River Bridges Planning Study

Project Costs	2024	2025	2026	2027	2024-2027
	\$1,610,000	\$0	\$0	\$0	\$1,610,000

Planning and Environmental Linkage (PEL) Study, hydrologic study, and other planning activities necessary to replace two bridges on an important state highway on Kodiak Island and make recommendations for other infrastructure improvements to mitigate flooding in the area. This project was awarded to the Kodiak Island Borough in FY22 for \$1,288,000.

<b>Location</b>	Kodiak
<b>Program</b>	Community-Driven Grant Program

**STIP ID**  
**34155**

Appropriations/Apportionments	
Other Federal Funds	
Allocations/Suballocations	
OFF-DG	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	Project Planning
<b>DOT Region</b>	Southcoast Region

### Sargent Creek Bridge Repairs [SOGA Award 2022]

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$565,000	\$0	\$565,000

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

<b>Location</b>	Kodiak
<b>Program</b>	Scored Public Program

**STIP ID**  
**33445**

Appropriations/Apportionments	
Bridge Program	
Allocations/Suballocations	
Bridge HIP	
<b>Construction Year(s)</b>	2028-2030
<b>Phases</b>	Design; ROW
<b>DOT Region</b>	Southcoast Region

### Sayles and Gorge Street Viaduct Improvements

Project Costs	2024	2025	2026	2027	2024-2027
	\$7,028,810	\$0	\$0	\$0	\$7,028,810

This viaduct improvement in Ketchikan is focused on the improvement of the existing 'L' shaped trestle at the intersection of Sayles and Gorge Streets. This will involve replacing the trestle with a new 'L' shaped concrete deck bridge, underpinned by a steel frame substructure and associated concrete supports. Improvements will extend to the surrounding area, with a new pedestrian staircase constructed from near the Sayles/Gorge intersection to Water Street below. Additional activities include replacing utilities, modifying drainage, altering adjacent retaining walls, and enhancing other pedestrian facilities as required.

<b>Location</b>	Ketchikan
<b>Program</b>	AHS - Alaska Highway System

**STIP ID**  
**28890**

Appropriations/Apportionments	
Surface Transportation Block Grant	
Allocations/Suballocations	
STBG 5-50	
<b>Construction Year(s)</b>	2024
<b>Phases</b>	ROW; Construction; Utilities
<b>DOT Region</b>	Southcoast Region

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

Project Costs	2024	2025	2026	2027	2024-2027
	\$500,000	\$0	\$9,125,001	\$0	\$9,625,001

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

Appropriations/Apportionments	
Surface Transportation Block Grant	
Allocations/Suballocations	
STBG Flex	
<b>Construction Year(s)</b>	2026
<b>Phases</b>	ROW; Construction; Utilities
<b>DOT Region</b>	Central Region

<b>Location</b>	MVP Boundary
<b>Program</b>	Scored Public Program

**STIP ID**  
**32724**

**Seldovia Gravel Source Road**

Project Costs	2024	2025	2026	2027	2024-2027
	\$24,184	\$0	\$0	\$0	\$24,184

New road construction in Seldovia to local gravel stockpile

Appropriations/Apportionments	
Other Federal Funds	
Allocations/Suballocations	
OFF-CDS	
<b>Construction Year(s)</b>	2024
<b>Phases</b>	Construction
<b>DOT Region</b>	Central Region

<b>Location</b>	Seldovia
<b>Program</b>	Off-System Infrastructure

**STIP ID**  
**34305**

**Seppala Drive Rehabilitation and Realignment**

Project Costs	2024	2025	2026	2027	2024-2027
	\$23,300,000	\$0	\$0	\$0	\$23,300,000

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

Appropriations/Apportionments	
Surface Transportation Block Grant; Advance Construction Used	
Allocations/Suballocations	
STBG <5; AC	
<b>Construction Year(s)</b>	2024
<b>Phases</b>	Construction; Utilities
<b>DOT Region</b>	Northern Region

<b>Location</b>	Nome
<b>Program</b>	Off-System Infrastructure

**STIP ID**  
**26085**

**Seward Highway and Sterling Highway Intersection Improvements [Stage 1]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$0	\$25,200,000	\$25,200,000

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

- 33741 [Parent Preconstruction Stage]
- 34460 [Child Stage 1]: Construction in 2027
- 33741 [Parent Final Stage]: Construction in 2028

Appropriations/Apportionments	
National Highway Performance Program	
Allocations/Suballocations	
NHPP	
<b>Construction Year(s)</b>	2027
<b>Phases</b>	Construction; Utilities
<b>DOT Region</b>	Central Region

<b>Location</b>	Kenai Peninsula Borough
<b>Program</b>	NHS - National Highway System

**STIP ID**  
**34460**



### Seward Highway Milepost 25.5-37 Rehabilitation

Project Costs	2024	2025	2026	2027	2024-2027
	\$9,000,000	\$0	\$0	\$0	\$9,000,000

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

Appropriations/Apportionments	
National Highway Performance Program	
Allocations/Suballocations	
NHPP	
Construction Year(s)	2028-2030
Phases	ROW
DOT Region	Central Region

Location	Moose Pass
Program	NHS - National Highway System

STIP ID  
**2620**

### Shishmaref Sanitation Road Erosion Control

Project Costs	2024	2025	2026	2027	2024-2027
	\$13,102,438	\$0	\$0	\$0	\$13,102,438

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

Appropriations/Apportionments	
Surface Transportation Block Grant; Other Federal Funds; Advance Construction Used	
Allocations/Suballocations	
STBG <5; AC; OFF-CDS	
Construction Year(s)	2024
Phases	ROW; Construction
DOT Region	Northern Region

Location	Shishmaref
Program	Off-System Infrastructure

STIP ID  
**33248**

### South Tongass Ferry Terminal

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$400,000	\$0	\$0	\$400,000

The terminal construction" project, located in Saxman along South Tongass, is designed to enhance the Alaska Marine Highway System (AMHS). The aim is to construct a new ferry terminal for the M/V Lituya, which operates between Metlakatla and Ketchikan. By shortening the vessel's route, the terminal will facilitate more frequent service, thus improving connectivity and efficiency. **This project is not expected to have new activity in 2024-2027 but is included in the 2024-2027 STIP to obligate funds on advance construction.**

Appropriations/Apportionments	
Surface Transportation Block Grant-Ferry Boat Formula Funds	
Allocations/Suballocations	
FBF	
Construction Year(s)	2028-2030
Phases	AC Conversion
DOT Region	Southcoast Region

Location	Saxman
Program	Ferry Terminal

STIP ID  
**33972**

### South Tongass Highway and Water Street Viaduct Improvements [Stage 1]

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$4,000,000	\$0	\$4,000,000

Rehabilitate pavement and make improvements to the Tongass Avenue and Water Street Viaduct structures (Bridges #997 and #797) and the South Tongass Highway Tunnel Bridge #1130 in Ketchikan. This project will address the substructure and rehabilitate existing roadways, ADA facilities, drainage facilities, and traffic appurtenances.

- 31719 [Parent Preconstruction and Final Construction]: Preconstruction, pavement rehabilitation, and paving
- 34457 [Child Stage 1]: Early Work Package
- 34458 [Child Stage 2]: Bridge removal and replacement, utility relocation segment 1
- 34459 [Child Stage 3]: Bridge removal and replacement segment 2

Appropriations/Apportionments	
National Highway Performance Program	
Allocations/Suballocations	
NHPP	
Construction Year(s)	2026
Phases	Construction; Utilities
DOT Region	Southcoast Region

Location	Ketchikan
Program	NHS - National Highway System

STIP ID  
**34457**

**South Tongass Highway and Water Street Viaduct Improvements [Stage 2]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$0	\$28,500,000	\$28,500,000

Rehabilitate pavement and make improvements to the Tongass Avenue and Water Street Viaduct structures (Bridges #997 and #797) and the South Tongass Highway Tunnel Bridge #1130 in Ketchikan. This project will address the substructure and rehabilitate existing roadways, ADA facilities, drainage facilities, and traffic appurtenances.

- 31719 [Parent Preconstruction and Final Construction]: Preconstruction, pavement rehabilitation, and paving
- 34457 [Child Stage 1]: Early Work Package
- **34458 [Child Stage 2]: Bridge removal and replacement, utility relocation segment I**
- 34459 [Child Stage 3]: Bridge removal and replacement segment 2

<b>Location</b>	Ketchikan
<b>Program</b>	NHS - National Highway System

**STIP ID**  
**34458**

Appropriations/Apportionments	
National Highway Performance Program; Bridge Program	
Allocations/Suballocations	
NHPP; Bridge INFRA	
<b>Construction Year(s)</b>	2027
<b>Phases</b>	Construction
<b>DOT Region</b>	Southcoast Region

**South Tongass Highway Deermount to Saxman Reconstruction**

Project Costs	2024	2025	2026	2027	2024-2027
	\$3,920,705	\$136,455	\$0	\$240,000	\$4,297,160

Reconstruct South Tongass Highway in Ketchikan from Deermount Street to Saxman. Reconstruct bicycle/pedestrian facilities, parking, drainage improvements, and roadside hardware.

<b>Location</b>	Ketchikan
<b>Program</b>	AHS - Alaska Highway System

**STIP ID**  
**21114**

Appropriations/Apportionments	
Surface Transportation Block Grant	
Allocations/Suballocations	
STBG Flex; STBG 5-50	
<b>Construction Year(s)</b>	2028-2030
<b>Phases</b>	Design; AC Conversion
<b>DOT Region</b>	Southcoast Region

**South Tongass Highway Improvements**

Project Costs	2024	2025	2026	2027	2024-2027
	\$12,447,178	\$0	\$0	\$0	\$12,447,178

Resurface pavement and construct improvements along South Tongass Highway between Hoadley Creek Bridge and the Tongass Avenue Viaduct in the vicinity of Elliot Street. **This project has been fully obligated and is included in the 2024-2027 Statewide Transportation Improvement Program (STIP) to facilitate project closeout and advance construction conversion.**

<b>Location</b>	Ketchikan
<b>Program</b>	NHS - National Highway System

**STIP ID**  
**27766**

Appropriations/Apportionments	
National Highway Performance Program	
Allocations/Suballocations	
NHPP	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	AC Conversion
<b>DOT Region</b>	Southcoast Region

**South Tongass Highway Saxman to Surf Street Reconstruction**

Project Costs	2024	2025	2026	2027	2024-2027
	\$350,000	\$0	\$18,200,000	\$0	\$18,550,000

Reconstruct South Tongass Highway in Ketchikan from Saxman to Surf Street in Ketchikan. Construct bicycle/pedestrian facilities, parking, drainage improvements and roadside hardware.

<b>Location</b>	Ketchikan
<b>Program</b>	NHS - National Highway System

**STIP ID**  
**23455**

Appropriations/Apportionments	
National Highway Performance Program	
Allocations/Suballocations	
NHPP	
<b>Construction Year(s)</b>	2026
<b>Phases</b>	Design; Construction; Utilities
<b>DOT Region</b>	Southcoast Region

**Spuce Mill Promenade [TAP Award 2023]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$900,000	\$617,500	\$1,517,500

Construct a pedestrian walkway that will connect to existing pathways on either end of The Great Alaskan Lumberjack Show Pavilion. Work includes driven steel pipe pile foundations for a concrete retaining wall, shot-rock borrow backfill with riprap erosion protection along the base of the wall, and base course supporting a timber promenade decking surface - with steel safety handrailing along the seaward edge of the walkway. Also includes various landscaping features and electrical/lighting improvements.

Appropriations/Apportionments	
Transportation Alternatives Program	
Allocations/Suballocations	
TAP 5-50	
Construction Year(s)	2028-2030
Phases	Design; ROW
DOT Region	Southcoast Region

Location	Ketchikan
Program	Scored Public Program

**STIP ID**  
**34248**

**State Rail Plan**

Project Costs	2024	2025	2026	2027	2024-2027
	\$1,100,000	\$0	\$0	\$0	\$1,100,000

The Alaska State rail plan will work with railroad stakeholders such as the Alaska Railroad Corporation to establish a strategic framework for the development, integration, and enhancement of rail as freight transport within the state, aligning with national freight and transportation objectives. Funded through the National Highway Freight Program (NHFP), this plan will address Alaska's unique transportation challenges and opportunities, emphasizing the role of rail in improving freight movement, economic vitality, and connectivity across the state and beyond.

Appropriations/Apportionments	
National Highway Freight Plan	
Allocations/Suballocations	
NHFP	
Construction Year(s)	No Construction Year Identified
Phases	Statewide Planning
DOT Region	Alaska-wide

Location	Alaska-wide: Rail
Program	Economic Vitality Program

**STIP ID**  
**34449**

**State Street Pavement Rehabilitation**

Project Costs	2024	2025	2026	2027	2024-2027
	\$23,709,491	\$0	\$0	\$0	\$23,709,491

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

Appropriations/Apportionments	
National Highway Performance Program	
Allocations/Suballocations	
NHPP	
Construction Year(s)	2024
Phases	Construction; Utilities
DOT Region	Southcoast Region

Location	Skagway Borough and Municipality
Program	NHS - National Highway System

**STIP ID**  
**24337**

**Statewide Equitable Community Connectivity Action Plan (SECCAP)**

Project Costs	2024	2025	2026	2027	2024-2027
	\$1,168,584	\$0	\$0	\$0	\$1,168,584

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

Appropriations/Apportionments	
Other Federal Funds	
Allocations/Suballocations	
OFF-DG	
Construction Year(s)	No Construction Year Identified
Phases	Statewide Planning
DOT Region	Alaska-wide

Location	Alaska-wide: SPR
Program	Sustainability Program

**STIP ID**  
**34310**

**Statewide Planning and Environmental Linkages Study**

Project Costs	2024	2025	2026	2027	2024-2027
	\$1,500,000	\$0	\$0	\$0	\$1,500,000

Develop a statewide PEL program including a guidebook and identification of priorities for PEL Studies. Initiate PEL studies to further refine and analyze conceptual highway improvements, evaluate environmental challenges, and improve the understanding of various design issues and anticipated project costs to reduce project delivery costs and schedules. **NOTE: This funding is for the Juneau Douglas North Crossing PEL Study, which was originally funded under this STIP ID and has increased funding needs which will be addressed through the CDS funding. No new PEL studies are being added under this STIP ID.**

<b>Location</b>	Alaska-wide
<b>Program</b>	DOT&PF Systems Program

**STIP ID**  
**31597**

Appropriations/Apportionments	
Other Federal Funds	
Allocations/Suballocations	
OFF-CDS	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	Statewide Planning
<b>DOT Region</b>	Alaska-wide

**Steese Highway Milepost 128 Crooked Creek Bridge Replacement**

Project Costs	2024	2025	2026	2027	2024-2027
	\$1,225,000	\$0	\$5,600,000	\$0	\$6,825,000

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

<b>Location</b>	Central
<b>Program</b>	AHS - Alaska Highway System

**STIP ID**  
**3648**

Appropriations/Apportionments	
Bridge Program	
Allocations/Suballocations	
Bridge HIP; Bridge INFRA	
<b>Construction Year(s)</b>	2026
<b>Phases</b>	Design; ROW; Construction; Utilities
<b>DOT Region</b>	Northern Region

**Sterling Highway Milepost 45-60 [Parent and Final Construction]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$43,800,000	\$0	\$0	\$0	\$43,800,000

The project realigns 10 miles and reconstructs 5 miles of the highway. To enhance safety and convenience, the project plans to construct new wildlife and pedestrian crossings, trailheads, a highway bridge over Juneau Creek, as well as passing and climbing lanes. The construction will occur in stages.

**2673 [Parent Preconstruction and Final Stage Construction]: Complete final paving, transitions, and trailheads, and install roadside hardware entire project length.**

- 32300 [Child Stage 1]: Construct alignment improvements from MP 44.5-46.5 & 56-58 (*In progress*).
- 33242 [Child Stage 2]: Construct Juneau Creek Bridge near MP 51 on the new highway alignment (*in progress*).
- 32319 [Child Stage 3]: Construct alignment improvements from MP 46.5 to MP 56, including a wildlife undercrossing.

<b>Location</b>	Kenai Peninsula Borough
<b>Program</b>	NHS - National Highway System

**STIP ID**  
**2673**

Appropriations/Apportionments	
National Highway Performance Program	
Allocations/Suballocations	
NHPP	
<b>Construction Year(s)</b>	2028-2030
<b>Phases</b>	Design
<b>DOT Region</b>	Central Region

**Sterling Highway Milepost 45-60 [Stage 1]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$1,365,000	\$0	\$1,365,000

The project realigns 10 miles and reconstructs 5 miles of the highway. To enhance safety and convenience, the project plans to construct new wildlife and pedestrian crossings, trailheads, a highway bridge over Juneau Creek, as well as passing and climbing lanes. The construction will occur in stages.

**2673 [Parent and Final Construction]: Complete final paving, transitions, and trailheads, and install roadside hardware entire project length.**

- 32300 [Child Stage 1]: Construct alignment improvements from MP 44.5-46.5 & 56-58 (*In progress*)**
- 33242 [Child Stage 2]: Construct Juneau Creek Bridge near MP51 on the new highway alignment (*In progress*).
- 32319 [Child Stage 3]: Construct alignment improvements from MP 46.5 to MP 56, including a wildlife undercrossing.

<b>Location</b>	Kenai Peninsula Borough
<b>Program</b>	NHS - National Highway System

**STIP ID**  
**32300**

Appropriations/Apportionments	
National Highway Performance Program	
Allocations/Suballocations	
NHPP	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	AC Conversion
<b>DOT Region</b>	Central Region

**Sterling Highway Milepost 45-60 [Stage 2]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$36,700,938	\$0	\$53,828,628	\$32,473,241	\$123,002,807

The project realigns 10 miles and reconstructs 5 miles of the highway. To enhance safety and convenience, the project plans to construct new wildlife and pedestrian crossings, trailheads, a highway bridge over Juneau Creek, as well as passing and climbing lanes. The construction will occur in stages. **This project has been obligated for construction in 2023, but a \$5m increase is needed due to changed conditions.**

2673 [Parent and Final Construction]: Complete final paving, transitions, and trailheads, and install roadside hardware entire project length.

32300 [Child Stage 1]: Construct alignment improvements from MP 44.5-46.5 & 56-58 (In progress)

**33242 [Child Stage 2]: Construct Juneau Creek Bridge near MP 51 on the new highway alignment (In progress).**

32319 [Child Stage 3]: Construct alignment improvements from MP 46.5 to MP 56, including a wildlife

<b>Location</b>	Kenai Peninsula Borough
<b>Program</b>	NHS - National Highway System

**STIP ID**  
**33242**

Appropriations/Apportionments	
National Highway Performance Program; Bridge Program	
Allocations/Suballocations	
NHPP; Bridge HIP; Bridge INFRA	
<b>Construction Year(s)</b>	2024
<b>Phases</b>	Construction; AC Conversion
<b>DOT Region</b>	Central Region

**Sterling Highway Milepost 45-60 [Stage 3]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$0	\$30,000,000	\$30,000,000

The project realigns 10 miles and reconstructs 5 miles of the highway. To enhance safety and convenience, the project plans to construct new wildlife and pedestrian crossings, trailheads, a highway bridge over Juneau Creek, as well as passing and climbing lanes. The construction will occur in stages.

2673 [Parent and Final Construction]: Complete final paving, transitions, and trailheads, and install roadside hardware entire project length.

32300 [Child Stage 1]: Construct alignment improvements from MP 44.5-46.5 & 56-58 (In progress)

33242 [Child Stage 2]: Construct Juneau Creek Bridge near MP51 on the new highway alignment (in progress).

**32319 [Child Stage 3]: Construct alignment improvements from MP 46.5 to MP 56, including a wildlife undercrossing.**

<b>Location</b>	Kenai Peninsula Borough
<b>Program</b>	NHS - National Highway System

**STIP ID**  
**32319**

Appropriations/Apportionments	
National Highway Performance Program	
Allocations/Suballocations	
NHPP	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	AC Conversion
<b>DOT Region</b>	Central Region

**Sterling Highway Milepost 82.5-94 Safety Corridor Improvements [Parent and Final Construction]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$400,000	\$0	\$0	\$0	\$400,000

Improve the safety of Sterling Highway between Sterling and Soldotna, Alaska, by widening the existing road from two lanes to a divided four-lane facility. The project scope also includes separated bike/pedestrian facilities, access management techniques, turn lanes, frontage roads, intersection realignments, and other associated road reconstruction activities. This project is on the Interstate and eligible for a 93.4% federal portion.

**29913 [Parent Preconstruction State] In Progress**

34462 [Child Stage 1]: Reconstruct Milepost 88 to Milepost 94. Construction in 2025

29913 [Parent Final Stage]: Reconstruct Milepost 82.5 to Milepost 88. Construction in 2028

<b>Location</b>	Soldotna
<b>Program</b>	NHS - National Highway System

**STIP ID**  
**29913**

Appropriations/Apportionments	
National Highway Performance Program	
Allocations/Suballocations	
NHPP	
<b>Construction Year(s)</b>	2028-2030
<b>Phases</b>	ROW
<b>DOT Region</b>	Central Region

**Sterling Highway Milepost 157-169 Reconstruction Anchor Point To Baycrest Hill [Parent and Final Construction]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$5,390,000	\$0	\$0	\$44,900,000	\$50,290,000

This project reconstructs and upgrades a 12-mile segment of the Sterling Highway. It includes widening the highway, creating passing lanes, resurfacing, adding scenic turnouts, improving drainage, making minor realignments, and updating configurations to meet AASHTO geometric standards. Replace Anchor River culverts (#4020) with a new three-span bridge over the North Fork Anchorage River (#1937) and replace the South Fork Anchorage River Bridge (#666)

- **2670 [Parent Preconstruction Stage]: In Progress**
- 34434 [Child Stage 1]: MP 157-161 in 2024
- 34435 [Child Stage 2]: MP 157-161 HSIP in 2024
- 34436 [Child Stage 3]: MP 161-169 HSIP in 2027

<b>Location</b>	Homer
<b>Program</b>	NHS - National Highway System

**STIP ID**  
**2670**

Appropriations/Apportionments	
National Highway Performance Program	
Allocations/Suballocations	
NHPP	
<b>Construction Year(s)</b>	2027; 2028-2030
<b>Phases</b>	Design; ROW; Construction
<b>DOT Region</b>	Central Region



**Sterling Highway Milepost 157-169 Reconstruction Anchor Point To Baycrest Hill [Stage 1]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$75,000,000	\$0	\$0	\$0	\$75,000,000

This project reconstructs and upgrades a 12-mile segment of the Sterling Highway. It includes widening the highway, creating passing lanes, resurfacing, adding scenic turnouts, improving drainage, making minor realignments, and updating configurations to meet AASHTO geometric standards. Replace Anchor River culverts (#4020) with a new three-span bridge over the North Fork Anchorage River (#1937) and replace the South Fork Anchorage River Bridge (#666)

- 2670 [Parent Preconstruction Stage]: *In Progress*
- **34434 [Child Stage 1]: MP 157-161 in 2024**
- 34435 [Child Stage 2]: MP 157-161 HSIP in 2024
- 34436 [Child Stage 3]: MP 161-169 HSIP in 2027

<b>Location</b>	Homer
<b>Program</b>	NHS - National Highway System

**STIP ID**  
**34434**

Appropriations/Apportionments	
National Highway Performance Program; Bridge Program	
Allocations/Suballocations	
NHPP; Bridge HIP	
<b>Construction Year(s)</b>	2024
<b>Phases</b>	Construction; Utilities
<b>DOT Region</b>	Central Region

**Sterling Highway Milepost 157-169 Reconstruction Anchor Point To Baycrest Hill [Stage 2]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$6,750,000	\$0	\$0	\$0	\$6,750,000

This project reconstructs and upgrades a 12-mile segment of the Sterling Highway. It includes widening the highway, creating passing lanes, resurfacing, adding scenic turnouts, improving drainage, making minor realignments, and updating configurations to meet AASHTO geometric standards. Replace Anchor River culverts (#4020) with a new three-span bridge over the North Fork Anchorage River (#1937) and replace the South Fork Anchorage River Bridge (#666)

- 2670 [Parent Preconstruction Stage]: *In Progress*
- 34434 [Child Stage 1]: MP 157-161 in 2024
- **34435 [Child Stage 2]: MP 157-161 HSIP in 2024**
- 34436 [Child Stage 3]: MP 161-169 in 2027

<b>Location</b>	Homer
<b>Program</b>	NHS - National Highway System

**STIP ID**  
**34435**

Appropriations/Apportionments	
Highway Safety Improvement Program	
Allocations/Suballocations	
SA	
<b>Construction Year(s)</b>	2024
<b>Phases</b>	Construction
<b>DOT Region</b>	Central Region

**Sterling Highway Milepost 157-169 Reconstruction Anchor Point To Baycrest Hill [Stage 3]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$0	\$4,050,000	\$4,050,000

This project reconstructs and upgrades a 12-mile segment of the Sterling Highway. It includes widening the highway, creating passing lanes, resurfacing, adding scenic turnouts, improving drainage, making minor realignments, and updating configurations to meet AASHTO geometric standards. Replace Anchor River culverts (#4020) with a new three-span bridge over the North Fork Anchorage River (#1937) and replace the South Fork Anchorage River Bridge (#666)

- 2670 [Parent Preconstruction Stage]: *In Progress*
- 34434 [Child Stage 1]: MP 157-161 in 2024
- 34435 [Child Stage 2]: MP 157-161 HSIP in 2024
- **34436 [Child Stage 3]: MP 161-169 in 2027**

<b>Location</b>	Homer
<b>Program</b>	NHS - National Highway System

**STIP ID**  
**34436**

Appropriations/Apportionments	
Highway Safety Improvement Program	
Allocations/Suballocations	
SA	
<b>Construction Year(s)</b>	2027
<b>Phases</b>	Construction
<b>DOT Region</b>	Central Region

**Sustainable Transportation Inventory and Data Collection**

Project Costs	2024	2025	2026	2027	2024-2027
	\$1,865,505	\$0	\$0	\$193,814	\$2,059,319

This project focuses on sustainability, aligning with strategies from the 2024 Alaska Transportation Carbon Reduction Strategy. It encompasses evaluating best practices, deploying strategies, and project planning aimed at diminishing greenhouse gas emissions and enhancing energy efficiency within transportation networks. This includes the exploration of alternative fuel options, the advancement of public transportation, and the support for active transportation modes, all in a concerted effort to achieve the environmental goals set forth by the state's carbon reduction initiative.

<b>Location</b>	Alaska-wide: Sustainability
<b>Program</b>	Sustainability Program

**STIP ID**  
**34199**

Appropriations/Apportionments	
Carbon Reduction Program	
Allocations/Suballocations	
CRP Flex; CRP 5-50	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	Statewide Planning
<b>DOT Region</b>	Alaska-wide

**Tatitlek AMHS Ferry Terminal Rehabilitation**

Project Costs	2024	2025	2026	2027	2024-2027
	\$200,000	\$700,000	\$11,000,000	\$0	\$11,900,000

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

<b>Location</b>	Tatitlek
<b>Program</b>	Ferry Terminal

**STIP ID**  
**33887**

Appropriations/Apportionments	
Other Federal Funds	
Allocations/Suballocations	
OFF-DG	
<b>Construction Year(s)</b>	2026
<b>Phases</b>	Design; Construction
<b>DOT Region</b>	Northern Region

**Tok Cutoff Highway Milepost 0-8 Resurfacing [SOGR 2018]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$250,000	\$0	\$8,990,000	\$0	\$9,240,000

Resurface the Tok Cutoff Highway between Milepost 0-8. Project includes work on Gakona River Bridge #646, drainage improvements, roadside hardware, and utilities.

<b>Location</b>	Gakona
<b>Program</b>	NHS - National Highway System

**STIP ID**  
**32020**

Appropriations/Apportionments	
National Highway Performance Program; Surface Transportation Block Grant	
Allocations/Suballocations	
STBG Flex; NHPP	
<b>Construction Year(s)</b>	2026
<b>Phases</b>	Design; Construction; Utilities
<b>DOT Region</b>	Northern Region

**Tok Cutoff Highway Milepost 76-91 Rehabilitation [SOGR 2018]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$900,000	\$0	\$900,000

Rehabilitate the section of the Tok Cutoff Highway between Milepost 76 and 91. It includes necessary work on Mabel Creek Bridge #656, Bartell Creek Bridge #657, and Little Tok River #658, along with improvements to the drainage system, roadside hardware, and utilities.

<b>Location</b>	Mentasta Lake
<b>Program</b>	NHS - National Highway System

**STIP ID**  
**32022**

Appropriations/Apportionments	
National Highway Performance Program	
Allocations/Suballocations	
NHPP	
<b>Construction Year(s)</b>	2028-2030
<b>Phases</b>	Design
<b>DOT Region</b>	Northern Region

**Trout Creek Culvert Replacement and Aquatic Organism Passage Improvements**

Project Costs	2024	2025	2026	2027	2024-2027
	\$105,521	\$0	\$0	\$0	\$105,521

Replace two culverts with AOP structures. **This project has been completed and is included in the 2024-2027 STIP to facilitate project closeout and advance construction conversion.**

<b>Location</b>	Cold Bay
<b>Program</b>	Off-System Infrastructure

**STIP ID**  
**33178**

Appropriations/Apportionments	
Surface Transportation Block Grant	
Allocations/Suballocations	
STBG Flex	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	AC Conversion
<b>DOT Region</b>	Southcoast Region

**Truck Parking Study**

Project Costs	2024	2025	2026	2027	2024-2027
	\$350,000	\$0	\$0	\$0	\$350,000

This study, backed by the National Highway Freight Program, targets the critical shortage of truck parking along Alaska's extensive routes, focusing on safety for truckers needing rest. In collaboration with the private sector, it aims to assess parking needs, identify gaps, and propose solutions. The project prioritizes safety enhancements and innovative strategies to address the urgent need for accessible parking, ensuring the well-being of truck drivers across the state. \*Project is in the Alaska Moves 2050: Freight Investment Plan - Appendix J.

<b>Location</b>	Alaska-wide
<b>Program</b>	Economic Vitality Program

**STIP ID**  
**34450**

Appropriations/Apportionments	
National Highway Freight Plan	
Allocations/Suballocations	
NHFP	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	Statewide Planning
<b>DOT Region</b>	Alaska-wide

**Ward Creek Bridge Replacement**

Project Costs	2024	2025	2026	2027	2024-2027
	\$1,400,000	\$0	\$35,425,423	\$0	\$36,825,423

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

<b>Location</b>	Ketchikan
<b>Program</b>	AHS - Alaska Highway System

**STIP ID**  
**31469**

Appropriations/Apportionments	
Bridge Program; Advance Construction Used	
Allocations/Suballocations	
AC; Bridge HIP; Bridge INFRA	
<b>Construction Year(s)</b>	2026
<b>Phases</b>	Design; ROW; Construction; Utilities
<b>DOT Region</b>	Southcoast Region

**Waterways Program**

Project Costs	2024	2025	2026	2027	2024-2027
	\$1,639,411	\$0	\$0	\$0	\$1,639,411

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

<b>Location</b>	Alaska-wide
<b>Program</b>	Economic Vitality Program

**STIP ID**  
**34190**

Appropriations/Apportionments	
Surface Transportation Block Grant	
Allocations/Suballocations	
STBG <5	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	Project Planning
<b>DOT Region</b>	Alaska-wide

**Whitshed Road and Pedestrian Improvements [Parent and Final Construction]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$2,150,000	\$0	\$0	\$0	\$2,150,000

Provide pedestrian accommodations along Whitshed Road from the intersection with the Copper River Highway to the intersection with Orca Inlet Drive approximately 0.75 miles in length. The project is using Construction Manager/General Contractor (CMGC) procurement for project delivery.

**27049 [Parent Preconstruction Stage]: In Progress**

34448 [Child Stage 1]: Early Work Package in 2027

27049 [Parent Final Stage]: Construction in 2028

<b>Location</b>	Cordova
<b>Program</b>	Off-System Infrastructure

**STIP ID**  
**27049**

Appropriations/Apportionments	
Surface Transportation Block Grant	
Allocations/Suballocations	
STBG <5	
<b>Construction Year(s)</b>	2028-2030
<b>Phases</b>	Design; ROW
<b>DOT Region</b>	Northern Region

**Whitshed Road and Pedestrian Improvements [Stage 1]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$0	\$3,000,000	\$3,000,000

Provide pedestrian accommodations along Whitshed Road from the intersection with the Copper River Highway to the intersection with Orca Inlet Drive approximately 0.75 miles in length. The project is using Construction Manager/General Contractor (CMGC) procurement for project delivery.

27049 [Parent Preconstruction Stage]: Completed

**34448 [Child Stage 1]: Early Work Package in 2027**

27049 [Parent Final Stage]: Construction in 2028

<b>Location</b>	Cordova
<b>Program</b>	Off-System Infrastructure

**STIP ID**  
**34448**

Appropriations/Apportionments	
Surface Transportation Block Grant	
Allocations/Suballocations	
STBG <5	
<b>Construction Year(s)</b>	2027
<b>Phases</b>	Construction
<b>DOT Region</b>	Northern Region

**Yakutat Ferry Terminal Reconstruction**

Project Costs	2024	2025	2026	2027	2024-2027
	\$2,323,071	\$0	\$10,000	\$17,389,886	\$19,722,957

Design and construct improvements for the Yakutat Ferry Terminal to enhance safety, functionality, and accessibility for passengers and operations. The "Critical Upgrades to Ferry Dock Infrastructure in Five Rural Alaska Communities" program receives 80% of its funding from the Federal Transit Administration's Ferry Service for Rural Communities Program, covering the federal share. It is entirely funded through federal funds, utilizing Toll Credits to meet the local match requirement.

<b>Location</b>	Yakutat City and Borough
<b>Program</b>	Ferry Terminal

**STIP ID**  
**34192**

Appropriations/Apportionments	
Other Federal Funds; Toll Credits are Leveraging Federal Funds for Match; Surface Transportation Block Grant-Ferry Boat Formula Funds	
Allocations/Suballocations	
FBF; Toll Credits; OFF-DG	
<b>Construction Year(s)</b>	2027
<b>Phases</b>	Design; ROW; Construction
<b>DOT Region</b>	Southcoast Region

**Yukon-Kuskokwim Frontier Road Construction**

Project Costs	2024	2025	2026	2027	2024-2027
	\$7,000,000	\$0	\$1,200,000	\$0	\$8,200,000

Construct a 24' wide gravel road between the Yukon and Kuskokwim Rivers. The road would be 30 to 45 miles long. It would start on the southern side of the Yukon River, to the southeast of Paimiut, Alaska, and would end at the northern bank of the Kuskokwim River, between Upper Kalskag and Aniak, Alaska. This road would create opportunities to lower bulk cargo prices and promote economic opportunities for the 56 communities in the Association of Village Council Presidents (AVCP) region and four communities in the lower Yukon Tanana Chiefs Conference region.

<b>Location</b>	Yukon-Koyukuk Census Area
<b>Program</b>	Off-System Infrastructure

**STIP ID**  
**34432**

Appropriations/Apportionments	
Surface Transportation Block Grant	
Allocations/Suballocations	
STBG Flex	
<b>Construction Year(s)</b>	2027; 2028-2030
<b>Phases</b>	Design; ROW; Construction
<b>DOT Region</b>	Northern Region

**AASHTO Technical Programs Support**

Project Costs	2024	2025	2026	2027	2024-2027
	\$249,999	\$249,999	\$249,999	\$249,999	\$999,996

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

<b>Location</b>	Alaska-wide
<b>Program</b>	DOT&PF Systems Program

**STIP ID**  
**25836**

Appropriations/Apportionments	
Statewide Planning and Resserach	
Allocations/Suballocations	
RES	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	Multi
<b>DOT Region</b>	Alaska-wide

### ADA Implementation and Compliance

Project Costs	2024	2025	2026	2027	2024-2027
	\$6,000,000	\$6,180,000	\$6,365,400	\$6,556,362	\$25,101,762

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

<b>Location</b>	Alaska-wide
<b>Program</b>	Safety Program

**STIP ID**  
**32478**

Appropriations/Apportionments	
Surface Transportation Block Grant	
Allocations/Suballocations	
STBG Flex	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	Multi
<b>DOT Region</b>	Alaska-wide

### Air Quality Mobile Source Modeling

Project Costs	2024	2025	2026	2027	2024-2027
	\$200,000	\$200,000	\$200,000	\$200,000	\$800,000

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

<b>Location</b>	Alaska-wide
<b>Program</b>	Sustainability Program

**STIP ID**  
**26168**

Appropriations/Apportionments	
Congestion Mitigation Air Quality	
Allocations/Suballocations	
CMAQ-M	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	Project Planning
<b>DOT Region</b>	Alaska-wide

### Alaska Highway Milepost 1380 Johnson River Bridge Replacement [Stage 1]

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$23,779,443	\$0	\$0	\$23,779,443

Replace Johnson River Bridge #518 on the Alaska Highway at Milepost 1380. The project is using Construction Manager/General Contractor (CMGC) project delivery and includes drainage improvements, roadside hardware, and utilities. \*Project is in the Alaska Moves 2050: Freight Investment Plan - Appendix J as Illustrative.

33824 [Parent Preconstruction Stage]: *In Progress*

34445 [Child]: **Early Work Package in 2025**

33824 [Parent Final Stage]: Construction 2026

<b>Location</b>	Delta Junction
<b>Program</b>	NHS - National Highway System

**STIP ID**  
**34445**

Appropriations/Apportionments	
National Highway Performance Program; Bridge Program	
Allocations/Suballocations	
NHPP; Bridge INFRA	
<b>Construction Year(s)</b>	2025
<b>Phases</b>	Construction
<b>DOT Region</b>	Northern Region

### Alaska Highway Yukon Territory Permafrost Repairs [LEDGER-Project]

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$3,125,000	\$0	\$28,125,000	\$31,250,000

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

<b>Location</b>	Alaska Highway [Yukon]
<b>Program</b>	Project Ledger

**STIP ID**  
**34317**

Appropriations/Apportionments	
National Highway Performance Program	
Allocations/Suballocations	
NHPP	
<b>Construction Year(s)</b>	2027
<b>Phases</b>	Design; Construction
<b>DOT Region</b>	Southcoast Region



**Anton Anderson Memorial (Whittier) Tunnel Maintenance**

Project Costs	2024	2025	2026	2027	2024-2027
	\$4,658,498	\$2,968,103	\$3,057,146	\$3,148,860	\$13,832,607

This tunnel is an important critical link to an ice-free port with rail connectivity to the Kenai Peninsula Borough, Municipality of Anchorage, the Matanuska-Susitna Borough, and the Fairbanks North Star Borough. Maintenance for the federal-aid eligible portion of the Anton Anderson Memorial (Whittier) Tunnel and approaches. \*Project is in the Alaska Moves 2050: Freight Investment Plan - Appendix J as Illustrative

Appropriations/Apportionments	
National Highway Performance Program; Bridge Program	
Allocations/Suballocations	
NHPP; Bridge HIP	
Construction Year(s)	No Construction Year Identified
Phases	Multi; AC Conversion
DOT Region	Central Region

<b>Location</b>	Whittier
<b>Program</b>	State of Good Repair Program

**STIP ID**  
**11439**

**Auke Bay Ferry Terminal East Berth Mooring Rehabilitation**

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$11,000,000	\$0	\$0	\$11,000,000

The Auke Bay Ferry Terminal East Berth Mooring Improvements project, located in Auke Bay includes the replacement of deteriorated mooring dolphin structures and the installation of cathodic protection anodes. Specific activities include the dismantling of old structures, construction of new ones, and installation of protective elements. The "Critical Upgrades to Ferry Dock Infrastructure in Five Rural Alaska Communities" program receives 80% of its funding from the Federal Transit Administration's Ferry Service for Rural Communities Program, covering the federal share. It is entirely funded through federal funds, utilizing Toll Credits to meet the match requirement.

Appropriations/Apportionments	
National Highway Performance Program; Other Federal Funds; Toll Credits are Leveraging Federal Funds for Match	
Allocations/Suballocations	
NHPP; Toll Credits; OFF-DG	
Construction Year(s)	2025
Phases	Construction
DOT Region	Southcoast Region

<b>Location</b>	Auke Bay
<b>Program</b>	Ferry Terminal

**STIP ID**  
**29709**

**Big Lake Road Rehabilitation [SOG 2022]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$1,710,000	\$18,425,000	\$5,617,398	\$0	\$25,752,398

The Big Lake Road Rehabilitation project will improve the road and shared-use pathway. The project will rehabilitate the roadway from milepost 0 to MP 9.1, and select portions of the shared-use pathway. Work includes drainage improvements, upgrades to roadside hardware, bridge improvements, and utilities. This project has started under STIP ID 18924 from MP 0-3.6 with a second segment being introduced as STIP ID 33693 to extend the rehabilitation from MP 3.6-9. Both segments will be combined in one year for efficiencies under the original STIP ID 18924.

Appropriations/Apportionments	
Surface Transportation Block Grant; Advance Construction Used	
Allocations/Suballocations	
STBG Flex; AC	
Construction Year(s)	2025
Phases	Design; ROW; Construction; Utilities; AC Conversion
DOT Region	Central Region

<b>Location</b>	Big Lake
<b>Program</b>	Scored Public Program

**STIP ID**  
**18924**

**Bridge Management System**

Project Costs	2024	2025	2026	2027	2024-2027
	\$272,576	\$1,182,276	\$272,575	\$272,575	\$2,000,001

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

Appropriations/Apportionments	
National Highway Performance Program; Surface Transportation Block Grant	
Allocations/Suballocations	
STBG Flex; NHPP	
Construction Year(s)	No Construction Year Identified
Phases	Multi; AC Conversion
DOT Region	Alaska-wide

<b>Location</b>	Alaska-wide: Bridges
<b>Program</b>	State of Good Repair Program

**STIP ID**  
**6454**

**Bridge Scour Monitoring and Retrofit Program**

Project Costs	2024	2025	2026	2027	2024-2027
	\$2,398,505	\$4,072,221	\$2,398,505	\$2,398,505	\$11,267,736

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

Appropriations/Apportionments	
National Highway Performance Program; Bridge Program	
Allocations/Suballocations	
STBG OSB; NHPP	
Construction Year(s)	No Construction Year Identified
Phases	Multi; AC Conversion
DOT Region	Alaska-wide

Location	Alaska-wide: Bridges
Program	State of Good Repair Program

STIP ID  
**12579**

**Center Creek Road Rehabilitation**

Project Costs	2024	2025	2026	2027	2024-2027
	\$600,000	\$12,450,000	\$0	\$0	\$13,050,000

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

Appropriations/Apportionments	
Surface Transportation Block Grant	
Allocations/Suballocations	
STBG <5	
Construction Year(s)	2025
Phases	Design; Construction; Utilities
DOT Region	Northern Region

Location	Nome
Program	Off-System Infrastructure

STIP ID  
**26156**

**Chena Hot Springs Road Milepost 6-13 Rehabilitation [SOGR 2022]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$400,000	\$0	\$0	\$400,000

Rehabilitate Chena Hot Springs Road between milepost 6-13. Work includes roadside hardware, drainage improvements, utilities, and repairs to Little Chena River Bridge (#270).

Appropriations/Apportionments	
Surface Transportation Block Grant	
Allocations/Suballocations	
STBG Flex	
Construction Year(s)	2028-2030
Phases	Design
DOT Region	Northern Region

Location	Two Rivers
Program	Scored Public Program

STIP ID  
**33599**

**Chief Eddie Hoffman Highway Reconstruction**

Project Costs	2024	2025	2026	2027	2024-2027
	\$2,000,000	\$2,000,000	\$0	\$0	\$4,000,000

Project will reconstruct Chief Eddie Hoffman Highway in Bethel from Airport to Watson's Corner. It includes widening sections of the highway to provide additional through travel lanes, horizontal or vertical re-alignment, and intersection improvements. \*Project is in the Alaska Moves 2050: Freight Investment Plan - Appendix J as Illustrative

Appropriations/Apportionments	
Surface Transportation Block Grant	
Allocations/Suballocations	
STBG Flex	
Construction Year(s)	2028-2030
Phases	Design; ROW
DOT Region	Central Region

Location	Bethel
Program	AHS - Alaska Highway System

STIP ID  
**31847**

**Chiniak Highway Milepost 15-31 Rehabilitation [Parent and Final Construction]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$483,939	\$1,700,000	\$3,500,000	\$1,200,000	\$6,883,939

Rehabilitate approximately 16 miles of the Chiniak Highway in Kodiak between Mileposts 15 to 31 ("End of Pavement") to improve and preserve the roadway subgrade and surface. Address lighting, guardrails, drainage, culverts, and other highway appurtenances as needed. Construction is proposed in logical stages. **29877 [Parent and Preconstruction] Chiniak Highway MP 15-31**

- 32639 [Stage 1]: MP 21.3-23.7 and MP 28.1-28.4 \$18.6m in 2026
- 32638 [Stage 2]: MP 19.0-21.3 and MP 24.2-25.4 \$18.2m in 2027
- 34082 [Stage 3]: MP 25.8-29.0 \$12.1m in 2028
- 29877 [Parent Final Stage 4]: MP 15.2-19.0, MP 23.7-24.2, and MP 29.0-31.3 \$12.1m in 2029

<b>Location</b>	Kodiak
<b>Program</b>	AHS - Alaska Highway System

**STIP ID**  
**29877**

Appropriations/Apportionments	
Surface Transportation Block Grant	
Allocations/Suballocations	
STBG <5	
<b>Construction Year(s)</b>	2028-2030
<b>Phases</b>	Design; ROW; AC Conversion
<b>DOT Region</b>	Southcoast Region

**Civil Rights Program**

Project Costs	2024	2025	2026	2027	2024-2027
	\$272,226	\$280,392	\$288,804	\$297,468	\$1,138,890

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

<b>Location</b>	Alaska-wide
<b>Program</b>	DOT&PF Systems Program

**STIP ID**  
**6458**

Appropriations/Apportionments	
Disadvantaged Business Enterprise and On-the-Job Training Program	
Allocations/Suballocations	
DBE; OJT	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	Multi
<b>DOT Region</b>	Alaska-wide

**Bogard Road Reconstruction: North Earl Drive to North Engstrom Road [Parent] [CTP Award 2023]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$2,500,000	\$800,000	\$0	\$5,400,000	\$8,700,000

The project will upgrade Bogard Road, between North Earl Drive and North Greentree Street to an arterial highway standard to address safety and capacity issues. The project will construct pathway, provide widened shoulders, construct turn lanes, address access management issues, improve intersections as necessary, provide an improved clear zone, drainage, and signage. The project will also include additional safety and capacity improvements as appropriate. This project was selected in the 2023 DOT&PF Community Transportation Program solicitation. Two separately awarded 2023 CTP projects are being combined into a parent/child grouping to better coordinate design and construction. The full project length is from North Earl Drive to North Engstrom Road

**34342 [Parent Preconstruction Stage]**

34256: Child Stage 1: North Greentree Street to North Engstrom Road in 2029

34342 [Parent Final Construction]: North Earl Drive to North Greentree Street in 2030

<b>Location</b>	MVP Boundary
<b>Program</b>	Scored Public Program

**STIP ID**  
**34342**

Appropriations/Apportionments	
Surface Transportation Block Grant	
Allocations/Suballocations	
STBG Flex; STBG 50-200	
<b>Construction Year(s)</b>	2028-2030
<b>Phases</b>	Design; ROW
<b>DOT Region</b>	Central Region

**Seldon Road Reconstruction: Wasilla-Fishhook Road to Snowgoose Drive [Parent] [CTP Award 2023]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$3,190,000	\$1,367,500	\$0	\$4,000,000	\$8,557,500

The project will upgrade Seldon Road, between Wasilla Fishhook Road and Snowgoose Drive, to an arterial highway standard. with a separate pathway to address geometry, safety, and capacity issues. This project was selected in the 2023 DOT&PF Community Transportation Program solicitation. Two separately awarded 2023 CTP projects are being combined into a parent/child grouping to better coordinate design and construction.

**34243 [Parent Preconstruction Stage]**

34242 [Child Stage 1]: Construction of Wasilla-Fishhook Road to Lucille Street in 2028

34243 [Parent Final Stage]: Lucille to Snowgoose Drive in 2030.

<b>Location</b>	MVP Boundary
<b>Program</b>	Scored Public Program

**STIP ID**  
**34243**

Appropriations/Apportionments	
Surface Transportation Block Grant	
Allocations/Suballocations	
STBG Flex; STBG 50-200	
<b>Construction Year(s)</b>	2028-2030
<b>Phases</b>	Design; ROW
<b>DOT Region</b>	Central Region

**Akutan Harbor Access Road [CTP Award 2023]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$600,000	\$485,000	\$0	\$7,570,000	\$8,655,000

The Akutan Harbor Access Road project will construct a 1.5-mile gravel road to connect the Native Village of Akutan to the community's boat harbor and seafood processing facility to enhance safety, create job opportunities, and bolster economic prospects by ensuring reliable access to the harbor. This project was selected in the 2023 DOT&PF Community Transportation Program solicitation that will require substantial civil engineering efforts, including excavation and grading of nearly a million cubic yards of material to create the harbor basin before the road construction. Additionally, the road's design and construction must navigate challenging terrain, requiring detailed planning and permitting to blast and shape a path through the steep cliffs around Akutan Bay. Community-furnished materials valued at \$2,750,000 were funded through Denali Commission and not included in this project.

<b>Location</b>	Akutan
<b>Program</b>	Scored Public Program

**STIP ID**  
**34232**

Appropriations/Apportionments	
Surface Transportation Block Grant	
Allocations/Suballocations	
STBG Flex; STBG <5	
<b>Construction Year(s)</b>	2027
<b>Phases</b>	Design; ROW; Construction
<b>DOT Region</b>	Southcoast Region

**Captain's Bay Road [CTP Award 2023]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$300,000	\$245,000	\$12,610,000	\$13,155,000

This project is 1.4 miles long, between Airport Beach Road and the south end of the Westward Seafoods Complex. Work on the existing gravel road includes widening the road to 13-ft lanes with 2-ft shoulders, base & various areas of embankment reconstruction, new asphalt pavement, and new 6-ft paved separated multi-use path. Project includes selective replacement of storm drain pipes & inlet structures. This project was selected in the 2023 DOT&PF Community Transportation Program solicitation.

<b>Location</b>	Unalaska
<b>Program</b>	Scored Public Program

**STIP ID**  
**34349**

Appropriations/Apportionments	
Surface Transportation Block Grant	
Allocations/Suballocations	
STBG <5	
<b>Construction Year(s)</b>	2027
<b>Phases</b>	Design; ROW; Construction
<b>DOT Region</b>	Southcoast Region

**Vintage Boulevard and Clinton Drive Reconstruction [CTP Award 2023]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$1,200,000	\$542,500	\$6,790,000	\$8,532,500

Reconstruct Vintage Boulevard & Clinton Drive, including new 3" asphalt roadways, widen shoulders to 5-ft for multi-modal users (Vintage-only), and construct 5-ft sidewalks full length, both sides of road. Work includes new curb & gutter, medians, and reconstructing below asphalt with new subbase & shot rock fill. No as-builts exist for storm drain, so new storm drain items have been included as placeholders only - and will need survey work to adequately assess in design.

<b>Location</b>	Juneau City and Borough
<b>Program</b>	Scored Public Program

**STIP ID**  
**34234**

Appropriations/Apportionments	
Surface Transportation Block Grant	
Allocations/Suballocations	
STBG 5-50	
<b>Construction Year(s)</b>	2027
<b>Phases</b>	Design; ROW; Construction
<b>DOT Region</b>	Southcoast Region

**Wales Community Roads Improvement [CTP Award 2023]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$5,809,563	\$0	\$0	\$5,809,563

Resurface the roadways with foamed asphalt base coarse and HMA surfacing from the airport to the school, including community roads for new and existing housing, landfill, and the honey bucket disposal area. Work includes roadside hardware, drainage improvements, and intersection improvements. This project funding is proposed to be transferred to the community via a 202(a)9 transfer agreement.

<b>Location</b>	Wales
<b>Program</b>	Scored Public Program

**STIP ID**  
**34204**

Appropriations/Apportionments	
Surface Transportation Block Grant	
Allocations/Suballocations	
STBG Flex	
<b>Construction Year(s)</b>	2025
<b>Phases</b>	Construction
<b>DOT Region</b>	Northern Region

**Wales to Tin City Road Reconstruction [CTP Award 2023]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$14,036,296	\$0	\$0	\$14,036,296

The Wales to Tin City Road Reconstruction project, sponsored by the City of Wales via Kawerak Inc., will reconstruct and surface the Wales to Tin City Road from the end of Lopp Lagoon Road to the Tin City Air Force Station Road. The projects will also include drainage improvements and dust palliative application. Bridges will be constructed at Boulder Creek and Granite Creek to alleviate yearly washouts. This project funding will be transferred to the community via a 202(a)9 transfer agreement. This project was selected in the 2023 DOT&PF Community Transportation Program solicitation and will also provide an essential emergency evacuation route for the Wales community. \$10m in federal funds awarded through MPDG: Rural to the project sponsor.

<b>Location</b>	Wales
<b>Program</b>	Scored Public Program

**STIP ID**  
**34104**

Appropriations/Apportionments	
Surface Transportation Block Grant	
Allocations/Suballocations	
STBG Flex	
<b>Construction Year(s)</b>	2025
<b>Phases</b>	Construction
<b>DOT Region</b>	Northern Region

**Cultural Resource Management**

Project Costs	2024	2025	2026	2027	2024-2027
	\$435,001	\$448,050	\$461,492	\$475,336	\$1,819,879

Maintenance and ongoing development of data entry workflow of the Office of History and Archaeology (OHA) online database for cultural resource management known as the Alaska Heritage Resources Survey/Integrated Business System (AHR/IBS) and fund Federal and State resource agency liaison positions.

<b>Location</b>	Alaska-wide
<b>Program</b>	DOT&PF Systems Program

**STIP ID**  
**29675**

Appropriations/Apportionments	
Surface Transportation Block Grant	
Allocations/Suballocations	
STBG Flex	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	Project Planning
<b>DOT Region</b>	Alaska-wide

**Culvert Repair and Replacement**

Project Costs	2024	2025	2026	2027	2024-2027
	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$4,000,000

Repair or replace culverts that pose barriers to safe fish passage. As part of an annual project, a comprehensive assessment will be conducted to identify culverts that hinder fish passage either partially or completely. Subsequently, appropriate corrective actions will be implemented to ensure unimpeded fish migration. Per 23 CFR 450.218(j) this STIP ID groups together categorically excluded projects.

<b>Location</b>	Alaska-wide: Preservation & Maintenance
<b>Program</b>	State of Good Repair Program

**STIP ID**  
**13239**

Appropriations/Apportionments	
National Highway Performance Program; Surface Transportation Block Grant	
Allocations/Suballocations	
STBG Flex; NHPP	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	Multi
<b>DOT Region</b>	Alaska-wide

**Dalton Highway Milepost 109-144 Reconstruction and Douglas Creek Bridge Replacement [Stage 1]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$40,000,000	\$0	\$0	\$40,000,000

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

- 22452 (STIP 2016-2019) [Parent Project and Preconstruction]
- 30270 [Child Stage 1]: Milepost 120-135 in 2025
- 30276 [Child Stage 2]: Milepost 109-120 in 2028
- 22452 [Parent Final Stage 3]: Milepost 135-144 and Bridge #1560 in 2029

<b>Location</b>	Coldfoot
<b>Program</b>	NHS - National Highway System

**STIP ID**  
**30270**

Appropriations/Apportionments	
National Highway Performance Program; Surface Transportation Block Grant	
Allocations/Suballocations	
NHPP	
<b>Construction Year(s)</b>	2025
<b>Phases</b>	Construction; Utilities
<b>DOT Region</b>	Northern Region



**Data Modernization and Innovation**

Project Costs	2024	2025	2026	2027	2024-2027
	\$16,864,207	\$12,493,961	\$12,124,403	\$12,049,550	\$53,532,121

The Data Modernization and Innovation (DMIO) program includes fostering partnerships and implementing emerging technologies for intelligent transportation systems. The program will modernize existing systems, develop new systems, and build digital products to educate the public while working closely with stakeholders to prepare for the transportation system of the future. This program includes transportation asset management, 511, AASHTOware, Crash Data Analysis and Reporting, Federal Aid System Updates, Intelligent Transportation System (ITS), Road Weather Information System (RWIS), (TSMO), Weigh In Motion, Statewide Highway Data Equipment, and others.

<b>Location</b>	Alaska-wide: Sustainability
<b>Program</b>	DOT&PF Systems Program

**STIP ID**  
**34197**

Appropriations/Apportionments	
National Highway Performance Program; Surface Transportation Block Grant; Congestion Mitigation Air Quality	
Allocations/Suballocations	
STBG Flex; STBG <5; CMAQ-M; NHPP	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	Multi
<b>DOT Region</b>	Alaska-wide

**Egan Yandukin Intersection Improvements**

Project Costs	2024	2025	2026	2027	2024-2027
	\$1,000,000	\$12,500	\$7,525,000	\$0	\$8,537,500

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

<b>Location</b>	Juneau
<b>Program</b>	NHS - National Highway System

**STIP ID**  
**10765**

Appropriations/Apportionments	
National Highway Performance Program	
Allocations/Suballocations	
NHPP	
<b>Construction Year(s)</b>	2026
<b>Phases</b>	Design; ROW; Construction; Utilities
<b>DOT Region</b>	Southcoast Region

**Elliott Highway Milepost 12-18 Rehabilitation**

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$250,000	\$0	\$0	\$250,000

Rehabilitate Elliott Highway between Milepost 12-18. The project will include work on Willow Creek Bridge #7149, drainage improvements, roadside hardware, and utilities. \*Project is in the Alaska Moves 2050: Freight Investment Plan - Appendix J as Illustrative.

<b>Location</b>	Fox
<b>Program</b>	NHS - National Highway System

**STIP ID**  
**33600**

Appropriations/Apportionments	
National Highway Performance Program	
Allocations/Suballocations	
NHPP	
<b>Construction Year(s)</b>	2028-2030
<b>Phases</b>	Design
<b>DOT Region</b>	Northern Region

**Elliott Highway Milepost 63-73 Rehabilitation**

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$400,000	\$0	\$0	\$400,000

Rehabilitate Elliott Highway between Milepost 63-73. Work will include pavement preservation, roadside hardware, drainage improvements, utilities, and rehabilitation on two bridges over Livengood Creek (#1434 and #4034). \*Project is in the Alaska Moves 2050: Freight Investment Plan - Appendix J as Illustrative

<b>Location</b>	Livengood
<b>Program</b>	NHS - National Highway System

**STIP ID**  
**33601**

Appropriations/Apportionments	
National Highway Performance Program	
Allocations/Suballocations	
NHPP	
<b>Construction Year(s)</b>	2028-2030
<b>Phases</b>	Design
<b>DOT Region</b>	Northern Region

**Fairview Loop Road Rehabilitation and Pathway [Stage 1]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$17,300,000	\$0	\$0	\$17,300,000

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

33921 [Parent Project from STIP 20-23]: Preconstruction

**34433 [Child Project Stage 1]: Sue Lane to Davis Road in 2025**

33921 [Parent Final Stage 2]: Top of the World Circle to Fern Street in 2026

<b>Location</b>	Matanuska-Susitna Borough
<b>Program</b>	AHS - Alaska Highway System

**STIP ID**  
**34433**

Appropriations/Apportionments	
Surface Transportation Block Grant	
Allocations/Suballocations	
STBG Flex	
<b>Construction Year(s)</b>	2025
<b>Phases</b>	Construction; Utilities
<b>DOT Region</b>	Central Region

**Ferry Refurbishment**

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$3,750,000	\$4,500,000	\$5,000,000	\$13,250,000

Annual ferry refurbishment, regulatory-driven, dry-docking. Address vessel refurbishment priorities as established in the annual Alaska Marine Highway System Fleet Condition Survey Report. Per 23 CFR 450.218(j) this STIP program groups together categorically excluded projects (23 CFS 771.117(c)(29)) that purchase construct, replace, or rehabilitate ferry vessels that can be accommodated by existing facilities.

<b>Location</b>	Alaska Marine Highway
<b>Program</b>	State of Good Repair Program

**STIP ID**  
**18358**

Appropriations/Apportionments	
Surface Transportation Block Grant-Ferry Boat Formula Funds	
Allocations/Suballocations	
FBF	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	Multi
<b>DOT Region</b>	Marine Highways

**Ferry Terminal Rehabilitation**

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$1,700,000	\$1,700,000	\$1,700,000	\$5,100,000

Reburbish, construct, and lease terminals for the Alaska Marine Highway System (AMHS). Per 23 CFR 450.218(j) this STIP ID groups together categorically excluded projects (23 CFS 771.117(c)(30)) that rehabilitate or reconstruct existing ferry facilities that occupy the same geographic footprint, do not result in a change in their functional use, and do not result in a substantial increase in the existing facilities capacity.

<b>Location</b>	Alaska Marine Highway
<b>Program</b>	State of Good Repair Program

**STIP ID**  
**18359**

Appropriations/Apportionments	
Surface Transportation Block Grant-Ferry Boat Formula Funds	
Allocations/Suballocations	
FBF	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	Multi
<b>DOT Region</b>	Marine Highways

**Fleet Condition Surveys**

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$400,000	\$400,000	\$400,000	\$1,200,000

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

<b>Location</b>	Alaska Marine Highway
<b>Program</b>	State of Good Repair Program

**STIP ID**  
**6413**

Appropriations/Apportionments	
Surface Transportation Block Grant-Ferry Boat Formula Funds	
Allocations/Suballocations	
FBF	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	Misc
<b>DOT Region</b>	Marine Highways

**Franklin Street and Thane Road Reconstruction [SOGR 2018]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$500,000	\$3,500,000	\$0	\$4,000,000

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

Appropriations/Apportionments	
National Highway Performance Program	
Allocations/Suballocations	
NHPP	
Construction Year(s)	2028-2030
Phases	Design; ROW
DOT Region	Southcoast Region

Location	Juneau
Program	NHS - National Highway System

STIP ID  
**32024**

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

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$400,000	\$8,100,000	\$0	\$8,500,000

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

Appropriations/Apportionments	
Surface Transportation Block Grant	
Allocations/Suballocations	
STBG <5	
Construction Year(s)	2026
Phases	Design; Construction; Utilities
DOT Region	Northern Region

Location	Nome
Program	Scored Public Program

STIP ID  
**28349**

**Ice Roads and Seasonal Roads Maintenance Program**

Project Costs	2024	2025	2026	2027	2024-2027
	\$5,124,194	\$4,120,000	\$4,243,600	\$4,370,908	\$17,858,702

Ice Roads & Seasonal Trails Maintenance Program is crucial for ensuring year-round connectivity in rural and remote areas of Alaska. The program will adhere to the eligibility criteria of the Surface Transportation Block Grant Program by focusing on improving economic vitality and environmental sustainability. Per 23 CFR 450.218(j) this STIP ID groups together categorically excluded projects (23 CFS 771.117(c)).

Appropriations/Apportionments	
Surface Transportation Block Grant	
Allocations/Suballocations	
STBG <5	
Construction Year(s)	2024; 2025; 2026; 2027
Phases	Construction; AC Conversion
DOT Region	Alaska-wide

Location	Alaska-wide
Program	Economic Vitality Program

STIP ID  
**33962**

**Winter Trail Marking**

Project Costs	2024	2025	2026	2027	2024-2027
	\$600,000	\$618,000	\$636,540	\$655,636	\$2,510,176

Mark overland winter trails in the Northern and Central Region with semi-permanent trail markers. Trail markers will ensure winter travelers can safely journey between communities in the area. Per 23 CFR 450.218(j) this STIP program groups together categorically excluded projects for the installation of fencing and signs. Recreational trails, including trails for snowmobiling and other off-road motorized vehicles, are not subject to the Location of Project requirement in 23 U.S.C. 133(c).

Appropriations/Apportionments	
Surface Transportation Block Grant	
Allocations/Suballocations	
STBG <5	
Construction Year(s)	2024; 2025; 2026; 2027
Phases	Construction
DOT Region	Alaska-wide

Location	Alaska-wide
Program	Safety Program

STIP ID  
**31596**

**Glenn Highway Arctic Avenue to Palmer-Fishhook Road Safety and Capacity Improvements [SOG 2018]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$1,247,334	\$2,100,000	\$0	\$11,000,000	\$14,347,334

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

<b>Location</b>	Wasilla
<b>Program</b>	NHS - National Highway System

**STIP ID**  
**31841**

Appropriations/Apportionments	
National Highway Performance Program	
Allocations/Suballocations	
NHPP	
<b>Construction Year(s)</b>	2028-2030
<b>Phases</b>	Design; ROW; AC Conversion
<b>DOT Region</b>	Central Region

**Glenn Highway Milepost 158-172 Rehabilitation [SOG 2018]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$700,000	\$0	\$0	\$700,000

Rehabilitate Glenn Highway from Milepost 158-172. Project work includes drainage improvements, intersection improvements, roadside hardware, and utilities.

<b>Location</b>	Glennallen
<b>Program</b>	NHS - National Highway System

**STIP ID**  
**32018**

Appropriations/Apportionments	
National Highway Performance Program	
Allocations/Suballocations	
NHPP	
<b>Construction Year(s)</b>	2028-2030
<b>Phases</b>	Design
<b>DOT Region</b>	Northern Region

**Hemmer Road Upgrade and Extension [CTP Award 2019]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$1,500,000	\$900,000	\$0	\$4,675,001	\$7,075,001

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

<b>Location</b>	Wasilla
<b>Program</b>	Scored Public Program

**STIP ID**  
**32721**

Appropriations/Apportionments	
Surface Transportation Block Grant	
Allocations/Suballocations	
STBG Flex	
<b>Construction Year(s)</b>	2027
<b>Phases</b>	Design; ROW; Construction; Utilities
<b>DOT Region</b>	Central Region

**Hermon Road Upgrade and Extension [CTP Award 2019]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$2,800,000	\$0	\$8,500,000	\$11,300,000

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

<b>Location</b>	Wasilla
<b>Program</b>	Scored Public Program

**STIP ID**  
**32722**

Appropriations/Apportionments	
Surface Transportation Block Grant	
Allocations/Suballocations	
STBG Flex	
<b>Construction Year(s)</b>	2027
<b>Phases</b>	ROW; Construction; Utilities
<b>DOT Region</b>	Central Region

### Highway Fuel Tax Evasion

Project Costs	2024	2025	2026	2027	2024-2027
	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000

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

Location	Alaska-wide
Program	DOT&PF Systems Program

STIP ID  
**12979**

Appropriations/Apportionments	
Surface Transportation Block Grant	
Allocations/Suballocations	
STBG Flex	
Construction Year(s)	No Construction Year Identified
Phases	Misc
DOT Region	Alaska-wide

### Highway Safety Improvement Program

Project Costs	2024	2025	2026	2027	2024-2027
	\$93,991,813	\$82,329,086	\$82,051,174	\$80,500,356	\$338,872,428

The Highway Safety Improvement Program (HSIP) is a federally mandated annual process to evaluate, design, and construct projects that have the greatest potential to reduce the State's roadway fatalities and serious injuries. HSIP aligns with the emphasis areas within the department's Strategic Highway Safety Plan (SHSP). This includes managing, studying, responding to, and making policies on safety-related issues to improve overall transportation safety. Per 23 CFR 450.218(j) this STIP program groups together categorically excluded projects (23 CFS 771.117(c) (4)) included in the State's Highway Safety Plan.

Location	Alaska-wide: Safety
Program	Safety Program

STIP ID  
**19217**

Appropriations/Apportionments	
Highway Safety Improvement Program	
Allocations/Suballocations	
VRU; S154; S164; SA; S&A Metro; S&A SPR; RAIL	
Construction Year(s)	No Construction Year Identified
Phases	Multi; AC Conversion
DOT Region	Alaska-wide

### Inter-Island Ferry Authority Ferry Refurbishments

Project Costs	2024	2025	2026	2027	2024-2027
	\$4,400,579	\$2,663,640	\$3,413,693	\$4,168,289	\$14,646,201

Refurbish Inter-Island Ferry Authority ferries to ensure regulatory compliance and up-to-date ship systems such as hull, deck, machinery, electrical, security, navigation, and passenger accommodations. Per 23 CFR 450.218(j) this STIP ID groups together categorically excluded projects (23 CFS 771.117(c)(29)) that purchase construct, replace, or rehabilitate ferry vessels that can be accommodated by existing facilities.

Location	Alaska Marine Highway
Program	State of Good Repair Program

STIP ID  
**30729**

Appropriations/Apportionments	
Surface Transportation Block Grant; Surface Transportation Block Grant-Ferry Boat Formula Funds	
Allocations/Suballocations	
STBG Flex; FBF	
Construction Year(s)	No Construction Year Identified
Phases	Multi; AC Conversion
DOT Region	Marine Highways

### Juneau Douglas North Crossing

Project Costs	2024	2025	2026	2027	2024-2027
	\$6,194,844	\$17,320,000	\$0	\$0	\$23,514,844

The Juneau Douglas North Crossing project, situated between Juneau and the north end of Douglas Island, aims to construct a crossing to connect these two locations. The initiation of this project is expected to be requested before the conclusion of the Planning and Environmental Linkages (PEL) Study. This is due to various administrative procedures required to finalize the PEL Study and initiate a new project. The Department acknowledges the importance of adhering to discretionary grant timelines and is mindful of their time sensitivity. The Final PEL Study Report will be accessible before any significant (non-administrative) activities commence on this project. Funded through a Congressional Delegated Spending (CDS) and a USDOT RAISE Grant. The match ratio is not the same for both fund types. The CDS is 9.03%, and the RAISE is 5%. NHS designation to be pursued. The project PEL is being completed under STIP ID 31597.

Location	Juneau
Program	Off-System Infrastructure

STIP ID  
**34146**

Appropriations/Apportionments	
Other Federal Funds	
Allocations/Suballocations	
OFF-CDS; OFF-DG	
Construction Year(s)	2028-2030
Phases	Design
DOT Region	Southcoast Region



**Kachemak Bay Drive Milepost 0-3.5 Reconstruction**

Project Costs	2024	2025	2026	2027	2024-2027
	\$600,000	\$300,000	\$5,750,000	\$0	\$6,650,000

Reconstruct Kachemak Bay Drive to strengthen and protect the designated Tsunami evacuation route from the intersection of Kachemak Bay Drive and Sterling Highway, to the intersection of Kachemak Bay Drive and East End Road. Work includes raising and widening 3.5 miles to improve motorized and non-motorized passage. This project leverages the 100% federal share by matching the PROTECT funds with STBG funds.

Appropriations/Apportionments	
Surface Transportation Block Grant; PROTECT Program	
Allocations/Suballocations	
STBG Flex; PROTECT	
<b>Construction Year(s)</b>	2026
<b>Phases</b>	Design; ROW; Construction; Utilities
<b>DOT Region</b>	Central Region

<b>Location</b>	Homer
<b>Program</b>	AHS - Alaska Highway System

**STIP ID**  
**34427**

**Kalifornsky Beach Road Drainage Improvements**

Project Costs	2024	2025	2026	2027	2024-2027
	\$500,000	\$3,000,000	\$0	\$0	\$3,500,000

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

Appropriations/Apportionments	
Surface Transportation Block Grant	
Allocations/Suballocations	
STBG Flex; STBG 5-50	
<b>Construction Year(s)</b>	2025
<b>Phases</b>	Design; Construction; Utilities
<b>DOT Region</b>	Central Region

<b>Location</b>	Kenai
<b>Program</b>	AHS - Alaska Highway System

**STIP ID**  
**34318**

**Kenai Bridge Access Road Pedestrian Pathway [TAP Award 2019]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$30,000	\$2,389,000	\$0	\$0	\$2,419,000

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

Appropriations/Apportionments	
Transportation Alternatives Program	
Allocations/Suballocations	
TAP Flex	
<b>Construction Year(s)</b>	2025
<b>Phases</b>	Design; Construction; Utilities
<b>DOT Region</b>	Central Region

<b>Location</b>	Kenai
<b>Program</b>	Scored Public Program

**STIP ID**  
**33038**

**Klondike Highway Rehabilitation: Skagway River Bridge to Canadian Border [Parent and Final Construction]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$6,090,000	\$0	\$0	\$6,090,000

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

- 31310: (Parent Project Preconstruction Stage): Milepost 0-9.3 Design and Right-of-Way
- 34430: (Child Project Stage 1): Milepost 0-3.1 Including Skagway River Bridge #308 in 2026
- 34431: (Child Project Stage 2): Milepost 3.1-6.0 in 2027
- 31310: (Parent Project Final Stage 3): Milepost 6.0-9.3 in 2029

Appropriations/Apportionments	
National Highway Performance Program	
Allocations/Suballocations	
NHPP	
<b>Construction Year(s)</b>	2028-2030
<b>Phases</b>	Design; ROW
<b>DOT Region</b>	Southcoast Region

<b>Location</b>	Skagway Borough and Municipality
<b>Program</b>	NHS - National Highway System

**STIP ID**  
**31310**

**Light up the Highways**

Project Costs	2024	2025	2026	2027	2024-2027
	\$4,518,835	\$602,946	\$0	\$5,000,000	\$10,121,781

Convert the existing highway lighting system to energy-efficient LED lighting to reduce operating costs, reduce greenhouse gas emissions, and improve air quality. Inventory current lighting infrastructure, and construct improvements. Per 23 CFR 450.218(j) this STIP ID groups together categorically excluded projects.

Appropriations/Apportionments	
National Highway Performance Program; Carbon Reduction Program	
Allocations/Suballocations	
CRP Flex; NHPP	
Construction Year(s)	No Construction Year Identified
Phases	Multi
DOT Region	Alaska-wide

Location	Alaska-wide: Sustainability
Program	Sustainability Program

STIP ID  
**34198**

**M/V Tustumena Replacement Vessel**

Project Costs	2024	2025	2026	2027	2024-2027
	\$85,610,480	\$115,983,000	\$99,406,523	\$0	\$301,000,003

The Tustumena Replacement Vessel (TRV) project replaces the Alaska Marine Highway System ferry, the M/V Tustumena. This project is using the Construction Manager/General Contractor (CMGC) project delivery method and will have multiple work packages over several years. The funding comprises two awards from the Federal Transit Administration's Ferry Service for Rural Communities Program: FY22-\$68,488,382 and FY23 \$92,786,400. It is entirely funded through federal funds, utilizing Toll Credits to meet the match requirement. The remaining construction funds (\$98m) are reasonably certain to be awarded to DOT&PF | AMHS through the FY24 Ferry Service for Rural Communities Program.

Appropriations/Apportionments	
National Highway Performance Program; Other Federal Funds; Toll Credits are Leveraging Federal Funds for Match; Surface Transportation Block Grant-Ferry Boat Formula Funds	
Allocations/Suballocations	
NHPP; FBF; Toll Credits; OFF-DG	
Construction Year(s)	2024; 2025; 2026
Phases	Design; Construction
DOT Region	Marine Highways

Location	Alaska Marine Highway
Program	Marine Vessels

STIP ID  
**30189**

**Mooring System Rehabilitation**

Project Costs	2024	2025	2026	2027	2024-2027
	\$619,231	\$1,200,000	\$1,200,000	\$1,200,000	\$4,219,231

Construct phased area-wide mooring improvements at various Alaska Marine Highway System ferry terminals. Per 23 CFR 450.218(j), this STIP program groups together categorically excluded projects (23 CFS 771.117(c)(30)) that rehabilitate or reconstruct existing ferry facilities that occupy the same geographic footprint, do not result in a change in their functional use and do not result in a substantial increase in the existing facilities capacity.

Appropriations/Apportionments	
Surface Transportation Block Grant-Ferry Boat Formula Funds	
Allocations/Suballocations	
FBF	
Construction Year(s)	No Construction Year Identified
Phases	Multi
DOT Region	Marine Highways

Location	Alaska Marine Highway
Program	AMHS Program

STIP ID  
**33967**

**National Electric Vehicle Infrastructure Program**

Project Costs	2024	2025	2026	2027	2024-2027
	\$32,283,270	\$12,640,651	\$13,019,870	\$13,410,466	\$71,354,257

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

Appropriations/Apportionments	
National Electric Vehicle Program	
Allocations/Suballocations	
NEVI	
Construction Year(s)	No Construction Year Identified
Phases	Multi; AC Conversion
DOT Region	Alaska-wide

Location	Alaska-wide: Sustainability
Program	Sustainability Program

STIP ID  
**33865**

**Otmeloi Way Reconstruction [CTP Award 2019]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$555,000	\$8,500,000	\$0	\$0	\$9,055,000

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

<b>Location</b>	Kodiak
<b>Program</b>	Scored Public Program

**STIP ID**  
**2436**

Appropriations/Apportionments	
Surface Transportation Block Grant	
Allocations/Suballocations	
STBG 5-50	
<b>Construction Year(s)</b>	2025
<b>Phases</b>	Design; ROW; Construction; Utilities
<b>DOT Region</b>	Southcoast Region

**Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement [SOG 2018] [Parent and Final Construction]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$2,700,000	\$1,868,000	\$9,300,000	\$0	\$13,868,000

The Parks Highway Milepost 99-163 Drainage and Culvert Improvements project constructs improvements to drainage including culvert repair (bridge #7169), replacement, and new installations, as necessary to provide for adequate drainage. Proposed improvements will be constructed in logical stages.

**28291 [Parent Preconstruction Stage]**

- 34442 [Child Stage 1]: Culvert Replacement in 2024
- 34443 [Child Stage 2]: Railroad Creek Bridge in 2024
- 34444 [Child Stage 3]: Construction in 2025

**28291 [Parent Final Construction]: Construction in 2026**

<b>Location</b>	Matanuska-Susitna Borough
<b>Program</b>	NHS - National Highway System

**STIP ID**  
**29914**

Appropriations/Apportionments	
National Highway Performance Program	
Allocations/Suballocations	
NHPP	
<b>Construction Year(s)</b>	2026
<b>Phases</b>	Design; ROW; Construction; Utilities; AC Conversion
<b>DOT Region</b>	Central Region

**Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement [SOG 2018] [Stage 3]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$8,300,000	\$0	\$0	\$8,300,000

The Parks Highway Milepost 99-163 Drainage and Culvert Improvements project constructs improvements to drainage including culvert repair (bridge #7169), replacement, and new installations, as necessary to provide for adequate drainage. Proposed improvements will be constructed in logical stages.

**28291 [Parent Preconstruction Stage]**

- 34442 [Child Stage 1]: Culvert Replacement in 2024
- 34443 [Child Stage 2]: Railroad Creek Bridge in 2024
- 34444 [Child Stage 3]: Construction in 2025**

**28291 [Parent Final Construction]: Construction in 2026**

<b>Location</b>	Matanuska-Susitna Borough
<b>Program</b>	NHS - National Highway System

**STIP ID**  
**34444**

Appropriations/Apportionments	
National Highway Performance Program	
Allocations/Suballocations	
NHPP	
<b>Construction Year(s)</b>	2025
<b>Phases</b>	Construction; Utilities
<b>DOT Region</b>	Central Region

**Parks Highway Milepost 303-306 Rehabilitation**

Project Costs	2024	2025	2026	2027	2024-2027
	\$250,000	\$20,000	\$3,300,000	\$0	\$3,570,000

Rehabilitate 1,400 feet of the Parks Highway between Mileposts 303-306. Construct intersection and pedestrian safety improvements.

<b>Location</b>	Nenana
<b>Program</b>	NHS - National Highway System

**STIP ID**  
**34304**

Appropriations/Apportionments	
National Highway Performance Program	
Allocations/Suballocations	
NHPP	
<b>Construction Year(s)</b>	2026
<b>Phases</b>	Design; ROW; Construction; Utilities
<b>DOT Region</b>	Northern Region

**Parks Highway Milepost 315-325 Reconstruction [Stage 2]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$47,000,000	\$0	\$0	\$47,000,000

Reconstruct the Parks Highway from Milepost 319 to Milepost 325 (Fairbanks North Star Borough Boundary), including the replacement of Little Goldstream Creek Bridge #678 at Milepost 315. The project will include bridge work, roadside hardware, drainage improvements, and utilities. Proposed improvements will be constructed in logical stages.

22335 [Parent Preconstruction Stage]: *Completed*  
 31278 [Child Stage 1 ]: *Bridge #678 Completed*  
**34441 [Child Stage 2]: Milepost 322-325**  
 22335 [Parent Final Stage 3]: Milepost 319-322

<b>Location</b>	Nenana
<b>Program</b>	NHS - National Highway System

**STIP ID**  
**34441**

Appropriations/Apportionments	
National Highway Performance Program	
Allocations/Suballocations	
NHPP	
<b>Construction Year(s)</b>	2025
<b>Phases</b>	Construction; Utilities
<b>DOT Region</b>	Northern Region

**Pavement and Bridge Preservation Program**

Project Costs	2024	2025	2026	2027	2024-2027
	\$177,818,399	\$133,612,621	\$132,871,742	\$134,642,760	\$578,945,522

Crack sealing, surface treatment drainage, signage, guardrail, illumination, and other refurbishments to prolong the life of road pavement and bridges and their safety-related structures. The project includes National Highway System Lane Delineators, Destination & Distance Signing, Pavement Markings and Signalization, Abandoned Vehicle Program, Road Surfacing and Transfer, and Road Surface Treatments. Per 23 CFR 450.218(j) this STIP program groups together categorically excluded projects.

<b>Location</b>	Alaska-wide: Preservation & Maintenance
<b>Program</b>	State of Good Repair Program

**STIP ID**  
**34302**

Appropriations/Apportionments	
National Highway Performance Program; Surface Transportation Block Grant; Bridge Program	
Allocations/Suballocations	
STBG Flex; STBG 50-200; STBG 5-50; STBG <5; STBG OSB; NHPP; HIP OSB; Bridge INFRA	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	Multi
<b>DOT Region</b>	Alaska-wide

**Pelican Ferry Terminal Reconstruction**

Project Costs	2024	2025	2026	2027	2024-2027
	\$1,915,329	\$10,000	\$0	\$13,000,000	\$14,925,329

Construct terminal improvements with the ability to accommodate all Alaska Marine Highway System (AMHS) Ferries. The "Critical Upgrades to Ferry Dock Infrastructure in Five Rural Alaska Communities" program receives 80% of its funding from the Federal Transit Administration's Ferry Service for Rural Communities Program, covering the federal share. It is entirely funded through federal funds, utilizing Toll Credits to meet the match requirement.

<b>Location</b>	Pelican
<b>Program</b>	Ferry Terminal

**STIP ID**  
**33885**

Appropriations/Apportionments	
Other Federal Funds; Toll Credits are Leveraging Federal Funds for Match; Surface Transportation Block Grant-Ferry Boat Formula Funds	
Allocations/Suballocations	
FBF; Toll Credits; OFF-DG	
<b>Construction Year(s)</b>	2027
<b>Phases</b>	Design; ROW; Construction
<b>DOT Region</b>	Southcoast Region

**Petersville Road Milepost 7 Moose Creek Bridge Reconstruction [SOG Award 2022]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$960,000	\$0	\$0	\$960,000

The Petersville Road project includes the reconstruction of the Moose Creek Bridge at Milepost 7 on Petersville Road. It also entails preserving the pavement of the specified roadway along with essential drainage and other improvements to maintain good repair. This State of Good Repair project was ranked #1 on the Alaska Highway System with a score of 88.

<b>Location</b>	Talkeetna
<b>Program</b>	Scored Public Program

**STIP ID**  
**33696**

Appropriations/Apportionments	
Bridge Program	
Allocations/Suballocations	
Bridge HIP	
<b>Construction Year(s)</b>	2028-2030
<b>Phases</b>	Design; ROW
<b>DOT Region</b>	Central Region

**Recreational Trails Program**

Project Costs	2024	2025	2026	2027	2024-2027
	\$4,585,149	\$1,739,263	\$1,765,352	\$1,738,747	\$9,828,512

Enhance outdoor recreational activities through funding of recreational trail projects across Alaska. Per 23 CFR 450.218(j) this STIP program groups together categorically excluded projects (23 CFS 771.117(c)) for the installation of fencing and signs where no substantial land acquisition will occur. Recreational trails, as defined by 23 USC 206(2), are not subject to the Location of Project requirement in 23 U.S.C. 133(c).

<b>Location</b>	Alaska-wide
<b>Program</b>	Economic Vitality Program

**STIP ID**  
**12259**

Appropriations/Apportionments	
Recreational Trail Program	
Allocations/Suballocations	
RTP	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	Multi
<b>DOT Region</b>	Alaska-wide

**Redoubt Avenue and Smith Way Rehabilitation [CTP Award 2019]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$346,000	\$400,000	\$5,590,000	\$0	\$6,336,000

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

<b>Location</b>	Soldotna
<b>Program</b>	Scored Public Program

**STIP ID**  
**32723**

Appropriations/Apportionments	
Surface Transportation Block Grant	
Allocations/Suballocations	
STBG <5	
<b>Construction Year(s)</b>	2026
<b>Phases</b>	Design; ROW; Construction; Utilities
<b>DOT Region</b>	Central Region

**Research and Technology Transfer Program**

Project Costs	2024	2025	2026	2027	2024-2027
	\$8,543,003	\$3,386,212	\$3,440,755	\$3,496,116	\$18,866,086

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

<b>Location</b>	Alaska-wide: SPR
<b>Program</b>	DOT&PF Systems Program

**STIP ID**  
**6451**

Appropriations/Apportionments	
Statewide Planning and Resserach	
Allocations/Suballocations	
RES	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	Statewide Planning; AC Conversion
<b>DOT Region</b>	Alaska-wide

**Richardson Highway Milepost 148-173 Reconstruction [Parent and Final Construction]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$40,000,000	\$0	\$0	\$40,000,000

Reconstruct the Richardson Highway between Milepost 148-173, and replace bridge #576. The project will include bridge work, roadside hardware, drainage improvements, and utility relocations. The project will be completed in three stages.

- 2119 (STIP 2016-2019): Parent Project: Preconstruction *Completed*
- 2117 (Child Project Stage 1): Milepost 148-159 *Completed*
- 2118 (Child Project Stage 2): Milepost 159-167 and bridge #576 *Completed*
- 2119 (Parent Project Stage 3): Milepost 168-173 in 2025

<b>Location</b>	Gakona
<b>Program</b>	NHS - National Highway System

**STIP ID**  
**2119**

Appropriations/Apportionments	
National Highway Performance Program	
Allocations/Suballocations	
NHPP	
<b>Construction Year(s)</b>	2025
<b>Phases</b>	Construction
<b>DOT Region</b>	Northern Region



**Richardson Highway Milepost 275-295 Rehabilitation**

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$1,500,000	\$0	\$0	\$1,500,000

Rehabilitate the Richardson Highway between Milepost 275-295. Project includes work on Shaw Creek Bridge #525, drainage improvements, and roadside hardware.

<b>Location</b>	Delta Junction
<b>Program</b>	NHS - National Highway System

**STIP ID**  
**33720**

Appropriations/Apportionments	
National Highway Performance Program	
Allocations/Suballocations	
NHPP	
<b>Construction Year(s)</b>	2028-2030
<b>Phases</b>	Design
<b>DOT Region</b>	Northern Region

**Rock Slope Stabilization Program**

Project Costs	2024	2025	2026	2027	2024-2027
	\$5,099,263	\$5,000,000	\$5,000,000	\$5,000,000	\$20,099,263

The Rock Slope Stabilization Program will improve road safety by addressing unstable rock slopes. It incorporates a methodical process of evaluating high-risk rock slopes and implementing suitable stabilization measures like rock scaling, bolting, or netting. The primary objective is to mitigate rockfall incidents on Alaska's roads, thus ensuring public safety. Per 23 CFR 450.218(j) this STIP program groups together categorically excluded projects.

<b>Location</b>	Alaska-wide: Safety
<b>Program</b>	Safety Program

**STIP ID**  
**33965**

Appropriations/Apportionments	
National Highway Performance Program; Surface Transportation Block Grant	
Allocations/Suballocations	
STBG Flex; NHPP	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	Multi
<b>DOT Region</b>	Alaska-wide

**Ruby Slough Road Rehabilitation [CTP Award 2019]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$300,000	\$9,000,000	\$0	\$0	\$9,300,000

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

<b>Location</b>	Ruby
<b>Program</b>	Scored Public Program

**STIP ID**  
**32359**

Appropriations/Apportionments	
Surface Transportation Block Grant	
Allocations/Suballocations	
STBG <5	
<b>Construction Year(s)</b>	2025
<b>Phases</b>	Design; ROW; Construction
<b>DOT Region</b>	Northern Region

**Second Street Reconstruction [CTP Award 2019]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$60,000	\$400,000	\$0	\$6,000,000	\$6,460,000

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

<b>Location</b>	Cordova
<b>Program</b>	Scored Public Program

**STIP ID**  
**32378**

Appropriations/Apportionments	
Surface Transportation Block Grant	
Allocations/Suballocations	
STBG <5	
<b>Construction Year(s)</b>	2027
<b>Phases</b>	ROW; Construction; Utilities
<b>DOT Region</b>	Northern Region

### Seismic Bridge Retrofit Program

Project Costs	2024	2025	2026	2027	2024-2027
	\$901,180	\$669,500	\$689,584	\$710,273	\$2,970,537

Structural evaluation, examination, and enhancements to bridges that are determined to be insufficient in earthquake zones. Per 23 CFR 450.218(j) this STIP program groups together categorically excluded projects.

<b>Location</b>	Alaska-wide: Bridges
<b>Program</b>	State of Good Repair Program

**STIP ID**  
**6457**

Appropriations/Apportionments	
National Highway Performance Program; Congestion Mitigation Air Quality; Bridge Program	
Allocations/Suballocations	
STBG OSB; CMAQ-F; NHPP	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	Multi; AC Conversion
<b>DOT Region</b>	Alaska-wide

### Seward Highway and Sterling Highway Intersection Improvements SOGR 2018 [Parent and Final Construction]

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$400,000	\$1,000,000	\$0	\$1,400,000

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

- 33741 [Parent Preconstruction Stage]
- 34460 [Child Stage 1]: Construction in 2027 33741
- [Parent Final Stage]: Construction in 2028

<b>Location</b>	Kenai Peninsula Borough
<b>Program</b>	NHS - National Highway System

**STIP ID**  
**33741**

Appropriations/Apportionments	
National Highway Performance Program	
Allocations/Suballocations	
NHPP	
<b>Construction Year(s)</b>	2028-2030
<b>Phases</b>	Design; ROW
<b>DOT Region</b>	Central Region

### Seward Highway Milepost 14 Railroad Crossing Reconstruction [Parent and Final Stage]

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$20,150,000	\$0	\$0	\$20,150,000

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

<b>Location</b>	Seward
<b>Program</b>	NHS - National Highway System

**STIP ID**  
**33247**

Appropriations/Apportionments	
National Highway Performance Program	
Allocations/Suballocations	
NHPP	
<b>Construction Year(s)</b>	2025
<b>Phases</b>	Construction; Utilities
<b>DOT Region</b>	Central Region

### Shoreside Facilities Condition Surveys

Project Costs	2024	2025	2026	2027	2024-2027
	\$240,000	\$240,000	\$240,000	\$240,000	\$960,000

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

<b>Location</b>	Alaska Marine Highway
<b>Program</b>	State of Good Repair Program

**STIP ID**  
**5985**

Appropriations/Apportionments	
Surface Transportation Block Grant-Ferry Boat Formula Funds	
Allocations/Suballocations	
FBF	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	Misc
<b>DOT Region</b>	Marine Highways

### Small Hydrologic Investigations

Project Costs	2024	2025	2026	2027	2024-2027
	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000

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

<b>Location</b>	Alaska-wide: Bridges
<b>Program</b>	State of Good Repair Program

**STIP ID**  
**6455**

Appropriations/Apportionments	
National Highway Performance Program	
Allocations/Suballocations	
NHPP	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	Misc
<b>DOT Region</b>	Alaska-wide

### South Tongass Highway and Water Street Viaduct Improvements [Parent and Final Construction]

Project Costs	2024	2025	2026	2027	2024-2027
	\$1,700,000	\$1,500,000	\$5,000,000	\$0	\$8,200,000

Rehabilitate pavement and make improvements to the Tongass Avenue and Water Street Viaduct structures (Bridges #997 and #797) and the South Tongass Highway Tunnel Bridge #1130 in Ketchikan. This project will address the substructure and rehabilitate existing roadways, ADA facilities, drainage facilities, and traffic appurtenances.

- 31719 [Parent Preconstruction and Final Construction]: Preconstruction, pavement rehabilitation, and paving in 2028 (\$2.3m)
- 34457 [Child Stage 1]: Early Work Package
- 34458 [Child Stage 2]: Bridge removal and replacement, utility relocation segment
- 34459 [Child Stage 3]: Bridge removal and replacement segment 2 in 2027 (\$11m)

<b>Location</b>	Ketchikan
<b>Program</b>	NHS - National Highway System

**STIP ID**  
**31719**

Appropriations/Apportionments	
National Highway Performance Program; Bridge Program	
Allocations/Suballocations	
NHPP; Bridge INFRA	
<b>Construction Year(s)</b>	2028-2030
<b>Phases</b>	Design; ROW
<b>DOT Region</b>	Southcoast Region

### South Tongass Highway Hoadley Creek Bridge Replacement

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$400,000	\$100,000	\$0	\$500,000

Replace Hoadley Creek Bridge (Bridge #725) on South Tongass Highway in Ketchikan.

<b>Location</b>	Ketchikan
<b>Program</b>	NHS - National Highway System

**STIP ID**  
**31718**

Appropriations/Apportionments	
Bridge Program	
Allocations/Suballocations	
Bridge HIP	
<b>Construction Year(s)</b>	2028-2030
<b>Phases</b>	Design; ROW
<b>DOT Region</b>	Southcoast Region

### Southeast Alaska Port Electrification

Project Costs	2024	2025	2026	2027	2024-2027
	\$1,500,000	\$350,000	\$5,708,080	\$3,919,060	\$11,477,140

Design and construct an electric power infrastructure for the ports in Southeast Alaska. The project will involve the installation of electrical equipment and power supply systems at ports enabling vessels to plug into shore power instead of using onboard generators. Work includes feasibility studies, design, construction, and commissioning of the new infrastructure.

<b>Location</b>	Southeast Alaska
<b>Program</b>	Sustainability Program

**STIP ID**  
**34195**

Appropriations/Apportionments	
Carbon Reduction Program; Advance Construction Used	
Allocations/Suballocations	
CRP Flex; CRP 5-50; AC	
<b>Construction Year(s)</b>	2026
<b>Phases</b>	Design; Construction; AC Conversion
<b>DOT Region</b>	Southcoast Region

### State-owned Shipyard Repairs

Project Costs	2024	2025	2026	2027	2024-2027
	\$500,000	\$515,001	\$530,450	\$546,364	\$2,091,815

Repair and upgrade state shipyards to support the necessary maintenance and overhaul activities of the vessels in the Alaska Marine Highway System (AMHS) fleet. Per 23 CFR 450.218(j) this STIP program groups together categorically excluded projects (23 CFS 771.117(c)(30)) that rehabilitate or reconstruct existing ferry facilities that occupy the same geographic footprint, do not result in a change in their functional use, and do not result in a substantial increase in the existing facilities capacity.

Location	Ketchikan
Program	AMHS Program

STIP ID  
**34313**

Appropriations/Apportionments	
Surface Transportation Block Grant-Ferry Boat Formula Funds	
Allocations/Suballocations	
FBF	
Construction Year(s)	No Construction Year Identified
Phases	Multi
DOT Region	Southcoast Region

### Sterling Highway Milepost 82.5-94 Safety Corridor Improvements [Stage 1]

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$69,500,000	\$0	\$0	\$69,500,000

Improve the safety of Sterling Highway between Sterling and Soldotna, Alaska, by widening the existing road from two lanes to a divided four-lane facility. The project scope also includes separated bike/pedestrian facilities, access management techniques, turn lanes, frontage roads, intersection realignments, and other associated road reconstruction activities. This project is on the Interstate and eligible for a 93.4% federal portion.

29913 [Parent Preconstruction State] In Progress

**34462 [Child Stage 1]: Reconstruct Milepost 88 to Milepost 94. Construction in 2025**

29913 [Parent Final Stage]: Reconstruct Milepost 82.5 to Milepost 88. Construction in 2028

Location	Soldotna
Program	NHS - National Highway System

STIP ID  
**34462**

Appropriations/Apportionments	
National Highway Performance Program	
Allocations/Suballocations	
NHPP	
Construction Year(s)	2025
Phases	Construction; Utilities
DOT Region	Central Region

### DOT&PF Fleet Conversion

Project Costs	2024	2025	2026	2027	2024-2027
	\$700,000	\$9,397,054	\$0	\$0	\$10,097,054

The project focuses on transitioning the DOT&PF fleet to lower-emission alternatives. Work includes developing designs for the installation of electric vehicle (EV) charging stations and alternative fueling facilities, procurement of electric vehicles, and installation of the designed infrastructure. These efforts aim to reduce carbon emissions and improve operational efficiency within the DOT&PF fleet, directly supporting the Alaska Carbon Reduction Strategy through practical, construction-based initiatives.

Location	Alaska-wide
Program	Sustainability Program

STIP ID  
**34464**

Appropriations/Apportionments	
Congestion Mitigation Air Quality	
Allocations/Suballocations	
CMAQ-F	
Construction Year(s)	2025
Phases	Design; Construction
DOT Region	Alaska-wide

### Off-System Alternative Fuel and Electric Vehicle Charging Infrastructure Program

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$1,500,000	\$5,838,923	\$0	\$7,338,923

The Alaska Carbon Reduction Strategy's EV Charging and Alternative Fueling Infrastructure Expansion project, funded by carbon reduction funds, will enhance electric vehicle infrastructure outside state-designated alternative fuel corridors. This project will identify and install EV charging stations off of Alaska's Alternative Fuel Corridor (pending adoption) in areas lacking current infrastructure, supporting Alaska's commitment to reducing carbon emissions and promoting the use of electric and alternative fuel vehicles.

Location	Alaska-wide
Program	Sustainability Program

STIP ID  
**34454**

Appropriations/Apportionments	
Congestion Mitigation Air Quality; Carbon Reduction Program	
Allocations/Suballocations	
CRP Flex; CMAQ-F	
Construction Year(s)	2026
Phases	Design; Construction
DOT Region	Alaska-wide

**Takotna River Bridge Replacement Bundle**

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$43,000,000	\$0	\$0	\$43,000,000

This project bundle includes the replacement of three bridges near Takotna, AK. In addition to the replacement of the Takotna River Bridge (#643), Tatalina River Bridge (#462), and Gold Creek Bridge (#473), work will also include roadside hardware, drainage improvements, and utilities.

<b>Location</b>	Takotna
<b>Program</b>	Off-System Infrastructure

**STIP ID**  
**32299**

Appropriations/Apportionments	
Bridge Program	
Allocations/Suballocations	
Bridge HIP; Bridge INFRA	
<b>Construction Year(s)</b>	2025
<b>Phases</b>	Construction
<b>DOT Region</b>	Central Region

**Craig to Klawock Bike and Pedestrian Path: [Parent and Final Construction] [TAP Award 2023]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$200,000	\$153,000	\$0	\$353,000

Construct a separated multi-use path (10-foot-wide) along the Craig-Klawock Highway connecting the existing path at Craig High School (mile point 1.67) to the scenic viewpoint vehicle turnout (mile point 3.6). This project was selected in the 2023 DOT&PF Transportation Alternatives Program solicitation.

**27732 [Parent Preconstruction Stage]: Preconstruction for milepoint 1.67-3.6.**

34428 [Child Stage 1]: Construct a pathway with drainage from milepoint 1.67 to the Landfill Road in 2027

27732 [Parent Final Stage Construction]: Landfill Road to Scenic Viewpoint Turnout mile point 3.6 in 2029

<b>Location</b>	Craig
<b>Program</b>	Scored Public Program

**STIP ID**  
**27732**

Appropriations/Apportionments	
Transportation Alternatives Program	
Allocations/Suballocations	
TAP <5	
<b>Construction Year(s)</b>	2028-2030
<b>Phases</b>	Design; ROW
<b>DOT Region</b>	Southcoast Region

**Healy Area and School Pedestrian Path [TAP Award 2023]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$300,000	\$250,000	\$1,550,000	\$0	\$2,100,000

Construct a new separated path throughout the community of Healy to accommodate bicycle/pedestrian activity. Work includes drainage improvements, roadside hardware, and utilities. This project was selected in the 2023 DOT&PF Transportation Alternatives Program solicitation.

<b>Location</b>	Healy
<b>Program</b>	Scored Public Program

**STIP ID**  
**30169**

Appropriations/Apportionments	
Transportation Alternatives Program; Carbon Reduction Program	
Allocations/Suballocations	
TAP <5; CRP <5	
<b>Construction Year(s)</b>	2026
<b>Phases</b>	Design; ROW; Construction; Utilities
<b>DOT Region</b>	Northern Region

**Healy to Antler Ridge Separated Path [TAP Award 2023]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$550,000	\$0	\$350,000	\$900,000

Construct a new separated path along the Parks highway from the intersection with Suntrana Road to the Antler Ridge Parking Lot to accommodate bicycle/pedestrian activity. Work includes drainage improvements, roadside hardware, and utilities. This project was selected in the 2023 DOT&PF Transportation Alternatives Program solicitation.

<b>Location</b>	Healy
<b>Program</b>	Scored Public Program

**STIP ID**  
**34425**

Appropriations/Apportionments	
Transportation Alternatives Program	
Allocations/Suballocations	
TAP Flex	
<b>Construction Year(s)</b>	2028-2030
<b>Phases</b>	Design
<b>DOT Region</b>	Northern Region



**Homer All-ages and Abilities Pedestrian Pathway (HAPP) [TAP Award 2023]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$543,000	\$232,000	\$0	\$3,100,000	\$3,875,000

The Homer All-ages and Abilities Pedestrian Pathway project, funded by the Transportation Alternatives Program via DOT&PF, entails the construction of a 5-foot wide, approximately 4,950 feet long asphalt sidewalk with crosswalk improvements across various locations to enhance pedestrian safety. This initiative includes adding concrete curbs, gutters, ADA-compliant ramps, and upgrading crosswalks with Rectangular Rapid Flashing Beacons and high-visibility markings. Additionally, it requires renovating certain city-maintained storm drains for effective stormwater management. Key areas of work are Main Street, Bunnell Avenue, Sterling Highway at Hazel Avenue, Svedlund Street, and the local streets of Herndon Drive and Lee Drive, aiming to improve connectivity and safety for pedestrians.

<b>Location</b>	Homer
<b>Program</b>	Scored Public Program

**STIP ID**  
**34426**

Appropriations/Apportionments	
Surface Transportation Block Grant; Transportation Alternatives Program; Carbon Reduction Program	
Allocations/Suballocations	
STBG Flex; TAP 5-50; CRP Flex	
<b>Construction Year(s)</b>	2027
<b>Phases</b>	Design; Construction
<b>DOT Region</b>	Central Region

**Montana Creek Bridge Replacement [TAP Award 2023]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$300,000	\$187,900	\$5,000	\$1,950,000	\$2,442,900

This project constructs a new 130-ft long single-span bridge structure, that is 10-ft wide. Work includes all materials & workmanship to complete a new transfer structure rated for H10/H20 loads crossing Montana Creek, starting at the end of Montana Creek Road (Milepoint 1.67). Additionally, repair approximately 550-ft of gravel trail, and stabilize streambanks in the vicinity of the bridge abutments.

<b>Location</b>	Juneau City and Borough
<b>Program</b>	Scored Public Program

**STIP ID**  
**34246**

Appropriations/Apportionments	
Transportation Alternatives Program; Bridge Program	
Allocations/Suballocations	
STBG OSB; TAP 5-50	
<b>Construction Year(s)</b>	2027
<b>Phases</b>	Design; ROW; Construction
<b>DOT Region</b>	Southcoast Region

**Naknek to King Salmon Non-motorized Pathway [TAP Award 2023]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$500,000	\$332,500	\$5,350,000	\$0	\$6,182,500

Naknek segment: from the intersections of Airport Way to Leader Creek Road, approximately 3.1 miles. The first 1,000-ft segment is concrete sidewalk with curb & gutter. The remainder is at-grade with the roadway, widened asphalt sidewalk with a 2-ft wide painted buffer strip. King Salmon segment: from the intersections of West Housing Road to National Park Service Road, approximately 1.0 miles. The path matches the at-grade, widened asphalt sidewalk as the Naknek section. This project was selected in the 2023 DOT&PF Transportation Alternatives Program solicitation.

<b>Location</b>	Naknek
<b>Program</b>	Scored Public Program

**STIP ID**  
**26149**

Appropriations/Apportionments	
Transportation Alternatives Program; Carbon Reduction Program	
Allocations/Suballocations	
TAP Flex; TAP <5; CRP Flex	
<b>Construction Year(s)</b>	2026
<b>Phases</b>	Design; ROW; Construction
<b>DOT Region</b>	Southcoast Region

**Portage Curve Multi-Modal and Trail of Blue Ice Connector [TAP Award 2023]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$250,000	\$1,331,500	\$0	\$0	\$1,581,500

The Portage Curve Multi-Modal Connector (PCMMC) project will extend the existing trail system by constructing an additional 0.5 miles, linking it directly to the Trail of Blue Ice, and enhancing regional connectivity. This extension will feature interpretive signage and mile markers for educational and navigational purposes, adhering to ADA standards and environmental sustainability practices. Safety measures, including lighting and crosswalks, will be emphasized to protect users. The project aims to provide a continuous, accessible, and informative pathway for both recreational and transportation uses, fostering community engagement and outdoor activity. This project was selected in the 2023 DOT&PF Transportation Alternatives Program solicitation.

<b>Location</b>	Portage
<b>Program</b>	Scored Public Program

**STIP ID**  
**34245**

Appropriations/Apportionments	
Surface Transportation Block Grant; Transportation Alternatives Program	
Allocations/Suballocations	
STBG Flex; TAP <5	
<b>Construction Year(s)</b>	2025
<b>Phases</b>	Design; Construction
<b>DOT Region</b>	Central Region

**Inner and Outer Springer Loop Separated Pathway [TAP Award 2023]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$400,000	\$300,000	\$1,370,000	\$2,070,000

This project will construct a paved non-motorized pathway adjacent to one side of Inner Spring Road and Outer Springer Road extending from the Glenn Highway to Cope Industrial Way for a length of 6,000 feet. This project was selected in the 2023 DOT&PF Transportation Alternatives Program solicitation.

Appropriations/Apportionments	
Transportation Alternatives Program; Carbon Reduction Program	
Allocations/Suballocations	
TAP Flex; TAP 50-200; CRP Flex	
Construction Year(s)	2027
Phases	Design; Construction
DOT Region	Central Region

Location	MVP Boundary
Program	Scored Public Program

STIP ID  
**34251**

**Palmer-Fishhook Separated Pathway: Trunk Road to Edgerton Parks Road [TAP Award 2023]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$920,500	\$394,500	\$1,000,000	\$0	\$2,315,000

Construct a pedestrian/bike pathway from the Glenn Highway to Hatcher Pass (Mother Lode Area), a distance of 14 miles in conjunction with a highway upgrade. This project was selected in the 2023 DOT&PF Transportation Alternatives Program solicitation.

Appropriations/Apportionments	
Surface Transportation Block Grant; Transportation Alternatives Program	
Allocations/Suballocations	
STBG Flex; TAP Flex; TAP 50-200	
Construction Year(s)	2028-2030
Phases	Design; ROW
DOT Region	Central Region

Location	MVP Boundary
Program	Scored Public Program

STIP ID  
**6234**

**Transportation Workforce Development and Training**

Project Costs	2024	2025	2026	2027	2024-2027
	\$3,923,385	\$3,030,906	\$5,136,817	\$4,753,419	\$16,844,527

In accordance with 23 USC 504(e), this project falls under the draft Alaska Transportation Human Capital Plan, designed to elevate the competencies and capabilities of our workforce in the transportation sector. This project is a critical component of the Alaska Transportation Human Capital Plan, which aims to support the plan's objectives by delivering customized training programs that enhance employee growth and development, promote on-the-job training, and improve existing training programs. Training will equip employees with the necessary skills to provide safe, efficient, and reliable transportation services to the public. Funding and support for these endeavors will adhere to the stipulations set forth in 23 USC 504(e), which sanctions the allocation of federal funds for the development and execution of training and education programs within the transportation infrastructure sector. This project has 100% federal share.

Appropriations/Apportionments	
National Highway Performance Program; Surface Transportation Block Grant; Congestion Mitigation Air Quality	
Allocations/Suballocations	
STBG Flex; STBG 5-50; STBG <5; CMAQ-M; NHPP	
Construction Year(s)	No Construction Year Identified
Phases	Statewide Planning
DOT Region	Alaska-wide

Location	Alaska-wide
Program	DOT&PF Systems Program

STIP ID  
**34200**

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

Project Costs	2024	2025	2026	2027	2024-2027
	\$150,000	\$50,000	\$4,500,000	\$0	\$4,700,000

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

Appropriations/Apportionments	
Surface Transportation Block Grant; Bridge Program	
Allocations/Suballocations	
STBG Flex; Bridge HIP; Bridge INFRA	
Construction Year(s)	2026
Phases	Design; ROW; Construction
DOT Region	Central Region

Location	Wasilla
Program	Scored Public Program

STIP ID  
**32726**

**US Geological Survey Flood Frequency and Analysis**

Project Costs	2024	2025	2026	2027	2024-2027
	\$354,348	\$364,978	\$375,928	\$387,206	\$1,482,460

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

<b>Location</b>	Alaska-wide
<b>Program</b>	State of Good Repair Program

**STIP ID**  
**6450**

Appropriations/Apportionments	
National Highway Performance Program; Surface Transportation Block Grant	
Allocations/Suballocations	
STBG 5-50; NHPP	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	Multi
<b>DOT Region</b>	Alaska-wide

**Wasilla to Fishhook Main Street Rehabilitation**

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$55,000,000	\$0	\$0	\$55,000,000

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

<b>Location</b>	Wasilla
<b>Program</b>	NHS - National Highway System

**STIP ID**  
**2503**

Appropriations/Apportionments	
National Highway Performance Program	
Allocations/Suballocations	
NHPP	
<b>Construction Year(s)</b>	2025
<b>Phases</b>	Construction; Utilities
<b>DOT Region</b>	Central Region

**Rural Ports and Barge Landings Program [Parent]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$200,000	\$1,987,199	\$2,060,000	\$2,121,799	\$6,368,998

Design and construct barge landings, docks, or other types of waterfront infrastructure in rural Alaska communities off the road system. These projects are governed by the statutes 23 USC 133(b)(23) and 23 USC 133(j), which ensure the funds are utilized in a manner that supports the transportation infrastructure in rural areas.

**34174 [Parent Preconstruction Stage]**

Child projects (competitively selected and scored by a Project Evaluation Board) will be added by amendment and include the Location of Project information.

<b>Location</b>	Alaska-wide: Waterways
<b>Program</b>	Economic Vitality Program

**STIP ID**  
**34174**

Appropriations/Apportionments	
Surface Transportation Block Grant	
Allocations/Suballocations	
STBG Flex; STBG <5	
<b>Construction Year(s)</b>	No Construction Year Identified
<b>Phases</b>	Design
<b>DOT Region</b>	Alaska-wide

**West Susitna Access Road [Parent and Final Construction]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$4,000,000	\$4,100,000	\$100,000	\$50,010,058	\$58,210,058

Construct a new road to and across the Susitna River, connecting the contiguous highway system to State recreation lands west of the Susitna River. Construct a boat launch facility accessing the Susitna River. **34206**

**[Parent Preconstruction Stage]**

- 34461[Child Stage 1]: Construct approximately 17 miles of a 24' wide new road from the project at Little Su Road to the south bank of the Susitna River including two bridges across the Little Susitna River and Fish Creek. Construct a boat launch facility accessing the Susitna River.
- **34206 [Parent Final Stage 2]: Construct approximately 5 miles of a 24' from the end of the Stage I project to the proposed material site just west of Alexander Creek, including a bridge across the Susitna River and Alexander Creek, connecting the contiguous highway system to State recreation lands west of the Susitna River.**

<b>Location</b>	Matanuska-Susitna Borough
<b>Program</b>	AHS - Alaska Highway System

**STIP ID**  
**34206**

Appropriations/Apportionments	
Surface Transportation Block Grant; Bridge Program; Advance Construction Used	
Allocations/Suballocations	
STBG Flex; STBG <5; AC; HIP OSB	
<b>Construction Year(s)</b>	2027
<b>Phases</b>	Design; ROW; Construction
<b>DOT Region</b>	Central Region

**West Susitna Access Road [Stage 1]**

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$18,220,000	\$0	\$0	\$18,220,000

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

34206 [Parent Preconstruction Stage]

34461 [Child Stage 1]: Construct approximately 17 miles of a 24' wide new road from the project BOP at Little Su Road to the south bank of the Susitna River, and two bridges across the Little Susitna River and Fish Creek. Construct a boat launch facility accessing the Susitna River.

34206 [Parent Final Stage 2]: Construct approximately 5 miles of a 24' from the end of the Stage I project to the proposed material site just west of Alexander Creek, including a bridge across the Susitna River and Alexander Creek, connecting the contiguous highway system to State recreation lands west of the Susitna River.

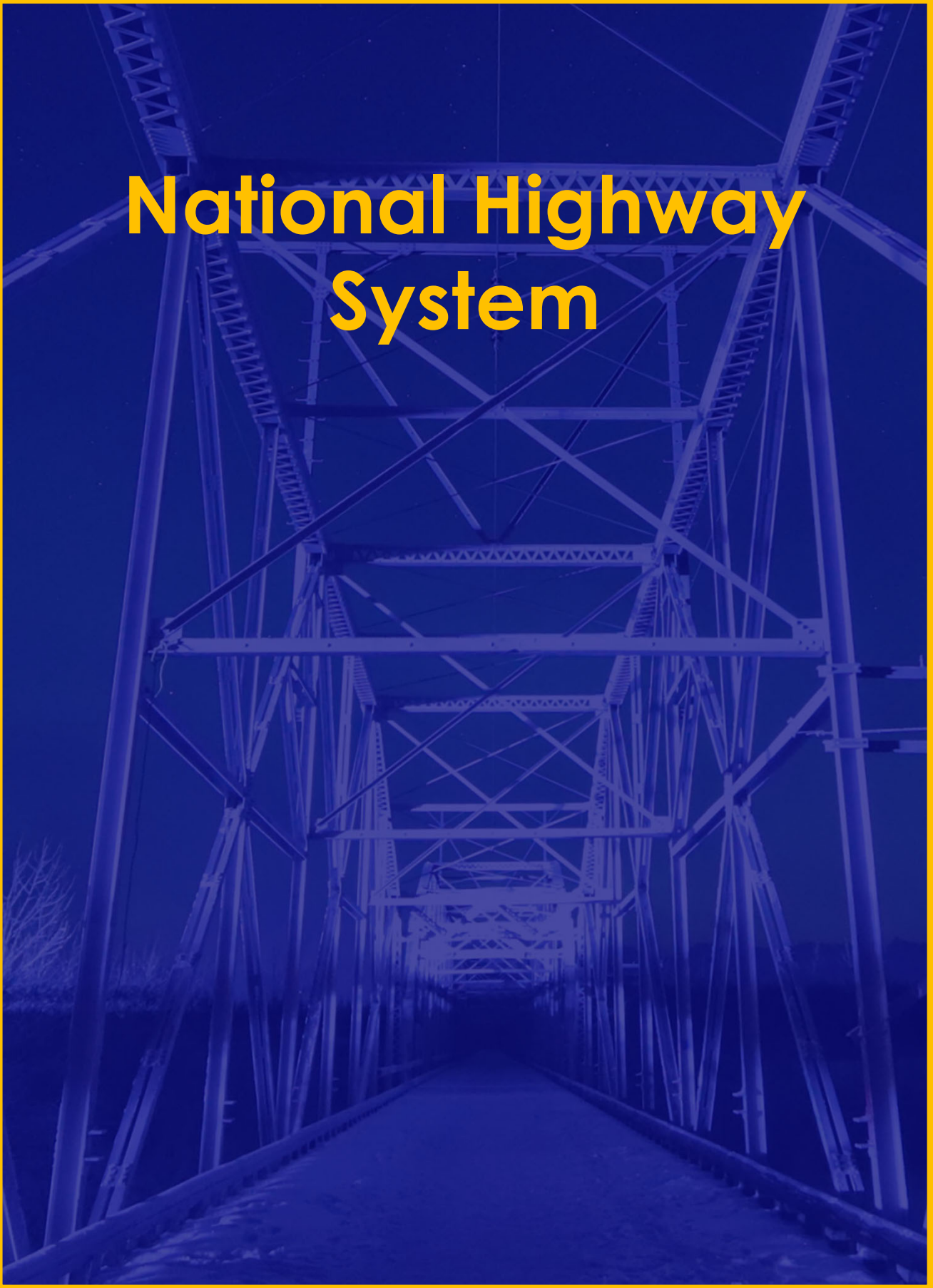
<b>Location</b>	Matanuska-Susitna Borough
<b>Program</b>	AHS - Alaska Highway System

**STIP ID**  
**34461**

Appropriations/Apportionments	
Surface Transportation Block Grant; Bridge Program	
Allocations/Suballocations	
STBG Flex; Bridge INFRA	
<b>Construction Year(s)</b>	2025
<b>Phases</b>	Construction; Utilities
<b>DOT Region</b>	Central Region



# National Highway System





# Alaska Highway Milepost 1235-1268 Rehabilitation [Parent and Final Construction]

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

22299 [Parent Preconstruction Stage]: *Completed*

30280 [Stage 1]: MP 1235-1251: *Completed*

22299 [Parent Final Stage 2]: MP 1252-1268

## National Highway System

**STIP ID** 22299

Stage
Parent Project, Construction Final Stage
Phase
Construction; Utilities

STIP	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$39,454,390	\$0	\$0	\$0	\$39,454,390
Utilities (P7)	\$200,000	\$0	\$0	\$0	\$200,000
<b>Phases TOTAL</b>	<b>\$39,654,390</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$39,654,390</b>
<b>Federal Funding</b>					
NHPP	\$37,037,200	\$0	\$0	\$0	\$37,037,200
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$2,617,190	\$0	\$0	\$0	\$2,617,190
<b>Funding Totals</b>					
<b>Federal TOTAL</b>	<b>\$37,037,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$37,037,200</b>
<b>All Funds TOTAL</b>	<b>\$39,654,390</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$39,654,390</b>

<b>After 2027</b>		
\$0		
<b>If Parent: Funds Programmed in Child Projects</b>		
\$0		
<b>Prior Year Programming (AC+Fed+Match)</b>		
\$30,290,093		
<b>Details by STIP ID</b>		
22299	P2	\$4,210,115
30280	P4	\$26,079,978

DOT Region	Location
Northern Region	Northway
<b>Strategic Investment Area</b>	
State of Good Repair	

<b>Appropriation or Apportionment</b>	
National Highway Performance Program	
<b>Allocation or Suballocation</b>	
NHPP	
<b>Other Fund Details</b>	

<b>Construction Year(s)</b>	
2024	
<b>Work Type</b>	Pavement Rehabilitation
<b>Pavement Condition</b>	
<b>Current Condition</b>	<b>Expected Condition</b>
Fair	Good

<b>Advance Construction Prior Balance</b>			
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year

Bridge Data (Bridge #, Year Built, Condition)

<b>Full Project Cost Estimate Details</b>				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
8/15/2023	\$98,086	\$38,011,400		Engineer Pre-Project Estimate

# Alaska Highway Milepost 1348 Robertson River Bridge Replacement

Replace the Robertson River Bridge #509 located on the Alaska Highway at Milepost 1348. The project includes drainage improvements, roadside hardware, roadway reconstruction, and utilities. \*Project is in the Alaska Moves 2050: Freight Investment Plan - Appendix J as Illustrative.

## National Highway System

STIP ID **34126**

Stage
Single Project
Phase
Design; Construction

STIP	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$2,050,000	\$0	\$0	\$0	\$2,050,000
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$134,175,567	\$134,175,567
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phases TOTAL</b>	<b>\$2,050,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$134,175,567</b>	<b>\$136,225,567</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$14,306,162	\$14,306,162
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$1,914,700	\$0	\$0	\$41,796,808	\$43,711,508
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$69,217,010	\$69,217,010
<b>Non-Federal Matching Funds</b>					
State Match	\$135,300	\$0	\$0	\$8,855,587	\$8,990,887
<b>Funding Totals</b>					
<b>Federal TOTAL</b>	<b>\$1,914,700</b>	<b>\$0</b>	<b>\$0</b>	<b>\$125,319,980</b>	<b>\$127,234,680</b>
<b>All Funds TOTAL</b>	<b>\$2,050,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$134,175,567</b>	<b>\$136,225,567</b>

<b>After 2027</b>		
\$0		
<b>If Parent: Funds Programmed in Child Projects</b>		
Single Project		
<b>Prior Year Programming (AC+Fed+Match)</b>		
\$1,000		
<b>Details by STIP ID</b>		
6447	P2	\$1,000

DOT Region	Location
Northern Region	Tok
<b>Strategic Investment Area</b>	
State of Good Repair	

<b>Appropriation or Apportionment</b>	
National Highway Performance Program; Bridge Program; Advance Construction Used	
<b>Allocation or Suballocation</b>	
NHPP; AC; Bridge HIP; Bridge INFRA	
<b>Other Fund Details</b>	

<b>Construction Year(s)</b>	
2027	
<b>Work Type</b>	Bridge Replacement
<b>Pavement Condition</b>	
<b>Current Condition</b>	<b>Expected Condition</b>

<b>Advance Construction Prior Balance</b>			
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year

<b>Bridge Data (Bridge #, Year Built, Condition)</b>		
509	1944	Poor (4/9)

<b>Full Project Cost Estimate Details</b>				
Date of Estimate	PreCon Adjusted for YOY	Construction Adjusted for YOY	Contingency Included (If Known)	Type of Estimate
9/15/2023	\$1,200,360	\$130,256,190		Engineer Pre-Project Estimate

# Alaska Highway Milepost 1380 Johnson River Bridge Replacement [Parent and Final Construction]

Replace Johnson River Bridge #518 on the Alaska Highway at Milepost 1380. The project includes drainage improvements, roadside hardware, and utilities. \*Project is in the Alaska Moves 2050: Freight Investment Plan - Appendix J as Illustrative.

## National Highway System

STIP ID **33824**

**33824 [Parent Preconstruction Stage]: In Progress**

34445 [Child]: Early Work Package in 2025

**33824 [Parent Final Stage]: Construction 2026**

Stage
Parent Project, Preconstruction Stage, Construction Final Stage
Phase
Design; Construction

STIP	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$1,800,000	\$0	\$0	\$0	\$1,800,000
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$64,009,370	\$0	\$64,009,370
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phases TOTAL</b>	<b>\$1,800,000</b>	<b>\$0</b>	<b>\$64,009,370</b>	<b>\$0</b>	<b>\$65,809,370</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$49,761,154	\$0	\$49,761,154
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$1,681,200	\$0	\$10,023,598	\$0	\$11,704,798
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$118,800	\$0	\$4,224,618	\$0	\$4,343,418
<b>Funding Totals</b>					
<b>Federal TOTAL</b>	<b>\$1,681,200</b>	<b>\$0</b>	<b>\$59,784,752</b>	<b>\$0</b>	<b>\$61,465,952</b>
<b>All Funds TOTAL</b>	<b>\$1,800,000</b>	<b>\$0</b>	<b>\$64,009,370</b>	<b>\$0</b>	<b>\$65,809,370</b>

After 2027		
\$0		
If Parent: Funds Programmed in Child Projects		
\$23,779,443		
Prior Year Programming (AC+Fed+Match)		
\$2,200,000		
Details by STIP ID		
33824	P2	\$2,200,000

DOT Region	Location
Northern Region	Delta Junction
Strategic Investment Area	
State of Good Repair	

Appropriation or Apportionment	
National Highway Performance Program; Bridge Program	
Allocation or Suballocation	
NHPP; Bridge INFRA	
Other Fund Details	

Construction Year(s)	
2026	
Work Type	Bridge Replacement
Pavement Condition	
Current Condition	Expected Condition

Advance Construction Prior Balance			
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year

Bridge Data (Bridge #, Year Built, Condition)		
518	1944	Poor (4/9)

Full Project Cost Estimate Details				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
9/20/2023	\$600,180	\$88,179,314		Engineer Pre-Project Estimate

# Alaska Highway Milepost 1380 Johnson River Bridge Replacement [Stage 1]

Replace Johnson River Bridge #518 on the Alaska Highway at Milepost 1380. The project is using Construction Manager/General Contractor (CMGC) project delivery and includes drainage improvements, roadside hardware, and utilities. \*Project is in the Alaska Moves 2050: Freight Investment Plan - Appendix J as Illustrative.

33824 [Parent Preconstruction Stage]: *In Progress*

**34445 [Child]: Early Work Package in 2025**

33824 [Parent Final Stage]: Construction 2026

## National Highway System

**STIP ID 34445**

Stage
Child Project, Early Work Package
Phase
Construction

STIP	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$23,779,443	\$0	\$0	\$23,779,443
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phases TOTAL</b>	<b>\$0</b>	<b>\$23,779,443</b>	<b>\$0</b>	<b>\$0</b>	<b>\$23,779,443</b>
<b>Federal Funding</b>					
NHPP	\$0	\$10,522,227	\$0	\$0	\$10,522,227
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$0	\$11,687,773	\$0	\$0	\$11,687,773
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$0	\$1,569,443	\$0	\$0	\$1,569,443
<b>Funding Totals</b>					
<b>Federal TOTAL</b>	<b>\$0</b>	<b>\$22,210,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$22,210,000</b>
<b>All Funds TOTAL</b>	<b>\$0</b>	<b>\$23,779,443</b>	<b>\$0</b>	<b>\$0</b>	<b>\$23,779,443</b>

After 2027
\$0
If Parent: Funds Programmed in Child Projects
Child Project
Prior Year Programming (AC+Fed+Match)
\$0
Details by STIP ID

DOT Region	Location
Northern Region	Delta Junction
Strategic Investment Area	
State of Good Repair	

Appropriation or Apportionment
National Highway Performance Program; Bridge Program
Allocation or Suballocation
NHPP; Bridge INFRA
Other Fund Details

Construction Year(s)	
2025	
Work Type	Bridge Replacement
Pavement Condition	
Current Condition	Expected Condition

Advance Construction Prior Balance			
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year

Full Project Cost Estimate Details				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
8/29/2023	\$0	\$0		Child Project: See Parent STIP ID

Bridge Data (Bridge #, Year Built, Condition)		
518	1944	Poor (4/9)

# Alaska Highway Milepost 1393 Gerstle River Bridge Replacement [Parent and Final Construction]

Replace the Gerstle River Bridge #520 located on the Alaska Highway at Milepost 1393. The project includes drainage improvements, road reconstruction, roadside hardware, and utilities. This is a CMGC project delivery. \*Project is in the Alaska Moves 2050: Freight Investment Plan - Appendix J as Illustrative.

**National Highway System**

STIP ID **22322**

22322 [Parent Preconstruction Stage]: In Progress

34447 [Child Stage 1]: Early work package in 2027

223223 [Parent Final Stage]: Construction in 2028

Stage
Parent Project, Preconstruction Stage
Phase
Design

STIP	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$500,000	\$0	\$0	\$0	\$500,000
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phases TOTAL</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500,000</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$467,000	\$0	\$0	\$0	\$467,000
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$33,000	\$0	\$0	\$0	\$33,000
<b>Funding Totals</b>					
<b>Federal TOTAL</b>	<b>\$467,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$467,000</b>
<b>All Funds TOTAL</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500,000</b>

<b>After 2027</b>		
\$92,000,000		
<b>If Parent: Funds Programmed in Child Projects</b>		
\$35,000,000		
<b>Prior Year Programming (AC+Fed+Match)</b>		
\$1,000		
<b>Details by STIP ID</b>		
6447	P2	\$1,000

DOT Region	Location
Northern Region	Delta Junction
<b>Strategic Investment Area</b>	
State of Good Repair	

<b>Appropriation or Apportionment</b>	
Bridge Program	
<b>Allocation or Suballocation</b>	
Bridge INFRA	
<b>Other Fund Details</b>	

<b>Construction Year(s)</b>	
2028-2030	
<b>Work Type</b>	Bridge Replacement
<b>Pavement Condition</b>	
<b>Current Condition</b>	<b>Expected Condition</b>

Advance Construction Prior Balance			
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year

Bridge Data (Bridge #, Year Built, Condition)		
520	1944	Poor (4/9)

Full Project Cost Estimate Details				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
9/26/2023	\$750,225	\$127,290,764		Engineer Pre-Project Estimate



# Alaska Highway Milepost 1393 Gerstle River Bridge Replacement [Stage 1]

Replace the Gerstle River Bridge #520 located on the Alaska Highway at Milepost 1393. The project includes drainage improvements, road reconstruction, roadside hardware, and utilities. This project is using Construction Manager/General Contractor (CMGC) for project delivery.

\*Project is in the Alaska Moves 2050: Freight Investment Plan - Appendix J as Illustrative.

22322 [Parent Preconstruction Stage]: *In Progress*

**34447 [Child Stage 1]: Early work package in 2027**

223223 [Parent Final Stage]: Construction in 2028

## National Highway System

**STIP ID 34447**

Stage
Child Project, Early Work Package
Phase
Construction

STIP	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$35,000,000	\$35,000,000
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phases TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$35,000,000</b>	<b>\$35,000,000</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$19,768,418	\$19,768,418
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$0	\$0	\$0	\$12,921,582	\$12,921,582
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$0	\$0	\$0	\$2,310,000	\$2,310,000
<b>Funding Totals</b>					
<b>Federal TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$32,690,000</b>	<b>\$32,690,000</b>
<b>All Funds TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$35,000,000</b>	<b>\$35,000,000</b>

After 2027
\$0
If Parent: Funds Programmed in Child Projects
Child Project
Prior Year Programming (AC+Fed+Match)
\$0
Details by STIP ID

DOT Region	Location
Northern Region	Delta Junction
Strategic Investment Area	
State of Good Repair	

Appropriation or Apportionment
National Highway Performance Program; Bridge Program
Allocation or Suballocation
NHPP; Bridge INFRA
Other Fund Details

Construction Year(s)	
2027	
Work Type	Bridge Replacement
Pavement Condition	
Current Condition	Expected Condition

Advance Construction Prior Balance			
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year

Bridge Data (Bridge #, Year Built, Condition)		
520	1944	Poor (4/9)

Full Project Cost Estimate Details				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
8/29/2023	\$0	\$0		Child Project: See Parent STIP ID

# Dalton Highway Milepost 109-144 Reconstruction and Douglas Creek Bridge Replacement [Parent and Final Construction]

The project, taking place on the Dalton Highway from Milepost 109 to 144, involves reconstructing, widening, performing spot repairs, and resurfacing approximately 35 miles of the highway. The main objective is the overall improvement of this section of the Dalton Highway and the replacement of Douglas Creek Bridge #1560 at Milepost 142. The key activities include highway reconstruction, widening, repairs, resurfacing, and bridge replacement, carried out in stages. **No activity is expected on this parent STIP ID between 2024-2027.**

## National Highway System

STIP ID **22452**

22452 (STIP 2016-2019) [Parent Project and Preconstruction]

30270 [Child Stage 1]: Milepost 120-135 in 2025

30276 [Child Stage 2]: Milepost 109-120 in 2028

22452 [Parent Final Stage 3]: Milepost 135-144 and Bridge #1560 in 2029

Stage
Parent Project, Construction Final Stage
Phase
Project Planning

STIP	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phases TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
Federal TOTAL	\$0	\$0	\$0	\$0	\$0
All Funds TOTAL	\$0	\$0	\$0	\$0	\$0

<b>After 2027</b>		
\$78,000,000		
<b>If Parent: Funds Programmed in Child Projects</b>		
\$40,000,000		
<b>Prior Year Programming (AC+Fed+Match)</b>		
\$6,436,000		
<b>Details by STIP ID</b>		
22452	P2	\$6,436,000

DOT Region	Location
Northern Region	Coldfoot
<b>Strategic Investment Area</b>	
State of Good Repair	

<b>Appropriation or Apportionment</b>	
No 2024-2027 Funding	
<b>Allocation or Suballocation</b>	
<b>Other Fund Details</b>	

<b>Construction Year(s)</b>	
2028-2030	
Work Type	Pavement Reconstruction and Bridge Replacement
<b>Pavement Condition</b>	
Current Condition	Expected Condition
Gravel	

<b>Advance Construction Prior Balance</b>			
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year

<b>Bridge Data (Bridge #, Year Built, Condition)</b>		
1560	1982	Fair (5/9)

<b>Full Project Cost Estimate Details</b>				
Date of Estimate	PreCon Adjusted for YOY	Construction Adjusted for YOY	Contingency Included (If Known)	Type of Estimate
4/1/2022	\$0	\$41,086,178		Engineer Pre-Project Estimate

# Dalton Highway Milepost 109-144 Reconstruction and Douglas Creek Bridge Replacement [Stage 1]

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

22452 (STIP 2016-2019) [Parent Project and Preconstruction]

**30270 [Child Stage 1]: Milepost 120-135 in 2025**

30276 [Child Stage 2]: Milepost 109-120 in 2028

22452 [Parent Final Stage 3]: Milepost 135-144 and Bridge #1560 in 2029

## National Highway System

**STIP ID 30270**

Stage
Child Project, Construction Stage 1
Phase
Construction; Utilities

STIP	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$39,900,000	\$0	\$0	\$39,900,000
Utilities (P7)	\$0	\$100,000	\$0	\$0	\$100,000
<b>Phases TOTAL</b>	<b>\$0</b>	<b>\$40,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$40,000,000</b>
<b>Federal Funding</b>					
NHPP	\$0	\$36,388,000	\$0	\$0	\$36,388,000
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$0	\$3,612,000	\$0	\$0	\$3,612,000
<b>Funding Totals</b>					
<b>Federal TOTAL</b>	<b>\$0</b>	<b>\$36,388,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$36,388,000</b>
<b>All Funds TOTAL</b>	<b>\$0</b>	<b>\$40,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$40,000,000</b>

After 2027
\$0
If Parent: Funds Programmed in Child Projects
Child Project
Prior Year Programming (AC+Fed+Match)
Details by STIP ID

DOT Region	Location
Northern Region	Coldfoot
Strategic Investment Area	
State of Good Repair	

Appropriation or Apportionment
National Highway Performance Program
Allocation or Suballocation
NHPP
Other Fund Details

Construction Year(s)	
2025	
Work Type	Pavement Reconstruction and Bridge Replacement
Pavement Condition	
Current Condition	Expected Condition
Gravel	

Advance Construction Prior Balance			
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year

Bridge Data (Bridge #, Year Built, Condition)		
1560	1982	Fair (5/9)

Full Project Cost Estimate Details				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
	\$0	\$0		Child Project: See Parent STIP ID

# Dalton Highway Milepost 305-335 Reconstruction and Dan Creek Bridge Replacement [Parent and Final Construction]

The Dalton Highway Reconstruction project, located on the Dalton Highway from Milepost 305-335 (Sag River Camp to Happy Valley) includes work such as resurfacing, minor realignments, grade raises, addition of turnouts, roadside hardware, drainage improvements, utilities, and replacement of the Dan Creek Bridge #1521. The project will be constructed in three stages. No obligations are expected for this parent STIP ID during 2024-2027.

## National Highway System

STIP ID **22475**

### 22475 (STIP 2016-2019) [Parent Project] Preconstruction Stage

30281 (Child Project Stage 1): Milepost 305-314 in 2027

30282 (Child Project Stage 2): Milepost 315-327 in 2027 in 2028

22475 (Parent Project Stage 3): Milepost 328-335 and replacement of Bridge #1521 in 2029

Stage
Parent Project, Program of Grouped Projects
Phase

STIP	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phases TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
Federal TOTAL	\$0	\$0	\$0	\$0	\$0
All Funds TOTAL	\$0	\$0	\$0	\$0	\$0

<b>After 2027</b>		
\$45,000,000		
<b>If Parent: Funds Programmed in Child Projects</b>		
\$30,000,000		
<b>Prior Year Programming (AC+Fed+Match)</b>		
\$4,352,000		
<b>Details by STIP ID</b>		
22475	P2	\$4,352,000

DOT Region	Location
Northern Region	Prudhoe Bay
<b>Strategic Investment Area</b>	
State of Good Repair	

<b>Appropriation or Apportionment</b>	
No 2024-2027 Funding	
<b>Allocation or Suballocation</b>	
<b>Other Fund Details</b>	

<b>Construction Year(s)</b>	
2028-2030	
Work Type	Pavement Reconstruction and Bridge Replacement
<b>Pavement Condition</b>	
Current Condition	Expected Condition
Gravel	

Advance Construction Prior Balance			
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year

Bridge Data (Bridge #, Year Built, Condition)		
1521	1982	Poor (4/9)

Full Project Cost Estimate Details				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
5/31/2023	\$0	\$75,135,101		Engineer Pre-Project Estimate

# Dalton Highway Milepost 305-335 Reconstruction and Dan Creek Bridge Replacement [Stage 1]

The Dalton Highway Reconstruction project, located on the Dalton Highway from Milepost 305-335 (Sag River Camp to Happy Valley) includes work such as resurfacing, minor realignments, grade raises, addition of turnouts, roadside hardware, drainage improvements, utilities, and replacement of the Dan Creek Bridge #1521. The project will be constructed in three stages.

22475 (STIP 2016-2019) [Parent Project] Preconstruction Stage

**30281 (Child Project Stage 1): Milepost 305-314 in 2027**

30282 (Child Project Stage 2): Milepost 315-327 in 2028

22475 (Parent Project Stage 3): Milepost 328-335 and replacement of Bridge #1521 in 2029

## National Highway System

**STIP ID 30281**

Stage
Child Project, Construction Stage 1
Phase
Construction

STIP	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$30,000,000	\$30,000,000
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phases TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$30,000,000</b>	<b>\$30,000,000</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$27,291,000	\$27,291,000
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$0	\$0	\$0	\$2,709,000	\$2,709,000
<b>Funding Totals</b>					
<b>Federal TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$27,291,000</b>	<b>\$27,291,000</b>
<b>All Funds TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$30,000,000</b>	<b>\$30,000,000</b>

After 2027
\$0
If Parent: Funds Programmed in Child Projects
Child Project
Prior Year Programming (AC+Fed+Match)
Details by STIP ID

DOT Region	Location
Northern Region	Prudhoe Bay
Strategic Investment Area	
State of Good Repair	

Appropriation or Apportionment
National Highway Performance Program
Allocation or Suballocation
NHPP
Other Fund Details

Construction Year(s)	
2027	
Work Type	Pavement Reconstruction and Bridge Replacement
Pavement Condition	
Current Condition	Expected Condition
Gravel	

Advance Construction Prior Balance			
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year

Bridge Data (Bridge #, Year Built, Condition)

Full Project Cost Estimate Details				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
	\$0	\$0		Child Project: See Parent STIP ID



## Egan Yandukin Intersection Improvements

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

## National Highway System

STIP ID **10765**

Stage
Single Project
Phase
Design; ROW; Construction; Utilities

STIP	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$1,000,000	\$0	\$0	\$0	\$1,000,000
ROW (P3)	\$0	\$12,500	\$0	\$0	\$12,500
Construct (P4)	\$0	\$0	\$7,500,000	\$0	\$7,500,000
Utilities (P7)	\$0	\$0	\$25,000	\$0	\$25,000
<b>Phases TOTAL</b>	<b>\$1,000,000</b>	<b>\$12,500</b>	<b>\$7,525,000</b>	<b>\$0</b>	<b>\$8,537,500</b>
<b>Federal Funding</b>					
NHPP	\$909,700	\$11,371	\$6,845,493	\$0	\$7,766,564
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$90,300	\$1,129	\$679,508	\$0	\$770,937
<b>Funding Totals</b>					
<b>Federal TOTAL</b>	<b>\$909,700</b>	<b>\$11,371</b>	<b>\$6,845,493</b>	<b>\$0</b>	<b>\$7,766,564</b>
<b>All Funds TOTAL</b>	<b>\$1,000,000</b>	<b>\$12,500</b>	<b>\$7,525,001</b>	<b>\$0</b>	<b>\$8,537,501</b>

<b>After 2027</b>		
\$0		
<b>If Parent: Funds Programmed in Child Projects</b>		
Single Project		
<b>Prior Year Programming (AC+Fed+Match)</b>		
\$603,210		
<b>Details by STIP ID</b>		
19217	P2	\$603,210

DOT Region	Location
Southcoast Region	Juneau
<b>Strategic Investment Area</b>	
Safety	

<b>Appropriation or Apportionment</b>	
National Highway Performance Program	
<b>Allocation or Suballocation</b>	
NHPP	
<b>Other Fund Details</b>	

<b>Construction Year(s)</b>	
2026	
Work Type	Pavement Reconstruction
<b>Pavement Condition</b>	
Current Condition	Expected Condition

Advance Construction Prior Balance			
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year

Bridge Data (Bridge #, Year Built, Condition)

Full Project Cost Estimate Details				
Date of Estimate	PreCon Adjusted for YOY	Construction Adjusted for YOY	Contingency Included (If Known)	Type of Estimate
	\$1,012,804	\$0		Not Available

# Elliott Highway Milepost 12-18 Rehabilitation

Rehabilitate Elliott Highway between Milepost 12-18. The project will include work on Willow Creek Bridge #7149, drainage improvements, roadside hardware, and utilities. \*Project is in the Alaska Moves 2050: Freight Investment Plan - Appendix J as Illustrative.

## National Highway System

STIP ID **33600**

Stage
Single Project
Phase
Design

STIP	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$250,000	\$0	\$0	\$250,000
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phases TOTAL</b>	<b>\$0</b>	<b>\$250,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$250,000</b>
<b>Federal Funding</b>					
NHPP	\$0	\$227,425	\$0	\$0	\$227,425
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$0	\$22,575	\$0	\$0	\$22,575
<b>Funding Totals</b>					
Federal TOTAL	\$0	\$227,425	\$0	\$0	\$227,425
All Funds TOTAL	\$0	\$250,000	\$0	\$0	\$250,000

<b>After 2027</b>		
\$17,800,000		
<b>If Parent: Funds Programmed in Child Projects</b>		
Single Project		
<b>Prior Year Programming (AC+Fed+Match)</b>		
\$1,361,000		
<b>Details by STIP ID</b>		
33600	P2	\$500,000
18923	P2	\$861,000

DOT Region	Location
Northern Region	Fox
<b>Strategic Investment Area</b>	
State of Good Repair	

<b>Appropriation or Apportionment</b>	
National Highway Performance Program	
<b>Allocation or Suballocation</b>	
NHPP	
<b>Other Fund Details</b>	

<b>Construction Year(s)</b>	
2028-2030	
<b>Work Type</b>	Pavement Rehabilitation
<b>Pavement Condition</b>	
<b>Current Condition</b>	<b>Expected Condition</b>
Fair	Good

<b>Advance Construction Prior Balance</b>			
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year

<b>Bridge Data (Bridge #, Year Built, Condition)</b>		
7149	1972	Fair (5/9)

<b>Full Project Cost Estimate Details</b>				
Date of Estimate	PreCon Adjusted for YOY	Construction Adjusted for YOY	Contingency Included (If Known)	Type of Estimate
8/1/2023	\$250,150	\$17,776,641		Engineer Pre-Project Estimate

# Elliott Highway Milepost 63-73 Rehabilitation

Rehabilitate Elliott Highway between Milepost 63-73. Work will include pavement preservation, roadside hardware, drainage improvements, utilities, and rehabilitation on two bridges over Livengood Creek (#1434 and #4034). \*Project is in the Alaska Moves 2050: Freight Investment Plan - Appendix J as Illustrative

## National Highway System

STIP ID **33601**

Stage
Single Project
Phase
Design

STIP	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$400,000	\$0	\$0	\$400,000
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phases TOTAL</b>	<b>\$0</b>	<b>\$400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400,000</b>
<b>Federal Funding</b>					
NHPP	\$0	\$363,880	\$0	\$0	\$363,880
NHFP	\$0		\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$0	\$36,120	\$0	\$0	\$36,120
<b>Funding Totals</b>					
Federal TOTAL	\$0	\$363,880	\$0	\$0	\$363,880
All Funds TOTAL	\$0	\$400,000	\$0	\$0	\$400,000

<b>After 2027</b>		
\$25,550,000		
<b>If Parent: Funds Programmed in Child Projects</b>		
Single Project		
<b>Prior Year Programming (AC+Fed+Match)</b>		
\$600,000		
<b>Details by STIP ID</b>		
33601	P2	\$600,000

DOT Region	Location
Northern Region	Livengood
<b>Strategic Investment Area</b>	
State of Good Repair	

<b>Appropriation or Apportionment</b>	
National Highway Performance Program	
<b>Allocation or Suballocation</b>	
NHPP	
<b>Other Fund Details</b>	

<b>Construction Year(s)</b>	
2028-2030	
Work Type	Bridge Rehabilitation, Pavement Rehabilitation
<b>Pavement Condition</b>	
Current Condition	Expected Condition
Fair	Good

Advance Construction Prior Balance			
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year

Full Project Cost Estimate Details				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
10/15/2021	\$1,001,201	\$25,303,073		Engineer Pre-Project Estimate

Bridge Data (Bridge #, Year Built, Condition)		
1434	1979	Good (7/9)
4034	2002	No Rating or N/A

# Franklin Street and Thane Road Reconstruction [SOG 2018]

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

## National Highway System

STIP ID **32024**

Stage
Single Project
Phase
Design; ROW

STIP	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$500,000	\$2,200,000	\$0	\$2,700,000
ROW (P3)	\$0	\$0	\$1,300,000	\$0	\$1,300,000
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phases TOTAL</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$3,500,000</b>	<b>\$0</b>	<b>\$4,000,000</b>
<b>Federal Funding</b>					
NHPP	\$0	\$454,850	\$3,183,950	\$0	\$3,638,800
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$0	\$45,150	\$316,050	\$0	\$361,200
<b>Funding Totals</b>					
Federal TOTAL	\$0	\$454,850	\$3,183,950	\$0	\$3,638,800
All Funds TOTAL	\$0	\$500,000	\$3,500,000	\$0	\$4,000,000

<b>After 2027</b>		
\$15,300,000		
<b>If Parent: Funds Programmed in Child Projects</b>		
Single Project		
<b>Prior Year Programming (AC+Fed+Match)</b>		
\$1,720,239		
<b>Details by STIP ID</b>		
32024	P2	\$1,720,239

DOT Region	Location
Southcoast Region	Juneau
<b>Strategic Investment Area</b>	
State of Good Repair	

<b>Appropriation or Apportionment</b>	
National Highway Performance Program	
<b>Allocation or Suballocation</b>	
NHPP	
<b>Other Fund Details</b>	

<b>Construction Year(s)</b>	
2028-2030	
Work Type	Pavement Reconstruction
<b>Pavement Condition</b>	
<b>Current Condition</b>	<b>Expected Condition</b>
Poor	Good

<b>Advance Construction Prior Balance</b>			
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year

Bridge Data (Bridge #, Year Built, Condition)

<b>Full Project Cost Estimate Details</b>				
Date of Estimate	PreCon Adjusted for YOY	Construction Adjusted for YOY	Contingency Included (If Known)	Type of Estimate
1/1/2021	\$4,006,004	\$16,013,368		Engineer Pre-Project Estimate

# Glenn Highway Arctic Avenue to Palmer-Fishhook Road Safety and Capacity Improvements [SOG 2018]

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

## National Highway System

STIP ID **31841**

Stage
Single Project
Phase
Design; ROW; AC Conversion

STIP	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$1,247,334	\$0	\$0	\$0	\$1,247,334
Design (P2)	\$0	\$2,100,000	\$0	\$0	\$2,100,000
ROW (P3)	\$0	\$0		\$11,000,000	\$11,000,000
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phases TOTAL</b>	<b>\$1,247,334</b>	<b>\$2,100,000</b>	<b>\$0</b>	<b>\$11,000,000</b>	<b>\$14,347,334</b>
<b>Federal Funding</b>					
NHPP	\$1,247,334	\$1,961,400	\$0	\$10,274,000	\$13,482,734
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$0	\$138,600	\$0	\$726,000	\$864,600
<b>Funding Totals</b>					
<b>Federal TOTAL</b>	<b>\$1,247,334</b>	<b>\$1,961,400</b>	<b>\$0</b>	<b>\$10,274,000</b>	<b>\$13,482,734</b>
<b>All Funds TOTAL</b>	<b>\$1,247,334</b>	<b>\$2,100,000</b>	<b>\$0</b>	<b>\$11,000,000</b>	<b>\$14,347,334</b>

<b>After 2027</b>		
\$29,000,000		
<b>If Parent: Funds Programmed in Child Projects</b>		
Single Project		
<b>Prior Year Programming (AC+Fed+Match)</b>		
\$2,000,000		
<b>Details by STIP ID</b>		
31841	P2	\$2,000,000

DOT Region	Location
Central Region	Wasilla
<b>Strategic Investment Area</b>	
Safety	

<b>Appropriation or Apportionment</b>	
National Highway Performance Program	
<b>Allocation or Suballocation</b>	
NHPP	
<b>Other Fund Details</b>	

<b>Construction Year(s)</b>	
2028-2030	
<b>Work Type</b>	Pavement Reconstruction
<b>Pavement Condition</b>	
<b>Current Condition</b>	<b>Expected Condition</b>
Fair	Good

Bridge Data (Bridge #, Year Built, Condition)

<b>Advance Construction Prior Balance</b>				
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year	
31841	\$1,247,334	NHPP	2024	
<b>Full Project Cost Estimate Details</b>				
Date of Estimate	PreCon Adjusted for YOY	Construction Adjusted for YOY	Contingency Included (If Known)	Type of Estimate
1/1/2023	\$13,111,794	\$29,060,955		Planning Estimate



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

Reconstruct approximately 3 miles of Glenn Highway from Milepost 53-56, including the replacement of the Moose Creek Bridge (#0541). The project straightens the horizontal curve. This project was previously programmed under STIP ID 2320.

## National Highway System

STIP ID **34467**

Stage
Single Project
Phase
Design; ROW

STIP	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$1,350,000	\$0	\$0	\$0	\$1,350,000
ROW (P3)	\$900,000	\$0	\$0	\$0	\$900,000
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phases TOTAL</b>	<b>\$2,250,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,250,000</b>
<b>Federal Funding</b>					
NHPP	\$1,101,500	\$0	\$0	\$0	\$1,101,500
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$1,000,000	\$0	\$0	\$0	\$1,000,000
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$148,500	\$0	\$0	\$0	\$148,500
<b>Funding Totals</b>					
<b>Federal TOTAL</b>	<b>\$2,101,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,101,500</b>
<b>All Funds TOTAL</b>	<b>\$2,250,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,250,000</b>

<b>After 2027</b>		
\$33,000,000		
<b>If Parent: Funds Programmed in Child Projects</b>		
Single Project		
<b>Prior Year Programming (AC+Fed+Match)</b>		
\$8,898,735		
<b>Details by STIP ID</b>		
2320	P2	\$5,898,735
2320	P3	\$3,000,000

DOT Region	Location
Central Region	Matanuska-Susitna Borough
<b>Strategic Investment Area</b>	
Safety	

<b>Appropriation or Apportionment</b>	
National Highway Performance Program; Bridge Program	
<b>Allocation or Suballocation</b>	
NHPP; Bridge HIP	
<b>Other Fund Details</b>	

<b>Construction Year(s)</b>	
2028-2030	
Work Type	Pavement Reconstruction and Bridge Replacement
<b>Pavement Condition</b>	
Current Condition	Expected Condition
Fair	Good

Advance Construction Prior Balance			
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year

Bridge Data (Bridge #, Year Built, Condition)		
541	1958	Fair (6/9)

Full Project Cost Estimate Details				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
10/6/2020	\$1,401,260	\$33,079,283		Engineer Pre-Project Estimate

# Glenn Highway Milepost 158-172 Rehabilitation [SOG 2018]

Rehabilitate Glenn Highway from Milepost 158-172. Project work includes drainage improvements, intersection improvements, roadside hardware, and utilities.

## National Highway System

STIP ID **32018**

Stage
Single Project
Phase
Design

STIP	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$700,000	\$0	\$0	\$700,000
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phases TOTAL</b>	<b>\$0</b>	<b>\$700,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$700,000</b>
<b>Federal Funding</b>					
NHPP	\$0	\$653,800	\$0	\$0	\$653,800
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$0	\$46,200	\$0	\$0	\$46,200
<b>Funding Totals</b>					
Federal TOTAL	\$0	\$653,800	\$0	\$0	\$653,800
All Funds TOTAL	\$0	\$700,000	\$0	\$0	\$700,000

<b>After 2027</b>		
\$28,750,000		
<b>If Parent: Funds Programmed in Child Projects</b>		
Single Project		
<b>Prior Year Programming (AC+Fed+Match)</b>		
\$900,000		
<b>Details by STIP ID</b>		
32018	P2	\$900,000

DOT Region	Location
Northern Region	Glennallen
<b>Strategic Investment Area</b>	
Safety	

<b>Appropriation or Apportionment</b>	
National Highway Performance Program	
<b>Allocation or Suballocation</b>	
NHPP	
<b>Other Fund Details</b>	

<b>Construction Year(s)</b>	
2028-2030	
Work Type	Pavement Rehabilitation
<b>Pavement Condition</b>	
Current Condition	Expected Condition
Fair	Good

<b>Advance Construction Prior Balance</b>			
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year

Bridge Data (Bridge #, Year Built, Condition)

<b>Full Project Cost Estimate Details</b>				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
12/27/2022	\$700,630	\$28,801,789		Engineer Pre-Project Estimate

## Glenn Highway: Parks Highway to South Inner Springer Loop (Cienna Avenue)

Reconstruct to four lanes, pathway and shoulders. Accommodate turning movements, add frontage roads, traffic, safety, and intersection improvements, as necessary and feasible. This project is the second segment of the Parent Design project Need ID 11959 the Glenn Highway: Parks Highway to Old Glenn Highway and is also associated with Need ID 31329. **Project is included only for Advance Construction Conversion.**

## National Highway System

**STIP ID 31330**

Stage
Single Project
Phase
AC Conversion

STIP	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0		\$30,216,710	\$30,216,710
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phases TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$30,216,710</b>	<b>\$30,216,710</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$30,216,710	\$30,216,710
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
Federal TOTAL	\$0	\$0	\$0	\$30,216,710	\$30,216,710
All Funds TOTAL	\$0	\$0	\$0	\$30,216,710	\$30,216,710

After 2027		
\$0		
<b>If Parent: Funds Programmed in Child Projects</b>		
Single Project		
<b>Prior Year Programming (AC+Fed+Match)</b>		
\$58,575,431		
<b>Details by STIP ID</b>		
31330	P2	\$1,300,000
31330	P4	\$2,267,266
31330	P4	\$40,755,052
31330	P7	\$12,253,614
31330	P3	\$1,999,500

DOT Region	Location
Central Region	Wasilla
<b>Strategic Investment Area</b>	
State of Good Repair	

Appropriation or Apportionment	
National Highway Performance Program	
<b>Allocation or Suballocation</b>	
NHPP	
<b>Other Fund Details</b>	

Construction Year(s)	
No Construction Year Identified	
Work Type	Pavement Reconstruction
<b>Pavement Condition</b>	
Current Condition	Expected Condition

Advance Construction Prior Balance				
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year	
31330	\$38,065,218	NHPP	2029	
Full Project Cost Estimate Details				
Date of Estimate	PreCon Adjusted for YOY	Construction Adjusted for YOY	Contingency Included (If Known)	Type of Estimate
	\$0	\$0		AC Conversion

Bridge Data (Bridge #, Year Built, Condition)

# Haines Highway Milepost 3-25 and Chilkat Bridge Reconstruction [Parent and Final Construction]

## National Highway System Projects

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

**STIP ID 2152**

2152 [Parent] Preconstruction *Complete*

27829 [Child Stage 1]: MP 3.5-12.2 *Complete*

26330 [Child Stage 2]: MP 12.2-20 *Complete except for a culvert replacement*

**2152 [Parent Stage 3]: MP 20.0-25.3 with Bridge #742**

Stage
Parent Project, Construction Final Stage
Phase
Construction; Utilities

STIP	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$200,000	\$0	\$0	\$0	\$200,000
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$59,508,968	\$0	\$0	\$0	\$59,508,968
Utilities (P7)	\$3,353,745	\$0	\$0	\$0	\$3,353,745
<b>Phases TOTAL</b>	<b>\$63,062,713</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$63,062,713</b>
<b>Federal Funding</b>					
NHPP	\$24,001,635	\$0	\$0	\$0	\$24,001,635
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$33,366,515	\$0	\$0	\$0	\$33,366,515
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$5,694,563	\$0	\$0	\$0	\$5,694,563
<b>Funding Totals</b>					
<b>Federal TOTAL</b>	<b>\$57,368,150</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$57,368,150</b>
<b>All Funds TOTAL</b>	<b>\$63,062,713</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$63,062,713</b>

After 2027		
\$0		
If Parent: Funds Programmed in Child Projects		
\$0		
Prior Year Programming (AC+Fed+Match)		
\$73,137,703		
Details by STIP ID		
22279	P2	\$12,734,306
22279	P3	\$1,550,496
26330	P4	\$54,933,279
26330	P7	\$3,919,622

DOT Region	Location
Southcoast Region	Haines
Strategic Investment Area	
Safety	

Appropriation or Apportionment
National Highway Performance Program; Bridge Program
Allocation or Suballocation
NHPP; Bridge INFRA
Other Fund Details

Construction Year(s)	
2024	
Work Type	Pavement Reconstruction and Bridge Replacement
Pavement Condition	
Current Condition	Expected Condition
Fair	Good

Advance Construction Prior Balance			
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year

Bridge Data (Bridge #, Year Built, Condition)		
742	1958	Fair (6/9)

Full Project Cost Estimate Details				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
6/11/2024	\$0	\$62,862,713		Engineer Active Project Estimate

## Kenai Spur Highway Rehabilitation [Stage 2]

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

27473 (STIP 2018-2021) [Stage 1]: Milepoint 5.2-8.09 *Completed*

**20549 [Stage 2]: Sports Lake Road and Swires Road**

## National Highway System

**STIP ID** 30549

Stage
Construction Stage 2, Single Project
Phase
Construction; Utilities

STIP	2024	2025	2026	2027	2024-2027
Project Phases					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$41,700,000	\$0	\$0	\$0	\$41,700,000
Utilities (P7)	\$6,500,000	\$0	\$0	\$0	\$6,500,000
<b>Phases TOTAL</b>	<b>\$48,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$48,200,000</b>
Federal Funding					
NHPP	\$43,847,540	\$0	\$0	\$0	\$43,847,540
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
Advance Construction					
AC	\$0	\$0	\$0	\$0	\$0
Non-Federal Matching Funds					
State Match	\$4,352,460	\$0	\$0	\$0	\$4,352,460
Funding Totals					
<b>Federal TOTAL</b>	<b>\$43,847,540</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$43,847,540</b>
<b>All Funds TOTAL</b>	<b>\$48,200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$48,200,000</b>

After 2027		
\$0		
If Parent: Funds Programmed in Child Projects		
See Stage 1		
Prior Year Programming (AC+Fed+Match)		
\$2,960,845		
Details by STIP ID		
30549	P2	\$2,501,645
30549	P3	\$459,200

DOT Region	Location
Central Region	Kenai
Strategic Investment Area	
State of Good Repair	

Appropriation or Apportionment
National Highway Performance Program
Allocation or Suballocation
NHPP
Other Fund Details

Construction Year(s)	
2024	
Work Type	Pavement Rehabilitation
Pavement Condition	
Current Condition	Expected Condition
Fair	Good

Advance Construction Prior Balance			
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year

Bridge Data (Bridge #, Year Built, Condition)

Full Project Cost Estimate Details				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
6/1/2023	\$0	\$48,514,550		Engineer Active Project Estimate



# Clonidike Highway Rehabilitation: Skagway River Bridge to Canadian Border [Parent and Final Construction]

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

- **31310: (Parent Project Preconstruction Stage): Milepost 0-9.3 Design and Right-of-Way**
- 34430: (Child Project Stage 1): Milepost 0-3.1 Including Skagway River Bridge #308 in 2026
- 34431: (Child Project Stage 2): Milepost 3.1-6.0 in 2027
- 31310: (Parent Project Final Stage 3): Milepost 6.0-9.3 in 2029

## National Highway System

**STIP ID 31310**

Stage
Parent Project, Preconstruction Stage
Phase
Design; ROW

STIP	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$6,000,000	\$0	\$0	\$6,000,000
ROW (P3)	\$0	\$90,000	\$0	\$0	\$90,000
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phases TOTAL</b>	<b>\$0</b>	<b>\$6,090,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,090,000</b>
<b>Federal Funding</b>					
NHPP	\$0	\$5,540,073	\$0	\$0	\$5,540,073
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$0	\$549,927	\$0	\$0	\$549,927
<b>Funding Totals</b>					
<b>Federal TOTAL</b>	<b>\$0</b>	<b>\$5,540,073</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,540,073</b>
<b>All Funds TOTAL</b>	<b>\$0</b>	<b>\$6,090,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,090,000</b>

<b>After 2027</b>		
\$35,324,315		
<b>If Parent: Funds Programmed in Child Projects</b>		
\$51,909,488		
<b>Prior Year Programming (AC+Fed+Match)</b>		
\$3,400,000		
<b>Details by STIP ID</b>		
31310	P2	\$3,400,000

DOT Region	Location
Southcoast Region	Skagway Borough and Municipality
<b>Strategic Investment Area</b>	
State of Good Repair	

<b>Appropriation or Apportionment</b>	
National Highway Performance Program	
<b>Allocation or Suballocation</b>	
NHPP	
<b>Other Fund Details</b>	

<b>Construction Year(s)</b>	
2028-2030	
<b>Work Type</b>	Pavement Rehabilitation
<b>Pavement Condition</b>	
<b>Current Condition</b>	<b>Expected Condition</b>
Fair	Good

<b>Advance Construction Prior Balance</b>			
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year

Bridge Data (Bridge #, Year Built, Condition)

<b>Full Project Cost Estimate Details</b>				
Date of Estimate	PreCon Adjusted for YOY	Construction Adjusted for YOY	Contingency Included (If Known)	Type of Estimate
9/1/2022	\$6,095,483	\$159,835,252		Engineer Pre-Project Estimate

## Clondike Highway Rehabilitation: Skagway River Bridge to Canadian Border [Stage 1]

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

- 31310: (Parent Project Preconstruction Stage): Milepost 0-9.3 Design and Right-of-Way
- **34430: (Child Project Stage 1): Milepost 0-3.1 Including Skagway River Bridge #308 in 2026**
- 34431: (Child Project Stage 2): Milepost 3.1-6.0 in 2027
- 31310: (Parent Project Final Stage 3): Milepost 6.0-9.3 in 2029

## National Highway System

STIP ID **34430**

Stage
Child Project, Construction Stage 1
Phase
Construction

STIP	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$22,095,605	\$0	\$22,095,605
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phases TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$22,095,605</b>	<b>\$0</b>	<b>\$22,095,605</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$20,100,372	\$0	\$20,100,372
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$0	\$0	\$1,995,233	\$0	\$1,995,233
<b>Funding Totals</b>					
Federal TOTAL	\$0	\$0	\$20,100,372	\$0	\$20,100,372
All Funds TOTAL	\$0	\$0	\$22,095,605	\$0	\$22,095,605

<b>After 2027</b>
\$0
<b>If Parent: Funds Programmed in Child Projects</b>
<b>Prior Year Programming (AC+Fed+Match)</b>
\$0
<b>Details by STIP ID</b>

DOT Region	Location
Southcoast Region	Skagway Borough and Municipality
<b>Strategic Investment Area</b>	
State of Good Repair	

<b>Appropriation or Apportionment</b>	
National Highway Performance Program	
<b>Allocation or Suballocation</b>	
NHPP	
<b>Other Fund Details</b>	

<b>Construction Year(s)</b>	
2026	
<b>Work Type</b>	Bridge Rehabilitation, Pavement Rehabilitation
<b>Pavement Condition</b>	
<b>Current Condition</b>	<b>Expected Condition</b>
Fair	Good

<b>Advance Construction Prior Balance</b>			
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year

<b>Bridge Data (Bridge #, Year Built, Condition)</b>		
308	1974	Fair (6/9)

<b>Full Project Cost Estimate Details</b>				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
	\$0	\$0		Child Project: See Parent STIP ID

## Clondike Highway Rehabilitation: Skagway River Bridge to Canadian Border [Stage 2]

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

- 31310: (Parent Project Preconstruction Stage): Milepost 0-9.3 Design and Right-of-Way
- 34430: (Child Project Stage 1): Milepost 0-3.1 Including Skagway River Bridge #308 in 2026
- **34431: (Child Project Stage 2): Milepost 3.1-6.0 in 2027**
- 31310: (Parent Final Project Stage 3): Milepost 6.0-9.3 in 2029

## National Highway System

STIP ID **34431**

Stage
Child Project, Construction Stage 2
Phase
Construction

STIP	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$29,813,883	\$29,813,883
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phases TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$29,813,883</b>	<b>\$29,813,883</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$27,121,689	\$27,121,689
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$0	\$0	\$0	\$2,692,194	\$2,692,194
<b>Funding Totals</b>					
Federal TOTAL	\$0	\$0	\$0	\$27,121,689	\$27,121,689
All Funds TOTAL	\$0	\$0	\$0	\$29,813,883	\$29,813,883

After 2027
\$0
If Parent: Funds Programmed in Child Projects
Child Project
Prior Year Programming (AC+Fed+Match)
\$0
Details by STIP ID

DOT Region	Location
Southcoast Region	Skagway Borough and Municipality
Strategic Investment Area	
State of Good Repair	

Appropriation or Apportionment
National Highway Performance Program
Allocation or Suballocation
NHPP
Other Fund Details

Construction Year(s)	
2027	
Work Type	Pavement Rehabilitation
Pavement Condition	
Current Condition	Expected Condition
Fair	Good

Advance Construction Prior Balance			
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year

Bridge Data (Bridge #, Year Built, Condition)

Full Project Cost Estimate Details				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
	\$0	\$0		Child Project: See Parent STIP ID

# Knik Goose Bay Road Reconstruction: Fairview Loop to Settler's Bay [Parent and Final Construction]

Widen the Knik-Goose Bay Road to a divided 4-lane facility from Fairview Loop to Settler's Bay, a distance of 8.1 miles. Scope includes separated bike/ped facilities, appropriate safety engineering strategies such as rumble strips and reducing/combining access points that are determined to be most effective at reducing crashes along the road.

## National Highway System

STIP ID **24596**

**24596 [Parent Preconstruction Stage]: ROW remaining**

32298 [Stage 1] Centaur-MP 0.3 to Fairview Loop (under construction)

**24596 [Parent Final Stage 3] Fairview Loop to Settlers-MP 8.4 in 2026**

Stage
Parent Project, Preconstruction Stage, Construction Final Stage
Phase
ROW; Construction; Utilities

STIP	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$2,800,000	\$0	\$0	\$0	\$2,800,000
Construct (P4)	\$0	\$0	\$29,500,000	\$0	\$29,500,000
Utilities (P7)	\$0	\$0	\$10,500,000	\$0	\$10,500,000
<b>Phases TOTAL</b>	<b>\$2,800,000</b>	<b>\$0</b>	<b>\$40,000,000</b>	<b>\$0</b>	<b>\$42,800,000</b>
<b>Federal Funding</b>					
NHPP	\$2,547,160	\$0	\$36,388,000	\$0	\$38,935,160
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$252,840	\$0	\$3,612,000	\$0	\$3,864,840
<b>Funding Totals</b>					
<b>Federal TOTAL</b>	<b>\$2,547,160</b>	<b>\$0</b>	<b>\$36,388,000</b>	<b>\$0</b>	<b>\$38,935,160</b>
<b>All Funds TOTAL</b>	<b>\$2,800,000</b>	<b>\$0</b>	<b>\$40,000,000</b>	<b>\$0</b>	<b>\$42,800,000</b>

<b>After 2027</b>		
\$0		
<b>If Parent: Funds Programmed in Child Projects</b>		
\$0		
<b>Prior Year Programming (AC+Fed+Match)</b>		
\$26,519,717		
<b>Details by STIP ID</b>		
24596	P2	\$15,241,503
24596	P3	\$11,278,214

DOT Region	Location
Central Region	Wasilla
<b>Strategic Investment Area</b>	
Safety	

<b>Appropriation or Apportionment</b>	
National Highway Performance Program	
<b>Allocation or Suballocation</b>	
NHPP	
<b>Other Fund Details</b>	

<b>Construction Year(s)</b>	
2026	
<b>Work Type</b>	Pavement Reconstruction
<b>Pavement Condition</b>	
<b>Current Condition</b>	<b>Expected Condition</b>
Good	Good

<b>Advance Construction Prior Balance</b>			
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year

Bridge Data (Bridge #, Year Built, Condition)

<b>Full Project Cost Estimate Details</b>				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
4/15/2019	\$1,362,719	\$40,084,076		Engineer Pre-Project Estimate

## Knik Goose Bay Road Reconstruction: Fairview Loop to Settler's Bay [Stage 1]

Widen the Knik-Goose Bay Road to a divided 4-lane facility from Fairview Loop to Settler's Bay, a distance of 8.1 miles. Scope includes separated bike/ped facilities, appropriate safety engineering strategies such as rumble strips, and reducing/combining access points that are determined to be most effective at reducing crashes along the road.

24596 [Parent Preconstruction Stage]: ROW remaining

### 32298 [Stage 1] Centaur-MP 0.3 to Fairview Loop (under construction)

24596 [Parent Final Stage 3] Fairview Loop to Settlers-MP 8.4 in 2026

This project has been fully obligated and is included in the 2024-2027 Statewide Transportation Improvement Program (STIP) to facilitate project closeout and advance construction conversion.

## National Highway System

STIP ID **32298**

Stage
AC Conversion, Child Project, Construction Stage 1
Phase
AC Conversion

STIP	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$478,731	\$5,160,587	\$0	\$0	\$5,639,318
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phases TOTAL</b>	<b>\$478,731</b>	<b>\$5,160,587</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,639,318</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex	\$478,731				\$478,731
Bridge All	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
<b>Federal TOTAL</b>	<b>\$478,731</b>	<b>\$5,160,587</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,639,318</b>
<b>All Funds TOTAL</b>	<b>\$478,731</b>	<b>\$5,160,587</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,639,318</b>

After 2027		
\$0		
<b>If Parent: Funds Programmed in Child Projects</b>		
AC Conversion Only		
<b>Prior Year Programming (AC+Fed+Match)</b>		
\$75,088,457		
<b>Details by STIP ID</b>		
32298	P4	\$65,110,789
32298	P7	\$9,977,668

DOT Region	Location
Central Region	Wasilla
<b>Strategic Investment Area</b>	

Appropriation or Apportionment
Surface Transportation Block Grant
<b>Allocation or Suballocation</b>
STBG Flex; STBG 50-200
<b>Other Fund Details</b>

Construction Year(s)	
No Construction Year Identified	
Work Type	Pavement Reconstruction
Pavement Condition	
Current Condition	Expected Condition

Advance Construction Prior Balance				
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year	
32298	\$14,024,878	STBG 50-200	2028	
Full Project Cost Estimate Details				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
	\$0	\$0		Child Project: See Parent STIP ID

Bridge Data (Bridge #, Year Built, Condition)



# Parks Highway Milepost 52-57 Big Lake to Houston Reconstruction

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

## National Highway System

STIP ID **34172**

Stage
Single Project
Phase
Design; ROW; Construction; Utilities

STIP	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$3,000,000	\$0	\$0	\$0	\$3,000,000
ROW (P3)	\$50,000	\$0	\$0	\$0	\$50,000
Construct (P4)	\$0	\$0	\$28,000,000	\$0	\$28,000,000
Utilities (P7)	\$0	\$0	\$50,000	\$0	\$50,000
<b>Phases TOTAL</b>	<b>\$3,050,000</b>	<b>\$0</b>	<b>\$28,050,000</b>	<b>\$0</b>	<b>\$31,100,000</b>
<b>Federal Funding</b>					
NHPP	\$2,850,835	\$0	\$26,218,335	\$0	\$29,069,170
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$199,165	\$0	\$1,831,665	\$0	\$2,030,830
<b>Funding Totals</b>					
<b>Federal TOTAL</b>	<b>\$2,850,835</b>	<b>\$0</b>	<b>\$26,218,335</b>	<b>\$0</b>	<b>\$29,069,170</b>
<b>All Funds TOTAL</b>	<b>\$3,050,000</b>	<b>\$0</b>	<b>\$28,050,000</b>	<b>\$0</b>	<b>\$31,100,000</b>

After 2027
\$0
If Parent: Funds Programmed in Child Projects
Single Project
Prior Year Programming (AC+Fed+Match)
\$0
Details by STIP ID

DOT Region	Location
Central Region	Big Lake
Strategic Investment Area	
Safety	

Appropriation or Apportionment
National Highway Performance Program
Allocation or Suballocation
NHPP
Other Fund Details

Construction Year(s)	
2026	
Work Type	Pavement Reconstruction
Pavement Condition	
Current Condition	Expected Condition
Good	Good

Advance Construction Prior Balance			
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year

Bridge Data (Bridge #, Year Built, Condition)

Full Project Cost Estimate Details				
Date of Estimate	PreCon Adjusted for YOY	Construction Adjusted for YOY	Contingency Included (If Known)	Type of Estimate
	\$3,050,915	\$0		Not Available

# Parks Highway Milepost 57-70 Rehabilitation

Rehabilitate the Parks Highway and bridges between the Little Susitna River (MP 57) and Willow (MP 70). May include any needed safety and capacity improvements

## National Highway System

STIP ID **31270**

Stage
Single Project
Phase
Construction; Utilities

STIP	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion					\$0
Design (P2)					\$0
ROW (P3)					\$0
Construct (P4)	\$0	\$0	\$25,000,000	\$0	\$25,000,000
Utilities (P7)			\$100,000		\$100,000
<b>Phases TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,100,000</b>	<b>\$0</b>	<b>\$25,100,000</b>
<b>Federal Funding</b>					
NHPP			\$22,833,470		\$22,833,470
NHFP					\$0
STBG Flex					\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC					\$0
<b>Non-Federal Matching Funds</b>					
State Match			\$2,266,530		\$2,266,530
<b>Funding Totals</b>					
Federal TOTAL	\$0	\$0	\$22,833,470	\$0	\$22,833,470
All Funds TOTAL	\$0	\$0	\$25,100,000	\$0	\$25,100,000

<b>After 2027</b>		
\$0		
<b>If Parent: Funds Programmed in Child Projects</b>		
Single Project		
<b>Prior Year Programming (AC+Fed+Match)</b>		
\$2,093,757		
<b>Details by STIP ID</b>		
31270	P2	\$2,093,757

DOT Region	Location
Central Region	Houston
<b>Strategic Investment Area</b>	
State of Good Repair	

<b>Appropriation or Apportionment</b>	
National Highway Performance Program	
<b>Allocation or Suballocation</b>	
NHPP	
<b>Other Fund Details</b>	

<b>Construction Year(s)</b>	
2026	
Work Type	Pavement Rehabilitation
<b>Pavement Condition</b>	
Current Condition	Expected Condition

<b>Advance Construction Prior Balance</b>			
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year

<b>Bridge Data (Bridge #, Year Built, Condition)</b>		
7030	1961	No Rating or N/A

<b>Full Project Cost Estimate Details</b>				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
8/15/2022	\$0	\$0		Engineer Active Project Estimate

**Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement [SOGR 2018] [Stage 1]**

The Parks Highway Milepost 99-163 Drainage and Culvert Improvements project constructs improvements to drainage including culvert repair (bridge #7169), replacement, and new installations, as necessary to provide for adequate drainage. Proposed improvements will be constructed in logical stages.

**National Highway System**

**STIP ID 34442**

28291 [Parent Preconstruction Stage]

**34442 [Child Stage 1]: Culvert Replacement in 2024**

34443 [Child Stage 2]: Railroad Creek Bridge in 2024

34444 [Child Stage 3]: Construction in 2025

28291 [Parent Final Construction]: Construction in 2026

Stage
Child Project, Construction Stage 1
Phase
Construction; Utilities

STIP	2024	2025	2026	2027	2024-2027
Project Phases					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$11,800,000	\$0	\$0	\$0	\$11,800,000
Utilities (P7)	\$300,000	\$0	\$0	\$0	\$300,000
<b>Phases TOTAL</b>	<b>\$12,100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,100,000</b>
Federal Funding					
NHPP	\$11,301,400	\$0		\$0	\$11,301,400
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
Advance Construction					
AC	\$0	\$0	\$0	\$0	\$0
Non-Federal Matching Funds					
State Match	\$798,600	\$0		\$0	\$798,600
Funding Totals					
<b>Federal TOTAL</b>	<b>\$11,301,400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,301,400</b>
<b>All Funds TOTAL</b>	<b>\$12,100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,100,000</b>

After 2027
\$0
If Parent: Funds Programmed in Child Projects
Child Project
Prior Year Programming (AC+Fed+Match)
\$0
Details by STIP ID

DOT Region	Location
Central Region	Matanuska-Susitna Borough
Strategic Investment Area	
State of Good Repair	

Appropriation or Apportionment
National Highway Performance Program
Allocation or Suballocation
NHPP
Other Fund Details

Construction Year(s)	
2024	
Work Type	Pavement Reconstruction and Bridge Replacement
Pavement Condition	
Current Condition	Expected Condition

Advance Construction Prior Balance			
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year

Bridge Data (Bridge #, Year Built, Condition)		
7169	1967	Fair (5/9)

Full Project Cost Estimate Details				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
	\$0	\$0		Child Project: See Parent STIP ID

**Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement [SOG 2018] [Parent and Final Construction]**

**National Highway System**

**STIP ID 29914**

The Parks Highway Milepost 99-163 Drainage and Culvert Improvements project constructs improvements to drainage including culvert repair (bridge #7169), replacement, and new installations, as necessary to provide for adequate drainage. Proposed improvements will be constructed in logical stages.

**28291 [Parent Preconstruction Stage]**

34442 [Child Stage 1]: Culvert Replacement in 2024

34443 [Child Stage 2]: Railroad Creek Bridge in 2024

34444 [Child Stage 3]: Construction in 2025

**28291 [Parent Final Construction]: Construction in 2026**

Stage
Parent Project, Construction Final Stage
Phase
Design, ROW, Construction, Utilities, AC Conversion

STIP	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$1,868,000	\$0	\$0	\$1,868,000
Design (P2)	\$2,000,000	\$0	\$0	\$0	\$2,000,000
ROW (P3)	\$700,000	\$0	\$0	\$0	\$700,000
Construct (P4)	\$0	\$0	\$9,000,000	\$0	\$9,000,000
Utilities (P7)	\$0	\$0	\$300,000	\$0	\$300,000
<b>Phases TOTAL</b>	<b>\$2,700,000</b>	<b>\$1,868,000</b>	<b>\$9,300,000</b>	<b>\$0</b>	<b>\$13,868,000</b>
<b>Federal Funding</b>					
NHPP	\$2,521,800	\$1,744,712	\$8,686,200		\$12,952,712
NHFP	\$0	\$0	\$0		\$0
STBG Flex					\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$178,200	\$123,288	\$613,800		\$915,288
<b>Funding Totals</b>					
<b>Federal TOTAL</b>	<b>\$2,521,800</b>	<b>\$1,744,712</b>	<b>\$8,686,200</b>	<b>\$0</b>	<b>\$12,952,712</b>
<b>All Funds TOTAL</b>	<b>\$2,700,000</b>	<b>\$1,868,000</b>	<b>\$9,300,000</b>	<b>\$0</b>	<b>\$13,868,000</b>

After 2027		
\$0		
If Parent: Funds Programmed in Child Projects		
\$34,050,000		
Prior Year Programming (AC+Fed+Match)		
\$4,500,000		
Details by STIP ID		
29914	P2	\$4,500,000

DOT Region	Location
Central Region	Matanuska-Susitna Borough
Strategic Investment Area	
State of Good Repair	

Appropriation or Apportionment	
National Highway Performance Program	
Allocation or Suballocation	
NHPP	
Other Fund Details	

Construction Year(s)	
2026	
Work Type	Pavement Reconstruction and Bridge Replacement
Pavement Condition	
Current Condition	Expected Condition
Good	Good

**Bridge Data (Bridge #, Year Built, Condition)**

Advance Construction Prior Balance				
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year	
29914	\$1,868,000	NHPP	2024	
Full Project Cost Estimate Details				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
12/1/2023	\$2,700,000	\$43,389,027		Engineer Pre-Project Estimate

**Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement [SOG 2018] [Stage 2]**

The Parks Highway Milepost 99-163 Drainage and Culvert Improvements project constructs improvements to drainage including culvert repair (bridge #7169), replacement, and new installations, as necessary to provide for adequate drainage. Proposed improvements will be constructed in logical stages.

**National Highway System**

**STIP ID 34443**

28291 [Parent Preconstruction Stage]

34442 [Child Stage 1]: Culvert Replacement in 2024

**34443 [Child Stage 2]: Railroad Creek Bridge in 2024**

34444 [Child Stage 3]: Construction in 2025

28291 [Parent Final Construction]: Construction in 2026

Stage
Child Project, Construction Stage 2
Phase
Construction; Utilities

STIP	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$13,600,000	\$0	\$0	\$0	\$13,600,000
Utilities (P7)	\$50,000	\$0	\$0	\$0	\$50,000
<b>Phases TOTAL</b>	<b>\$13,650,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,650,000</b>
<b>Federal Funding</b>					
NHPP	\$3,409,100	\$0	\$0	\$0	\$3,409,100
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$9,340,000	\$0	\$0	\$0	\$9,340,000
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$900,900	\$0	\$0	\$0	\$900,900
<b>Funding Totals</b>					
<b>Federal TOTAL</b>	<b>\$12,749,100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,749,100</b>
<b>All Funds TOTAL</b>	<b>\$13,650,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,650,000</b>

<b>After 2027</b>
\$0
<b>If Parent: Funds Programmed in Child Projects</b>
Child Project
<b>Prior Year Programming (AC+Fed+Match)</b>
\$0
<b>Details by STIP ID</b>

DOT Region	Location
Central Region	Matanuska-Susitna Borough
<b>Strategic Investment Area</b>	
State of Good Repair	

<b>Appropriation or Apportionment</b>	
National Highway Performance Program; Bridge Program	
<b>Allocation or Suballocation</b>	
NHPP; Bridge INFRA	
<b>Other Fund Details</b>	

<b>Construction Year(s)</b>	
2024	
Work Type	Pavement Reconstruction and Bridge Replacement
<b>Pavement Condition</b>	
Current Condition	Expected Condition

<b>Advance Construction Prior Balance</b>			
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year

Bridge Data (Bridge #, Year Built, Condition)

<b>Full Project Cost Estimate Details</b>				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
	\$0	\$0		Child Project: See Parent STIP ID



**Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement [SOG 2018] [Stage 3]**

The Parks Highway Milepost 99-163 Drainage and Culvert Improvements project constructs improvements to drainage including culvert repair (bridge #7169), replacement, and new installations, as necessary to provide for adequate drainage. Proposed improvements will be constructed in logical stages.

**National Highway System**

**STIP ID 34444**

28291 [Parent Preconstruction Stage]

34442 [Child Stage 1]: Culvert Replacement in 2024

34443 [Child Stage 2]: Railroad Creek Bridge in 2024

**34444 [Child Stage 3]: Construction in 2025**

28291 [Parent Final Construction]: Construction in 2026

Stage
Child Project, Construction Stage 4
Phase
Construction; Utilities

STIP	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$8,000,000	\$0	\$0	\$8,000,000
Utilities (P7)	\$0	\$300,000		\$0	\$300,000
<b>Phases TOTAL</b>	<b>\$0</b>	<b>\$8,300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,300,000</b>
<b>Federal Funding</b>					
NHPP		\$7,752,200		\$0	\$7,752,200
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match		\$547,800		\$0	\$547,800
<b>Funding Totals</b>					
<b>Federal TOTAL</b>	<b>\$0</b>	<b>\$7,752,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,752,200</b>
<b>All Funds TOTAL</b>	<b>\$0</b>	<b>\$8,300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,300,000</b>

<b>After 2027</b>
\$0
<b>If Parent: Funds Programmed in Child Projects</b>
Child Project
<b>Prior Year Programming (AC+Fed+Match)</b>
\$0
<b>Details by STIP ID</b>

DOT Region	Location
Central Region	Matanuska-Susitna Borough
<b>Strategic Investment Area</b>	
State of Good Repair	

<b>Appropriation or Apportionment</b>	
National Highway Performance Program	
<b>Allocation or Suballocation</b>	
NHPP	
<b>Other Fund Details</b>	

<b>Construction Year(s)</b>	
2025	
Work Type	Pavement Reconstruction and Bridge Replacement
<b>Pavement Condition</b>	
Current Condition	Expected Condition

<b>Advance Construction Prior Balance</b>			
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year

Bridge Data (Bridge #, Year Built, Condition)

<b>Full Project Cost Estimate Details</b>				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
	\$0	\$0		Child Project: See Parent STIP ID

# Parks Highway Milepost 303-306 Rehabilitation

Rehabilitate 1,400 feet of the Parks Highway between Mileposts 303-306. Construct intersection and pedestrian safety improvements.

## National Highway System

STIP ID **34304**

Stage
Single Project
Phase
Design; ROW; Construction; Utilities

STIP	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$250,000	\$0	\$0	\$0	\$250,000
ROW (P3)		\$20,000	\$0	\$0	\$20,000
Construct (P4)	\$0	\$0	\$3,200,000	\$0	\$3,200,000
Utilities (P7)	\$0		\$100,000	\$0	\$100,000
<b>Phases TOTAL</b>	<b>\$250,000</b>	<b>\$20,000</b>	<b>\$3,300,000</b>	<b>\$0</b>	<b>\$3,570,000</b>
<b>Federal Funding</b>					
NHPP	\$233,500	\$18,680	\$3,082,200	\$0	\$3,334,380
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$16,500	\$1,320	\$217,800	\$0	\$235,620
<b>Funding Totals</b>					
<b>Federal TOTAL</b>	<b>\$233,500</b>	<b>\$18,680</b>	<b>\$3,082,200</b>	<b>\$0</b>	<b>\$3,334,380</b>
<b>All Funds TOTAL</b>	<b>\$250,000</b>	<b>\$20,000</b>	<b>\$3,300,000</b>	<b>\$0</b>	<b>\$3,570,000</b>

After 2027
\$0
If Parent: Funds Programmed in Child Projects
Single Project
Prior Year Programming (AC+Fed+Match)
\$0
Details by STIP ID

DOT Region	Location
Northern Region	Nenana
Strategic Investment Area	
Economic Vitality	

Appropriation or Apportionment
National Highway Performance Program
Allocation or Suballocation
NHPP
Other Fund Details

Construction Year(s)	
2026	
Work Type	Pavement Rehabilitation
Pavement Condition	
Current Condition	Expected Condition
Fair	Good

Advance Construction Prior Balance			
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year

Bridge Data (Bridge #, Year Built, Condition)

Full Project Cost Estimate Details				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
2/24/2024	\$270,000	\$3,301,980	0%	Engineer Pre-Project Estimate

## Parks Highway Milepost 315-325 Reconstruction [Parent and Final Construction]

Reconstruct the Parks Highway from Milepost 319 to Milepost 325 (Fairbanks North Star Borough Boundary), including the replacement of Little Goldstream Creek Bridge #678 at Milepost 315. The project will include bridge work, roadside hardware, drainage improvements, and utilities. Proposed improvements will be constructed in logical stages.

## National Highway System

**STIP ID** **22335**

22335 [Parent Preconstruction Stage]: *Completed*

31278 [Child Stage 1 ]: Bridge #678 *Completed*

34441 [Child Stage 2]: Milepost 322-325

**22335 [Parent Final Stage 3]: Milepost 319-322**

Stage
Parent Project, Construction Final Stage
Phase
Construction

STIP	2024	2025	2026	2027	2024-2027
Project Phases					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$55,000,000	\$0	\$55,000,000
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phases TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$55,000,000</b>	<b>\$0</b>	<b>\$55,000,000</b>
Federal Funding					
NHPP	\$0	\$0	\$51,370,000	\$0	\$51,370,000
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
Advance Construction					
AC	\$0	\$0	\$0	\$0	\$0
Non-Federal Matching Funds					
State Match	\$0	\$0	\$3,630,000	\$0	\$3,630,000
Funding Totals					
<b>Federal TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$51,370,000</b>	<b>\$0</b>	<b>\$51,370,000</b>
<b>All Funds TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$55,000,000</b>	<b>\$0</b>	<b>\$55,000,000</b>

After 2027		
\$0		
If Parent: Funds Programmed in Child Projects		
\$47,000,000		
Prior Year Programming (AC+Fed+Match)		
\$7,457,947		
Details by STIP ID		
22335	P2	\$6,945,655
22335	P3	\$512,292

DOT Region	Location
Northern Region	Nenana
Strategic Investment Area	
State of Good Repair	

Appropriation or Apportionment
National Highway Performance Program
Allocation or Suballocation
NHPP
Other Fund Details

Construction Year(s)	
2026	
Work Type	Pavement Reconstruction
Pavement Condition	
Current Condition	Expected Condition
<span style="background-color: #FFD700; border-radius: 50%; padding: 2px;">Fair</span>	<span style="background-color: #008000; color: white; border-radius: 50%; padding: 2px;">Good</span>

Advance Construction Prior Balance			
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year

Bridge Data (Bridge #, Year Built, Condition)		
678	2021	<span style="background-color: #008000; color: white; border-radius: 10px; padding: 2px;">Good (9/9)</span>

Full Project Cost Estimate Details				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
	\$0	\$95,931,828		<span style="background-color: #0000FF; color: white; border-radius: 10px; padding: 2px;">Engineer Pre-Project Estimate</span>

## Parks Highway Milepost 315-325 Reconstruction [Stage 2]

Reconstruct the Parks Highway from Milepost 319 to Milepost 325 (Fairbanks North Star Borough Boundary), including the replacement of Little Goldstream Creek Bridge #678 at Milepost 315. The project will include bridge work, roadside hardware, drainage improvements, and utilities. Proposed improvements will be constructed in logical stages.

22335 [Parent Preconstruction Stage]: *Completed*

31278 [Child Stage 1 ]: *Bridge #678 Completed*

**34441 [Child Stage 2]: Milepost 322-325**

22335 [Parent Final Stage 3]: Milepost 319-322

## National Highway System

STIP ID **34441**

Stage
Child Project, Construction Stage 2
Phase
Construction; Utilities

STIP	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$45,000,000	\$0	\$0	\$45,000,000
Utilities (P7)	\$0	\$2,000,000	\$0	\$0	\$2,000,000
<b>Phases TOTAL</b>	<b>\$0</b>	<b>\$47,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$47,000,000</b>
<b>Federal Funding</b>					
NHPP	\$0	\$43,898,000	\$0	\$0	\$43,898,000
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$0	\$3,102,000	\$0	\$0	\$3,102,000
<b>Funding Totals</b>					
<b>Federal TOTAL</b>	<b>\$0</b>	<b>\$43,898,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$43,898,000</b>
<b>All Funds TOTAL</b>	<b>\$0</b>	<b>\$47,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$47,000,000</b>

After 2027
\$0
If Parent: Funds Programmed in Child Projects
Child Project
Prior Year Programming (AC+Fed+Match)
Details by STIP ID

DOT Region	Location
Northern Region	Nenana
Strategic Investment Area	
State of Good Repair	

Appropriation or Apportionment
National Highway Performance Program
Allocation or Suballocation
NHPP
Other Fund Details

Construction Year(s)	
2025	
Work Type	Pavement Reconstruction
Pavement Condition	
Current Condition	Expected Condition

Advance Construction Prior Balance			
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year

Full Project Cost Estimate Details				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
	\$0	\$0		Child Project: See Parent STIP ID

Bridge Data (Bridge #, Year Built, Condition)		
678	2021	Good (9/9)

# Quartz Creek Bridge Replacement

Remove and replace the Quartz Creek Bridge. This project has been fully obligated and is included in the 2024-2027 Statewide Transportation Improvement Program (STIP) to facilitate project closeout and advance construction conversion.

# National Highway System

**STIP ID 33018**

Stage
AC Conversion
Phase
AC Conversion

STIP	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$6,196,596	\$0	\$0	\$0	\$6,196,596
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phases TOTAL</b>	<b>\$6,196,596</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,196,596</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$6,196,596	\$0	\$0	\$0	\$6,196,596
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
<b>Federal TOTAL</b>	<b>\$6,196,596</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,196,596</b>
<b>All Funds TOTAL</b>	<b>\$6,196,596</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,196,596</b>

After 2027		
\$0		
If Parent: Funds Programmed in Child Projects		
AC Conversion Only		
Prior Year Programming (AC+Fed+Match)		
\$11,075,283		
Details by STIP ID		
33018	P2	\$686,436
33018	P4	\$10,388,847

DOT Region	Location
Central Region	Soldotna
Strategic Investment Area	
State of Good Repair	

Appropriation or Apportionment	
Bridge Program	
Allocation or Suballocation	
Bridge HIP	
Other Fund Details	

Construction Year(s)	
No Construction Year Identified	
Work Type	Bridge Replacement
Pavement Condition	
Current Condition	Expected Condition

Advance Construction Prior Balance			
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year
33018	\$506,000	STBG BR OFF SYS	2024

Full Project Cost Estimate Details				
Date of Estimate	PreCon Adjusted for YOY	Construction Adjusted for YOY	Contingency Included (If Known)	Type of Estimate
	\$0	\$0		AC Conversion

Bridge Data (Bridge #, Year Built, Condition)



## Richardson Highway Milepost 148-173 Reconstruction [Parent and Final Construction]

Reconstruct the Richardson Highway between Milepost 148-173, and replace bridge #576. The project will include bridge work, roadside hardware, drainage improvements, and utility relocations. The project will be completed in three stages.

2119 (STIP 2016-2019): Parent Project: Preconstruction *Completed*

2117 (Child Project Stage 1): Milepost 148-159 *Completed*

2118 (Child Project Stage 2): Milepost 159-167 and bridge #576 *Completed*

2119 (Parent Project Stage 3): Milepost 168-173 in 2025

## National Highway System

STIP ID **2119**

Stage
Parent Project, Construction Final Stage
Phase
Construction

STIP	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$40,000,000	\$0	\$0	\$40,000,000
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phases TOTAL</b>	<b>\$0</b>	<b>\$40,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$40,000,000</b>
<b>Federal Funding</b>					
NHPP	\$0	\$36,388,000	\$0	\$0	\$36,388,000
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$0	\$3,612,000	\$0	\$0	\$3,612,000
<b>Funding Totals</b>					
Federal TOTAL	\$0	\$36,388,000	\$0	\$0	\$36,388,000
All Funds TOTAL	\$0	\$40,000,000	\$0	\$0	\$40,000,000

After 2027		
\$0		
<b>If Parent: Funds Programmed in Child Projects</b>		
\$0		
<b>Prior Year Programming (AC+Fed+Match)</b>		
\$46,747,365		
<b>Details by STIP ID</b>		
2118	P4	\$40,060,165
24938	P2	\$5,322,322
24938	P3	\$522,725
24938	P7	\$842,153

DOT Region	Location
Northern Region	Gakona
<b>Strategic Investment Area</b>	
State of Good Repair	

Appropriation or Apportionment	
National Highway Performance Program	
<b>Allocation or Suballocation</b>	
NHPP	
<b>Other Fund Details</b>	

Construction Year(s)	
2025	
Work Type	Pavement Reconstruction
Pavement Condition	
Current Condition	Expected Condition
Fair	Good

Advance Construction Prior Balance			
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year

Bridge Data (Bridge #, Year Built, Condition)

Full Project Cost Estimate Details				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
3/2/2023	\$0	\$36,446,896		Engineer Active Project Estimate

## Richardson Highway Milepost 214-218 Reconstruction

Replace Upper Miller Creek Bridge #581, Lower Miller Creek Bridge #582, and Castner Creek Bridge #583 and reconstruct the Richardson Highway from MP 214-218. Work includes roadside hardware, utilities, and drainage improvements. **This project has been fully obligated and is included in the 2024-2027 Statewide Transportation Improvement Program (STIP) to facilitate project closeout and advance construction conversion.**

## National Highway System

STIP ID **33420**

Stage
AC Conversion
Phase
AC Conversion

STIP	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$1,137,125	\$0	\$1,137,125
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phases TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,137,125</b>	<b>\$0</b>	<b>\$1,137,125</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$1,137,125	\$0	\$1,137,125
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
Federal TOTAL	\$0	\$0	\$1,137,125	\$0	\$1,137,125
All Funds TOTAL	\$0	\$0	\$1,137,125	\$0	\$1,137,125

After 2027
\$0
If Parent: Funds Programmed in Child Projects
AC Conversion Only
Prior Year Programming (AC+Fed+Match)
\$1,250,000
Details by STIP ID
33420    P2    \$1,250,000

DOT Region	Location
Northern Region	Copper Center
Strategic Investment Area	

Appropriation or Apportionment
National Highway Performance Program
Allocation or Suballocation
NHPP
Other Fund Details

Construction Year(s)
No Construction Year Identified
Work Type
Pavement Reconstruction
Pavement Condition
<b>Current Condition</b> <b>Expected Condition</b>

Advance Construction Prior Balance				
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year	
33420	\$1,137,125	NHPP	2026	
Full Project Cost Estimate Details				
Date of Estimate	PreCon Adjusted for YOY	Construction Adjusted for YOY	Contingency Included (If Known)	Type of Estimate
	\$0	\$0		AC Conversion

Bridge Data (Bridge #, Year Built, Condition)

# Richardson Highway Milepost 275-295 Rehabilitation

Rehabilitate the Richardson Highway between Milepost 275-295. Project includes work on Shaw Creek Bridge #525, drainage improvements, and roadside hardware.

## National Highway System

STIP ID **33720**

Stage
Single Project
Phase
Design

STIP	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$1,500,000	\$0	\$0	\$1,500,000
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phases TOTAL</b>	<b>\$0</b>	<b>\$1,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,500,000</b>
<b>Federal Funding</b>					
NHPP	\$0	\$1,401,000	\$0	\$0	\$1,401,000
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$0	\$99,000	\$0	\$0	\$99,000
<b>Funding Totals</b>					
Federal TOTAL	\$0	\$1,401,000	\$0	\$0	\$1,401,000
All Funds TOTAL	\$0	\$1,500,000	\$0	\$0	\$1,500,000

<b>After 2027</b>		
\$40,100,000		
<b>If Parent: Funds Programmed in Child Projects</b>		
Single Project		
<b>Prior Year Programming (AC+Fed+Match)</b>		
\$1,200,000		
<b>Details by STIP ID</b>		
33720	P2	\$1,200,000

DOT Region	Location
Northern Region	Delta Junction
<b>Strategic Investment Area</b>	
State of Good Repair	

<b>Appropriation or Apportionment</b>	
National Highway Performance Program	
<b>Allocation or Suballocation</b>	
NHPP	
<b>Other Fund Details</b>	

<b>Construction Year(s)</b>	
2028-2030	
<b>Work Type</b>	Bridge Rehabilitation, Pavement Rehabilitation
<b>Pavement Condition</b>	
<b>Current Condition</b>	<b>Expected Condition</b>
Fair	Good

<b>Advance Construction Prior Balance</b>			
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year

<b>Bridge Data (Bridge #, Year Built, Condition)</b>		
525	2011	Good (8/9)

<b>Full Project Cost Estimate Details</b>				
Date of Estimate	PreCon Adjusted for YOY	Construction Adjusted for YOY	Contingency Included (If Known)	Type of Estimate
	\$1,901,140	\$32,348,479		Engineer Pre-Project Estimate

## Seward Highway and Sterling Highway Intersection Improvements [Stage 1]

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

- 33741 [Parent Preconstruction Stage]
- **34460 [Child Stage 1]: Construction in 2027**
- 33741 [Parent Final Stage]: Construction in 2028

## National Highway System

STIP ID **34460**

Stage
Child Project, Construction Stage 1
Phase
Construction; Utilities

STIP	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$25,000,000	\$25,000,000
Utilities (P7)	\$0	\$0	\$0	\$200,000	\$200,000
<b>Phases TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,200,000</b>	<b>\$25,200,000</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$23,536,800	\$23,536,800
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$0	\$0	\$0	\$1,663,200	\$1,663,200
<b>Funding Totals</b>					
<b>Federal TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$23,536,800</b>	<b>\$23,536,800</b>
<b>All Funds TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,200,000</b>	<b>\$25,200,000</b>

After 2027
\$0
If Parent: Funds Programmed in Child Projects
Child Project
Prior Year Programming (AC+Fed+Match)
Details by STIP ID

DOT Region	Location
Central Region	Kenai Peninsula Borough
Strategic Investment Area	
Safety	

Appropriation or Apportionment
National Highway Performance Program
Allocation or Suballocation
NHPP
Other Fund Details

Construction Year(s)	
2027	
Work Type	Pavement Reconstruction
Pavement Condition	
Current Condition	Expected Condition

Advance Construction Prior Balance			
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year

Bridge Data (Bridge #, Year Built, Condition)

Full Project Cost Estimate Details				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
	\$0	\$0		Child Project: See Parent STIP ID

# Seward Highway and Sterling Highway Intersection Improvements SOGR 2018 [Parent and Final Construction]

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

- 33741 [Parent Preconstruction Stage]
- 34460 [Child Stage 1]: Construction in 2027
- 33741 [Parent Final Stage]: Construction in 2028

## National Highway System

STIP ID **33741**

Stage
Parent Project, Preconstruction Stage
Phase
Design; ROW

STIP	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Design (P2)		\$400,000	\$0	\$0	\$400,000
ROW (P3)		\$0	\$1,000,000	\$0	\$1,000,000
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phases TOTAL</b>	<b>\$0</b>	<b>\$400,000</b>	<b>\$1,000,000</b>	<b>\$0</b>	<b>\$1,400,000</b>
<b>Federal Funding</b>					
NHPP		\$373,600	\$934,000	\$0	\$1,307,600
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match		\$26,400	\$66,000	\$0	\$92,400
<b>Funding Totals</b>					
Federal TOTAL	\$0	\$373,600	\$934,000	\$0	\$1,307,600
All Funds TOTAL	\$0	\$400,000	\$1,000,000	\$0	\$1,400,000

After 2027
\$10,000,000
If Parent: Funds Programmed in Child Projects
\$25,200,000
Prior Year Programming (AC+Fed+Match)
\$2,000,000
Details by STIP ID
33741    P2    \$2,000,000

DOT Region	Location
Central Region	Kenai Peninsula Borough
Strategic Investment Area	
Safety	

Appropriation or Apportionment
National Highway Performance Program
Allocation or Suballocation
NHPP
Other Fund Details

Construction Year(s)	
2028-2030	
Work Type	Pavement Reconstruction
Pavement Condition	
Current Condition	Expected Condition
Good	Good

Advance Construction Prior Balance			
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year

Bridge Data (Bridge #, Year Built, Condition)

Full Project Cost Estimate Details				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
8/15/2022	\$1,400,840	\$35,463,768		Engineer Pre-Project Estimate



## Seward Highway Milepost 14 Railroad Crossing Reconstruction [Parent and Final Stage]

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

## National Highway System

STIP ID **33247**

Stage
Parent Project, Construction Final Stage
Phase
Construction; Utilities

STIP	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$20,000,000	\$0	\$0	\$20,000,000
Utilities (P7)	\$0	\$150,000	\$0	\$0	\$150,000
<b>Phases TOTAL</b>	<b>\$0</b>	<b>\$20,150,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,150,000</b>
<b>Federal Funding</b>					
NHPP	\$0	\$18,330,455	\$0	\$0	\$18,330,455
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$0	\$1,819,545	\$0	\$0	\$1,819,545
<b>Funding Totals</b>					
Federal TOTAL	\$0	\$18,330,455	\$0	\$0	\$18,330,455
All Funds TOTAL	\$0	\$20,150,000	\$0	\$0	\$20,150,000

After 2027
\$0
If Parent: Funds Programmed in Child Projects
\$0
Prior Year Programming (AC+Fed+Match)
\$3,000,000
Details by STIP ID
33247    P2    \$3,000,000

DOT Region	Location
Central Region	Seward
Strategic Investment Area	
Safety	

Appropriation or Apportionment
National Highway Performance Program
Allocation or Suballocation
NHPP
Other Fund Details

Construction Year(s)	
2025	
Work Type	Pavement Reconstruction
Pavement Condition	
Current Condition	Expected Condition
Fair	Good

Advance Construction Prior Balance			
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year

Bridge Data (Bridge #, Year Built, Condition)		
4054	2000	Good (7/9)

Full Project Cost Estimate Details				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
4/20/2022	\$0	\$20,168,140		Engineer Pre-Project Estimate

## Seward Highway Milepost 25.5-37 Rehabilitation

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

## National Highway System

STIP ID **2620**

Stage
Single Project
Phase
ROW

STIP	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$9,000,000	\$0	\$0	\$0	\$9,000,000
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phases TOTAL</b>	<b>\$9,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,000,000</b>
<b>Federal Funding</b>					
NHPP	\$8,187,300	\$0	\$0	\$0	\$8,187,300
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$812,700	\$0	\$0	\$0	\$812,700
<b>Funding Totals</b>					
<b>Federal TOTAL</b>	<b>\$8,187,300</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,187,300</b>
<b>All Funds TOTAL</b>	<b>\$9,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,000,000</b>

<b>After 2027</b>		
\$78,200,000		
<b>If Parent: Funds Programmed in Child Projects</b>		
Single Project		
<b>Prior Year Programming (AC+Fed+Match)</b>		
\$14,855,500		
<b>Details by STIP ID</b>		
2620	P2	\$5,925,000
2620	P3	\$8,930,500

DOT Region	Location
Central Region	Moose Pass
<b>Strategic Investment Area</b>	
Safety	

<b>Appropriation or Apportionment</b>	
National Highway Performance Program	
<b>Allocation or Suballocation</b>	
NHPP	
<b>Other Fund Details</b>	

<b>Construction Year(s)</b>	
2028-2030	
Work Type	Pavement Rehabilitation
<b>Pavement Condition</b>	
Current Condition	Expected Condition
Fair	Good

<b>Advance Construction Prior Balance</b>			
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year

Bridge Data (Bridge #, Year Built, Condition)

<b>Full Project Cost Estimate Details</b>				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
4/10/2023	\$9,000,000	\$78,340,866		Engineer Pre-Project Estimate

## South Tongass Highway and Water Street Viaduct Improvements [Parent and Final Construction]

Rehabilitate pavement and make improvements to the Tongass Avenue and Water Street Viaduct structures (Bridges #997 and #797) and the South Tongass Highway Tunnel Bridge #1130 in Ketchikan. This project will address the substructure and rehabilitate existing roadways, ADA facilities, drainage facilities, and traffic appurtenances.

- **31719 [Parent Preconstruction and Final Construction]:** Preconstruction, pavement rehabilitation, and paving in 2028 (\$2.3m)
- 34457 [Child Stage 1]: Early Work Package
- 34458 [Child Stage 2]: Bridge removal and replacement, utility relocation segment
- 34459 [Child Stage 3]: Bridge removal and replacement segment 2 in 2027 (\$11m)

## National Highway System

**STIP ID** **31719**

Stage
Parent Project, Preconstruction Stage
Phase
Design; ROW

STIP	2024	2025	2026	2027	2024-2027
Project Phases					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$1,700,000	\$1,500,000	\$3,000,000	\$0	\$6,200,000
ROW (P3)	\$0		\$2,000,000	\$0	\$2,000,000
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phases TOTAL</b>	<b>\$1,700,000</b>	<b>\$1,500,000</b>	<b>\$5,000,000</b>	<b>\$0</b>	<b>\$8,200,000</b>
Federal Funding					
NHPP	\$0	\$0	\$4,548,500	\$0	\$4,548,500
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$1,546,490	\$1,364,550	\$0	\$0	\$2,911,040
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
Advance Construction					
AC	\$0	\$0	\$0	\$0	\$0
Non-Federal Matching Funds					
State Match	\$153,510	\$135,450	\$451,500	\$0	\$740,460
Funding Totals					
<b>Federal TOTAL</b>	<b>\$1,546,490</b>	<b>\$1,364,550</b>	<b>\$4,548,500</b>	<b>\$0</b>	<b>\$7,459,540</b>
<b>All Funds TOTAL</b>	<b>\$1,700,000</b>	<b>\$1,500,000</b>	<b>\$5,000,000</b>	<b>\$0</b>	<b>\$8,200,000</b>

After 2027		
\$13,300,000		
If Parent: Funds Programmed in Child Projects		
\$32,500,000		
Prior Year Programming (AC+Fed+Match)		
\$4,519,155		
Details by STIP ID		
31719	P2	\$4,519,155

DOT Region	Location
Southcoast Region	Ketchikan
Strategic Investment Area	
State of Good Repair	

Appropriation or Apportionment	
National Highway Performance Program; Bridge Program	
Allocation or Suballocation	
NHPP; Bridge INFRA	
Other Fund Details	

Construction Year(s)	
2028-2030	
Work Type	Bridge Replacement
Pavement Condition	
Current Condition	Expected Condition
<span style="background-color: #FFD700; border-radius: 50%; padding: 2px;">Fair</span>	<span style="background-color: #008000; color: white; border-radius: 50%; padding: 2px;">Good</span>

Advance Construction Prior Balance			
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year

Full Project Cost Estimate Details				
Date of Estimate	PreCon Adjusted for YOY	Construction Adjusted for YOY	Contingency Included (If Known)	Type of Estimate
12/15/2023	\$8,207,382	\$53,829,481	25%	Engineer Pre-Project Estimate

Bridge Data (Bridge #, Year Built, Condition)		
997	1956	<span style="background-color: #FFD700; border-radius: 10px; padding: 2px;">Fair (6/9)</span>
797	1955	<span style="background-color: #FF0000; color: white; border-radius: 10px; padding: 2px;">Poor (4/9)</span>
1130	1954	<span style="background-color: #808080; border-radius: 10px; padding: 2px;">No Rating or N/A</span>

## South Tongass Highway and Water Street Viaduct Improvements [Stage 1]

Rehabilitate pavement and make improvements to the Tongass Avenue and Water Street Viaduct structures (Bridges #997 and #797) and the South Tongass Highway Tunnel Bridge #1130 in Ketchikan. This project will address the substructure and rehabilitate existing roadways, ADA facilities, drainage facilities, and traffic appurtenances.

- 31719 [Parent Preconstruction and Final Construction]: Preconstruction, pavement rehabilitation, and paving
- **34457 [Child Stage 1]: Early Work Package**
- 34458 [Child Stage 2]: Bridge removal and replacement, utility relocation segment 1
- 34459 [Child Stage 3]: Bridge removal and replacement segment 2

## National Highway System

**STIP ID** 34457

Stage
Child Project, Construction Stage 1
Phase
Construction; Utilities

STIP	2024	2025	2026	2027	2024-2027
Project Phases					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$2,000,000	\$0	\$2,000,000
Utilities (P7)	\$0	\$0	\$2,000,000	\$0	\$2,000,000
<b>Phases TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,000,000</b>	<b>\$0</b>	<b>\$4,000,000</b>
Federal Funding					
NHPP	\$0	\$0	\$3,638,800	\$0	\$3,638,800
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
Advance Construction					
AC	\$0	\$0	\$0	\$0	\$0
Non-Federal Matching Funds					
State Match	\$0	\$0	\$361,200	\$0	\$361,200
Funding Totals					
<b>Federal TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,638,800</b>	<b>\$0</b>	<b>\$3,638,800</b>
<b>All Funds TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,000,000</b>	<b>\$0</b>	<b>\$4,000,000</b>

After 2027
\$0
If Parent: Funds Programmed in Child Projects
Child Project
Prior Year Programming (AC+Fed+Match)
Details by STIP ID

DOT Region	Location
Southcoast Region	Ketchikan
Strategic Investment Area	
State of Good Repair	

Appropriation or Apportionment
National Highway Performance Program
Allocation or Suballocation
NHPP
Other Fund Details

Construction Year(s)	
2026	
Work Type	Bridge Replacement
Pavement Condition	
Current Condition	Expected Condition

Advance Construction Prior Balance			
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year

Full Project Cost Estimate Details				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
	\$0	\$0		Child Project: See Parent STIP ID

Bridge Data (Bridge #, Year Built, Condition)		
997	1956	Fair (6/9)
797	1955	Poor (4/9)
1130	1954	No Rating or N/A

## South Tongass Highway and Water Street Viaduct Improvements [Stage 2]

Rehabilitate pavement and make improvements to the Tongass Avenue and Water Street Viaduct structures (Bridges #997 and #797) and the South Tongass Highway Tunnel Bridge #1130 in Ketchikan. This project will address the substructure and rehabilitate existing roadways, ADA facilities, drainage facilities, and traffic appurtenances.

- 31719 [Parent Preconstruction and Final Construction]: Preconstruction, pavement rehabilitation, and paving
- 34457 [Child Stage 1]: Early Work Package
- **34458 [Child Stage 2]: Bridge removal and replacement, utility relocation segment 1**
- 34459 [Child Stage 3]: Bridge removal and replacement segment 2

## National Highway System

STIP ID **34458**

Stage
Child Project, Construction Stage 2
Phase
Construction

STIP	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$28,500,000	\$28,500,000
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phases TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$28,500,000</b>	<b>\$28,500,000</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$5,793,040	\$5,793,040
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$0	\$0	\$0	\$20,133,410	\$20,133,410
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$0	\$0	\$0	\$2,573,550	\$2,573,550
<b>Funding Totals</b>					
<b>Federal TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,926,450</b>	<b>\$25,926,450</b>
<b>All Funds TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$28,500,000</b>	<b>\$28,500,000</b>

After 2027
\$0
If Parent: Funds Programmed in Child Projects
Child Project
Prior Year Programming (AC+Fed+Match)
Details by STIP ID

DOT Region	Location
Southcoast Region	Ketchikan
Strategic Investment Area	
State of Good Repair	

Appropriation or Apportionment
National Highway Performance Program; Bridge Program
Allocation or Suballocation
NHPP; Bridge INFRA
Other Fund Details

Construction Year(s)	
2027	
Work Type	Bridge Replacement
Pavement Condition	
Current Condition	Expected Condition

Advance Construction Prior Balance			
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year

Full Project Cost Estimate Details				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
	\$0	\$0		Child Project: See Parent STIP ID

Bridge Data (Bridge #, Year Built, Condition)		
997	1956	Fair (6/9)
797	1955	Poor (4/9)
1130	1954	No Rating or N/A



# South Tongass Highway Hoadley Creek Bridge Replacement

Replace Hoadley Creek Bridge (Bridge #725) on South Tongass Highway in Ketchikan.

## National Highway System

STIP ID **31718**

Stage
Single Project
Phase
Design; ROW

STIP	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$400,000	\$0	\$0	\$400,000
ROW (P3)	\$0	\$0	\$100,000	\$0	\$100,000
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phases TOTAL</b>	<b>\$0</b>	<b>\$400,000</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$500,000</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$0	\$363,880	\$90,970	\$0	\$454,850
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$0	\$36,120	\$9,030	\$0	\$45,150
<b>Funding Totals</b>					
Federal TOTAL	\$0	\$363,880	\$90,970	\$0	\$454,850
All Funds TOTAL	\$0	\$400,000	\$100,000	\$0	\$500,000

<b>After 2027</b>		
\$5,710,000		
<b>If Parent: Funds Programmed in Child Projects</b>		
Single Project		
<b>Prior Year Programming (AC+Fed+Match)</b>		
\$189,000		
<b>Details by STIP ID</b>		
31718	P2	\$189,000

DOT Region	Location
Southcoast Region	Ketchikan
<b>Strategic Investment Area</b>	
State of Good Repair	

<b>Appropriation or Apportionment</b>	
Bridge Program	
<b>Allocation or Suballocation</b>	
Bridge HIP	
<b>Other Fund Details</b>	

<b>Construction Year(s)</b>	
2028-2030	
<b>Work Type</b>	Bridge Replacement
<b>Pavement Condition</b>	
<b>Current Condition</b>	<b>Expected Condition</b>

<b>Advance Construction Prior Balance</b>			
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year

<b>Bridge Data (Bridge #, Year Built, Condition)</b>		
725	1957	Poor (4/9)

<b>Full Project Cost Estimate Details</b>				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
2/1/2023	\$500,300	\$5,812,007	25%	Not Available

## South Tongass Highway Improvements

Resurface pavement and construct improvements along South Tongass Highway between Hoadley Creek Bridge and the Tongass Avenue Viaduct in the vicinity of Elliot Street. This project has been fully obligated and is included in the 2024-2027 Statewide Transportation Improvement Program (STIP) to facilitate project closeout and advance construction conversion.

## National Highway System

STIP ID **27766**

Stage
AC Conversion
Phase
AC Conversion

STIP	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$12,447,178		\$0	\$0	\$12,447,178
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phases TOTAL</b>	<b>\$12,447,178</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,447,178</b>
<b>Federal Funding</b>					
NHPP	\$12,447,178		\$0	\$0	\$12,447,178
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
<b>Federal TOTAL</b>	<b>\$12,447,178</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,447,178</b>
<b>All Funds TOTAL</b>	<b>\$12,447,178</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,447,178</b>

After 2027		
\$0		
If Parent: Funds Programmed in Child Projects		
AC Conversion Only		
Prior Year Programming (AC+Fed+Match)		
\$20,573,223		
Details by STIP ID		
27766	P2	\$2,800,032
27766	P7	\$34,274
27766	P3	\$1,442,824
27766	P4	\$16,296,093

DOT Region	Location
Southcoast Region	Ketchikan
Strategic Investment Area	
State of Good Repair	

Appropriation or Apportionment	
National Highway Performance Program	
Allocation or Suballocation	
NHPP	
Other Fund Details	

Construction Year(s)	
No Construction Year Identified	
Work Type	Pavement Rehabilitation
Pavement Condition	
Current Condition	Expected Condition

Advance Construction Prior Balance				
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year	
27766	\$12,447,178	NHPP	2024	
Full Project Cost Estimate Details				
Date of Estimate	PreCon Adjusted for YOY	Construction Adjusted for YOY	Contingency Included (If Known)	Type of Estimate
	\$0	\$0		AC Conversion

Bridge Data (Bridge #, Year Built, Condition)

# South Tongass Highway Saxman to Surf Street Reconstruction

Reconstruct South Tongass Highway in Ketchikan from Saxman to Surf Street in Ketchikan. Construct bicycle/pedestrian facilities, parking, drainage improvements and roadside hardware.

## National Highway System

STIP ID **23455**

Stage
Single Project
Phase
Design; Construction; Utilities

STIP	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$350,000	\$0	\$0	\$0	\$350,000
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$18,000,000	\$0	\$18,000,000
Utilities (P7)	\$0	\$0	\$200,000	\$0	\$200,000
<b>Phases TOTAL</b>	<b>\$350,000</b>	<b>\$0</b>	<b>\$18,200,000</b>	<b>\$0</b>	<b>\$18,550,000</b>
<b>Federal Funding</b>					
NHPP	\$318,395	\$0	\$16,556,540	\$0	\$16,874,935
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$31,605	\$0	\$1,643,460	\$0	\$1,675,065
<b>Funding Totals</b>					
<b>Federal TOTAL</b>	<b>\$318,395</b>	<b>\$0</b>	<b>\$16,556,540</b>	<b>\$0</b>	<b>\$16,874,935</b>
<b>All Funds TOTAL</b>	<b>\$350,000</b>	<b>\$0</b>	<b>\$18,200,000</b>	<b>\$0</b>	<b>\$18,550,000</b>

After 2027		
\$0		
If Parent: Funds Programmed in Child Projects		
Single Project		
Prior Year Programming (AC+Fed+Match)		
\$8,456,331		
Details by STIP ID		
23455	P2	\$4,365,621
23455	P3	\$4,090,710

DOT Region	Location
Southcoast Region	Ketchikan
Strategic Investment Area	
State of Good Repair	

Appropriation or Apportionment	
National Highway Performance Program	
Allocation or Suballocation	
NHPP	
Other Fund Details	

Construction Year(s)	
2026	
Work Type	Pavement Reconstruction
Pavement Condition	
Current Condition	Expected Condition

Advance Construction Prior Balance			
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year

Bridge Data (Bridge #, Year Built, Condition)

Full Project Cost Estimate Details				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
7/20/2022	\$350,210	\$18,089,577	0%	Engineer Active Project Estimate

# State Street Pavement Rehabilitation

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

# National Highway System

**STIP ID** 24337

Stage
Single Project
Phase
Construction; Utilities

STIP	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$23,679,491	\$0	\$0	\$0	\$23,679,491
Utilities (P7)	\$30,000	\$0	\$0	\$0	\$30,000
<b>Phases TOTAL</b>	<b>\$23,709,491</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$23,709,491</b>
<b>Federal Funding</b>					
NHPP	\$21,568,524	\$0	\$0	\$0	\$21,568,524
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$2,140,967	\$0	\$0	\$0	\$2,140,967
<b>Funding Totals</b>					
<b>Federal TOTAL</b>	<b>\$21,568,524</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$21,568,524</b>
<b>All Funds TOTAL</b>	<b>\$23,709,491</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$23,709,491</b>

After 2027		
\$0		
If Parent: Funds Programmed in Child Projects		
Single Project		
Prior Year Programming (AC+Fed+Match)		
\$3,973,141		
Details by STIP ID		
24337	P2	\$3,040,866
24337	P3	\$932,275

DOT Region	Location
Southcoast Region	Skagway Borough and Municipality
Strategic Investment Area	
State of Good Repair	

Appropriation or Apportionment	
National Highway Performance Program	
Allocation or Suballocation	
NHPP	
Other Fund Details	

Construction Year(s)	
2024	
Work Type	Pavement Rehabilitation
Pavement Condition	
Current Condition	Expected Condition
Fair	Good

Advance Construction Prior Balance			
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year

Bridge Data (Bridge #, Year Built, Condition)

Full Project Cost Estimate Details				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
	\$0	\$26,418,969		Engineer Active Project Estimate

## Sterling Highway Milepost 45-60 [Parent and Final Construction]

The project realigns 10 miles and reconstructs 5 miles of the highway. To enhance safety and convenience, the project plans to construct new wildlife and pedestrian crossings, trailheads, a highway bridge over Juneau Creek, as well as passing and climbing lanes. The construction will occur in stages.

**2673 [Parent Preconstruction and Final Stage Construction]: Complete final paving, transitions, and trailheads, and install roadside hardware entire project length.**

32300 [Child Stage 1]: Construct alignment improvements from MP 44.5-46.5 & 56-58 (*In progress*).

33242 [Child Stage 2]: Construct Juneau Creek Bridge near MP 51 on the new highway alignment (*in progress*).

32319 [Child Stage 3]: Construct alignment improvements from MP 46.5 to MP 56, including a wildlife undercrossing.

32683 [Child Stage 4]: Construct New Highway MP 55-56 and tight diamond interchange.

## National Highway System

**STIP ID** 2673

Stage
Parent Project
Phase
Design

STIP	2024	2025	2026	2027	2024-2027
Project Phases					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$43,800,000				\$43,800,000
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phases TOTAL</b>	<b>\$43,800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$43,800,000</b>
Federal Funding					
NHPP	\$39,844,860	\$0	\$0	\$0	\$39,844,860
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
Advance Construction					
AC	\$0	\$0	\$0	\$0	\$0
Non-Federal Matching Funds					
State Match	\$3,955,140	\$0	\$0	\$0	\$3,955,140
Funding Totals					
<b>Federal TOTAL</b>	<b>\$39,844,860</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$39,844,860</b>
<b>All Funds TOTAL</b>	<b>\$43,800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$43,800,000</b>

After 2027
\$458,700,000
If Parent: Funds Programmed in Child Projects
AC Conversion Only
Prior Year Programming (AC+Fed+Match)
\$423,645,840
Details by STIP ID
2673    P3    \$3,686,560
32319    P2    \$85,263,600
32319    P3    \$4,262,750
32319    P4    \$127,988,045
32319    P7    \$139,025
33242    P4    \$164,478,200

DOT Region	Location
Central Region	Kenai Peninsula Borough
Strategic Investment Area	
Safety	

Appropriation or Apportionment
National Highway Performance Program
Allocation or Suballocation
NHPP
Other Fund Details

Construction Year(s)
2028-2030
Work Type: Pavement Reconstruction, New Bridge Construction, New Road Construction
Pavement Condition
<b>Current Condition</b> <b>Expected Condition</b>

Advance Construction Prior Balance				
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year	
2673	\$6,538,000	NHPP	2028	
Full Project Cost Estimate Details				
Date of Estimate	PreCon Adjusted for YOY	Construction Adjusted for YOY	Contingency Included (If Known)	Type of Estimate
1/15/2024	\$34,426,598	\$414,745,759		Engineer Active Project Estimate

Bridge Data (Bridge #, Year Built, Condition)



## Sterling Highway Milepost 45-60 [Stage 1]

The project realigns 10 miles and reconstructs 5 miles of the highway. To enhance safety and convenience, the project plans to construct new wildlife and pedestrian crossings, trailheads, a highway bridge over Juneau Creek, as well as passing and climbing lanes. The construction will occur in stages.

2673 [Parent and Final Construction]: Complete final paving, transitions, and trailheads, and install roadside hardware entire project length.

**32300 [Child Stage 1]: Construct alignment improvements from MP 44.5-46.5 & 56-58 (In progress)**

33242 [Child Stage 2]: Construct Juneau Creek Bridge near MP51 on the new highway alignment (In progress).

32319 [Child Stage 3]: Construct alignment improvements from MP 46.5 to MP 56, including a wildlife undercrossing.

32683 [Child Stage 4]: Construct New Highway MP 55-56 and tight diamond interchange.

## National Highway System

STIP ID **32300**

Stage
AC Conversion, Child Project, Construction Stage 1
Phase
AC Conversion

STIP	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$1,365,000	\$0	\$1,365,000
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phases TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,365,000</b>	<b>\$0</b>	<b>\$1,365,000</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$1,365,000	\$0	\$1,365,000
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
<b>Federal TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,365,000</b>	<b>\$0</b>	<b>\$1,365,000</b>
<b>All Funds TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,365,000</b>	<b>\$0</b>	<b>\$1,365,000</b>

After 2027		
\$0		
<b>If Parent: Funds Programmed in Child Projects</b>		
AC Conversion Only		
<b>Prior Year Programming (AC+Fed+Match)</b>		
\$37,827,661		
<b>Details by STIP ID</b>		
32300	P4	\$5,541,227
32300	P4	\$25,071,639
32300	P4	\$5,753,339
32300	P4	\$1,461,456

DOT Region	Location
Central Region	Kenai Peninsula Borough
<b>Strategic Investment Area</b>	
Economic Vitality	

Appropriation or Apportionment	
National Highway Performance Program	
<b>Allocation or Suballocation</b>	
NHPP	
<b>Other Fund Details</b>	

Construction Year(s)	
No Construction Year Identified	
Work Type	New Road Construction
<b>Pavement Condition</b>	
<b>Current Condition</b>	<b>Expected Condition</b>

Advance Construction Prior Balance				
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year	
32300	\$1,365,000	NHPP	2026	
Full Project Cost Estimate Details				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
	\$0	\$0		Child Project: See Parent STIP ID

Bridge Data (Bridge #, Year Built, Condition)

## Sterling Highway Milepost 45-60 [Stage 2]

The project realigns 10 miles and reconstructs 5 miles of the highway. To enhance safety and convenience, the project plans to construct new wildlife and pedestrian crossings, trailheads, a highway bridge over Juneau Creek, as well as passing and climbing lanes. The construction will occur in stages. **This project has been obligated for construction in 2023, but a \$5m increase is needed due to changed conditions.**

2673 [Parent and Final Construction]: Complete final paving, transitions, and trailheads, and install roadside hardware entire project length.

32300 [Child Stage 1]: Construct alignment improvements from MP 44.5-46.5 & 56-58 (In progress)

**33242 [Child Stage 2]: Construct Juneau Creek Bridge near MP 51 on the new highway alignment (In progress).**

32319 [Child Stage 3]: Construct alignment improvements from MP 46.5 to MP 56, including a wildlife undercrossing.

32683 [Child Stage 4]: Construct New Highway MP 55-56 and tight diamond interchange.

## National Highway System

STIP ID **33242**

Stage
Child Project, Construction Stage 1, AC Conversion
Phase
Construction; AC Conversion

STIP	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$31,700,938	\$0	\$53,828,628	\$32,473,241	\$118,002,807
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$5,000,000	\$0	\$0	\$0	\$5,000,000
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phases TOTAL</b>	<b>\$36,700,938</b>	<b>\$0</b>	<b>\$53,828,628</b>	<b>\$32,473,241</b>	<b>\$123,002,807</b>
<b>Federal Funding</b>					
NHPP	\$31,249,438		\$23,922,673	\$32,473,241	\$87,645,352
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$5,000,000	\$0	\$29,905,955	\$0	\$34,905,955
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$451,500	\$0	\$0	\$0	\$451,500
<b>Funding Totals</b>					
<b>Federal TOTAL</b>	<b>\$36,249,438</b>	<b>\$0</b>	<b>\$53,828,628</b>	<b>\$32,473,241</b>	<b>\$122,551,307</b>
<b>All Funds TOTAL</b>	<b>\$36,700,938</b>	<b>\$0</b>	<b>\$53,828,628</b>	<b>\$32,473,241</b>	<b>\$123,002,807</b>

After 2027
\$0
If Parent: Funds Programmed in Child Projects
AC Conversion Only
Prior Year Programming (AC+Fed+Match)
\$164,478,200
Details by STIP ID
33242 <span style="background-color: #007bff; color: white; border-radius: 50%; padding: 2px;">P4</span> \$164,478,200

DOT Region	Location
Central Region	Kenai Peninsula Borough
Strategic Investment Area	
Economic Vitality	

Appropriation or Apportionment
National Highway Performance Program; Bridge Program

Allocation or Suballocation
NHPP; Bridge HIP; Bridge INFRA
Other Fund Details

Construction Year(s)	
2024	
Work Type	New Bridge Construction
Pavement Condition	
Current Condition	Expected Condition

Advance Construction Prior Balance				
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year	
33242	\$118,002,807	HIP/INFRA Bridge	<span style="background-color: #007bff; color: white; border-radius: 50%; padding: 2px;">2024</span>	<span style="background-color: #17a2b8; color: white; border-radius: 50%; padding: 2px;">2026</span> <span style="background-color: #e91e63; color: white; border-radius: 50%; padding: 2px;">2027</span>
Full Project Cost Estimate Details				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
	\$0	\$0		<span style="background-color: #e91e63; color: white; border-radius: 15px; padding: 2px;">Child Project: See Parent STIP ID</span>

Bridge Data (Bridge #, Year Built, Condition)

## Sterling Highway Milepost 45-60 [Stage 3]

The project realigns 10 miles and reconstructs 5 miles of the highway. To enhance safety and convenience, the project plans to construct new wildlife and pedestrian crossings, trailheads, a highway bridge over Juneau Creek, as well as passing and climbing lanes. The construction will occur in stages.

2673 [Parent and Final Construction]: Complete final paving, transitions, and trailheads, and install roadside hardware entire project length.

32300 [Child Stage 1]: Construct alignment improvements from MP 44.5-46.5 & 56-58 (In progress)

33242 [Child Stage 2]: Construct Juneau Creek Bridge near MP51 on the new highway alignment (in progress).

**32319 [Child Stage 3]: Construct alignment improvements from MP 46.5 to MP 56, including a wildlife undercrossing.**

32683 [Child Stage 4]: Construct New Highway MP 55-56 and tight diamond interchange.

## National Highway System

**STIP ID** **32319**

Stage
Child Project, AC Conversion
Phase
AC Conversion

STIP	2024	2025	2026	2027	2024-2027
Project Phases					
AC Conversion	\$0	\$0	\$0	\$30,000,000	\$30,000,000
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phases TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$30,000,000</b>	<b>\$30,000,000</b>
Federal Funding					
NHPP	\$0	\$0	\$0	\$30,000,000	\$30,000,000
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
Advance Construction					
AC	\$0	\$0	\$0	\$0	\$0
Non-Federal Matching Funds					
State Match	\$0	\$0	\$0	\$0	\$0
Funding Totals					
<b>Federal TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$30,000,000</b>	<b>\$30,000,000</b>
<b>All Funds TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$30,000,000</b>	<b>\$30,000,000</b>

After 2027
\$0
If Parent: Funds Programmed in Child Projects
AC Conversion Only
Prior Year Programming (AC+Fed+Match)
\$0
Details by STIP ID

DOT Region	Location
Central Region	Kenai Peninsula Borough
Strategic Investment Area	
Economic Vitality	

Appropriation or Apportionment
National Highway Performance Program
Allocation or Suballocation
NHPP
Other Fund Details

Construction Year(s)	
No Construction Year Identified	
Work Type	Pavement Reconstruction
Pavement Condition	
Current Condition	Expected Condition

Advance Construction Prior Balance				
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year	
32319	\$58,392,234		2027	2029
Full Project Cost Estimate Details				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
	\$0	\$0		Child Project: See Parent STIP ID

Bridge Data (Bridge #, Year Built, Condition)

## Sterling Highway Milepost 82.5-94 Safety Corridor Improvements [Parent and Final Construction]

Improve the safety of Sterling Highway between Sterling and Soldotna, Alaska, by widening the existing road from two lanes to a divided four-lane facility. The project scope also includes separated bike/pedestrian facilities, access management techniques, turn lanes, frontage roads, intersection realignments, and other associated road reconstruction activities. This project is on the Interstate and eligible for a 93.4% federal portion.

## National Highway System

**STIP ID** 29913

### 29913 [Parent Preconstruction State] *In Progress*

34462 [Child Stage 1]: Reconstruct Milepost 88 to Milepost 94. Construction in 2025

29913 [Parent Final Stage]: Reconstruct Milepost 82.5 to Milepost 88. Construction in 2028

Stage
Parent Project, Preconstruction Stage
Phase
ROW

STIP	2024	2025	2026	2027	2024-2027
Project Phases					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Design (P2)		\$0	\$0	\$0	\$0
ROW (P3)	\$400,000	\$0	\$0	\$0	\$400,000
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Utilities (P7)	\$0		\$0	\$0	\$0
<b>Phases TOTAL</b>	<b>\$400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400,000</b>
Federal Funding					
NHPP	\$373,600	\$0	\$0	\$0	\$373,600
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
Advance Construction					
AC	\$0	\$0	\$0	\$0	\$0
Non-Federal Matching Funds					
State Match	\$26,400	\$0	\$0	\$0	\$26,400
Funding Totals					
<b>Federal TOTAL</b>	<b>\$373,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$373,600</b>
<b>All Funds TOTAL</b>	<b>\$400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400,000</b>

After 2027		
\$44,786,315		
If Parent: Funds Programmed in Child Projects		
\$69,500,000		
Prior Year Programming (AC+Fed+Match)		
\$9,207,360		
Details by STIP ID		
29913	P2	\$9,207,360

DOT Region	Location
Central Region	Soldotna
Strategic Investment Area	
Safety	

Appropriation or Apportionment
National Highway Performance Program
Allocation or Suballocation
NHPP
Other Fund Details

Construction Year(s)	
2028-2030	
Work Type	Pavement Reconstruction
Pavement Condition	
Current Condition	Expected Condition
Fair	Good

Advance Construction Prior Balance			
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year

Bridge Data (Bridge #, Year Built, Condition)

Full Project Cost Estimate Details				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
1/3/2024	\$400,000	\$116,510,085	25%	Engineer Active Project Estimate

## Sterling Highway Milepost 82.5-94 Safety Corridor Improvements [Stage 1]

Improve the safety of Sterling Highway between Sterling and Soldotna, Alaska, by widening the existing road from two lanes to a divided four-lane facility. The project scope also includes separated bike/pedestrian facilities, access management techniques, turn lanes, frontage roads, intersection realignments, and other associated road reconstruction activities. This project is on the Interstate and eligible for a 93.4% federal portion.

29913 [Parent Preconstruction State] In Progress

**34462 [Child Stage 1]: Reconstruct Milepost 88 to Milepost 94. Construction in 2025**

29913 [Parent Final Stage]: Reconstruct Milepost 82.5 to Milepost 88. Construction in 2028

## National Highway System

**STIP ID** **34462**

Stage
Child Project, Construction Stage 1
Phase
Construction; Utilities

STIP	2024	2025	2026	2027	2024-2027
Project Phases					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$67,000,000	\$0	\$0	\$67,000,000
Utilities (P7)	\$0	\$2,500,000	\$0	\$0	\$2,500,000
<b>Phases TOTAL</b>	<b>\$0</b>	<b>\$69,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$69,500,000</b>
Federal Funding					
NHPP	\$0	\$64,913,000		\$0	\$64,913,000
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
Advance Construction					
AC	\$0	\$0	\$0	\$0	\$0
Non-Federal Matching Funds					
State Match		\$4,587,000	\$0	\$0	\$4,587,000
Funding Totals					
<b>Federal TOTAL</b>	<b>\$0</b>	<b>\$64,913,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$64,913,000</b>
<b>All Funds TOTAL</b>	<b>\$0</b>	<b>\$69,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$69,500,000</b>

After 2027
\$0
If Parent: Funds Programmed in Child Projects
Child Project
Prior Year Programming (AC+Fed+Match)
\$0
Details by STIP ID

DOT Region	Location
Central Region	Soldotna
Strategic Investment Area	
State of Good Repair	

Appropriation or Apportionment
National Highway Performance Program
Allocation or Suballocation
NHPP
Other Fund Details

Construction Year(s)	
2025	
Work Type	Pavement Reconstruction
Pavement Condition	
<b>Current Condition</b>	<b>Expected Condition</b>

Advance Construction Prior Balance			
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year

Bridge Data (Bridge #, Year Built, Condition)

Full Project Cost Estimate Details				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
	\$0	\$0		Child Project: See Parent STIP ID



# Sterling Highway Milepost 157-169 Reconstruction Anchor Point To Baycrest Hill [Parent and Final Construction]

This project reconstructs and upgrades a 12-mile segment of the Sterling Highway. It includes widening the highway, creating passing lanes, resurfacing, adding scenic turnouts, improving drainage, making minor realignments, and updating configurations to meet AASHTO geometric standards. Replace Anchor River culverts (#4020) with a new three-span bridge over the North Fork Anchorage River (#1937) and replace the South Fork Anchorage River Bridge (#666)

## National Highway System

STIP ID **2670**

- **2670 [Parent Preconstruction Stage]: In Progress**
- 34434 [Child Stage 1]: MP 157-161 in 2024
- 34435 [Child Stage 2]: MP 157-161 HSIP in 2024
- 34436 [Child Stage 3]: MP 161-169 HSIP in 2027
- **2670 [Parent Final Stage 4]: MP 161-169 in 2027**

Stage
Parent Project, Preconstruction Stage, Construction Final Stage
Phase
Design; ROW; Construction

STIP	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$390,000	\$0	\$0	\$0	\$390,000
ROW (P3)	\$5,000,000	\$0	\$0	\$0	\$5,000,000
Construct (P4)	\$0	\$0	\$0	\$44,900,000	\$44,900,000
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phases TOTAL</b>	<b>\$5,390,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$44,900,000</b>	<b>\$50,290,000</b>
<b>Federal Funding</b>					
NHPP	\$4,903,283	\$0	\$0	\$40,845,530	\$45,748,813
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$486,717	\$0	\$0	\$4,054,470	\$4,541,187
<b>Funding Totals</b>					
<b>Federal TOTAL</b>	<b>\$4,903,283</b>	<b>\$0</b>	<b>\$0</b>	<b>\$40,845,530</b>	<b>\$45,748,813</b>
<b>All Funds TOTAL</b>	<b>\$5,390,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$44,900,000</b>	<b>\$50,290,000</b>

<b>After 2027</b>		
\$68,000,000		
<b>If Parent: Funds Programmed in Child Projects</b>		
\$85,800,000		
<b>Prior Year Programming (AC+Fed+Match)</b>		
\$9,052,500		
<b>Details by STIP ID</b>		
19217	P2	\$9,052,500

DOT Region	Location
Central Region	Homer
<b>Strategic Investment Area</b>	
Safety	

<b>Appropriation or Apportionment</b>	
National Highway Performance Program	
<b>Allocation or Suballocation</b>	
NHPP	
<b>Other Fund Details</b>	

<b>Construction Year(s)</b>	
2027; 2028-2030	
<b>Work Type</b>	Pavement Reconstruction and Bridge Replacement
<b>Pavement Condition</b>	
<b>Current Condition</b>	<b>Expected Condition</b>
Fair	Good

<b>Advance Construction Prior Balance</b>			
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year

<b>Bridge Data (Bridge #, Year Built, Condition)</b>		
4020	1951	Good (7/9)

<b>Full Project Cost Estimate Details</b>				
Date of Estimate	PreCon Adjusted for YOY	Construction Adjusted for YOY	Contingency Included (If Known)	Type of Estimate
2/13/2024	\$1,300,390	\$113,001,640		Engineer Pre-Project Estimate

# Sterling Highway Milepost 157-169 Reconstruction Anchor Point To Baycrest Hill [Stage 1]

This project reconstructs and upgrades a 12-mile segment of the Sterling Highway. It includes widening the highway, creating passing lanes, resurfacing, adding scenic turnouts, improving drainage, making minor realignments, and updating configurations to meet AASHTO geometric standards. Replace Anchor River culverts (#4020) with a new three-span bridge over the North Fork Anchorage River (#1937) and replace the South Fork Anchorage River Bridge (#666)

- 2670 [Parent Preconstruction Stage]: *In Progress*
- **34434 [Child Stage 1]: MP 157-161 in 2024**
- 34435 [Child Stage 2]: MP 157-161 HSIP in 2024
- 34436 [Child Stage 3]: MP 161-169 HSIP in 2027
- 2670 [Parent Final Stage 4]: MP 161-169 in 2027

## National Highway System

**STIP ID 34434**

Stage
Child Project, Construction Stage 1
Phase
Construction; Utilities

STIP	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$70,000,000	\$0	\$0	\$0	\$70,000,000
Utilities (P7)	\$5,000,000	\$0	\$0	\$0	\$5,000,000
<b>Phases TOTAL</b>	<b>\$75,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$75,000,000</b>
<b>Federal Funding</b>					
NHPP	\$20,182,862	\$0	\$0	\$0	\$20,182,862
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$48,044,638	\$0	\$0	\$0	\$48,044,638
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$6,772,500	\$0	\$0	\$0	\$6,772,500
<b>Funding Totals</b>					
<b>Federal TOTAL</b>	<b>\$68,227,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$68,227,500</b>
<b>All Funds TOTAL</b>	<b>\$75,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$75,000,000</b>

After 2027
\$0
If Parent: Funds Programmed in Child Projects
Child Project
Prior Year Programming (AC+Fed+Match)
\$0
Details by STIP ID

DOT Region	Location
Central Region	Homer
Strategic Investment Area	
Safety	

Appropriation or Apportionment
National Highway Performance Program; Bridge Program
Allocation or Suballocation
NHPP; Bridge HIP
Other Fund Details

Construction Year(s)	
2024	
Work Type	Pavement Reconstruction and Bridge Replacement
Pavement Condition	
Current Condition	Expected Condition

Advance Construction Prior Balance			
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year

Bridge Data (Bridge #, Year Built, Condition)		
666	1959	Poor (4/9)

Full Project Cost Estimate Details				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
	\$0	\$0		Child Project: See Parent STIP ID

## Sterling Highway Milepost 157-169 Reconstruction Anchor Point To Baycrest Hill [Stage 2]

This project reconstructs and upgrades a 12-mile segment of the Sterling Highway. It includes widening the highway, creating passing lanes, resurfacing, adding scenic turnouts, improving drainage, making minor realignments, and updating configurations to meet AASHTO geometric standards. Replace Anchor River culverts (#4020) with a new three-span bridge over the North Fork Anchorage River (#1937) and replace the South Fork Anchorage River Bridge (#666)

- 2670 [Parent Preconstruction Stage]: *In Progress*
- 34434 [Child Stage 1]: MP 157-161 in 2024
- **34435 [Child Stage 2]: MP 157-161 HSIP in 2024**
- 34436 [Child Stage 3]: MP 161-169 in 2027
- 2670 [Parent Final Stage 4]: MP 161-169 in 2027

## National Highway System

**STIP ID** **34435**

Stage
Child Project, Construction Stage 2
Phase
Construction

STIP	2024	2025	2026	2027	2024-2027
Project Phases					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$6,750,000	\$0	\$0	\$0	\$6,750,000
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phases TOTAL</b>	<b>\$6,750,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,750,000</b>
Federal Funding					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
HSIP	\$6,075,000	\$0	\$0	\$0	\$6,075,000
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
Advance Construction					
AC	\$0	\$0	\$0	\$0	\$0
Non-Federal Matching Funds					
State Match	\$675,000	\$0	\$0	\$0	\$675,000
Funding Totals					
<b>Federal TOTAL</b>	<b>\$6,075,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,075,000</b>
<b>All Funds TOTAL</b>	<b>\$6,750,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,750,000</b>

After 2027
\$0
If Parent: Funds Programmed in Child Projects
Child Project
Prior Year Programming (AC+Fed+Match)
\$0
Details by STIP ID

DOT Region	Location
Central Region	Homer
Strategic Investment Area	
Safety	

Appropriation or Apportionment
Highway Safety Improvement Program
Allocation or Suballocation
SA
Other Fund Details

Construction Year(s)	
2024	
Work Type	Safety Improvements
Pavement Condition	
<b>Current Condition</b>	<b>Expected Condition</b>

Advance Construction Prior Balance			
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year

Bridge Data (Bridge #, Year Built, Condition)

Full Project Cost Estimate Details				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
	\$0	\$0		Child Project: See Parent STIP ID

## Sterling Highway Milepost 157-169 Reconstruction Anchor Point To Baycrest Hill [Stage 3]

This project reconstructs and upgrades a 12-mile segment of the Sterling Highway. It includes widening the highway, creating passing lanes, resurfacing, adding scenic turnouts, improving drainage, making minor realignments, and updating configurations to meet AASHTO geometric standards. Replace Anchor River culverts (#4020) with a new three-span bridge over the North Fork Anchorage River (#1937) and replace the South Fork Anchorage River Bridge (#666)

- 2670 [Parent Preconstruction Stage]: *In Progress*
- 34434 [Child Stage 1]: MP 157-161 in 2024
- 34435 [Child Stage 2]: MP 157-161 HSIP in 2024
- **34436 [Child Stage 3]: MP 161-169 in 2027**
- 2670 [Parent Final Stage 4]: MP 161-169 in 2027

## National Highway System

**STIP ID** **34436**

Stage
Child Project, Construction Stage 2
Phase
Construction

STIP	2024	2025	2026	2027	2024-2027
Project Phases					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$4,050,000	\$4,050,000
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phases TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,050,000</b>	<b>\$4,050,000</b>
Federal Funding					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$3,645,000	\$3,645,000
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
Advance Construction					
AC	\$0	\$0	\$0	\$0	\$0
Non-Federal Matching Funds					
State Match	\$0	\$0	\$0	\$405,000	\$405,000
Funding Totals					
<b>Federal TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,645,000</b>	<b>\$3,645,000</b>
<b>All Funds TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,050,000</b>	<b>\$4,050,000</b>

After 2027
\$0
If Parent: Funds Programmed in Child Projects
Child Project
Prior Year Programming (AC+Fed+Match)
\$0
Details by STIP ID

DOT Region	Location
Central Region	Homer
Strategic Investment Area	
Safety	

Appropriation or Apportionment
Highway Safety Improvement Program
Allocation or Suballocation
SA
Other Fund Details

Construction Year(s)	
2027	
Work Type	Safety Improvements
Pavement Condition	
Current Condition	Expected Condition

Advance Construction Prior Balance			
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year

Bridge Data (Bridge #, Year Built, Condition)

Full Project Cost Estimate Details				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
	\$0	\$0		Child Project: See Parent STIP ID

# Tok Cutoff Highway Milepost 0-8 Resurfacing [SOG 2018]

Resurface the Tok Cutoff Highway between Milepost 0-8. Project includes work on Gakona River Bridge #646, drainage improvements, roadside hardware, and utilities.

## National Highway System

STIP ID **32020**

Stage
Single Project
Phase
Design; Construction; Utilities

STIP	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$250,000	\$0	\$0	\$0	\$250,000
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$8,890,000	\$0	\$8,890,000
Utilities (P7)	\$0	\$0	\$100,000	\$0	\$100,000
<b>Phases TOTAL</b>	<b>\$250,000</b>	<b>\$0</b>	<b>\$8,990,000</b>	<b>\$0</b>	<b>\$9,240,000</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$8,396,660	\$0	\$8,396,660
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex	\$233,500				\$233,500
Bridge All	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$16,500	\$0	\$593,340	\$0	\$609,840
<b>Funding Totals</b>					
<b>Federal TOTAL</b>	<b>\$233,500</b>	<b>\$0</b>	<b>\$8,396,660</b>	<b>\$0</b>	<b>\$8,630,160</b>
<b>All Funds TOTAL</b>	<b>\$250,000</b>	<b>\$0</b>	<b>\$8,990,000</b>	<b>\$0</b>	<b>\$9,240,000</b>

After 2027		
\$0		
If Parent: Funds Programmed in Child Projects		
Single Project		
Prior Year Programming (AC+Fed+Match)		
\$350,000		
Details by STIP ID		
32020	P2	\$350,000

DOT Region	Location
Northern Region	Gakona
Strategic Investment Area	
State of Good Repair	

Appropriation or Apportionment
National Highway Performance Program; Surface Transportation Block Grant

Allocation or Suballocation
STBG Flex; NHPP
Other Fund Details

Construction Year(s)	
2026	
Work Type	Bridge Rehabilitation, Pavement Rehabilitation
Pavement Condition	
Current Condition	Expected Condition
Fair	Good

Advance Construction Prior Balance			
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year

Bridge Data (Bridge #, Year Built, Condition)		
646	2010	Good (8/9)

Full Project Cost Estimate Details				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
8/1/2023	\$250,075	\$8,998,093		Engineer Pre-Project Estimate



**Tok Cutoff Highway Milepost 76-91 Rehabilitation [SOGR 2018]**

Rehabilitate the section of the Tok Cutoff Highway between Milepost 76 and 91. It includes necessary work on Mabel Creek Bridge #656, Bartell Creek Bridge #657, and Little Tok River #658, along with improvements to the drainage system, roadside hardware, and utilities.

**National Highway System**

STIP ID **32022**

Stage
Single Project
Phase
Design

STIP	2024	2025	2026	2027	2024-2027
Project Phases					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$900,000	\$0	\$900,000
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phases TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$900,000</b>	<b>\$0</b>	<b>\$900,000</b>
Federal Funding					
NHPP	\$0	\$0	\$840,600	\$0	\$840,600
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
Advance Construction					
AC	\$0	\$0	\$0	\$0	\$0
Non-Federal Matching Funds					
State Match	\$0	\$0	\$59,400	\$0	\$59,400
Funding Totals					
Federal TOTAL	\$0	\$0	\$840,600	\$0	\$840,600
All Funds TOTAL	\$0	\$0	\$900,000	\$0	\$900,000

After 2027		
\$41,750,000		
If Parent: Funds Programmed in Child Projects		
Single Project		
Prior Year Programming (AC+Fed+Match)		
\$1,000,000		
Details by STIP ID		
32022	P2	\$1,000,000

DOT Region	Location
Northern Region	Mentasta Lake
Strategic Investment Area	
State of Good Repair	

Appropriation or Apportionment
National Highway Performance Program
Allocation or Suballocation
NHPP
Other Fund Details

Construction Year(s)	
2028-2030	
Work Type	Bridge Rehabilitation, Pavement Rehabilitation
Pavement Condition	
Current Condition	Expected Condition
Fair	Good

Advance Construction Prior Balance			
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year

Bridge Data (Bridge #, Year Built, Condition)		
656	2006	Fair (5/9)
657	1980	Fair (5/9)
658	1979	Good (7/9)

Full Project Cost Estimate Details				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
4/26/2023	\$1,651,485	\$41,073,855		Engineer Pre-Project Estimate

# Wasilla to Fishhook Main Street Rehabilitation

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

## National Highway System

STIP ID **2503**

Stage
Single Project
Phase
Construction; Utilities

STIP	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$51,000,000	\$0	\$0	\$51,000,000
Utilities (P7)	\$0	\$4,000,000	\$0	\$0	\$4,000,000
<b>Phases TOTAL</b>	<b>\$0</b>	<b>\$55,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$55,000,000</b>
<b>Federal Funding</b>					
NHPP	\$0	\$50,033,500	\$0	\$0	\$50,033,500
NHFP	\$0	\$0	\$0	\$0	\$0
STBG Flex					\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0
RAIL					\$0
OFF	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$0	\$4,966,500	\$0	\$0	\$4,966,500
<b>Funding Totals</b>					
Federal TOTAL	\$0	\$50,033,500	\$0	\$0	\$50,033,500
All Funds TOTAL	\$0	\$55,000,000	\$0	\$0	\$55,000,000

<b>After 2027</b>		
\$0		
<b>If Parent: Funds Programmed in Child Projects</b>		
Single Project		
<b>Prior Year Programming (AC+Fed+Match)</b>		
\$14,200,000		
<b>Details by STIP ID</b>		
2503	P2	\$8,500,000
2503	P3	\$5,700,000

DOT Region	Location
Central Region	Wasilla
<b>Strategic Investment Area</b>	
Safety	

<b>Appropriation or Apportionment</b>	
National Highway Performance Program	
<b>Allocation or Suballocation</b>	
NHPP	
<b>Other Fund Details</b>	

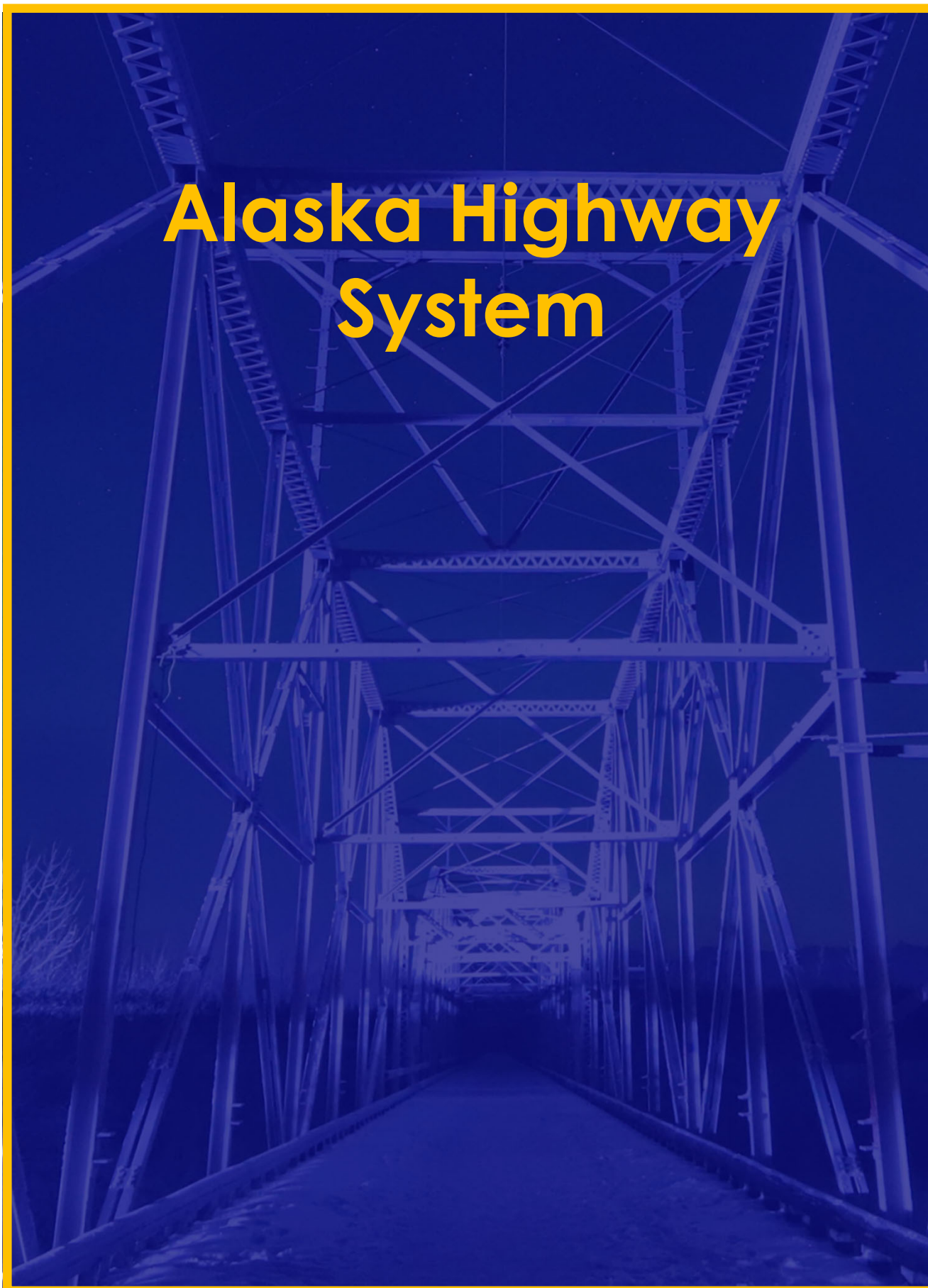
<b>Construction Year(s)</b>	
2025	
<b>Work Type</b>	Pavement Rehabilitation
<b>Pavement Condition</b>	
<b>Current Condition</b>	<b>Expected Condition</b>
Poor	Good

<b>Advance Construction Prior Balance</b>			
STIP	AC Balance	Proposed Fund Source	Proposed Conversion Year

Bridge Data (Bridge #, Year Built, Condition)

<b>Full Project Cost Estimate Details</b>				
Date of Estimate	PreCon Adjusted for YOY	Construction Adjusted for YOY	Contingency Included (If Known)	Type of Estimate
9/1/2017	\$0	\$48,115,321		Engineer Pre-Project Estimate

# Alaska Highway System



# Chief Eddie Hoffman Highway Reconstruction

Project will reconstruct Chief Eddie Hoffman Highway in Bethel from Airport to Watson's Corner. It includes widening sections of the highway to provide additional through travel lanes, horizontal or vertical re-alignment, and intersection improvements. \*Project is in the Alaska Moves 2050: Freight Investment Plan - Appendix J as Illustrative

## Alaska Highway System

STIP ID **31847**

DOT Region	Central Region
Location	Bethel

Stage	Single Project
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	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd PIng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$2,000,000	\$0	\$0	\$0	\$2,000,000
ROW (P3)	\$0	\$2,000,000	\$0	\$0	\$2,000,000
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$2,000,000</b>	<b>\$2,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,000,000</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$1,819,400	\$1,819,400	\$0	\$0	\$3,638,800
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
Protect	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funds</b>					
State Match	\$180,600	\$180,600	\$0	\$0	\$361,200
Local Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$180,600</b>	<b>\$180,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$361,200</b>
<b>Fed TOTAL</b>	<b>\$1,819,400</b>	<b>\$1,819,400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,638,800</b>
<b>All Funds TOTAL</b>	<b>\$2,000,000</b>	<b>\$2,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,000,000</b>

<b>After 2027</b>	\$33,500,000
<b>Prior Year Programming (AC+Fed+Match)</b>	\$2,975,000

<b>Phase(s)</b>	Design; ROW
<b>Work Type</b>	Pavement Reconstruction
<b>Year to Construct</b>	2028-2030

<b>If Parent: Funds Programming in Child Projects</b>	Single Project
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<b>Strategic Investment Area</b>	State of Good Repair
<b>Project Selection</b>	National Highway Freight Plan

<b>STIP Obligations</b>		
31847	P2	\$2,975,000

<b>Appropriation/Apportionment</b>	
Surface Transportation Block Grant	
<b>Allocations/Suballocations</b>	
STBG Flex	

**Bridge Data (Bridge #, Year Built, Condition)**

<b>Advance Construction Conversion</b>			
<b>STIP ID</b>	<b>AC Balance</b>	<b>Proposed Fund Source</b>	<b>Proposed Conversion Year</b>

<b>Estimate Date and Type</b>				
<b>Date of Estimate</b>	<b>PreCon Adjusted for YOE</b>	<b>Construction Adjusted for YOE</b>	<b>Type of Estimate</b>	<b>Contingency Included (If Known)</b>
1/22/2019	\$4,001,200	\$33,590,559	Engineer Pre-Project Estimate	

## Chiniak Highway Milepost 15-31 Rehabilitation [Parent and Final Construction]

Rehabilitate approximately 16 miles of the Chiniak Highway in Kodiak between Mileposts 15 to 31 ("End of Pavement") to improve and preserve the roadway subgrade and surface. Address lighting, guardrails, drainage, culverts, and other highway appurtenances as needed. Construction is proposed in logical stages. **29877 [Parent and Preconstruction] Chiniak Highway MP 15-31**

- 32639 [Stage 1]: MP 21.3-23.7 and MP 28.1-28.4 \$18.6m in 2026
- 32638 [Stage 2]: MP 19.0-21.3 and MP 24.2-25.4 \$18.2m in 2027
- 34082 [Stage 3]: MP 25.8-29.0 \$12.1m in 2028
- 29877 [Parent Final Stage 4]: MP 15.2-19.0, MP 23.7-24.2, and MP 29.0-31.3 \$12.1m in 2029

## Alaska Highway System

STIP ID **29877**

DOT Region	Southcoast Region
Location	Kodiak

Stage	Parent Project, Preconstruction Stage
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	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$483,939	\$0	\$0	\$0	\$483,939
Stwd PIng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$1,500,000	\$1,500,000	\$1,000,000	\$4,000,000
ROW (P3)	\$0	\$200,000	\$2,000,000	\$200,000	\$2,400,000
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$483,939</b>	<b>\$1,700,000</b>	<b>\$3,500,000</b>	<b>\$1,200,000</b>	<b>\$6,883,939</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$483,939	\$1,546,490	\$3,183,950	\$1,091,640	\$6,306,019
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
Protect	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funds</b>					
State Match	\$0	\$153,510	\$316,050	\$108,360	\$577,920
Local Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$0</b>	<b>\$153,510</b>	<b>\$316,050</b>	<b>\$108,360</b>	<b>\$577,920</b>
<b>Fed TOTAL</b>	<b>\$483,939</b>	<b>\$1,546,490</b>	<b>\$3,183,950</b>	<b>\$1,091,640</b>	<b>\$6,262,319</b>
<b>All Funds TOTAL</b>	<b>\$483,939</b>	<b>\$1,700,000</b>	<b>\$3,500,000</b>	<b>\$1,200,000</b>	<b>\$6,883,939</b>

<b>After 2027</b>	\$24,400,000
<b>Prior Year Programming (AC+Fed+Match)</b>	\$3,427,816

<b>Phase(s)</b>	Design; ROW; AC Conversion
<b>Work Type</b>	Pavement Rehabilitation
<b>Year to Construct</b>	2028-2030

<b>If Parent: Funds Programming in Child Projects</b>	\$36,800,000
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<b>Strategic Investment Area</b>	State of Good Repair
<b>Project Selection</b>	Previous STIPs

<b>STIP Obligations</b>		
29877	P2	\$3,427,816

<b>Appropriation/Apportionment</b>	
Surface Transportation Block Grant	
<b>Allocations/Suballocations</b>	
STBG <5	

**Bridge Data (Bridge #, Year Built, Condition)**

<b>Advance Construction Conversion</b>			
<b>STIP ID</b>	<b>AC Balance</b>	<b>Proposed Fund Source</b>	<b>Proposed Conversion Year</b>
29877	\$483,939	STBG <5k	2024

### Estimate Date and Type

<b>Date of Estimate</b>	<b>PreCon Adjusted for YOE</b>	<b>Construction Adjusted for YOE</b>	<b>Type of Estimate</b>	<b>Contingency Included (If Known)</b>
4/20/2023	\$7,418,896	\$60,997,019	Engineer Active Project Estimate	25%



## Chiniak Highway Milepost 15-31 Rehabilitation [Stage 1]

Rehabilitate approximately 16 miles of the Chiniak Highway in Kodiak between Mileposts 15 to 31 ("End of Pavement") to improve and preserve the roadway subgrade and surface. Address lighting, guardrails, drainage, culverts, and other highway appurtenances as needed. Construction is proposed in logical stages. 29877 [Parent and Preconstruction] Chiniak Highway MP 15-31

## Alaska Highway System

STIP ID **32639**

- 32639 [Stage 1]: MP 21.3-23.7 and MP 28.1-28.4 \$18.6m in 2026
- 32638 [Stage 2]: MP 19.0-21.3 and MP 24.2-25.4 \$18.2m in 2027
- 34082 [Stage 3]: MP 25.8-29.0 \$12.1m in 2028
- 29877 [Parent Final Stage 4]: MP 15.2-19.0, MP 23.7-24.2, and MP 29.0-31.3 \$12.1m in 2029

DOT Region	Southcoast Region
Location	Kodiak Island Borough

Stage	Child Project, Construction Stage 1
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	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0		\$0
Stwd PIng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$18,600,000	\$0	\$18,600,000
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$18,600,000</b>	<b>\$0</b>	<b>\$18,600,000</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$0	\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
Protect	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$16,920,420	\$0	\$16,920,420
<b>Non-Federal Funds</b>					
State Match	\$0	\$0	\$1,679,580	\$0	\$1,679,580
Local Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,679,580</b>	<b>\$0</b>	<b>\$1,679,580</b>
<b>Fed TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$16,920,420</b>	<b>\$0</b>	<b>\$16,920,420</b>
<b>All Funds TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$18,600,000</b>	<b>\$0</b>	<b>\$18,600,000</b>

After 2027	\$0
Prior Year Programming (AC+Fed+Match)	\$0

Phase(s)	Construction
Work Type	Pavement Rehabilitation
Year to Construct	2026

If Parent: Funds Programming in Child Projects	Child Project; AC Conversion
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Strategic Investment Area	State of Good Repair
Project Selection	Previous STIPs

STIP Obligations

<b>Appropriation/Apportionment</b>	
Advance Construction Used	
<b>Allocations/Suballocations</b>	
AC	
<b>Bridge Data (Bridge #, Year Built, Condition)</b>	

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

### Estimate Date and Type

Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Type of Estimate	Contingency Included (If Known)
4/20/2023	\$0	\$0	Child Project: See Parent STIP ID	

## Chiniak Highway Milepost 15-31 Rehabilitation [Stage 2]

Rehabilitate approximately 16 miles of the Chiniak Highway in Kodiak between Mileposts 15 to 31 ("End of Pavement") to improve and preserve the roadway subgrade and surface. Address lighting, guardrails, drainage, culverts, and other highway appurtenances as needed. Construction is proposed in logical stages. 29877 [Parent and Preconstruction] Chiniak Highway MP 15-31

- 32639 [Stage 1]: MP 21.3-23.7 and MP 28.1-28.4 \$18.6m in 2026
- **32638 [Stage 2]: MP 19.0-21.3 and MP 24.2-25.4 \$18.2m in 2027**
- 34082 [Stage 3]: MP 25.8-29.0 \$12.1m in 2028
- 29877 [Parent Final Stage 4]: MP 15.2-19.0, MP 23.7-24.2, and MP 29.0-31.3 \$12.1m in 2029

## Alaska Highway System

**STIP ID 32638**

<b>DOT Region</b>	Southcoast Region
<b>Location</b>	Kodiak Island Borough

<b>Stage</b>	Child Project, Construction Stage 2
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	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd PIng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$18,200,000	\$18,200,000
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$18,200,000</b>	<b>\$18,200,000</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$16,556,540	\$16,556,540
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
Protect	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funds</b>					
State Match	\$0	\$0	\$0	\$1,643,460	\$1,643,460
Local Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,643,460</b>	<b>\$1,643,460</b>
<b>Fed TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$16,556,540</b>	<b>\$16,556,540</b>
<b>All Funds TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$18,200,000</b>	<b>\$18,200,000</b>

<b>After 2027</b>	\$0
<b>Prior Year Programming (AC+Fed+Match)</b>	\$0

<b>Phase(s)</b>	Construction
<b>Work Type</b>	Pavement Rehabilitation
<b>Year to Construct</b>	2027

<b>If Parent: Funds Programming in Child Projects</b>	Child Project
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<b>Strategic Investment Area</b>	State of Good Repair
<b>Project Selection</b>	Previous STIPs

**STIP Obligations**

<b>Appropriation/Apportionment</b>	
Surface Transportation Block Grant	
<b>Allocations/Suballocations</b>	
STBG <5	
<b>Bridge Data (Bridge #, Year Built, Condition)</b>	

<b>Advance Construction Conversion</b>			
<b>STIP ID</b>	<b>AC Balance</b>	<b>Proposed Fund Source</b>	<b>Proposed Conversion Year</b>

### Estimate Date and Type

<b>Date of Estimate</b>	<b>PreCon Adjusted for YOE</b>	<b>Construction Adjusted for YOE</b>	<b>Type of Estimate</b>	<b>Contingency Included (If Known)</b>
4/20/2023	\$0	\$0	Child Project: See Parent STIP ID	

**Fairview Loop Road Rehabilitation and Pathway [Parent and Final Construction]**

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

**33921 (Parent Project from STIP 20-23): Preconstruction and Stage 2**

34433 (Child Project Stage 1): Construction in 2025

**33921 (Parent Project Stage 2): Construction in 2026**

**Alaska Highway System**

**STIP ID 33921**

<b>DOT Region</b>	Central Region
<b>Location</b>	Matanuska-Susitna Borough

<b>Stage</b>	Parent Project, Construction Final Stage
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	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd PIng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$1,000,000	\$0	\$0	\$0	\$1,000,000
ROW (P3)	\$100,000	\$0	\$0	\$0	\$100,000
Construct (P4)	\$0	\$0	\$16,000,000	\$0	\$16,000,000
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$1,100,000</b>	<b>\$0</b>	<b>\$16,000,000</b>	<b>\$0</b>	<b>\$17,100,000</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$1,000,670	\$0	\$14,555,200	\$0	\$15,555,870
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
Protect	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funds</b>					
State Match	\$99,330	\$0	\$1,444,800	\$0	\$1,544,130
Local Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$99,330</b>	<b>\$0</b>	<b>\$1,444,800</b>	<b>\$0</b>	<b>\$1,544,130</b>
<b>Fed TOTAL</b>	<b>\$1,000,670</b>	<b>\$0</b>	<b>\$14,555,200</b>	<b>\$0</b>	<b>\$15,555,870</b>
<b>All Funds TOTAL</b>	<b>\$1,100,000</b>	<b>\$0</b>	<b>\$16,000,000</b>	<b>\$0</b>	<b>\$17,100,000</b>

<b>After 2027</b>	\$0
<b>Prior Year Programming (AC+Fed+Match)</b>	\$2,000,000

<b>Phase(s)</b>	Design; ROW; Construction
<b>Work Type</b>	Bridge Rehabilitation
<b>Year to Construct</b>	2026

<b>If Parent: Funds Programming in Child Projects</b>	\$17,300,000
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<b>Strategic Investment Area</b>	Safety
<b>Project Selection</b>	GO Bond

<b>STIP Obligations</b>		
33921	P2	\$2,000,000

<b>Appropriation/Apportionment</b>	
Surface Transportation Block Grant	
<b>Allocations/Suballocations</b>	
STBG Flex	

**Bridge Data (Bridge #, Year Built, Condition)**

<b>Advance Construction Conversion</b>			
<b>STIP ID</b>	<b>AC Balance</b>	<b>Proposed Fund Source</b>	<b>Proposed Conversion Year</b>

<b>Estimate Date and Type</b>				
<b>Date of Estimate</b>	<b>PreCon Adjusted for YOE</b>	<b>Construction Adjusted for YOE</b>	<b>Type of Estimate</b>	<b>Contingency Included (If Known)</b>
9/22/2022	\$1,100,660	\$20,524,611	Engineer Pre-Project Estimate	

## Fairview Loop Road Rehabilitation and Pathway [Stage 1]

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

33921 [Parent Project from STIP 20-23]: Preconstruction

### 34433 [Child Project Stage 1]: Sue Lane to Davis Road in 2025

33921 [Parent Final Stage 2]: Top of the World Circle to Fern Street in 2026

## Alaska Highway System

**STIP ID** 34433

<b>DOT Region</b>	Central Region
<b>Location</b>	Matanuska-Susitna Borough

<b>Stage</b>
Child Project, Construction Stage 1

	2024	2025	2026	2027	2024-2027
	<b>Phases</b>				
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd PIng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$10,400,000	\$0	\$0	\$10,400,000
Utilities (P7)	\$0	\$6,900,000	\$0	\$0	\$6,900,000
<b>Phase TOTAL</b>	<b>\$0</b>	<b>\$17,300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$17,300,000</b>
	<b>Federal Funding</b>				
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$15,737,810	\$0	\$0	\$15,737,810
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
Protect	\$0	\$0	\$0	\$0	\$0
	<b>Advance Construction</b>				
AC	\$0	\$0	\$0	\$0	\$0
	<b>Non-Federal Funds</b>				
State Match	\$0	\$1,562,190	\$0	\$0	\$1,562,190
Local Match	\$0	\$0	\$0	\$0	\$0
	<b>Funding Totals</b>				
<b>Match TOTAL</b>	<b>\$0</b>	<b>\$1,562,190</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,562,190</b>
<b>Fed TOTAL</b>	<b>\$0</b>	<b>\$15,737,810</b>	<b>\$0</b>	<b>\$0</b>	<b>\$15,737,810</b>
<b>All Funds TOTAL</b>	<b>\$0</b>	<b>\$17,300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$17,300,000</b>

<b>After 2027</b>
\$0
<b>Prior Year Programming (AC+Fed+Match)</b>

<b>Phase(s)</b>	Construction; Utilities
<b>Work Type</b>	Bridge Rehabilitation
<b>Year to Construct</b>	2025

<b>If Parent: Funds Programming in Child Projects</b>
Child Project

<b>Strategic Investment Area</b>	Safety
<b>Project Selection</b>	GO Bond

**STIP Obligations**

<b>Appropriation/Apportionment</b>
Surface Transportation Block Grant
<b>Allocations/Suballocations</b>
STBG Flex
<b>Bridge Data (Bridge #, Year Built, Condition)</b>

<b>Advance Construction Conversion</b>			
<b>STIP ID</b>	<b>AC Balance</b>	<b>Proposed Fund Source</b>	<b>Proposed Conversion Year</b>

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Type of Estimate	Contingency Included (If Known)
	\$0	\$0	Child Project: See Parent STIP ID	

## Kachemak Bay Drive Milepost 0-3.5 Reconstruction

Reconstruct Kachemak Bay Drive to strengthen and protect the designated Tsunami evacuation route from the intersection of Kachemak Bay Drive and Sterling Highway, to the intersection of Kachemak Bay Drive and East End Road. Work includes raising and widening 3.5 miles to improve motorized and non-motorized passage. This project leverages the 100% federal share by matching the PROTECT funds with STBG funds.

## Alaska Highway System

STIP ID **34427**

DOT Region	Central Region
Location	Homer

Stage	Single Project
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	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$600,000	\$200,000	\$0	\$0	\$800,000
ROW (P3)	\$0	\$100,000	\$0	\$0	\$100,000
Construct (P4)	\$0	\$0	\$5,700,000	\$0	\$5,700,000
Utilities (P7)	\$0	\$0	\$50,000	\$0	\$50,000
<b>Phase TOTAL</b>	<b>\$600,000</b>	<b>\$300,000</b>	<b>\$5,750,000</b>	<b>\$0</b>	<b>\$6,650,000</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$120,000	\$60,000	\$1,150,000	\$0	\$1,330,000
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
Protect	\$480,000	\$240,000	\$4,600,000	\$0	\$5,320,000
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funds</b>					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Fed TOTAL</b>	<b>\$600,000</b>	<b>\$300,000</b>	<b>\$5,750,000</b>	<b>\$0</b>	<b>\$6,650,000</b>
<b>All Funds TOTAL</b>	<b>\$600,000</b>	<b>\$300,000</b>	<b>\$5,750,000</b>	<b>\$0</b>	<b>\$6,650,000</b>

After 2027	\$0
Prior Year Programming (AC+Fed+Match)	\$900,526

Phase(s)	Design; ROW; Construction; Utilities
Work Type	Pavement Reconstruction
Year to Construct	2026

If Parent: Funds Programming in Child Projects	Single Project
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Strategic Investment Area	Resiliency
Project Selection	Best Interest Finding

<b>STIP Obligations</b>		
18924	P2	\$900,526

<b>Appropriation/Apportionment</b>	
Surface Transportation Block Grant; PROTECT Program	
<b>Allocations/Suballocations</b>	
STBG Flex; PROTECT	

Bridge Data (Bridge #, Year Built, Condition)

<b>Advance Construction Conversion</b>			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

<b>Estimate Date and Type</b>				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Type of Estimate	Contingency Included (If Known)
2/18/2024	\$900,270	\$5,753,451	Engineer Pre-Project Estimate	



# Kalifornsky Beach Road Drainage Improvements

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

**Alaska Highway System**

**STIP ID 34318**

<b>DOT Region</b>	Central Region
<b>Location</b>	Kenai

<b>Stage</b>	Single Project
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	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$500,000	\$0	\$0	\$0	\$500,000
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$2,950,000	\$0	\$0	\$2,950,000
Utilities (P7)	\$0	\$50,000	\$0	\$0	\$50,000
<b>Phase TOTAL</b>	<b>\$500,000</b>	<b>\$3,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,500,000</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$454,850	\$2,729,100	\$0	\$0	\$3,183,950
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
Protect	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funds</b>					
State Match	\$45,150	\$270,900	\$0	\$0	\$316,050
Local Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$45,150</b>	<b>\$270,900</b>	<b>\$0</b>	<b>\$0</b>	<b>\$316,050</b>
<b>Fed TOTAL</b>	<b>\$454,850</b>	<b>\$2,729,100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,183,950</b>
<b>All Funds TOTAL</b>	<b>\$500,000</b>	<b>\$3,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,500,000</b>

<b>After 2027</b>	\$0
<b>Prior Year Programming (AC+Fed+Match)</b>	\$0

<b>Phase(s)</b>	Design; Construction; Utilities
<b>Work Type</b>	Pavement Rehabilitation
<b>Year to Construct</b>	2025

<b>If Parent: Funds Programming in Child Projects</b>	Single Project
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<b>Strategic Investment Area</b>	State of Good Repair
<b>Project Selection</b>	Best Interest Finding

**STIP Obligations**

<b>Appropriation/Apportionment</b>	
Surface Transportation Block Grant	
<b>Allocations/Suballocations</b>	
STBG Flex; STBG 5-50	
<b>Bridge Data (Bridge #, Year Built, Condition)</b>	

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Type of Estimate	Contingency Included (If Known)
	\$500,150	\$2,730,738	Engineer Pre-Project Estimate	

## Sayles and Gorge Street Viaduct Improvements

This viaduct improvement in Ketchikan is focused on the improvement of the existing 'L' shaped trestle at the intersection of Sayles and Gorge Streets. This will involve replacing the trestle with a new 'L' shaped concrete deck bridge, underpinned by a steel frame substructure and associated concrete supports. Improvements will extend to the surrounding area, with a new pedestrian staircase constructed from near the Sayles/Gorge intersection to Water Street below. Additional activities include replacing utilities, modifying drainage, altering adjacent retaining walls, and enhancing other pedestrian facilities as required.

## Alaska Highway System

**STIP ID** 28890

<b>DOT Region</b>	Southcoast Region
<b>Location</b>	Ketchikan

<b>Stage</b>	Single Project
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	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd PIng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$388,000	\$0	\$0	\$0	\$388,000
Construct (P4)	\$6,549,840	\$0	\$0	\$0	\$6,549,840
Utilities (P7)	\$90,970	\$0	\$0	\$0	\$90,970
<b>Phase TOTAL</b>	<b>\$7,028,810</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,028,810</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$6,394,109	\$0	\$0	\$0	\$6,394,109
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
Protect	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funds</b>					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$634,701	\$0	\$0	\$0	\$634,701
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$634,701</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$634,701</b>
<b>Fed TOTAL</b>	<b>\$6,394,109</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,394,108</b>
<b>All Funds TOTAL</b>	<b>\$7,028,810</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,028,810</b>

<b>After 2027</b>	\$0
<b>Prior Year Programming (AC+Fed+Match)</b>	\$1,952,297

<b>Phase(s)</b>	ROW; Construction; Utilities
<b>Work Type</b>	Bridge Replacement
<b>Year to Construct</b>	2024

<b>If Parent: Funds Programming in Child Projects</b>	Single Project
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<b>Strategic Investment Area</b>	State of Good Repair
<b>Project Selection</b>	

STIP Obligations		
28890	P2	\$1,425,000
28890	P3	\$527,297

<b>Appropriation/Apportionment</b>	Surface Transportation Block Grant
<b>Allocations/Suballocations</b>	STBG 5-50

**Bridge Data (Bridge #, Year Built, Condition)**

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Type of Estimate	Contingency Included (If Known)
	\$388,000	\$6,083,474	Engineer Active Project Estimate	

# South Tongass Highway Deermount to Saxman Reconstruction

Reconstruct South Tongass Highway in Ketchikan from Deermount Street to Saxman. Reconstruct bicycle/pedestrian facilities, parking, drainage improvements, and roadside hardware.

## Alaska Highway System

STIP ID **21114**

DOT Region	Southcoast Region
Location	Ketchikan

Stage	Single Project
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	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$3,420,705	\$136,455	\$0	\$0	\$3,557,160
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$500,000	\$0	\$0	\$240,000	\$740,000
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$3,920,705</b>	<b>\$136,455</b>	<b>\$0</b>	<b>\$240,000</b>	<b>\$4,297,160</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$3,875,555	\$136,455	\$0	\$218,328	\$4,230,338
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
Protect	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funds</b>					
State Match	\$45,150		\$0	\$21,672	\$66,822
Local Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$45,150</b>	<b>\$0</b>	<b>\$0</b>	<b>\$21,672</b>	<b>\$66,822</b>
<b>Fed TOTAL</b>	<b>\$3,875,555</b>	<b>\$136,455</b>	<b>\$0</b>	<b>\$218,328</b>	<b>\$3,909,126</b>
<b>All Funds TOTAL</b>	<b>\$3,920,705</b>	<b>\$136,455</b>	<b>\$0</b>	<b>\$240,000</b>	<b>\$4,297,160</b>

<b>After 2027</b>	\$41,400,000
<b>Prior Year Programming (AC+Fed+Match)</b>	\$14,723,366

<b>Phase(s)</b>	Design; AC Conversion
<b>Work Type</b>	Pavement Reconstruction
<b>Year to Construct</b>	2028-2030

<b>If Parent: Funds Programming in Child Projects</b>	Single Project
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<b>Strategic Investment Area</b>	State of Good Repair
<b>Project Selection</b>	

STIP Obligations		
21114	P2	\$5,766,595
21114	P3	\$8,956,771

Appropriation/Apportionment	
Surface Transportation Block Grant	
Allocations/Suballocations	
STBG Flex; STBG 5-50	

Bridge Data (Bridge #, Year Built, Condition)

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year
21114	\$3,420,705	STBG Flex	2024
21114	\$136,455	STBG Flex	2028

### Estimate Date and Type

Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Type of Estimate	Contingency Included (If Known)
1/1/2023	\$740,888	\$41,462,137	Engineer Active Project Estimate	

# Steese Highway Milepost 128 Crooked Creek Bridge Replacement

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

**Alaska Highway System**

**STIP ID 3648**

<b>DOT Region</b>	Northern Region
<b>Location</b>	Central

<b>Stage</b>	Single Project
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	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd PIng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$850,000	\$0	\$0	\$0	\$850,000
ROW (P3)	\$375,000	\$0	\$0	\$0	\$375,000
Construct (P4)	\$0	\$0	\$5,150,000	\$0	\$5,150,000
Utilities (P7)	\$0	\$0	\$450,000	\$0	\$450,000
<b>Phase TOTAL</b>	<b>\$1,225,000</b>	<b>\$0</b>	<b>\$5,600,000</b>	<b>\$0</b>	<b>\$6,825,000</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$0	\$0
Bridge All	\$1,114,382	\$0	\$5,094,320	\$0	\$6,208,702
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
Protect	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funds</b>					
State Match	\$110,618	\$0	\$505,680	\$0	\$616,298
Local Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$110,618</b>	<b>\$0</b>	<b>\$505,680</b>	<b>\$0</b>	<b>\$616,298</b>
<b>Fed TOTAL</b>	<b>\$1,114,382</b>	<b>\$0</b>	<b>\$5,094,320</b>	<b>\$0</b>	<b>\$6,208,703</b>
<b>All Funds TOTAL</b>	<b>\$1,225,000</b>	<b>\$0</b>	<b>\$5,600,000</b>	<b>\$0</b>	<b>\$6,825,000</b>

<b>After 2027</b>	\$0
<b>Prior Year Programming (AC+Fed+Match)</b>	\$420,000

<b>Phase(s)</b>	Design; ROW; Construction; Utilities
<b>Work Type</b>	Bridge Replacement
<b>Year to Construct</b>	2026

<b>If Parent: Funds Programming in Child Projects</b>	Single Project
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<b>Strategic Investment Area</b>	State of Good Repair
<b>Project Selection</b>	

<b>STIP Obligations</b>		
3648	P2	\$420,000

<b>Appropriation/Apportionment</b>	
Bridge Program	
<b>Allocations/Suballocations</b>	
Bridge HIP; Bridge INFRA	

<b>Bridge Data (Bridge #, Year Built, Condition)</b>		
431	1957	5

<b>Advance Construction Conversion</b>			
<b>STIP ID</b>	<b>AC Balance</b>	<b>Proposed Fund Source</b>	<b>Proposed Conversion Year</b>

<b>Estimate Date and Type</b>				
<b>Date of Estimate</b>	<b>PreCon Adjusted for YOE</b>	<b>Construction Adjusted for YOE</b>	<b>Type of Estimate</b>	<b>Contingency Included (If Known)</b>
4/26/2023	\$1,225,368	\$6,055,447	Engineer Pre-Project Estimate	

# Ward Creek Bridge Replacement

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

## Alaska Highway System

STIP ID **31469**

DOT Region	Southcoast Region
Location	Ketchikan

Stage	Single Project
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	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0		\$0	\$0
Stwd PIng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$1,300,000	\$0	\$0	\$0	\$1,300,000
ROW (P3)	\$100,000	\$0	\$0	\$0	\$100,000
Construct (P4)	\$0	\$0	\$34,425,423	\$0	\$34,425,423
Utilities (P7)	\$0	\$0	\$1,000,000	\$0	\$1,000,000
<b>Phase TOTAL</b>	<b>\$1,400,000</b>	<b>\$0</b>	<b>\$35,425,423</b>	<b>\$0</b>	<b>\$36,825,423</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$0	\$0
Bridge All	\$1,273,580	\$0	\$23,936,207	\$0	\$25,209,787
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
Protect	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$8,290,300	\$0	\$8,290,300
<b>Non-Federal Funds</b>					
State Match	\$126,420	\$0	\$3,198,916	\$0	\$3,325,336
Local Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$126,420</b>	<b>\$0</b>	<b>\$3,198,916</b>	<b>\$0</b>	<b>\$3,325,336</b>
<b>Fed TOTAL</b>	<b>\$1,273,580</b>	<b>\$0</b>	<b>\$32,226,507</b>	<b>\$0</b>	<b>\$33,500,087</b>
<b>All Funds TOTAL</b>	<b>\$1,400,000</b>	<b>\$0</b>	<b>\$35,425,423</b>	<b>\$0</b>	<b>\$36,825,423</b>

After 2027	\$0
Prior Year Programming (AC+Fed+Match)	\$2,492,476

Phase(s)	Design; ROW; Construction; Utilities
Work Type	Bridge Replacement
Year to Construct	2026

If Parent: Funds Programming in Child Projects	Single Project
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Strategic Investment Area	State of Good Repair
Project Selection	Best Interest Finding

<b>STIP Obligations</b>		
18922	P2	\$2,492,476

<b>Appropriation/Apportionment</b>	
Bridge Program; Advance Construction Used	
<b>Allocations/Suballocations</b>	
AC; Bridge HIP; Bridge INFRA	

<b>Bridge Data (Bridge #, Year Built, Condition)</b>		
747	1975	6

<b>Advance Construction Conversion</b>			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

<b>Estimate Date and Type</b>				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Type of Estimate	Contingency Included (If Known)
11/9/2023	\$1,400,420	\$35,352,456	Engineer Pre-Project Estimate	



## West Susitna Access Road [Parent and Final Construction]

Construct a new road to and across the Susitna River, connecting the contiguous highway system to State recreation lands west of the Susitna River.

Construct a boat launch facility accessing the Susitna River. **34206 [Parent Preconstruction Stage]**

- 34461[Child Stage 1]: Construct approximately 17 miles of a 24' wide new road from the project at Little Su Road to the south bank of the Susitna River including two bridges across the Little Susitna River and Fish Creek. Construct a boat launch facility accessing the Susitna River.
- **34206 [Parent Final Stage 2]: Construct approximately 5 miles of a 24' from the end of the Stage I project to the proposed material site just west of Alexander Creek, including a bridge across the Susitna River and Alexander Creek, connecting the contiguous highway system to State recreation lands west of the Susitna River.**

## Alaska Highway System

**STIP ID** 34206

<b>DOT Region</b>	Central Region
<b>Location</b>	Matanuska-Susitna Borough

<b>Stage</b>	Parent Project, Preconstruction Stage, Construction Final Stage
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	2024	2025	2026	2027	2024-2027
	<b>Phases</b>				
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$4,000,000	\$4,000,000	\$0	\$0	\$8,000,000
ROW (P3)	\$0	\$100,000	\$100,000	\$0	\$200,000
Construct (P4)	\$0	\$0	\$0	\$50,010,058	\$50,010,058
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$4,000,000</b>	<b>\$4,100,000</b>	<b>\$100,000</b>	<b>\$50,010,058</b>	<b>\$58,210,058</b>
	<b>Federal Funding</b>				
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$3,638,800	\$3,729,770	\$90,970	\$18,118,243	\$25,577,783
Bridge All	\$0	\$0	\$0	\$7,375,907	\$7,375,907
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
Protect	\$0	\$0	\$0	\$0	\$0
	<b>Advance Construction</b>				
AC	\$0	\$0	\$0	\$20,000,000	\$20,000,000
	<b>Non-Federal Funds</b>				
State Match	\$361,200	\$370,230	\$9,030	\$4,515,908	\$5,256,368
Local Match	\$0	\$0	\$0	\$0	\$0
	<b>Funding Totals</b>				
<b>Match TOTAL</b>	<b>\$361,200</b>	<b>\$370,230</b>	<b>\$9,030</b>	<b>\$4,515,908</b>	<b>\$5,256,368</b>
<b>Fed TOTAL</b>	<b>\$3,638,800</b>	<b>\$3,729,770</b>	<b>\$90,970</b>	<b>\$45,494,150</b>	<b>\$52,953,690</b>
<b>All Funds TOTAL</b>	<b>\$4,000,000</b>	<b>\$4,100,000</b>	<b>\$100,000</b>	<b>\$50,010,058</b>	<b>\$58,210,058</b>

<b>After 2027</b>	\$0
<b>Prior Year Programming (AC+Fed+Match)</b>	\$0

<b>Phase(s)</b>	Design; ROW; Construction
<b>Work Type</b>	New Bridge Construction, New Road Construction
<b>Year to Construct</b>	2027

<b>If Parent: Funds Programming in Child Projects</b>	\$18,220,000
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<b>Strategic Investment Area</b>	Economic Vitality
<b>Project Selection</b>	Best Interest Finding

### STIP Obligations

<b>Appropriation/Apportionment</b>	
Surface Transportation Block Grant; Bridge Program; Advance Construction Used	
<b>Allocations/Suballocations</b>	
STBG Flex; STBG <5; AC; HIP OSB	
<b>Bridge Data (Bridge #, Year Built, Condition)</b>	

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

### Estimate Date and Type

Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Type of Estimate	Contingency Included (If Known)
2/21/2023	\$8,204,921	\$50,070,097	Engineer Pre-Project Estimate	
2/18/2024	\$0	\$27,246,200	Engineer Pre-Project Estimate	

**West Susitna Access Road [Stage 1]**

Construct a new road to and across the Susitna River, connecting the contiguous highway system to State recreation lands west of the Susitna River.

Construct a boat launch facility accessing the Susitna River.

34206 [Parent Preconstruction Stage]

34461 [Child Stage 1]: Construct approximately 17 miles of a 24' wide new road from the project BOP at Little Su Road to the south bank of the Susitna River, and two bridges across the Little Susitna River and Fish Creek. Construct a boat launch facility accessing the Susitna River.

34206 [Parent Final Stage 2]: Construct approximately 5 miles of a 24' from the end of the Stage I project to the proposed material site just west of Alexander Creek, including a bridge across the Susitna River and Alexander Creek, connecting the contiguous highway system to State recreation lands west of the Susitna River.

**Alaska Highway System**

**STIP ID 34461**

<b>DOT Region</b>	Central Region
<b>Location</b>	Matanuska-Susitna Borough

<b>Stage</b>	Child Project, Construction Stage 1
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	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd PIng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$18,200,000	\$0	\$0	\$18,200,000
Utilities (P7)	\$0	\$20,000	\$0	\$0	\$20,000
<b>Phase TOTAL</b>	<b>\$0</b>	<b>\$18,220,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$18,220,000</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$13,574,734	\$0	\$0	\$13,574,734
Bridge All	\$0	\$3,000,000	\$0	\$0	\$3,000,000
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
Protect	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funds</b>					
State Match	\$0	\$1,645,266	\$0	\$0	\$1,645,266
Local Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$0</b>	<b>\$1,645,266</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,645,266</b>
<b>Fed TOTAL</b>	<b>\$0</b>	<b>\$16,574,734</b>	<b>\$0</b>	<b>\$0</b>	<b>\$16,574,734</b>
<b>All Funds TOTAL</b>	<b>\$0</b>	<b>\$18,220,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$18,220,000</b>

<b>After 2027</b>	\$0
<b>Prior Year Programming (AC+Fed+Match)</b>	\$0

<b>Phase(s)</b>	Construction; Utilities
<b>Work Type</b>	New Road Construction
<b>Year to Construct</b>	2025

<b>If Parent: Funds Programming in Child Projects</b>	Child Project
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<b>Strategic Investment Area</b>	Economic Vitality
<b>Project Selection</b>	Best Interest Finding

**STIP Obligations**

<b>Appropriation/Apportionment</b>	
Surface Transportation Block Grant; Bridge Program	
<b>Allocations/Suballocations</b>	
STBG Flex; Bridge INFRA	
<b>Bridge Data (Bridge #, Year Built, Condition)</b>	

<b>Advance Construction Conversion</b>			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

<b>Estimate Date and Type</b>				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Type of Estimate	Contingency Included (If Known)
2/21/2024	\$0	\$18,216,385	Child Project: See Parent STIP ID	



# Off-System Infrastructure

# Barge Landing Access Road and Boardwalk Improvements

Rehabilitate the existing barge landing access road, construct a new gravel barge staging pad, install lighting, and replace sections of existing boardwalk. This project has been fully obligated and is included in the 2024-2027 Statewide Transportation Improvement Program (STIP) to facilitate project closeout and advance construction conversion.

STIP ID # **23675**

## Off-System Infrastructure

DOT Region	Northern Region
Location	Selawik

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$8,150,166	\$0	\$0	\$8,150,166
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$0</b>	<b>\$8,150,166</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,150,166</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$8,150,166	\$0	\$0	\$8,150,166
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
Protect	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funds</b>					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Fed TOTAL</b>	<b>\$0</b>	<b>\$8,150,166</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,150,166</b>
<b>Funding TOTAL</b>	<b>\$0</b>	<b>\$8,150,166</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,150,166</b>

<b>After 2027</b>
\$0
<b>Prior Year Programming (AC+Fed+Match)</b>
\$19,240,224

<b>Phase(s)</b>	AC Conversion
<b>Work Type</b>	Pavement Rehabilitation
<b>Year to Construct</b>	No Construction Year Identified
<b>Project Selection</b>	

<b>Stage</b>
AC Conversion
<b>Strategic Investment Area</b>
Economic Vitality

<b>If Parent: Funds Programmed in Child Projects</b>
AC Conversion Only

<b>Appropriations/Apportionments</b>
Surface Transportation Block Grant
<b>Allocations/Suballocations</b>
STBG <5
<b>Other Fund Details</b>
Bridge Data (Bridge #, Year Built, Condition)

<b>STIP Obligations</b>		
23675	P2	\$1,529,988
23675	P4	\$17,209,920
23675	P3	\$500,316

<b>Advance Construction Conversion</b>			
<b>STIP ID</b>	<b>AC Balance</b>	<b>Proposed Fund Source</b>	<b>Proposed Conversion Year</b>
23675	\$8,150,166	STBG <5	2025

<b>Estimate Date and Type</b>				
<b>Date of Estimate</b>	<b>PreCon Adjusted for YOE</b>	<b>Construction Adjusted for YOE</b>	<b>Type of Estimate</b>	<b>Contingency Included (If Known)</b>
	\$0	\$0	AC Conversion	



**Cape Blossom Road [Stage 1]**

Construct Stage II of the road from Kotzebue to Cape Blossom. Work includes extending the road from Sadie Creek to Cape Blossom and a new bridge over Sadie Creek (#1596). Partly funded through Congressionally Delegated Spending (CDS) for \$27,662,000. **18634 [Stage 1] Kotzebue to Sadie Creek (completed)**

**33241 Child Stage 2: Sadie Creek to Cape Blossom with Bridge #1596 in 2024**

18634 [Parent Project] Close Out

Stage 1 is complete but is included in the 2024-2027 Statewide Transportation Improvement Program (STIP) to facilitate project closeout and advance construction conversion.

STIP ID # **18634**

**Off-System Infrastructure**

DOT Region	Northern Region
Location	Kotzebue

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$3,559,208	\$0	\$0	\$3,559,208
Stwd PIng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$0</b>	<b>\$3,559,208</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,559,208</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$3,559,208	\$0	\$0	\$3,559,208
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
Protect	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funds</b>					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Fed TOTAL</b>	<b>\$0</b>	<b>\$3,559,208</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,559,208</b>
<b>Funding TOTAL</b>	<b>\$0</b>	<b>\$3,559,208</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,559,208</b>

<b>After 2027</b>	\$0
<b>Prior Year Programming (AC+Fed+Match)</b>	\$43,750,099

<b>Phase(s)</b>	AC Conversion
<b>Work Type</b>	New Road Construction
<b>Year to Construct Identified</b>	No Construction Year Identified
<b>Project Selection</b>	CDS/Earmark

<b>Stage</b>	AC Conversion
<b>Strategic Investment Area</b>	Economic Vitality

<b>If Parent: Funds Programmed in Child Projects</b>	AC Conversion Only
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<b>Appropriations/Apportionments</b>	Surface Transportation Block Grant
<b>Allocations/Suballocations</b>	STBG <5
<b>Other Fund Details</b>	
<b>Bridge Data (Bridge #, Year Built, Condition)</b>	

<b>STIP Obligations</b>		
18634	P4	\$43,750,099

<b>Advance Construction Conversion</b>			
<b>STIP ID</b>	<b>AC Balance</b>	<b>Proposed Fund Source</b>	<b>Proposed Conversion Year</b>
18634	\$3,559,208	STBG <5	2025

<b>Estimate Date and Type</b>				
<b>Date of Estimate</b>	<b>PreCon Adjusted for YOE</b>	<b>Construction Adjusted for YOE</b>	<b>Type of Estimate</b>	<b>Contingency Included (If Known)</b>
	\$0	\$0	AC Conversion	



**Cape Blossom Road [Stage 2]**

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

18634 [Parent Project]

18634 [Stage 1] Kotzebue to Sadie Creek (completed)

**33241 Child Stage 2: Sadie Creek to Cape Blossom with Bridge #1596 in 2024**

18634 [Parent Project] Close Out

STIP ID # **33241**

**Off-System Infrastructure**

DOT Region	Northern Region
Location	Kotzebue

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd PIng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$53,100,000	\$0	\$0	\$0	\$53,100,000
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$53,100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$53,100,000</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$8,203,931	\$0	\$0	\$0	\$8,203,931
Bridge All	\$20,542,589	\$0	\$0	\$0	\$20,542,589
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$19,558,550	\$0	\$0	\$0	\$19,558,550
Protect	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funds</b>					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$4,794,930	\$0	\$0	\$0	\$4,794,930
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$4,794,930</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,794,930</b>
<b>Fed TOTAL</b>	<b>\$48,305,070</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$48,305,070</b>
<b>Funding TOTAL</b>	<b>\$53,100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$53,100,000</b>

<b>After 2027</b>	\$0
<b>Prior Year Programming (AC+Fed+Match)</b>	\$43,750,099

<b>Phase(s)</b>	Construction
<b>Work Type</b>	New Road Construction
<b>Year to Construct</b>	2024
<b>Project Selection</b>	CDS/Earmark

<b>Stage</b>	Construction Stage 2, Single Project
<b>Strategic Investment Area</b>	Economic Vitality

<b>If Parent: Funds Programmed in Child Projects</b>	See Stage 1
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<b>Appropriations/Apportionments</b>	Surface Transportation Block Grant; Bridge Program; Other Federal Funds
<b>Allocations/Suballocations</b>	STBG <5; OFF-CDS; Bridge HIP; HIP OSB
<b>Other Fund Details</b>	
<b>Bridge Data (Bridge #, Year Built, Condition)</b>	

STIP Obligations		
33241	P2	\$5,635,994
33241	P3	\$875,858
33241	P7	\$300,000

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOY	Construction Adjusted for YOY	Type of Estimate	Contingency Included (If Known)
	\$0	\$53,417,997	Engineer Active Project Estimate	

**Center Creek Road Rehabilitation**

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

STIP ID # **26156**

**Off-System Infrastructure**

DOT Region	Northern Region
Location	Nome

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd PIng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$600,000	\$0	\$0	\$0	\$600,000
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$12,350,000	\$0	\$0	\$12,350,000
Utilities (P7)	\$0	\$100,000	\$0	\$0	\$100,000
<b>Phase TOTAL</b>	<b>\$600,000</b>	<b>\$12,450,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,050,000</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$545,820	\$11,325,765	\$0	\$0	\$11,871,585
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
Protect	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funds</b>					
State Match	\$54,180	\$1,124,235	\$0	\$0	\$1,178,415
Local Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$54,180</b>	<b>\$1,124,235</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,178,415</b>
<b>Fed TOTAL</b>	<b>\$545,820</b>	<b>\$11,325,765</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,871,585</b>
<b>Funding TOTAL</b>	<b>\$600,000</b>	<b>\$12,450,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,050,000</b>

<b>After 2027</b>
\$0
<b>Prior Year Programming (AC+Fed+Match)</b>
\$3,339,143

<b>Phase(s)</b>	Design; Construction; Utilities
<b>Work Type</b>	Pavement Rehabilitation
<b>Year to Construct</b>	2025
<b>Project Selection</b>	

<b>Stage</b>
Single Project
<b>Strategic Investment Area</b>
State of Good Repair

<b>If Parent: Funds Programmed in Child Projects</b>
Single Project

<b>Appropriations/Apportionments</b>
Surface Transportation Block Grant
<b>Allocations/Suballocations</b>
STBG <5
<b>Other Fund Details</b>
Bridge Data (Bridge #, Year Built, Condition)

<b>STIP Obligations</b>		
26156	P2	\$1,500,771
26156	P3	\$1,838,372

<b>Advance Construction Conversion</b>			
<b>STIP ID</b>	<b>AC Balance</b>	<b>Proposed Fund Source</b>	<b>Proposed Conversion Year</b>

<b>Estimate Date and Type</b>				
<b>Date of Estimate</b>	<b>PreCon Adjusted for YOE</b>	<b>Construction Adjusted for YOE</b>	<b>Type of Estimate</b>	<b>Contingency Included (If Known)</b>
9/19/2022	\$600,360	\$12,474,220	Engineer Pre-Project Estimate	

## Juneau Douglas North Crossing

The Juneau Douglas North Crossing project, situated between Juneau and the north end of Douglas Island, aims to construct a crossing to connect these two locations. The initiation of this project is expected to be requested before the conclusion of the Planning and Environmental Linkages (PEL) Study. This is due to various administrative procedures required to finalize the PEL Study and initiate a new project. The Department acknowledges the importance of adhering to discretionary grant timelines and is mindful of their time sensitivity. The Final PEL Study Report will be accessible before any significant (non-administrative) activities commence on this project. Funded through a Congressional Delegated Spending (CDS) and a USDOT RAISE Grant. The match ratio is not the same for both fund types. The CDS is 9.03%, and the RAISE is 5%. NHS designation to be pursued. The project PEL is being completed under STIP ID 31597.

STIP ID # **34146**

## Off-System Infrastructure

DOT Region	Southcoast Region
Location	Juneau

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd PIng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$6,194,844	\$17,320,000	\$0	\$0	\$23,514,844
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$6,194,844</b>	<b>\$17,320,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$23,514,844</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$0	\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$5,635,450	\$16,454,000	\$0	\$0	\$22,089,450
Protect	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funds</b>					
State Match	\$243,344	\$0	\$0	\$0	\$243,344
Local Match	\$316,050	\$866,000	\$0	\$0	\$1,182,050
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$559,394</b>	<b>\$866,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,425,394</b>
<b>Fed TOTAL</b>	<b>\$5,635,450</b>	<b>\$16,454,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$22,089,450</b>
<b>Funding TOTAL</b>	<b>\$6,194,844</b>	<b>\$17,320,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$23,514,844</b>

<b>After 2027</b>
\$400,000,000
<b>Prior Year Programming (AC+Fed+Match)</b>
\$0

<b>Phase(s)</b>	Design
<b>Work Type</b>	New Bridge Construction
<b>Year to Construct</b>	2028-2030
<b>Project Selection</b>	CDS/Earmark

<b>Stage</b>
Single Project
<b>Strategic Investment Area</b>
Economic Vitality

<b>If Parent: Funds Programmed in Child Projects</b>
Single Project

<b>Appropriations/Apportionments</b>
Other Federal Funds
<b>Allocations/Suballocations</b>
OFF-CDS; OFF-DG
<b>Other Fund Details</b>
FHWA Grant: RAISE
<b>Bridge Data (Bridge #, Year Built, Condition)</b>

**STIP Obligations**

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Type of Estimate	Contingency Included (If Known)
	\$23,389,106	\$400,840,756	Planning Estimate	

**Port Road Reconstruction**

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

STIP ID # **26057**

**Off-System Infrastructure**

DOT Region	Northern Region
Location	Nome

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$150,000	\$0	\$0	\$0	\$150,000
ROW (P3)	\$100,000	\$0	\$0	\$0	\$100,000
Construct (P4)	\$0	\$0	\$4,400,000	\$0	\$4,400,000
Utilities (P7)	\$0	\$0	\$100,000	\$0	\$100,000
<b>Phase TOTAL</b>	<b>\$250,000</b>	<b>\$0</b>	<b>\$4,500,000</b>	<b>\$0</b>	<b>\$4,750,000</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$227,425	\$0	\$4,093,650	\$0	\$4,321,075
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
Protect	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funds</b>					
State Match	\$11,288	\$0	\$203,175	\$0	\$214,463
Local Match	\$11,288	\$0	\$203,175	\$0	\$214,463
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$22,575</b>	<b>\$0</b>	<b>\$406,350</b>	<b>\$0</b>	<b>\$428,925</b>
<b>Fed TOTAL</b>	<b>\$227,425</b>	<b>\$0</b>	<b>\$4,093,650</b>	<b>\$0</b>	<b>\$4,321,075</b>
<b>Funding TOTAL</b>	<b>\$250,000</b>	<b>\$0</b>	<b>\$4,500,000</b>	<b>\$0</b>	<b>\$4,750,000</b>

<b>After 2027</b>
\$0
<b>Prior Year Programming (AC+Fed+Match)</b>
\$1,440,662

<b>Phase(s)</b>	Design; ROW; Construction; Utilities
<b>Work Type</b>	Pavement Reconstruction
<b>Year to Construct</b>	2026
<b>Project Selection</b>	

<b>Stage</b>
Single Project
<b>Strategic Investment Area</b>
Economic Vitality

<b>If Parent: Funds Programmed in Child Projects</b>
Single Project

<b>Appropriations/Apportionments</b>
Surface Transportation Block Grant
<b>Allocations/Suballocations</b>
STBG <5
<b>Other Fund Details</b>
Bridge Data (Bridge #, Year Built, Condition)

<b>STIP Obligations</b>		
26057	P2	\$1,006,938
26057	P3	\$433,724

<b>Advance Construction Conversion</b>			
<b>STIP ID</b>	<b>AC Balance</b>	<b>Proposed Fund Source</b>	<b>Proposed Conversion Year</b>

<b>Estimate Date and Type</b>				
<b>Date of Estimate</b>	<b>PreCon Adjusted for YOY</b>	<b>Construction Adjusted for YOY</b>	<b>Type of Estimate</b>	<b>Contingency Included (If Known)</b>
4/25/2022	\$250,150	\$4,332,897	Engineer Active Project Estimate	0%

**Seldovia Gravel Source Road**

New road construction in Seldovia to local gravel stockpile

STIP ID # **34305**

**Off-System Infrastructure**

DOT Region	Central Region
Location	Seldovia

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd PIng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$24,184	\$0	\$0	\$0	\$24,184
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$24,184</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$24,184</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$0	\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$22,000	\$0	\$0	\$0	\$22,000
Protect	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funds</b>					
State Match	\$2,184			\$0	\$2,184
Local Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$2,184</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,184</b>
<b>Fed TOTAL</b>	<b>\$22,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$22,000</b>
<b>Funding TOTAL</b>	<b>\$24,184</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$24,184</b>

<b>After 2027</b>	\$0
<b>Prior Year Programming (AC+Fed+Match)</b>	\$0

<b>Phase(s)</b>	Construction
<b>Work Type</b>	New Road Construction
<b>Year to Construct</b>	2024
<b>Project Selection</b>	CDS/Earmark

<b>Stage</b>	Single Project
<b>Strategic Investment Area</b>	Economic Vitality

<b>If Parent: Funds Programmed in Child Projects</b>	Single Project
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**STIP Obligations**

<b>Appropriations/Apportionments</b>	Other Federal Funds
<b>Allocations/Suballocations</b>	OFF-CDS
<b>Other Fund Details</b>	
<b>Bridge Data (Bridge #, Year Built, Condition)</b>	

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Type of Estimate	Contingency Included (If Known)
	\$0	\$0	Pass Through	



# Seppala Drive Rehabilitation and Realignment

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

STIP ID # **26085**

## Off-System Infrastructure

DOT Region	Northern Region
Location	Nome

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd PIng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$22,000,000	\$0	\$0	\$0	\$22,000,000
Utilities (P7)	\$1,300,000	\$0	\$0	\$0	\$1,300,000
<b>Phase TOTAL</b>	<b>\$23,300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$23,300,000</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$13,463,560	\$0	\$0	\$0	\$13,463,560
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
Protect	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$7,732,450	\$0	\$0	\$0	\$7,732,450
<b>Non-Federal Funds</b>					
State Match	\$2,103,990	\$0	\$0	\$0	\$2,103,990
Local Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$2,103,990</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,103,990</b>
<b>Fed TOTAL</b>	<b>\$21,196,010</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$21,196,010</b>
<b>Funding TOTAL</b>	<b>\$23,300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$23,300,000</b>

<b>After 2027</b>
\$0
<b>Prior Year Programming (AC+Fed+Match)</b>
\$2,358,162

<b>Phase(s)</b>	Construction; Utilities
<b>Work Type</b>	Pavement Rehabilitation
<b>Year to Construct</b>	2024
<b>Project Selection</b>	

<b>Stage</b>
Single Project
<b>Strategic Investment Area</b>
Safety

<b>If Parent: Funds Programmed in Child Projects</b>
Single Project

<b>Appropriations/Apportionments</b>
Surface Transportation Block Grant; Advance Construction Used
<b>Allocations/Suballocations</b>
STBG <5; AC
<b>Other Fund Details</b>
Bridge Data (Bridge #, Year Built, Condition)

<b>STIP Obligations</b>		
26085	P2	\$1,751,000
26085	P3	\$607,162

<b>Advance Construction Conversion</b>			
<b>STIP ID</b>	<b>AC Balance</b>	<b>Proposed Fund Source</b>	<b>Proposed Conversion Year</b>

<b>Estimate Date and Type</b>				
<b>Date of Estimate</b>	<b>PreCon Adjusted for YOY</b>	<b>Construction Adjusted for YOY</b>	<b>Type of Estimate</b>	<b>Contingency Included (If Known)</b>
9/19/2022	\$0	\$21,680,375	Engineer Active Project Estimate	0%

# Shishmaref Sanitation Road Erosion Control

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

STIP ID # **33248**

## Off-System Infrastructure

DOT Region	Northern Region
Location	Shishmaref

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd PIng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$102,438	\$0	\$0	\$0	\$102,438
Construct (P4)	\$13,000,000	\$0	\$0	\$0	\$13,000,000
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$13,102,438</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,102,438</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$7,690,188	\$0	\$0	\$0	\$7,690,188
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$1,500,000	\$0	\$0	\$0	\$1,500,000
Protect	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$2,729,100	\$0	\$0	\$0	\$2,729,100
<b>Non-Federal Funds</b>					
State Match	\$1,183,150	\$0	\$0	\$0	\$1,183,150
Local Match		\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$1,183,150</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,183,150</b>
<b>Fed TOTAL</b>	<b>\$11,919,288</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,919,288</b>
<b>Funding TOTAL</b>	<b>\$13,102,438</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,102,438</b>

<b>After 2027</b>
\$0
<b>Prior Year Programming (AC+Fed+Match)</b>
\$180,000

<b>Phase(s)</b>	ROW; Construction
<b>Work Type</b>	Pavement Reconstruction
<b>Year to Construct</b>	2024
<b>Project Selection</b>	

<b>Stage</b>
Single Project
<b>Strategic Investment Area</b>
Resiliency

<b>If Parent: Funds Programmed in Child Projects</b>
Single Project

<b>Appropriations/Apportionments</b>
Surface Transportation Block Grant; Other Federal Funds; Advance Construction Used
<b>Allocations/Suballocations</b>
STBG <5; AC; OFF-CDS
<b>Other Fund Details</b>
Bridge Data (Bridge #, Year Built, Condition)

<b>STIP Obligations</b>		
33248	P2	\$180,000

<b>Advance Construction Conversion</b>			
<b>STIP ID</b>	<b>AC Balance</b>	<b>Proposed Fund Source</b>	<b>Proposed Conversion Year</b>

<b>Estimate Date and Type</b>				
<b>Date of Estimate</b>	<b>PreCon Adjusted for YOE</b>	<b>Construction Adjusted for YOE</b>	<b>Type of Estimate</b>	<b>Contingency Included (If Known)</b>
10/17/2023	\$102,438	\$12,774,658	Engineer Active Project Estimate	15%

# Takotna River Bridge Replacement Bundle

This project bundle includes the replacement of three bridges near Takotna, AK. In addition to the replacement of the Takotna River Bridge (#643), Tatalina River Bridge (#462), and Gold Creek Bridge (#473), work will also include roadside hardware, drainage improvements, and utilities.

STIP ID # **32299**

## Off-System Infrastructure

DOT Region	Central Region
Location	Takotna

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd PIng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$43,000,000	\$0	\$0	\$43,000,000
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$0</b>	<b>\$43,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$43,000,000</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$0	\$0
Bridge All	\$0	\$39,117,100	\$0	\$0	\$39,117,100
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
Protect	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funds</b>					
State Match	\$0	\$3,882,900	\$0	\$0	\$3,882,900
Local Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$0</b>	<b>\$3,882,900</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,882,900</b>
<b>Fed TOTAL</b>	<b>\$0</b>	<b>\$39,117,100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$39,117,100</b>
<b>Funding TOTAL</b>	<b>\$0</b>	<b>\$43,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$43,000,000</b>

<b>After 2027</b>
\$0
<b>Prior Year Programming (AC+Fed+Match)</b>
\$3,017,100

<b>Phase(s)</b>	Construction
<b>Work Type</b>	Bridge Replacement
<b>Year to Construct</b>	2025
<b>Project Selection</b>	

<b>Stage</b>
Single Project
<b>Strategic Investment Area</b>
State of Good Repair

<b>If Parent: Funds Programmed in Child Projects</b>
Single Project

STIP Obligations		
32299	P2	\$1,650,000
26124	P3	\$41,800
26124	P2	\$1,325,300

Appropriations/Apportionments		
Bridge Program		
Allocations/Suballocations		
Bridge HIP; Bridge INFRA		
Other Fund Details		
Bridge Data (Bridge #, Year Built, Condition)		
643	1950	Fair (6/9)
473	1972	Fair (5/9)
462	1947	Fair (5/9)

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOY	Construction Adjusted for YOY	Type of Estimate	Contingency Included (If Known)
4/1/2023	\$0	\$43,025,804	Engineer Active Project Estimate	0%

# Trout Creek Culvert Replacement and Aquatic Organism Passage Improvements

Replace two culverts with AOP structures. This project has been completed and is included in the 2024-2027 STIP to facilitate project closeout and advance construction conversion.

STIP ID # **33178**

## Off-System Infrastructure

DOT Region	Southcoast Region
Location	Cold Bay

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$105,521	\$0	\$0	\$0	\$105,521
Stwd PIng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$105,521</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$105,521</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$105,521	\$0	\$0	\$0	\$105,521
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
Protect	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funds</b>					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Fed TOTAL</b>	<b>\$105,521</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$105,521</b>
<b>Funding TOTAL</b>	<b>\$105,521</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$105,521</b>

<b>After 2027</b>
\$0
<b>Prior Year Programming (AC+Fed+Match)</b>
\$566,693

<b>Phase(s)</b>	AC Conversion
<b>Work Type</b>	Environmental Enhancement
<b>Year to Construct</b>	No Construction Year Identified
<b>Project Selection</b>	

<b>Stage</b>
AC Conversion
<b>Strategic Investment Area</b>
Sustainability

<b>If Parent: Funds Programmed in Child Projects</b>
AC Conversion Only

<b>Appropriations/Apportionments</b>
Surface Transportation Block Grant
<b>Allocations/Suballocations</b>
STBG Flex
<b>Other Fund Details</b>
Bridge Data (Bridge #, Year Built, Condition)

<b>STIP Obligations</b>		
33178	P2	\$566,693

<b>Advance Construction Conversion</b>			
<b>STIP ID</b>	<b>AC Balance</b>	<b>Proposed Fund Source</b>	<b>Proposed Conversion Year</b>
33178	\$105,521	STBG Flex	2024

<b>Estimate Date and Type</b>				
<b>Date of Estimate</b>	<b>PreCon Adjusted for YOE</b>	<b>Construction Adjusted for YOE</b>	<b>Type of Estimate</b>	<b>Contingency Included (If Known)</b>
	\$0	\$0	AC Conversion	

# Whitshed Road and Pedestrian Improvements [Parent and Final Construction]

Provide pedestrian accommodations along Whitshed Road from the intersection with the Copper River Highway to the intersection with Orca Inlet Drive approximately 0.75 miles in length. The project is using Construction Manager/General Contractor (CMGC) procurement for project delivery.

STIP ID # **27049**

## Off-System Infrastructure

**27049 [Parent Preconstruction Stage]: In Progress**

34448 [Child Stage 1]: Early Work Package in 2027

27049 [Parent Final Stage]: Construction in 2028

DOT Region	Northern Region
Location	Cordova

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd PIng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$150,000	\$0	\$0	\$0	\$150,000
ROW (P3)	\$2,000,000	\$0	\$0	\$0	\$2,000,000
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$2,150,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,150,000</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$1,955,855	\$0	\$0	\$0	\$1,955,855
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
Protect	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funds</b>					
State Match	\$97,073	\$0	\$0	\$0	\$97,073
Local Match	\$97,073	\$0	\$0	\$0	\$97,073
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$194,145</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$194,145</b>
<b>Fed TOTAL</b>	<b>\$1,955,855</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,955,855</b>
<b>Funding TOTAL</b>	<b>\$2,150,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,150,000</b>

<b>After 2027</b>
\$17,000,000
<b>Prior Year Programming (AC+Fed+Match)</b>
\$6,125,740

<b>Phase(s)</b>	Design; ROW
<b>Work Type</b>	Pavement Reconstruction
<b>Year to Construct</b>	2028-2030
<b>Project Selection</b>	Previous STIPs

<b>Stage</b>
Parent Project, Preconstruction Stage
<b>Strategic Investment Area</b>
Sustainability

<b>If Parent: Funds Programmed in Child Projects</b>
\$3,000,000

<b>Appropriations/Apportionments</b>
Surface Transportation Block Grant
<b>Allocations/Suballocations</b>
STBG <5
<b>Other Fund Details</b>
Bridge Data (Bridge #, Year Built, Condition)

<b>STIP Obligations</b>		
27049	P2	\$2,375,740
27049	P3	\$3,000,000
27049	P7	\$750,000

<b>Advance Construction Conversion</b>			
<b>STIP ID</b>	<b>AC Balance</b>	<b>Proposed Fund Source</b>	<b>Proposed Conversion Year</b>

<b>Estimate Date and Type</b>				
<b>Date of Estimate</b>	<b>PreCon Adjusted for YOE</b>	<b>Construction Adjusted for YOE</b>	<b>Type of Estimate</b>	<b>Contingency Included (If Known)</b>
1/27/2024	\$2,150,000	\$16,886,455	Engineer Active Project Estimate	0%



# Whitshed Road and Pedestrian Improvements [Stage 1]

Provide pedestrian accommodations along Whitshed Road from the intersection with the Copper River Highway to the intersection with Orca Inlet Drive approximately 0.75 miles in length. The project is using Construction Manager/General Contractor (CMGC) procurement for project delivery.

27049 [Parent Preconstruction Stage]: Completed

**34448 [Child Stage 1]: Early Work Package in 2027**

27049 [Parent Final Stage]: Construction in 2028

STIP ID # **34448**

## Off-System Infrastructure

DOT Region	Northern Region
Location	Cordova

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$3,000,000	\$3,000,000
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,000,000</b>	<b>\$3,000,000</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$2,729,100	\$2,729,100
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
Protect	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funds</b>					
State Match	\$0	\$0	\$0	\$135,450	\$135,450
Local Match	\$0	\$0	\$0	\$135,450	\$135,450
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$270,900</b>	<b>\$270,900</b>
<b>Fed TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,729,100</b>	<b>\$2,729,100</b>
<b>Funding TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,000,000</b>	<b>\$3,000,000</b>

<b>After 2027</b>
\$0
<b>Prior Year Programming (AC+Fed+Match)</b>
\$0

<b>Phase(s)</b>	Construction
<b>Work Type</b>	Pavement Reconstruction
<b>Year to Construct</b>	2027
<b>Project Selection</b>	Previous STIPs

<b>Stage</b>
Child Project, Early Work Package
<b>Strategic Investment Area</b>
Sustainability

<b>If Parent: Funds Programmed in Child Projects</b>
Early Work Package

<b>Appropriations/Apportionments</b>
Surface Transportation Block Grant
<b>Allocations/Suballocations</b>
STBG <5
<b>Other Fund Details</b>
<b>Bridge Data (Bridge #, Year Built, Condition)</b>

**STIP Obligations**

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Type of Estimate	Contingency Included (If Known)
	\$0	\$0	Child Project: See Parent STIP ID	

# Yukon-Kuskokwim Frontier Road Construction

Construct a 24' wide gravel road between the Yukon and Kuskokwim Rivers. The road would be 30 to 45 miles long. It would start on the southern side of the Yukon River, to the southeast of Paimiut, Alaska, and would end at the northern bank of the Kuskokwim River, between Upper Kalskag and Aniak, Alaska. This road would create opportunities to lower bulk cargo prices and promote economic opportunities for the 56 communities in the Association of Village Council Presidents (AVCP) region and four communities in the lower Yukon Tanana Chiefs Conference region.

STIP ID # **34432**

## Off-System Infrastructure

DOT Region	Northern Region
Location	Yukon-Koyukuk Census Area

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd PIng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$7,000,000	\$0	\$700,000	\$0	\$7,700,000
ROW (P3)	\$0	\$0	\$500,000	\$0	\$500,000
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$7,000,000</b>	<b>\$0</b>	<b>\$1,200,000</b>	<b>\$0</b>	<b>\$8,200,000</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$6,367,900	\$0	\$1,091,640	\$0	\$7,459,540
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
Protect	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funds</b>					
State Match	\$632,100	\$0	\$108,360	\$0	\$740,460
Local Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$632,100</b>	<b>\$0</b>	<b>\$108,360</b>	<b>\$0</b>	<b>\$740,460</b>
<b>Fed TOTAL</b>	<b>\$6,367,900</b>	<b>\$0</b>	<b>\$1,091,640</b>	<b>\$0</b>	<b>\$7,459,540</b>
<b>Funding TOTAL</b>	<b>\$7,000,000</b>	<b>\$0</b>	<b>\$1,200,000</b>	<b>\$0</b>	<b>\$8,200,000</b>

<b>After 2027</b>
\$43,700,000
<b>Prior Year Programming (AC+Fed+Match)</b>
\$0

<b>Phase(s)</b>	Design; ROW; Construction
<b>Work Type</b>	New Road Construction
<b>Year to Construct</b>	2027; 2028-2030
<b>Project Selection</b>	Best Interest Finding

<b>Stage</b>
Single Project
<b>Strategic Investment Area</b>
Economic Vitality

<b>If Parent: Funds Programmed in Child Projects</b>
Single Project

<b>Appropriations/Apportionments</b>
Surface Transportation Block Grant
<b>Allocations/Suballocations</b>
STBG Flex
<b>Other Fund Details</b>
<b>Bridge Data (Bridge #, Year Built, Condition)</b>

**STIP Obligations**

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Type of Estimate	Contingency Included (If Known)
2/22/2024	\$8,300,000	\$43,752,464	Child Project: See Parent STIP ID	



# Scored Projects

**Community Transportation  
Program (CTP)**

**State of Good Repair Projects (SOGR)**

**Transportation Alternatives Program (TAP)**

# Akakeek, Ptarmigan, and DeLapp Reconstruction [CTP Award 2019]

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

## Scored Projects

Community  
Transportation Program  
2019

STIP ID **32728**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd PIng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$100,000	\$0	\$0	\$0	\$100,000
ROW (P3)	\$100,000	\$0	\$0	\$0	\$100,000
Construct (P4)	\$0	\$0	\$6,300,000	\$0	\$6,300,000
Utilities (P7)	\$0	\$0	\$300,000	\$0	\$300,000
<b>Phase TOTAL</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$6,600,000</b>	<b>\$0</b>	<b>\$6,800,000</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
STBG All	\$181,940	\$0	\$6,004,020	\$0	\$6,185,960
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funds</b>					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$18,060	\$0	\$595,980	\$0	\$614,040
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$18,060</b>	<b>\$0</b>	<b>\$595,980</b>	<b>\$0</b>	<b>\$614,040</b>
<b>Fed TOTAL</b>	<b>\$181,940</b>	<b>\$0</b>	<b>\$6,004,020</b>	<b>\$0</b>	<b>\$6,185,960</b>
<b>All Funds TOTAL</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$6,600,000</b>	<b>\$0</b>	<b>\$6,800,000</b>

After 2027  
\$0

Prior Year  
Programming  
(AC+Fed+Match)  
\$1,050,000

Work Type	Pavement Reconstruction
Year(s) to Construct	2026
Strategic Investment Area	Safety

If Parent: Funds Programmed in  
Child Projects  
Single Project

STIP Obligations  
32728 P2 \$1,050,000

Sponsor	City of Bethel
DOT Region	Central Region
Location	Bethel
Project Score	160.5

Phase(s)	Stage
Design; ROW; Construction; Utilities	Single Project

Appropriation or Apportionment
Surface Transportation Block Grant
Allocation or Suballocation
STBG Flex; STBG 5-50
Other Fund Details

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOY	Construction Adjusted for YOY	Type of Estimate	Contingency Included (If Known)
3/31/2021	\$100,090	\$6,618,919	Engineer Pre-Project Estimate	

## Akutan Harbor Access Road [CTP Award 2023]

The Akutan Harbor Access Road project will construct a 1.5-mile gravel road to connect the Native Village of Akutan to the community's boat harbor and seafood processing facility to enhance safety, create job opportunities, and bolster economic prospects by ensuring reliable access to the harbor. This project was selected in the 2023 DOT&PF Community Transportation Program solicitation that will require substantial civil engineering efforts, including excavation and grading of nearly a million cubic yards of material to create the harbor basin before the road construction. Additionally, the road's design and construction must navigate challenging terrain, requiring detailed planning and permitting to blast and shape a path through the steep cliffs around Akutan Bay. Community-furnished materials valued at \$2,750,000 were funded through Denali Commission and not included in this project.

### Scored Projects

Community  
Transportation Program  
2023

STIP ID **34232**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd PIng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$600,000	\$380,000	\$0	\$0	\$980,000
ROW (P3)	\$0	\$105,000	\$0	\$0	\$105,000
Construct (P4)	\$0	\$0	\$0	\$7,570,000	\$7,570,000
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$600,000</b>	<b>\$485,000</b>	<b>\$0</b>	<b>\$7,570,000</b>	<b>\$8,655,000</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
STBG All	\$469,920	\$379,852	\$0	\$5,928,824	\$6,778,596
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funds</b>					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$130,080	\$105,148	\$0	\$1,641,176	\$1,876,404
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$130,080</b>	<b>\$105,148</b>	<b>\$0</b>	<b>\$1,641,176</b>	<b>\$1,876,404</b>
<b>Fed TOTAL</b>	<b>\$469,920</b>	<b>\$379,852</b>	<b>\$0</b>	<b>\$5,928,824</b>	<b>\$6,778,596</b>
<b>All Funds TOTAL</b>	<b>\$600,000</b>	<b>\$485,000</b>	<b>\$0</b>	<b>\$7,570,000</b>	<b>\$8,655,000</b>

**After 2027**  
\$0

**Prior Year Programming (AC+Fed+Match)**  
\$0

<b>Work Type</b>	New Road Construction
<b>Year(s) to Construct</b>	2027
<b>Strategic Investment Area</b>	Economic Vitality

**If Parent: Funds Programmed in Child Projects**  
Single Project

**STIP Obligations**

Phase(s)	Stage
Design; ROW; Construction	Single Project

Appropriation or Apportionment
Surface Transportation Block Grant
Allocation or Suballocation
STBG Flex; STBG <5
Other Fund Details

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Type of Estimate	Contingency Included (If Known)
11/14/2022	\$1,085,977	\$10,335,489	Engineer Pre-Project Estimate	10%



**Bogard Road Reconstruction: North Earl Drive to North Engstrom Road [Parent] [CTP Award 2023]**

The project will upgrade Bogard Road, between North Earl Drive and North Greentree Street to an arterial highway standard to address safety and capacity issues. The project will construct pathway, provide widened shoulders, construct turn lanes, address access management issues, improve intersections as necessary, provide an improved clear zone, drainage, and signage. The project will also include additional safety and capacity improvements as appropriate. This project was selected in the 2023 DOT&PF Community Transportation Program solicitation. Two separately awarded 2023 CTP projects are being combined into a parent/child grouping to better coordinate design and construction. The full project length is from North Earl Drive to North Engstrom Road

**Scored Projects**  
**Community Transportation Program 2023**

**STIP ID 34342**

**34342 [Parent Preconstruction Stage]**

34256: Child Stage 1: North Greentree Street to North Engstrom Road in 2029

34342 [Parent Final Construction]: North Earl Drive to North Greentree Street in 2030

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$2,500,000	\$800,000	\$0	\$0	\$3,300,000
ROW (P3)	\$0	\$0	\$0	\$5,400,000	\$5,400,000
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$2,500,000</b>	<b>\$800,000</b>	<b>\$0</b>	<b>\$5,400,000</b>	<b>\$8,700,000</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
STBG All	\$2,274,250	\$727,760	\$0	\$4,912,380	\$7,914,390
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funds</b>					
State Match	\$225,750	\$72,240	\$0	\$487,620	\$785,610
Local Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$225,750</b>	<b>\$72,240</b>	<b>\$0</b>	<b>\$487,620</b>	<b>\$785,610</b>
<b>Fed TOTAL</b>	<b>\$2,274,250</b>	<b>\$727,760</b>	<b>\$0</b>	<b>\$4,912,380</b>	<b>\$7,914,390</b>
<b>All Funds TOTAL</b>	<b>\$2,500,000</b>	<b>\$800,000</b>	<b>\$0</b>	<b>\$5,400,000</b>	<b>\$8,700,000</b>

**After 2027**  
\$18,400,000

**Prior Year Programming (AC+Fed+Match)**  
\$0

<b>Work Type</b>	Pavement Reconstruction
<b>Year(s) to Construct</b>	2028-2030
<b>Strategic Investment Area</b>	State of Good Repair

**If Parent: Funds Programmed in Child Projects**  
\$0

**STIP Obligations**

<b>Sponsor</b>	DOT&PF
<b>DOT Region</b>	Central Region
<b>Location</b>	Wasilla
<b>Project Score</b>	382/500

Phase(s)	Stage
Design; ROW	Parent Project, Preconstruction Stage

Appropriation or Apportionment
Surface Transportation Block Grant
Allocation or Suballocation
STBG Flex; STBG 50-200
Other Fund Details

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Type of Estimate	Contingency Included (If Known)
12/1/2023	\$8,705,221	\$27,156,961	Engineer Pre-Project Estimate	

**Captain's Bay Road [CTP Award 2023]**

This project is 1.4 miles long, between Airport Beach Road and the south end of the Westward Seafoods Complex. Work on the existing gravel road includes widening the road to 13-ft lanes with 2-ft shoulders, base & various areas of embankment reconstruction, new asphalt pavement, and new 6-ft paved separated multi-use path. Project includes selective replacement of storm drain pipes & inlet structures. This project was selected in the 2023 DOT&PF Community Transportation Program solicitation.

**Scored Projects**  
**Community Transportation Program 2023**

**STIP ID 34349**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$300,000	\$180,000	\$0	\$480,000
ROW (P3)	\$0	\$0	\$65,000	\$0	\$65,000
Construct (P4)	\$0	\$0	\$0	\$12,610,000	\$12,610,000
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$0</b>	<b>\$300,000</b>	<b>\$245,000</b>	<b>\$12,610,000</b>	<b>\$13,155,000</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$228,000	\$186,200	\$9,583,600	\$9,997,800
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funds</b>					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$0	\$72,000	\$58,800	\$3,026,400	\$3,157,200
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$0</b>	<b>\$72,000</b>	<b>\$58,800</b>	<b>\$3,026,400</b>	<b>\$3,157,200</b>
<b>Fed TOTAL</b>	<b>\$0</b>	<b>\$228,000</b>	<b>\$186,200</b>	<b>\$9,583,600</b>	<b>\$9,997,800</b>
<b>All Funds TOTAL</b>	<b>\$0</b>	<b>\$300,000</b>	<b>\$245,000</b>	<b>\$12,610,000</b>	<b>\$13,155,000</b>

**After 2027**  
\$0

**Prior Year Programming (AC+Fed+Match)**  
\$0

<b>Work Type</b>	New Road Construction
<b>Year(s) to Construct</b>	2027
<b>Strategic Investment Area</b>	Economic Vitality

**If Parent: Funds Programmed in Child Projects**  
Single Project

**STIP Obligations**

Phase(s)	Stage
Design; ROW; Construction	Single Project

Appropriation or Apportionment
Surface Transportation Block Grant
Allocation or Suballocation
STBG <5
Other Fund Details

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOY	Construction Adjusted for YOY	Type of Estimate	Contingency Included (If Known)
11/17/2022	\$545,654	\$12,628,926	Engineer Pre-Project Estimate	10%

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

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

**Scored Projects**  
Community  
Transportation Program  
2019

STIP ID **28349**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$400,000	\$0	\$0	\$400,000
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$8,000,000	\$0	\$8,000,000
Utilities (P7)	\$0	\$0	\$100,000	\$0	\$100,000
<b>Phase TOTAL</b>	<b>\$0</b>	<b>\$400,000</b>	<b>\$8,100,000</b>	<b>\$0</b>	<b>\$8,500,000</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$363,880	\$7,368,570	\$0	\$7,732,450
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funds</b>					
State Match		\$36,120	\$731,430	\$0	\$767,550
Local Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$0</b>	<b>\$36,120</b>	<b>\$731,430</b>	<b>\$0</b>	<b>\$767,550</b>
<b>Fed TOTAL</b>	<b>\$0</b>	<b>\$363,880</b>	<b>\$7,368,570</b>	<b>\$0</b>	<b>\$7,732,450</b>
<b>All Funds TOTAL</b>	<b>\$0</b>	<b>\$400,000</b>	<b>\$8,100,000</b>	<b>\$0</b>	<b>\$8,500,000</b>

**After 2027**  
\$0

**Prior Year Programming (AC+Fed+Match)**  
\$400,000

<b>Work Type</b>	Pavement Rehabilitation
<b>Year(s) to Construct</b>	2026
<b>Strategic Investment Area</b>	State of Good Repair

**If Parent: Funds Programmed in Child Projects**  
Single Project

STIP Obligations		
28349	P2	\$400,000

Phase(s)	Stage
Design; Construction; Utilities	Single Project

Appropriation or Apportionment
Surface Transportation Block Grant
Allocation or Suballocation
STBG <5
Other Fund Details

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Type of Estimate	Contingency Included (If Known)
4/24/2020	\$751,126	\$14,225,579	Engineer Pre-Project Estimate	20%

## Hemmer Road Upgrade and Extension [CTP Award 2019]

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

### Scored Projects

Community  
Transportation Program  
2019

STIP ID **32721**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$1,500,000	\$0	\$0	\$0	\$1,500,000
ROW (P3)	\$0	\$900,000	\$0	\$0	\$900,000
Construct (P4)	\$0	\$0	\$0	\$4,100,001	\$4,100,001
Utilities (P7)	\$0	\$0	\$0	\$575,000	\$575,000
<b>Phase TOTAL</b>	<b>\$1,500,000</b>	<b>\$900,000</b>	<b>\$0</b>	<b>\$4,675,001</b>	<b>\$7,075,001</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
STBG All	\$1,364,550	\$818,730	\$0	\$4,252,848	\$6,436,128
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funds</b>					
State Match	\$135,450	\$81,270	\$0	\$422,153	\$638,873
Local Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$135,450</b>	<b>\$81,270</b>	<b>\$0</b>	<b>\$422,153</b>	<b>\$638,873</b>
<b>Fed TOTAL</b>	<b>\$1,364,550</b>	<b>\$818,730</b>	<b>\$0</b>	<b>\$4,252,848</b>	<b>\$6,436,128</b>
<b>All Funds TOTAL</b>	<b>\$1,500,000</b>	<b>\$900,000</b>	<b>\$0</b>	<b>\$4,675,001</b>	<b>\$7,075,001</b>

After 2027  
\$0

Prior Year  
Programming  
(AC+Fed+Match)  
\$500,000

Work Type	Pavement Reconstruction
Year(s) to Construct	2027
Strategic Investment Area	Safety

If Parent: Funds Programmed in  
Child Projects  
Single Project

STIP Obligations		
32721	P2	\$500,000

Phase(s)	Stage
Design; ROW; Construction; Utilities	Single Project

Appropriation or Apportionment
Surface Transportation Block Grant
Allocation or Suballocation
STBG Flex
Other Fund Details

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOY	Construction Adjusted for YOY	Type of Estimate	Contingency Included (If Known)
1/30/2021	\$2,401,440	\$4,683,421	Engineer Pre-Project Estimate	

## Hermon Road Upgrade and Extension [CTP Award 2019]

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

Scored Projects

Community  
Transportation Program  
2019

**STIP ID** 32722

	2024	2025	2026	2027	2024-2027
Phases					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$2,800,000	\$0	\$0	\$2,800,000
Construct (P4)	\$0	\$0	\$0	\$8,000,000	\$8,000,000
Utilities (P7)	\$0	\$0	\$0	\$500,000	\$500,000
Phase TOTAL	\$0	\$2,800,000	\$0	\$8,500,000	\$11,300,000
Federal Funding					
NHPP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$2,547,160	\$0	\$7,732,450	\$10,279,610
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
Advance Construction					
AC	\$0	\$0	\$0	\$0	\$0
Non-Federal Funds					
State Match	\$0	\$252,840	\$0	\$767,550	\$1,020,390
Local Match	\$0	\$0	\$0	\$0	\$0
Funding Totals					
Match TOTAL	\$0	\$252,840	\$0	\$767,550	\$1,020,390
Fed TOTAL	\$0	\$2,547,160	\$0	\$7,732,450	\$10,279,610
All Funds TOTAL	\$0	\$2,800,000	\$0	\$8,500,000	\$11,300,000

**After 2027**

\$0

**Prior Year Programming (AC+Fed+Match)**

\$3,000,000

<b>Work Type</b>	Pavement Reconstruction
<b>Year(s) to Construct</b>	2027
<b>Strategic Investment Area</b>	Economic Vitality

**If Parent: Funds Programmed in Child Projects**

Single Project

**STIP Obligations**

32722	P2	\$3,000,000
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Phase(s)	Stage
ROW; Construction; Utilities	Single Project

Appropriation or Apportionment
Surface Transportation Block Grant
Allocation or Suballocation
STBG Flex
Other Fund Details

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Type of Estimate	Contingency Included (If Known)
	\$2,800,000	\$0	Not Available	



**Otmeloi Way Reconstruction [CTP Award 2019]**

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

**Scored Projects**  
Community  
Transportation Program  
2019

STIP ID **2436**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$125,000	\$0	\$0	\$0	\$125,000
ROW (P3)	\$430,000	\$0	\$0	\$0	\$430,000
Construct (P4)	\$0	\$7,800,000	\$0	\$0	\$7,800,000
Utilities (P7)	\$0	\$700,000	\$0	\$0	\$700,000
<b>Phase TOTAL</b>	<b>\$555,000</b>	<b>\$8,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,055,000</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
STBG All	\$396,270	\$6,069,000	\$0	\$0	\$6,465,270
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funds</b>					
State Match	\$158,730	\$2,431,000	\$0	\$0	\$2,589,730
Local Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$158,730</b>	<b>\$2,431,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,589,730</b>
<b>Fed TOTAL</b>	<b>\$396,270</b>	<b>\$6,069,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,465,270</b>
<b>All Funds TOTAL</b>	<b>\$555,000</b>	<b>\$8,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,055,000</b>

**After 2027**  
\$0

**Prior Year Programming (AC+Fed+Match)**  
\$555,000

<b>Work Type</b>	Pavement Reconstruction
<b>Year(s) to Construct</b>	2025
<b>Strategic Investment Area</b>	Safety

**If Parent: Funds Programmed in Child Projects**  
Single Project

**STIP Obligations**

Phase(s)	Stage
Design; ROW; Construction; Utilities	Single Project

Appropriation or Apportionment
Surface Transportation Block Grant
Allocation or Suballocation
STBG 5-50
Other Fund Details

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOY	Construction Adjusted for YOY	Type of Estimate	Contingency Included (If Known)
1/11/2023	\$555,167	\$7,766,748	Engineer Active Project Estimate	15%

## Redoubt Avenue and Smith Way Rehabilitation [CTP Award 2019]

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

### Scored Projects

Community  
Transportation Program  
2019

STIP ID **32723**

	2024	2025	2026	2027	2024-2027
Phases					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$346,000	\$0	\$0	\$0	\$346,000
ROW (P3)	\$0	\$400,000	\$0	\$0	\$400,000
Construct (P4)	\$0	\$0	\$4,950,000	\$0	\$4,950,000
Utilities (P7)	\$0	\$0	\$640,000	\$0	\$640,000
Phase TOTAL	\$346,000	\$400,000	\$5,590,000	\$0	\$6,336,000
Federal Funding					
NHPP	\$0	\$0	\$0	\$0	\$0
STBG All	\$314,756	\$363,880	\$5,085,223	\$0	\$5,763,859
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
Advance Construction					
AC	\$0	\$0	\$0	\$0	\$0
Non-Federal Funds					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$31,244	\$36,120	\$504,777	\$0	\$572,141
Funding Totals					
Match TOTAL	\$31,244	\$36,120	\$504,777	\$0	\$572,141
Fed TOTAL	\$314,756	\$363,880	\$5,085,223	\$0	\$5,763,859
All Funds TOTAL	\$346,000	\$400,000	\$5,590,000	\$0	\$6,336,000

After 2027  
\$0

Prior Year  
Programming  
(AC+Fed+Match)  
\$789,000

Work Type	Pavement Rehabilitation
Year(s) to Construct	2026
Strategic Investment Area	State of Good Repair

If Parent: Funds Programmed in  
Child Projects  
Single Project

STIP Obligations  
32723   P2   \$789,000

Phase(s)	Stage
Design; ROW; Construction; Utilities	Single Project

Appropriation or Apportionment
Surface Transportation Block Grant
Allocation or Suballocation
STBG <5
Other Fund Details

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOY	Construction Adjusted for YOY	Type of Estimate	Contingency Included (If Known)
6/14/2023	\$400,120	\$5,244,717	Engineer Pre-Project Estimate	

# Ruby Slough Road Rehabilitation [CTP Award 2019]

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

## Scored Projects

Community  
Transportation Program  
2019

STIP ID **32359**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$100,000	\$0	\$0	\$0	\$100,000
ROW (P3)	\$200,000	\$0	\$0	\$0	\$200,000
Construct (P4)	\$0	\$9,000,000	\$0	\$0	\$9,000,000
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$300,000</b>	<b>\$9,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,300,000</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
STBG All	\$272,910	\$8,187,300	\$0	\$0	\$8,460,210
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funds</b>					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$27,090	\$812,700	\$0	\$0	\$839,790
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$27,090</b>	<b>\$812,700</b>	<b>\$0</b>	<b>\$0</b>	<b>\$839,790</b>
<b>Fed TOTAL</b>	<b>\$272,910</b>	<b>\$8,187,300</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,460,210</b>
<b>All Funds TOTAL</b>	<b>\$300,000</b>	<b>\$9,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,300,000</b>

**After 2027**  
\$0

**Prior Year Programming (AC+Fed+Match)**  
\$1,100,000

<b>Work Type</b>	Pavement Rehabilitation
<b>Year(s) to Construct</b>	2025
<b>Strategic Investment Area</b>	Economic Vitality

**If Parent: Funds Programmed in Child Projects**  
Single Project

STIP Obligations		
32359	P2	\$900,000
32359	P3	\$200,000

Phase(s)	Stage
Design; ROW; Construction	Single Project

Appropriation or Apportionment
Surface Transportation Block Grant
Allocation or Suballocation
STBG <5
Other Fund Details

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Type of Estimate	Contingency Included (If Known)
9/22/2023	\$300,090	\$7,752,474	Engineer Active Project Estimate	

## Second Street Reconstruction [CTP Award 2019]

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

### Scored Projects

Community  
Transportation Program  
2019

STIP ID **32378**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$60,000	\$0	\$0	\$0	\$60,000
Construct (P4)	\$0	\$0	\$0	\$6,000,000	\$6,000,000
Utilities (P7)	\$0	\$400,000	\$0	\$0	\$400,000
<b>Phase TOTAL</b>	<b>\$60,000</b>	<b>\$400,000</b>	<b>\$0</b>	<b>\$6,000,000</b>	<b>\$6,460,000</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
STBG All	\$54,582	\$363,880	\$0	\$5,458,200	\$5,876,662
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funds</b>					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$5,418	\$36,120	\$0	\$541,800	\$583,338
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$5,418</b>	<b>\$36,120</b>	<b>\$0</b>	<b>\$541,800</b>	<b>\$583,338</b>
<b>Fed TOTAL</b>	<b>\$54,582</b>	<b>\$363,880</b>	<b>\$0</b>	<b>\$5,458,200</b>	<b>\$5,876,662</b>
<b>All Funds TOTAL</b>	<b>\$60,000</b>	<b>\$400,000</b>	<b>\$0</b>	<b>\$6,000,000</b>	<b>\$6,460,000</b>

**After 2027**  
\$0

**Prior Year Programming (AC+Fed+Match)**  
\$1,805,000

<b>Work Type</b>	Pavement Reconstruction
<b>Year(s) to Construct</b>	2027
<b>Strategic Investment Area</b>	State of Good Repair

**If Parent: Funds Programmed in Child Projects**  
Single Project

**STIP Obligations**  
32378 P2 \$1,805,000

Phase(s)	Stage
ROW; Construction; Utilities	Single Project

Appropriation or Apportionment
Surface Transportation Block Grant
Allocation or Suballocation
STBG <5
Other Fund Details

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOY	Construction Adjusted for YOY	Type of Estimate	Contingency Included (If Known)
9/21/2021	\$60,000	\$6,411,529	Engineer Pre-Project Estimate	

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

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

**Scored Projects**  
Community  
Transportation Program  
2019

STIP ID **32724**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$500,000	\$0	\$0	\$0	\$500,000
Construct (P4)	\$0	\$0	\$9,000,000	\$0	\$9,000,000
Utilities (P7)	\$0	\$0	\$125,001	\$0	\$125,001
<b>Phase TOTAL</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$9,125,001</b>	<b>\$0</b>	<b>\$9,625,001</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
STBG All	\$454,850	\$0	\$8,301,013	\$0	\$8,755,863
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funds</b>					
State Match	\$45,150	\$0	\$823,988	\$0	\$869,138
Local Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$45,150</b>	<b>\$0</b>	<b>\$823,988</b>	<b>\$0</b>	<b>\$869,138</b>
<b>Fed TOTAL</b>	<b>\$454,850</b>	<b>\$0</b>	<b>\$8,301,013</b>	<b>\$0</b>	<b>\$8,755,863</b>
<b>All Funds TOTAL</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$9,125,001</b>	<b>\$0</b>	<b>\$9,625,001</b>

**After 2027**  
\$0

**Prior Year Programming (AC+Fed+Match)**  
\$1,000,000

<b>Work Type</b>	Pavement Reconstruction
<b>Year(s) to Construct</b>	2026
<b>Strategic Investment Area</b>	Economic Vitality

**If Parent: Funds Programmed in Child Projects**  
Single Project

STIP Obligations		
32724	P2	\$1,000,000

<b>Sponsor</b>	DOT&PF
<b>DOT Region</b>	Central Region
<b>Location</b>	Palmer
<b>Project Score</b>	164.8

Phase(s)	Stage
ROW; Construction; Utilities	Single Project

Appropriation or Apportionment
Surface Transportation Block Grant
Allocation or Suballocation
STBG Flex
Other Fund Details

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOY	Construction Adjusted for YOY	Type of Estimate	Contingency Included (If Known)
1/30/2021	\$500,000	\$9,138,696	Engineer Pre-Project Estimate	



**Seldon Road Reconstruction: Wasilla-Fishhook Road to Snowgoose Drive [Parent] [CTP Award 2023]**

The project will upgrade Seldon Road, between Wasilla Fishhook Road and Snowgoose Drive, to an arterial highway standard. with a separate pathway to address geometry, safety, and capacity issues. This project was selected in the 2023 DOT&PF Community Transportation Program solicitation. Two separately awarded 2023 CTP projects are being combined into a parent/child grouping to better coordinate design and construction.

**Scored Projects**  
Community  
Transportation Program  
2023

**34243 [Parent Preconstruction Stage]**

34242 [Child Stage 1]: Construction of Wasilla-Fishhook Road to Lucille Street in 2028

34243 [Parent Final Stage]: Lucille to Snowgoose Drive in 2030.

**STIP ID 34243**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$3,190,000	\$1,367,500	\$0	\$0	\$4,557,500
ROW (P3)	\$0	\$0	\$0	\$4,000,000	\$4,000,000
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$3,190,000</b>	<b>\$1,367,500</b>	<b>\$0</b>	<b>\$4,000,000</b>	<b>\$8,557,500</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
STBG All	\$2,871,000	\$1,230,750	\$0	\$3,600,000	\$7,701,750
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funds</b>					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$319,000	\$136,750	\$0	\$400,000	\$855,750
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$319,000</b>	<b>\$136,750</b>	<b>\$0</b>	<b>\$400,000</b>	<b>\$855,750</b>
<b>Fed TOTAL</b>	<b>\$2,871,000</b>	<b>\$1,230,750</b>	<b>\$0</b>	<b>\$3,600,000</b>	<b>\$7,701,750</b>
<b>All Funds TOTAL</b>	<b>\$3,190,000</b>	<b>\$1,367,500</b>	<b>\$0</b>	<b>\$4,000,000</b>	<b>\$8,557,500</b>

**After 2027**  
\$37,392,500

**Prior Year Programming (AC+Fed+Match)**  
\$0

<b>Work Type</b>	Pavement Reconstruction
<b>Year(s) to Construct</b>	2028-2030
<b>Strategic Investment Area</b>	Safety

**If Parent: Funds Programmed in Child Projects**  
\$16,162,500

**STIP Obligations**

Phase(s)	Stage
Design; ROW	Parent Project, Preconstruction Stage

Appropriation or Apportionment
Surface Transportation Block Grant
Allocation or Suballocation
STBG Flex; STBG 50-200
Other Fund Details

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Type of Estimate	Contingency Included (If Known)
3/24/2023	\$10,867,275	\$13,803,954	Engineer Pre-Project Estimate	15%

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

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

**Scored Projects**  
Community  
Transportation Program  
2019

**STIP ID 32726**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$150,000	\$0	\$0	\$0	\$150,000
ROW (P3)	\$0	\$50,000	\$0	\$0	\$50,000
Construct (P4)	\$0	\$0	\$4,500,000	\$0	\$4,500,000
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$150,000</b>	<b>\$50,000</b>	<b>\$4,500,000</b>	<b>\$0</b>	<b>\$4,700,000</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$2,093,650	\$0	\$2,093,650
Bridge All	\$136,455	\$45,485	\$2,000,000	\$0	\$2,181,940
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funds</b>					
State Match	\$13,545	\$4,515	\$406,350	\$0	\$424,410
Local Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$13,545</b>	<b>\$4,515</b>	<b>\$406,350</b>	<b>\$0</b>	<b>\$424,410</b>
<b>Fed TOTAL</b>	<b>\$136,455</b>	<b>\$45,485</b>	<b>\$4,093,650</b>	<b>\$0</b>	<b>\$4,275,590</b>
<b>All Funds TOTAL</b>	<b>\$150,000</b>	<b>\$50,000</b>	<b>\$4,500,000</b>	<b>\$0</b>	<b>\$4,700,000</b>

**After 2027**  
\$0

**Prior Year Programming (AC+Fed+Match)**  
\$250,000

<b>Work Type</b>	Bridge Replacement, Pavement Rehabilitation
<b>Year(s) to Construct</b>	2026
<b>Strategic Investment Area</b>	State of Good Repair

**If Parent: Funds Programmed in Child Projects**  
Single Project

STIP Obligations		
32726	P2	\$250,000

Phase(s)	Stage
Design; ROW; Construction	Single Project

Appropriation or Apportionment
Surface Transportation Block Grant; Bridge Program
Allocation or Suballocation
STBG Flex; Bridge HIP; Bridge INFRA
Other Fund Details

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOY	Construction Adjusted for YOY	Type of Estimate	Contingency Included (If Known)
10/12/2021	\$550,495	\$4,506,754	Engineer Pre-Project Estimate	

**Vintage Boulevard and Clinton Drive Reconstruction [CTP Award 2023]**

Reconstruct Vintage Boulevard & Clinton Drive, including new 3" asphalt roadways, widen shoulders to 5-ft for multi-modal users (Vintage-only), and construct 5-ft sidewalks full length, both sides of road. Work includes new curb & gutter, medians, and reconstructing below asphalt with new subbase & shot rock fill. No as-builts exist for storm drain, so new storm drain items have been included as placeholders only - and will need survey work to adequately assess in design.

**Scored Projects**  
Community  
Transportation Program  
2023

STIP ID **34234**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$1,200,000	\$497,500	\$0	\$1,697,500
ROW (P3)	\$0	\$0	\$45,000	\$0	\$45,000
Construct (P4)	\$0	\$0	\$0	\$6,790,000	\$6,790,000
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$0</b>	<b>\$1,200,000</b>	<b>\$542,500</b>	<b>\$6,790,000</b>	<b>\$8,532,500</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$900,000	\$406,875	\$5,092,500	\$6,399,375
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funds</b>					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$0	\$300,000	\$135,625	\$1,697,500	\$2,133,125
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$0</b>	<b>\$300,000</b>	<b>\$135,625</b>	<b>\$1,697,500</b>	<b>\$2,133,125</b>
<b>Fed TOTAL</b>	<b>\$0</b>	<b>\$900,000</b>	<b>\$406,875</b>	<b>\$5,092,500</b>	<b>\$6,399,375</b>
<b>All Funds TOTAL</b>	<b>\$0</b>	<b>\$1,200,000</b>	<b>\$542,500</b>	<b>\$6,790,000</b>	<b>\$8,532,500</b>

**After 2027**  
\$0

**Prior Year Programming (AC+Fed+Match)**  
\$0

<b>Work Type</b>	Pavement Reconstruction
<b>Year(s) to Construct</b>	2027
<b>Strategic Investment Area</b>	State of Good Repair

**If Parent: Funds Programmed in Child Projects**  
Single Project

**STIP Obligations**

Phase(s)	Stage
Design; ROW; Construction	Single Project

Appropriation or Apportionment
Surface Transportation Block Grant
Allocation or Suballocation
STBG 5-50
Other Fund Details

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOY	Construction Adjusted for YOY	Type of Estimate	Contingency Included (If Known)
1/17/2023	\$1,744,069	\$6,798,152	Engineer Pre-Project Estimate	15%

**Wales Community Roads Improvement [CTP Award 2023]**

Resurface the roadways with foamed asphalt base coarse and HMA surfacing from the airport to the school, including community roads for new and existing housing, landfill, and the honey bucket disposal area. Work includes roadside hardware, drainage improvements, and intersection improvements. This project funding is proposed to be transferred to the community via a 202(a)9 transfer agreement.

**Scored Projects**  
Community  
Transportation Program  
2023

STIP ID **34204**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$5,809,563	\$0	\$0	\$5,809,563
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$0</b>	<b>\$5,809,563</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,809,563</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$1,848,000	\$0	\$0	\$1,848,000
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funds</b>					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$0	\$3,961,563	\$0	\$0	\$3,961,563
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$0</b>	<b>\$3,961,563</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,961,563</b>
<b>Fed TOTAL</b>	<b>\$0</b>	<b>\$1,848,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,848,022</b>
<b>All Funds TOTAL</b>	<b>\$0</b>	<b>\$5,809,563</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,809,563</b>

**After 2027**  
\$0

**Prior Year Programming (AC+Fed+Match)**  
\$0

<b>Work Type</b>	Pavement Reconstruction
<b>Year(s) to Construct</b>	2025
<b>Strategic Investment Area</b>	State of Good Repair

**If Parent: Funds Programmed in Child Projects**  
Single Project

**STIP Obligations**

<b>Sponsor</b>	City of Wales via Kawerak
<b>DOT Region</b>	Northern Region
<b>Location</b>	Wales
<b>Project Score</b>	338/500

Phase(s)	Stage
Construction	Single Project

Appropriation or Apportionment
Surface Transportation Block Grant
Allocation or Suballocation
STBG Flex
Other Fund Details

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Type of Estimate	Contingency Included (If Known)
2/23/2023	\$0	\$5,813,049	Engineer Pre-Project Estimate	

## Wales to Tin City Road Reconstruction [CTP Award 2023]

The Wales to Tin City Road Reconstruction project, sponsored by the City of Wales via Kawerak Inc., will reconstruct and surface the Wales to Tin City Road from the end of Lopp Lagoon Road to the Tin City Air Force Station Road. The projects will also include drainage improvements and dust palliative application. Bridges will be constructed at Boulder Creek and Granite Creek to alleviate yearly washouts. This project funding will be transferred to the community via a 202(a)9 transfer agreement. This project was selected in the 2023 DOT&PF Community Transportation Program solicitation and will also provide an essential emergency evacuation route for the Wales community. \$10m in federal funds awarded through MPDG: Rural to the project sponsor.

Scored Projects

Community  
Transportation Program  
2023

**STIP ID** 34104

	2024	2025	2026	2027	2024-2027
Phases					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd PIng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$14,036,296	\$0	\$0	\$14,036,296
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
Phase TOTAL	\$0	\$14,036,296	\$0	\$0	\$14,036,296
Federal Funding					
NHPP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$1,848,000	\$0	\$0	\$1,848,000
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
Advance Construction					
AC	\$0	\$0	\$0	\$0	\$0
Non-Federal Funds					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$0	\$12,188,296	\$0	\$0	\$12,188,296
Funding Totals					
Match TOTAL	\$0	\$12,188,296	\$0	\$0	\$12,188,296
Fed TOTAL	\$0	\$1,848,000	\$0	\$0	\$11,286,544
All Funds TOTAL	\$0	\$14,036,296	\$0	\$0	\$14,036,296

**After 2027**

\$0

**Prior Year Programming (AC+Fed+Match)**

\$0

<b>Work Type</b>	Pavement Reconstruction
<b>Year(s) to Construct</b>	2025
<b>Strategic Investment Area</b>	Safety

**If Parent: Funds Programmed in Child Projects**

Single Project

STIP Obligations

Phase(s)	Stage
Construction	Single Project

Appropriation or Apportionment
Surface Transportation Block Grant
Allocation or Suballocation
STBG Flex
Other Fund Details

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Type of Estimate	Contingency Included (If Known)
1/18/2023	\$0	\$14,044,719	Engineer Pre-Project Estimate	





# Scored Projects

Community Transportation Program (CTP)

State of Good Repair Projects  
(SOGR)

Transportation Alternatives Program (TAP)

# Big Lake Road Rehabilitation [SOGR 2022]

The Big Lake Road Rehabilitation project will improve the road and shared-use pathway. The project will rehabilitate the roadway from milepost 0 to MP 9.1, and select portions of the shared-use pathway. Work includes drainage improvements, upgrades to roadside hardware, bridge improvements, and utilities. This project has started under STIP ID 18924 from MP 0-3.6 with a second segment being introduced as STIP ID 33693 to extend the rehabilitation from MP 3.6-9. Both segments will be combined in one year for efficiencies under the original STIP ID 18924.

## Scored Projects

State of Good Repair Program 2022

STIP ID **18924**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$5,617,398	\$0	\$5,617,398
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$1,690,000		\$0	\$0	\$1,690,000
ROW (P3)	\$20,000		\$0	\$0	\$20,000
Construct (P4)	\$0	\$18,000,000		\$0	\$18,000,000
Utilities (P7)	\$0	\$425,000		\$0	\$425,000
<b>Phase TOTAL</b>	<b>\$1,710,000</b>	<b>\$18,425,000</b>	<b>\$5,617,398</b>	<b>\$0</b>	<b>\$25,752,398</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
STBG All	\$1,555,587	\$0	\$5,617,398	\$0	\$7,172,985
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$16,761,223	\$0	\$0	\$16,761,223
<b>Non-Federal Funds</b>					
State Match	\$154,413	\$1,663,778		\$0	\$1,818,191
Local Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$154,413</b>	<b>\$1,663,778</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,818,191</b>
<b>Fed TOTAL</b>	<b>\$1,555,587</b>	<b>\$16,761,223</b>	<b>\$5,617,398</b>	<b>\$0</b>	<b>\$23,426,956</b>
<b>All Funds TOTAL</b>	<b>\$1,710,000</b>	<b>\$18,425,001</b>	<b>\$5,617,398</b>	<b>\$0</b>	<b>\$25,752,399</b>

After 2027  
\$0

Prior Year Programming (AC+Fed+Match)  
\$1,750,000

Work Type	Pavement Rehabilitation
Year(s) to Construct	2025
Strategic Investment Area	State of Good Repair

If Parent: Funds Programmed in Child Projects  
Single Project

STIP Obligations		
18924	P2	\$1,750,000

Phase(s)	Stage
Design; ROW; Construction; Utilities; AC Conversion	Single Project

Appropriation or Apportionment
Surface Transportation Block Grant; Advance Construction Used
Allocation or Suballocation
STBG Flex; AC
Other Fund Details

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Type of Estimate	Contingency Included (If Known)
4/12/2023	\$1,310,786	\$12,261,028	Engineer Pre-Project Estimate	

**Chena Hot Springs Road Milepost 6-13 Rehabilitation [SOGR 2022]**

Rehabilitate Chena Hot Springs Road between milepost 6-13. Work includes roadside hardware, drainage improvements, utilities, and repairs to Little Chena River Bridge (#270).

**Scored Projects**

State of Good Repair Program 2022

STIP ID **33599**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$400,000	\$0	\$0	\$400,000
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$0</b>	<b>\$400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400,000</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$363,880	\$0	\$0	\$363,880
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funds</b>					
State Match	\$0	\$36,120	\$0	\$0	\$36,120
Local Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$0</b>	<b>\$36,120</b>	<b>\$0</b>	<b>\$0</b>	<b>\$36,120</b>
<b>Fed TOTAL</b>	<b>\$0</b>	<b>\$363,880</b>	<b>\$0</b>	<b>\$0</b>	<b>\$363,880</b>
<b>All Funds TOTAL</b>	<b>\$0</b>	<b>\$400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400,000</b>

**After 2027**  
\$25,100,000

**Prior Year Programming (AC+Fed+Match)**  
\$700,000

<b>Work Type</b>	Bridge Rehabilitation, Pavement Rehabilitation
<b>Year(s) to Construct</b>	2028-2030
<b>Strategic Investment Area</b>	Safety

**If Parent: Funds Programmed in Child Projects**  
Single Project

STIP Obligations		
33599	P2	\$700,000

<b>Sponsor</b>	DOT&PF
<b>DOT Region</b>	Northern Region
<b>Location</b>	Two Rivers
<b>Project Score</b>	74.5

Phase(s)	Stage
Design	Single Project

Appropriation or Apportionment
Surface Transportation Block Grant
Allocation or Suballocation
STBG Flex
Other Fund Details

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Type of Estimate	Contingency Included (If Known)
10/19/2021	\$1,063,275	\$13,263,620	Engineer Pre-Project Estimate	

# Petersville Road Milepost 7 Moose Creek Bridge Reconstruction [SOGR Award 2022]

The Petersville Road project includes the reconstruction of the Moose Creek Bridge at Milepost 7 on Petersville Road. It also entails preserving the pavement of the specified roadway along with essential drainage and other improvements to maintain good repair. This State of Good Repair project was ranked #1 on the Alaska Highway System with a score of 88.

## Scored Projects

State of Good Repair  
Program 2022

STIP ID **33696**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$950,000	\$0	\$0	\$950,000
ROW (P3)	\$0	\$10,000	\$0	\$0	\$10,000
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$0</b>	<b>\$960,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$960,000</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$0	\$0
Bridge All	\$0	\$873,312	\$0	\$0	\$873,312
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funds</b>					
State Match	\$0	\$86,688	\$0	\$0	\$86,688
Local Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$0</b>	<b>\$86,688</b>	<b>\$0</b>	<b>\$0</b>	<b>\$86,688</b>
<b>Fed TOTAL</b>	<b>\$0</b>	<b>\$873,312</b>	<b>\$0</b>	<b>\$0</b>	<b>\$873,312</b>
<b>All Funds TOTAL</b>	<b>\$0</b>	<b>\$960,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$960,000</b>

**After 2027**  
\$4,000,000

**Prior Year Programming (AC+Fed+Match)**  
\$0

<b>Work Type</b>	Bridge Replacement
<b>Year(s) to Construct</b>	2028-2030
<b>Strategic Investment Area</b>	State of Good Repair

<b>Sponsor</b>	DOT&PF
<b>DOT Region</b>	Central Region
<b>Location</b>	Talkeetna
<b>Project Score</b>	88

**If Parent: Funds Programmed in Child Projects**  
Single Project

**STIP Obligations**

Phase(s)	Stage
Design; ROW	Single Project

Appropriation or Apportionment
Bridge Program
Allocation or Suballocation
Bridge HIP
Other Fund Details

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOY	Construction Adjusted for YOY	Type of Estimate	Contingency Included (If Known)
2/3/2022	\$10,009	\$9,301,726	Engineer Pre-Project Estimate	

## Rezanoff Drive Resurfacing: West Marine Way to Airport [SOGR 2022]

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

### Scored Projects

State of Good Repair Program 2022

STIP ID **33399**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$365,670	\$0	\$0	\$0	\$365,670
ROW (P3)	\$500,000	\$0	\$0	\$0	\$500,000
Construct (P4)	\$0	\$0	\$14,245,922	\$0	\$14,245,922
Utilities (P7)	\$0	\$0	\$50,000	\$0	\$50,000
<b>Phase TOTAL</b>	<b>\$865,670</b>	<b>\$0</b>	<b>\$14,295,922</b>	<b>\$0</b>	<b>\$15,161,592</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
STBG All	\$787,500	\$0	\$13,005,000	\$0	\$13,792,500
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funds</b>					
State Match	\$78,170	\$0	\$1,290,922	\$0	\$1,369,092
Local Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$78,170</b>	<b>\$0</b>	<b>\$1,290,922</b>	<b>\$0</b>	<b>\$1,369,092</b>
<b>Fed TOTAL</b>	<b>\$787,500</b>	<b>\$0</b>	<b>\$13,005,000</b>	<b>\$0</b>	<b>\$13,792,500</b>
<b>All Funds TOTAL</b>	<b>\$865,670</b>	<b>\$0</b>	<b>\$14,295,922</b>	<b>\$0</b>	<b>\$15,161,592</b>

<b>After 2027</b>
\$0

<b>Prior Year Programming (AC+Fed+Match)</b>
\$12,688,812

<b>Work Type</b>	Pavement Rehabilitation
<b>Year(s) to Construct</b>	2026
<b>Strategic Investment Area</b>	State of Good Repair

<b>If Parent: Funds Programmed in Child Projects</b>
Single Project

<b>STIP Obligations</b>		
18922	P2	\$625,000
29876	P4	\$11,177,548
29876	P2	\$886,264

<b>Phase(s)</b>	<b>Stage</b>
Design; ROW; Construction; Utilities	Single Project

<b>Appropriation or Apportionment</b>	
Surface Transportation Block Grant	
<b>Allocation or Suballocation</b>	
STBG Flex; STBG 5-50	
<b>Other Fund Details</b>	

<b>Advance Construction Conversion</b>			
<b>STIP ID</b>	<b>AC Balance</b>	<b>Proposed Fund Source</b>	<b>Proposed Conversion Year</b>

<b>Estimate Date and Type</b>				
<b>Date of Estimate</b>	<b>PreCon Adjusted for YOE</b>	<b>Construction Adjusted for YOE</b>	<b>Type of Estimate</b>	<b>Contingency Included (If Known)</b>
10/4/2023	\$865,930	\$14,861,282	Not Available	20%



## Sargent Creek Bridge Repairs [SOGR Award 2022]

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

### Scored Projects

State of Good Repair Program 2022

STIP ID **33445**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$550,000	\$0	\$550,000
ROW (P3)	\$0	\$0	\$15,000	\$0	\$15,000
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$565,000</b>	<b>\$0</b>	<b>\$565,000</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$0	\$0
Bridge All	\$0	\$0	\$513,981	\$0	\$513,981
TAP All	\$0	\$0	\$0	\$0	\$0
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funds</b>					
State Match	\$0	\$0	\$51,020	\$0	\$51,020
Local Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$51,020</b>	<b>\$0</b>	<b>\$51,020</b>
<b>Fed TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$513,981</b>	<b>\$0</b>	<b>\$513,981</b>
<b>All Funds TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$565,000</b>	<b>\$0</b>	<b>\$565,000</b>

**After 2027**  
\$4,075,000

**Prior Year Programming (AC+Fed+Match)**  
\$389,996

<b>Work Type</b>	Bridge Rehabilitation
<b>Year(s) to Construct</b>	2028-2030
<b>Strategic Investment Area</b>	State of Good Repair

**If Parent: Funds Programmed in Child Projects**  
Single Project

STIP Obligations		
33445	P2	\$389,996

Phase(s)	Stage
Design; ROW	Single Project

Appropriation or Apportionment
Bridge Program
Allocation or Suballocation
Bridge HIP
Other Fund Details

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Type of Estimate	Contingency Included (If Known)
	\$565,509	\$0	Not Available	



# Scored Projects

**Community Transportation Program (CTP)**

**State of Good Repair Projects (SOGR)**

**Transportation Alternatives  
Program (TAP)**

**Craig to Klawock Bike and Pedestrian Path: [Parent and Final Construction] [TAP Award 2023]**

Construct a separated multi-use path (10-foot-wide) along the Craig-Klawock Highway connecting the existing path at Craig High School (mile point 1.67) to the scenic viewpoint vehicle turnout (mile point 3.6). This project was selected in the 2023 DOT&PF Transportation Alternatives Program solicitation.

**Scored Projects**  
**Transportation Alternatives Program 2023**

**27732 [Parent Preconstruction Stage]: Preconstruction for milepoint 1.67-3.6.**

34428 [Child Stage 1]: Construct a pathway with drainage from milepoint 1.67 to the Landfill Road in 2027

27732 [Parent Final Stage Construction]: Landfill Road to Scenic Viewpoint Turnout mile point 3.6 in 2029

**STIP ID 27732**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd PIng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$200,000	\$118,000	\$0	\$318,000
ROW (P3)	\$0	\$0	\$35,000	\$0	\$35,000
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$0</b>	<b>\$200,000</b>	<b>\$153,000</b>	<b>\$0</b>	<b>\$353,000</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$0	\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$0	\$181,940	\$139,184	\$0	\$321,124
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funds</b>					
State Match	\$0	\$18,060	\$13,816	\$0	\$31,876
Local Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$0</b>	<b>\$18,060</b>	<b>\$13,816</b>	<b>\$0</b>	<b>\$31,876</b>
<b>Fed TOTAL</b>	<b>\$0</b>	<b>\$181,940</b>	<b>\$139,184</b>	<b>\$0</b>	<b>\$321,124</b>
<b>All Funds TOTAL</b>	<b>\$0</b>	<b>\$200,000</b>	<b>\$153,000</b>	<b>\$0</b>	<b>\$353,000</b>

**After 2027**  
\$1,216,682

**Prior Year Programming (AC+Fed+Match)**  
\$0

<b>Work Type</b>	Active Transportation Improvements
<b>Year(s) to Construct</b>	2028-2030
<b>Strategic Investment Area</b>	Safety

**If Parent: Funds Programmed in Child Projects**  
\$5,143,318

**STIP Obligations**

<b>Sponsor</b>	Craig
<b>DOT Region</b>	Southcoast Region
<b>Location</b>	Craig
<b>Project Score</b>	381/500

Phase(s)	Stage
Design; ROW	Parent Project, Preconstruction Stage

Appropriation or Apportionment
Transportation Alternatives Program
Allocation or Suballocation
TAP <5
Other Fund Details

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Type of Estimate	Contingency Included (If Known)
1/19/2023	\$353,318	\$6,369,546	Engineer Pre-Project Estimate	15%

**Craig to Klawock Bike and Pedestrian Path: Stage 1 [TAP Award 2023]**

Construct a separated multi-use path (10-foot-wide) along the Craig-Klawock Highway connecting the existing path at Craig High School (mile point 1.67) to the scenic viewpoint vehicle turnout (mile point 3.6). This project was selected in the 2023 DOT&PF Transportation Alternatives Program solicitation.

27732 [Parent Preconstruction Stage]: Preconstruction for milepoint 1.67-3.6.

**34428 [Child Stage 1]: Construct a pathway with drainage from Milepost 1.67 to the Landfill Road in 2027**

27732 [Parent Final Stage Construction]: Landfill Road to Scenic Viewpoint Turnou mile point 3.6 in 2029

**Scored Projects**

**Transportation Alternatives Program 2023**

**STIP ID 34428**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$5,143,318	\$5,143,318
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,143,318</b>	<b>\$5,143,318</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$22,088	\$22,088
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$0	\$0	\$0	\$4,656,788	\$4,656,788
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funds</b>					
State Match	\$0	\$0	\$0	\$164,442	\$164,442
Local Match	\$0	\$0	\$0	\$300,000	\$300,000
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$464,442</b>	<b>\$464,442</b>
<b>Fed TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,678,876</b>	<b>\$4,678,876</b>
<b>All Funds TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,143,318</b>	<b>\$5,143,318</b>

<b>After 2027</b>
\$0

<b>Prior Year Programming (AC+Fed+Match)</b>
\$0

<b>Work Type</b>	Safety Improvements
<b>Year(s) to Construct</b>	2027
<b>Strategic Investment Area</b>	Safety

<b>If Parent: Funds Programmed in Child Projects</b>
Child Project

**STIP Obligations**

Phase(s)	Stage
Construction	Child Project, Construction Stage 1

<b>Appropriation or Apportionment</b>
Surface Transportation Block Grant; Transportation Alternatives Program
<b>Allocation or Suballocation</b>
STBG Flex; TAP Flex; TAP <5
<b>Other Fund Details</b>

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Type of Estimate	Contingency Included (If Known)
1/23/2023	\$0	\$0	Child Project: See Parent STIP ID	15%

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

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

### Scored Projects

Transportation  
Alternatives Program  
2019

STIP ID **33043**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$10,000	\$0	\$0	\$0	\$10,000
Construct (P4)	\$9,139,603	\$0	\$0	\$0	\$9,139,603
Utilities (P7)	\$10,000	\$0	\$0	\$0	\$10,000
<b>Phase TOTAL</b>	<b>\$9,159,603</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,159,603</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
STBG All	\$2,950,453	\$0	\$0	\$0	\$2,950,453
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$5,382,038	\$0	\$0	\$0	\$5,382,038
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funds</b>					
State Match	\$413,556	\$0	\$0	\$0	\$413,556
Local Match	\$413,556	\$0	\$0	\$0	\$413,556
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$827,112</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$827,112</b>
<b>Fed TOTAL</b>	<b>\$8,332,491</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,332,491</b>
<b>All Funds TOTAL</b>	<b>\$9,159,603</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,159,603</b>

**After 2027**  
\$0

**Prior Year Programming (AC+Fed+Match)**  
\$2,562,653

<b>Work Type</b>	Active Transportation Improvements
<b>Year(s) to Construct</b>	2024
<b>Strategic Investment Area</b>	Economic Vitality

**If Parent: Funds Programmed in Child Projects**  
Single Project

STIP Obligations		
33043	P2	\$1,069,458
19217	P4	\$1,493,196

Phase(s)	Stage
ROW; Construction; Utilities	Single Project

Appropriation or Apportionment
Surface Transportation Block Grant; Transportation Alternatives Program
Allocation or Suballocation
STBG Flex; TAP Flex; TAP <5
Other Fund Details

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOY	Construction Adjusted for YOY	Type of Estimate	Contingency Included (If Known)
1/4/2024	\$10,000	\$7,818,763	Engineer Active Project Estimate	0%



**Healy Area and School Pedestrian Path [TAP Award 2023]**

Construct a new separated path throughout the community of Healy to accommodate bicycle/pedestrian activity. Work includes drainage improvements, roadside hardware, and utilities. This project was selected in the 2023 DOT&PF Transportation Alternatives Program solicitation.

**Scored Projects**  
**Transportation Alternatives Program 2023**

**STIP ID 30169**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$300,000	\$150,000	\$0	\$0	\$450,000
ROW (P3)	\$0	\$100,000			\$100,000
Construct (P4)	\$0	\$0	\$1,350,000	\$0	\$1,350,000
Utilities (P7)	\$0	\$0	\$200,000	\$0	\$200,000
<b>Phase TOTAL</b>	<b>\$300,000</b>	<b>\$250,000</b>	<b>\$1,550,000</b>	<b>\$0</b>	<b>\$2,100,000</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$0	\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$272,910	\$227,425	\$958,004	\$0	\$1,458,339
CRP All	\$0	\$0	\$452,031	\$0	\$452,031
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funds</b>					
State Match	\$27,090	\$22,575	\$139,965	\$0	\$189,630
Local Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$27,090</b>	<b>\$22,575</b>	<b>\$139,965</b>	<b>\$0</b>	<b>\$189,630</b>
<b>Fed TOTAL</b>	<b>\$272,910</b>	<b>\$227,425</b>	<b>\$1,410,035</b>	<b>\$0</b>	<b>\$1,910,370</b>
<b>All Funds TOTAL</b>	<b>\$300,000</b>	<b>\$250,000</b>	<b>\$1,550,000</b>	<b>\$0</b>	<b>\$2,100,000</b>

**After 2027**  
\$0

**Prior Year Programming (AC+Fed+Match)**  
\$0

<b>Work Type</b>	Safety Improvements
<b>Year(s) to Construct</b>	2026
<b>Strategic Investment Area</b>	Sustainability

<b>Sponsor</b>	Denali Borough
<b>DOT Region</b>	Northern Region
<b>Location</b>	Healy
<b>Project Score</b>	389/500

**If Parent: Funds Programmed in Child Projects**  
Single Project

**STIP Obligations**

Phase(s)	Stage
Design; ROW; Construction; Utilities	Single Project

Appropriation or Apportionment
Transportation Alternatives Program; Carbon Reduction Program
Allocation or Suballocation
TAP <5; CRP <5
Other Fund Details

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOY	Construction Adjusted for YOY	Type of Estimate	Contingency Included (If Known)
2/24/2023	\$550,330	\$1,350,214	Engineer Pre-Project Estimate	10%

## Healy to Antler Ridge Separated Path [TAP Award 2023]

Construct a new separated path along the Parks highway from the intersection with Suntrana Road to the Antler Ridge Parking Lot to accommodate bicycle/pedestrian activity. Work includes drainage improvements, roadside hardware, and utilities. This project was selected in the 2023 DOT&PF Transportation Alternatives Program solicitation.

### Scored Projects

Transportation  
Alternatives Program  
2023

STIP ID **34425**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$550,000	\$0	\$350,000	\$900,000
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$0</b>	<b>\$550,000</b>	<b>\$0</b>	<b>\$350,000</b>	<b>\$900,000</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$0	\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$0	\$500,335	\$0	\$318,395	\$818,730
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funds</b>					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$0	\$49,665		\$31,605	\$81,270
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$0</b>	<b>\$49,665</b>	<b>\$0</b>	<b>\$31,605</b>	<b>\$81,270</b>
<b>Fed TOTAL</b>	<b>\$0</b>	<b>\$500,335</b>	<b>\$0</b>	<b>\$318,395</b>	<b>\$818,730</b>
<b>All Funds TOTAL</b>	<b>\$0</b>	<b>\$550,000</b>	<b>\$0</b>	<b>\$350,000</b>	<b>\$900,000</b>

**After 2027**  
\$3,500,000

**Prior Year Programming (AC+Fed+Match)**  
\$0

<b>Work Type</b>	Safety Improvements
<b>Year(s) to Construct</b>	2028-2030
<b>Strategic Investment Area</b>	Sustainability

**If Parent: Funds Programmed in Child Projects**  
Single Project

**STIP Obligations**

<b>Sponsor</b>	Denali Borough
<b>DOT Region</b>	Northern Region
<b>Location</b>	Healy
<b>Project Score</b>	411/500

Phase(s)	Stage
Design	Single Project

Appropriation or Apportionment
Transportation Alternatives Program
Allocation or Suballocation
TAP Flex
Other Fund Details

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Type of Estimate	Contingency Included (If Known)
2/24/2023	\$901,080	\$3,301,948	Engineer Pre-Project Estimate	10%

## Homer All-ages and Abilities Pedestrian Pathway (HAPP) [TAP Award 2023]

The Homer All-ages and Abilities Pedestrian Pathway project, funded by the Transportation Alternatives Program via DOT&PF, entails the construction of a 5-foot wide, approximately 4,950 feet long asphalt sidewalk with crosswalk improvements across various locations to enhance pedestrian safety. This initiative includes adding concrete curbs, gutters, ADA-compliant ramps, and upgrading crosswalks with Rectangular Rapid Flashing Beacons and high-visibility markings. Additionally, it requires renovating certain city-maintained storm drains for effective stormwater management. Key areas of work are Main Street, Bunnell Avenue, Sterling Highway at Hazel Avenue, Svedlund Street, and the local streets of Herndon Drive and Lee Drive, aiming to improve connectivity and safety for pedestrians.

### Scored Projects

Transportation Alternatives Program 2023

STIP ID **34426**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$543,000	\$232,000		\$0	\$775,000
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$3,100,000	\$3,100,000
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$543,000</b>	<b>\$232,000</b>	<b>\$0</b>	<b>\$3,100,000</b>	<b>\$3,875,000</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$448,550	\$448,550
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$488,700	\$208,800	\$0	\$0	\$697,500
CRP All	\$0	\$0	\$0	\$2,341,449	\$2,341,449
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funds</b>					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$54,300	\$23,200		\$310,000	\$387,500
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$54,300</b>	<b>\$23,200</b>	<b>\$0</b>	<b>\$310,000</b>	<b>\$387,500</b>
<b>Fed TOTAL</b>	<b>\$488,700</b>	<b>\$208,800</b>	<b>\$0</b>	<b>\$2,789,999</b>	<b>\$3,487,500</b>
<b>All Funds TOTAL</b>	<b>\$543,000</b>	<b>\$232,000</b>	<b>\$0</b>	<b>\$3,099,999</b>	<b>\$3,874,999</b>

After 2027  
\$0

Prior Year Programming (AC+Fed+Match)  
\$0

Work Type	Active Transportation Improvements
Year(s) to Construct	2027
Strategic Investment Area	Sustainability

If Parent: Funds Programmed in Child Projects  
Single Project

STIP Obligations

Phase(s)	Stage
Design; Construction	Single Project

Appropriation or Apportionment
Surface Transportation Block Grant; Transportation Alternatives Program; Carbon Reduction Program
Allocation or Suballocation
STBG Flex; TAP 5-50; CRP Flex
Other Fund Details

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOY	Construction Adjusted for YOY	Type of Estimate	Contingency Included (If Known)
7/21/2023	\$775,698	\$3,103,722	Engineer Pre-Project Estimate	15%

**Inner and Outer Springer Loop Separated Pathway [TAP Award 2023]**

This project will construct a paved non-motorized pathway adjacent to one side of Inner Spring Road and Outer Springer Road extending from the Glenn Highway to Cope Industrial Way for a length of 6,000 feet. This project was selected in the 2023 DOT&PF Transportation Alternatives Program solicitation.

**Scored Projects**  
**Transportation Alternatives Program 2023**

**STIP ID 34251**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$400,000	\$300,000	\$0	\$700,000
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$1,370,000	\$1,370,000
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$0</b>	<b>\$400,000</b>	<b>\$300,000</b>	<b>\$1,370,000</b>	<b>\$2,070,000</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$0	\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$0	\$359,880	\$0	\$1,232,589	\$1,592,469
CRP All	\$0	\$0	\$269,910	\$0	\$269,910
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funds</b>					
State Match	\$0	\$40,120	\$0	\$0	\$40,120
Local Match	\$0		\$30,090	\$137,411	\$167,501
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$0</b>	<b>\$40,120</b>	<b>\$30,090</b>	<b>\$137,411</b>	<b>\$207,621</b>
<b>Fed TOTAL</b>	<b>\$0</b>	<b>\$359,880</b>	<b>\$269,910</b>	<b>\$1,232,589</b>	<b>\$1,862,379</b>
<b>All Funds TOTAL</b>	<b>\$0</b>	<b>\$400,000</b>	<b>\$300,000</b>	<b>\$1,370,000</b>	<b>\$2,070,000</b>

**After 2027**  
\$0

**Prior Year Programming (AC+Fed+Match)**  
\$0

<b>Work Type</b>	Safety Improvements
<b>Year(s) to Construct</b>	2027
<b>Strategic Investment Area</b>	Sustainability

**If Parent: Funds Programmed in Child Projects**  
Single Project

**STIP Obligations**

Phase(s)	Stage
Design; Construction	Single Project

Appropriation or Apportionment
Transportation Alternatives Program; Carbon Reduction Program
Allocation or Suballocation
TAP Flex; TAP 50-200; CRP Flex
Other Fund Details

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Type of Estimate	Contingency Included (If Known)
3/24/2023	\$700,630	\$1,371,645	Engineer Pre-Project Estimate	25%

## Kenai Bridge Access Road Pedestrian Pathway [TAP Award 2019]

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

### Scored Projects

Transportation  
Alternatives Program  
2019

**STIP ID** 33038

	2024	2025	2026	2027	2024-2027
Phases					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$30,000	\$0	\$0	\$0	\$30,000
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$2,284,000	\$0	\$0	\$2,284,000
Utilities (P7)	\$0	\$105,000	\$0	\$0	\$105,000
Phase TOTAL	\$30,000	\$2,389,000	\$0	\$0	\$2,419,000
Federal Funding					
NHPP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$0	\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$27,291	\$2,173,273	\$0	\$0	\$2,200,564
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
Advance Construction					
AC	\$0	\$0	\$0	\$0	\$0
Non-Federal Funds					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$2,709	\$215,727	\$0	\$0	\$218,436
Funding Totals					
Match TOTAL	\$2,709	\$215,727	\$0	\$0	\$218,436
Fed TOTAL	\$27,291	\$2,173,273	\$0	\$0	\$2,200,564
All Funds TOTAL	\$30,000	\$2,389,000	\$0	\$0	\$2,419,000

**After 2027**  
\$0

**Prior Year Programming (AC+Fed+Match)**  
\$345,000

<b>Work Type</b>	Safety Improvements
<b>Year(s) to Construct</b>	2025
<b>Strategic Investment Area</b>	Sustainability

<b>Sponsor</b>	DOT&PF
<b>DOT Region</b>	Central Region
<b>Location</b>	Kenai
<b>Project Score</b>	129

**If Parent: Funds Programmed in Child Projects**  
Single Project

STIP Obligations		
33038	P2	\$345,000

Phase(s)	Stage
Design; Construction; Utilities	Single Project

Appropriation or Apportionment
Transportation Alternatives Program
Allocation or Suballocation
TAP Flex
Other Fund Details

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Type of Estimate	Contingency Included (If Known)
8/17/2020	\$35,042	\$2,392,586	Engineer Pre-Project Estimate	



# Kenai River Flats Pedestrian Improvements [TAP Award 2019]

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

## Scored Projects

Transportation  
Alternatives Program  
2019

STIP ID **33039**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$2,439,000	\$0	\$0	\$0	\$2,439,000
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$2,439,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,439,000</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$0	\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$2,218,758	\$0	\$0	\$0	\$2,218,758
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funds</b>					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$220,242	\$0	\$0	\$0	\$220,242
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$220,242</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$220,242</b>
<b>Fed TOTAL</b>	<b>\$2,218,758</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,218,758</b>
<b>All Funds TOTAL</b>	<b>\$2,439,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,439,000</b>

**After 2027**  
\$0

**Prior Year Programming (AC+Fed+Match)**  
\$498,513

<b>Work Type</b>	Safety Improvements
<b>Year(s) to Construct</b>	2024
<b>Strategic Investment Area</b>	State of Good Repair

<b>Sponsor</b>	DOT&PF
<b>DOT Region</b>	Central Region
<b>Location</b>	Kenai
<b>Project Score</b>	147

**If Parent: Funds Programmed in Child Projects**  
Single Project

STIP Obligations		
33039	P2	\$498,513

Phase(s)	Stage
Construction	Single Project

Appropriation or Apportionment
Transportation Alternatives Program
Allocation or Suballocation
TAP Flex; TAP <5
Other Fund Details

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOY	Construction Adjusted for YOY	Type of Estimate	Contingency Included (If Known)
8/17/2020	\$783,685	\$2,441,928	Engineer Pre-Project Estimate	

**Knik River Wayside Gold Star Families Memorial [TAP Award 2023]**

This project is designed to develop wayside amenities and establish a Gold Star Families Memorial Monument adjacent to the Glenn Highway. This construction effort will include the development of a paved parking lot and trailhead at the terminus of the Knik River Access Road, specifically designed to accommodate larger vehicles such as RVs, buses, and vehicles with trailers. Additionally, the project encompasses the installation of restrooms, a picnic area, waste disposal bins, an elevated boardwalk linking to the Reflections Lake trail, educational kiosks and panels, and the erection of a Gold Star Families Memorial Monument connected by a trail. This project was selected in the 2023 DOT&PF Transportation Alternatives Program solicitation.

**Scored Projects**

**Transportation Alternatives Program 2023**

**STIP ID 34244**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd PIng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$318,000	\$0	\$0	\$0	\$318,000
ROW (P3)	\$0		\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$1,396,000	\$0	\$1,396,000
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$318,000</b>	<b>\$0</b>	<b>\$1,396,000</b>	<b>\$0</b>	<b>\$1,714,000</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$0	\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$289,370	\$0	\$1,138,386	\$0	\$1,427,756
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funds</b>					
State Match	\$28,630	\$0	\$0	\$0	\$28,630
Local Match	\$0	\$0	\$257,614	\$0	\$257,614
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$28,630</b>	<b>\$0</b>	<b>\$257,614</b>	<b>\$0</b>	<b>\$286,244</b>
<b>Fed TOTAL</b>	<b>\$289,370</b>	<b>\$0</b>	<b>\$1,138,386</b>	<b>\$0</b>	<b>\$1,559,689</b>
<b>All Funds TOTAL</b>	<b>\$318,000</b>	<b>\$0</b>	<b>\$1,396,000</b>	<b>\$0</b>	<b>\$1,714,000</b>

**After 2027**  
\$0

**Prior Year Programming (AC+Fed+Match)**  
\$0

<b>Work Type</b>	Active Transportation Improvements
<b>Year(s) to Construct</b>	2026
<b>Strategic Investment Area</b>	Sustainability

**If Parent: Funds Programmed in Child Projects**  
Single Project

**STIP Obligations**

Phase(s)	Stage
Design; Construction	Single Project

Appropriation or Apportionment
Transportation Alternatives Program
Allocation or Suballocation
TAP <5
Other Fund Details

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Type of Estimate	Contingency Included (If Known)
5/2/2023	\$318,095	\$1,397,257	Engineer Pre-Project Estimate	20%

**Montana Creek Bridge Replacement [TAP Award 2023]**

This project constructs a new 130-ft long single-span bridge structure, that is 10-ft wide. Work includes all materials & workmanship to complete a new transfer structure rated for H10/H20 loads crossing Montana Creek, starting at the end of Montana Creek Road (Milepoint 1.67). Additionally, repair approximately 550-ft of gravel trail, and stabilize streambanks in the vicinity of the bridge abutments.

**Scored Projects**  
**Transportation**  
**Alternatives Program**  
**2023**

**STIP ID 34246**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$300,000	\$187,900	\$0	\$0	\$487,900
ROW (P3)	\$0		\$5,000		\$5,000
Construct (P4)	\$0	\$0	\$0	\$1,950,000	\$1,950,000
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$300,000</b>	<b>\$187,900</b>	<b>\$5,000</b>	<b>\$1,950,000</b>	<b>\$2,442,900</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$0	\$0
Bridge All	\$0	\$0	\$0	\$1,387,800	\$1,387,800
TAP All	\$272,910	\$170,933	\$4,549	\$386,115	\$834,507
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funds</b>					
State Match	\$27,090	\$16,967	\$452	\$0	\$44,509
Local Match	\$0	\$0	\$0	\$176,085	\$176,085
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$27,090</b>	<b>\$16,967</b>	<b>\$452</b>	<b>\$176,085</b>	<b>\$220,594</b>
<b>Fed TOTAL</b>	<b>\$272,910</b>	<b>\$170,933</b>	<b>\$4,549</b>	<b>\$1,773,915</b>	<b>\$2,222,306</b>
<b>All Funds TOTAL</b>	<b>\$300,000</b>	<b>\$187,900</b>	<b>\$5,001</b>	<b>\$1,950,000</b>	<b>\$2,442,901</b>

**After 2027**  
\$0

**Prior Year Programming (AC+Fed+Match)**  
\$0

<b>Work Type</b>	Safety Improvements
<b>Year(s) to Construct</b>	2027
<b>Strategic Investment Area</b>	Safety

**If Parent: Funds Programmed in Child Projects**  
Single Project

**STIP Obligations**

Phase(s)	Stage
Design; ROW; Construction	Single Project

Appropriation or Apportionment
Transportation Alternatives Program; Bridge Program
Allocation or Suballocation
STBG OSB; TAP 5-50
Other Fund Details

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Type of Estimate	Contingency Included (If Known)
1/3/2023	\$493,196	\$1,952,341	Engineer Pre-Project Estimate	25%

## Naknek to King Salmon Non-motorized Pathway [TAP Award 2023]

Naknek segment: from the intersections of Airport Way to Leader Creek Road, approximately 3.1 miles. The first 1,000-ft segment is concrete sidewalk with curb & gutter. The remainder is at-grade with the roadway, widened asphalt sidewalk with a 2-ft wide painted buffer strip. King Salmon segment: from the intersections of West Housing Road to National Park Service Road, approximately 1.0 miles. The path matches the at-grade, widened asphalt sidewalk as the Naknek section. This project was selected in the 2023 DOT&PF Transportation Alternatives Program solicitation.

### Scored Projects

Transportation  
Alternatives Program  
2023

STIP ID **26149**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$500,000	\$302,500	\$0	\$0	\$802,500
ROW (P3)	\$0	\$30,000	\$0	\$0	\$30,000
Construct (P4)	\$0	\$0	\$5,350,000	\$0	\$5,350,000
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$500,000</b>	<b>\$332,500</b>	<b>\$5,350,000</b>	<b>\$0</b>	<b>\$6,182,500</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$0	\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$402,450	\$267,629	\$3,658,574	\$0	\$4,328,653
CRP All	\$0	\$0	\$647,641	\$0	\$647,641
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funds</b>					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$97,550	\$64,871	\$1,043,785	\$0	\$1,206,206
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$97,550</b>	<b>\$64,871</b>	<b>\$1,043,785</b>	<b>\$0</b>	<b>\$1,206,206</b>
<b>Fed TOTAL</b>	<b>\$402,450</b>	<b>\$267,629</b>	<b>\$4,306,215</b>	<b>\$0</b>	<b>\$4,976,294</b>
<b>All Funds TOTAL</b>	<b>\$500,000</b>	<b>\$332,500</b>	<b>\$5,350,000</b>	<b>\$0</b>	<b>\$6,182,500</b>

**After 2027**  
\$0

**Prior Year Programming (AC+Fed+Match)**  
\$0

<b>Work Type</b>	Safety Improvements
<b>Year(s) to Construct</b>	2026
<b>Strategic Investment Area</b>	Sustainability

**If Parent: Funds Programmed in Child Projects**  
Single Project

**STIP Obligations**

Phase(s)	Stage
Design; ROW; Construction	Single Project

Appropriation or Apportionment
Transportation Alternatives Program; Carbon Reduction Program
Allocation or Suballocation
TAP Flex; TAP <5; CRP Flex
Other Fund Details

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Type of Estimate	Contingency Included (If Known)
1/18/2023	\$833,000	\$5,354,816	Engineer Pre-Project Estimate	15%

**Palmer-Fishhook Separated Pathway: Trunk Road to Edgerton Parks Road [TAP Award 2023]**

Construct a pedestrian/bike pathway from the Glenn Highway to Hatcher Pass (Mother Lode Area), a distance of 14 miles in conjunction with a highway upgrade. This project was selected in the 2023 DOT&PF Transportation Alternatives Program solicitation.

**Scored Projects**  
**Transportation Alternatives Program 2023**

**STIP ID 6234**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd PIng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$920,500	\$394,500	\$0	\$0	\$1,315,000
ROW (P3)	\$0	\$0	\$1,000,000	\$0	\$1,000,000
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$920,500</b>	<b>\$394,500</b>	<b>\$1,000,000</b>	<b>\$0</b>	<b>\$2,315,000</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
STBG All	\$12,092	\$0	\$0	\$0	\$12,092
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$595,438	\$260,370	\$660,000	\$0	\$1,515,808
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funds</b>					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$312,970	\$134,130	\$340,000	\$0	\$787,100
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$312,970</b>	<b>\$134,130</b>	<b>\$340,000</b>	<b>\$0</b>	<b>\$787,100</b>
<b>Fed TOTAL</b>	<b>\$607,530</b>	<b>\$260,370</b>	<b>\$660,000</b>	<b>\$0</b>	<b>\$1,527,900</b>
<b>All Funds TOTAL</b>	<b>\$920,500</b>	<b>\$394,500</b>	<b>\$1,000,000</b>	<b>\$0</b>	<b>\$2,315,000</b>

**After 2027**  
\$5,260,000

**Prior Year Programming (AC+Fed+Match)**  
\$0

<b>Work Type</b>	Safety Improvements
<b>Year(s) to Construct</b>	2028-2030
<b>Strategic Investment Area</b>	Sustainability

**If Parent: Funds Programmed in Child Projects**  
Single Project

**STIP Obligations**

Phase(s)	Stage
Design; ROW	Single Project

Appropriation or Apportionment
Surface Transportation Block Grant; Transportation Alternatives Program
Allocation or Suballocation
STBG Flex; TAP Flex; TAP 50-200
Other Fund Details

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Type of Estimate	Contingency Included (If Known)
3/24/2023	\$2,316,389	\$10,853,766	Engineer Pre-Project Estimate	



**Portage Curve Multi-Modal and Trail of Blue Ice Connector [TAP Award 2023]**

The Portage Curve Multi-Modal Connector (PCMMC) project will extend the existing trail system by constructing an additional 0.5 miles, linking it directly to the Trail of Blue Ice, and enhancing regional connectivity. This extension will feature interpretive signage and mile markers for educational and navigational purposes, adhering to ADA standards and environmental sustainability practices. Safety measures, including lighting and crosswalks, will be emphasized to protect users. The project aims to provide a continuous, accessible, and informative pathway for both recreational and transportation uses, fostering community engagement and outdoor activity. This project was selected in the 2023 DOT&PF Transportation Alternatives Program solicitation.

**Scored Projects**  
**Transportation Alternatives Program 2023**

**STIP ID 34245**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd PIng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$250,000	\$0	\$0	\$0	\$250,000
ROW (P3)	\$0				\$0
Construct (P4)	\$0	\$1,331,500		\$0	\$1,331,500
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$250,000</b>	<b>\$1,331,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,581,500</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$72,500	\$0	\$0	\$72,500
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$227,425	\$926,125	\$0	\$0	\$1,153,550
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funds</b>					
State Match	\$22,575	\$0	\$0	\$0	\$22,575
Local Match	\$0	\$332,875	\$0	\$0	\$332,875
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$22,575</b>	<b>\$332,875</b>	<b>\$0</b>	<b>\$0</b>	<b>\$355,450</b>
<b>Fed TOTAL</b>	<b>\$227,425</b>	<b>\$998,625</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,186,125</b>
<b>All Funds TOTAL</b>	<b>\$250,000</b>	<b>\$1,331,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,581,500</b>

<b>After 2027</b>
\$0
<b>Prior Year Programming (AC+Fed+Match)</b>
\$0

<b>Work Type</b>	Active Transportation Improvements
<b>Year(s) to Construct</b>	2025
<b>Strategic Investment Area</b>	Sustainability

<b>Sponsor</b>	US Forest Service
<b>DOT Region</b>	Central Region
<b>Location</b>	Portage
<b>Project Score</b>	439/500

<b>If Parent: Funds Programmed in Child Projects</b>
Single Project

Phase(s)	Stage
Design; Construction	Single Project

**STIP Obligations**

<b>Appropriation or Apportionment</b>
Surface Transportation Block Grant; Transportation Alternatives Program
<b>Allocation or Suballocation</b>
STBG Flex; TAP <5
<b>Other Fund Details</b>

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Type of Estimate	Contingency Included (If Known)
5/2/2023	\$250,075	\$1,332,699	Engineer Pre-Project Estimate	15%

**Spuce Mill Promenade [TAP Award 2023]**

Construct a pedestrian walkway that will connect to existing pathways on either end of The Great Alaskan Lumberjack Show Pavilion. Work includes driven steel pipe pile foundations for a concrete retaining wall, shot-rock borrow backfill with riprap erosion protection along the base of the wall, and base course supporting a timber promenade decking surface - with steel safety handrailing along the seaward edge of the walkway. Also includes various landscaping features and electrical/lighting improvements.

**Scored Projects**  
**Transportation Alternatives Program 2023**

**STIP ID 34248**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$900,000	\$587,500	\$1,487,500
ROW (P3)	\$0	\$0	\$0	\$30,000	\$30,000
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$900,000</b>	<b>\$617,500</b>	<b>\$1,517,500</b>
<b>Federal Funding</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$0	\$0
Bridge All	\$0	\$0	\$0	\$0	\$0
TAP All	\$0	\$0	\$602,640	\$413,478	\$1,016,118
CRP All	\$0	\$0	\$0	\$0	\$0
CMAQ All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
OFF	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funds</b>					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$0	\$0	\$297,360	\$204,022	\$501,382
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$297,360</b>	<b>\$204,022</b>	<b>\$501,382</b>
<b>Fed TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$602,640</b>	<b>\$413,478</b>	<b>\$1,016,118</b>
<b>All Funds TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$900,000</b>	<b>\$617,500</b>	<b>\$1,517,500</b>

**After 2027**  
\$5,950,000

**Prior Year Programming (AC+Fed+Match)**  
\$0

<b>Work Type</b>	Active Transportation Improvements
<b>Year(s) to Construct</b>	2028-2030
<b>Strategic Investment Area</b>	Economic Vitality

**If Parent: Funds Programmed in Child Projects**  
Single Project

**STIP Obligations**

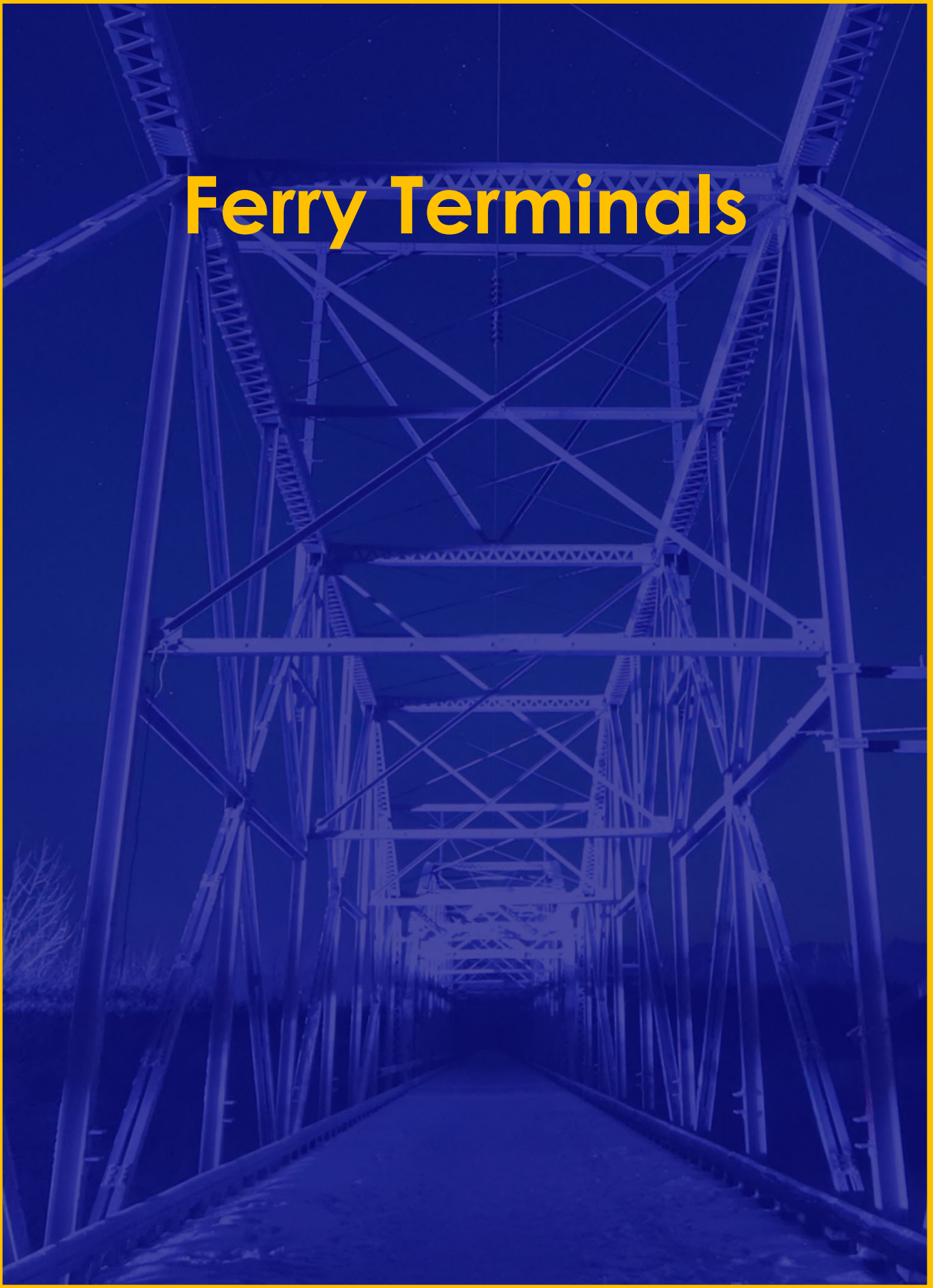
Phase(s)	Stage
Design; ROW	Single Project

Appropriation or Apportionment
Transportation Alternatives Program
Allocation or Suballocation
TAP 5-50
Other Fund Details

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Type of Estimate	Contingency Included (If Known)
3/16/2023	\$1,518,866	\$5,958,930	Engineer Pre-Project Estimate	20%

# Ferry Terminals



## Angoon AMHS Ferry Terminal Rehabilitation

Install two new dolphins to accommodate the Alaska Marine Highway System (AMHS) Alaska Class Ferries (ACF) and upgrade the apron lift with hydraulic actuators. The "Critical Upgrades to Ferry Dock Infrastructure in Five Rural Alaska Communities" program receives 80% of its funding from the Federal Transit Administration's Ferry Service for Rural Communities Program, covering the federal share. It is entirely funded through federal funds, utilizing Toll Credits to meet the match requirement.

## Ferry Terminal Projects

STIP ID **33883**

	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Misc (P1)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$4,000,000	\$0	\$4,000,000
<b>Phases TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,000,000</b>	<b>\$0</b>	<b>\$4,000,000</b>
<b>Federal Funding</b>					
FBF (STBG)			\$800,000		\$800,000
STBG	\$0	\$0	\$0	\$0	\$0
NHPP	\$0	\$0	\$0	\$0	\$0
OFF DG			\$3,200,000		\$3,200,000
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
Match TOTAL	\$0	\$0	\$0	\$0	\$0
Federal TOTAL	\$0	\$0	\$4,000,000	\$0	\$4,000,000

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

After 2027		
\$0		
Prior Obligations		
\$500,000		
Obligation Details		
33883	P2	\$500,000

<b>Phase(s)</b>	Construction
<b>Strategic Investment Area</b>	Sustainability
<b>Work Type</b>	Bridge Rehabilitation

Appropriations/Apportionments
Other Federal Funds; Toll Credits are Leveraging Federal Funds for Match; Surface Transportation Block Grant-Ferry Boat Formula Funds

Allocations/Suballocations
FBF; Toll Credits; OFF-DG

Other Fund Details
FTA Grant: Ferry Service for Rural Communities Program

<b>Construction Year(s)</b>	2026
-----------------------------	------

Leveraging Toll Credits to Replace State Match				
2024	2025	2026	2027	2024-2027
		\$800,000		\$800,000

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOY	Construction Adjusted for YOY	Contingency Included (If Known)	Type of Estimate
	\$0	\$5,391,097		Not Available

## Auke Bay Ferry Terminal East Berth Mooring Rehabilitation

The Auke Bay Ferry Terminal East Berth Mooring Improvements project, located in Auke Bay includes the replacement of deteriorated mooring dolphin structures and the installation of cathodic protection anodes. Specific activities include the dismantling of old structures, construction of new ones, and installation of protective elements. The "Critical Upgrades to Ferry Dock Infrastructure in Five Rural Alaska Communities" program receives 80% of its funding from the Federal Transit Administration's Ferry Service for Rural Communities Program, covering the federal share. It is entirely funded through federal funds, utilizing Toll Credits to meet the match requirement.

**Ferry Terminal  
Projects**

STIP ID **29709**

	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Misc (P1)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$11,000,000	\$0	\$0	\$11,000,000
<b>Phases TOTAL</b>	<b>\$0</b>	<b>\$11,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,000,000</b>
<b>Federal Funding</b>					
FBF (STBG)	\$0		\$0	\$0	\$0
STBG	\$0	\$0	\$0	\$0	\$0
NHPP	\$0	\$2,200,000	\$0	\$0	\$2,200,000
OFF DG		\$8,800,000			\$8,800,000
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Federal TOTAL</b>	<b>\$0</b>	<b>\$11,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,000,000</b>

<b>Advance Construction Conversion</b>			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

<b>After 2027</b>		
\$0		
<b>Prior Obligations</b>		
\$1,632,504		
<b>Obligation Details</b>		
29709	P2	\$625,000
29709	P2	\$1,007,504

<b>Phase(s)</b>	Construction
<b>Strategic Investment Area</b>	Economic Vitality
<b>Work Type</b>	Bridge Rehabilitation

<b>Appropriations/Apportionments</b>
National Highway Performance Program; Other Federal Funds; Toll Credits are Leveraging Federal Funds for Match

<b>Allocations/Suballocations</b>
NHPP; Toll Credits; OFF-DG

<b>Other Fund Details</b>
FTA Grant: Ferry Service for Rural Communities Program

<b>Construction Year(s)</b>	2025
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<b>Leveraging Toll Credits to Replace State Match</b>				
2024	2025	2026	2027	2024-2027
	\$2,200,000			\$2,200,000

<b>Estimate Date and Type</b>				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
10/1/2023	\$0	\$15,509,301		Engineer Pre-Project Estimate



## Cascade Point Ferry Terminal Lease Payments

Lease payments for the operation of a new ferry terminal at Cascade Point. This project site is located at approximately mile 42 of the Glacier Highway, North of Juneau, Alaska with direct access to the Glacier Highway. Cascade Point is a land feature with suitable terrain and water conditions to construct a new ferry terminal to promote improved multimodal connections between Juneau, Skagway, and Haines. The project is currently under design utilizing state funding sources, with the intent to pursue a public-private partnership in the construction of a new ferry terminal facility, with construction completion in late 2025. DOT&PF references Memorandum "Implementation Guidance for the Ferry Boat Program (FBP) as Revised by the Bipartisan Infrastructure Law" dated 4/21/23. Specifically, Section G.9.d. (page 12): "Ferry boat or ferry terminal lease". "When a public entity leases a ferry boat or terminal facility from a private entity, both the capital and operation (See 23 U.S.C. 147(k)) portion of the cost of leasing the ferry boat will be eligible for reimbursement under the FBP." Furthermore, Section F.5.c "Eligible activities include: The capital and operation (see 23 U.S.C. 147(k)) portion of the cost of leasing a vessel or facility."

## Ferry Terminal Projects

STIP ID **33974**

	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Misc (P1)	\$0	\$0	\$5,000,000	\$5,000,000	\$10,000,000
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
<b>Phases TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,000,000</b>	<b>\$5,000,000</b>	<b>\$10,000,000</b>
<b>Federal Funding</b>					
FBF (STBG)			\$4,000,000	\$4,000,000	\$8,000,000
STBG	\$0	\$0	\$0	\$0	\$0
NHPP	\$0	\$0	\$0	\$0	\$0
OFF DG					\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$0	\$0	\$1,000,000	\$1,000,000	\$2,000,000
Local Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>	<b>\$1,000,000</b>	<b>\$2,000,000</b>
<b>Federal TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,000,000</b>	<b>\$4,000,000</b>	<b>\$8,000,000</b>

<b>Advance Construction Conversion</b>			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

<b>After 2027</b>
\$35,000,000

<b>Prior Obligations</b>
\$800,000
<b>Obligation Details</b>

<b>Phase(s)</b>	Misc
<b>Strategic Investment Area</b>	Economic Vitality
<b>Work Type</b>	Capacity Expansion

<b>Appropriations/Apportionments</b>
Surface Transportation Block Grant-Ferry Boat Formula Funds

<b>Allocations/Suballocations</b>
FBF

<b>Other Fund Details</b>

<b>Construction Year(s)</b>	2028-2030
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<b>Leveraging Toll Credits to Replace State Match</b>				
2024	2025	2026	2027	2024-2027
				\$0

<b>Estimate Date and Type</b>				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
10/1/2023	\$0	\$76,639,300		Not Available

## Chenega AMHS Ferry Terminal Reconstruction

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

**Ferry Terminal  
Projects**

STIP ID **33888**

	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Misc (P1)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$200,000	\$0	\$0	\$0	\$200,000
ROW (P3)	\$0	\$10,000	\$0	\$0	\$10,000
Construct (P4)	\$0	\$0	\$13,000,000	\$0	\$13,000,000
<b>Phases TOTAL</b>	<b>\$200,000</b>	<b>\$10,000</b>	<b>\$13,000,000</b>	<b>\$0</b>	<b>\$13,210,000</b>
<b>Federal Funding</b>					
FBF (STBG)	\$0	\$0	\$0	\$0	\$0
STBG	\$0	\$0	\$0	\$0	\$0
NHPP	\$0	\$0	\$0	\$0	\$0
OFF DG	\$160,000	\$8,000	\$10,400,000		\$10,568,000
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$40,000	\$2,000	\$2,600,000	\$0	\$2,642,000
Local Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$40,000</b>	<b>\$2,000</b>	<b>\$2,600,000</b>	<b>\$0</b>	<b>\$2,642,000</b>
<b>Federal TOTAL</b>	<b>\$160,000</b>	<b>\$8,000</b>	<b>\$10,400,000</b>	<b>\$0</b>	<b>\$10,568,000</b>

<b>Advance Construction Conversion</b>			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

<b>After 2027</b>		
\$0		
<b>Prior Obligations</b>		
\$700,000		
<b>Obligation Details</b>		
33888	P2	\$700,000

<b>Phase(s)</b>	Design; ROW; Construction
<b>Strategic Investment Area</b>	Economic Vitality
<b>Work Type</b>	Bridge Replacement

<b>Appropriations/Apportionments</b>
Other Federal Funds

<b>Allocations/Suballocations</b>
OFF-DG

<b>Other Fund Details</b>
MARAD Grant: PIDP

<b>Construction Year(s)</b>	2026
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<b>Leveraging Toll Credits to Replace State Match</b>				
2024	2025	2026	2027	2024-2027
				\$0

<b>Estimate Date and Type</b>				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
5/1/2022	\$210,126	\$12,615,127		Engineer Pre-Project Estimate

## Cold Bay AMHS Ferry Terminal Reconstruction

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

## Ferry Terminal Projects

STIP ID **34319**

	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Misc (P1)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$4,792,973	\$150,000	\$0	\$4,942,973
ROW (P3)	\$0	\$0	\$150,000	\$0	\$150,000
Construct (P4)	\$0	\$0	\$47,929,718	\$0	\$47,929,718
<b>Phases TOTAL</b>	<b>\$0</b>	<b>\$4,792,973</b>	<b>\$48,229,718</b>	<b>\$0</b>	<b>\$53,022,691</b>
<b>Federal Funding</b>					
FBF (STBG)			\$0	\$0	\$0
STBG	\$0	\$0	\$0	\$0	\$0
NHPP	\$0	\$0	\$0	\$0	\$0
OFF DG		\$3,834,378	\$38,583,774		\$42,418,152
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$0	\$958,595	\$9,645,944	\$0	\$10,604,538
Local Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
Match TOTAL	\$0	\$958,595	\$9,645,944	\$0	\$10,604,538
Federal TOTAL	\$0	\$3,834,378	\$38,583,774	\$0	\$42,418,152

<b>Advance Construction Conversion</b>			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

After 2027
\$0

Prior Obligations
\$0
Obligation Details

<b>Phase(s)</b>	Design; ROW; Construction
<b>Strategic Investment Area</b>	State of Good Repair
<b>Work Type</b>	Bridge Replacement

Appropriations/Apportionments
Other Federal Funds

Allocations/Suballocations
OFF-DG

Other Fund Details
MARAD Grant: PIDP

<b>Construction Year(s)</b>	2026
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<b>Leveraging Toll Credits to Replace State Match</b>				
2024	2025	2026	2027	2024-2027
				\$0

<b>Estimate Date and Type</b>				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
6/1/2023	\$4,945,939	\$54,269,745		Planning Estimate

## Cordova AMHS Ferry Terminal Rehabilitation

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

**Ferry Terminal  
Projects**

STIP ID **33886**

	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Misc (P1)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$200,000	\$0	\$0	\$0	\$200,000
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$6,000,000	\$0	\$6,000,000
<b>Phases TOTAL</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$6,000,000</b>	<b>\$0</b>	<b>\$6,200,000</b>
<b>Federal Funding</b>					
FBF (STBG)	\$0	\$0	\$0	\$0	\$0
STBG	\$0	\$0	\$0	\$0	\$0
NHPP	\$0	\$0	\$0	\$0	\$0
OFF DG	\$160,000		\$4,800,000		\$4,960,000
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$40,000	\$0	\$1,200,000	\$0	\$1,240,000
Local Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$40,000</b>	<b>\$0</b>	<b>\$1,200,000</b>	<b>\$0</b>	<b>\$1,240,000</b>
<b>Federal TOTAL</b>	<b>\$160,000</b>	<b>\$0</b>	<b>\$4,800,000</b>	<b>\$0</b>	<b>\$4,960,000</b>

<b>Advance Construction Conversion</b>			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

<b>After 2027</b>		
\$0		
<b>Prior Obligations</b>		
\$350,000		
<b>Obligation Details</b>		
33886	P2	\$350,000

<b>Phase(s)</b>	Design; Construction
<b>Strategic Investment Area</b>	Economic Vitality
<b>Work Type</b>	Bridge Rehabilitation

<b>Appropriations/Apportionments</b>
Other Federal Funds

<b>Allocations/Suballocations</b>
OFF-DG

<b>Other Fund Details</b>
MARAD Grant: PIDP

<b>Construction Year(s)</b>	2026
-----------------------------	------

<b>Leveraging Toll Credits to Replace State Match</b>				
2024	2025	2026	2027	2024-2027
				\$0

<b>Estimate Date and Type</b>				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
5/1/2022	\$200,120	\$6,207,443		Engineer Pre-Project Estimate

# Gravina Refurbish Existing Ferry Berth

Reconstruct the existing airport ferry terminal on Gravina Island

## Ferry Terminal Projects

STIP ID **30834**

	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Misc (P1)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$5,600,000	\$0	\$0	\$0	\$5,600,000
<b>Phases TOTAL</b>	<b>\$5,600,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,600,000</b>
<b>Federal Funding</b>					
FBF (STBG)					\$0
STBG	\$0	\$0	\$0	\$0	\$0
NHPP	\$5,094,320	\$0	\$0	\$0	\$5,094,320
OFF DG					\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$505,680	\$0	\$0	\$0	\$505,680
Local Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$505,680</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$505,680</b>
<b>Federal TOTAL</b>	<b>\$5,094,320</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,094,320</b>

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

After 2027		
\$0		
Prior Obligations		
\$73,065,751		
Obligation Details		
30834	P2	\$672,802
30834	P4	\$6,658,740
30829	P4	\$21,545,908
30829	P2	\$1,601,947
30833	P2	\$1,325,000
30833	P4	\$20,184,766
30835	P4	\$2,516,025
30835	P2	\$326,556
8462	P2	\$18,234,007

<b>Phase(s)</b>	Construction
<b>Strategic Investment Area</b>	State of Good Repair
<b>Work Type</b>	Bridge Replacement

Appropriations/Apportionments
National Highway Performance Program

Allocations/Suballocations
NHPP

Other Fund Details

<b>Construction Year(s)</b>	2024
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Leveraging Toll Credits to Replace State Match				
2024	2025	2026	2027	2024-2027
				\$0

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
	\$0	\$0		Not Available



## Kake Ferry Terminal Rehabilitation

This project involves the design and construction of crucial improvements for the Kake Ferry Terminal to enhance safety, functionality, and accessibility for marine operations while allowing ferries to continue service. The "Critical Upgrades to Ferry Dock Infrastructure in Five Rural Alaska Communities" program receives 80% of its funding from the Federal Transit Administration's Ferry Service for Rural Communities Program, covering the federal share. It is entirely funded through federal funds, utilizing Toll Credits to meet the local match requirement.

## Ferry Terminal Projects

STIP ID **34193**

	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Misc (P1)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$642,442	\$0	\$0	\$0	\$642,442
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$4,809,150	\$4,809,150
<b>Phases TOTAL</b>	<b>\$642,442</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,809,150</b>	<b>\$5,451,592</b>
<b>Federal Funding</b>					
FBF (STBG)	\$128,488			\$961,830	\$1,090,318
STBG	\$0	\$0	\$0	\$0	\$0
NHPP	\$0	\$0	\$0	\$0	\$0
OFF DG	\$513,954			\$3,847,320	\$4,361,274
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
Match TOTAL	\$0	\$0	\$0	\$0	\$0
Federal TOTAL	\$642,442	\$0	\$0	\$4,809,150	\$5,451,592

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

After 2027
\$0

Prior Obligations
\$0
Obligation Details

<b>Phase(s)</b>	Design; Construction
<b>Strategic Investment Area</b>	Economic Vitality
<b>Work Type</b>	Bridge Rehabilitation

Appropriations/Apportionments
Other Federal Funds; Toll Credits are Leveraging Federal Funds for Match; Surface Transportation Block Grant-Ferry Boat Formula Funds

Allocations/Suballocations
FBF; Toll Credits; OFF-DG

Other Fund Details
FTA Grant: Ferry Service for Rural Communities Program

<b>Construction Year(s)</b>	2027
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Leveraging Toll Credits to Replace State Match				
2024	2025	2026	2027	2024-2027
\$128,488			\$961,830	\$1,090,318

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
	\$642,635	\$4,814,924		Planning Estimate

## Ketchikan Ferry Terminal Improvements [Stage 2]

This project will remedy structural and operational deficiencies at the Ketchikan AMHS Ferry Terminal. This project will replace and refurbish existing vessel mooring and berthing structures, provide a new mooring dolphin structure and construct upland access and terminal building improvements. Stage 1 of 2 stage project (NID 27450) This project has been fully obligated and is included in the 2024-2027 Statewide Transportation Improvement Program (STIP) to facilitate project closeout and advance construction conversion.

**Ferry Terminal  
Projects**

STIP ID **31098**

	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$229,431	\$0	\$0	\$0	\$229,431
Misc (P1)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
<b>Phases TOTAL</b>	<b>\$229,431</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$229,431</b>
<b>Federal Funding</b>					
FBF (STBG)					\$0
STBG	\$0	\$0	\$0	\$0	\$0
NHPP	\$229,431	\$0	\$0	\$0	\$229,431
OFF DG					\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
Match TOTAL	\$0	\$0	\$0	\$0	\$0
Federal TOTAL	\$229,431	\$0	\$0	\$0	\$229,431

<b>Advance Construction Conversion</b>			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year
31098	\$229,431	FBF	2024

<b>After 2027</b>		
\$0		
<b>Prior Obligations</b>		
\$4,215,198		
<b>Obligation Details</b>		
31098	P2	\$500,000
31098	P4	\$3,715,198

<b>Phase(s)</b>	AC Conversion
<b>Strategic Investment Area</b>	State of Good Repair
<b>Work Type</b>	Bridge Rehabilitation

<b>Appropriations/Apportionments</b>
National Highway Performance Program

<b>Allocations/Suballocations</b>
NHPP

<b>Other Fund Details</b>

<b>Construction Year(s)</b>	No Construction Year Identified
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<b>Leveraging Toll Credits to Replace State Match</b>				
2024	2025	2026	2027	2024-2027
				\$0

<b>Estimate Date and Type</b>				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
	\$0	\$0		AC Conversion

## Pelican Ferry Terminal Reconstruction

Construct terminal improvements with the ability to accommodate all Alaska Marine Highway System (AMHS) Ferries. The "Critical Upgrades to Ferry Dock Infrastructure in Five Rural Alaska Communities" program receives 80% of its funding from the Federal Transit Administration's Ferry Service for Rural Communities Program, covering the federal share. It is entirely funded through federal funds, utilizing Toll Credits to meet the match requirement.

## Ferry Terminal Projects

STIP ID **33885**

	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Misc (P1)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$1,915,329	\$0	\$0	\$0	\$1,915,329
ROW (P3)	\$0	\$10,000	\$0	\$0	\$10,000
Construct (P4)	\$0	\$0	\$0	\$13,000,000	\$13,000,000
<b>Phases TOTAL</b>	<b>\$1,915,329</b>	<b>\$10,000</b>	<b>\$0</b>	<b>\$13,000,000</b>	<b>\$14,925,329</b>
<b>Federal Funding</b>					
FBF (STBG)	\$383,066	\$2,000		\$2,600,000	\$2,985,066
STBG	\$0	\$0	\$0	\$0	\$0
NHPP	\$0	\$0	\$0	\$0	\$0
OFF DG	\$1,532,263	\$8,000		\$10,400,000	\$11,940,263
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
Match TOTAL	\$0	\$0	\$0	\$0	\$0
Federal TOTAL	\$1,915,329	\$10,000	\$0	\$13,000,000	\$14,925,329

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

After 2027		
\$0		
Prior Obligations		
\$700,000		
Obligation Details		
33885	P2	\$700,000

<b>Phase(s)</b>	Design; ROW; Construction
<b>Strategic Investment Area</b>	Economic Vitality
<b>Work Type</b>	Bridge Replacement

Appropriations/Apportionments
Other Federal Funds; Toll Credits are Leveraging Federal Funds for Match; Surface Transportation Block Grant-Ferry Boat Formula Funds

Allocations/Suballocations
FBF; Toll Credits; OFF-DG

Other Fund Details
FTA Grant: Ferry Service for Rural Communities Program

<b>Construction Year(s)</b>	2027
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Leveraging Toll Credits to Replace State Match				
2024	2025	2026	2027	2024-2027
\$383,066	\$2,000		\$2,600,000	\$2,985,066

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
4/1/2022	\$1,926,484	\$13,520,262		Engineer Pre-Project Estimate

# Revilla New Ferry Berth and Upland Improvements

Construct new ferry terminal berthing facility for the airport ferry.

## Ferry Terminal Projects

STIP ID **30830**

	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Misc (P1)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$3,400,000	\$0	\$0	\$0	\$3,400,000
<b>Phases TOTAL</b>	<b>\$3,400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,400,000</b>
<b>Federal Funding</b>					
FBF (STBG)					\$0
STBG	\$0	\$0	\$0	\$0	\$0
NHPP	\$3,092,980	\$0	\$0	\$0	\$3,092,980
OFF DG					\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$307,020	\$0	\$0	\$0	\$307,020
Local Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$307,020</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$307,020</b>
<b>Federal TOTAL</b>	<b>\$3,092,980</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,092,980</b>

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

After 2027		
\$0		
Prior Obligations		
\$42,047,895		
Obligation Details		
30830	P2	\$3,507,849
30830	P3	\$5,000,000
30830	P7	\$70,374
30830	P4	\$33,469,672

<b>Phase(s)</b>	Construction
<b>Strategic Investment Area</b>	State of Good Repair
<b>Work Type</b>	Bridge Replacement

Appropriations/Apportionments
National Highway Performance Program

Allocations/Suballocations
NHPP

Other Fund Details

<b>Construction Year(s)</b>	2024
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Leveraging Toll Credits to Replace State Match				
2024	2025	2026	2027	2024-2027
				\$0

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
	\$0	\$0		Not Available

# Revilla Refurbish Existing Ferry Berth

Reconstruct the existing airport ferry terminal on Revilla Island

## Ferry Terminal Projects

STIP ID **30831**

	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Misc (P1)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$1,400,000	\$0	\$0	\$0	\$1,400,000
<b>Phases TOTAL</b>	<b>\$1,400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,400,000</b>
<b>Federal Funding</b>					
FBF (STBG)					\$0
STBG	\$0	\$0	\$0	\$0	\$0
NHPP	\$1,273,580	\$0	\$0	\$0	\$1,273,580
OFF DG					\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$126,420	\$0	\$0	\$0	\$126,420
Local Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
Match TOTAL	\$126,420	\$0	\$0	\$0	\$126,420
Federal TOTAL	\$1,273,580	\$0	\$0	\$0	\$1,273,580

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

After 2027		
\$0		
Prior Obligations		
\$1,443,090		
Obligation Details		
30831	P2	\$309,362
30831	P4	\$1,133,728

<b>Phase(s)</b>	Construction
<b>Strategic Investment Area</b>	State of Good Repair
<b>Work Type</b>	Bridge Replacement

Appropriations/Apportionments
National Highway Performance Program

Allocations/Suballocations
NHPP

Other Fund Details

<b>Construction Year(s)</b>	2024
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Leveraging Toll Credits to Replace State Match				
2024	2025	2026	2027	2024-2027
				\$0

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
	\$0	\$0		Not Available



## South Tongass Ferry Terminal

The terminal construction" project, located in Saxman along South Tongass, is designed to enhance the Alaska Marine Highway System (AMHS). The aim is to construct a new ferry terminal for the M/V Lituya, which operates between Metlakatla and Ketchikan. By shortening the vessel's route, the terminal will facilitate more frequent service, thus improving connectivity and efficiency. **This project is not expected to have new activity in 2024-2027 but is included in the 2024-2027 STIP to obligate funds on advance construction.**

## Ferry Terminal Projects

STIP ID **33972**

	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$400,000	\$0	\$0	\$400,000
Misc (P1)	\$0	\$0		\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0		\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
<b>Phases TOTAL</b>	<b>\$0</b>	<b>\$400,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400,000</b>
<b>Federal Funding</b>					
FBF (STBG)		\$400,000	\$0	\$0	\$400,000
STBG	\$0	\$0	\$0	\$0	\$0
NHPP	\$0	\$0	\$0	\$0	\$0
OFF DG					\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
Match TOTAL	\$0	\$0	\$0	\$0	\$0
Federal TOTAL	\$0	\$400,000	\$0	\$0	\$400,000

<b>Advance Construction Conversion</b>			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year
33972	\$400,000	FBF	2025

<b>After 2027</b>		
\$12,310,000		
<b>Prior Obligations</b>		
\$500,000		
<b>Obligation Details</b>		
33972	P2	\$500,000

<b>Phase(s)</b>	AC Conversion
<b>Strategic Investment Area</b>	Economic Vitality
<b>Work Type</b>	Capacity Expansion

<b>Appropriations/Appportionments</b>
Surface Transportation Block Grant-Ferry Boat Formula Funds

<b>Allocations/Suballocations</b>
FBF

<b>Other Fund Details</b>

<b>Construction Year(s)</b>	2028-2030
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<b>Leveraging Toll Credits to Replace State Match</b>				
2024	2025	2026	2027	2024-2027
				\$0

<b>Estimate Date and Type</b>				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate

## Tatitlek AMHS Ferry Terminal Rehabilitation

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

**Ferry Terminal  
Projects**

STIP ID **33887**

	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Misc (P1)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$200,000	\$700,000	\$0	\$0	\$900,000
ROW (P3)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$11,000,000	\$0	\$11,000,000
<b>Phases TOTAL</b>	<b>\$200,000</b>	<b>\$700,000</b>	<b>\$11,000,000</b>	<b>\$0</b>	<b>\$11,900,000</b>
<b>Federal Funding</b>					
FBF (STBG)	\$0	\$0	\$0	\$0	\$0
STBG	\$0	\$0	\$0	\$0	\$0
NHPP	\$0	\$0	\$0	\$0	\$0
OFF DG	\$160,000	\$560,000	\$8,800,000		\$9,520,000
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$40,000	\$140,000	\$2,200,000	\$0	\$2,380,000
Local Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
<b>Match TOTAL</b>	<b>\$40,000</b>	<b>\$140,000</b>	<b>\$2,200,000</b>	<b>\$0</b>	<b>\$2,380,000</b>
<b>Federal TOTAL</b>	<b>\$160,000</b>	<b>\$560,000</b>	<b>\$8,800,000</b>	<b>\$0</b>	<b>\$9,520,000</b>

<b>Advance Construction Conversion</b>			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

<b>After 2027</b>		
\$0		
<b>Prior Obligations</b>		
\$700,000		
<b>Obligation Details</b>		
33887	P2	\$700,000

<b>Phase(s)</b>	Design; Construction
<b>Strategic Investment Area</b>	Economic Vitality
<b>Work Type</b>	Bridge Rehabilitation

<b>Appropriations/Apportionments</b>
Other Federal Funds

<b>Allocations/Suballocations</b>
OFF-DG

<b>Other Fund Details</b>
MARAD Grant: PIDP

<b>Construction Year(s)</b>	2026
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<b>Leveraging Toll Credits to Replace State Match</b>				
2024	2025	2026	2027	2024-2027
				\$0

<b>Estimate Date and Type</b>				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
5/1/2022	\$900,810	\$10,612,726		Engineer Pre-Project Estimate

## Yakutat Ferry Terminal Reconstruction

Design and construct improvements for the Yakutat Ferry Terminal to enhance safety, functionality, and accessibility for passengers and operations. The "Critical Upgrades to Ferry Dock Infrastructure in Five Rural Alaska Communities" program receives 80% of its funding from the Federal Transit Administration's Ferry Service for Rural Communities Program, covering the federal share. It is entirely funded through federal funds, utilizing Toll Credits to meet the local match requirement.

**Ferry Terminal  
Projects**

STIP ID **34192**

	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Misc (P1)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$2,323,071	\$0	\$0	\$0	\$2,323,071
ROW (P3)	\$0	\$0	\$10,000	\$0	\$10,000
Construct (P4)	\$0	\$0	\$0	\$17,389,886	\$17,389,886
<b>Phases TOTAL</b>	<b>\$2,323,071</b>	<b>\$0</b>	<b>\$10,000</b>	<b>\$17,389,886</b>	<b>\$19,722,957</b>
<b>Federal Funding</b>					
FBF (STBG)	\$464,614		\$2,000	\$3,477,977	\$3,944,591
STBG	\$0	\$0	\$0	\$0	\$0
NHPP	\$0	\$0	\$0	\$0	\$0
OFF DG	\$1,858,457		\$8,000	\$13,911,909	\$15,778,366
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
Match TOTAL	\$0	\$0	\$0	\$0	\$0
Federal TOTAL	\$2,323,071	\$0	\$10,000	\$17,389,886	\$19,722,957

<b>Advance Construction Conversion</b>			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

After 2027
\$0

Prior Obligations
\$0
Obligation Details

<b>Phase(s)</b>	Design; ROW; Construction
<b>Strategic Investment Area</b>	Economic Vitality
<b>Work Type</b>	Bridge Replacement

Appropriations/Apportionments
Other Federal Funds; Toll Credits are Leveraging Federal Funds for Match; Surface Transportation Block Grant-Ferry Boat Formula Funds

Allocations/Suballocations
FBF; Toll Credits; OFF-DG

Other Fund Details
FTA Grant: Ferry Service for Rural Communities Program

<b>Construction Year(s)</b>	2027
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<b>Leveraging Toll Credits to Replace State Match</b>				
2024	2025	2026	2027	2024-2027
\$464,614		\$2,000	\$3,477,977	\$3,944,591

<b>Estimate Date and Type</b>				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
	\$2,333,771	\$17,410,763		Planning Estimate



# **Alaska Marine Highway System: Marine Vessels**

## Low No Emission Shuttle Ferry

Construct a low-no emission shuttle ferry for the Alaska Marine Highway System (AMHS). The "Cultivating a Systems Approach to Sustainable Transportation by Implementing Climate Responsive Ferry Vessel Options," project receives 80% of its funding from the Federal Transit Administration's Ferry Service for Rural Communities Program, covering the federal share. It is entirely funded through federal funds, utilizing Toll Credits to meet the local match requirement.

## AMHS Marine Vessel Projects

STIP ID **34229**

	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Multiple (P0)	\$0	\$0	\$0	\$0	\$0
Misc (P1)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$4,621,401	\$0	\$0	\$0	\$4,621,401
Construct (P4)	\$0	\$0	\$45,000,000	\$0	\$45,000,000
<b>Phases TOTAL</b>	<b>\$4,621,401</b>	<b>\$0</b>	<b>\$45,000,000</b>	<b>\$0</b>	<b>\$49,621,401</b>
<b>Federal Funding</b>					
FBF (STBG)	\$924,280		\$9,000,000		\$9,924,280
STBG	\$0	\$0	\$0	\$0	\$0
NHPP	\$0	\$0	\$0	\$0	\$0
OFF DG	\$3,697,121		\$36,000,000		\$39,697,121
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
Match TOTAL	\$0	\$0	\$0	\$0	\$0
Federal TOTAL	\$4,621,401	\$0	\$45,000,000	\$0	\$49,621,401

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

After 2027
\$0

Prior Obligations
\$250,114

Obligation Details

<b>Phase(s)</b>	Design; Construction
<b>Strategic Investment Area</b>	Sustainability
<b>Work Type</b>	Marine Vessel New Construction
<b>Construction Year(s)</b>	2026

Appropriation
Other Federal Funds; Toll Credits are Leveraging Federal Funds for Match; Surface Transportation Block Grant-Ferry Boat Formula Funds

Allocations and Sub-allocations
FBF; Toll Credits; OFF-DG

Other Fund Details
FTA Grant: Electric or Low-Emitting Ferry Pilot Program

Leveraging Toll Credits to Replace State Match				
2024	2025	2026	2027	2024-2027
\$924,280		\$9,000,000		\$9,924,280

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
	\$4,622,787	\$57,819,516		Planning Estimate



**M/V Columbia Controllable Pitch Propeller**

Upgrade the Alaska Marine Highway System ferry, M/V Columbia, with a controllable pitch propeller. This project is a part of the "Modernization of Four Critical AMHS Vessels Necessary for Service and Environmental Benefits" program awarded 80% of its funding from the Federal Transit Administration's Ferry Service for Rural Communities Program, covering the federal share. It is entirely funded through federal funds, utilizing Toll Credits to meet the match requirement.

**AMHS Marine Vessel Projects**

**STIP ID 34212**

	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Multiple (P0)	\$0	\$0	\$0	\$0	\$0
Misc (P1)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$13,732,725	\$0	\$0	\$0	\$13,732,725
<b>Phases TOTAL</b>	<b>\$13,732,725</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,732,725</b>
<b>Federal Funding</b>					
FBF (STBG)	\$2,746,545				\$2,746,545
STBG	\$0	\$0	\$0	\$0	\$0
NHPP	\$0	\$0	\$0	\$0	\$0
OFF DG	\$10,986,180				\$10,986,180
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
Match TOTAL	\$0	\$0	\$0	\$0	\$0
Federal TOTAL	\$13,732,725	\$0	\$0	\$0	\$13,732,725

<b>After 2027</b>
\$0

<b>Prior Obligations</b>
\$14,232,725

<b>Obligation Details</b>		
18358	P2	\$500,000
18358	P4	\$13,732,725

<b>Phase(s)</b>	Construction
<b>Strategic Investment Area</b>	Economic Vitality
<b>Work Type</b>	Marine Vessel Rehabilitation
<b>Construction Year(s)</b>	2024

<b>Appropriation</b>	
Other Federal Funds; Toll Credits are Leveraging Federal Funds for Match; Surface Transportation Block Grant-Ferry Boat Formula Funds	

<b>Allocations and Sub-allocations</b>	
FBF; Toll Credits; OFF-DG	

<b>Other Fund Details</b>	
FTA Grant: Ferry Service for Rural Communities Program	

<b>Advance Construction Conversion</b>			
<b>STIP ID</b>	<b>AC Balance</b>	<b>Proposed Fund Source</b>	<b>Proposed Conversion Year</b>

<b>Leveraging Toll Credits to Replace State Match</b>				
2024	2025	2026	2027	2024-2027
\$2,746,545				\$2,746,545

<b>Estimate Date and Type</b>				
<b>Date of Estimate</b>	<b>PreCon Adjusted for YOE</b>	<b>Construction Adjusted for YOE</b>	<b>Contingency Included (If Known)</b>	<b>Type of Estimate</b>
	\$0	\$14,099,751		Engineer Active Project Estimate

## M/V Kennicott Emissions and Exhaust

M/V Kennicott upgrades for emissions and exhaust improvements as part of the Alaska Marine Highway System (AMHS). This project is a part of the "Modernization of Four Critical AMHS Vessels Necessary for Service and Environmental Benefits" program awarded 80% of its funding from the Federal Transit Administration's Ferry Service for Rural Communities Program, covering the federal share. It is entirely funded through federal funds, utilizing Toll Credits to meet the match requirement.

## AMHS Marine Vessel Projects

STIP ID **34211**

	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Multiple (P0)	\$0	\$0	\$0	\$0	\$0
Misc (P1)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$13,881,118	\$0	\$0	\$0	\$13,881,118
<b>Phases TOTAL</b>	<b>\$13,881,118</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,881,118</b>
<b>Federal Funding</b>					
FBF (STBG)	\$2,776,224				\$2,776,224
STBG	\$0	\$0	\$0	\$0	\$0
NHPP	\$0	\$0	\$0	\$0	\$0
OFF DG	\$11,104,894				\$11,104,894
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
Match TOTAL	\$0	\$0	\$0	\$0	\$0
Federal TOTAL	\$13,881,118	\$0	\$0	\$0	\$13,881,118

Advance Construction Conversion			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

After 2027
\$0

Prior Obligations
\$22,615,386

Obligation Details		
18358	P2	\$800,000
18358	P4	\$21,815,386

Phase(s)	Construction
Strategic Investment Area	Sustainability
Work Type	Marine Vessel Reconstruction
Construction Year(s)	2024

Appropriation
Other Federal Funds; Toll Credits are Leveraging Federal Funds for Match; Surface Transportation Block Grant-Ferry Boat Formula Funds

Allocations and Sub-allocations
FBF; Toll Credits; OFF-DG

Other Fund Details
FTA Grant: Ferry Service for Rural Communities Program

Leveraging Toll Credits to Replace State Match				
2024	2025	2026	2027	2024-2027
\$2,776,224				\$2,776,224

Estimate Date and Type				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
	\$0	\$21,810,566		Engineer Active Project Estimate

## M/V Mainliner Replacement Vessel

Construct a vessel to replace the aging M/V Matanuska as a "Mainliner" ferry operating in Southeast Alaska with connections to Washington State and British Columbia. The new vessel will continue, and enhance, the currently provided transportation for passengers, vehicles, and freight essential to the region's residents, businesses, and visitors. This project receives 80% of its funding from the Federal Transit Administration's Ferry Service for Rural Communities Program, covering the federal share. It is entirely funded through federal funds, utilizing Toll Credits to meet the match requirement.

**AMHS Marine  
Vessel Projects**

**STIP ID 33976**

	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Multiple (P0)	\$0	\$0	\$0	\$0	\$0
Misc (P1)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$10,739,520	\$0	\$0	\$0	\$10,739,520
Construct (P4)	\$0	\$0	\$0	\$0	\$0
<b>Phases TOTAL</b>	<b>\$10,739,520</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,739,520</b>
<b>Federal Funding</b>					
FBF (STBG)	\$2,147,904				\$2,147,904
STBG	\$0	\$0	\$0	\$0	\$0
NHPP	\$0	\$0	\$0	\$0	\$0
OFF DG	\$8,591,616				\$8,591,616
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
Match TOTAL	\$0	\$0	\$0	\$0	\$0
Federal TOTAL	\$10,739,520	\$0	\$0	\$0	\$10,739,520

<b>Advance Construction Conversion</b>			
STIP ID	AC Balance	Proposed Fund Source	Proposed Conversion Year

<b>After 2027</b>
\$350,000,000

<b>Prior Obligations</b>
\$0

<b>Obligation Details</b>

<b>Phase(s)</b>	Design
<b>Strategic Investment Area</b>	Economic Vitality
<b>Work Type</b>	Marine Vessel New Construction
<b>Construction Year(s)</b>	2028-2030

<b>Appropriation</b>
Other Federal Funds; Toll Credits are Leveraging Federal Funds for Match; Surface Transportation Block Grant-Ferry Boat Formula Funds

<b>Allocations and Sub-allocations</b>
FBF; Toll Credits; OFF-DG

<b>Other Fund Details</b>
FTA Grant: Ferry Service for Rural Communities Program

<b>Leveraging Toll Credits to Replace State Match</b>				
2024	2025	2026	2027	2024-2027
\$2,147,904				\$2,147,904

<b>Estimate Date and Type</b>				
Date of Estimate	PreCon Adjusted for YOE	Construction Adjusted for YOE	Contingency Included (If Known)	Type of Estimate
	\$11,279,879	\$350,735,662		Planning Estimate

**M/V Matanuska Safety Improvement Project**

Alaska Marine Highway System (AMHS) M/V Matanuska safety improvements. This project is a part of the "Modernization of Four Critical AMHS Vessels Necessary for Service and Environmental Benefits" program awarded 80% of its funding from the Federal Transit Administration's Ferry Service for Rural Communities Program, covering the federal share. It is entirely funded through federal funds, utilizing Toll Credits to meet the match requirement.

**AMHS Marine Vessel Projects**

**STIP ID 34209**

	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Multiple (P0)	\$0	\$0	\$0	\$0	\$0
Misc (P1)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$37,468,089	\$0	\$0	\$0	\$37,468,089
<b>Phases TOTAL</b>	<b>\$37,468,089</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$37,468,089</b>
<b>Federal Funding</b>					
FBF (STBG)	\$7,493,618				\$7,493,618
STBG	\$0	\$0	\$0	\$0	\$0
NHPP	\$0	\$0	\$0	\$0	\$0
OFF DG	\$29,974,471				\$29,974,471
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
Match TOTAL	\$0	\$0	\$0	\$0	\$0
Federal TOTAL	\$37,468,089	\$0	\$0	\$0	\$37,468,089

<b>After 2027</b>
\$0

<b>Prior Obligations</b>
\$37,740,396

<b>Obligation Details</b>		
18358	P4	\$37,373,771
18358	P2	\$366,625

<b>Phase(s)</b>	Construction
<b>Strategic Investment Area</b>	Economic Vitality
<b>Work Type</b>	Marine Vessel Reconstruction
<b>Construction Year(s)</b>	2024

<b>Appropriation</b>
Other Federal Funds; Toll Credits are Leveraging Federal Funds for Match; Surface Transportation Block Grant-Ferry Boat Formula Funds

<b>Allocations and Sub-allocations</b>
FBF; Toll Credits; OFF-DG

<b>Other Fund Details</b>
FTA Grant: Ferry Service for Rural Communities Program

<b>Advance Construction Conversion</b>			
<b>STIP ID</b>	<b>AC Balance</b>	<b>Proposed Fund Source</b>	<b>Proposed Conversion Year</b>

<b>Leveraging Toll Credits to Replace State Match</b>				
2024	2025	2026	2027	2024-2027
\$7,493,618				\$7,493,618

<b>Estimate Date and Type</b>				
<b>Date of Estimate</b>	<b>PreCon Adjusted for YOE</b>	<b>Construction Adjusted for YOE</b>	<b>Contingency Included (If Known)</b>	<b>Type of Estimate</b>
	\$0	\$37,384,984		Not Available

**M/V Tazlina Crew Quarters**

Address vessel refurbishment priorities as established in the annual Alaska Marine Highway System (AMHS) Fleet Condition Survey Report. Modifications to M/V Tazlina to incorporate sleeping quarters for up to 24 persons, add 8 single-person staterooms on the bridge deck and 8 two-person staterooms on the upper deck. This project is a part of the "Modernization of Four Critical AMHS Vessels Necessary for Service and Environmental Benefits" program awarded 80% of its funding from the Federal Transit Administration's Ferry Service for Rural Communities Program, covering the federal share. It is entirely funded through federal funds, utilizing Toll Credits to meet the match requirement.

**AMHS Marine Vessel Projects**

**STIP ID 33978**

	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Multiple (P0)	\$0	\$0	\$0	\$0	\$0
Misc (P1)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$1,250,000	\$0	\$0	\$0	\$1,250,000
Construct (P4)	\$0	\$23,750,000	\$0	\$0	\$23,750,000
<b>Phases TOTAL</b>	<b>\$1,250,000</b>	<b>\$23,750,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,000,000</b>
<b>Federal Funding</b>					
FBF (STBG)	\$250,000	\$4,750,000			\$5,000,000
STBG	\$0	\$0	\$0	\$0	\$0
NHPP	\$0	\$0	\$0	\$0	\$0
OFF DG	\$1,000,000	\$19,000,000			\$20,000,000
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
Match TOTAL	\$0	\$0	\$0	\$0	\$0
<b>Federal TOTAL</b>	<b>\$1,250,000</b>	<b>\$23,750,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,000,000</b>

<b>After 2027</b>
\$0

<b>Prior Obligations</b>
\$862,887

<b>Obligation Details</b>
18358    P2    \$862,887

<b>Phase(s)</b>	Design; Construction
<b>Strategic Investment Area</b>	Economic Vitality
<b>Work Type</b>	Marine Vessel Reconstruction
<b>Construction Year(s)</b>	2025

<b>Appropriation</b>
Other Federal Funds; Toll Credits are Leveraging Federal Funds for Match; Surface Transportation Block Grant-Ferry Boat Formula Funds

<b>Allocations and Sub-allocations</b>
FBF; Toll Credits; OFF-DG

<b>Other Fund Details</b>
FTA Grant: Ferry Service for Rural Communities Program

<b>Advance Construction Conversion</b>			
<b>STIP ID</b>	<b>AC Balance</b>	<b>Proposed Fund Source</b>	<b>Proposed Conversion Year</b>

<b>Leveraging Toll Credits to Replace State Match</b>				
2024	2025	2026	2027	2024-2027
\$250,000	\$4,750,000			\$5,000,000

<b>Estimate Date and Type</b>				
<b>Date of Estimate</b>	<b>PreCon Adjusted for YOE</b>	<b>Construction Adjusted for YOE</b>	<b>Contingency Included (If Known)</b>	<b>Type of Estimate</b>
	\$1,250,375	\$19,317,846		Engineer Active Project Estimate



## M/V Tustumena Replacement Vessel

The Tustumena Replacement Vessel (TRV) project replaces the Alaska Marine Highway System ferry, the M/V Tustumena. This project is using the Construction Manager/General Contractor (CMGC) project delivery method and will have multiple work packages over several years. The funding comprises two awards from the Federal Transit Administration's Ferry Service for Rural Communities Program: FY22-\$68,488,382 and FY23 \$92,786,400. It is entirely funded through federal funds, utilizing Toll Credits to meet the match requirement. The remaining construction funds (\$98m) are reasonably certain to be awarded to DOT&PF | AMHS through the FY24 Ferry Service for Rural Communities Program.

## AMHS Marine Vessel Projects

STIP ID **30189**

	2024	2025	2026	2027	2024-2027
<b>Project Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Multiple (P0)	\$0	\$0	\$0	\$0	\$0
Misc (P1)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$6,084,284	\$0	\$0	\$0	\$6,084,284
Construct (P4)	\$79,526,196	\$115,983,000	\$99,406,523	\$0	\$294,915,719
<b>Phases TOTAL</b>	<b>\$85,610,480</b>	<b>\$115,983,000</b>	<b>\$99,406,523</b>	<b>\$0</b>	<b>\$301,000,003</b>
<b>Federal Funding</b>					
FBF (STBG)	\$16,811,912	\$23,196,600	\$15,666,698	\$0	\$55,675,210
STBG	\$0	\$0	\$0	\$0	\$0
NHPP	\$310,184		\$4,214,607	\$0	\$4,524,791
OFF DG	\$68,488,384	\$92,786,400	\$79,525,218	\$0	\$240,800,002
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Matching Funds</b>					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Totals</b>					
Match TOTAL	\$0	\$0	\$0	\$0	\$0
<b>Federal TOTAL</b>	<b>\$85,610,480</b>	<b>\$115,983,000</b>	<b>\$99,406,523</b>	<b>\$0</b>	<b>\$301,000,003</b>

<b>After 2027</b>
\$0

<b>Prior Obligations</b>
\$14,327,806

<b>Obligation Details</b>
30189   P2   \$14,327,806

<b>Phase(s)</b>	Design; Construction
<b>Strategic Investment Area</b>	Economic Vitality
<b>Work Type</b>	Marine Vessel New Construction
<b>Construction Year(s)</b>	2024; 2025; 2026

<b>Appropriation</b>
National Highway Performance Program; Other Federal Funds; Toll Credits are Leveraging Federal Funds for Match; Surface Transportation Block Grant-Ferry Boat Formula Funds

<b>Allocations and Sub-allocations</b>
NHPP; FBF; Toll Credits; OFF-DG

<b>Other Fund Details</b>
FTA Grant: Ferry Service for Rural Communities Program

<b>Advance Construction Conversion</b>			
<b>STIP ID</b>	<b>AC Balance</b>	<b>Proposed Fund Source</b>	<b>Proposed Conversion Year</b>

<b>Leveraging Toll Credits to Replace State Match</b>				
2024	2025	2026	2027	2024-2027
\$17,122,096	\$23,196,600	\$19,881,305		\$60,200,001

<b>Estimate Date and Type</b>				
<b>Date of Estimate</b>	<b>PreCon Adjusted for YOE</b>	<b>Construction Adjusted for YOE</b>	<b>Contingency Included (If Known)</b>	<b>Type of Estimate</b>
	\$6,086,109	\$301,472,333		Engineer Active Project Estimate



# **DOT&PF Strategic Investment Programs**

## **Economic Vitality**

**Safety**

**State of Good Repair**

**Sustainability**

**Resiliency**

**Arctic Strategic Transportation and Resources (ASTAR) PEL Triangle Community Road Corridor**

The purpose of this PEL study is to evaluate the feasibility of an all-season gravel road and utility corridor between Utqiagvik, Atkasuk, and Wainwright. This project has been fully obligated and is included in the 2024-2027 Statewide Transportation Improvement Program (STIP) to facilitate project closeout and advance construction conversion.

**STIP ID #**

**33973**

**Economic Vitality Program**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$1,605,621	\$0	\$0	\$0	\$1,605,621
Multi (P0)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$1,605,621</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,605,621</b>
<b>Fund Sources</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$1,605,621	\$0	\$0	\$0	\$1,605,621
BRIDGE All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
NEVI	\$0	\$0	\$0	\$0	\$0
DBE	\$0	\$0	\$0	\$0	\$0
OJT	\$0	\$0	\$0	\$0	\$0
FBF					\$0
RTP	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0
CRP	\$0	\$0	\$0	\$0	\$0
RES					\$0
OFF All	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funding</b>					
Local Match	\$0	\$0	\$0	\$0	\$0
State Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Summary</b>					
Match Total	\$0	\$0	\$0	\$0	\$0
Federal Total	\$1,605,621	\$0	\$0	\$0	\$1,605,621
All Funds TOTAL	\$1,605,621	\$0	\$0	\$0	\$1,605,621

<b>Prior Year Programming (AC+Fed+Match)</b>
<b>\$1,765,000</b>

<b>Advance Construction Balance</b>
<b>\$1,605,621</b>

<b>DOT Region</b>	Northern Region
<b>Location</b>	North Slope Borough
<b>Strategic Investment Area</b>	Economic Vitality

<b>Work Type</b>	Planning and Data Collection
<b>Phase(s)</b>	AC Conversion

<b>Appropriation or Apportionment</b>
Surface Transportation Block Grant

<b>Allocations or Suballocations</b>
STBG Flex

<b>Other Fund Details</b>

## Housing Roads Program

Construct roads connecting housing developments in rural communities to promote economic development and accessibility. This initial effort will perform planning, reconnaissance, and design efforts to establish program parameters. Future projects will be awarded through competitive solicitations.

STIP ID #

34257

## Economic Vitality Program

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Multi (P0)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$800,304	\$0	\$0	\$0	\$800,304
<b>TOTAL</b>	<b>\$800,304</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$800,304</b>
<b>Fund Sources</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$727,760	\$0	\$0	\$0	\$727,760
BRIDGE All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
NEVI	\$0	\$0	\$0	\$0	\$0
DBE	\$0	\$0	\$0	\$0	\$0
OJT	\$0	\$0	\$0	\$0	\$0
FBF	\$0	\$0	\$0	\$0	\$0
RTP	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0
CRP	\$0	\$0	\$0	\$0	\$0
RES					\$0
OFF All	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funding</b>					
Local Match	\$0	\$0	\$0	\$0	\$0
State Match	\$72,544	\$0	\$0	\$0	\$72,544
<b>Funding Summary</b>					
Match Total	\$72,544	\$0	\$0	\$0	\$72,544
Federal Total	\$727,760	\$0	\$0	\$0	\$727,760
<b>All Funds TOTAL</b>	<b>\$800,304</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$800,304</b>

### Prior Year Programming (AC+Fed+Match)

\$0

### Advance Construction Balance

\$0

DOT Region	Alaska-wide
Location	Alaska-wide
Strategic Investment Area	Economic Vitality

Work Type	Planning and Data Collection
Phase(s)	Statewide Planning

### Appropriation or Apportionment

Surface Transportation Block Grant

### Allocations or Suballocations

STBG <5

### Other Fund Details

## Ice Roads and Seasonal Roads Maintenance Program

Ice Roads & Seasonal Trails Maintenance Program is crucial for ensuring year-round connectivity in rural and remote areas of Alaska. The program will adhere to the eligibility criteria of the Surface Transportation Block Grant Program by focusing on improving economic vitality and environmental sustainability. Per 23 CFR 450.218(j) this STIP ID groups together categorically excluded projects (23 CFS 771.117(c)).

STIP ID #

**33962**

## Economic Vitality Program

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$1,124,194	\$0	\$0	\$0	\$1,124,194
Multi (P0)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$4,000,000	\$4,120,000	\$4,243,600	\$4,370,908	\$16,734,508
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$5,124,194</b>	<b>\$4,120,000</b>	<b>\$4,243,600</b>	<b>\$4,370,908</b>	<b>\$17,858,702</b>
<b>Fund Sources</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$4,762,994	\$3,747,964	\$3,860,403	\$3,976,215	\$16,347,576
BRIDGE All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
NEVI	\$0	\$0	\$0	\$0	\$0
DBE	\$0	\$0	\$0	\$0	\$0
OJT	\$0	\$0	\$0	\$0	\$0
FBF					\$0
RTP	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0
CRP	\$0	\$0	\$0	\$0	\$0
RES					\$0
OFF All	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funding</b>					
Local Match	\$0	\$0	\$0	\$0	\$0
State Match	\$361,200	\$372,036	\$383,197	\$394,693	\$1,511,126
<b>Funding Summary</b>					
Match Total	\$361,200	\$372,036	\$383,197	\$394,693	\$1,511,126
Federal Total	\$4,762,994	\$3,747,964	\$3,860,403	\$3,976,215	\$16,347,576
<b>All Funds TOTAL</b>	<b>\$5,124,194</b>	<b>\$4,120,000</b>	<b>\$4,243,600</b>	<b>\$4,370,908</b>	<b>\$17,858,702</b>

### Prior Year Programming (AC+Fed+Match)

\$4,568,676

### Advance Construction Balance

\$1,124,194

DOT Region	Alaska-wide
Location	Alaska-wide
Strategic Investment Area	Economic Vitality

Work Type	Freight Efficiency Programs
Phase(s)	Construction; AC Conversion

### Appropriation or Apportionment

Surface Transportation Block Grant

### Allocations or Suballocations

STBG <5

### Other Fund Details



## Recreational Trails Program

Enhance outdoor recreational activities through funding of recreational trail projects across Alaska. Per 23 CFR 450.218(j) this STIP program groups together categorically excluded projects (23 CFS 771.117(c)) for the installation of fencing and signs where no substantial land acquisition will occur. Recreational trails, as defined by 23 USC 206(2), are not subject to the Location of Project requirement in 23 U.S.C. 133(c).

STIP ID #

12259

## Economic Vitality Program

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Multi (P0)	\$4,585,149	\$1,739,263	\$1,765,352	\$1,738,747	\$9,828,512
Design (P2)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$4,585,149</b>	<b>\$1,739,263</b>	<b>\$1,765,352</b>	<b>\$1,738,747</b>	<b>\$9,828,512</b>
<b>Fund Sources</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$0	\$0
BRIDGE All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
NEVI	\$0	\$0	\$0	\$0	\$0
DBE	\$0	\$0	\$0	\$0	\$0
OJT	\$0	\$0	\$0	\$0	\$0
FBF	\$0	\$0	\$0	\$0	\$0
RTP	\$4,171,110	\$1,582,208	\$1,605,941	\$1,581,738	\$8,940,997
CMAQ	\$0	\$0	\$0	\$0	\$0
CRP	\$0	\$0	\$0	\$0	\$0
RES					\$0
OFF All	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funding</b>					
Local Match	\$414,039	\$157,055	\$159,411	\$157,009	\$887,515
State Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Summary</b>					
Match Total	\$414,039	\$157,055	\$159,411	\$157,009	\$887,515
Federal Total	\$4,171,110	\$1,582,208	\$1,605,941	\$1,581,738	\$8,940,997
<b>All Funds TOTAL</b>	<b>\$4,585,149</b>	<b>\$1,739,263</b>	<b>\$1,765,352</b>	<b>\$1,738,747</b>	<b>\$9,828,512</b>

### Prior Year Programming (AC+Fed+Match)

\$0

### Advance Construction Balance

\$0

DOT Region	Alaska-wide
Location	Alaska-wide
Strategic Investment Area	Sustainability

Work Type	Active Transportation Improvements
Phase(s)	Multi

### Appropriation or Apportionment

Recreational Trail Program

### Allocations or Suballocations

RTP

### Other Fund Details

# Rural Community Connections Program

Develop an inventory and reconnaissance level information for multi-modal transportation solutions to connect rural communities to reduce the cost of living and improve food security.

STIP ID #

34259

## Economic Vitality Program

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Multi (P0)	\$2,500,000	\$0	\$0	\$0	\$2,500,000
Design (P2)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$2,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,500,000</b>
<b>Fund Sources</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$2,274,250	\$0	\$0	\$0	\$2,274,250
BRIDGE All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
NEVI	\$0	\$0	\$0	\$0	\$0
DBE	\$0	\$0	\$0	\$0	\$0
OJT	\$0	\$0	\$0	\$0	\$0
FBF	\$0	\$0	\$0	\$0	\$0
RTP	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0
CRP	\$0	\$0	\$0	\$0	\$0
RES					\$0
OFF All	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funding</b>					
Local Match	\$0	\$0	\$0	\$0	\$0
State Match	\$225,750	\$0	\$0	\$0	\$225,750
<b>Funding Summary</b>					
Match Total	\$225,750	\$0	\$0	\$0	\$225,750
Federal Total	\$2,274,250	\$0	\$0	\$0	\$2,274,250
<b>All Funds TOTAL</b>	<b>\$2,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,500,000</b>

<b>Prior Year Programming (AC+Fed+Match)</b>
\$0

<b>Advance Construction Balance</b>
\$0

<b>DOT Region</b>	Alaska-wide
<b>Location</b>	Alaska-wide
<b>Strategic Investment Area</b>	Economic Vitality

<b>Work Type</b>	Planning and Data Collection
<b>Phase(s)</b>	Multi

<b>Appropriation or Apportionment</b>
Surface Transportation Block Grant

<b>Allocations or Suballocations</b>
STBG Flex; STBG <5

<b>Other Fund Details</b>

## Rural Ports and Barge Landings Program [Parent]

Design and construct barge landings, docks, or other types of waterfront infrastructure in rural Alaska communities off the road system. These projects are governed by the statutes 23 USC 133(b)(23) and 23 USC 133(j), which ensure the funds are utilized in a manner that supports the transportation infrastructure in rural areas.

### 34174 [Parent Preconstruction Stage]

Child projects (competitively selected and scored by a Project Evaluation Board) will be added by amendment and include the Location of Project information.

STIP ID #

34174

## Economic Vitality Program

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Multi (P0)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$200,000	\$1,987,199	\$2,060,000	\$2,121,799	\$6,368,998
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$200,000</b>	<b>\$1,987,199</b>	<b>\$2,060,000</b>	<b>\$2,121,799</b>	<b>\$6,368,998</b>
<b>Fund Sources</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$181,940	\$1,819,400	\$1,873,982	\$1,930,201	\$5,805,523
BRIDGE All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
NEVI	\$0	\$0	\$0	\$0	\$0
DBE	\$0	\$0	\$0	\$0	\$0
OJT	\$0	\$0	\$0	\$0	\$0
FBF					\$0
RTP	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0
CRP	\$0	\$0	\$0	\$0	\$0
RES					\$0
OFF All	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funding</b>					
Local Match	\$0	\$0	\$0	\$0	\$0
State Match	\$18,060	\$167,799	\$186,018	\$191,598	\$563,475
<b>Funding Summary</b>					
Match Total	\$18,060	\$167,799	\$186,018	\$191,598	\$563,475
Federal Total	\$181,940	\$1,819,400	\$1,873,982	\$1,930,201	\$5,805,523
All Funds TOTAL	\$200,000	\$1,987,199	\$2,060,000	\$2,121,799	\$6,368,998

<b>Prior Year Programming (AC+Fed+Match)</b>
\$0

<b>Advance Construction Balance</b>
\$0

DOT Region	Alaska-wide
Location	Alaska-wide: Waterways
Strategic Investment Area	Economic Vitality

Work Type	Freight Efficiency Programs
Phase(s)	Design

<b>Appropriation or Apportionment</b>
Surface Transportation Block Grant

<b>Allocations or Suballocations</b>
STBG Flex; STBG <5

<b>Other Fund Details</b>

## State Rail Plan

The Alaska State rail plan will work with railroad stakeholders such as the Alaska Railroad Corporation to establish a strategic framework for the development, integration, and enhancement of rail as freight transport within the state, aligning with national freight and transportation objectives. Funded through the National Highway Freight Program (NHFP), this plan will address Alaska's unique transportation challenges and opportunities, emphasizing the role of rail in improving freight movement, economic vitality, and connectivity across the state and beyond.

STIP ID #

**34449**

## Economic Vitality Program

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Multi (P0)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$1,100,000	\$0	\$0	\$0	\$1,100,000
<b>TOTAL</b>	<b>\$1,100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,100,000</b>
<b>Fund Sources</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$1,000,670	\$0	\$0	\$0	\$1,000,670
STBG All	\$0	\$0	\$0	\$0	\$0
BRIDGE All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
NEVI	\$0	\$0	\$0	\$0	\$0
DBE	\$0	\$0	\$0	\$0	\$0
OJT	\$0	\$0	\$0	\$0	\$0
FBF					\$0
RTP	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0
CRP	\$0	\$0	\$0	\$0	\$0
RES					\$0
OFF All	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funding</b>					
Local Match	\$0	\$0	\$0	\$0	\$0
State Match	\$99,330	\$0	\$0	\$0	\$99,330
<b>Funding Summary</b>					
Match Total	\$99,330	\$0	\$0	\$0	\$99,330
Federal Total	\$1,000,670	\$0	\$0	\$0	\$1,000,670
<b>All Funds TOTAL</b>	<b>\$1,100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,100,000</b>

**Prior Year Programming  
(AC+Fed+Match)**

\$0

**Advance Construction  
Balance**

\$0

DOT Region	Alaska-wide
Location	Alaska-wide: Rail
Strategic Investment Area	Economic Vitality

Work Type	Planning and Data Collection
Phase(s)	Statewide Planning

### Appropriation or Apportionment

National Highway Freight Plan

### Allocations or Suballocations

NHFP

### Other Fund Details

## Truck Parking Study

This study, backed by the National Highway Freight Program, targets the critical shortage of truck parking along Alaska's extensive routes, focusing on safety for truckers needing rest. In collaboration with the private sector, it aims to assess parking needs, identify gaps, and propose solutions. The project prioritizes safety enhancements and innovative strategies to address the urgent need for accessible parking, ensuring the well-being of truck drivers across the state. \*Project is in the Alaska Moves 2050: Freight Investment Plan - Appendix J.

STIP ID #

**34450**

## Economic Vitality Program

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Multi (P0)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$350,000	\$0	\$0	\$0	\$350,000
<b>TOTAL</b>	<b>\$350,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$350,000</b>
<b>Fund Sources</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$318,395	\$0	\$0	\$0	\$318,395
STBG All	\$0	\$0	\$0	\$0	\$0
BRIDGE All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
NEVI	\$0	\$0	\$0	\$0	\$0
DBE	\$0	\$0	\$0	\$0	\$0
OJT	\$0	\$0	\$0	\$0	\$0
FBF					\$0
RTP	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0
CRP	\$0	\$0	\$0	\$0	\$0
RES					\$0
OFF All	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funding</b>					
Local Match	\$0	\$0	\$0	\$0	\$0
State Match	\$31,605	\$0	\$0	\$0	\$31,605
<b>Funding Summary</b>					
Match Total	\$31,605	\$0	\$0	\$0	\$31,605
Federal Total	\$318,395	\$0	\$0	\$0	\$318,395
<b>All Funds TOTAL</b>	<b>\$350,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$350,000</b>

### Prior Year Programming (AC+Fed+Match)

\$0

### Advance Construction Balance

\$0

DOT Region	Alaska-wide
Location	Alaska-wide
Strategic Investment Area	Safety

Work Type	Planning and Data Collection
Phase(s)	Statewide Planning

### Appropriation or Apportionment

National Highway Freight Plan

### Allocations or Suballocations

NHFP

### Other Fund Details



## Waterways Program

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

STIP ID #

34190

## Economic Vitality Program

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Multi (P0)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$1,639,411</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,639,411</b>
<b>Fund Sources</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$1,491,372	\$0	\$0	\$0	\$1,491,372
BRIDGE All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
NEVI	\$0	\$0	\$0	\$0	\$0
DBE	\$0	\$0	\$0	\$0	\$0
OJT	\$0	\$0	\$0	\$0	\$0
FBF	\$0	\$0	\$0	\$0	\$0
RTP	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0
CRP	\$0	\$0	\$0	\$0	\$0
RES					\$0
OFF All	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funding</b>					
Local Match	\$0	\$0	\$0	\$0	\$0
State Match	\$148,039	\$0	\$0	\$0	\$148,039
<b>Funding Summary</b>					
Match Total	\$148,039	\$0	\$0	\$0	\$148,039
Federal Total	\$1,491,372	\$0	\$0	\$0	\$1,491,372
<b>All Funds TOTAL</b>	<b>\$1,639,411</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,639,411</b>

### Prior Year Programming (AC+Fed+Match)

\$0

### Advance Construction Balance

\$0

DOT Region	Alaska-wide
Location	Alaska-wide
Strategic Investment Area	Economic Vitality

Work Type	Freight Efficiency Programs
Phase(s)	Project Planning

### Appropriation or Apportionment

Surface Transportation Block Grant

### Allocations or Suballocations

STBG <5

### Other Fund Details



# **DOT&PF Strategic Investment Programs**

**Economic Vitality**

**Safety**

**State of Good Repair**

**Sustainability**

**Resiliency**

## ADA Implementation and Compliance

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

STIP ID #

32478

## Safety Program

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Multi (P0)	\$6,000,000	\$6,180,000	\$6,365,400	\$6,556,362	\$25,101,762
Design (P2)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$6,000,000</b>	<b>\$6,180,000</b>	<b>\$6,365,400</b>	<b>\$6,556,362</b>	<b>\$25,101,762</b>
<b>Fund Sources</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$5,458,200	\$5,621,946	\$5,790,604	\$5,964,323	\$22,835,073
BRIDGE All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
NEVI	\$0	\$0	\$0	\$0	\$0
DBE	\$0	\$0	\$0	\$0	\$0
OJT	\$0	\$0	\$0	\$0	\$0
FBF	\$0	\$0	\$0	\$0	\$0
RTP	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0
CRP	\$0	\$0	\$0	\$0	\$0
RES					\$0
OFF All	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funding</b>					
Local Match	\$0	\$0	\$0	\$0	\$0
State Match	\$541,800	\$558,054	\$574,796	\$592,040	\$2,266,690
<b>Funding Summary</b>					
<b>Match Total</b>	<b>\$541,800</b>	<b>\$558,054</b>	<b>\$574,796</b>	<b>\$592,040</b>	<b>\$2,266,690</b>
<b>Federal Total</b>	<b>\$5,458,200</b>	<b>\$5,621,946</b>	<b>\$5,790,604</b>	<b>\$5,964,323</b>	<b>\$22,835,073</b>
<b>All Funds TOTAL</b>	<b>\$6,000,000</b>	<b>\$6,180,000</b>	<b>\$6,365,400</b>	<b>\$6,556,363</b>	<b>\$25,101,763</b>

### Prior Year Programming (AC+Fed+Match)

\$11,018,624

### Advance Construction Balance

\$0

DOT Region	Alaska-wide
Location	Alaska-wide
Strategic Investment Area	Sustainability

Work Type	Planning and Data Collection
Phase(s)	Multi

### Appropriation or Apportionment

Surface Transportation Block Grant

### Allocations or Suballocations

STBG Flex

### Other Fund Details

## Avalanche Mitigation Program

Avalanche mitigation projects that lower maintenance costs, increase safety, and improve emergency response efforts, ensuring roads remain open. Funding will also support data collection, GIS, increased path modeling, etc. to enhance public safety and ensure the continuity of transportation. Avalanche mitigation measures reduce risk to travelers and minimize economic disruptions caused by road closures. Funding aligns with the broader objective of maintaining infrastructure resilience, crucial for Alaska's communities.

STIP ID #

**34456**

## Safety Program

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Multi (P0)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$500,000	\$0	\$0	\$0	\$500,000
Construct (P4)	\$0		\$3,000,000	\$0	\$3,000,000
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$3,000,000</b>	<b>\$0</b>	<b>\$3,500,000</b>
<b>Fund Sources</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$454,850	\$0	\$2,729,100	\$0	\$3,183,950
BRIDGE All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
NEVI	\$0	\$0	\$0	\$0	\$0
DBE	\$0	\$0	\$0	\$0	\$0
OJT	\$0	\$0	\$0	\$0	\$0
FBF					\$0
RTP	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0
CRP	\$0	\$0	\$0	\$0	\$0
RES					\$0
OFF All	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funding</b>					
Local Match	\$0	\$0	\$0	\$0	\$0
State Match	\$45,150		\$270,900	\$0	\$316,050
<b>Funding Summary</b>					
Match Total	\$45,150	\$0	\$270,900	\$0	\$316,050
Federal Total	\$454,850	\$0	\$2,729,100	\$0	\$3,183,950
All Funds TOTAL	\$500,000	\$0	\$3,000,000	\$0	\$3,500,000

### Prior Year Programming (AC+Fed+Match)

\$0

### Advance Construction Balance

\$0

DOT Region	Alaska-wide
Location	Alaska-wide
Strategic Investment Area	Safety

Work Type	Safety Improvements
Phase(s)	Design; Construction

### Appropriation or Apportionment

Surface Transportation Block Grant

### Allocations or Suballocations

STBG Flex

### Other Fund Details

## Complete Streets Statewide Planning

The Complete Streets Statewide Program will integrate Complete Streets principles throughout the state's transportation network, serving all users. After completion of this planning stage, projects will added by amendment for design and construction using data on street usage, traffic patterns, and infrastructure. Designs will involve extensive stakeholder input leveraging modeling tools such as Building Information Modeling (BIM).

STIP ID #

**34405**

## Safety Program

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Multi (P0)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$750,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$750,000</b>
<b>Fund Sources</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$682,275	\$0	\$0	\$0	\$682,275
BRIDGE All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
NEVI	\$0	\$0	\$0	\$0	\$0
DBE	\$0	\$0	\$0	\$0	\$0
OJT	\$0	\$0	\$0	\$0	\$0
FBF					\$0
RTP	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0
CRP	\$0	\$0	\$0	\$0	\$0
RES					\$0
OFF All	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funding</b>					
Local Match	\$0	\$0	\$0	\$0	\$0
State Match	\$67,725	\$0	\$0	\$0	\$67,725
<b>Funding Summary</b>					
Match Total	\$67,725	\$0	\$0	\$0	\$67,725
Federal Total	\$682,275	\$0	\$0	\$0	\$682,275
<b>All Funds TOTAL</b>	<b>\$750,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$750,000</b>

### Prior Year Programming (AC+Fed+Match)

\$0

### Advance Construction Balance

\$0

DOT Region	Alaska-wide
Location	Alaska-wide
Strategic Investment Area	Safety

Work Type	Planning and Data Collection
Phase(s)	Project Planning

### Appropriation or Apportionment

Surface Transportation Block Grant

### Allocations or Suballocations

STBG Flex

### Other Fund Details



## Highway Safety Improvement Program

The Highway Safety Improvement Program (HSIP) is a federally mandated annual process to evaluate, design, and construct projects that have the greatest potential to reduce the State's roadway fatalities and serious injuries. HSIP aligns with the emphasis areas within the department's Strategic Highway Safety Plan (SHSP). This includes managing, studying, responding to, and making policies on safety-related issues to improve overall transportation safety. Per 23 CFR 450.218(j) this STIP program groups together categorically excluded projects (23 CFS 771.117(c)(4)) included in the State's Highway Safety Plan.

STIP ID #

19217

## Safety Program

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$15,370,397	\$0	\$0	\$0	\$15,370,397
Multi (P0)	\$81,283,872	\$79,666,630	\$82,051,174	\$80,500,356	\$323,502,031
Design (P2)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$96,654,269</b>	<b>\$79,666,630</b>	<b>\$82,051,174</b>	<b>\$80,500,356</b>	<b>\$338,872,428</b>
<b>Fund Sources</b>					
NHPP	\$15,370,397	\$0	\$0	\$0	\$15,370,397
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$0	\$0
BRIDGE All	\$0	\$0	\$0	\$0	\$0
Safety All	\$70,737,319	\$71,210,983	\$73,342,350	\$71,892,583	\$287,183,235
NEVI	\$0	\$0	\$0	\$0	\$0
DBE	\$0	\$0	\$0	\$0	\$0
OJT	\$0	\$0	\$0	\$0	\$0
FBF	\$0	\$0	\$0	\$0	\$0
RTP	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0
CRP	\$0	\$0	\$0	\$0	\$0
RES					\$0
OFF All	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funding</b>					
Local Match	\$0	\$0	\$0	\$0	\$0
State Match	\$7,339,934	\$7,193,897	\$7,409,221	\$7,269,182	\$29,212,234
<b>Funding Summary</b>					
Match Total	\$7,339,934	\$7,193,897	\$7,409,221	\$7,269,182	\$29,212,234
Federal Total	\$89,314,335	\$72,472,733	\$74,641,953	\$73,231,174	\$309,660,195
All Funds TOTAL	\$96,654,268	\$79,666,630	\$82,051,174	\$80,500,356	\$338,872,428

### Prior Year Programming (AC+Fed+Match)

\$299,652,081

### Advance Construction Balance

\$15,370,397

DOT Region	Alaska-wide
Location	Alaska-wide: Safety
Strategic Investment Area	Safety

Work Type	Safety Improvements
Phase(s)	Multi; AC Conversion

### Appropriation or Apportionment

National Highway Performance Program; Highway Safety Improvement Program

### Allocations or Suballocations

VRU; S154; S164; SA; S&A Metro; S&A SPR; NHPP; RAIL

### Other Fund Details

# Rock Slope Stabilization Program

The Rock Slope Stabilization Program will improve road safety by addressing unstable rock slopes. It incorporates a methodical process of evaluating high-risk rock slopes and implementing suitable stabilization measures like rock scaling, bolting, or netting. The primary objective is to mitigate rockfall incidents on Alaska's roads, thus ensuring public safety. Per 23 CFR 450.218(j) this STIP program groups together categorically excluded projects.

STIP ID #

33965

## Safety Program

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Multi (P0)	\$5,099,263	\$5,000,000	\$5,000,000	\$5,000,000	\$20,099,263
Design (P2)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$5,099,263</b>	<b>\$5,000,000</b>	<b>\$5,000,000</b>	<b>\$5,000,000</b>	<b>\$20,099,263</b>
<b>Fund Sources</b>					
NHPP	\$4,164,252	\$4,000,000	\$3,866,225	\$3,866,225	\$15,896,702
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$474,548	\$548,500	\$682,275	\$682,275	\$2,387,598
BRIDGE All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
NEVI	\$0	\$0	\$0	\$0	\$0
DBE	\$0	\$0	\$0	\$0	\$0
OJT	\$0	\$0	\$0	\$0	\$0
FBF	\$0	\$0	\$0	\$0	\$0
RTP	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0
CRP	\$0	\$0	\$0	\$0	\$0
RES					\$0
OFF All	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funding</b>					
Local Match	\$0	\$0	\$0	\$0	\$0
State Match	\$460,463	\$451,500	\$451,500	\$451,500	\$1,814,963
<b>Funding Summary</b>					
Match Total	\$460,463	\$451,500	\$451,500	\$451,500	\$1,814,963
Federal Total	\$4,638,800	\$4,548,500	\$4,548,500	\$4,548,500	\$18,284,300
All Funds TOTAL	\$5,099,263	\$5,000,000	\$5,000,000	\$5,000,000	\$20,099,263

<b>Prior Year Programming (AC+Fed+Match)</b>
<b>\$2,354,692</b>

<b>Advance Construction Balance</b>
<b>\$0</b>

DOT Region	Alaska-wide
Location	Alaska-wide: Safety
Strategic Investment Area	Resiliency

Work Type	Safety Improvements
Phase(s)	Multi

<b>Appropriation or Apportionment</b>
National Highway Performance Program; Surface Transportation Block Grant

<b>Allocations or Suballocations</b>
STBG Flex; NHPP

<b>Other Fund Details</b>

## Winter Trail Marking

Mark overland winter trails in the Northern and Central Region with semi-permanent trail markers. Trail markers will ensure winter travelers can safely journey between communities in the area. Per 23 CFR 450.218(j) this STIP program groups together categorically excluded projects for the installation of fencing and signs. Recreational trails, including trails for snowmobiling and other off-road motorized vehicles, are not subject to the Location of Project requirement in 23 U.S.C. 133(c).

STIP ID #

**31596**

## Safety Program

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Multi (P0)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$600,000	\$618,000	\$636,540	\$655,636	\$2,510,176
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$600,000</b>	<b>\$618,000</b>	<b>\$636,540</b>	<b>\$655,636</b>	<b>\$2,510,176</b>
<b>Fund Sources</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$545,820	\$562,195	\$579,060	\$596,432	\$2,283,507
BRIDGE All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
NEVI	\$0	\$0	\$0	\$0	\$0
DBE	\$0	\$0	\$0	\$0	\$0
OJT	\$0	\$0	\$0	\$0	\$0
FBF					\$0
RTP	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0
CRP	\$0	\$0	\$0	\$0	\$0
RES					\$0
OFF All	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funding</b>					
Local Match	\$0	\$0	\$0	\$0	\$0
State Match	\$54,180	\$55,805	\$57,480	\$59,204	\$226,669
<b>Funding Summary</b>					
Match Total	\$54,180	\$55,805	\$57,480	\$59,204	\$226,669
Federal Total	\$545,820	\$562,195	\$579,060	\$596,432	\$2,283,507
All Funds TOTAL	\$600,000	\$618,000	\$636,540	\$655,636	\$2,510,176

### Prior Year Programming (AC+Fed+Match)

\$2,513,410

### Advance Construction Balance

\$0

DOT Region	Alaska-wide
Location	Alaska-wide
Strategic Investment Area	Safety

Work Type	Active Transportation Improvements
Phase(s)	Construction

### Appropriation or Apportionment

Surface Transportation Block Grant

### Allocations or Suballocations

STBG <5

### Other Fund Details



# **DOT&PF Strategic Investment Programs**

**Economic Vitality**

**Safety**

**State of Good Repair**

**Sustainability**

**Resiliency**

## Anton Anderson Memorial (Whittier) Tunnel Maintenance

This tunnel is an important critical link to an ice-free port with rail connectivity to the Kenai Peninsula Borough, Municipality of Anchorage, the Matanuska-Susitna Borough, and the Fairbanks North Star Borough. Maintenance for the federal-aid eligible portion of the Anton Anderson Memorial (Whittier) Tunnel and approaches. \*Project is in the Alaska Moves 2050: Freight Investment Plan - Appendix J as Illustrative

STIP ID #

11439

## State of Good Repair Program

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$1,776,844	\$0	\$0	\$0	\$1,776,844
Multi (P0)	\$2,881,653	\$2,968,103	\$3,057,146	\$3,148,860	\$12,055,762
Design (P2)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$4,658,498</b>	<b>\$2,968,103</b>	<b>\$3,057,146</b>	<b>\$3,148,860</b>	<b>\$13,832,607</b>
<b>Fund Sources</b>					
NHPP	\$2,621,440	\$2,700,083	\$2,781,086	\$2,864,518	\$10,967,127
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$0	\$0
BRIDGE All	\$1,776,844	\$0	\$0	\$0	\$1,776,844
Safety All	\$0	\$0	\$0	\$0	\$0
NEVI	\$0	\$0	\$0	\$0	\$0
DBE	\$0	\$0	\$0	\$0	\$0
OJT	\$0	\$0	\$0	\$0	\$0
FBF	\$0	\$0	\$0	\$0	\$0
RTP	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0
CRP	\$0	\$0	\$0	\$0	\$0
RES					\$0
OFF All	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funding</b>					
Local Match	\$0	\$0	\$0	\$0	\$0
State Match	\$260,213	\$268,020	\$276,060	\$284,342	\$1,088,635
<b>Funding Summary</b>					
Match Total	\$260,213	\$268,020	\$276,060	\$284,342	\$1,088,635
Federal Total	\$4,398,284	\$2,700,083	\$2,781,086	\$2,864,518	\$12,743,971
<b>All Funds TOTAL</b>	<b>\$4,658,497</b>	<b>\$2,968,103</b>	<b>\$3,057,146</b>	<b>\$3,148,860</b>	<b>\$13,832,606</b>

### Prior Year Programming (AC+Fed+Match)

\$25,609,803

### Advance Construction Balance

\$1,776,844

DOT Region	Central Region
Location	Whittier
Strategic Investment Area	State of Good Repair

Work Type	Routine Bridge Maintenance
Phase(s)	Multi; AC Conversion

### Appropriation or Apportionment

National Highway Performance Program; Bridge Program

### Allocations or Suballocations

NHPP; Bridge HIP

### Other Fund Details



# Bridge and Tunnel Inventory, Inspection, Monitoring, Preservation, Rehabilitation, and Replacement Program

Regular inspections are conducted every two years to ensure the structural integrity and safety of bridges and tunnels on public roads. Per 23 CFR 450.218(j) this STIP ID groups together categorically excluded projects.

STIP ID #

6447

## State of Good Repair Program

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$4,288,374	\$0	\$0	\$0	\$4,288,374
Multi (P0)	\$3,000,000	\$3,427,531	\$6,900,000	\$5,631,538	\$18,959,069
Design (P2)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$7,288,374</b>	<b>\$3,427,531</b>	<b>\$6,900,000</b>	<b>\$5,631,538</b>	<b>\$23,247,443</b>
<b>Fund Sources</b>					
NHPP	\$0	\$0	\$1,364,550	\$1,364,550	\$2,729,100
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$0	\$0
BRIDGE All	\$7,017,474	\$3,118,025	\$4,912,380	\$3,758,460	\$18,806,339
Safety All	\$0	\$0	\$0	\$0	\$0
NEVI	\$0	\$0	\$0	\$0	\$0
DBE	\$0	\$0	\$0	\$0	\$0
OJT	\$0	\$0	\$0	\$0	\$0
FBF	\$0	\$0	\$0	\$0	\$0
RTP	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0
CRP	\$0	\$0	\$0	\$0	\$0
RES					\$0
OFF All	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funding</b>					
Local Match	\$0	\$0	\$0	\$0	\$0
State Match	\$270,900	\$309,506	\$623,070	\$508,528	\$1,712,004
<b>Funding Summary</b>					
Match Total	\$270,900	\$309,506	\$623,070	\$508,528	\$1,712,004
Federal Total	\$7,017,474	\$3,118,025	\$6,276,930	\$5,123,010	\$21,535,439
<b>All Funds TOTAL</b>	<b>\$7,288,374</b>	<b>\$3,427,531</b>	<b>\$6,900,000</b>	<b>\$5,631,538</b>	<b>\$23,247,443</b>

<b>Prior Year Programming (AC+Fed+Match)</b>
<b>\$19,715,734</b>

<b>Advance Construction Balance</b>
<b>\$4,673,584</b>

DOT Region	Alaska-wide
Location	Alaska-wide: Bridges
Strategic Investment Area	State of Good Repair

Work Type	Bridge Preservation
Phase(s)	Multi; AC Conversion

<b>Appropriation or Apportionment</b>
National Highway Performance Program; Bridge Program

<b>Allocations or Suballocations</b>
STBG OSB; NHPP; Bridge HIP

<b>Other Fund Details</b>

## Bridge Management System

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

STIP ID #

6454

## State of Good Repair Program

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$909,700	\$0	\$0	\$909,700
Multi (P0)	\$272,576	\$272,576	\$272,575	\$272,575	\$1,090,301
Design (P2)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$272,576</b>	<b>\$1,182,276</b>	<b>\$272,575</b>	<b>\$272,575</b>	<b>\$2,000,001</b>
<b>Fund Sources</b>					
NHPP	\$247,962	\$247,962	\$247,962	\$247,962	\$991,848
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$909,700	\$0	\$0	\$909,700
BRIDGE All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
NEVI	\$0	\$0	\$0	\$0	\$0
DBE	\$0	\$0	\$0	\$0	\$0
OJT	\$0	\$0	\$0	\$0	\$0
FBF	\$0	\$0	\$0	\$0	\$0
RTP	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0
CRP	\$0	\$0	\$0	\$0	\$0
RES					\$0
OFF All	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funding</b>					
Local Match	\$0	\$0	\$0	\$0	\$0
State Match	\$24,614	\$24,614	\$24,614	\$24,614	\$98,454
<b>Funding Summary</b>					
Match Total	\$24,614	\$24,614	\$24,614	\$24,614	\$98,454
Federal Total	\$247,962	\$1,157,662	\$247,962	\$247,962	\$1,901,548
<b>All Funds TOTAL</b>	<b>\$272,576</b>	<b>\$1,182,276</b>	<b>\$272,576</b>	<b>\$272,576</b>	<b>\$2,000,002</b>

### Prior Year Programming (AC+Fed+Match)

\$1,500,000

### Advance Construction Balance

\$909,700

DOT Region	Alaska-wide
Location	Alaska-wide: Bridges
Strategic Investment Area	Resiliency

Work Type	Routine Bridge Maintenance
Phase(s)	Multi; AC Conversion

### Appropriation or Apportionment

National Highway Performance Program; Surface Transportation Block Grant

### Allocations or Suballocations

STBG Flex; NHPP

### Other Fund Details

## Bridge Scour Monitoring and Retrofit Program

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

STIP ID #

12579

## State of Good Repair Program

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$1,673,716	\$0	\$0	\$1,673,716
Multi (P0)	\$2,398,505	\$2,398,505	\$2,398,505	\$2,398,505	\$9,594,020
Design (P2)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$2,398,505</b>	<b>\$4,072,221</b>	<b>\$2,398,505</b>	<b>\$2,398,505</b>	<b>\$11,267,736</b>
<b>Fund Sources</b>					
NHPP	\$0	\$1,673,716	\$1,636,440	\$1,636,440	\$4,946,596
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$0	\$0
BRIDGE All	\$2,181,920	\$2,181,920	\$545,480	\$545,480	\$5,454,800
Safety All	\$0	\$0	\$0	\$0	\$0
NEVI	\$0	\$0	\$0	\$0	\$0
DBE	\$0	\$0	\$0	\$0	\$0
OJT	\$0	\$0	\$0	\$0	\$0
FBF	\$0	\$0	\$0	\$0	\$0
RTP	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0
CRP	\$0	\$0	\$0	\$0	\$0
RES					\$0
OFF All	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funding</b>					
Local Match	\$0	\$0	\$0	\$0	\$0
State Match	\$216,585	\$216,585	\$216,585	\$216,585	\$866,340
<b>Funding Summary</b>					
Match Total	\$216,585	\$216,585	\$216,585	\$216,585	\$866,340
Federal Total	\$2,181,920	\$3,855,636	\$2,181,920	\$2,181,920	\$10,401,396
<b>All Funds TOTAL</b>	<b>\$2,398,505</b>	<b>\$4,072,221</b>	<b>\$2,398,505</b>	<b>\$2,398,505</b>	<b>\$11,267,736</b>

### Prior Year Programming (AC+Fed+Match)

\$2,800,127

### Advance Construction Balance

\$1,673,716

DOT Region	Alaska-wide
Location	Alaska-wide: Bridges
Strategic Investment Area	State of Good Repair

Work Type	Routine Bridge Maintenance
Phase(s)	Multi; AC Conversion

### Appropriation or Apportionment

National Highway Performance Program; Bridge Program

### Allocations or Suballocations

STBG OSB; NHPP

### Other Fund Details

## Culvert Repair and Replacement

Repair or replace culverts that pose barriers to safe fish passage. As part of an annual project, a comprehensive assessment will be conducted to identify culverts that hinder fish passage either partially or completely. Subsequently, appropriate corrective actions will be implemented to ensure unimpeded fish migration. Per 23 CFR 450.218(j), this STIP ID groups together categorically excluded projects.

STIP ID #

13239

### State of Good Repair Program

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Multi (P0)	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$4,000,000
Design (P2)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$1,000,000</b>	<b>\$1,000,000</b>	<b>\$1,000,000</b>	<b>\$1,000,000</b>	<b>\$4,000,000</b>
<b>Fund Sources</b>					
NHPP	\$545,820	\$545,820	\$545,820	\$545,820	\$2,183,280
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$363,880	\$363,880	\$363,880	\$363,880	\$1,455,520
BRIDGE All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
NEVI	\$0	\$0	\$0	\$0	\$0
DBE	\$0	\$0	\$0	\$0	\$0
OJT	\$0	\$0	\$0	\$0	\$0
FBF	\$0	\$0	\$0	\$0	\$0
RTP	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0
CRP	\$0	\$0	\$0	\$0	\$0
RES					\$0
OFF All	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funding</b>					
Local Match	\$0	\$0	\$0	\$0	\$0
State Match	\$90,300	\$90,300	\$90,300	\$90,300	\$361,200
<b>Funding Summary</b>					
Match Total	\$90,300	\$90,300	\$90,300	\$90,300	\$361,200
Federal Total	\$909,700	\$909,700	\$909,700	\$909,700	\$3,638,800
All Funds TOTAL	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$4,000,000

#### Prior Year Programming (AC+Fed+Match)

\$290,003

#### Advance Construction Balance

\$0

DOT Region	Alaska-wide
Location	Alaska-wide: Preservation & Maintenance
Strategic Investment Areas	State of Good Repair

Work Type	Bridge Rehabilitation, Pavement Rehabilitation
Phase(s)	Multi

#### Appropriation or Apportionment

National Highway Performance Program; Surface Transportation Block Grant

#### Allocations or Suballocations

STBG Flex; NHPP

#### Other Fund Details

## Ferry Refurbishment

Annual ferry refurbishment, regulatory-driven, dry-docking. Address vessel refurbishment priorities as established in the annual Alaska Marine Highway System Fleet Condition Survey Report. Per 23 CFR 450.218(j) this STIP program groups together categorically excluded projects (23 CFS 771.117(c)(29)) that purchase construct, replace, or rehabilitate ferry vessels that can be accommodated by existing facilities.

STIP ID #

18358

## AMHS Program

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Multi (P0)		\$3,750,000	\$4,500,000	\$5,000,000	\$13,250,000
Design (P2)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$0</b>	<b>\$3,750,000</b>	<b>\$4,500,000</b>	<b>\$5,000,000</b>	<b>\$13,250,000</b>
<b>Fund Sources</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$0	\$0
BRIDGE All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
NEVI	\$0	\$0	\$0	\$0	\$0
DBE	\$0	\$0	\$0	\$0	\$0
OJT	\$0	\$0	\$0	\$0	\$0
FBF		\$3,000,000	\$3,600,000	\$4,000,000	\$10,600,000
RTP	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0
CRP	\$0	\$0	\$0	\$0	\$0
RES					\$0
OFF All	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funding</b>					
Local Match	\$0	\$0	\$0	\$0	\$0
State Match		\$750,000	\$900,000	\$1,000,000	\$2,650,000
<b>Funding Summary</b>					
Match Total	\$0	\$750,000	\$900,000	\$1,000,000	\$2,650,000
Federal Total	\$0	\$3,000,000	\$3,600,000	\$4,000,000	\$10,600,000
<b>All Funds TOTAL</b>	<b>\$0</b>	<b>\$3,750,000</b>	<b>\$4,500,000</b>	<b>\$5,000,000</b>	<b>\$13,250,000</b>

### Prior Year Programming (AC+Fed+Match)

\$28,319,010

### Advance Construction Balance

\$31,361,127

DOT Region	Marine Highways
Location	Alaska Marine Highway
Strategic Investment Area	State of Good Repair

Work Type	Marine Vessel Preservation
Phase(s)	Multi

### Appropriation or Apportionment

Surface Transportation Block Grant-Ferry Boat  
Formula Funds

### Allocations or Suballocations

FBF

### Other Fund Details



## Ferry Service for Rural Communities Operating Assistance

The AMHS Sustainable Operations funding request will strengthen the ferry system in Alaska, which serves more than 30 communities covering 3,500 miles of coastline, by ensuring that route coverage is appropriate and in place for served communities, and that seasonal route schedules can respond to the increased workforce or travel demands, and that vessels have their necessary preventative maintenance addressed. This project is funded at a 50% federal share by the Federal Transit Administration's Ferry Service for Rural Communities Program.

STIP ID #

**34320**

## AMHS Program

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Multi (P0)	\$89,647,600	\$0	\$0	\$0	\$89,647,600
Design (P2)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$89,647,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$89,647,600</b>
<b>Fund Sources</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$0	\$0
BRIDGE All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
NEVI	\$0	\$0	\$0	\$0	\$0
DBE	\$0	\$0	\$0	\$0	\$0
OJT	\$0	\$0	\$0	\$0	\$0
FBF					\$0
RTP	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0
CRP	\$0	\$0	\$0	\$0	\$0
RES					\$0
OFF All	\$44,823,800	\$0	\$0	\$0	\$44,823,800
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funding</b>					
Local Match	\$0	\$0	\$0	\$0	\$0
State Match	\$44,823,800	\$0	\$0	\$0	\$44,823,800
<b>Funding Summary</b>					
Match Total	\$44,823,800	\$0	\$0	\$0	\$44,823,800
Federal Total	\$44,823,800	\$0	\$0	\$0	\$44,823,800
<b>All Funds TOTAL</b>	<b>\$89,647,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$89,647,600</b>

### Prior Year Programming (AC+Fed+Match)

\$0

### Advance Construction Balance

\$0

DOT Region	Marine Highways
Location	Alaska Marine Highway
Strategic Investment Area	Economic Vitality

Work Type	Operations and Operational Improvements
Phase(s)	Multi

### Appropriation or Apportionment

Other Federal Funds

### Allocations or Suballocations

OFF-DG

### Other Fund Details

## Ferry Terminal Rehabilitation

Reburbish, construct, and lease terminals for the Alaska Marine Highway System (AMHS). Per 23 CFR 450.218(j) this STIP ID groups together categorically excluded projects (23 CFS 771.117(c)(30) that rehabilitate or reconstruct existing ferry facilities that occupy the same geographic footprint, do not result in a change in their functional use, and do not result in a substantial increase in the existing facilities capacity.

STIP ID #

18359

## AMHS Program

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Multi (P0)		\$1,700,000	\$1,700,000	\$1,700,000	\$5,100,000
Design (P2)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$0</b>	<b>\$1,700,000</b>	<b>\$1,700,000</b>	<b>\$1,700,000</b>	<b>\$5,100,000</b>
<b>Fund Sources</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$0	\$0
BRIDGE All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
NEVI	\$0	\$0	\$0	\$0	\$0
DBE	\$0	\$0	\$0	\$0	\$0
OJT	\$0	\$0	\$0	\$0	\$0
FBF		\$1,360,000	\$1,360,000	\$1,360,000	\$4,080,000
RTP	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0
CRP	\$0	\$0	\$0	\$0	\$0
RES					\$0
OFF All	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funding</b>					
Local Match	\$0	\$0	\$0	\$0	\$0
State Match		\$340,000	\$340,000	\$340,000	\$1,020,000
<b>Funding Summary</b>					
Match Total	\$0	\$340,000	\$340,000	\$340,000	\$1,020,000
Federal Total	\$0	\$1,360,000	\$1,360,000	\$1,360,000	\$4,080,000
<b>All Funds TOTAL</b>	<b>\$0</b>	<b>\$1,700,000</b>	<b>\$1,700,000</b>	<b>\$1,700,000</b>	<b>\$5,100,000</b>

### Prior Year Programming (AC+Fed+Match)

\$20,569,494

### Advance Construction Balance

\$0

DOT Region	Marine Highways
Location	Alaska Marine Highway
Strategic Investment Area	State of Good Repair

Work Type	Bridge Rehabilitation
Phase(s)	Multi

### Appropriation or Apportionment

Surface Transportation Block Grant-Ferry Boat  
Formula Funds

### Allocations or Suballocations

FBF

### Other Fund Details

# Fleet Condition Surveys

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

STIP ID #

6413

## State of Good Repair Program

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Multi (P0)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$0</b>	<b>\$400,000</b>	<b>\$400,000</b>	<b>\$400,000</b>	<b>\$1,200,000</b>
<b>Fund Sources</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$0	\$0
BRIDGE All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
NEVI	\$0	\$0	\$0	\$0	\$0
DBE	\$0	\$0	\$0	\$0	\$0
OJT	\$0	\$0	\$0	\$0	\$0
FBF		\$320,000	\$320,000	\$320,000	\$960,000
RTP	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0
CRP	\$0	\$0	\$0	\$0	\$0
RES					\$0
OFF All	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funding</b>					
Local Match	\$0	\$0	\$0	\$0	\$0
State Match	\$0	\$80,000	\$80,000	\$80,000	\$240,000
<b>Funding Summary</b>					
Match Total	\$0	\$80,000	\$80,000	\$80,000	\$240,000
Federal Total	\$0	\$320,000	\$320,000	\$320,000	\$960,000
<b>All Funds TOTAL</b>	<b>\$0</b>	<b>\$400,000</b>	<b>\$400,000</b>	<b>\$400,000</b>	<b>\$1,200,000</b>

<b>Prior Year Programming (AC+Fed+Match)</b>
<b>\$1,000,000</b>

<b>Advance Construction Balance</b>
<b>\$0</b>

<b>DOT Region</b>	Marine Highways
<b>Location</b>	Alaska Marine Highway
<b>Strategic Investment Area</b>	State of Good Repair

<b>Work Type</b>	Planning and Data Collection
<b>Phase(s)</b>	Misc

<b>Appropriation or Apportionment</b>
Surface Transportation Block Grant-Ferry Boat Formula Funds

<b>Allocations or Suballocations</b>
FBF

<b>Other Fund Details</b>

## Inter-Island Ferry Authority Ferry Refurbishments

Refurbish Inter-Island Ferry Authority ferries to ensure regulatory compliance and up-to-date ship systems such as hull, deck, machinery, electrical, security, navigation, and passenger accommodations. Per 23 CFR 450.218(j) this STIP ID groups together categorically excluded projects (23 CFS 771.117(c)(29)) that purchase construct, replace, or rehabilitate ferry vessels that can be accommodated by existing facilities.

STIP ID #

**30729**

## State of Good Repair Program

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$400,579	\$0	\$0	\$0	\$400,579
Multi (P0)	\$4,000,000	\$2,663,640	\$3,413,693	\$4,168,289	\$14,245,622
Design (P2)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$4,400,579</b>	<b>\$2,663,640</b>	<b>\$3,413,693</b>	<b>\$4,168,289</b>	<b>\$14,646,201</b>
<b>Fund Sources</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$2,000,579	\$0	\$0	\$0	\$2,000,579
BRIDGE All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
NEVI	\$0	\$0	\$0	\$0	\$0
DBE	\$0	\$0	\$0	\$0	\$0
OJT	\$0	\$0	\$0	\$0	\$0
FBF	\$1,600,000	\$2,130,912	\$2,730,954	\$3,334,631	\$9,796,497
RTP	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0
CRP	\$0	\$0	\$0	\$0	\$0
RES					\$0
OFF All	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funding</b>					
Local Match	\$0	\$0	\$0	\$0	\$0
State Match	\$800,000	\$532,728	\$682,739	\$833,658	\$2,849,125
<b>Funding Summary</b>					
Match Total	\$800,000	\$532,728	\$682,739	\$833,658	\$2,849,125
Federal Total	\$3,600,579	\$2,130,912	\$2,730,954	\$3,334,631	\$11,797,076
<b>All Funds TOTAL</b>	<b>\$4,400,579</b>	<b>\$2,663,640</b>	<b>\$3,413,693</b>	<b>\$4,168,289</b>	<b>\$14,646,201</b>

### Prior Year Programming (AC+Fed+Match)

\$5,490,516

### Advance Construction Balance

\$400,579

DOT Region	Marine Highways
Location	Alaska Marine Highway
Strategic Investment Area	State of Good Repair

Work Type	Marine Vessel Rehabilitation
Phase(s)	Multi; AC Conversion

### Appropriation or Apportionment

Surface Transportation Block Grant; Surface Transportation Block Grant-Ferry Boat Formula Funds

### Allocations or Suballocations

STBG Flex; FBF

### Other Fund Details

## Mooring System Rehabilitation

Construct phased area-wide mooring improvements at various Alaska Marine Highway System ferry terminals. Per 23 CFR 450.218(j), this STIP program groups together categorically excluded projects (23 CFS 771.117(c)(30)) that rehabilitate or reconstruct existing ferry facilities that occupy the same geographic footprint, do not result in a change in their functional use and do not result in a substantial increase in the existing facilities capacity.

STIP ID #

**33967**

## AMHS Program

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Multi (P0)	\$619,231	\$1,200,000	\$1,200,000	\$1,200,000	\$4,219,231
Design (P2)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$619,231</b>	<b>\$1,200,000</b>	<b>\$1,200,000</b>	<b>\$1,200,000</b>	<b>\$4,219,231</b>
<b>Fund Sources</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$0	\$0
BRIDGE All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
NEVI	\$0	\$0	\$0	\$0	\$0
DBE	\$0	\$0	\$0	\$0	\$0
OJT	\$0	\$0	\$0	\$0	\$0
FBF	\$495,385	\$960,000	\$960,000	\$960,000	\$3,375,385
RTP	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0
CRP	\$0	\$0	\$0	\$0	\$0
RES					\$0
OFF All	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funding</b>					
Local Match	\$0	\$0	\$0	\$0	\$0
State Match	\$123,846	\$240,000	\$240,000	\$240,000	\$843,846
<b>Funding Summary</b>					
<b>Match Total</b>	<b>\$123,846</b>	<b>\$240,000</b>	<b>\$240,000</b>	<b>\$240,000</b>	<b>\$843,846</b>
<b>Federal Total</b>	<b>\$495,385</b>	<b>\$960,000</b>	<b>\$960,000</b>	<b>\$960,000</b>	<b>\$3,375,385</b>
<b>All Funds TOTAL</b>	<b>\$619,231</b>	<b>\$1,200,000</b>	<b>\$1,200,000</b>	<b>\$1,200,000</b>	<b>\$4,219,231</b>

### Prior Year Programming (AC+Fed+Match)

\$262,085

### Advance Construction Balance

\$0

DOT Region	Marine Highways
Location	Alaska Marine Highway
Strategic Investment Area	State of Good Repair

Work Type	Bridge Rehabilitation
Phase(s)	Multi

### Appropriation or Apportionment

Surface Transportation Block Grant-Ferry Boat  
Formula Funds

### Allocations or Suballocations

FBF

### Other Fund Details



## Pavement and Bridge Preservation Program

Crack sealing, surface treatment drainage, signage, guardrail, illumination, and other refurbishments to prolong the life of road pavement and bridges and their safety-related structures. The project includes National Highway System Lane Delineators, Destination & Distance Signing, Pavement Markings and Signalization, Abandoned Vehicle Program, Road Surfacing and Transfer, and Road Surface Treatments. Per 23 CFR 450.218(j) this STIP program groups together categorically excluded projects.

STIP ID #

34302

## State of Good Repair Program

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Multi (P0)	\$177,818,399	\$133,612,621	\$132,871,742	\$134,642,760	\$578,945,522
Design (P2)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$177,818,399</b>	<b>\$133,612,621</b>	<b>\$132,871,742</b>	<b>\$134,642,760</b>	<b>\$578,945,522</b>
<b>Fund Sources</b>					
NHPP	\$53,445,513	\$57,454,109	\$61,716,793	\$70,758,479	\$243,374,894
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$77,680,542	\$42,961,345	\$50,815,010	\$51,726,040	\$223,182,937
BRIDGE All	\$30,635,343	\$21,131,947	\$8,341,621	\$0	\$60,108,911
Safety All	\$0	\$0	\$0	\$0	\$0
NEVI	\$0	\$0	\$0	\$0	\$0
DBE	\$0	\$0	\$0	\$0	\$0
OJT	\$0	\$0	\$0	\$0	\$0
FBF	\$0	\$0	\$0	\$0	\$0
RTP	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0
CRP	\$0	\$0	\$0	\$0	\$0
RES					\$0
OFF All	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funding</b>					
Local Match	\$0	\$0	\$0	\$0	\$0
State Match	\$16,057,001	\$12,065,220	\$11,998,318	\$12,158,241	\$52,278,780
<b>Funding Summary</b>					
Match Total	\$16,057,001	\$12,065,220	\$11,998,318	\$12,158,241	\$52,278,780
Federal Total	\$161,761,398	\$121,547,401	\$120,873,424	\$122,484,519	\$526,666,742
<b>All Funds TOTAL</b>	<b>\$177,818,399</b>	<b>\$133,612,621</b>	<b>\$132,871,742</b>	<b>\$134,642,760</b>	<b>\$578,945,522</b>

<b>Prior Year Programming (AC+Fed+Match)</b>
<b>\$557,111,092</b>

<b>Advance Construction Balance</b>
<b>\$0</b>

DOT Region	Alaska-wide
Location	Alaska-wide: Preservation & Maintenance
Strategic Investment Area	State of Good Repair

Work Type	Bridge Preservation, Pavement Preservation
Phase(s)	Multi

<b>Appropriation or Apportionment</b>
National Highway Performance Program; Surface Transportation Block Grant; Bridge Program

<b>Allocations or Suballocations</b>
STBG Flex; STBG 50-200; STBG 5-50; STBG <5; STBG OSB; NHPP; HIP OSB; Bridge INFRA

<b>Other Fund Details</b>

# Seismic Bridge Retrofit Program

Structural evaluation, examination, and enhancements to bridges that are determined to be insufficient in earthquake zones. Per 23 CFR 450.218(j) this STIP program groups together categorically excluded projects.

STIP ID #

6457

## State of Good Repair Program

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$141,254	\$0	\$0	\$0	\$141,254
Multi (P0)	\$759,926	\$669,500	\$689,584	\$710,273	\$2,829,283
Design (P2)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$901,180</b>	<b>\$669,500</b>	<b>\$689,584</b>	<b>\$710,273</b>	<b>\$2,970,537</b>
<b>Fund Sources</b>					
NHPP	\$200,000	\$200,000	\$200,000	\$200,000	\$800,000
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$0	\$0
BRIDGE All	\$491,305	\$409,044	\$427,315	\$446,135	\$1,773,799
Safety All	\$0	\$0	\$0	\$0	\$0
NEVI	\$0	\$0	\$0	\$0	\$0
DBE	\$0	\$0	\$0	\$0	\$0
OJT	\$0	\$0	\$0	\$0	\$0
FBF	\$0	\$0	\$0	\$0	\$0
RTP	\$0	\$0	\$0	\$0	\$0
CMAQ	\$141,254	\$0	\$0	\$0	\$141,254
CRP	\$0	\$0	\$0	\$0	\$0
RES					\$0
OFF All	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funding</b>					
Local Match	\$0	\$0	\$0	\$0	\$0
State Match	\$68,621	\$60,456	\$62,269	\$64,138	\$255,484
<b>Funding Summary</b>					
Match Total	\$68,621	\$60,456	\$62,269	\$64,138	\$255,484
Federal Total	\$832,559	\$609,044	\$627,315	\$646,135	\$2,715,053
All Funds TOTAL	\$901,180	\$669,500	\$689,584	\$710,273	\$2,970,537

### Prior Year Programming (AC+Fed+Match)

\$1,850,363

### Advance Construction Balance

\$141,254

DOT Region	Alaska-wide
Location	Alaska-wide: Bridges
Strategic Investment Area	Safety

Work Type	Bridge Rehabilitation
Phase(s)	Multi; AC Conversion

### Appropriation or Apportionment

National Highway Performance Program; Congestion Mitigation Air Quality; Bridge Program

### Allocations or Suballocations

STBG OSB; CMAQ-F; NHPP

### Other Fund Details

## Shoreside Facilities Condition Surveys

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

STIP ID #

5985

## AMHS Program

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Multi (P0)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$240,000</b>	<b>\$240,000</b>	<b>\$240,000</b>	<b>\$240,000</b>	<b>\$960,000</b>
<b>Fund Sources</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$0	\$0
BRIDGE All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
NEVI	\$0	\$0	\$0	\$0	\$0
DBE	\$0	\$0	\$0	\$0	\$0
OJT	\$0	\$0	\$0	\$0	\$0
FBF	\$192,000	\$192,000	\$192,000	\$192,000	\$768,000
RTP	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0
CRP	\$0	\$0	\$0	\$0	\$0
RES					\$0
OFF All	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funding</b>					
Local Match	\$0	\$0	\$0	\$0	\$0
State Match	\$48,000	\$48,000	\$48,000	\$48,000	\$192,000
<b>Funding Summary</b>					
Match Total	\$48,000	\$48,000	\$48,000	\$48,000	\$192,000
Federal Total	\$192,000	\$192,000	\$192,000	\$192,000	\$768,000
<b>All Funds TOTAL</b>	<b>\$240,000</b>	<b>\$240,000</b>	<b>\$240,000</b>	<b>\$240,000</b>	<b>\$960,000</b>

### Prior Year Programming (AC+Fed+Match)

\$300,000

### Advance Construction Balance

\$0

DOT Region	Marine Highways
Location	Alaska Marine Highway
Strategic Investment Area	State of Good Repair

Work Type	Planning and Data Collection
Phase(s)	Misc

### Appropriation or Apportionment

Surface Transportation Block Grant-Ferry Boat  
Formula Funds

### Allocations or Suballocations

FBF

### Other Fund Details

## Small Hydrologic Investigations

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

STIP ID #

6455

## State of Good Repair Program

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Multi (P0)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$400,000</b>
<b>Fund Sources</b>					
NHPP	\$90,970	\$90,970	\$90,970	\$90,970	\$363,880
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$0	\$0
BRIDGE All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
NEVI	\$0	\$0	\$0	\$0	\$0
DBE	\$0	\$0	\$0	\$0	\$0
OJT	\$0	\$0	\$0	\$0	\$0
FBF	\$0	\$0	\$0	\$0	\$0
RTP	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0
CRP	\$0	\$0	\$0	\$0	\$0
RES					\$0
OFF All	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funding</b>					
Local Match	\$0	\$0	\$0	\$0	\$0
State Match	\$9,030	\$9,030	\$9,030	\$9,030	\$36,120
<b>Funding Summary</b>					
Match Total	\$9,030	\$9,030	\$9,030	\$9,030	\$36,120
Federal Total	\$90,970	\$90,970	\$90,970	\$90,970	\$363,880
<b>All Funds TOTAL</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$400,000</b>

### Prior Year Programming (AC+Fed+Match)

\$121,382

### Advance Construction Balance

\$0

DOT Region	Alaska-wide
Location	Alaska-wide: Bridges
Strategic Investment Area	Resiliency

Work Type	Planning and Data Collection
Phase(s)	Misc

### Appropriation or Apportionment

National Highway Performance Program

### Allocations or Suballocations

NHPP

### Other Fund Details

## State-owned Shipyard Repairs

Repair and upgrade state shipyards to support the necessary maintenance and overhaul activities of the vessels in the Alaska Marine Highway System (AMHS) fleet. Per 23 CFR 450.218(j) this STIP program groups together categorically excluded projects (23 CFS 771.117(c)(30)) that rehabilitate or reconstruct existing ferry facilities that occupy the same geographic footprint, do not result in a change in their functional use, and do not result in a substantial increase in the existing facilities capacity.

STIP ID #

**34313**

## AMHS Program

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Multi (P0)	\$500,000	\$515,001	\$530,450	\$546,364	\$2,091,815
Design (P2)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$500,000</b>	<b>\$515,001</b>	<b>\$530,450</b>	<b>\$546,364</b>	<b>\$2,091,815</b>
<b>Fund Sources</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$0	\$0
BRIDGE All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
NEVI	\$0	\$0	\$0	\$0	\$0
DBE	\$0	\$0	\$0	\$0	\$0
OJT	\$0	\$0	\$0	\$0	\$0
FBF	\$454,850	\$468,496	\$482,550	\$497,027	\$1,902,923
RTP	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0
CRP	\$0	\$0	\$0	\$0	\$0
RES					\$0
OFF All	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funding</b>					
Local Match	\$0	\$0	\$0	\$0	\$0
State Match	\$45,150	\$46,505	\$47,900	\$49,337	\$188,892
<b>Funding Summary</b>					
<b>Match Total</b>	<b>\$45,150</b>	<b>\$46,505</b>	<b>\$47,900</b>	<b>\$49,337</b>	<b>\$188,892</b>
<b>Federal Total</b>	<b>\$454,850</b>	<b>\$468,496</b>	<b>\$482,550</b>	<b>\$497,027</b>	<b>\$1,902,923</b>
<b>All Funds TOTAL</b>	<b>\$500,000</b>	<b>\$515,001</b>	<b>\$530,450</b>	<b>\$546,364</b>	<b>\$2,091,815</b>

### Prior Year Programming (AC+Fed+Match)

\$0

### Advance Construction Balance

\$0

DOT Region	Southcoast Region
Location	Ketchikan
Strategic Investment Area	State of Good Repair

Work Type	Bridge Rehabilitation
Phase(s)	Multi

### Appropriation or Apportionment

Surface Transportation Block Grant-Ferry Boat  
Formula Funds

### Allocations or Suballocations

FBF

### Other Fund Details

## US Geological Survey Flood Frequency and Analysis

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

STIP ID #

6450

## State of Good Repair Program

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Multi (P0)	\$354,348	\$364,978	\$375,928	\$387,206	\$1,482,460
Design (P2)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$354,348</b>	<b>\$364,978</b>	<b>\$375,928</b>	<b>\$387,206</b>	<b>\$1,482,460</b>
<b>Fund Sources</b>					
NHPP	\$0	\$332,021	\$341,982	\$352,241	\$1,026,243
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$322,350	\$0	\$0	\$0	\$322,350
BRIDGE All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
NEVI	\$0	\$0	\$0	\$0	\$0
DBE	\$0	\$0	\$0	\$0	\$0
OJT	\$0	\$0	\$0	\$0	\$0
FBF	\$0	\$0	\$0	\$0	\$0
RTP	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0
CRP	\$0	\$0	\$0	\$0	\$0
RES					\$0
OFF All	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funding</b>					
Local Match	\$0	\$0	\$0	\$0	\$0
State Match	\$31,998	\$32,958	\$33,946	\$34,965	\$133,867
<b>Funding Summary</b>					
Match Total	\$31,998	\$32,958	\$33,946	\$34,965	\$133,867
Federal Total	\$322,350	\$332,021	\$341,982	\$352,241	\$1,348,594
All Funds TOTAL	\$354,348	\$364,979	\$375,928	\$387,206	\$1,482,460

### Prior Year Programming (AC+Fed+Match)

\$1,572,606

### Advance Construction Balance

\$0

DOT Region	Alaska-wide
Location	Alaska-wide
Strategic Investment Area	Resiliency

Work Type	Planning and Data Collection
Phase(s)	Multi

### Appropriation or Apportionment

National Highway Performance Program; Surface Transportation Block Grant

### Allocations or Suballocations

STBG 5-50; NHPP

### Other Fund Details





# **DOT&PF Strategic Investment Programs**

**Economic Vitality**

**Safety**

**State of Good Repair**

**Sustainability**

**Resiliency**

## Air Quality Mobile Source Modeling

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

STIP ID #

26168

## Sustainability Program

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Multi (P0)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$800,000</b>
<b>Fund Sources</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$0	\$0
BRIDGE All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
NEVI	\$0	\$0	\$0	\$0	\$0
DBE	\$0	\$0	\$0	\$0	\$0
OJT	\$0	\$0	\$0	\$0	\$0
FBF	\$0	\$0	\$0	\$0	\$0
RTP	\$0	\$0	\$0	\$0	\$0
CMAQ	\$181,940	\$181,940	\$181,940	\$181,940	\$727,760
CRP	\$0	\$0	\$0	\$0	\$0
RES					\$0
OFF All	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funding</b>					
Local Match	\$0	\$0	\$0	\$0	\$0
State Match	\$18,060	\$18,060	\$18,060	\$18,060	\$72,240
<b>Funding Summary</b>					
<b>Match Total</b>	<b>\$18,060</b>	<b>\$18,060</b>	<b>\$18,060</b>	<b>\$18,060</b>	<b>\$72,240</b>
<b>Federal Total</b>	<b>\$181,940</b>	<b>\$181,940</b>	<b>\$181,940</b>	<b>\$181,940</b>	<b>\$727,760</b>
<b>All Funds TOTAL</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$200,000</b>	<b>\$800,000</b>

### Prior Year Programming (AC+Fed+Match)

\$400,000

### Advance Construction Balance

\$0

DOT Region	Alaska-wide
Location	Alaska-wide
Strategic Investment Area	Sustainability

Work Type	Planning and Data Collection
Phase(s)	Project Planning

### Appropriation or Apportionment

Congestion Mitigation Air Quality

### Allocations or Suballocations

CMAQ-M

### Other Fund Details

## Construction Material Waste

The project will reduce the environmental footprint of construction activities. This initiative focuses on minimizing the use of new, virgin materials in transportation projects by enhancing the utilization of solid waste materials. It advocates for the adoption of recycling and reuse practices across construction operations, aiming to integrate sustainable materials management into everyday practices. Key strategies include identifying opportunities for incorporating recycled materials into project specifications, developing partnerships with recycling facilities, and encouraging the reuse of construction debris within the state's infrastructure projects.

STIP ID #

**34455**

## Sustainability Program

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Multi (P0)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$250,000	\$0	\$0	\$0	\$250,000
<b>TOTAL</b>	<b>\$250,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$250,000</b>
<b>Fund Sources</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$0	\$0
BRIDGE All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
NEVI	\$0	\$0	\$0	\$0	\$0
DBE	\$0	\$0	\$0	\$0	\$0
OJT	\$0	\$0	\$0	\$0	\$0
FBF					\$0
RTP	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0
CRP	\$227,425	\$0	\$0	\$0	\$227,425
RES					\$0
OFF All	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funding</b>					
Local Match	\$0	\$0	\$0	\$0	\$0
State Match	\$22,575		\$0	\$0	\$22,575
<b>Funding Summary</b>					
Match Total	\$22,575	\$0	\$0	\$0	\$22,575
Federal Total	\$227,425	\$0	\$0	\$0	\$227,425
<b>All Funds TOTAL</b>	<b>\$250,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$250,000</b>

### Prior Year Programming (AC+Fed+Match)

\$0

### Advance Construction Balance

\$0

DOT Region	Alaska-wide
Location	Alaska-wide
Strategic Investment Area	Sustainability

Work Type	Environmental Enhancement
Phase(s)	Statewide Planning

### Appropriation or Apportionment

Carbon Reduction Program

### Allocations or Suballocations

CRP Flex

### Other Fund Details

## DOT&PF Fleet Conversion

The project focuses on transitioning the DOT&PF fleet to lower-emission alternatives. Work includes developing designs for the installation of electric vehicle (EV) charging stations and alternative fueling facilities, procurement of electric vehicles, and installation of the designed infrastructure. These efforts aim to reduce carbon emissions and improve operational efficiency within the DOT&PF fleet, directly supporting the Alaska Carbon Reduction Strategy through practical, construction-based initiatives.

STIP ID #

**34464**

## Sustainability Program

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Multi (P0)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$700,000	\$0	\$0	\$0	\$700,000
Construct (P4)	\$0	\$9,397,054	\$0	\$0	\$9,397,054
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$700,000</b>	<b>\$9,397,054</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,097,054</b>
<b>Fund Sources</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$0	\$0
BRIDGE All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
NEVI	\$0	\$0	\$0	\$0	\$0
DBE	\$0	\$0	\$0	\$0	\$0
OJT	\$0	\$0	\$0	\$0	\$0
FBF					\$0
RTP	\$0	\$0	\$0	\$0	\$0
CMAQ	\$636,790	\$8,548,500	\$0	\$0	\$9,185,290
CRP	\$0	\$0	\$0	\$0	\$0
RES					\$0
OFF All	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funding</b>					
Local Match	\$0	\$0	\$0	\$0	\$0
State Match	\$63,210	\$848,554	\$0	\$0	\$911,764
<b>Funding Summary</b>					
Match Total	\$63,210	\$848,554	\$0	\$0	\$911,764
Federal Total	\$636,790	\$8,548,500	\$0	\$0	\$9,185,290
<b>All Funds TOTAL</b>	<b>\$700,000</b>	<b>\$9,397,054</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,097,054</b>

### Prior Year Programming (AC+Fed+Match)

\$0

### Advance Construction Balance

\$0

DOT Region	Alaska-wide
Location	Alaska-wide
Strategic Investment Area	Sustainability

Work Type	Alternative Fuel Infrastructure
Phase(s)	Design; Construction

### Appropriation or Apportionment

Congestion Mitigation Air Quality

### Allocations or Suballocations

CMAQ-F

### Other Fund Details

# Light up the Highways

Convert the existing highway lighting system to energy-efficient LED lighting to reduce operating costs, reduce greenhouse gas emissions, and improve air quality. Inventory current lighting infrastructure, and construct improvements. Per 23 CFR 450.218(j) this STIP ID groups together categorically excluded projects.

STIP ID #

**34198**

## Sustainability Program

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Multi (P0)	\$4,518,835	\$602,946	\$0	\$5,000,000	\$10,121,781
Design (P2)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$4,518,835</b>	<b>\$602,946</b>	<b>\$0</b>	<b>\$5,000,000</b>	<b>\$10,121,781</b>
<b>Fund Sources</b>					
NHPP	\$1,534,200	\$0	\$0	\$4,548,500	\$6,082,700
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$0	\$0
BRIDGE All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
NEVI	\$0	\$0	\$0	\$0	\$0
DBE	\$0	\$0	\$0	\$0	\$0
OJT	\$0	\$0	\$0	\$0	\$0
FBF	\$0	\$0	\$0	\$0	\$0
RTP	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0
CRP	\$2,576,584	\$548,500	\$0	\$0	\$3,125,084
RES					\$0
OFF All	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funding</b>					
Local Match	\$0	\$0	\$0	\$0	\$0
State Match	\$408,051	\$54,446	\$0	\$451,500	\$913,997
<b>Funding Summary</b>					
Match Total	\$408,051	\$54,446	\$0	\$451,500	\$913,997
Federal Total	\$4,110,784	\$548,500	\$0	\$4,548,500	\$9,207,784
<b>All Funds TOTAL</b>	<b>\$4,518,835</b>	<b>\$602,946</b>	<b>\$0</b>	<b>\$5,000,000</b>	<b>\$10,121,781</b>

<b>Prior Year Programming (AC+Fed+Match)</b>
\$0

<b>Advance Construction Balance</b>
\$0

<b>DOT Region</b>	Alaska-wide
<b>Location</b>	Alaska-wide: Sustainability
<b>Strategic Investment Area</b>	Sustainability

<b>Work Type</b>	Environmental Enhancement
<b>Phase(s)</b>	Multi

<b>Appropriation or Apportionment</b>
National Highway Performance Program; Carbon Reduction Program

<b>Allocations or Suballocations</b>
CRP Flex; NHPP

<b>Other Fund Details</b>

## Low No Emission Electric Buses and Charging Stations

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

STIP ID #

32684

## Sustainability Program

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Multi (P0)	\$8,935,623	\$10,212,140	\$11,488,658	\$0	\$30,636,421
Design (P2)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$8,935,623</b>	<b>\$10,212,140</b>	<b>\$11,488,658</b>	<b>\$0</b>	<b>\$30,636,421</b>
<b>Fund Sources</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$0	\$0
BRIDGE All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
NEVI	\$0	\$0	\$0	\$0	\$0
DBE	\$0	\$0	\$0	\$0	\$0
OJT	\$0	\$0	\$0	\$0	\$0
FBF	\$0	\$0	\$0	\$0	\$0
RTP	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0
CRP	\$0	\$0	\$0	\$0	\$0
RES					\$0
<b>OFF All</b>	<b>\$7,148,498</b>	<b>\$8,169,712</b>	<b>\$9,190,926</b>	<b>\$0</b>	<b>\$24,509,137</b>
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funding</b>					
Local Match	\$893,562	\$1,021,214	\$1,148,866	\$0	\$3,063,642
State Match	\$893,562	\$1,021,214	\$1,148,866	\$0	\$3,063,642
<b>Funding Summary</b>					
<b>Match Total</b>	<b>\$1,787,125</b>	<b>\$2,042,428</b>	<b>\$2,297,732</b>	<b>\$0</b>	<b>\$6,127,284</b>
<b>Federal Total</b>	<b>\$7,148,498</b>	<b>\$8,169,712</b>	<b>\$9,190,926</b>	<b>\$0</b>	<b>\$24,509,137</b>
<b>All Funds TOTAL</b>	<b>\$8,935,623</b>	<b>\$10,212,140</b>	<b>\$11,488,658</b>	<b>\$0</b>	<b>\$30,636,421</b>

### Prior Year Programming (AC+Fed+Match)

\$0

### Advance Construction Balance

\$0

DOT Region	Alaska-wide
Location	Alaska-wide: Sustainability
Strategic Investment Area	Sustainability

Work Type	Alternative Fuel Infrastructure
Phase(s)	Multi

### Appropriation or Apportionment

Other Federal Funds

### Allocations or Suballocations

OFF-DG

### Other Fund Details

FTA Grant: Low No Emission Electric Buses and Charging Stations



# National Electric Vehicle Infrastructure Program

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

STIP ID #

33865

## Sustainability Program

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$444,154	\$0	\$0	\$0	\$444,154
Multi (P0)	\$31,839,116	\$12,640,651	\$13,019,870	\$13,410,466	\$70,910,103
Design (P2)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$32,283,270</b>	<b>\$12,640,651</b>	<b>\$13,019,870</b>	<b>\$13,410,466</b>	<b>\$71,354,257</b>
<b>Fund Sources</b>					
NHPP		\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$0	\$0
BRIDGE All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
NEVI	\$29,408,198	\$11,499,200	\$11,844,176	\$12,199,501	\$64,951,075
DBE	\$0	\$0	\$0	\$0	\$0
OJT	\$0	\$0	\$0	\$0	\$0
FBF	\$0	\$0	\$0	\$0	\$0
RTP	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0
CRP	\$0	\$0	\$0	\$0	\$0
RES					\$0
OFF All	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funding</b>					
Local Match	\$0	\$0	\$0	\$0	\$0
State Match	\$2,875,072	\$1,141,451	\$1,175,694	\$1,210,965	\$6,403,182
<b>Funding Summary</b>					
Match Total	\$2,875,072	\$1,141,451	\$1,175,694	\$1,210,965	\$6,403,182
Federal Total	\$29,408,198	\$11,499,200	\$11,844,176	\$12,199,501	\$64,951,075
All Funds TOTAL	\$32,283,270	\$12,640,651	\$13,019,870	\$13,410,466	\$71,354,257

<b>Prior Year Programming (AC+Fed+Match)</b>
<b>\$1,403,329</b>

<b>Advance Construction Balance</b>
<b>\$444,154</b>

<b>DOT Region</b>	Alaska-wide
<b>Location</b>	Alaska-wide: Sustainability
<b>Strategic Investment Area</b>	Sustainability

<b>Work Type</b>	Alternative Fuel Infrastructure
<b>Phase(s)</b>	Multi; AC Conversion

<b>Appropriation or Apportionment</b>
National Electric Vehicle Program

<b>Allocations or Suballocations</b>
NEVI

<b>Other Fund Details</b>

## Off-System Alternative Fuel and Electric Vehicle Charging Infrastructure Program

The Alaska Carbon Reduction Strategy's EV Charging and Alternative Fueling Infrastructure Expansion project, funded by carbon reduction funds, will enhance electric vehicle infrastructure outside state-designated alternative fuel corridors. This project will identify and install EV charging stations off of Alaska's Alternative Fuel Corridor (pending adoption) in areas lacking current infrastructure, supporting Alaska's commitment to reducing carbon emissions and promoting the use of electric and alternative fuel vehicles.

STIP ID #

**34454**

## Sustainability Program

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Multi (P0)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$1,500,000	\$0	\$0	\$1,500,000
Construct (P4)	\$0	\$0	\$5,838,923	\$0	\$5,838,923
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$0</b>	<b>\$1,500,000</b>	<b>\$5,838,923</b>	<b>\$0</b>	<b>\$7,338,923</b>
<b>Fund Sources</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$0	\$0
BRIDGE All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
NEVI	\$0	\$0	\$0	\$0	\$0
DBE	\$0	\$0	\$0	\$0	\$0
OJT	\$0	\$0	\$0	\$0	\$0
FBF					\$0
RTP	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$727,760	\$151,053	\$0	\$878,813
CRP	\$0	\$636,790	\$5,160,615	\$0	\$5,797,405
RES					\$0
OFF All	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funding</b>					
Local Match	\$0	\$0	\$0	\$0	\$0
State Match	\$0	\$135,450	\$527,255	\$0	\$662,705
<b>Funding Summary</b>					
Match Total	\$0	\$135,450	\$527,255	\$0	\$662,705
Federal Total	\$0	\$1,364,550	\$5,311,668	\$0	\$6,676,218
<b>All Funds TOTAL</b>	<b>\$0</b>	<b>\$1,500,000</b>	<b>\$5,838,923</b>	<b>\$0</b>	<b>\$7,338,923</b>

### Prior Year Programming (AC+Fed+Match)

\$0

### Advance Construction Balance

\$0

DOT Region	Alaska-wide
Location	Alaska-wide
Strategic Investment Area	Sustainability

Work Type	Alternative Fuel Infrastructure
Phase(s)	Design; Construction

### Appropriation or Apportionment

Congestion Mitigation Air Quality; Carbon Reduction Program

### Allocations or Suballocations

CRP Flex; CMAQ-F

### Other Fund Details

## Renewable Diesel Implementation Study

The Renewable Diesel Implementation Study, derived from the Alaska DOT&PF Carbon Reduction Strategy, is aimed at examining the feasibility, benefits, and implementation pathways for integrating renewable diesel within Alaska's transportation sector. This study will focus on assessing the potential for establishing refineries to convert organic materials, such as vegetable oils, into renewable diesel. It will evaluate the chemical similarities and differences between renewable and petroleum diesel, the reduction in greenhouse gas emissions, and the alignment with sustainability goals by reducing the transportation sector's carbon footprint.

STIP ID #

**34451**

## Sustainability Program

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Multi (P0)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$650,000	\$0	\$0	\$0	\$650,000
<b>TOTAL</b>	<b>\$650,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$650,000</b>
<b>Fund Sources</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$0	\$0
BRIDGE All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
NEVI	\$0	\$0	\$0	\$0	\$0
DBE	\$0	\$0	\$0	\$0	\$0
OJT	\$0	\$0	\$0	\$0	\$0
FBF					\$0
RTP	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0
CRP	\$591,305	\$0	\$0	\$0	\$591,305
RES					\$0
OFF All	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funding</b>					
Local Match	\$0	\$0	\$0	\$0	\$0
State Match	\$58,695	\$0	\$0	\$0	\$58,695
<b>Funding Summary</b>					
Match Total	\$58,695	\$0	\$0	\$0	\$58,695
Federal Total	\$591,305	\$0	\$0	\$0	\$591,305
<b>All Funds TOTAL</b>	<b>\$650,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$650,000</b>

### Prior Year Programming (AC+Fed+Match)

\$0

### Advance Construction Balance

\$0

DOT Region	Alaska-wide
Location	Alaska-wide
Strategic Investment Area	Sustainability

Work Type	Planning and Data Collection
Phase(s)	Statewide Planning

### Appropriation or Apportionment

Carbon Reduction Program

### Allocations or Suballocations

CRP Flex

### Other Fund Details

## Rural Dust Mitigation Program

The Rural Dust Mitigation Program is integrated into the Alaska DOT&PF Carbon Reduction Strategy, focusing on airborne dust reduction from unpaved roads. This aligns with carbon mitigation strategies by indirectly supporting emission reduction goals. Although dust control does not directly reduce carbon emissions, it contributes to a holistic approach to environmental health and sustainability, which is pivotal for enhancing air quality and promoting cleaner transportation alternatives. The program will be initiated through planning funds, and projects will later be added via amendment for construction in 2026 and 2026.

STIP ID #

**34452**

## Sustainability Program

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Multi (P0)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$1,500,000	\$0	\$0	\$0	\$1,500,000
<b>TOTAL</b>	<b>\$1,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,500,000</b>
<b>Fund Sources</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$0	\$0
BRIDGE All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
NEVI	\$0	\$0	\$0	\$0	\$0
DBE	\$0	\$0	\$0	\$0	\$0
OJT	\$0	\$0	\$0	\$0	\$0
FBF					\$0
RTP	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0
CRP	\$1,364,550	\$0	\$0	\$0	\$1,364,550
RES					\$0
OFF All	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funding</b>					
Local Match	\$0	\$0	\$0	\$0	\$0
State Match	\$135,450	\$0	\$0	\$0	\$135,450
<b>Funding Summary</b>					
Match Total	\$135,450	\$0	\$0	\$0	\$135,450
Federal Total	\$1,364,550	\$0	\$0	\$0	\$1,364,550
All Funds TOTAL	\$1,500,000	\$0	\$0	\$0	\$1,500,000

### Prior Year Programming (AC+Fed+Match)

\$0

### Advance Construction Balance

\$0

DOT Region	Alaska-wide
Location	Alaska-wide
Strategic Investment Area	Sustainability

Work Type	Planning and Data Collection
Phase(s)	Statewide Planning

### Appropriation or Apportionment

Carbon Reduction Program

### Allocations or Suballocations

CRP <5

### Other Fund Details

## Southeast Alaska Port Electrification

Design and construct an electric power infrastructure for the ports in Southeast Alaska. The project will involve the installation of electrical equipment and power supply systems at ports enabling vessels to plug into shore power instead of using onboard generators. Work includes feasibility studies, design, construction, and commissioning of the new infrastructure.

STIP ID #

**34195**

## Sustainability Program

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$3,919,060	\$3,919,060
Multi (P0)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$1,500,000	\$350,000	\$0	\$0	\$1,850,000
Construct (P4)	\$0	\$0	\$5,708,080	\$0	\$5,708,080
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$1,500,000</b>	<b>\$350,000</b>	<b>\$5,708,080</b>	<b>\$3,919,060</b>	<b>\$11,477,140</b>
<b>Fund Sources</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$0	\$0
BRIDGE All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
NEVI	\$0	\$0	\$0	\$0	\$0
DBE	\$0	\$0	\$0	\$0	\$0
OJT	\$0	\$0	\$0	\$0	\$0
FBF	\$0	\$0	\$0	\$0	\$0
RTP	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0
CRP	\$1,364,550	\$318,395	\$1,273,580	\$3,919,060	\$6,875,585
RES					\$0
OFF All	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0		\$3,919,060	\$0	\$3,919,060
<b>Non-Federal Funding</b>					
Local Match	\$0	\$0	\$0	\$0	\$0
State Match	\$135,450	\$31,605	\$515,440	\$0	\$682,495
<b>Funding Summary</b>					
Match Total	\$135,450	\$31,605	\$515,440	\$0	\$682,495
Federal Total	\$1,364,550	\$318,395	\$5,192,640	\$3,919,060	\$10,794,645
<b>All Funds TOTAL</b>	<b>\$1,500,000</b>	<b>\$350,000</b>	<b>\$5,708,080</b>	<b>\$3,919,060</b>	<b>\$11,477,140</b>

### Prior Year Programming (AC+Fed+Match)

\$0

### Advance Construction Balance

\$0

DOT Region	Southcoast Region
Location	Southeast Alaska
Strategic Investment Area	Sustainability

Work Type	Alternative Fuel Infrastructure
Phase(s)	Design; Construction; AC Conversion

### Appropriation or Apportionment

Carbon Reduction Program; Advance Construction Used

### Allocations or Suballocations

CRP Flex; CRP 5-50; AC

### Other Fund Details

# Statewide Equitable Community Connectivity Action Plan (SECCAP)

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

STIP ID #

34310

## Sustainability Program

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Multi (P0)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$1,168,584	\$0	\$0	\$0	\$1,168,584
<b>TOTAL</b>	<b>\$1,168,584</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,168,584</b>
<b>Fund Sources</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$0	\$0
BRIDGE All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
NEVI	\$0	\$0	\$0	\$0	\$0
DBE	\$0	\$0	\$0	\$0	\$0
OJT	\$0	\$0	\$0	\$0	\$0
FBF	\$0	\$0	\$0	\$0	\$0
RTP	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0
CRP	\$0	\$0	\$0	\$0	\$0
RES					\$0
OFF All	\$934,867	\$0	\$0	\$0	\$934,867
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funding</b>					
Local Match	\$0	\$0	\$0	\$0	\$0
State Match	\$233,717	\$0	\$0	\$0	\$233,717
<b>Funding Summary</b>					
Match Total	\$233,717	\$0	\$0	\$0	\$233,717
Federal Total	\$934,867	\$0	\$0	\$0	\$934,867
<b>All Funds TOTAL</b>	<b>\$1,168,584</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,168,584</b>

<b>Prior Year Programming (AC+Fed+Match)</b>
\$0

<b>Advance Construction Balance</b>
\$0

<b>DOT Region</b>	Alaska-wide
<b>Location</b>	Alaska-wide: SPR
<b>Strategic Investment Area</b>	Sustainability

<b>Work Type</b>	Planning and Data Collection
<b>Phase(s)</b>	Statewide Planning

<b>Appropriation or Apportionment</b>
Other Federal Funds

<b>Allocations or Suballocations</b>
OFF-DG

<b>Other Fund Details</b>



# Sustainable Transportation Inventory and Data Collection

This project focuses on sustainability, aligning with strategies from the 2024 Alaska Transportation Carbon Reduction Strategy. It encompasses evaluating best practices, deploying strategies, and project planning aimed at diminishing greenhouse gas emissions and enhancing energy efficiency within transportation networks. This includes the exploration of alternative fuel options, the advancement of public transportation, and the support for active transportation modes, all in a concerted effort to achieve the environmental goals set forth by the state's carbon reduction initiative.

**STIP ID #**

**34199**

## Sustainability Program

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Multi (P0)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$1,865,505	\$0	\$0	\$193,814	\$2,059,319
<b>TOTAL</b>	<b>\$1,865,505</b>	<b>\$0</b>	<b>\$0</b>	<b>\$193,814</b>	<b>\$2,059,319</b>
<b>Fund Sources</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$0	\$0
BRIDGE All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
NEVI	\$0	\$0	\$0	\$0	\$0
DBE	\$0	\$0	\$0	\$0	\$0
OJT	\$0	\$0	\$0	\$0	\$0
FBF	\$0	\$0	\$0	\$0	\$0
RTP	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0
CRP	\$1,697,050	\$0	\$0	\$176,313	\$1,873,363
RES					\$0
OFF All	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funding</b>					
Local Match	\$0	\$0	\$0	\$0	\$0
State Match	\$168,455	\$0	\$0	\$17,501	\$185,956
<b>Funding Summary</b>					
Match Total	\$168,455	\$0	\$0	\$17,501	\$185,956
Federal Total	\$1,697,050	\$0	\$0	\$176,313	\$1,873,363
<b>All Funds TOTAL</b>	<b>\$1,865,505</b>	<b>\$0</b>	<b>\$0</b>	<b>\$193,814</b>	<b>\$2,059,319</b>

<b>Prior Year Programming (AC+Fed+Match)</b>
\$0

<b>Advance Construction Balance</b>
\$0

<b>DOT Region</b>	Alaska-wide
<b>Location</b>	Alaska-wide: Sustainability
<b>Strategic Investment Area</b>	Sustainability

<b>Work Type</b>	Alternative Fuel Infrastructure
<b>Phase(s)</b>	Statewide Planning

<b>Appropriation or Apportionment</b>
Carbon Reduction Program

<b>Allocations or Suballocations</b>
CRP Flex; CRP 5-50

<b>Other Fund Details</b>



# **DOT&PF Strategic Investment Programs**

**Economic Vitality**

**Safety**

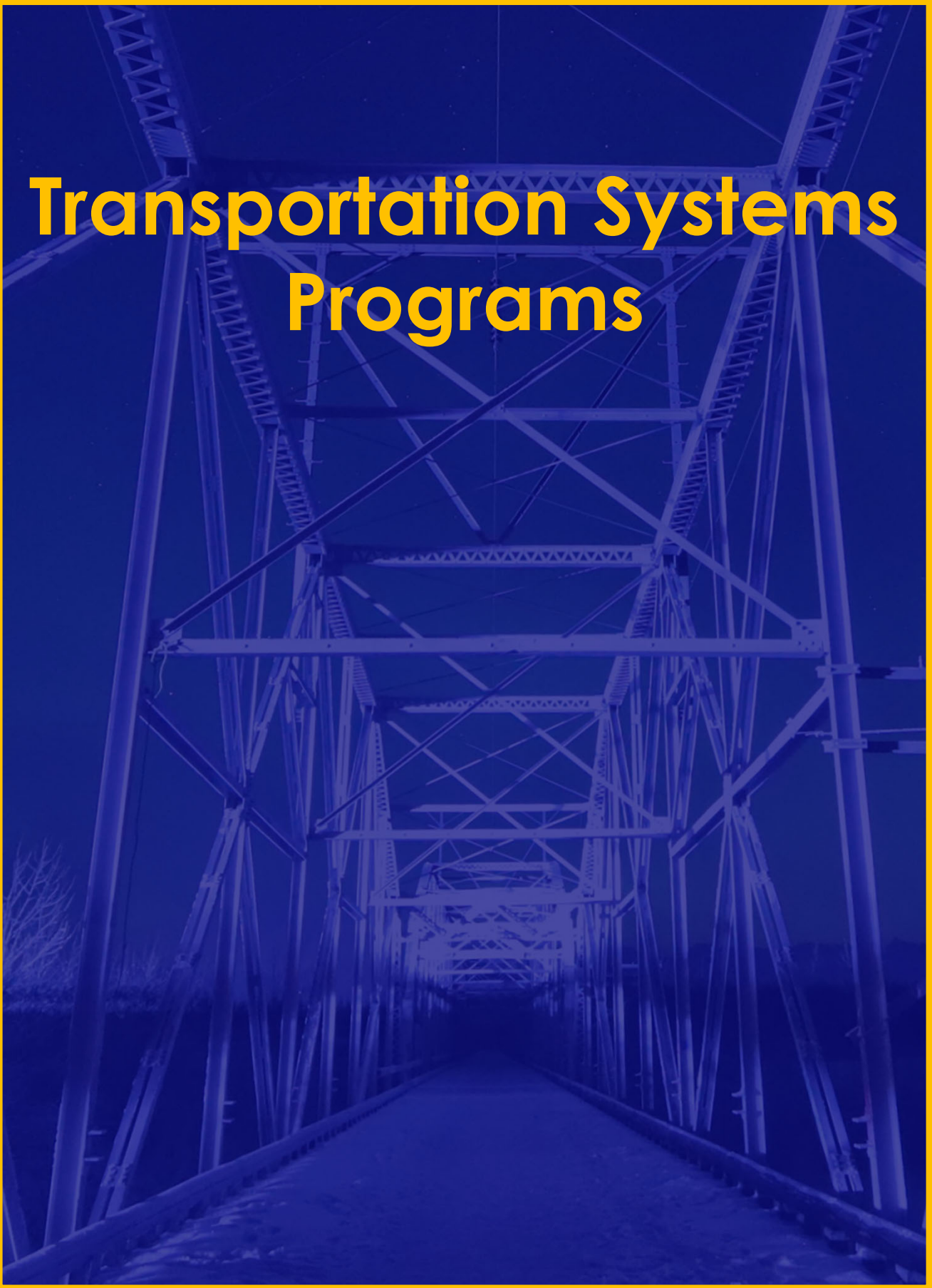
**State of Good Repair**

**Sustainability**

**Resiliency**

**Intentionally Blank**

# Transportation Systems Programs



## AASHTO Technical Programs Support

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

STIP ID #

25836

## DOT&PF Systems Program

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Multi (P0)	\$249,999	\$249,999	\$249,999	\$249,999	\$999,996
Design (P2)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$249,999</b>	<b>\$249,999</b>	<b>\$249,999</b>	<b>\$249,999</b>	<b>\$999,996</b>
<b>Fund Sources</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$0	\$0
BRIDGE All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
NEVI	\$0	\$0	\$0	\$0	\$0
DBE	\$0	\$0	\$0	\$0	\$0
OJT	\$0	\$0	\$0	\$0	\$0
FBF	\$0	\$0	\$0	\$0	\$0
RTP	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0
CRP	\$0	\$0	\$0	\$0	\$0
RES	\$227,424	\$227,424	\$227,424	\$227,424	\$909,696
OFF All	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funding</b>					
Local Match	\$0	\$0	\$0	\$0	\$0
State Match	\$22,575	\$22,575	\$22,575	\$22,575	\$90,300
<b>Funding Summary</b>					
Match Total	\$22,575	\$22,575	\$22,575	\$22,575	\$90,300
Federal Total	\$227,424	\$227,424	\$227,424	\$227,424	\$909,696
<b>All Funds TOTAL</b>	<b>\$249,999</b>	<b>\$249,999</b>	<b>\$249,999</b>	<b>\$249,999</b>	<b>\$999,996</b>

### Prior Year Programming (AC+Fed+Match)

\$439,530

### Advance Construction Balance

\$0

DOT Region	Alaska-wide
Location	Alaska-wide
Strategic Investment Area	Resiliency

Work Type	Planning and Data Collection
Phase(s)	Multi

### Appropriation or Apportionment

Statewide Planning and Resserach

### Allocations or Suballocations

RES

### Other Fund Details



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

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

STIP ID #

**34398**

## Data Modernization Program

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Multi (P0)	\$2,000,168	\$0	\$0	\$0	\$2,000,168
Design (P2)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$2,000,168</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,000,168</b>
<b>Fund Sources</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$0	\$0
BRIDGE All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
NEVI	\$0	\$0	\$0	\$0	\$0
DBE	\$0	\$0	\$0	\$0	\$0
OJT	\$0	\$0	\$0	\$0	\$0
FBF					\$0
RTP	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0
CRP	\$0	\$0	\$0	\$0	\$0
RES					\$0
OFF All	\$1,944,563	\$0	\$0	\$0	\$1,944,563
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funding</b>					
Local Match	\$0	\$0	\$0	\$0	\$0
State Match	\$55,605	\$0	\$0	\$0	\$55,605
<b>Funding Summary</b>					
Match Total	\$55,605	\$0	\$0	\$0	\$55,605
Federal Total	\$1,944,563	\$0	\$0	\$0	\$1,944,563
All Funds TOTAL	\$2,000,168	\$0	\$0	\$0	\$2,000,168

<b>Prior Year Programming (AC+Fed+Match)</b>
\$0

<b>Advance Construction Balance</b>
\$0

DOT Region	Alaska-wide
Location	Alaska-wide
Strategic Investment Area	Sustainability

Work Type	Planning and Data Collection
Phase(s)	Multi

<b>Appropriation or Apportionment</b>
Other Federal Funds

<b>Allocations or Suballocations</b>
OFF-DG

<b>Other Fund Details</b>
FHWA Grant: SMART



## Annual Planning Work Program

State Transportation Improvement Program (STIP), State Transportation Plan, data collection and analysis, and management systems are Federally required elements of this program. This program is no longer in the STIP is included in the 2024-2027 Statewide Transportation Improvement Program (STIP) to facilitate project closeout and advance construction conversion.

STIP ID #

6446

## DOT&PF Systems Program

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$7,844,578	\$0	\$0	\$0	\$7,844,578
Multi (P0)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$7,844,578</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,844,578</b>
<b>Fund Sources</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$0	\$0
BRIDGE All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
NEVI	\$0	\$0	\$0	\$0	\$0
DBE	\$0	\$0	\$0	\$0	\$0
OJT	\$0	\$0	\$0	\$0	\$0
FBF					\$0
RTP	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0
CRP	\$0	\$0	\$0	\$0	\$0
RES					\$0
OFF All	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funding</b>					
Local Match	\$0	\$0	\$0	\$0	\$0
State Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Summary</b>					
Match Total	\$0	\$0	\$0	\$0	\$0
Federal Total	\$7,844,578	\$0	\$0	\$0	\$7,844,578
All Funds TOTAL	\$7,844,578	\$0	\$0	\$0	\$7,844,578

Prior Year Programming  
(AC+Fed+Match)

\$52,501,527

Advance Construction  
Balance

\$7,844,578

DOT Region	Alaska-wide
Location	Alaska-wide
Strategic Investment Area	

Work Type	Planning and Data Collection
Phase(s)	AC Conversion

Appropriation or Apportionment

Statewide Planning and Resserach

Allocations or Suballocations

SPR

Other Fund Details

## Civil Rights Program

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

STIP ID #

6458

## DOT&PF Systems Program

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Multi (P0)	\$272,226	\$280,392	\$288,804	\$297,468	\$1,138,890
Design (P2)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$272,226</b>	<b>\$280,392</b>	<b>\$288,804</b>	<b>\$297,468</b>	<b>\$1,138,890</b>
<b>Fund Sources</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$0	\$0
BRIDGE All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
NEVI	\$0	\$0	\$0	\$0	\$0
DBE	\$136,113	\$140,196	\$144,402	\$148,734	\$569,445
OJT	\$136,113	\$140,196	\$144,402	\$148,734	\$569,445
FBF	\$0	\$0	\$0	\$0	\$0
RTP	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0
CRP	\$0	\$0	\$0	\$0	\$0
RES					\$0
OFF All	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funding</b>					
Local Match	\$0	\$0	\$0	\$0	\$0
State Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Summary</b>					
Match Total	\$0	\$0	\$0	\$0	\$0
Federal Total	\$272,226	\$280,392	\$288,804	\$297,468	\$1,138,890
All Funds TOTAL	\$272,226	\$280,392	\$288,804	\$297,468	\$1,138,890

### Prior Year Programming (AC+Fed+Match)

\$197,676

### Advance Construction Balance

\$0

DOT Region	Alaska-wide
Location	Alaska-wide
Strategic Investment Area	Sustainability

Work Type	Planning and Data Collection
Phase(s)	Multi

### Appropriation or Apportionment

Disadvantaged Business Enterprise and On-the-Job Training Program

### Allocations or Suballocations

DBE; OJT

### Other Fund Details

## Cultural Resource Management

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

STIP ID #

29675

## DOT&PF Systems Program

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Multi (P0)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$435,001</b>	<b>\$448,050</b>	<b>\$461,492</b>	<b>\$475,336</b>	<b>\$1,819,879</b>
<b>Fund Sources</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$395,720	\$407,591	\$419,819	\$432,413	\$1,655,543
BRIDGE All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
NEVI	\$0	\$0	\$0	\$0	\$0
DBE	\$0	\$0	\$0	\$0	\$0
OJT	\$0	\$0	\$0	\$0	\$0
FBF	\$0	\$0	\$0	\$0	\$0
RTP	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0
CRP	\$0	\$0	\$0	\$0	\$0
RES					\$0
OFF All	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funding</b>					
Local Match	\$0	\$0	\$0	\$0	\$0
State Match	\$39,281	\$40,459	\$41,673	\$42,923	\$164,336
<b>Funding Summary</b>					
Match Total	\$39,281	\$40,459	\$41,673	\$42,923	\$164,336
Federal Total	\$395,720	\$407,591	\$419,819	\$432,413	\$1,655,543
All Funds TOTAL	\$435,001	\$448,050	\$461,492	\$475,336	\$1,819,879

Prior Year Programming  
(AC+Fed+Match)

\$870,000

Advance Construction  
Balance

\$0

DOT Region	Alaska-wide
Location	Alaska-wide
Strategic Investment Area	Resiliency

Work Type	Environmental Enhancement
Phase(s)	Project Planning

### Appropriation or Apportionment

Surface Transportation Block Grant

### Allocations or Suballocations

STBG Flex

### Other Fund Details

## Data Modernization and Innovation

The Data Modernization and Innovation (DMIO) program includes fostering partnerships and implementing emerging technologies for intelligent transportation systems. The program will modernize existing systems, develop new systems, and build digital products to educate the public while working closely with stakeholders to prepare for the transportation system of the future. This program includes transportation asset management, 511, AASHTOware, Crash Data Analysis and Reporting, Federal Aid System Updates, Intelligent Transportation System (ITS), Road Weather Information System (RWIS), (TSMO), Weigh In Motion, Statewide Highway Data Equipment, and others.

STIP ID #

**34197**

## Data Modernization Program

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Multi (P0)	\$16,864,207	\$12,493,961	\$12,124,403	\$12,049,550	\$53,532,121
Design (P2)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$16,864,207</b>	<b>\$12,493,961</b>	<b>\$12,124,403</b>	<b>\$12,049,550</b>	<b>\$53,532,121</b>
<b>Fund Sources</b>					
NHPP	\$3,800,000	\$6,900,000	\$4,600,000	\$7,400,000	\$22,700,000
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$7,200,000	\$300,000	\$3,000,000	\$0	\$10,500,000
BRIDGE All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
NEVI	\$0	\$0	\$0	\$0	\$0
DBE	\$0	\$0	\$0	\$0	\$0
OJT	\$0	\$0	\$0	\$0	\$0
FBF	\$0	\$0	\$0	\$0	\$0
RTP	\$0	\$0	\$0	\$0	\$0
CMAQ	\$4,341,369	\$4,165,756	\$3,429,569	\$3,561,475	\$15,498,170
CRP	\$0	\$0	\$0	\$0	\$0
RES					\$0
OFF All	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funding</b>					
Local Match	\$0	\$0	\$0	\$0	\$0
State Match	\$1,522,838	\$1,128,205	\$1,094,834	\$1,088,074	\$4,833,951
<b>Funding Summary</b>					
<b>Match Total</b>	<b>\$1,522,838</b>	<b>\$1,128,205</b>	<b>\$1,094,834</b>	<b>\$1,088,074</b>	<b>\$4,833,951</b>
<b>Federal Total</b>	<b>\$15,341,369</b>	<b>\$11,365,756</b>	<b>\$11,029,569</b>	<b>\$10,961,476</b>	<b>\$48,698,170</b>
<b>All Funds TOTAL</b>	<b>\$16,864,207</b>	<b>\$12,493,961</b>	<b>\$12,124,403</b>	<b>\$12,049,550</b>	<b>\$53,532,120</b>

### Prior Year Programming (AC+Fed+Match)

\$23,656,297

### Advance Construction Balance

\$0

DOT Region	Alaska-wide
Location	Alaska-wide: Sustainability
Strategic Investment Area	Sustainability

Work Type	Planning and Data Collection
Phase(s)	Multi

### Appropriation or Apportionment

National Highway Performance Program; Surface Transportation Block Grant; Congestion Mitigation Air Quality

### Allocations or Suballocations

STBG Flex; STBG <5; CMAQ-M; NHPP

### Other Fund Details

## Disadvantaged Business and Civil Rights Disparity Compliance Study

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

STIP ID #

31899

## DOT&PF Systems Program

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Multi (P0)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$800,000	\$0	\$0	\$0	\$800,000
<b>TOTAL</b>	<b>\$800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$800,000</b>
<b>Fund Sources</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$0	\$0
BRIDGE All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
NEVI	\$0	\$0	\$0	\$0	\$0
DBE	\$727,440	\$0	\$0	\$0	\$727,440
OJT	\$0	\$0	\$0	\$0	\$0
FBF					\$0
RTP	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0
CRP	\$0	\$0	\$0	\$0	\$0
RES					\$0
OFF All	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funding</b>					
Local Match	\$0	\$0	\$0	\$0	\$0
State Match	\$72,560	\$0	\$0	\$0	\$72,560
<b>Funding Summary</b>					
Match Total	\$72,560	\$0	\$0	\$0	\$72,560
Federal Total	\$727,440	\$0	\$0	\$0	\$727,440
<b>All Funds TOTAL</b>	<b>\$800,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$800,000</b>

### Prior Year Programming (AC+Fed+Match)

\$0

### Advance Construction Balance

\$0

DOT Region	Alaska-wide
Location	Alaska-wide
Strategic Investment Area	Sustainability

Work Type	Planning and Data Collection
Phase(s)	Statewide Planning

### Appropriation or Apportionment

Disadvantaged Business Enterprise and On-the-Job Training Program

### Allocations or Suballocations

DBE

### Other Fund Details

## Highway Fuel Tax Evasion

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

STIP ID #

12979

## DOT&PF Systems Program

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Multi (P0)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$400,000</b>
<b>Fund Sources</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000
BRIDGE All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
NEVI	\$0	\$0	\$0	\$0	\$0
DBE	\$0	\$0	\$0	\$0	\$0
OJT	\$0	\$0	\$0	\$0	\$0
FBF	\$0	\$0	\$0	\$0	\$0
RTP	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0
CRP	\$0	\$0	\$0	\$0	\$0
RES					\$0
OFF All	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funding</b>					
Local Match	\$0	\$0	\$0	\$0	\$0
State Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Summary</b>					
Match Total	\$0	\$0	\$0	\$0	\$0
Federal Total	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000
All Funds TOTAL	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000

### Prior Year Programming (AC+Fed+Match)

\$227,261

### Advance Construction Balance

\$0

DOT Region	Alaska-wide
Location	Alaska-wide
Strategic Investment Area	Resiliency

Work Type	Pass Through & Accounting
Phase(s)	Misc

### Appropriation or Apportionment

Surface Transportation Block Grant

### Allocations or Suballocations

STBG Flex

### Other Fund Details



## Research and Technology Transfer Program

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

STIP ID #

6451

## Data Modernization Program

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$3,134,798	\$0	\$0	\$0	\$3,134,798
Multi (P0)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$5,408,205	\$3,386,212	\$3,440,755	\$3,496,116	\$15,731,288
<b>TOTAL</b>	<b>\$8,543,003</b>	<b>\$3,386,212</b>	<b>\$3,440,755</b>	<b>\$3,496,116</b>	<b>\$18,866,086</b>
<b>Fund Sources</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$0	\$0
BRIDGE All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
NEVI	\$0	\$0	\$0	\$0	\$0
DBE	\$0	\$0	\$0	\$0	\$0
OJT	\$0	\$0	\$0	\$0	\$0
FBF	\$0	\$0	\$0	\$0	\$0
RTP	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0
CRP	\$0	\$0	\$0	\$0	\$0
RES	\$7,771,570	\$3,080,437	\$3,130,055	\$3,180,417	\$17,162,479
OFF All	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funding</b>					
Local Match	\$0	\$0	\$0	\$0	\$0
State Match	\$771,433	\$305,775	\$310,700	\$315,699	\$1,703,607
<b>Funding Summary</b>					
Match Total	\$771,433	\$305,775	\$310,700	\$315,699	\$1,703,607
Federal Total	\$7,771,570	\$3,080,437	\$3,130,055	\$3,180,417	\$17,162,479
<b>All Funds TOTAL</b>	<b>\$8,543,003</b>	<b>\$3,386,212</b>	<b>\$3,440,755</b>	<b>\$3,496,116</b>	<b>\$18,866,086</b>

<b>Prior Year Programming (AC+Fed+Match)</b>
<b>\$14,255,118</b>

<b>Advance Construction Balance</b>
<b>\$3,134,798</b>

DOT Region	Alaska-wide
Location	Alaska-wide: SPR
Strategic Investment Area	Resiliency

Work Type	Planning and Data Collection
Phase(s)	Statewide Planning; AC Conversion

<b>Appropriation or Apportionment</b>
Statewide Planning and Resserach

<b>Allocations or Suballocations</b>
RES

<b>Other Fund Details</b>

# Statewide Planning and Environmental Linkages Study

Develop a statewide PEL program including a guidebook and identification of priorities for PEL Studies. Initiate PEL studies to further refine and analyze conceptual highway improvements, evaluate environmental challenges, and improve the understanding of various design issues and anticipated project costs to reduce project delivery costs and schedules. **NOTE: This funding is for the Juneau Douglas North Crossing PEL Study, which was originally funded under this STIP ID and has increased funding needs which will be addressed through the CDS funding. No new PEL studies are being added under this STIP ID.**

**STIP ID #**

**31597**

## DOT&PF Systems Program

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Multi (P0)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$1,500,000	\$0	\$0	\$0	\$1,500,000
<b>TOTAL</b>	<b>\$1,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,500,000</b>
<b>Fund Sources</b>					
NHPP	\$0	\$0	\$0	\$0	\$0
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$0	\$0	\$0	\$0	\$0
BRIDGE All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
NEVI	\$0	\$0	\$0	\$0	\$0
DBE	\$0	\$0	\$0	\$0	\$0
OJT	\$0	\$0	\$0	\$0	\$0
FBF					\$0
RTP	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0
CRP	\$0	\$0	\$0	\$0	\$0
RES					\$0
OFF All	\$1,364,550	\$0	\$0	\$0	\$1,364,550
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funding</b>					
Local Match	\$0	\$0	\$0	\$0	\$0
State Match	\$135,450	\$0	\$0	\$0	\$135,450
<b>Funding Summary</b>					
Match Total	\$135,450	\$0	\$0	\$0	\$135,450
Federal Total	\$1,364,550	\$0	\$0	\$0	\$1,364,550
All Funds TOTAL	\$1,500,000	\$0	\$0	\$0	\$1,500,000

<b>Prior Year Programming (AC+Fed+Match)</b>
<b>\$11,759,356</b>

<b>Advance Construction Balance</b>
<b>\$0</b>

<b>DOT Region</b>	Alaska-wide
<b>Location</b>	Alaska-wide
<b>Strategic Investment Area</b>	Economic Vitality

<b>Work Type</b>	Planning and Data Collection
<b>Phase(s)</b>	Statewide Planning

<b>Appropriation or Apportionment</b>
Other Federal Funds

<b>Allocations or Suballocations</b>
OFF-CDS

<b>Other Fund Details</b>

## Transportation Workforce Development and Training

In accordance with 23 USC 504(e), this project falls under the draft Alaska Transportation Human Capital Plan, designed to elevate the competencies and capabilities of our workforce in the transportation sector. This project is a critical component of the Alaska Transportation Human Capital Plan, which aims to support the plan's objectives by delivering customized training programs that enhance employee growth and development, promote on-the-job training, and improve existing training programs. Training will equip employees with the necessary skills to provide safe, efficient, and reliable transportation services to the public. Funding and support for these endeavors will adhere to the stipulations set forth in 23 USC 504(e), which sanctions the allocation of federal funds for the development and execution of training and education programs within the transportation infrastructure sector. This project has 100% federal share.

STIP ID #

34200

## DOT&PF Systems Program

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
AC Conversion	\$0	\$0	\$0	\$0	\$0
Multi (P0)	\$0	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$3,923,385	\$3,030,906	\$5,136,817	\$4,753,419	\$16,844,527
<b>TOTAL</b>	<b>\$3,923,385</b>	<b>\$3,030,906</b>	<b>\$5,136,817</b>	<b>\$4,753,419</b>	<b>\$16,844,527</b>
<b>Fund Sources</b>					
NHPP	\$0	\$1,000,000	\$902,559	\$2,400,000	\$4,302,559
NHFP	\$0	\$0	\$0	\$0	\$0
STBG All	\$2,950,000	\$2,000,000	\$4,234,258	\$853,419	\$10,037,677
BRIDGE All	\$0	\$0	\$0	\$0	\$0
Safety All	\$0	\$0	\$0	\$0	\$0
NEVI	\$0	\$0	\$0	\$0	\$0
DBE	\$0	\$0	\$0	\$0	\$0
OJT	\$0	\$0	\$0	\$0	\$0
FBF	\$0	\$0	\$0	\$0	\$0
RTP	\$0	\$0	\$0	\$0	\$0
CMAQ	\$973,385	\$30,906	\$0	\$1,500,000	\$2,504,291
CRP	\$0	\$0	\$0	\$0	\$0
RES					\$0
OFF All	\$0	\$0	\$0	\$0	\$0
<b>Advance Construction</b>					
AC	\$0	\$0	\$0	\$0	\$0
<b>Non-Federal Funding</b>					
Local Match	\$0	\$0	\$0	\$0	\$0
State Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Summary</b>					
Match Total	\$0	\$0	\$0	\$0	\$0
Federal Total	\$3,923,385	\$3,030,906	\$5,136,817	\$4,753,419	\$16,844,527
All Funds TOTAL	\$3,923,385	\$3,030,906	\$5,136,817	\$4,753,419	\$16,844,527

### Prior Year Programming (AC+Fed+Match)

\$1,336,685

### Advance Construction Balance

\$0

DOT Region	Alaska-wide
Location	Alaska-wide
Strategic Investment Area	Resiliency

Work Type	Planning and Data Collection
Phase(s)	Statewide Planning

### Appropriation or Apportionment

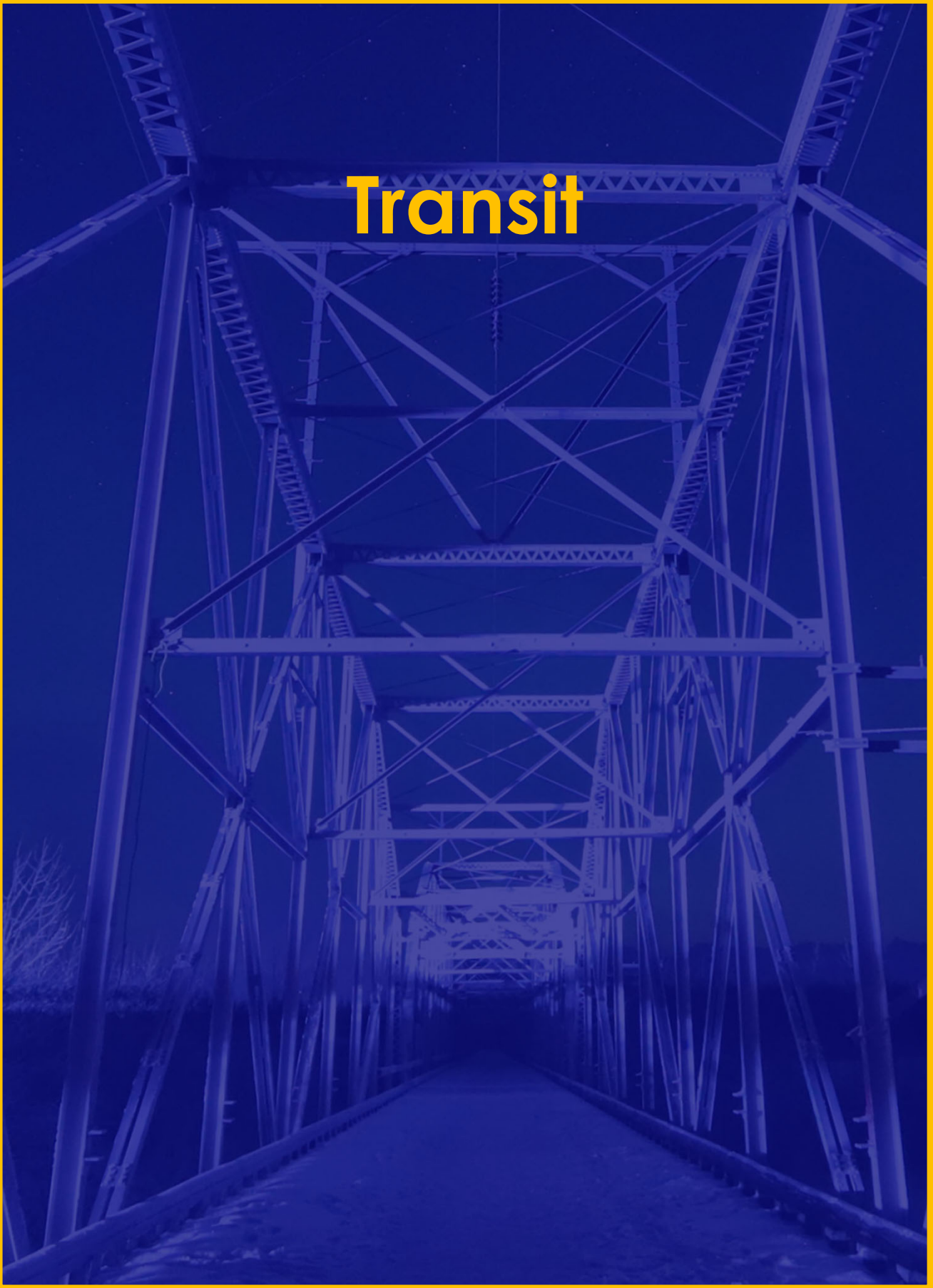
National Highway Performance Program; Surface Transportation Block Grant; Congestion Mitigation Air Quality

### Allocations or Suballocations

STBG Flex; STBG 5-50; STBG <5; CMAQ-M; NHPP

### Other Fund Details

# Transit



## Bus and Bus Facilities

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

STIP ID #

**27969**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
Multiple (P0)	\$5,075,000	\$5,257,941	\$5,384,068	\$5,545,590	\$21,262,599
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$5,075,000</b>	<b>\$5,257,941</b>	<b>\$5,384,068</b>	<b>\$5,545,590</b>	<b>\$21,262,599</b>
<b>Federal Funding</b>					
5303					\$0
5337					\$0
5307					\$0
5339	\$4,060,000	\$4,181,800	\$4,307,254	\$4,436,472	\$16,985,526
5310					\$0
5311					\$0
OFF DG					\$0
<b>Non-Federal Funding</b>					
State Match	\$507,500	\$538,071	\$538,407	\$554,559	\$2,138,537
Local Match	\$507,500	\$538,071	\$538,407	\$554,559	\$2,138,537
<b>Funding Summary</b>					
Match TOTAL	\$1,015,000	\$1,076,141	\$1,076,814	\$1,109,118	\$4,277,073
Federal TOTAL	\$4,060,000	\$4,206,353	\$4,307,254	\$4,436,472	\$17,010,079
<b>All Funds TOTAL</b>	<b>\$5,075,000</b>	<b>\$5,257,941</b>	<b>\$5,384,068</b>	<b>\$5,545,590</b>	<b>\$21,262,599</b>

Location Alaska-wide: Transit

After 2027	Phase
\$0	Multi

Appropriations/Appportionments
Federal Transit Administration

Allocations/Suballocations
5339

Work Type
Public Transit Enhancements

**Transit**

## Enhanced Mobility for Seniors and Individuals With Disabilities

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

STIP ID #

**19119**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
Multiple (P0)	\$378,655	\$390,014	\$401,715	\$413,766	\$1,584,150
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$378,655</b>	<b>\$390,014</b>	<b>\$401,715</b>	<b>\$413,766</b>	<b>\$1,584,150</b>
<b>Federal Funding</b>					
5303					\$0
5337					\$0
5307					\$0
5339					\$0
5310	\$302,924	\$312,011	\$321,372	\$331,013	\$1,267,320
5311					\$0
OFF DG					\$0
<b>Non-Federal Funding</b>					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$75,731	\$78,003	\$80,343	\$82,753	\$316,830
<b>Funding Summary</b>					
Match TOTAL	\$75,731	\$78,003	\$80,343	\$82,753	\$316,830
Federal TOTAL	\$302,924	\$312,011	\$321,372	\$331,013	\$1,267,320
<b>All Funds TOTAL</b>	<b>\$378,655</b>	<b>\$390,014</b>	<b>\$401,715</b>	<b>\$413,766</b>	<b>\$1,584,150</b>

Location Alaska-wide

After 2027	Phase
\$0	Multi

Appropriations/Appportionments
Federal Transit Administration

Allocations/Suballocations
5310

Work Type
Public Transit Enhancements

**Transit**



## Non-Urban Transit Planning

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

STIP ID #

**34163**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
Multiple (P0)	\$0	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$205,619	\$208,703	\$211,834	\$215,011	\$0
<b>Phase TOTAL</b>	<b>\$205,619</b>	<b>\$208,703</b>	<b>\$211,834</b>	<b>\$215,011</b>	<b>\$841,166</b>
<b>Federal Funding</b>					
5303	\$164,495	\$166,962	\$169,467	\$172,009	\$672,933
5337					\$0
5307					\$0
5339					\$0
5310					\$0
5311					\$0
OFF DG					\$0
<b>Non-Federal Funding</b>					
State Match	\$41,124	\$41,741	\$42,367	\$43,002	\$168,233
Local Match	\$0	\$0	\$0	\$0	\$0
<b>Funding Summary</b>					
Match TOTAL	\$41,124	\$41,741	\$42,367	\$43,002	\$168,233
Federal TOTAL	\$164,495	\$166,962	\$169,467	\$172,009	\$672,933
<b>All Funds TOTAL</b>	<b>\$205,619</b>	<b>\$208,703</b>	<b>\$211,834</b>	<b>\$215,011</b>	<b>\$841,166</b>

Location Alaska-wide: Transit

After 2027	Phase
\$0	Statewide Planning

Appropriations/Apportionments
Federal Transit Administration

Allocations/Suballocations
5303/5304

Work Type
Public Transit Enhancements

**Transit**

## Railroad Avalanche Control

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

STIP ID #

**34021**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
Multiple (P0)	\$5,000,000	\$0	\$0	\$0	\$5,000,000
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$5,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,000,000</b>
<b>Federal Funding</b>					
5303					\$0
5337					\$0
5307					\$0
5339					\$0
5310					\$0
5311					\$0
OFF DG	\$4,000,000				\$4,000,000
<b>Non-Federal Funding</b>					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$1,000,000	\$0	\$0	\$0	\$1,000,000
<b>Funding Summary</b>					
Match TOTAL	\$1,000,000	\$0	\$0	\$0	\$1,000,000
Federal TOTAL	\$4,000,000	\$0	\$0	\$0	\$4,000,000
<b>All Funds TOTAL</b>	<b>\$5,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,000,000</b>

Location Alaska-wide: Rail

After 2027	Phase
\$0	Multi

Appropriations/Apportionments
Other Federal Funds

Allocations/Suballocations
OFF-DG

Work Type
Pass Through & Accounting

**Transit**



## Railroad Bridge Rehabilitation

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

**STIP ID #**  
**19635**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
Multiple (P0)	\$46,891,000	\$21,679,961	\$22,005,162	\$22,335,239	\$112,911,362
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$46,891,000</b>	<b>\$21,679,961</b>	<b>\$22,005,162</b>	<b>\$22,335,239</b>	<b>\$112,911,362</b>
<b>Federal Funding</b>					
5303					\$0
5337	\$30,852,800	\$12,274,426	\$12,458,543	\$12,645,421	\$68,231,190
5307	\$6,660,000	\$5,069,543	\$5,145,587	\$5,222,770	\$22,097,900
5339					\$0
5310					\$0
5311					\$0
OFF DG					\$0
<b>Non-Federal Funding</b>					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$9,378,200	\$4,335,992	\$4,401,032	\$4,467,048	\$22,582,272
<b>Funding Summary</b>					
Match TOTAL	\$9,378,200	\$4,335,992	\$4,401,032	\$4,467,048	\$22,582,272
Federal TOTAL	\$37,512,800	\$17,343,969	\$17,604,130	\$17,868,191	\$90,329,090
<b>All Funds TOTAL</b>	<b>\$46,891,000</b>	<b>\$21,679,961</b>	<b>\$22,005,162</b>	<b>\$22,335,239</b>	<b>\$112,911,362</b>

Location Alaska-wide: Rail

After 2027	Phase
\$0	Multi

Appropriations/Apportionments
Federal Transit Administration

Allocations/Suballocations
5307; 5337

Work Type
Public Transit Enhancements

**Transit**

## Railroad Facility Rehabilitation

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

**STIP ID #**  
**33245**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
Multiple (P0)	\$1,375,000	\$761,250	\$772,670	\$784,260	\$3,693,180
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$1,375,000</b>	<b>\$761,250</b>	<b>\$772,670</b>	<b>\$784,260</b>	<b>\$3,693,180</b>
<b>Federal Funding</b>					
5303					\$0
5337	\$300,000	\$304,500	\$309,068	\$313,704	\$1,227,272
5307	\$800,000	\$304,500	\$309,068	\$313,704	\$1,727,272
5339					\$0
5310					\$0
5311					\$0
OFF DG					\$0
<b>Non-Federal Funding</b>					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$275,000	\$152,250	\$154,534	\$156,852	\$738,636
<b>Funding Summary</b>					
Match TOTAL	\$275,000	\$152,250	\$154,534	\$156,852	\$738,636
Federal TOTAL	\$1,100,000	\$609,000	\$618,136	\$627,408	\$2,954,544
<b>All Funds TOTAL</b>	<b>\$1,375,000</b>	<b>\$761,250</b>	<b>\$772,670</b>	<b>\$784,260</b>	<b>\$3,693,180</b>

Location Alaska-wide: Rail

After 2027	Phase
\$0	Multi

Appropriations/Apportionments
Federal Transit Administration

Allocations/Suballocations
5307; 5337

Work Type
Public Transit Enhancements

**Transit**

## Railroad Flood Mitigation

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

STIP ID #

**34264**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
Multiple (P0)	\$1,250,000	\$634,375	\$643,891	\$653,549	\$3,181,815
Stwd PIng (P8)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$1,250,000</b>	<b>\$634,375</b>	<b>\$643,891</b>	<b>\$653,549</b>	<b>\$3,181,815</b>
<b>Federal Funding</b>					
5303					\$0
5337					\$0
5307	\$1,000,000	\$507,500	\$515,113	\$522,839	\$2,545,452
5339					\$0
5310					\$0
5311					\$0
OFF DG					\$0
<b>Non-Federal Funding</b>					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$250,000	\$126,875	\$128,778	\$130,710	\$636,363
<b>Funding Summary</b>					
Match TOTAL	\$250,000	\$126,875	\$128,778	\$130,710	\$636,363
Federal TOTAL	\$1,000,000	\$507,500	\$515,113	\$522,839	\$2,545,452
<b>All Funds TOTAL</b>	<b>\$1,250,000</b>	<b>\$634,375</b>	<b>\$643,891</b>	<b>\$653,549</b>	<b>\$3,181,815</b>

Location Alaska-wide: Rail

After 2027	Phase
\$0	Multi

Appropriations/Apportionments
Federal Transit Administration

Allocations/Suballocations
5307

Work Type
Public Transit Enhancements

**Transit**

## Railroad Signal and Detector System

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

STIP ID #

**33243**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
Multiple (P0)	\$3,000,000	\$3,045,000	\$3,090,675	\$3,137,035	\$12,272,710
Stwd PIng (P8)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$3,000,000</b>	<b>\$3,045,000</b>	<b>\$3,090,675</b>	<b>\$3,137,035</b>	<b>\$12,272,710</b>
<b>Federal Funding</b>					
5303					\$0
5337	\$2,000,000	\$2,030,000	\$2,060,450	\$2,091,357	\$8,181,807
5307	\$400,000	\$406,000	\$412,090	\$418,271	\$1,636,361
5339					\$0
5310					\$0
5311					\$0
OFF DG					\$0
<b>Non-Federal Funding</b>					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$600,000	\$609,000	\$618,135	\$627,407	\$2,454,542
<b>Funding Summary</b>					
Match TOTAL	\$600,000	\$609,000	\$618,135	\$627,407	\$2,454,542
Federal TOTAL	\$2,400,000	\$2,436,000	\$2,472,540	\$2,509,628	\$9,818,168
<b>All Funds TOTAL</b>	<b>\$3,000,000</b>	<b>\$3,045,000</b>	<b>\$3,090,675</b>	<b>\$3,137,035</b>	<b>\$12,272,710</b>

Location Alaska-wide: Rail

After 2027	Phase
\$0	Multi

Appropriations/Apportionments
Federal Transit Administration

Allocations/Suballocations
5307; 5337

Work Type
Public Transit Enhancements

**Transit**

## Railroad Improvement Program

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

**STIP ID #**  
**34400**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
Multiple (P0)	\$56,148,031	\$0	\$0	\$0	\$56,148,031
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$56,148,031</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$56,148,031</b>
<b>Federal Funding</b>					
5303					\$0
5337	\$36,572,256	\$0	\$0	\$0	\$36,572,256
5307	\$8,346,169	\$0	\$0	\$0	\$8,346,169
5339					\$0
5310					\$0
5311					\$0
OFF DG					\$0
<b>Non-Federal Funding</b>					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$11,229,606	\$0	\$0	\$0	\$11,229,606
<b>Funding Summary</b>					
Match TOTAL	\$11,229,606	\$0	\$0	\$0	\$11,229,606
Federal TOTAL	\$44,918,425	\$0	\$0	\$0	\$44,918,425
<b>All Funds TOTAL</b>	<b>\$56,148,031</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$56,148,031</b>

Location Alaska-wide: Rail

After 2027	Phase
\$0	Multi

Appropriations/Apportionments
Federal Transit Administration

Allocations/Suballocations
5307; 5337

Work Type
Public Transit Enhancements

**Transit**

## Railroad Locomotive Equipment

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

**STIP ID #**  
**31089**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
Multiple (P0)	\$1,000,000	\$1,015,000	\$1,030,225	\$1,045,679	\$4,090,904
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$1,000,000</b>	<b>\$1,015,000</b>	<b>\$1,030,225</b>	<b>\$1,045,679</b>	<b>\$4,090,904</b>
<b>Federal Funding</b>					
5303					\$0
5337	\$800,000	\$812,000	\$824,180	\$836,543	\$3,272,723
5307					\$0
5339					\$0
5310					\$0
5311					\$0
OFF DG					\$0
<b>Non-Federal Funding</b>					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$200,000	\$203,000	\$206,045	\$209,136	\$818,181
<b>Funding Summary</b>					
Match TOTAL	\$200,000	\$203,000	\$206,045	\$209,136	\$818,181
Federal TOTAL	\$800,000	\$812,000	\$824,180	\$836,543	\$3,272,723
<b>All Funds TOTAL</b>	<b>\$1,000,000</b>	<b>\$1,015,000</b>	<b>\$1,030,225</b>	<b>\$1,045,679</b>	<b>\$4,090,904</b>

Location Alaska-wide: Rail

After 2027	Phase
\$0	Multi

Appropriations/Apportionments
Federal Transit Administration

Allocations/Suballocations
5337

Work Type
Public Transit Enhancements

**Transit**

## Railroad Operations Support Facilities

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

STIP ID #

**33246**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
Multiple (P0)	\$650,000	\$634,375	\$643,891	\$653,549	\$2,581,815
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$650,000</b>	<b>\$634,375</b>	<b>\$643,891</b>	<b>\$653,549</b>	<b>\$2,581,815</b>
<b>Federal Funding</b>					
5303					\$0
5337					\$0
5307	\$520,000	\$507,500	\$515,113	\$522,839	\$2,065,452
5339					\$0
5310					\$0
5311					\$0
OFF DG					\$0
<b>Non-Federal Funding</b>					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$130,000	\$126,875	\$128,778	\$130,710	\$516,363
<b>Funding Summary</b>					
Match TOTAL	\$130,000	\$126,875	\$128,778	\$130,710	\$516,363
Federal TOTAL	\$520,000	\$507,500	\$515,113	\$522,839	\$2,065,452
<b>All Funds TOTAL</b>	<b>\$650,000</b>	<b>\$634,375</b>	<b>\$643,891</b>	<b>\$653,549</b>	<b>\$2,581,815</b>

Location Alaska-wide: Rail

After 2027	Phase
\$0	Multi

Appropriations/Apportionments
Federal Transit Administration

Allocations/Suballocations
5307

Work Type
Public Transit Enhancements

**Transit**

## Railroad Passenger Equipment

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

STIP ID #

**20854**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
Multiple (P0)	\$3,802,000	\$3,859,030	\$3,916,915	\$3,975,669	\$15,553,614
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$3,802,000</b>	<b>\$3,859,030</b>	<b>\$3,916,915</b>	<b>\$3,975,669</b>	<b>\$15,553,614</b>
<b>Federal Funding</b>					
5303					\$0
5337	\$3,041,600	\$3,087,224	\$3,133,532	\$3,180,535	\$12,442,891
5307					\$0
5339					\$0
5310					\$0
5311					\$0
OFF DG					\$0
<b>Non-Federal Funding</b>					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$760,400	\$771,806	\$783,383	\$795,134	\$3,110,723
<b>Funding Summary</b>					
Match TOTAL	\$760,400	\$771,806	\$783,383	\$795,134	\$3,110,723
Federal TOTAL	\$3,041,600	\$3,087,224	\$3,133,532	\$3,180,535	\$12,442,891
<b>All Funds TOTAL</b>	<b>\$3,802,000</b>	<b>\$3,859,030</b>	<b>\$3,916,915</b>	<b>\$3,975,669</b>	<b>\$15,553,614</b>

Location Alaska-wide: Rail

After 2027	Phase
\$0	Multi

Appropriations/Apportionments
Federal Transit Administration

Allocations/Suballocations
5337

Work Type
Public Transit Enhancements

**Transit**

## Railroad Positive Train Control

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

STIP ID #

**19664**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
Multiple (P0)	\$125,000	\$126,875	\$128,778	\$130,710	\$511,363
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$125,000</b>	<b>\$126,875</b>	<b>\$128,778</b>	<b>\$130,710</b>	<b>\$511,363</b>
<b>Federal Funding</b>					
5303					\$0
5337	\$50,000	\$50,750	\$51,511	\$52,284	\$204,545
5307	\$50,000	\$50,750	\$51,511	\$52,284	\$204,545
5339					\$0
5310					\$0
5311					\$0
OFF DG					\$0
<b>Non-Federal Funding</b>					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$25,000	\$25,375	\$25,756	\$26,142	\$102,273
<b>Funding Summary</b>					
Match TOTAL	\$25,000	\$25,375	\$25,756	\$26,142	\$102,273
Federal TOTAL	\$100,000	\$101,500	\$103,022	\$104,568	\$409,090
<b>All Funds TOTAL</b>	<b>\$125,000</b>	<b>\$126,875</b>	<b>\$128,778</b>	<b>\$130,710</b>	<b>\$511,363</b>

Location Alaska-wide: Rail

After 2027	Phase
\$0	Multi

Appropriations/Apportionments
Federal Transit Administration

Allocations/Suballocations
5307; 5337

Work Type
Public Transit Enhancements

**Transit**

## Railroad Preventative Maintenance

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

STIP ID #

**19658**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
Multiple (P0)	\$21,312,500	\$21,632,188	\$21,956,670	\$22,286,020	\$87,187,378
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$21,312,500</b>	<b>\$21,632,188</b>	<b>\$21,956,670</b>	<b>\$22,286,020</b>	<b>\$87,187,378</b>
<b>Federal Funding</b>					
5303					\$0
5337	\$14,244,624	\$14,458,293	\$14,675,168	\$14,895,295	\$58,273,380
5307	\$2,805,376	\$2,847,457	\$2,890,168	\$2,933,521	\$11,476,522
5339					\$0
5310					\$0
5311					\$0
OFF DG					\$0
<b>Non-Federal Funding</b>					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$4,262,500	\$4,326,438	\$4,391,334	\$4,457,204	\$17,437,476
<b>Funding Summary</b>					
Match TOTAL	\$4,262,500	\$4,326,438	\$4,391,334	\$4,457,204	\$17,437,476
Federal TOTAL	\$17,050,000	\$17,305,750	\$17,565,336	\$17,828,816	\$69,749,902
<b>All Funds TOTAL</b>	<b>\$21,312,500</b>	<b>\$21,632,188</b>	<b>\$21,956,670</b>	<b>\$22,286,020</b>	<b>\$87,187,378</b>

Location Alaska-wide: Rail

After 2027	Phase
\$0	Multi

Appropriations/Apportionments
Federal Transit Administration

Allocations/Suballocations
5307; 5337

Work Type
Public Transit Enhancements

**Transit**



## Railroad Right-of-way Clearing

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

STIP ID #

**34413**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
Multiple (P0)	\$500,000	\$507,500	\$515,113	\$522,839	\$2,045,452
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$500,000</b>	<b>\$507,500</b>	<b>\$515,113</b>	<b>\$522,839</b>	<b>\$2,045,452</b>
<b>Federal Funding</b>					
5303					\$0
5337					\$0
5307	\$400,000	\$406,000	\$412,090	\$418,271	\$1,636,361
5339					\$0
5310					\$0
5311					\$0
OFF DG					\$0
<b>Non-Federal Funding</b>					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$100,000	\$101,500	\$103,023	\$104,568	\$409,091
<b>Funding Summary</b>					
Match TOTAL	\$100,000	\$101,500	\$103,023	\$104,568	\$409,091
Federal TOTAL	\$400,000	\$406,000	\$412,090	\$418,271	\$1,636,362
<b>All Funds TOTAL</b>	<b>\$500,000</b>	<b>\$507,500</b>	<b>\$515,113</b>	<b>\$522,839</b>	<b>\$2,045,452</b>

Location Alaska-wide: Rail

After 2027	Phase
\$0	Multi

Appropriations/Apportionments
Federal Transit Administration

Allocations/Suballocations
5307

Work Type
Public Transit Enhancements

**Transit**

## Railroad Slide Zone Mitigation

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

STIP ID #

**34263**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
Multiple (P0)	\$3,125,000	\$634,375	\$643,891	\$653,549	\$5,056,815
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$3,125,000</b>	<b>\$634,375</b>	<b>\$643,891</b>	<b>\$653,549</b>	<b>\$5,056,815</b>
<b>Federal Funding</b>					
5303					\$0
5337					\$0
5307	\$2,500,000	\$507,500	\$515,113	\$522,839	\$4,045,452
5339					\$0
5310					\$0
5311					\$0
OFF DG					\$0
<b>Non-Federal Funding</b>					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$625,000	\$126,875	\$128,778	\$130,710	\$1,011,363
<b>Funding Summary</b>					
Match TOTAL	\$625,000	\$126,875	\$128,778	\$130,710	\$1,011,363
Federal TOTAL	\$2,500,000	\$507,500	\$515,113	\$522,839	\$4,045,452
<b>All Funds TOTAL</b>	<b>\$3,125,000</b>	<b>\$634,375</b>	<b>\$643,891</b>	<b>\$653,549</b>	<b>\$5,056,815</b>

Location Alaska-wide: Rail

After 2027	Phase
\$0	Multi

Appropriations/Apportionments
Federal Transit Administration

Allocations/Suballocations
5307

Work Type
Public Transit Enhancements

**Transit**



## Railroad Technology Infrastructure

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

STIP ID #

**33244**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
Multiple (P0)	\$1,250,000	\$1,268,750	\$1,287,781	\$1,307,098	\$5,113,629
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$1,250,000</b>	<b>\$1,268,750</b>	<b>\$1,287,781</b>	<b>\$1,307,098</b>	<b>\$5,113,629</b>
<b>Federal Funding</b>					
5303					\$0
5337	\$1,000,000	\$1,015,000	\$1,030,225	\$1,045,678	\$4,090,903
5307					\$0
5339					\$0
5310					\$0
5311					\$0
OFF DG					\$0
<b>Non-Federal Funding</b>					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$250,000	\$253,750	\$257,556	\$261,420	\$1,022,726
<b>Funding Summary</b>					
Match TOTAL	\$250,000	\$253,750	\$257,556	\$261,420	\$1,022,726
Federal TOTAL	\$1,000,000	\$1,015,000	\$1,030,225	\$1,045,678	\$4,090,903
<b>All Funds TOTAL</b>	<b>\$1,250,000</b>	<b>\$1,268,750</b>	<b>\$1,287,781</b>	<b>\$1,307,098</b>	<b>\$5,113,629</b>

Location Alaska-wide: Rail

After 2027	Phase
\$0	Multi

Appropriations/Appportionments
Federal Transit Administration

Allocations/Suballocations
5337

Work Type
Public Transit Enhancements

**Transit**

## Railroad Track Rehabilitation

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

STIP ID #

**19634**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
Multiple (P0)	\$29,720,640	\$6,574,440	\$6,673,056	\$6,773,152	\$49,741,288
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$29,720,640</b>	<b>\$6,574,440</b>	<b>\$6,673,056</b>	<b>\$6,773,152</b>	<b>\$49,741,288</b>
<b>Federal Funding</b>					
5303					\$0
5337	\$2,640,912	\$2,680,526	\$2,720,734	\$2,761,545	\$10,803,717
5307	\$18,485,600	\$2,579,026	\$2,617,711	\$2,656,977	\$26,339,314
5339					\$0
5310					\$0
5311					\$0
OFF DG	\$2,650,000				\$2,650,000
<b>Non-Federal Funding</b>					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$5,944,128	\$1,314,888	\$1,334,611	\$1,354,630	\$9,948,257
<b>Funding Summary</b>					
Match TOTAL	\$5,944,128	\$1,314,888	\$1,334,611	\$1,354,630	\$9,948,257
Federal TOTAL	\$23,776,512	\$5,259,552	\$5,338,445	\$5,418,522	\$39,793,030
<b>All Funds TOTAL</b>	<b>\$29,720,640</b>	<b>\$6,574,440</b>	<b>\$6,673,056</b>	<b>\$6,773,152</b>	<b>\$49,741,288</b>

Location Alaska-wide: Rail

After 2027	Phase
\$0	Multi

Appropriations/Appportionments
Other Federal Funds; Federal Transit Administration

Allocations/Suballocations
5307; 5337; OFF-DG

Work Type
Public Transit Enhancements

**Transit**

## Railroad Transit Asset Management

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

STIP ID #

**31090**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
Multiple (P0)	\$1,875,000	\$1,395,625	\$1,416,560	\$1,437,808	\$6,124,993
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$1,875,000</b>	<b>\$1,395,625</b>	<b>\$1,416,560</b>	<b>\$1,437,808</b>	<b>\$6,124,993</b>
<b>Federal Funding</b>					
5303					\$0
5337	\$500,000	\$507,500	\$515,113	\$522,839	\$2,045,452
5307	\$1,000,000	\$609,000	\$618,135	\$627,407	\$2,854,542
5339					\$0
5310					\$0
5311					\$0
OFF DG					\$0
<b>Non-Federal Funding</b>					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$375,000	\$279,125	\$283,312	\$287,562	\$1,224,999
<b>Funding Summary</b>					
Match TOTAL	\$375,000	\$279,125	\$283,312	\$287,562	\$1,224,999
Federal TOTAL	\$1,500,000	\$1,116,500	\$1,133,248	\$1,150,246	\$4,899,994
<b>All Funds TOTAL</b>	<b>\$1,875,000</b>	<b>\$1,395,625</b>	<b>\$1,416,560</b>	<b>\$1,437,808</b>	<b>\$6,124,993</b>

Location Alaska-wide: Rail

After 2027	Phase
\$0	Multi

Appropriations/Appportionments
Federal Transit Administration

Allocations/Suballocations
5307; 5337

Work Type
Public Transit Enhancements

**Transit**

## Railroad Transit Radio and Communication System

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

STIP ID #

**31091**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
Multiple (P0)	\$500,000	\$507,500	\$515,113	\$522,839	\$2,045,452
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$500,000</b>	<b>\$507,500</b>	<b>\$515,113</b>	<b>\$522,839</b>	<b>\$2,045,452</b>
<b>Federal Funding</b>					
5303					\$0
5337	\$400,000	\$406,000	\$412,090	\$418,271	\$1,636,361
5307					\$0
5339					\$0
5310					\$0
5311					\$0
OFF DG					\$0
<b>Non-Federal Funding</b>					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$100,000	\$101,500	\$103,023	\$104,568	\$409,091
<b>Funding Summary</b>					
Match TOTAL	\$100,000	\$101,500	\$103,023	\$104,568	\$409,091
Federal TOTAL	\$400,000	\$406,000	\$412,090	\$418,271	\$1,636,362
<b>All Funds TOTAL</b>	<b>\$500,000</b>	<b>\$507,500</b>	<b>\$515,113</b>	<b>\$522,839</b>	<b>\$2,045,452</b>

Location Alaska-wide: Rail

After 2027	Phase
\$0	Multi

Appropriations/Appportionments
Federal Transit Administration

Allocations/Suballocations
5337

Work Type
Public Transit Enhancements

**Transit**

## Railroad Transit Security Associated Transit Improvements

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

**STIP ID #**  
**21314**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
Multiple (P0)	\$25,000	\$25,375	\$25,755	\$26,142	\$102,272
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$25,000</b>	<b>\$25,375</b>	<b>\$25,755</b>	<b>\$26,142</b>	<b>\$102,272</b>
<b>Federal Funding</b>					
5303					\$0
5337	\$10,000	\$10,150	\$10,302	\$10,457	\$40,909
5307	\$10,000	\$10,150	\$10,302	\$10,457	\$40,909
5339					\$0
5310					\$0
5311					\$0
OFF DG					\$0
<b>Non-Federal Funding</b>					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$5,000	\$5,075	\$5,151	\$5,228	\$20,454
<b>Funding Summary</b>					
Match TOTAL	\$5,000	\$5,075	\$5,151	\$5,228	\$20,454
Federal TOTAL	\$20,000	\$20,300	\$20,604	\$20,914	\$81,818
<b>All Funds TOTAL</b>	<b>\$25,000</b>	<b>\$25,375</b>	<b>\$25,755</b>	<b>\$26,142</b>	<b>\$102,272</b>

Location Alaska-wide: Rail

After 2027	Phase
\$0	Multi

Appropriations/Apportionments
Federal Transit Administration

Allocations/Suballocations
5307; 5337

Work Type
Public Transit Enhancements

**Transit**

## Railroad Tunnel Rehabilitation

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

**STIP ID #**  
**33882**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
Multiple (P0)	\$6,000,000	\$1,015,000	\$1,030,225	\$1,045,678	\$9,090,903
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$6,000,000</b>	<b>\$1,015,000</b>	<b>\$1,030,225</b>	<b>\$1,045,678</b>	<b>\$9,090,903</b>
<b>Federal Funding</b>					
5303					\$0
5337					\$0
5307	\$4,800,000	\$812,000	\$824,180	\$836,542	\$7,272,722
5339					\$0
5310					\$0
5311					\$0
OFF DG					\$0
<b>Non-Federal Funding</b>					
State Match	\$0	\$0	\$0	\$0	\$0
Local Match	\$1,200,000	\$203,000	\$206,045	\$209,136	\$1,818,181
<b>Funding Summary</b>					
Match TOTAL	\$1,200,000	\$203,000	\$206,045	\$209,136	\$1,818,181
Federal TOTAL	\$4,800,000	\$812,000	\$824,180	\$836,542	\$7,272,722
<b>All Funds TOTAL</b>	<b>\$6,000,000</b>	<b>\$1,015,000</b>	<b>\$1,030,225</b>	<b>\$1,045,678</b>	<b>\$9,090,903</b>

Location Alaska-wide: Rail

After 2027	Phase
\$0	Multi

Appropriations/Apportionments
Federal Transit Administration

Allocations/Suballocations
5307

Work Type
Public Transit Enhancements

**Transit**

## Rural Transit and Rural Transit Assistance Program

This program encompasses Federal Transit Authority (FTA) Sections 5311, 5311(b)(3), and 5340, which provide funding for administrative, operational, capital, and training expenses to support and improve public transit systems in rural areas with populations less than 50,000. These funds, awarded through a competitive grant application process, develop and maintain intercity bus services, demand-response transit services for seniors and individuals with disabilities, and other rural transit options. The project supports the growth of state and local Rural Transit Assistance Programs (RTAP).

**STIP ID #**

**19120**

	2024	2025	2026	2027	2024-2027
<b>Phases</b>					
Multiple (P0)	\$16,368,659	\$16,849,898	\$17,365,510	\$17,886,475	\$68,470,542
Stwd Plng (P8)	\$0	\$0	\$0	\$0	\$0
<b>Phase TOTAL</b>	<b>\$16,368,659</b>	<b>\$16,849,898</b>	<b>\$17,365,510</b>	<b>\$17,886,475</b>	<b>\$68,470,542</b>
<b>Federal Funding</b>					
5303					\$0
5337					\$0
5307					\$0
5339					\$0
5310					\$0
5311	\$13,094,927	\$13,487,775	\$13,892,408	\$14,309,180	\$54,784,290
OFF DG					\$0
<b>Non-Federal Funding</b>					
State Match	\$1,636,866	\$1,681,062	\$1,736,551	\$1,788,648	\$6,843,126
Local Match	\$1,636,866	\$1,681,062	\$1,736,551	\$1,788,648	\$6,843,126
<b>Funding Summary</b>					
Match TOTAL	\$3,273,732	\$3,362,123	\$3,473,102	\$3,577,295	\$13,686,252
Federal TOTAL	\$13,094,927	\$13,479,918	\$13,892,408	\$14,309,180	\$54,776,433
<b>All Funds TOTAL</b>	<b>\$16,368,659</b>	<b>\$16,849,898</b>	<b>\$17,365,510</b>	<b>\$17,886,475</b>	<b>\$68,470,542</b>

**Location** Alaska-wide: Transit

After 2027	Phase
\$0	Multi

Appropriations/Appportionments
Federal Transit Administration

Allocations/Suballocations
5311

Work Type
Public Transit Enhancements

**Transit**



**Community-Driven  
Transportation  
Discretionary Grants**

**AWARDED**



**Advancing Connectivity and Equity in the Remote Bering Straits Region**

STIP ID #

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$10,000,000	\$0	\$0	\$10,000,000

**AWARDED**

**34372**

<b>Sponsor</b>	Kawerak
<b>Location</b>	Nome Census Area

**Discretionary Grant (Awarded)**

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

**Community Driven Discretionary Grants**

**Cape Blossom Port Planning Project**

STIP ID #

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$4,783,685	\$0	\$0	\$4,783,685

**AWARDED**

**34270**

<b>Sponsor</b>	City of Kotzebue
<b>Location</b>	Kotzebue

**Discretionary Grant (Awarded)**

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

**Community Driven Discretionary Grants**

**City of Whittier Alaska Safety Action Plan**

STIP ID #

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$81,600	\$0	\$0	\$81,600

**AWARDED**

**34376**

<b>Sponsor</b>	City of Whittier
<b>Location</b>	Whittier

**Discretionary Grant (Awarded)**

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

**Community Driven Discretionary Grants**

**Ekuk Road Project**

STIP ID #

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$13,297,800	\$0	\$0	\$13,297,800

**AWARDED**

**21708**

<b>Sponsor</b>	Bristol Bay Native Association
<b>Location</b>	Clark's Point

**Discretionary Grant (Awarded)**

This project will construct approximately 4.30 miles of gravel road connecting the two communities of Clark's Point and Ekuk, Alaska. "National Culvert Removal, Replacement, and Restoration Grant"

**Community Driven Discretionary Grants**

**Eyak Lake Weir Restorations**

STIP ID #

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$3,500,000	\$0	\$0	\$3,500,000

**AWARDED**

**34377**

<b>Sponsor</b>	The Eyak Corporation
<b>Location</b>	Eyak

**Discretionary Grant (Awarded)**

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

**Community Driven Discretionary Grants**



**Haines Borough & Chilkoot Indian Association Safety Action Plan**

STIP ID #

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$198,786	\$0	\$0	\$198,786

**AWARDED**

**34378**

<b>Sponsor</b>	Haines Borough
<b>Location</b>	Haines

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

**Discretionary Grant (Awarded)**

**Community Driven Discretionary Grants**

**Jackolof Bay Dock Replacement Project**

STIP ID #

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$2,300,000	\$0	\$0	\$2,300,000

**AWARDED**

**34379**

<b>Sponsor</b>	City of Seldovia
<b>Location</b>	Seldovia

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

**Discretionary Grant (Awarded)**

**Community Driven Discretionary Grants**

**Koliganek to Aleknagik Road Study**

STIP ID #

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$380,000	\$0	\$0	\$380,000

**AWARDED**

**34380**

<b>Sponsor</b>	Bristol Bay Native Association
<b>Location</b>	Koliganek

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

**Discretionary Grant (Awarded)**

**Community Driven Discretionary Grants**

**Kulixelcan River Culvert Project**

STIP ID #

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$3,800,000	\$0	\$0	\$3,800,000

**AWARDED**

**34381**

<b>Sponsor</b>	Yakutat Tlingit Tribe
<b>Location</b>	Yakutat City and Borough

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

**Discretionary Grant (Awarded)**

**Community Driven Discretionary Grants**

**Marine Service Center Seawall**

STIP ID #

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$7,800,000	\$0	\$0	\$7,800,000

**AWARDED**

**34316**

<b>Sponsor</b>	City of Sitka
<b>Location</b>	Sitka

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

**Discretionary Grant (Awarded)**

**Community Driven Discretionary Grants**

**Meadow Creek Fish Passage Improvement Project** STIP ID #

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$1,700,000	\$0	\$0	\$1,700,000

**AWARDED**

**34382**

<b>Sponsor</b>	Knik Tribe
<b>Location</b>	Metlakatla

**Discretionary Grant (Awarded)**

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

**Community Driven Discretionary Grants**

**Metlakatla Indian Community Watershed-scale Fish Passage Improvement Project** STIP ID #

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$1,700,000	\$0	\$0	\$1,700,000

**AWARDED**

**34383**

<b>Sponsor</b>	Metlakatla Indian Community
<b>Location</b>	Metlakatla

**Discretionary Grant (Awarded)**

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

**Community Driven Discretionary Grants**

**Metlakatla Port Improvements Project** STIP ID #

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$3,400,000	\$0	\$0	\$3,400,000

**AWARDED**

**34384**

<b>Sponsor</b>	Metlakatla Indian Community
<b>Location</b>	Metlakatla

**Discretionary Grant (Awarded)**

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

**Community Driven Discretionary Grants**

**One Too Many: Cohort Development of Safety Action Plans in Rural Alaska** STIP ID #

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$668,419	\$0	\$0	\$668,419

**AWARDED**

**34387**

<b>Sponsor</b>	City of Adak
<b>Location</b>	Adak

**Discretionary Grant (Awarded)**

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

**Community Driven Discretionary Grants**

**Railroad Marine Terminal Freight Dock & Corridor Improvements in Seward** STIP ID #

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$0	\$0	\$0

**AWARDED**

**34414**

<b>Sponsor</b>	Alaska Railroad Corporation
<b>Location</b>	Seward

**Discretionary Grant (Awarded)**

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

**Community Driven Discretionary Grants**

**Railroad Milepost 190.5 Bridge Replacement Project**

STIP ID #

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$10,250,698	\$0	\$0	\$10,250,698

**AWARDED****34373**

<b>Sponsor</b>	Alaska Railroad Corporation
<b>Location</b>	Alaska-wide

**Discretionary  
Grant  
(Awarded)**

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

**Community Driven Discretionary Grants****Team Life: Metlakatla Indian Community Safety Action Plan**

STIP ID #

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$199,248	\$0	\$0	\$199,248

**AWARDED****34389**

<b>Sponsor</b>	Metlakatla Indian Community
<b>Location</b>	Metlakatla

**Discretionary  
Grant  
(Awarded)**

This award will be used by Metlakatla Indian Community to develop a comprehensive safety action plan.

**Community Driven Discretionary Grants****Transportation Equity in Lemon Creek Area**

STIP ID #

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$86,000	\$0	\$0	\$86,000

**AWARDED****34390**

<b>Sponsor</b>	City and Borough of Juneau
<b>Location</b>	Juneau

**Discretionary  
Grant  
(Awarded)**

This award will be used by the City & Borough of Juneau to conduct supplemental planning activities to enhance its comprehensive safety action plan currently under development. Supplemental planning funds will be used to conduct expanded data collection and a road safety audit.

**Community Driven Discretionary Grants****Whittier Terminal Master Plan**

STIP ID #

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$1,173,600	\$0	\$0	\$1,173,600

**AWARDED****34392**

<b>Sponsor</b>	City of Whittier
<b>Location</b>	Whittier

**Discretionary  
Grant  
(Awarded)**

This project is for the development of a comprehensive master plan that evaluates the condition, performance, safety, efficiency, state of good repair, reliability, resiliency, and sustainability of the Whittier Terminal. The plan will identify areas for rehabilitation of marine, terminal, and upland infrastructure, as well as operations that support the terminal.

**Community Driven Discretionary Grants****Yakutat Small Boat Harbor (Yakutat)**

STIP ID #

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$8,900,000	\$0	\$0	\$8,900,000

**AWARDED****34328**

<b>Sponsor</b>	City of Yakutat
<b>Location</b>	Yakutat City and Borough

**Discretionary  
Grant  
(Awarded)**

\$8.9 million to replace the existing 60-year-old harbor in Yakutat. This includes the replacement of the floating dock, stringers, and steel pipe mooring piles, as well as the installation of a fire suppression system, covered gangway, and relocation of the existing seaplane float.

**Community Driven Discretionary Grants**



# Community-Driven Transportation Discretionary Grants

**NOT-AWARDED**

For the Purpose of Providing  
Information



**Ankau Bridge and Road Project**

STIP ID #

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$467,800	\$467,800	\$0	\$935,600

**NOT YET AWARDED**

**34267**

<b>Sponsor</b>	City and Borough of Yakutat
<b>Location</b>	Yakutat City and Borough

**No 2024-2027 Funding**

The project would provide needed major construction and repair to this deteriorating, 61-year-old bridge. In its current state it is a safety hazard to the residents and businesses that use it routinely, and the thousands of visitors who fish from the bridge. The road between the town and the bridge needs to be upgraded and is three miles in length. Cost is estimated for preliminary feasibility and design study.

**Community Driven Discretionary Grants**

**Hydro Access Road**

STIP ID #

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$1,200,000	\$0	\$1,200,000

**NOT YET AWARDED**

**2264**

<b>Sponsor</b>	Lake and Peninsula Borough
<b>Location</b>	Chignik

**No 2024-2027 Funding**

This project would complete the construction of a 7,900 linear foot road for safe and reliable access to the existing Chignik Bay Water Source at Indian lake, where a new hydroelectric plant has been proposed pending reliable and safe access. Adjustments to the existing and partially constructed access road are necessary to reduce grades and improve safety. An estimated four culverts are needed.

**Community Driven Discretionary Grants**

**Kalifornsky Beach Road and Arena Ave Signalization**

STIP ID #

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$2,000,000	\$0	\$2,000,000

**NOT YET AWARDED**

**34274**

<b>Sponsor</b>	City of Soldotna
<b>Location</b>	Kenai

**No 2024-2027 Funding**

Add signalization at intersection of K-Beach Road and Arena Ave (Soldotna Regional Sports Complex). This section of K-Beach Road includes significant recreational and public facilities that serve the residents of Soldotna and nearby communities.

**Community Driven Discretionary Grants**

**Kodiak Pedestrian Pathway Construction to North Star Elementary School**

STIP ID #

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$2,000,000	\$0	\$2,000,000

**NOT YET AWARDED**

**34278**

<b>Sponsor</b>	Kodiak Island Borough
<b>Location</b>	Kodiak

**No 2024-2027 Funding**

This project in Kodiak will provide safe pedestrian access to an elementary school located atop a hill and surrounded by residential neighborhoods without sidewalks along the narrow unpaved roads. A separated five-foot-wide pedestrian gravel pathway will be constructed along two residential roads leading to the school and connect a popular pedestrian/bike path along an arterial road.

**Community Driven Discretionary Grants**

**Homer Equitable Community Connectivity Action Plan**

STIP ID #

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$2,000,000	\$0	\$2,000,000

**NOT YET AWARDED**

**34351**

<b>Sponsor</b>	City of Homer
<b>Location</b>	Homer

**Other Federal Funds**

recreational corridor to the Diamond Creek State

**Community Driven Discretionary Grants**

**Whittier Streets and Storm Drain Rehabilitation**

STIP ID #

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$3,555,000	\$0	\$3,555,000

**NOT YET AWARDED**

**34276**

<b>Sponsor</b>	City of Whittier
<b>Location</b>	Whittier

**No 2024-2027 Funding**

Storm drain design based on existing pipe sizes and matching existing grades. Street improvements to main city corridor. ADA improvements to curb ramps. The City has completed design.

**Community Driven Discretionary Grants**

**Alaska State Housing Authority (ASHA) Yakutat Subdivision Road Resurfacing**

STIP ID #

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$4,000,000	\$0	\$4,000,000

**NOT YET AWARDED**

**34266**

<b>Sponsor</b>	City and Borough of Yakutat
<b>Location</b>	Yakutat City and Borough

**No 2024-2027 Funding**

The ASHHA Road is currently a dirt road that gives access to the largest housing development in Yakutat, serving 50 homes. With the Denali Commission grant we applied for three years ago, we put in new culverts and ditches. To complete the road, it needs to be paved to control dust and erosion. The road is eight miles in length.

**Community Driven Discretionary Grants**

**Marydale Avenue Reconstruction**

STIP ID #

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$4,200,000	\$0	\$4,200,000

**NOT YET AWARDED**

**34273**

<b>Sponsor</b>	City of Soldotna
<b>Location</b>	Soldotna

**No 2024-2027 Funding**

This project will reconstruct Marydale Avenue in Soldotna, a Major Collector that serves as primary access to medical, retail, government and educational sectors, from its intersection with the Kenai Spur Highway, to Diane Lane (approximately 6,100 linear feet). The scope of work includes: mill and asphalt paving, shallow patching at intersections, removal of historic 'bury pits' and subgrade work, replacing sidewalks for ADA compliance, and re-stripe.

**Community Driven Discretionary Grants**

**Seventh Street Sidewalk and Drainage Improvements**

STIP ID #

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$5,000,000	\$0	\$5,000,000

**NOT YET AWARDED**

**32028**

<b>Sponsor</b>	City of Cordova
<b>Location</b>	Cordova

**No 2024-2027 Funding**

Seventh Street sidewalk and drainage improvements: this provides a pedestrian connection for the townhomes and Coast Guard housing to Lake Avenue, an important corridor for kids walking and biking to the Mt. Eccles Elementary School. This project would also provide curb and gutters for stormwater control which is needed to reduce urban flooding and damage done during large rainfall events.

**Community Driven Discretionary Grants**

**East Loop Road Bike Trail**

STIP ID #

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$5,000,000	\$0	\$5,000,000

**NOT YET AWARDED**

**34370**

<b>Sponsor</b>	Municipality of Anchorage
<b>Location</b>	Anchorage Municipality

**No 2024-2027 Funding**

East Loop Road on Government Hill be improved to include a bike lane all the way to the Elmendorf gate of JBER. This road is critical infrastructure, and the bicycle path that exists on the part of the road running up and down Government Hill needs improved/safer access.

**Community Driven Discretionary Grants**



**Boundary and Peck Improvements**

STIP ID #

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$5,000,000	\$0	\$5,000,000

**NOT YET AWARDED****34369**

<b>Sponsor</b>	Municipality of Anchorage
<b>Location</b>	Anchorage Municipality

**No 2024-2027 Funding**

Boundary and Peck Avenues be improved. Both Boundary and Peck are heavily used in North Muldoon but lack sidewalks even though there is extensive use by pedestrians, including children who frequently walk to school on them. This is a travesty that needs to be remedied even though Boundary and Peck are maintained by the Municipality of Anchorage. Boundary and Peck Avenues also need traffic-calming measures. Boundary Avenue also needs resurfacing as well given that the pavement is disintegrating to the point that residents who live on this street are considering repaving it themselves.

## Community Driven Discretionary Grants

**Duben Avenue Sidewalk and Lighting**

STIP ID #

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$5,000,000	\$0	\$5,000,000

**NOT YET AWARDED****34371**

<b>Sponsor</b>	Municipality of Anchorage
<b>Location</b>	Anchorage Municipality

**No 2024-2027 Funding**

Duben Avenue—another heavily used street in North Muldoon—needs to be improved in its sidewalks and lighting.

## Community Driven Discretionary Grants

**Good River Bridge Repair and Bank Stabilization**

STIP ID #

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$5,000,000	\$0	\$5,000,000

**NOT YET AWARDED****34409**

<b>Sponsor</b>	City of Gustavus
<b>Location</b>	Gustavus

**No 2024-2027 Funding**

Repair Bridge #0224 on Good River Road crossing Good River in Gustavus.

## Community Driven Discretionary Grants

**Gustavus Safe Streets for All Bike Trail/Sidepath**

STIP ID #

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$5,000,000	\$0	\$5,000,000

**NOT YET AWARDED****34408**

<b>Sponsor</b>	City of Gustavus
<b>Location</b>	Gustavus

**No 2024-2027 Funding**

A safe streets for all project.

## Community Driven Discretionary Grants

**Gustavus Dock and Float System Wave Barrier**

STIP ID #

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$5,000,000	\$0	\$5,000,000

**NOT YET AWARDED****34410**

<b>Sponsor</b>	City of Gustavus
<b>Location</b>	Gustavus

**No 2024-2027 Funding**

A resiliency project to protect shoreline.

## Community Driven Discretionary Grants

**East Hill and West Hill Pathways**

STIP ID #

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$5,000,000	\$0	\$5,000,000

**NOT YET AWARDED**

**34411**

<b>Sponsor</b>	City of Homer
<b>Location</b>	Homer

**No 2024-2027 Funding**

East Hill and West Hill roads are state-maintained arterial roads that connect Diamond Ridge and Skyline Drive areas of Homer to the main parts of town. Both roads are steep and winding with no shoulders, leaving no safe alternative for non-motorized traffic.

**Community Driven Discretionary Grants**

**Railroad Freight Car Replacement Program**

STIP ID #

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$5,001,000	\$0	\$5,001,000

**NOT YET AWARDED**

**34416**

<b>Sponsor</b>	DOT&PF with ARRC
<b>Location</b>	Alaska-wide: Rail

**No 2024-2027 Funding**

The project seeks to acquire 65' flat cars to ensure ARRC has capacity to continue to operate current business lines at multiple locations along the railbelt.

**Community Driven Discretionary Grants**

**Lake Hirst Monastery to Kincaid Reconstruction**

STIP ID #

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$5,300,000	\$0	\$5,300,000

**NOT YET AWARDED**

**34265**

<b>Sponsor</b>	City and Borough of Sitka
<b>Location</b>	Sitka

**No 2024-2027 Funding**

Complete reconstruction including water & sewer utilities, storm drainage, signing & striping, pedestrian facilities, and sidewalk, curb and gutter where applicable.

**Community Driven Discretionary Grants**

**South Fireweed Avenue**

STIP ID #

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$5,500,000	\$0	\$5,500,000

**NOT YET AWARDED**

**34272**

<b>Sponsor</b>	City of Soldotna
<b>Location</b>	Soldotna

**No 2024-2027 Funding**

Construction of South Fireweed Street from Redoubt Avenue to Kobuk Street will provide another urban collector and improve traffic circulation in this core area of the City of Soldotna. The City can implement goals identified in the Comprehensive Plan, including utilities, sidewalks and pavement.

**Community Driven Discretionary Grants**

**Max Italo Road Reconstruction**

STIP ID #

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$5,800,000	\$0	\$5,800,000

**NOT YET AWARDED**

**34269**

<b>Sponsor</b>	City and Borough of Yakutat
<b>Location</b>	Yakutat City and Borough

**No 2024-2027 Funding**

Two miles of the Max Italo road in Yakutat needs to be repaired by replacing soil and sediments of silt, clay, and sand with stronger, more durable materials that will make the road more resilient, better than it was before the natural damage, break the cycle of damage, and make a long-term positive impact on the communities' transportation infrastructure system.

**Community Driven Discretionary Grants**

**Diamond Creek Recreation Area Access and Development**

STIP ID #

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$6,000,000	\$0	\$6,000,000

**NOT YET AWARDED**

**34358**

<b>Sponsor</b>	City of Homer
<b>Location</b>	Homer

**No 2024-2027 Funding**

Construct a non-motorized route across the Sterling Highway near Milepost 168, in order to extend the recreational corridor to the Diamond Creek State Recreation Site on the south side of the Sterling Highway. (A pedestrian underpass at this location associated with an improved road-stream crossing should be investigated.)

**Community Driven Discretionary Grants**

**Lincoln Street Improvements: Harbor Way to Harbor Drive**

STIP ID #

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$6,649,000	\$0	\$6,649,000

**NOT YET AWARDED**

**30291**

<b>Sponsor</b>	City and Borough of Sitka
<b>Location</b>	Sitka

**No 2024-2027 Funding**

Lincoln Street from Harbor Way to Harbor Drive has reached the end of its functional design life. Improvements to include street, pedestrian facilities, drainage, water/sewer/electric infrastructure, signage, striping, lighting and tourism-centric beautification.

**Community Driven Discretionary Grants**

**Nenana Safety and Access Improvements Transportation Project**

STIP ID #

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$7,070,669	\$0	\$7,070,669

**NOT YET AWARDED**

**34271**

<b>Sponsor</b>	City of Nenana
<b>Location</b>	Nenana

**No 2024-2027 Funding**

This transportation project consists of the following components: 1) The installation of safe highway crossings and intersections; 2) Improving bike/pedestrian access within the community; 3) Upgrading of key access roads (to include paving, lighting, signage); and 4) Providing secondary vehicular access points.

**Community Driven Discretionary Grants**

**Chase Avenue Upgrades**

STIP ID #

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$9,350,000	\$0	\$9,350,000

**NOT YET AWARDED**

**34135**

<b>Sponsor</b>	City of Cordova
<b>Location</b>	Cordova

**No 2024-2027 Funding**

Resurfacing Chase Avenue between the Copper River Highway and Lefevre Street, including upgrades to both intersections with ADA compliant shoulders, drainage improvements and utilities. Upgrades to drainage, subgrade, and new pavement will improve access to the Cordova Community Hospital, Hollis Hendricks Park, and residents. Preliminary engineering has been completed.

**Community Driven Discretionary Grants**

**Point Mackenzie Road Reconstruction Milepost 3.5 -7.4**

STIP ID #

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$9,555,000	\$0	\$9,555,000

**NOT YET AWARDED**

**34359**

<b>Sponsor</b>	Matanuska-Susitna Borough
<b>Location</b>	Matanuska-Susitna Borough

**No 2024-2027 Funding**

Reconstruct embankment, add shoulders, and pave 3.9 miles of Point Mackenzie Road to provide improved and safer access to Port Mackenzie, Goose Creek Correctional Center, and Point Mackenzie Agricultural District. The limits of each phase are to be determined.

**Community Driven Discretionary Grants**

**Bells Flats Commercial Truck Route Road Improvements**

STIP ID #

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$10,475,000	\$0	\$10,475,000

**NOT YET AWARDED****34277**

<b>Sponsor</b>	Kodiak Island Borough
<b>Location</b>	Kodiak

**No 2024-2027 Funding**

This project will improve existing roads in the Womens Bay area of the Kodiak Road System, which are traveled by commercial trucks and support ~350 residents and small businesses. This project will reconstruct ~3 miles of road including Sargent Creek Road, Salmonberry Drive, Middle Bay Drive, and Bells Flats Road. Existing pavement will be milled and repaved, RAP surface areas will be paved, subsurface improved, and 8 culvert replacements.

## Community Driven Discretionary Grants

**Katlian Avenue Paving and Improvements**

STIP ID #

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$10,589,000	\$0	\$10,589,000

**NOT YET AWARDED****34235**

<b>Sponsor</b>	City and Borough of Sitka
<b>Location</b>	Sitka

**No 2024-2027 Funding**

Rehabilitate Katlian Avenue from Lincoln Street to Halibut Point Road (~4000') to include construction of failing pavement, drainage, and sidewalks accessing Sitka's Indian Village and the core downtown.) Project will improve safety and accessibility with the incorporation of bus stops, ADA compliant sidewalks and raised crossings, textured paving to calm traffic speeds, parking areas, and other public spaces that were possible in support of public health, safe mobility, and strengthened commerce.

## Community Driven Discretionary Grants

**Burma Road Upgrades and Improvements**

STIP ID #

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$11,585,000	\$0	\$11,585,000

**NOT YET AWARDED****34364**

<b>Sponsor</b>	Matanuska-Susitna Borough
<b>Location</b>	Matanuska-Susitna Borough

**No 2024-2027 Funding**

Improve Burma Road including drainage, signing, paving, widening, and structural improvements, and realignment.

## Community Driven Discretionary Grants

**Railroad Terminal Track Rehabilitation-Seward and Fairbanks**

STIP ID #

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$14,567,000	\$0	\$14,567,000

**NOT YET AWARDED****34415**

<b>Sponsor</b>	DOT&PF with ARRC
<b>Location</b>	Alaska-wide: Rail

**No 2024-2027 Funding**

The project includes the rehabilitation and replacement of rail, ties, and ballast at ARRC's Seward and Fairbanks Terminals.

## Community Driven Discretionary Grants

**Chenega Community Roads Rehabilitation and Resurfacing**

STIP ID #

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$15,000,000	\$0	\$15,000,000

**NOT YET AWARDED****34357**

<b>Sponsor</b>	City of Chenega
<b>Location</b>	Chenega

**No 2024-2027 Funding**

Chenega has been awarded Denali Commission funding for design, engineering and permitting for this scope of work. Chenega is seeking construction funding.

## Community Driven Discretionary Grants

**Point MacKenzie Road Reconstruction Milepost 0-7** STIP ID #

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$20,036,000	\$0	\$20,036,000

**NOT YET AWARDED** **34362**

<b>Sponsor</b>	Matanuska-Susitna Borough
<b>Location</b>	Matanuska-Susitna Borough

**No 2024-2027 Funding**

Reconstruct the embankment, add shoulders, and pave the Point MacKenzie Road to provide improved and safer access to Port MacKenzie, Goose Creek Correctional Centers, and Point MacKenzie Agricultural District.

**Community Driven Discretionary Grants**

**A Street and C Street Bridge Reconstruction** STIP ID #

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$30,000,000	\$0	\$30,000,000

**NOT YET AWARDED** **34367**

<b>Sponsor</b>	Municipality of Anchorage
<b>Location</b>	Anchorage Municipality

**No 2024-2027 Funding**

The A and C Streets bridge between Government Hill and Downtown Anchorage be upgraded. This bridge is critical for the operation of the Port of Alaska and Joint Base Elmendorf Richardson (JBER) as well as for residents of Government Hill.

**Community Driven Discretionary Grants**

**Spit Road Erosion Mitigation** STIP ID #

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$38,000,000	\$0	\$38,000,000

**NOT YET AWARDED** **34254**

<b>Sponsor</b>	City of Homer
<b>Location</b>	Homer

**No 2024-2027 Funding**

Project will design, permit and implement measures for long term, sustainable erosion mitigation on Homer Spit, a remnant glacial mound that extends 4.5 miles into Kachemak Bay. Homer Spit supports state-owned Homer Spit Road, Homer Port & Harbor, critical Federal and State infrastructure, and is a regional commerce hub. Waves overtop and erode the road's shoulders, undermine the roadbed, damage the road surface, and cause devastating erosion to public and private properties.

**Community Driven Discretionary Grants**

**Shotgun Cove Road and Emerald Cove** STIP ID #

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$43,000,000	\$0	\$43,000,000

**NOT YET AWARDED** **34275**

<b>Sponsor</b>	City of Whittier
<b>Location</b>	Whittier

**No 2024-2027 Funding**

This project will build a new road to increase resource access, improve regional transportation systems, offer seasonal housing, and increase land available for recreational access and development in Whittier.

**Community Driven Discretionary Grants**

**Harbor Float System Replacement - FREIGHT Project** STIP ID #

Project Costs	2024	2025	2026	2027	2024-2027
	\$0	\$0	\$59,289,547	\$0	\$59,289,547

**NOT YET AWARDED** **34253**

<b>Sponsor</b>	City of Homer
<b>Location</b>	Homer

**No 2024-2027 Funding**

Replacement of Homer Harbor float systems 1 and 4 will bring the floats up to current safety standards and improve system efficiencies and capacities to meet current load and system demands. The City of Homer Port is a critical link in the marine transportation network on which vital industries, the Port of Alaska, and 47 non-road-connected communities in rural Alaska depend. Project elements include planning and design for float and gangway replacement, including electrification of floats, environmental analysis and permitting public and equity engagement, and construction.

**Community Driven Discretionary Grants**

**Point MacKenzie Highway: George Parks Highway to Ayrshire Road**

STIP ID #

	2024	2025	2026	2027	2024-2027
Project Costs	\$0	\$0	\$70,288,000	\$0	\$70,288,000

**NOT YET AWARDED**

**34361**

<b>Sponsor</b>	Matanuska-Susitna Borough
<b>Location</b>	Matanuska-Susitna Borough

**No 2024-2027 Funding**

Construct a 18.5 mile new road to provide a direct route from the George Parks Highway to Ayrshire Road, reconstructing the northern 18.5 miles of the Port MacKenzie Rail Extension embankment. Work includes intersection improvements, bridge construction, grading, drainage, signing, striping, and paving. This project is needed due to the lack of a safe, efficient, high speed, north - south corridor in the Big Lake and Point MacKenzie area.

**Community Driven Discretionary Grants**

**Homer Harbor Expansion**

STIP ID #

	2024	2025	2026	2027	2024-2027
Project Costs	\$0	\$0	\$275,000,000	\$0	\$275,000,000

**NOT YET AWARDED**

**34350**

<b>Sponsor</b>	City of Homer
<b>Location</b>	Homer

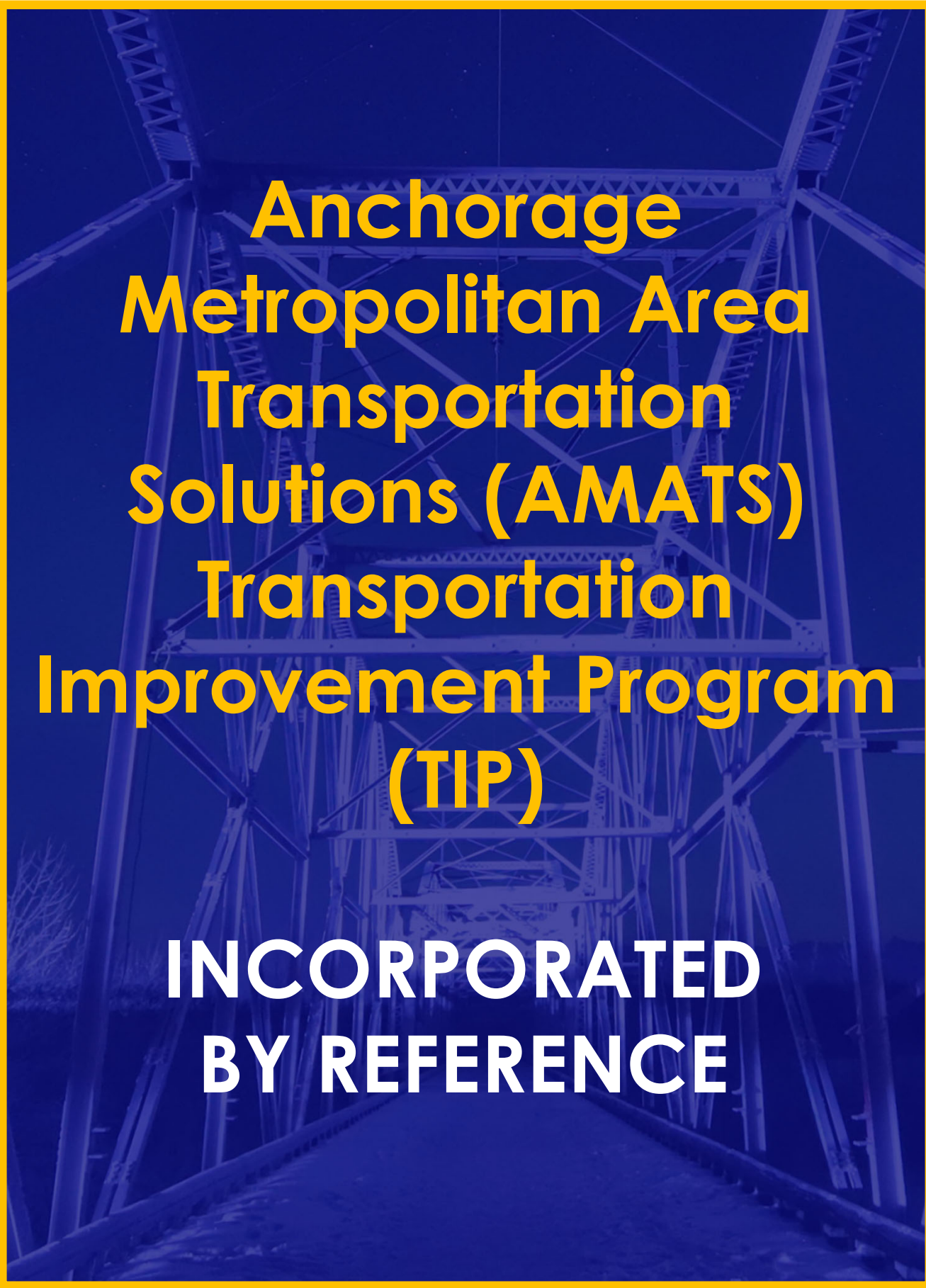
**Other Federal Funds**

This project builds a new harbor for large vessels on the north side of

Homer's existing Small Boat Harbor to address navigational safety concerns, ease overcrowding, and support efficient regional marine transportation for a healthy, diverse Alaskan economy. A natural shelf and local source of rock make the construction of a port basin designed for large vessels and to accommodate US Coast Guard assets feasible. Homer's central, road-connected location, renowned marine tradesmen, and ice-free conditions make it an ideal location.

**Community Driven Discretionary Grants**





**Anchorage  
Metropolitan Area  
Transportation  
Solutions (AMATS)  
Transportation  
Improvement Program  
(TIP)**

**INCORPORATED  
BY REFERENCE**

**[LEDGER-TIP] Anchorage Metropolitan Area Transportation Solutions (AMATS) Transportation Improvement Program (TIP)**

Anchorage Metropolitan Area Transportation Solutions (AMATS) Transportation Improvement Program (TIP) projects use various transportation funds under a unified framework for the Anchorage metropolitan area. Along with planning and capital improvement projects, these FHWA and FTA funds address air quality, congestion, and non-motorized transportation options, and facilitate carbon emissions reduction. Additionally, FTA transit funds support ongoing safe, reliable, and accessible public transportation networks. All projects are delineated in the AMATS TIP and incorporated by reference into this STIP. For details on the AMATS MTP and TIP go to [www.muni.org/Departments/OCPCD/Planning/AMATS/](http://www.muni.org/Departments/OCPCD/Planning/AMATS/).

**LEDGER**  
**This page represents fund transfers and are not STIP projects or programs.**

**STIP 2024-2027 Revenue Forecast for Population Suballocations and Additional Allocations (Populations >200,000) \***

	2024	2025	2026	2027	2024-2027
<b>Population greater than &gt;200,000 (Anchorage Urban Area)</b>					
STBG >200k	\$47,713,651	\$34,629,233	\$35,668,110	\$36,738,154	<b>\$154,749,148</b>
TAP >200K	\$6,240,749	\$2,050,032	\$2,111,533	\$2,174,879	<b>\$12,577,193</b>
CRP>200K	\$10,854,812	\$3,723,660	\$3,835,370	\$3,950,431	<b>\$22,364,273</b>
<b>FTA Appropriations for Urban Zone Areas (UZA)</b>					
5307**	\$6,776,900	\$6,980,207	\$7,189,613	\$7,405,301	<b>\$28,352,021</b>
5310	\$266,805	\$274,809	\$283,053	\$291,545	<b>\$1,116,212</b>
5337***	\$0	\$0	\$900,000	\$1,150,000	<b>\$2,050,000</b>
5339	\$572,891	\$590,078	\$607,780	\$626,013	<b>\$2,396,762</b>

<b>Additional Allocations (Not Formula Driven)</b>					
CMAQ-F	\$2,262,089	\$2,323,166	\$2,385,891	\$2,385,891	<b>\$9,357,037</b>
CMAQ-M					\$0
STBG Flex					\$0
TAP Flex					\$0
CRP Flex					\$0
Bridge-HIP					\$0
Bridge-INFRA					\$0
HIP-OSB					\$0
OFF CDS					\$0
OFF-Grants					\$0

**The AMATS TIP Projects and Programs are Incorporated by Reference in the DOT&PF 2024-2027 STIP.**

<b>Fund Sources</b>	
<b>FHWA Apportionments for Urban Areas</b>	
<b>STBG</b>	Surface Transportation Block Grant
<b>TAP</b>	Transportation Alternatives Program
<b>CRP</b>	Carbon Reduction Program
<b>FTA Apportionments for Urban Areas</b>	
<b>5307</b>	FTA Urbanized Area Formula
<b>5310</b>	Enhanced Mobility for Older Adults and People w/ Disabilities
<b>5337</b>	FTA State of Good Repair
<b>5339</b>	Bus and Bus Facilities Formula
<b>Congestion Mitigation Air Quality</b>	
<b>CMAQ-F</b>	Congestion Mitigation Air Quality-Flexible
<b>CMAQ-M</b>	Congestion Mitigation Air Quality-Mandatory
<b>Bridge</b>	
<b>INFRA</b>	Highway Infrastructure Bridge Replacement (INFRA)
<b>HIP</b>	Highway Improvement Program Bridge (On System)
<b>OSB</b>	Highway Improvement Program Bridge Funds (Off System)


**Notes on STIP/TIP Reveue Forecasts and Public Transit Operators**

\*Values are derived form the 2024 FHWA and 2023 FTA apportionment memos following the prescribed percentages using 2020 Census Data and a 3% inflation rate. Values represent 100% of available revenue and does not include any limitation due to obligation authority which averages 90% of available revenue.

Funds not required to be programmed on a STIP or TIP (Metropolitan Planning and Urban Transit Planning Funds (5303) are not detailed on this ledger.

\*\*5307 Are obligated directly to transit recipients including the Alaska Railroad Corporation, Municipality of Anchorage, and the Fairbanks North Star Borough.

\*\*5337 State of Good Repair funds are obligated directly to the Alaska Railroad Corporation. TIPs list ARRC programs within their boundaries but ARRC programs don't occur soley within the Urban Boundaries. Therefore DOT&PF includes a complete list of ARRC projects in its STIP; FAST and AMATS include a percentage ARRC programs excepted to occur within MPO Boundaries.



**Fairbanks Area  
Surface Transportation  
(FAST)  
Transportation  
Improvement Program  
(TIP)**

**INCORPORATED BY  
REFERENCE**



**[LEDGER-TIP] Fairbanks Area Surface Transportation (FAST) Transportation Improvement Program (TIP)**

Fairbanks Area Surface Transportation (FAST) Transportation Improvement Program (TIP) projects use various transportation funds under a unified framework for the Fairbanks metropolitan area. Along with planning and capital improvement projects, these FHWA and FTA funds address air quality, congestion, and non-motorized transportation options, and facilitate carbon emissions reduction. Additionally, FTA transit funds support ongoing safe, reliable, and accessible public transportation networks. All projects are delineated in the Fairbanks Area Surface Transportation Transportation Improvement Program and incorporated by reference into this STIP. For details on the FAST MTP and TIP go to <https://www.fastplanning.us/>

**LEDGER**  
**This page represents fund transfers and are not STIP projects or programs.**

**STIP 2024-2027 Revenue Forecast for Population Suballocations and Additional Allocations (Populations 50,000-200,000)\***

	2024	2025	2026	2027	2024-2027
<b>Population from 50,000-200,000 (Mat-Su and Fairbanks Urban Areas)</b>					
STBG 50-200K	\$9,630,324	\$9,398,952	\$9,921,400	\$10,070,221	<b>\$39,020,897</b>
TAP 50-200K	\$1,160,029	\$578,662	\$587,342	\$596,152	<b>\$2,922,185</b>
CRP 50-200K	\$1,929,208	\$1,051,076	\$1,066,842	\$1,082,845	<b>\$5,129,971</b>
<b>FTA Appropriations for Urban Zone Areas (UZA)</b>					
5307**	\$931,817	\$959,772	\$988,565	\$1,018,222	<b>\$3,898,376</b>
5310	\$70,214	\$72,320	\$74,490	\$76,724	<b>\$293,748</b>
5337***					<b>\$0</b>
5339	\$52,530	\$54,106	\$55,730	\$57,401	<b>\$219,767</b>

<b>Additional Allocations (Not Formula Driven)</b>					
CMAQ-F	\$1,793,276	\$1,275,108	\$2,232,258	\$1,316,793	<b>\$6,617,435</b>
CMAQ-M					\$0
STBG Flex					\$0
TAP Flex					\$0
CRP Flex					\$0
Bridge-HIP					\$0
Bridge-INFRA					\$0
HIP-OSB					\$0
OFF CDS					\$0
OFF-Grants					\$0

**The FAST TIP Projects and Programs are Incorporated by Reference in the DOT&PF 2024-2027 STIP.**

<b>Primary Fund Sources for Populations &gt;50,000</b>	
<b>FHWA Apportionments for Urban Areas</b>	
<b>STBG</b>	Surface Transportation Block Grant
<b>TAP</b>	Transportation Alternatives Program
<b>CRP</b>	Carbon Reduction Program
<b>FTA Apportionments for Urban Areas</b>	
<b>5307</b>	FTA Urbanized Area Formula
<b>5310</b>	Enhanced Mobility for Older Adults and People w/ Disabilities
<b>5337</b>	FTA State of Good Repair
<b>5339</b>	Bus and Bus Facilities Formula
<b>Congestion Mitigation Air Quality</b>	
<b>CMAQ-F</b>	Congestion Mitigation Air Quality-Flexible
<b>CMAQ-M</b>	Congestion Mitigation Air Quality-Mandatory
<b>Bridge</b>	
<b>INFRA</b>	Highway Infrastructure Bridge Replacement (INFRA)
<b>HIP</b>	Highway Improvement Program Bridge (On System)
<b>OSB</b>	Highway Improvement Program Bridge Funds (Off System)


**Notes on STIP/TIP Reveue Forecasts and Public Transit Operators**

\*Values are derived form the 2024 FHWA and 2023 FTA apportionment memos following the prescribed percentages using 2020 Census Data and a 3% inflation rate. Values represent 100% of available revenue and does not include any limitation due to obligation authority which averages 90% of available revenue.

Funds not required to be programmed on a STIP or TIP (Metropolitan Planning and Urban Transit Planning Funds (5303) are not detailed on this ledger.

\*\*5307 Are obligated directly to transit recipients including the Alaska Railroad Corporation, Municipality of Anchorage, and the Fairbanks North Star Borough.

\*\*5337 State of Good Repair funds are obligated directly to the Alaska Railroad Corporation. TIPs list ARRC programs within their boundaries but ARRC programs don't occur soley within the Urban Boundaries. Therefore DOT&PF includes a complete list of ARRC projects in its STIP; FAST and AMATS include a percentage ARRC programs excepted to occur within MPO Boundaries.



**MatSu Valley Planning  
for Transportation  
(MVP)  
Transportation  
Improvement Program  
(TIP)**

**UNDER DEVELOPMENT**

**[LEDGER-TIP] MatSu Valley Planning for Transportation (MVP) Transportation Improvement Program (TIP)**

MatSu Valley Planning for Transportation (MVP) was established in December 2023 and will take time to develop its inaugural Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP). DOT&PF will coordinate closely with MVP during the interim on project selection and programming. This LEDGER item is a placeholder for revenue that is allocated to MVP. As with FAST and AMATS, DOT&PF will incorporate the MVP TIP projects by reference once the TIP is approved. This LEDGER listing is not an STIP project and is only shown for awareness and transparency regarding revenue forecasts. For more information on MVP go to [www.mvpmmpo.com](http://www.mvpmmpo.com).

**LEDGER**  
**This page represents fund transfers and are not STIP projects or programs.**

**STIP 2024-2027 Revenue Forecast for Population Suballocations and Additional Allocations (Populations 50,000-200,000)\***

	2024	2025	2026	2027	2024-2027
<b>Population from 50,000-200,000 (Mat-Su and Fairbanks Urban Areas)</b>					
STBG 50-200K			\$7,943,279	\$8,330,398	\$16,273,677
TAP 50-200K			\$470,238	\$493,155	\$963,393
CRP 50-200K			\$854,136	\$895,762	\$1,749,898
<b>FTA Appropriations for Urban Zone Areas (UZA)</b>					
5307**	\$1,244,817	\$1,282,162	\$1,320,627	\$1,360,245	\$5,207,851
5310	\$52,559	\$54,136	\$55,760	\$57,432	\$219,887
5337***					\$0
5339	\$39,322	\$40,502	\$41,717	\$42,968	\$164,509

<b>Additional Allocations (Not Formula Driven)</b>					
CMAQ-F					\$0
CMAQ-M					\$0
STBG Flex					\$0
TAP Flex					\$0
CRP Flex					\$0
Bridge-HIP					\$0
Bridge-INFRA					\$0
HIP-OSB					\$0
OFF CDS					\$0
OFF-Grants					\$0

**The MVP TIP is expected to be incorporated by reference in FY2026.**

<b>Primary Fund Sources for Populations &gt;50,000</b>	
<b>FHWA Apportionments for Urban Areas</b>	
<b>STBG</b>	Surface Transportation Block Grant
<b>TAP</b>	Transportation Alternatives Program
<b>CRP</b>	Carbon Reduction Program
<b>FTA Apportionments for Urban Areas</b>	
<b>5307</b>	FTA Urbanized Area Formula
<b>5310</b>	Enhanced Mobility for Older Adults and People w/ Disabilities
<b>5337</b>	FTA State of Good Repair
<b>5339</b>	Bus and Bus Facilities Formula
<b>Congestion Mitigation Air Quality</b>	
<b>CMAQ-F</b>	Congestion Mitigation Air Quality-Flexible
<b>CMAQ-M</b>	Congestion Mitigation Air Quality-Mandatory
<b>Bridge</b>	
<b>INFRA</b>	Highway Infrastructure Bridge Replacement (INFRA)
<b>HIP</b>	Highway Improvement Program Bridge (On System)
<b>OSB</b>	Highway Improvement Program Bridge Funds (Off System)

**Notes on STIP/TIP Revenue Forecasts and Public Transit Operators**

\*Values are derived from the 2024 FHWA and 2023 FTA apportionment memos following the prescribed percentages using 2020 Census Data and a 3% inflation rate. Values represent 100% of available revenue and does not include any limitation due to obligation authority which averages 90% of available revenue.

Funds not required to be programmed on a STIP or TIP (Metropolitan Planning and Urban Transit Planning Funds (5303) are not detailed on this ledger.

\*\*5307 Are obligated directly to transit recipients including the Alaska Railroad Corporation, Municipality of Anchorage, and the Fairbanks North Star Borough.

\*\*5337 State of Good Repair funds are obligated directly to the Alaska Railroad Corporation. TIPs list ARRC programs within their boundaries but ARRC programs don't occur solely within the Urban Boundaries. Therefore DOT&PF includes a complete list of ARRC projects in its STIP; FAST and AMATS include a percentage ARRC programs excepted to occur within MPO Boundaries.





**Federal Highway  
Administration's  
(FHWA)  
Tribal Transportation  
Improvement Program  
(TTIP)**

**INCORPORATED BY  
REFERENCE**

The Federal Highway Administration's (FHWA) Tribal Transportation Improvement Program (TTIP) aims to provide safe transportation and public road access to Indian reservations and Indian lands. Projects included in the TTIP for Alaska are incorporated by reference into the 2024-2027 STIP. The current TTIP can be found here: <https://highways.dot.gov/federal-lands/programs-tribal/planning/current-documents>.

**The Project and Programs in this TIP are Incorporated by Reference in the DOT&PF 2024-2027  
STIP**



**Western Federal Lands  
Highway Division  
(WFLHD)  
Transportation  
Improvement Program  
(TTIP)**

**INCORPORATED BY  
REFERENCE**

Western Federal Lands Highway Division (WFLHD) Transportation Improvement Program (TIP) projects use various funds under a unified framework for the state of Alaska's federal lands. All projects incorporated by reference into the 2024-2027 STIP. The most current version of the WFLHD TIP can be found here: <https://highways.dot.gov/federal-lands/programs-planning/tip/wfl>.

**The Project and Programs in this TIP are Incorporated by Reference in the DOT&PF 2024-2027  
STIP**