



**2006 - 2009 STIP**  
**Draft Amendment # 18**  
**Published February 10, 2009**

**Comments Due March 13, 2009**



**Alaska Department of Transportation & Public Facilities**

*"Providing for the safe movement of people and goods and the delivery of state services"*

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#### **STIP Public Process**

State regulations published in the Alaska Administrative Code, 17 AAC 05.165 – 990, govern the public process used to prepare this draft STIP. These regulations comprise the Alaska DOT&PF's Public Involvement Procedures (PIP) required by federal regulations. You can view a copy of the state's transportation planning regulations at: [http://dot.alaska.gov/stwdplng/cip\\_stip/assets/regulations/17\\_aac\\_05\\_am\\_05\\_07\\_05.pdf](http://dot.alaska.gov/stwdplng/cip_stip/assets/regulations/17_aac_05_am_05_07_05.pdf)

## **Comments due by March 13, 2009**



# STATE OF ALASKA

## DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

OFFICE OF THE COMMISSIONER

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February 10, 2009

Dear Alaskan:

Alaska, as the rest of the nation, is facing serious economic upheaval. Recent economic forecasts by both the state Department of Labor and private firms predict that for the first time in 22 years Alaska will lose jobs in 2009. While the economists may quibble over the extent of the job loss, they do agree our economy is in for a contraction this year.

To address the situation, Congress is expected to adopt a significant economic stimulus package this month. The details are being hammered out in the nation's capital. We can reasonably expect that a significant portion of the final bill will include funding for "shovel ready" transportation projects. The Alaska Department of Transportation and Public Facilities and the transportation planning organizations in Anchorage and Fairbanks have a number of projects that meet the criteria and timeframes being discussed in the bill.

In recognition of the gravity of the economic challenges facing the nation and the need to act quickly to forestall more job losses, the time limits in the stimulus package are tight. At least half of the funding must be committed within 90 days of the bill's passage (under the House passed version of the stimulus package). To move ahead, however, the projects must be included in the Statewide Transportation Improvement Program or STIP, and put out for your review and comment. That's the purpose of this amendment #18 to the 2006-2009 STIP. In it, we propose to fund a number of previously designed projects and to accelerate the schedule of others in order to take advantage of the federal funding, and, of course, to make jobs available to Alaskan workers. (You will note in the draft STIP document that each proposed stimulus funded project is denoted with a Stimulus logo prepared for this effort.)

Time is critical to our ability to take full advantage of these time-limited funds. Your comments must be delivered to us no later than March 13, 2009.

Later this year, we will prepare a new STIP that will cover the period from 2010 to 2013 to take advantage of the funds anticipated from our normal flow of federal-aid for transportation expected in those four years.

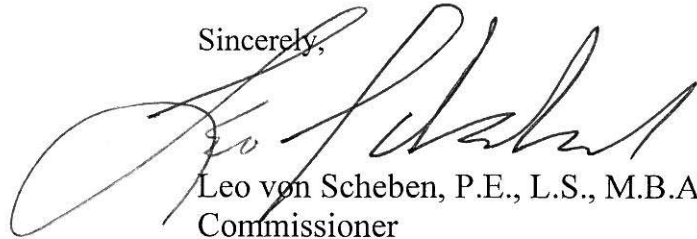
This STIP amendment also includes updated project scope, schedule and cost estimate information for projects not part of the federal stimulus package. We are optimistic that the projects listed in the amended STIP will meet the essential transportation needs of Alaska for the coming years.

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This amendment was developed in compliance with Title 23 - Section 135 and the State Planning Regulations. Projects that are in air quality non-attainment areas are in conformity with the State Implementation Plan for Air Quality.

The State's transportation system is vital to the economy of the state. The projects listed in this STIP amendment will continue to improve the transportation network for years to come and the combined list of regular and stimulus funded projects will help to mitigate the economic downturn we all face at this time. We look forward to your comments and appreciate your thoughts.

Sincerely,

A handwritten signature in black ink, appearing to read 'Leo von Scheben', is written over the typed name and title.

Leo von Scheben, P.E., L.S., M.B.A.  
Commissioner

## **Purpose of this STIP Amendment**

This is Amendment 18 to the 2006-2009 Statewide Transportation Improvement Program or STIP. It is developed to address the funding we anticipate to receive from the currently-named *American Recovery and Reinvestment Act of 2009* that can be used for surface transportation projects in Alaska, as well as other project adjustments. After it is passed by Congress and signed by the President, the act will provide economic stimulus funding in a number of areas, including education and training, energy, infrastructure, health care and more. While transportation projects are often prominently cited in news reports about the bill, transportation-related funding, including surface transportation, transit, airports and railroads, make up only 5 to 6% of the total expenditures.

The details of this economic stimulus package are being developed in the Congress. A cornerstone of the bill is providing funding for “shovel ready” transportation projects, essentially projects that have completed or nearly completed design, have obtained the necessary rights-of-way and environmental permits, and are ready to go to construction. The Alaska Department of Transportation and Public Facilities and the transportation planning organizations in Anchorage and Fairbanks have a number of projects that meet the criteria being discussed, or are close to meeting them within the time frames outlined in the bill.

Since the stimulus bill is not yet final, we have prepared this STIP amendment that includes a sufficient number and dollar value of projects to cover both the highest expected funding amount, and some additional projects should the state receive extra funds under the “use it or lose it” provisions in the bill. This approach is necessary given the great degree of variability in the level of expected funding. It is anticipated that the bill will have been signed into law in the next few weeks, and thus the final STIP amendment will be adjusted to better reflect the actual funding levels contained in the pending law.

The time limits in the stimulus package are tight. At least half of the funding must be committed within a few months of the bill’s passage. If the State is unable to sign contracts within that time, we lose the funds to other states that are able to commit them to projects immediately. To meet that challenge, this STIP amendment contains a small number of previously designed projects or accelerates the schedule of others in order to take advantage of the federal funding. They were selected from a pool of eligible projects after consideration of the following factors:

- Improves or enhances Safety
- Serves Economic Distress Area
- Benefits Gas Pipeline Logistics
- Leverages Other Funding
- Creates Jobs in 2009
- Mandatory Distribution set forth in the bill language

Despite the urgency of the economic conditions, the projects selected still must meet the requirements laid out in state and federal law, one of which is inclusion in the STIP and subject to public review and comment.





The purpose of the STIP is to inform Alaskans of decisions about the surface transportation programs and projects and the factors influencing those decisions. The STIP is not meant to serve as an accounting document. Rather, it is a snapshot of expected projects, their schedules and fund sources. Since both the nature of the projects and the funding is dynamic, and subject to many sources of change, the STIP is inherently fluid.

Projects in the STIP must conform to the Statewide Long-Range Transportation Policy Plan: *Let's Get Moving 2030*. The plan was recently updated to comply with new federal planning regulations implemented following the passage of SAFETEA-LU in 2005. SAFETEA-LU is the "Safe, Accountable, Flexible, Effective Transportation Equity Act: A Legacy for Users". It's the current five-year surface transportation authorization act Congress passed in August 2005, and runs through the end of the Federal fiscal year 2009. The plan is available on the DOT&PF website at [www.dot.alaska.gov/2030](http://www.dot.alaska.gov/2030).

The current STIP covers the four federal fiscal years 2006, 2007, 2008 and 2009 (the time period from October 2005 through September 2009). For clarity, this STIP amendment shows only the projects we expect to program using the funding in the *American Recovery and Reinvestment Act of 2009* and other 2009 amendments. All STIPs that are created after July 1, 2007, must cover four-year time periods. They must be updated at least every four years, but may – at the state's option – be updated more frequently. Subsequent amendments to the STIP, such as this one, do not need to show all four years.

The STIP covers only surface transportation projects including roads, ferries, transit, and trails. The Federal Aviation Administration provides funding for airport projects. A program of spending for airport projects, the Airport Improvement Program, is published separately. Ports and harbors projects are funded by the Corps of Engineers with State and local match funds, or solely with State and local funds. Neither aviation nor ports and harbors projects are included in the STIP.

The STIP is required by federal law (23 USC 135). It must be fiscally constrained to reflect reasonably expected funding. The projects listed in this STIP amendment are based on our best estimate of the funding that will become available with the passage of *American Recovery and Reinvestment Act of 2009*. Projects not immediately funded become part of our illustrative list of projects that would advance if funding becomes available. Should a project encounter delays and is not able to advance, or funding in the bill increases above what we have estimated; or if other states are unable to meet the "use it or lose it" provisions of the federal bill and more funding becomes available to us, we will select a project from the illustrative list in order to make maximum use of the funding.

Frequently, projects listed in the STIP are delayed from the schedule presented; some projects may take longer to develop than expected, or a project may incur unexpected costs. When there are delays beyond the federal fiscal year, the department advances other projects that may be ready so as not to lose the annual allocation of federal funds. Depending on the size of the project and the funding allocated to it, these changes may require amendment of the STIP. Smaller changes may require only an administrative modification.



The STIP is a financially constrained spending program. The department must estimate the total amount of transportation funding, by year and by category, from all anticipated sources for the four-year period, 2006 - 2009. The primary source of funds for surface transportation projects in Alaska is from the Federal Highway Administration. Other key sources of funding include the public transportation funds from the Federal Transit Administration and general funds appropriated by the Alaska Legislature

The estimate of available funding limits the projects placed in the STIP. Most of the funding available to the department is allocated within specific categories such as safety, National Highway System, surface transportation, transportation enhancements, air quality (CMAQ) and transit funding according to the federal funding programs. The *American Recovery and Reinvestment Act of 2009*, still being debated in Congress, is expected to allocate funds to the states using one or more of these categories. We, in turn, must consider these special categories, and their eligibility criteria in assigning funds to projects in Alaska.

Federal regulations (23 CFR 450.216) require that each state transportation agency develop a STIP for all areas of the state outside of metropolitan planning areas (MPOs). For metropolitan areas, the MPOs develop their own TIPs (Transportation Improvement Programs), which are approved by the Governor or her delegate and incorporated in total or by reference into the STIP. Additional requirements are placed on the nature and form of projects that are placed in the STIP. The final STIP is subject to approval by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), both agencies of the US Department of Transportation.

The TIP for the Anchorage area, AMATS, can be found at:  
<http://home.muni.org/transplan/TIP.cfm>

The TIP for the Fairbanks area, FMATS, can be found at:  
[http://dot.alaska.gov/nreg/planning/fmats/fmats\\_tip.shtml](http://dot.alaska.gov/nreg/planning/fmats/fmats_tip.shtml)

## **Two STIPS**

You may notice that there are two STIP reviews underway. In order to meet the tight timelines of the *American Recovery and Reinvestment Act of 2009*, this amendment to the 2006-2009 STIP is necessary. Because of the time restrictions, the stimulus projects in this amendment consist only of projects that are, or are close to being, bid-ready and thus able to meet the “shovel ready” requirement of Congress.

The Department still has the on-going responsibility to develop a program of projects for future years, and has begun development of the 2010 – 2013 STIP. A request for comments on the criteria for the 2010 - 2013 STIP, and a request for new project nominations was issued just before the New Year with comments and nominations due in early March. Projects will be developed for that effort based on the new criteria, and in light of projects we are able to complete through the *American Recovery and Reinvestment Act of 2009*. We will then offer that list of projects for public review in late spring or early summer this year.



**Comments**

Comments on this STIP amendment should be emailed to: [dot.stip@alaska.gov](mailto:dot.stip@alaska.gov) no later than March 13, 2009. Questions about specific projects should be directed to the area planners in the region in which the project is located. Contact information is listed inside the front page.





## **Surface Transportation Funding Sources**

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

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

### **New apportionment designations**

The following list includes four new apportionment designations for the funding anticipated from the American Recovery and Reinvestment Act of 2009: ESFX, ESWL, ESFG, and ESRT. We expect we will need to revise the codes once the act is finalized and implemented by the Federal agencies. That information will be added in the final amendment.

*3PF (Third Party Funds)* – Funding contributed by parties other than the State usually to provide required matching funds.

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

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

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

*AC-T (Targeted Advance Construction)* – An innovative financing tool permitted under FHWA rules that, with approval of the FHWA, allows the state to begin a project using state funds prior to the availability of federal funds. These funds typically are budgeted for ongoing or recurring projects.

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

*BIA (Bureau of Indian Affairs)* – Funding provided through the Bureau of Indian Affairs for transportation planning, research, engineering, and construction of the highways, roads, and parkways, or of transit facilities serving federally-recognized Indian tribes. BIA projects are funded using IRR (Indian Reservation Roads) funds; see also: *IRR*



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

*CM (Contributed Match)* – Match funds contributed by parties other than the State.

*CMAQ (Congestion Mitigation/Air Quality)* – These funds are for projects that can be proven to reduce traffic congestion and/or improve air quality in federally designated non-attainment areas. Projects such as park and ride lots, transit bus replacement, vehicle inspection and maintenance program improvements, signal coordination, ride sharing, and paving for dust control qualify for these funds. The federal funds ratio varies and is either 90.97% or 100% depending upon the specific category of work.

*DBP (Discretionary Bridge Program)* – This is a nationwide competitive program for rehabilitation or replacement of bridges that cost more than \$10 million. The bridges must be on a federal-aid highway. Alaska receives funds earmarked in this program. The federal funds ratio varies, typically 93.4% if spent on interstate routes or 90.97% otherwise.

*E112 (Section 112 Earmarks)* – In the Federal FY 2006 Transportation Appropriations Act, Congress earmarked funds for projects in Alaska. These funds are not available for other projects. The federal share is 100%.

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

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

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

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



*ESFX (Economic Stimulus Flexible)* – One-time funding made available to the states as part of the American Recovery and Reinvestment Act of 2009. Federal funding is anticipated to be 100%; strict time limits and other restrictions apply.

*ESWL (Economic Stimulus Western Federal Lands)* – One-time funding made available to the FHWA Western States Federal Lands program as part of the American Recovery and Reinvestment Act of 2009. These funds do not flow directly to Alaska; they are managed by the Western Federal Lands Highway Division in Washington State. Federal funding is anticipated to be 100%; strict time limits and other restrictions apply.

*ER (Emergency Relief)* – Special federal funding allocated to projects that repair damage caused by natural disasters and catastrophic failures. The federal funds ratio varies.

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

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

*Federal Lands Highway Program* – Other federal surface transportation funding programs, not generally allocated to the states, include the Park Roads and Parkways, Forest Highways, and Indian Reservation Roads. In addition, there is a competitive program called Public Lands Discretionary funding. Most of these programs are shown in the Federal Lands section of the STIP, however we do reflect them if used jointly with the state's highway projects. The federal funds ratio is 100%. The individual programs are described below:

- *Park Roads and Parkways* – planning, research, engineering, and construction of the highways, roads, and parkways, or of transit facilities within national parks.
- *FH (Forest Highways)* – planning, research, engineering, and construction of the highways, roads, and parkways, or of transit facilities within forestlands. These funds may be seen in conjunction with projects in the Tongass or Chugach National Forests.
- *IRR (Indian Reservation Roads)* – transportation planning, research, engineering, and construction of the highways, roads, and parkways, or of transit facilities serving federally-recognized Indian tribes.
- *PLD (Public Lands Discretionary Funds)* – This is a nationwide competitive program. Eligible projects are on roads that are in or adjacent to federal lands. Most of the projects will be found in the Alaska Highway System. The federal share is 100%.

*GARV (GARVEE or Grant Anticipation Revenue Vehicle)* – An innovative financing option that allows states to issue bonds to pay for Federal-aid transportation projects, which the state pledges to repay using future federal funds and state match.



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

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

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

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

*NCPG (National Corridor Infrastructure Improvement Program)* – Alaska received earmarked funds under this program in TEA-21. The program was revised by SAFETEA-LU into two separate programs; Coordinated Border Infrastructure Program and this one. The new program provides funding for construction of highway projects in corridors of national significance to promote economic growth and international or interregional trade. The federal funds ratio varies from 90.97% to 100% depending on the type of project and its location.

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

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

*PLD (Public Lands Discretionary Funds)* – See Federal Lands Highway Program

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

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



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

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

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

*RTP (Recreational Trails Program)* – This funding category is intended to develop and maintain recreational trails and trail related facilities for both non-motorized and motorized recreational trail uses. This program is administered by the Department of Natural Resources. The federal funds ratio is 90.97%.

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

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

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

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

*SRTS (Safe Routes to School)* – This new funding category created by SAFETEA-LU is intended to fund the planning, design, and construction of projects that will substantially





improve the ability of students to walk and bicycle to school. Between 10% and 30% of the funds must be allocated for non-infrastructure-related activities to encourage walking and bicycling to school. The federal funds ratio is 100%.

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

*STR (Transportation Research Program Earmark)* – Earmark funds from the Environmental Research Program managed by FHWA. Congress has recently earmarked these funds for analyzing dust in Western Alaska villages.

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

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

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

### **Public Transportation (Transit) funding sources (Federal Transit Administration)**

The Federal Transit Administration (FTA) administers several public transportation grant programs that provide financial assistance to develop new transit systems and to improve, maintain, and operate existing systems. Like highway federal-aid programs, each public transportation program has different requirements intended to meet specific needs as determined by Congress. While some funds flow directly from FTA to designated recipients with the legal authority to receive and dispense federal funds, such as cities, towns, regional governments, or transit authorities, DOT&PF administers many of the grant programs in Alaska according to the specific requirements of each..

*3037 (Job Access and Reverse Commute TEA-21)* – This discretionary program funded new or expanded transportation projects for low-income individuals who may live in the city core and work in suburban locations, or work non-traditional work schedules. SAFETEA-LU



revised this program (see 5316) to allocate funds to the states on a formula basis instead of the discretionary program it was under TEA-21. The federal funds ratio for the remaining TEA-21 program funds is 50%.

*3044 (Bus and bus-related projects)* – Section 3044 of SAFETEA-LU earmarked funding for specific bus and bus-related projects and clean-fuel projects using section 5309 funding. These projects are now tracked using the 5309BU program designation.

*5307 (Capital and Operating Funds for Urbanized Areas)* – These funds are distributed to eligible urban areas according to a federally mandated formula based on population, population density, and level of public transportation service. The eligible transit operations in Alaska for this program are in Anchorage and Fairbanks. Urban areas with populations over 200,000 (Anchorage) receive funds directly from FTA and may use their funds for capital investments. Urban areas with populations under 200,000 (Fairbanks) may use the funds for both operations and capital projects. In each case the project selections are made by the MPO and are listed in its TIP.

*5307RR (Urban Rail Setaside)* – A portion of Section 5307 funds, *Capital and Operating Funds for Urbanized Areas* specifically set aside for railroad projects in Anchorage and Fairbanks.

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

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

*5310 (Elderly and Persons with Disabilities Program)* – This program funds transportation services to meet the special needs of the elderly and persons with disabilities. Funds are apportioned to the states based on the number of elderly and persons with disabilities in each state. Grants are available to nonprofit organizations for the purchase of vehicles, related equipment, and the purchase of rides. SAFETEA-LU listed Alaska as one of a select group of states to participate in a pilot program that would allow a portion of these funds to be used to cover operating costs (at a 50% match) of projects that meet the special needs of elderly individuals and individuals with disabilities. The federal funds ratio for the remainder of these funds is 90.97%.

*5311 (Nonurbanized Area Formula Program)* – This program provides funding to enhance public transportation in rural and small urban areas. It also assists in the maintenance,



development, improvement, and use of public transportation systems. A component of this program is the Rural Transit Assistance Program (RTAP), which provides training and technical assistance to transit operators. The federal funds ratio is 90.97% for capital projects and up to 56.86% for operating assistance. RTAP projects are 100% federally funded.

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

*5317 (New Freedom Program)* – This new program created by SAFETEA-LU provides for service and facility improvement to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act. This provides for both capital and operating costs. The federal funds ratio is 50% for operations and 80% for capital.

*5320 (Alternative Transportation in Parks and Public Lands (ATPPL) Program)* – This new discretionary program created by SAFETEA-LU funds capital and planning expenses for alternative transportation systems in national parks and public lands. The program is administered by the Federal Transit Administration (FTA), in partnership with the U.S. Department of the Interior (DOI) and the U.S. Department of Agriculture Forest Service (USFS). Projects in or in the vicinity of a national park, National Wildlife Refuge, BLM area, Bureau of Reclamation (BR) area, or National Forest System area are eligible for funding. The federal funds ratio varies.

*ESFG (Economic Stimulus Fixed Guideway)* – One-time funding made available to the states as part of the American Recovery and Reinvestment Act of 2009. These are funds for fixed guideway transit projects such as railroads, subways and streetcars. The federal definition includes use on ferry projects such as the Alaska Marine Highway. Federal funding is anticipated to be 100%; strict time limits and other restrictions apply.

*ESRT (Economic Stimulus Rural Transit)* – One-time funding made available to the states as part of the American Recovery and Reinvestment Act of 2009. These are funds for non-urbanized public transportation projects – projects outside of major metropolitan areas. Federal funding is anticipated to be 100%; strict time limits and other restrictions apply.

*RRBOND (FTA Capital Grant Receipt Revenue Bonds)* – Bonds issued by the Alaska Railroad to be repaid in part by future Federal Transit Administration sections 5307 and/or 5309 funds. Section 5307 funds are made available on a yearly basis to urbanized areas to finance capital and planning assistance for mass transportation; section 5309 funds are made available to finance new capital projects.



Federal highway funds may be used for some public transportation projects. These projects are selected using scoring criteria for public transportation (transit) projects in the CTP program. Public transportation projects funded in this manner are included in the STIP project detail in the Community Transportation Program project table. The federal funds ratio is 90.97%



## Fiscal Summary - Programmed Funds

Programmed Funds (in thousands)	Acronym	Carryover	2009
<b>Federal Highway Administration (FHWA) Funding<sup>1</sup></b>			
American Recovery and Reinvestment Act	ESFX		238,322.4
Bridge / Ferry Replacement	144M		0.0
Bridge Rehabilitation & Replacement Program	BR		30,344.0
Contributed Match	CM		451.5
Mandatory Congestion Mitigation & Air Quality	CMAQ		4,583.1
Section 115, FFY 2004 Federal Appropriations Earmark	E115		9,015.0
Section 117, FFY 2005 Federal Appropriations Earmark	E117		2,514.8
Section 330, FFY 2003 Federal Appropriations Earmark	E330		3,282.8
Earmark Flexible	EMFX		60,745.1
Emergency Relief	ER		0.0
Ferry Boat Discretionary	FBD		0.0
Ferry Boat Discretionary - Alaska Setaside	FBDA		27,574.1
Grant Anticipated Revenue Vehicle (GARVEE)	GARV		0.0
TEA-21 High Priority Projects	HIPR		100.0
SAFETEA-LU - High Priority Projects	HPRL		61,652.3
Interstate Maintenance	IM		44,487.7
National Corridor Planning & Border Development Program Earmarks	NCPD		1,000.0
National Highway System	NHS		52,722.0
Public Lands Discretionary	PLD		0.0
Planning	PLNG		3,496.8
Research	RES		1,189.8
Rail Hazard Elimination	RHE		841.5
Recreational Trails Program	RTP		919.4
Highway Safety Improvement Program	SA		7,860.3
Safety Sanction Funds	SA40		18,630.0
Scenic Byways	SCBY		400.0
SHAKWAK	SHAK		0.0
Safe Routes To Schools	SRTS		749.3
Surface Transportation Program & Other Flexible Funds <sup>2</sup>	STP		97,350.0
Surface Transportation Research Earmark	STR		0.0
Transportation Improvements	1934		3,941.3
Transportation Enhancements	TE		4,826.0
Metropolitan Planning	URPL		1,292.0
<b>Federal Transit Administration (FTA) Funding</b>			
American Recovery and Reinvestment Act (5309FG)	ESFG		31,800.0
American Recovery and Reinvestment Act (5311)	ESRT		11,479.0
Job Access and Reverse Commute - TEA-21	3037		99.1
Urbanized Area Formula Program Passenger Operations - Alaska Railroad	5307RR		25,531.1
Capital Program - Bus and Bus Facilities	5309BU		17,471.9
Capital Program - Fixed Guideways	5309FG		13,735.0
Capital Program - New Starts	5309NS		36,488.2
Elderly and Persons with Disabilities Program	5310		864.3
Nonurbanized Area Formula Program	5311		6,494.9
Job Access and Reverse Commute - SAFETEA-LU	5316		303.0
New Freedom Program	5317		146.3
Alternate Transportation In Parks and Federal Lands	5320		4,200.0
Alternate Transportation - RR In Parks and Federal Lands	5320RR		0.0
<b>Other Funding</b>			
Advance Construction	AC		155,546.8
Targeted Advance Construction	AC-T		32,738.2
Advance Construction Conversion (Payback)	ACC		-30,828.5
Targeted Advance Construction Conversion (Payback)	ACC-T		-33,748.9
Bureau of Indian Affairs	IRR		332.3
Other Available State Funds	OSF		50,751.9
State Match & Unforeseen Ineligible Funds	SM		56,720.0
Third Party Funds	3PF		14,917.4
Public-Private Partnership Financing	PPP		61,626.6
Proposed State Funds	PSF		113,700.0
Rail Road Bonds (FTA Capital Grant Receipt Revenue Bonds)	RRBOND		27,852.4
Denali Commission	1960		0.0
<b>Total</b>			<b>1,038,189.7</b>

<sup>1</sup>FHWA Funds and earmarks are discounted to more closely approximate available obligation authority. Obligation ratio in FFY07 - 89%, FFY08 - 92% and FFY09 - 75%.

<sup>2</sup>Surface Transportation Program & Flexible Funds includes STIP; Flexible CMAQ; Equity Bonus Certain Authorized, Special & Exempt.



## Fiscal Summary - Available Funds

Available Funds (in thousands)	Acronym	Carryover	2009
<b>Federal Highway Administration (FHWA) Funding<sup>1</sup></b>			
American Recovery and Reinvestment Act	ESFX		238,322.4
Bridge / Ferry Replacement	144M		0.0
Bridge Rehabilitation & Replacement Program	BR		33,240.0
Contributed Match	CM		451.5
Mandatory Congestion Mitigation & Air Quality	CMAQ		4,583.0
Section 115, FFY 2004 Federal Appropriations Earmark	E115	26,638.9	0.0
Section 117, FFY 2005 Federal Appropriations Earmark	E117	14,040.4	0.0
Section 330, FFY 2003 Federal Appropriations Earmark	E330	3,535.3	0.0
Earmark Flexible	EMFX	149,628.3	63,476.2
Emergency Relief	ER	18,000.8	0.0
Ferry Boat Discretionary	FBD		0.0
Ferry Boat Discretionary - Alaska Setaside	FBDA	21,035.0	10,000.0
Grant Anticipated Revenue Vehicle (GARVEE)	GARV		0.0
TEA-21 High Priority Projects	HIPR	7,278.5	0.0
SAFETEA-LU - High Priority Projects	HPRL	100,564.5	48,341.2
Interstate Maintenance	IM		43,117.0
National Corridor Planning & Border Development Program Earmarks	NCPD	364.3	1,034.0
National Highway System	NHS		54,055.0
Public Lands Discretionary	PLD	0.0	0.0
Planning	PLNG		3,901.5
Research	RES		1,300.5
Rail Hazard Elimination	RHE		916.0
Recreational Trails Program	RTP		919.0
Highway Safety Improvement Program	SA		8,189.0
Safety Sanction Funds	SA40	7,566.3	10,285.0
Scenic Byways	SCBY		400.0
SHAKWAK	SHAK		0.0
Safe Routes To Schools	SRTS		749.3
Surface Transportation Program & Other Flexible Funds <sup>2</sup>	STP		88,671.0
Surface Transportation Research Earmark	STR		0.0
Transportation Improvements	1934	2,552.7	8,250.0
Transportation Enhancements	TE		4,826.0
Metropolitan Planning	URPL		1,139.0
<b>Federal Transit Administration (FTA) Funding</b>			
American Recovery and Reinvestment Act (5309FG)	ESFG		31,800.0
American Recovery and Reinvestment Act (5311)	ESRT		11,479.0
Job Access and Reverse Commute - TEA-21	3037	99.1	0.0
Urbanized Area Formula Program Passenger Operations - Alaska Railroad	5307RR	65.4	25,465.7
Capital Program - Bus and Bus Facilities	5309BU	9,173.3	8,298.6
Capital Program - Fixed Guideways	5309FG	1,255.9	12,479.1
Capital Program - New Starts	5309NS	12,856.2	23,632.0
Elderly and Persons with Disabilities Program	5310	566.0	298.3
Nonurbanized Area Formula Program	5311	370.4	6,124.5
Job Access and Reverse Commute - SAFETEA-LU	5316	195.6	107.4
New Freedom Program	5317	92.7	53.6
Alternate Transportation In Parks and Federal Lands	5320	4,200.0	0.0
Alternate Transportation - RR In Parks and Federal Lands	5320RR	0.0	0.0
<b>Other Funding</b>			
Advance Construction	AC		155,546.8
Targeted Advance Construction	AC-T		32,738.2
Advance Construction Conversion (Payback)	ACC		-30,828.5
Targeted Advance Construction Conversion (Payback)	ACC-T		-33,748.9
Bureau of Indian Affairs	IRR		332.3
Other Available State Funds	OSF		50,751.9
State Match & Unforseen Ineligible Funds	SM		56,763.7
Third Party Funds	3PF		12,573.9
Public-Private Partnership Financing	PPP		176,089.3
Proposed State Funds	PSF		113,700.0
Rail Road Bonds (FTA Capital Grant Receipt Revenue Bonds)	RRBOND		27,852.4
Denali Commission	1960		0.0
<b>Total</b>		<b>380,079.6</b>	<b>1,069,353.5</b>

<sup>1</sup>FHWA Funds and earmarks are discounted to more closely approximate available obligation authority. Obligation ratio in FFY07 - 89%, FFY08 - 92% and FFY09 - 75%.

<sup>2</sup>Surface Transportation Program & Flexible Funds include STP; Flexible CMAQ; Certain Authorized, Equity Bonus Special & Exempt.

## Economic Stimulus Projects

Region	Need ID	Project Name	Location	Changes
CR	2481	Mat-Su: Seward Meridian Phase I Const. & Utilities	Mat-Su	Previously designed, construction funded by ES
CR	2563	Parks Highway Willow to Kashwitna	Parks Hwy	Previously designed, construction funded by ES
CR	6040	Glenn Hwy: Lighting Birchwood to Palmer Hay Flats	Glenn Hwy	Funded by ES
CR	6460	AMATS Highway and Bridge Funds	AMATS	Additional funding by ES
CR	6461	AMATS TE Funds	AMATS	Additional funding by ES
CR	9548	Dillingham: Wood River Road	Dillingham	Design in process, completion with ES
CR	14487	TE: Glenn Highway Bike Trails Pavement Refurbishment: Eagle River to Birchwood	Glenn Hwy	Previously designed, construction funded by ES
CR	15979	Kuskokwim Delta: Kipnuk Boardwalk Improvements Ph II	Kipnuk	Augments existing project
CR	18336	Sterling Highway: Sterling Weigh Station Scale Replacement	Sterling Hwy	New Project - current scale is inoperative
CR	18646	Kodiak Island Borough: Chiniak Road MP 23.7 Safety Improvements	Kodiak	Previously designed, construction funded by ES
CR	22675	Glenn Highway Rut Repair, Hiland to Eklutna	Glenn Hwy	Portions previously designed, limits expanded with ES
CR	22676	Kodiak: Rezanof Drive Rut Repair, Airport to Marine Way	Kodiak	Funded by ES
CR	22677	Sterling Highway Rut Repair, MP 96.5 to MP 110, Soldotna to N. Coho Loop Rd.	Sterling Hwy	Funded by ES
CR	22695	Minnesota Dr. Resurfacing, C St to Int'l Airport Rd.	Anchorage	Previously designed, construction funded by ES
CR	22696	Minnesota Dr. Resurfacing, Int'l Airport Rd to 13 <sup>th</sup>	Anchorage	Previously designed, construction funded by ES
CR	22698	Glenn Highway MP 34-42, Parks I/C to Palmer Rut Repair	Glenn Hwy	Funded by ES
CR	22758	Mat-Su Borough Area: Off-System Bridges Rehab or Replace	Mat-Su	Funded by ES
CR	22796	M/V Susitna Ferry landings	Mat-Su	Funded by ES Transit
HQ	22762	Transit: Rural Formula Capital (Public Transit)	Statewide	Augmented by ES Transit
HQ	22763	Alaska Class Ferry: Vessel #1	Statewide	Augmented by ES Transit
HQ	22777	Ferry Vessel Refurbishment	Statewide	Funded by ES Transit
M	22795	Hoonah Marine Terminal Improve.	Hoonah	Funded by ES Transit
NR	2138	Tok Cutoff Highway MP 2, Gakona River Bridge #0646	Tok Cutoff	Augments existing project



**Economic Stimulus Projects (continued)**

Region	Need ID	Project Name	Location	Changes
NR	3784	Kotzebue: Shore Ave Reconstruction	Kotzebue	Increased costs; funding augmented by ES
NR	3948	TE: Denali Highway MP 7 Wayside	Denali Hwy	Previously designed, construction funded by ES
NR	16088	Marshall Bridge Repair or Replacement	Marshall	Previously designed, construction funded by ES
NR	17662	FMATS Highway and Bridge Funds	FMATS	Additional funding by ES
NR	17681	FMATS TE FUNDS	FMATS	Additional funding by ES
NR	18638	Nome Road Improvements	Nome	Augments existing project
NR	20734	Emmonak: Community Roads Upgrade and Surfacing	Emmonak	Augments existing project
NR	22301	Alaska Highway: Tok Weigh Station Inspection Facilities	Alaska Hwy	Funded by ES; augments existing project
NR	22321	Alaska Highway, MP 1412 to 1422	Alaska Hwy	Previously designed, construction funded by ES
NR	22364	Richardson Highway: Moose Creek RR Overcrossing	Richardson Hwy	Previously designed, construction funded by ES
NR	22365	Richardson Highway, MP 276 - 286 Rehabilitation	Richardson Hwy	Funded by ES
NR	22445	Dalton Highway, MP 175 to 197	Dalton Hwy	Project split, this portion advanced with ES
NR	22448	Dalton Highway, MP 260 to 321 Culverts	Dalton Hwy	Increased costs; funded by ES
NR	22742	TE: Valdez: Areawide Bike and Ped Trail Pavement Refurbishment	Valdez	Funded by ES
NR	22755	Delta Jct: City Street Improvements	Delta Junction	Funded by ES
SE	6172	KTN: Tongass Ave Viaduct Rehabilitation, Stage II	Ketchikan	Previously designed, construction funded by ES
SE	11045	Sitka: Sawmill Creek/Halibut Point Road Roundabout Construction	Sitka	Previously designed, funding augmented by ES
SE	16416	Gustavus Causeway Replacement	Gustavus	Previously designed, funding augmented by ES
SE	18272	Juneau: Egan Drive and Glacier Highway Resurfacing, Mendenhall Loop to Ferry Terminal	Juneau	Funded by ES
SE	22155	Haines Highway: Front Street to Union Street	Haines Hwy	Previously designed, construction funded by ES
SE	22715	Yakutat: Areawide Paving	Yakutat	Augments existing project
SE	22735	Juneau: Jordan Creek Bridge at Trout Street Replacement and Basin Road Trestle Rehabilitation	Juneau	Funding augmented by ES
SE	22736	Skagway: Dyea Road Bridge Rehabilitation	Skagway	Funding augmented by ES
SE	22737	Hoonah: Airport Road Paving, Ferry Terminal to the Airport	Hoonah	Funded by ES



**Economic Stimulus Projects (continued)**

Region	Need ID	Project Name	Location	Changes
SE	22738	Sitka: Japonski Island Utility and Road Improvements	Sitka	Previously designed, funding augmented by ES
SE	22761	M/V Bob Ellis Replacement Vessel	Ketchikan	Augmented by ES Transit
SE	22876	USFS 3030 Road Cleanup Project	Prince of Wales	Western Federal Lands; funded by other ES
SE	22877	Walden Point Paving Project	Metlakatla	Western Federal Lands; funded by other ES

**Changes to the Existing STIP**

Region	Need ID	Highway Project Name	Location	Changes
CR	19114	Matsu Transit Needs	Mat-Su	Funding carryover from previous years
HQ	19119	Special Needs for Elderly	Statewide	Funding carryover from previous years
HQ	19120	Non-Urbanized Transit & RTAP	Statewide	Funding carryover from previous years
HQ	19241	Denali Commission	Statewide	Funding carryover from previous years
HQ	19256	Job Access Reverse Commute	Statewide	Funding carryover from previous years
HQ	21195	AMC - Work Related Transit	Statewide	Funding carryover from previous years
HQ	21954	AMC - Capital Projects	Statewide	Funding carryover from previous years
M	16961	Terminal: Metlakatla, Annette Bay Construct New Terminal	Metlakatla	Funding source change
M	18358	Ferry: Ferry Refurbishment	Statewide	Increased funding available for additional work
M	18359	Ferry: Design/Construct/Lease/Purchase Ferryboats & Terminals	Statewide	Increased funding available
M	18776	Terminal: AMHS Headquarters Building & Grounds	Statewide	Funding revised to meet project schedule
NR	2107	Steele Highway/3rd Street Widening	Fairbanks	Project delayed because utilities slipped from FFY09 to FFY10
NR	2130	MP 353 to 357 Access/Safety Improvements	Richardson Hwy	Slipped from FFY08 to FFY09
NR	3653	Sanitation Road	Stevens Village	Slipped from FFY08 to FFY09
NR	3811	Huslia Landfill Road	Huslia	Cost estimate increase
NR	3827	Community Roads Improvements and Construction	Gambell	Project delayed awaiting environmental
NR	3887	MP 108 to 120 Rehabilitation (Minto Jct. Area)	Elliot Hwy	Slipped from FFY08 to FFY09
NR	6382	MP 172 to 189 Rehabilitation - Tolsona River to Richardson Hwy. Jct.	Glenn Hwy	Augment existing project
NR	7371	Richardson Highway, Fairbanks, New Weigh Station	Richardson Hwy	Cost estimate increase



## Changes to the Existing STIP (continued)

Region	Need ID	Highway Project Name	Location	Changes
NR	8984	Emmonak Landfill Road	Emmonak	Cost estimate increase
NR	10554	MP 228 One Mile Creek Bridge #0591	Richardson Hwy	Phase 2 slipped from FFY08 to FFY09
NR	12625	MP 197 to 209 Reconstruction	Dalton Hwy	Project split, this portion design in 09
NR	15439	Evacuation Road Repairs and Extension	Gambell	Project slipped to FFY10, environmental docs not completed
NR	17223	Nome Highway Bridge Improvements	Nome	Slipped from FFY08 to FFY09
NR	18005	FMATS Allocation for grandfathered projects	FMATS	Changed to fit construction schedule
NR	18372	Snake River Bridge Replacement	Nome	Project converting to GO Bond project , federal funds not needed.
NR	18633	Road Resurfacing	Galena	Slipped from FFY08 to FFY09
NR	18905	Dust Control Mitigation	Tanana	Project Completed
NR	19175	Airport Access Road Permanent Repairs	Emmonak	Slipped from FFY08 to FFY09
NR	21634	North Slope Borough Transit	Borough	Funding carryover from previous years
NR	22298	Tok River Bridge	Alaska Hwy	New project, gasoline infrastructure
SE	16663	Captain William Moore bridge	Klondike Hwy	New project
SE	18785	Wrangell Ferry Infrastructure	Wrangell	Funding carryover from previous years
SE	19074	Juneau Bus Acquisition/Center	Juneau	Funding carryover from previous years
SE	19095	Ketchikan Transit Needs	Ketchikan	Funding carryover from previous years
SE	19116	Sitka Transit Needs	Sitka	Funding carryover from previous years
SE	19117	Skagway Intermodal Facility	Skagway	No funding in FFY09, funds previously obligated
SE	19239	Craig Transit Service JARC	Craig	Funding carryover from previous years

