


**2/12/09
DEPT. OF
TRANSPORTATION
STATEWIDE
CAPITAL
PROJECTS**

<target><bill></bill><subject>2-12-09 DEPARTMENT OF
TRANSPORTATION STATEWIDE CAPITAL
PROJECTS</subject><comm>SFIN26</comm></target>

2/12/09



Senata Finance Committee

2009 Stimulus Program
for Transportation
American Recovery & Reinvestment Act 2009

February 12, 2009

①

Presentation Outline

- Rules of the Funding
- How much funding is expected?
- Steps taken; steps needed
- How projects were identified and prioritized
- Anchorage and Fairbanks set-asides
- Impact to DOT&PF's work load

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Why Important?

- Putting Alaskan's to work
- Reduces backlog of highway, aviation and transit (including ferry) needs
- Repairs aging infrastructure
- Jump starts gas line infrastructure needs

Rules of the Program

- Highway funds follow FHWA rules
- Transit funds follow FTA rules
- Aviation funds follow FAA rules
- Federal rules not relaxed
 - Must be in an approved STIP or TIP (not FAA)
 - Must be eligible for fund category
 - Must have begun as a federal project
 - NEPA (1-2 years)
 - ROW certification
 - Permits from all relevant authorities
 - Give emphasis to economically distressed regions

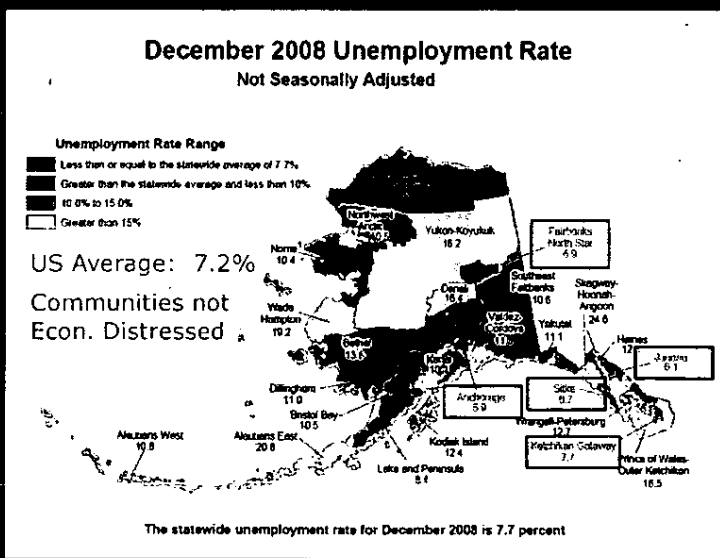
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Economically Distressed

- H.R. 1 encourages projects in economically distressed areas
- 42 USC 3161 defines:
 - Unemployment rate > US rate + 1%
 - All areas of Alaska meet this definition, except:
 - Boroughs at: North Slope, Fairbanks, Anchorage, Juneau, Sitka and Ketchikan

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DOL Unemployment Data



Use or Lose Provision


- Congress demands fast use of funds
- Use 50% of funds in 90 days (HR 1)
 - AMATS & FMATS to use in 75 days
- Funds not used will go to states who can use
- This means:
 - Must use >50% by ~May 15
 - Be ready to obligate further to capture funds other states lose

Maintenance of Effort


- 30 days from enactment: Governor to certify the state will maintain state funding scheduled for highways
 - Can not supplant stimulus funds for state funds to transportation
 - Certification must extend to Sep 2010 (SFY 09 – SFY 11)
- Non-certification will trigger loss of funds entirely

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Big Picture (H.R. 1)




\$829 Billion Total



\$46 Billion for
Transportation

Alaska Receives:



\$500+ Million
Transportation for
AK

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How Much Funding to Alaska?

Type of Funds	House H.R. 1	Senate S. 1
Hwy & Bridges	\$238.3 Million	\$131.5 Million
--AMATS Hwy. Share	\$22.4 M	\$23.0 M
--FMATS Hwy. Share	\$8.1 M	\$5.1 M
--Enhancements	\$7.4 M	--
--CMAQ Share	--	\$5.2 M
--State & non-MPO Share	\$187.0 M	\$79.6 M
Transit	\$74.3 Million	~\$35.0 Million
--AMATS Share	\$40.0 M	~\$27.0 M
--Buses and related	\$9.5 M	~\$8.0 M
--Ferries and trains	\$25.8 M	--
Use or Lose Rule	90 days; 18 months	6 months; 12 months

Funding breakdown subject to near daily adjustments and revisions.

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How Much Funding?

Type of Funds	House H.R. 1	Senate S. 1
Aviation	Up to \$231 M	Up to \$84.7 M
FAA determines how much \$ and priorities to state.		
Rural Aviation Program		
Number of Possible Projects	27	Same
Dollar value of Possible Projects	\$271.3 M	Same
International Aviation Program		
Number of Possible Projects	12	Same
Dollar value of Possible Projects	\$104.7 M	Same
Use or Lose Rule	90 days; 18 months	6 months; 12 months

Funding breakdown subject to near daily adjustments and revisions.

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Steps Taken Already

- DOT&PF has been proactive
 - Identified universe of eligible projects that can meet criteria
 - Prioritized the list
 - STIP amendment (#18) released
 - Authorized work needed to get projects bid ready (bi-weekly meetings)
 - Prepared supplemental budget request

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Further Steps Needed

- Complete designs, permits and other clearances on *fast list* projects by April (all modes)
- Highway and Transit Funding:
 - Take public comments on *fast list* STIP amendment #18; then final
 - Seek FTA and FHWA approval of STIP
 - Issue Federal Aid Agreements on *fast list* projects
 - Issue bid advertisements on *fast list*
- Aviation Funding: advised FAA of our list

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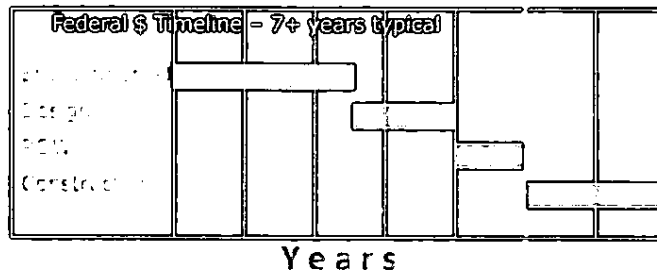
How were Projects Selected?

- Know the rules:
 - Eligibility
 - Rapid Timing expected
 - Economic distress criteria
 - Mandatory set-asides in law
 - STIP, NEPA, permits not waived
- A small list of eligible projects met the criteria
 - No NEPA, no ROW purchase, and no long-lead projects could be considered
- Success requires laser-like focus on above
- Aviation: FAA decides projects to fund

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Stimulus Funds Prerequisite

Stimulus Projects Must be Here



Implication: Virtually impossible for a new project to meet the stimulus timeline.

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Criteria to Prioritize

(Highways)

- Mandatory set-asides
- Governor's Gas Line readiness announced projects
- Safety
- Economic Distress criterion
- Leverage other dollars
- Jobs created in 2009 season
- (FAA decides for Aviation Funds)

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Fairbanks and Anchorage

- The two MPOs, AMATS and FMATS will select projects in their boundaries
 - Same rules apply
 - Each MPO amending their TIP to show stimulus projects
 - Focus, must be to projects that are soon bid-ready
 - \$72.9 M sub-allocated to two MPOs (transit and highways in HR 1)

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Why did DOT look to Existing Projects?

- Congressional rules quickly focused the universe of relevant projects to a very small list...
 - Already federally started
 - Meet eligibility rules
 - Many steps previously completed
 - Fast track: can be obligated in 90 days
 - Few projects meet this goal
 - Existing projects have strong support
 - Prior community and/or legislative actions

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Summary of Work Funded (HR 1)

- 272 center line miles of roads resurfaced (+18 miles trails)
- 16 bridges replaced or repaired
 - 5 local class bridges
- 2 new ferries (partial)
- Ferry rehabilitation & two terminals
- Safety: passing lanes, lighting, roundabout
- Buses/vans in 8 communities
- Airports: 2 Internationals + up to 18 other (possible)

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'Slow' List

- Q. Could projects be added and make the due date for the slow list?
- A. No.
 - Federal aid projects take 2-7 years
 - Even slow list projects must be in capital budget this year
 - Jul 2010 (SFY '11) is too late to obligate slow funding under Senate goal of Feb. 2010
 - Only practical slow projects are those still well along in a current design effort

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New Projects Are Helped Too

- Q. How can new projects benefit from Stimulus?
- A. Every Stimulus project accomplishes work that would have been priority for 2010 STIP or AIP funds
 - HR 1: More than a typical year's worth of Highway and Aviation construction is being funded, opening up room for the next generation of projects

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Adding Other Projects

- It's understood communities want other projects considered...
 - But, the rules are tight and fixed in law
 - Success means we focus limited resources on what can proceed
 - Time and resources diverted will harm outcome

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Sub-Allocation

- Q. Can DOT&PF sub-allocate to communities and let them proceed?
- A. No. DOT&PF remains responsible and the federal rules (Highways and Aviation) are too complex for this to successfully occur.
 - FHWA concurs:
<http://www.fhwa.dot.gov/oc/od/odm/every/every.cfm>
 - AMATS and FMATS projects mostly undertaken by DOT&PF
 - MPOs select projects; DOT&PF executes

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Why Two STIPs underway?

- 2009 STIP year must be amended for Stimulus projects
 - Draft amendment to 2009 out now
- 2010 – 2013 STIP document requires a new effort:
 - Project nominations and scoring occurring now
 - Draft then Final STIP covering 4 years (May to August)
- Both efforts are legally required and both must be started at this time

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Impact to DOT's Workload (All modes)

- By May: Must obligate > \$240 M in stimulus projects
- Jun - Aug '09: Must obligate > \$450 M in regular federal-aid
- Oct - Aug '10: Must obligate \$650 M in regular federal-aid + stimulus

- Bottom line: >50% increase in workload for next 18 months!
 - Work is now occurring on a sprint-like pace

Questions/Comments:



1/2/09

How Much Highway/Transit Funding?

Type of Funds	Senate S. A. 570 to H.R. 1
Hwy & Bridges	\$132.4 Million
--AMATS Hwy. Share	\$20.95 M
--FMATS Hwy. Share	\$4.87 M
--CMAQ Share	\$6.62 M
--State & non-MPO Hwy. Share	\$99.98 M
Transit	~\$35.0 Million
--AMATS Share	~\$27.0 M
--Buses and related	~\$8.0 M
--Ferries and trains	--
Use It or Lose It Rule	6 months; <u>12 months</u>

Updated to Conference Committee Action on Feb. 11, 2009

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How Much Aviation Funding?

Type of Funds	Senate S. A. 570 to H.R. 1
Aviation (7.7% typical share)	Up to \$84.7 M
FAA determines how much \$ and priorities to state.	
Rural Aviation Program	
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Dollar value of Possible Projects	\$271.3 M
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Updated to Conference Committee Action on Feb. 11, 2009

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
OFFICE OF THE COMMISSIONER

2/12/09
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March 2, 2009

The Honorable Lyman Hoffman
Co-Chair, Senate Finance Committee
State Capitol, Room 516
Juneau, AK 99811

The Honorable Bert Stedman
Co-Chair, Senate Finance Committee
State Capitol, Room 518
Juneau, AK 99811

Dear Senator Hoffman and Senator Stedman:

The following are responses to questions asked during the Department of Transportation and Public Facilities (DOT&PF) presentation before Senate Finance on February 12, 2009.

Enclosure #1 contains excerpts from HR 1; The American Recovery and Reinvestment Act (ARRA). The Governor is required to certify that the state will maintain its efforts with regard to state funding for the types of projects funded by this act and that the funds will be used to create jobs and promote economic growth. Additionally the "chief executive" must certify the infrastructure investment has received the full review and vetting required by law and assures this is an appropriate investment of taxpayer dollars. Senator Thomas asked questions about how well local area unemployment rates capture local economic conditions, and the use of unemployment rates in determining economically distressed areas. Brynn Keith at the Department of Labor and Work Force Development provided the following information.

Local Area Unemployment Rates

As key indicators of local economic conditions, local area unemployment rates (which are never seasonally adjusted) reflect not only the normal seasonal patterns that tend to be repeated year after year, but also the hiring (and layoff) patterns of local firms as reflected in the employment status of local residents. Unemployment rate estimates are used by Federal and state agencies to determine the eligibility of an area for benefits, to determine the distribution of funds, for planning and budgetary purposes and to determine the need for local employment and training services and programs.

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

Unemployment rates are imperfect estimates of labor underutilization and are subject to both sampling and non-sampling error. Additionally, the official definition of unemployment (determined by the US Bureau of Labor Statistics) excludes anyone who has not made an active attempt to find work in the preceding four week period; rural residents may not meet the official definition of unemployed because they have not conducted an active job search. Yet, even though the unemployment rates for rural Alaska may be understated, the level shifts over time should capture the changes in local economic conditions.

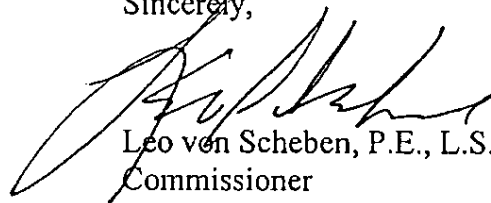
Denali Commission Distressed Communities

Under a contractual agreement with the Denali Commission, DOLWD's Research and Analysis Section annually produces a list of distressed communities. Multiple criteria are used to determine the designation; proxy data are used to determine average income and labor market attachment. Given the detailed level of geography under consideration, official unemployment rates are not used in the calculation.

Senator Elton asked about the Indian Reservation Roads (IRR) Program in relation to the economic stimulus bill. Enclosure #2 provides information about Indian Reservations Roads and ARRA. The DOT&PF does not administer this program.

Frank Richards, Deputy Commissioner for Highways and Public Facilities, can be contacted at 465-3906 for additional information. Additional information on ARRA and transportation issues can be found at <http://www.fhwa.dot.gov/economicrecovery/index.htm>

Sincerely,



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

Enclosures (2)

cc: Frank Richards, Deputy Commissioner for Highways & Public Facilities
Jeff Ottesen, Director, Division of Program Development
Mary Siroky, Legislative Liaison
Nancy Slagle, Administrative Services Director

General Provision - Department of Transportation

SEC. 1201. (a) MAINTENANCE OF EFFORT.-Not later than 30 days after the date of enactment of this Act, for each amount that is distributed to a State or agency thereof from an appropriation in this Act for a covered program, the Governor of the State shall certify to the Secretary of Transportation that the State will maintain its effort with regard to State funding for the types of projects that are funded by the appropriation. As part of this certification, the Governor shall submit to the Secretary of Transportation a statement identifying the amount of funds the State planned to expend from State sources as of the date of enactment of this Act during the period beginning on the date of enactment of this Act through September 30, 2010, for the types of projects that are funded by the appropriation.

(b) FAILURE To MAINTAIN EFFORT.-If a State is unable to maintain the level of effort certified pursuant to subsection (a), the State will be prohibited by the Secretary of Transportation from receiving additional limitation pursuant to the redistribution of the limitation on obligations for Federal-aid highway and highway safety construction programs that occurs after August 1 for fiscal year 2011.

Subtitle A-Transparency and Oversight Requirements

1511. CERTIFICATIONS. With respect to covered funds made available to State or local governments for infrastructure investments, the Governor, mayor, or other chief executive, as appropriate, shall certify that the infrastructure investment has received the full review and vetting required by law and that the chief executive accepts responsibility that the infrastructure investment is an appropriate use of taxpayer dollars. Such certification shall include a description of the investment, the estimated total cost, and the amount of covered funds to be used, and shall be posted on a website and linked to the website established by section 1526. A State or local agency may not receive infrastructure investment funding from funds made available in this Act unless this certification is made and posted.

Additional Funding Distribution and Assurance of Appropriate Use of Funds

SEC. 1607. (a) Certification By Governor.-Not later than 45 days after the date of enactment of this Act, for funds provided to any State or agency thereof, the Governor of the State shall certify that: (1) the State will request and use funds provided by this Act, and (2) the funds will be used to create jobs and promote economic growth.

(b) ACCEPTANCE BY STATE LEGISLATURE.-If funds' provided to any State in any division of this Act are not accepted for use by the Governor, then acceptance by the State legislature, by means of the adoption of a concurrent resolution, shall be sufficient to provide funding to such State.

(c) DISTRTBUTION.-After the adoption of a State legislature's concurrent resolution, funding to the State will be for distribution to local governments, councils of government, public entities, and public-private entities within the State either by formula or at the State's discretion.

**Indian Reservation Roads (IRR) Program
Recovery Act Provisions
02/09/09**

House (H.R. 1) As passed by House of Representatives	Senate (S. 1) As reported by Appropriations Committee
<ul style="list-style-type: none"> • \$300 million • Seek to maximize job creation and economic benefit • Administered in accordance with Chapter 2 of Title 23. • Distributed to Tribes using FY 2008 distribution figures • No PM&O/PRAE funding identified for DOI/BIA. • FHWA overall administration and oversight funded from other funds designated for FHWA • Priority to projects able to award in 90 days, included in STIP or TIP, completed in 3 years, and located in economically distressed areas • Any unobligated funds by 08/01/2010 go to States able to obligate amounts • Lake Tahoe MPO takedown will likely apply • Mandatory reporting requirements apply 	<ul style="list-style-type: none"> • \$320 million • Seek to maximize job creation and economic benefit • Administered in accordance with Chapter 2 of Title 23. • No specific year identified for distribution • Up to 4% may be used by DOI/BIA for program management & oversight and project related administrative expenses. Portion may be provided to FLH for oversight of FHWA Tribes • FHWA overall administration and oversight funded from other funds designated for FHWA • Priority to capital investments and to projects that can be completed within 2 years of enactment • 1 year after enactment, can redistribute unobligated funds within IRR Program • Lake Tahoe MPO takedown on FLHP does not apply • Mandatory reporting requirements apply

Indian Reservation Roads (IRR) Program Q&As

PLANNING

1. Is the Indian Reservation Roads Program included in the Economic Recovery Bill?

Answer 1: The IRR Program is included in both H.R.1 passed by the House of Representatives and in the current legislation under consideration by the Senate. Final inclusion and figures will not be known until the measure is passed by Congress and signed by the President.

2. What should Tribes be doing to ensure their projects are "ready to go" as part of the Economic Recovery Program?

Answer 2: In order for an IRR eligible project to advance using the recovery funds, the project must be included on an FHWA approved IRR Transportation Improvement Program (IRRTIP) or Statewide Transportation Improvement Program (STIP). Therefore, we strongly encourage Tribes to review their current approved IRRTIP and reach out either to their BIA Regional Office or FHWA/Federal Land's IRR Coordinator to begin work **as soon as possible** if an update is required in order to place a new project on the IRRTIP. Please note that transit related projects should be coordinated with the relevant transit operating agency as well. Tribes should begin public involvement and determine conformity and other planning process steps that are required for the proposed projects so as to have the projects ready as soon as possible after the proposed bill is signed. For purposes of fiscal constraint, it is reasonable to assume a doubling of the Tribe's FY08 tribal share allocation of IRR Program funds for FY09.

3. Can economic recovery funds be used to replace IRR funds in the first year of the IRRTIP to allow that money to be used on other projects?

Answer 3: Yes, provided that the project on which the funds are to be used has not yet been obligated. In addition, the recovery funds can be used for a project previously scheduled for FY09 IRR Program funding as long as those FY09 IRR Program funds are then used for another eligible transportation project/activities within FY09. Because we are in the final year of SAFETEA-LU, it is imperative that minimal IRR Program funds be left unobligated at the end of FY09.

4. Can FHWA/BIA adopt "Emergency" rules with regard to environmental processing to save time?

Answer 4: No, FHWA cannot adopt emergency procedures. The emergency action procedures referred to in 23 CFR 771.131 only apply to emergency circumstances addressed in the Council on Environmental Quality (CEQ) regulations 40 CFR 1506.11.

5. What if FHWA or the States are challenged on the cumulative impacts of such a large investment package like this? Are we prepared to address this issue?

Answer 5: The recovery package provides funding for delivering the "ready-to-go" projects. The package itself cannot be challenged under NEPA, as it will be an Act of Congress. Individual projects are subject to legal provisions and can be challenged like any other project that is outside of the recovery package. "Ready-to-go" may have been advanced through environmental processes already or do not require any major environmental review. For these reasons, they are unlikely to be challengeable solely because they are part of a large investment package.

6. Are there any streamlining measures or waivers that can be granted when post-NEPA right-of-way acquisition has not been completed?

Answer 6: Yes. The regulations at 23 CFR 635.309 allow for a fund authorization to be issued while the State DOT continues to acquire the necessary right-of-way post-NEPA. This can be applied to IRR Projects as well. In those cases where the right-of-way acquisition may not be finalized the bid documents should clearly specify those parcels that may not be available along with estimated dates for possession. BIA and Tribes should consider the actual construction start date to determine when the property will actually be needed. For those parcels that have occupants of residences, businesses, farms or non-profit organizations who have not moved from the right-of-way, the bid proposal must include provisions to protect them from disturbance or inconvenience.

FUNDING

7. Will the economic recovery funds be 100% Federal share?

Answer 7: We will not know the response to this question until the Congress acts. However, current legislation indicates that the funds will be up to 100% Federal share.

8. Can Tribes use these funds for winter or other maintenance?

Answer 8: Yes, in accordance with 25CFR170 and SAFETEA-LU, tribes may use up to 25% of the Recovery funds they receive for maintenance activities.

9. If these are General Fund dollars, will Title 23 requirements apply?

Answer 9: Unless the Economic Recovery bill specifies otherwise, the projects funded under the bill will be required to follow all normal Title 23 and IRR Program funding requirements.

10. What will be the eligible activities for the Economic recovery funds?

Answer 10: Unless the Economic Recovery bill specifies otherwise, the list of eligible activities will be the same as those for the IRR Program. These are shown in 25 CFR 170.

11. What happens to Economic Recovery funds that have not been obligated by the due date?

Answer 11: We will not know the response to this question until the legislation is signed by the President. However, both the House and Senate versions contain language depicting how and when the funds will be redistributed. The Senate version does include language that would allow the funds to be redistributed within the IRR Program to Tribes with remaining eligible and ready projects.

12. Beyond advancing pure construction projects what other types of projects or operational considerations should Tribes be considering?

Answer 12: There is an opportunity to include operational, safety, and/or maintenance projects. Maintenance is included because these funds will be administered per Chapter 2 of Title 23 and up to 25% of the funds that a Tribe receives can be used for maintenance purposes. Project examples include chip seal and dust suppression projects, traffic signal upgrades, traffic monitoring and weigh-in-motion equipment, dynamic message signs, road weather information systems, guardrail replacement, and traffic sign upgrades. Many operational investments require limited or no environmental review time, making them very attractive for quick deployment.

13. How will economic recovery funds be distributed and redistributed?

Answer 13: We will not know the answer to this until the Bill is signed by the President. At this time, the language included in both the House and Senate versions indicate that the funds will be administered in accordance with Chapter 2 of title 23. This means that the funds will be allocated by tribal share per the RNDP formula included in 25 CFR170. The House version indicates that FY08 numbers will be used. No specific year is referenced in the Senate version.

Exact procedures have not yet been developed for the redistribution of funds, but the Senate version specifically indicates that funds left unobligated 1 year after passage of the Act will be pulled back to FHWA and then redistributed to Tribes that have additional projects ready for award.

Project Authorization and Contracting

14. What design elements or standards can be waived or streamlined?

Answer 14: Unless the Economic Recovery bill specifies otherwise, the IRR projects funded under the bill will need to be developed and designed in accordance with 25 CFR170.

Project Management and Oversight

15. Are there specific actions that the BIA and Tribes should be considering related to tracking these economic recovery/recovery funded projects in case of audit?

Answer 15: In addition to the normal stewardship and oversight that is applied to the administration of projects, there will be very specific and detailed tracking requirements related to funding, projects, and employment on projects funded by the Economic recovery funds. The forms will be developed by FHWA/FLH for the IRR recovery funds and distributed to the Tribes and BIA after final passage of the legislation and determination of the required data and timeframes. It will be the responsibility of the Tribes and BIA to provide the required information to FHWA for inclusion in a report to Congress on these activities.

2/12/09

From: Richards, Frank T (DOT)
Sent: Thursday, February 12, 2009 3:20 AM
To: Katz, John W (GOV)
Cc: Kelly, Russell T (GOV); Von Scheben, Leo (DOT); Ottesen, Jeffery C (DOT)
Subject: Meeting with Obama Administration-- Feb. 11

Yesterday I met with US DOT's Secretary LaHood along with 40 other state DOT Commissioners/Secretaries to discuss the impact of the Economic Stimulus package on our infrastructure and state economies. The meeting was scheduled at the request of COS Emmanuel who was unable to attend. The purpose of the meeting was for the administration to hear from the states the benefits and the challenges that we will experience from the Stimulus funding.

Secretary LaHood stressed the following points on the stimulus funding:

- # 1 goal of this bill is to put people to work
- President recognizes that infrastructure reconstruction will provide good paying jobs
- Bill will provide funds that will be distributed by existing modal formulas
- US DOT and state DOT's must follow law – "By the Book, No shortcuts and No Earmarks"
- UD DOT has formed TIGER team to get the funding to the states quickly, cut through the red tape
- White House has set up website to monitor job creation – Recovery.com
- President's message is to "get it done" by working together (fed's and state) quickly and provide for accountability and transparency

Secretary LaHood priorities for US DOT:

- Work with Congress to get Aviation re-authorization bill done this year
- Work with Congress on the Amtrack bill
- Start discussions immediately on the Highway re-authorization bill
- Building a Hi-speed rail system
- Find people to head the modal administrations
- Special emphasis in "Livable Communities"

Alaska was one of three states asked to highlight projects that would be funded using economic stimulus funds. I presented the benefits of the Dalton Highway projects and their direct impacts on the Natural Gas Pipe Line project. (My remarks are attached.)

States stressed to Secretary LaHood the urgent need to start work on the highway re-authorization bill. The projects funded by the stimulus will put Americans to work now but the future needs more certainty for companies to go out and buy new equipment and invest in their companies. Without a defined 6 year program people will be more conservative and not spend the funds that will help re-stabilize the country.

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Many states said that they will award contracts within 90 days and expend all of the stimulus funds in 2009.

Session ended with commitment by LaHood that the US DOT will be a partner to assist with rapid expenditure of the funds

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(907) 465-3900

Oral comments presented by Frank Richards to US DOT Secretary LaHood, follow on next page:

Thank you COS Emmanuel and Secretary LaHood,

I am honored to represent the Alaska Department of Transportation and Public Facilities. Governor Sarah Palin sent me to tell you Alaska is ready to use the recovery and reinvestment funds for projects to put Alaskans to work and to help achieve the nation's energy independence priorities. Alaska used simple and straight forward criteria to select projects. We choose projects that are shovel ready, of national significance, provide work in economically distressed areas of the state and increase the safety of the roads Alaskan's drive on.

Alaska's highest priority projects support the Alaska Natural Gas Pipeline, the nation's largest civil works project that will deliver 4.5 billion cu. Ft. of natural gas to the nation's heartland. Alaska has almost 200 Trillion Cu. Ft of natural gas representing about 100 years of domestic energy demand.

Our goal is to ensure our highways and bridges are capable of handling the massive amount of heavy freight and pipe that will be hauled during gas line construction. We have 6 projects that meet this goal and can be obligated within Congress's aggressive 90-day timeline.

Our highest priority is a Dalton Highway Project to reconstruct 22 miles of this immensely important transportation corridor. Few Americans, and frankly not many Alaskans, have driven this road. The Dalton Highway is the only surface transportation link between interior Alaska and the oil and gas fields of Prudhoe Bay. The Dalton Highway's 414 miles traverse challenging terrain, underlain by ice rich permafrost in one of the least populated regions of the United States. This two-lane gravel road crosses the Arctic Circle and the Brooks Range before descending to the Prudhoe Bay oil and gas fields on the coastal plane. This road link is critical to the existing oil and gas developments that provide 18% of America's domestically produced crude oil. This project will raise the grade, widen the embankment, add shoulders, repair 5 bridges, install new culverts to protect fish habitat and provide a suitable driving surface.

Additional projects will provide jobs from Ketchikan in southeast Alaska to the small native villages of Kipnuk and Emmonak out on our west coast. We will be reconstructing 10 bridges, purchasing new transit buses and vans, upgrading pathways and waysides, and constructing 2 new ferries. Nearly 70% of Alaska's projects are in Economically Distressed areas, some with unemployment over 20%.

Thank you Mr. Secretary for allowing me to share our plans for use of the Economic Stimulus funding and how it benefits not only Alaskans but all of America.

2/24/09

**DOT&PF&PF SURFACE TRANSPORTATION NEEDS LIST
AND 2010-2013 STIP FACT SHEET**

The State Transportation Improvement Program (STIP) is the federally required means by which states receive federal funds for surface transportation projects: roads, ferries, buses and trails.

A new STIP (2010-2013) must be in place by Oct. 1, 2009 to receive federal fiscal year 2010 federal funds. There are 3 important parts to this process:

1. Developing the "Needs List" of local projects nominated by communities
2. Evaluating and ranking the local projects using the "project scoring criteria"
3. Preparation and public notice on the draft STIP list identifying both local and state projects proposed for receipt of federal transportation funds

The "Needs List" is a state-maintained list of surface transportation (road, ferry, bus, trail) priorities including community-owned and maintained infrastructure. The "Needs List" is important, as it is the reservoir of surface transportation projects to be considered for the STIP and thus to be eligible for receipt of federal funds.

A new "Needs List" is being created as the current list is over 13 years old and

- ⊗ Community priorities have changed reflecting changes in their community
- ⊗ All the projects need to be re-ranked

Communities **do not need to re-nominate active projects** for them to remain on the "Needs List. An active project is one that has the design and environmental underway using the federal process.

Communities **must nominate new projects** to get them on the Needs List by March 2, 2009.

Forms and further information are available at http://dot.alaska.gov/stwdplng/cip_stip/index.shtml or follow the links from the DOT&PF home page www.dot.state.ak.us (left hand side under highlights is the link "Call for nomination and comments for 2010-2013 STIP)

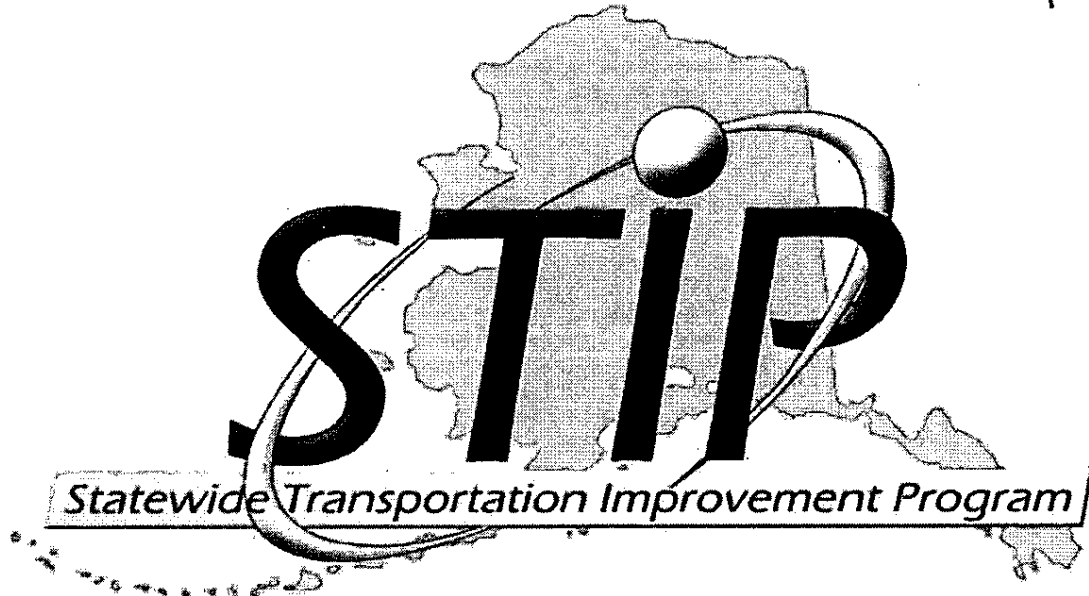
Projects on the needs list are prioritized and ranked using Alaska specific "project scoring criteria". These criteria have been revised slightly and are available for comment through March 2nd by following the above links.

The STIP will go through an extensive public notice process including public meeting in May and June prior to federal review in Aug/Sept.

Communities having problems completing forms or understanding the process are encouraged to contact their regional planners at:

- Central Region - Jennifer Witt (907-269-0520)
- Northern Region - Jerry Rafson (907-451-5150)
- Southeast Region - Andy Hughes (907-465-1776)

2/12/09



**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"

How to Reach Us**Alaska Department of Transportation and Public Facilities****Statewide****Division of Program Development**

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 EMAIL: margaret.carpenter@alaska.gov

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

Comments due by March 13, 2009

STIP

STATE OF ALASKA

SARAH PALIN, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

OFFICE OF THE COMMISSIONER

3132 CHANNEL DRIVE
PO Box 112500
JUNEAU, ALASKA 99811-2500

FAX: (907) 586-8365
PHONE: (907) 465-3900

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.

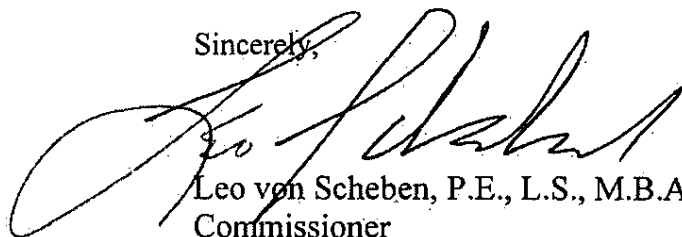
This STIP amendment also includes updated project scope, schedule and cost estimate information for projects not part of the federal stimulus package. We are optimistic that the projects listed in the amended STIP will meet the essential transportation needs of Alaska for the coming years.

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

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". The signature is fluid and cursive, with a large initial "L" and "S".

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.



STIP

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.

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.



STIP

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

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.



STIP

Comments

Comments on this STIP amendment should be emailed to: 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.



STIP

Surface Transportation Funding Sources

Funding available to the state comes from several funding agencies, most notably the Federal Highway Administration and Federal Transit Administration. The state receives several categories of funding from each of these agencies. Each category 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%.



STIP

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,



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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%



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Fiscal Summary - Programmed Funds

Programmed Funds (in thousands)	Acronym	Carryover	2009
Federal Highway Administration (FHWA) Funding¹			
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 ²	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
Federal Transit Administration (FTA) Funding			
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
Other Funding			
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
	Total		1,038,189.7

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

²Surface 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
Federal Highway Administration (FHWA) Funding¹			
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 ²	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
Federal Transit Administration (FTA) Funding			
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
Other Funding			
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		56,763.7
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
	Total	380,079.6	1,069,353.5

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

²Surface 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. Cohoe 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 th	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	Steese 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, gasline 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

