



U.S. DEPARTMENT OF TRANSPORTATION

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March 27, 2024

Mr. Ryan Anderson, P.E., Commissioner
Alaska Department of Transportation and Public Facilities
P.O. Box 112500
3132 Channel Drive
Juneau, AK 99811

Subject: 2024 – 2027 Alaska State Transportation Improvement Program (STIP)

Dear Mr. Anderson:

On March 1, 2024, we received the Department of Transportation & Public Facilities (DOT&PF) 2024 – 2027 Statewide Transportation Improvement Plan (STIP). The STIP was significantly revised from the January 19, 2024, submittal including introducing several new projects. Upon thorough review of the STIP submittal, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have determined that pursuant to 23 CFR 450.220(b)(1)(iii), the STIP is Partially Approved. The following projects and language are excluded from this STIP approval:

- #34374 - Railroad Anchorage North & South Rail Corridor
- #26076 - Aurora Drive-Noyes Slough Bridge Replacement
- #34385 - Port of Alaska North Extension Stabilization Step 1 Project;
- #33860 - PROTECT Program
- #34205 – Ferry Boat Funds Placeholder as Future Match using Toll Credits [LEDGER]
- #6447 - Bridge and Tunnel Inventory, Inspection, Monitoring, Preservation, Rehab, and Replacement Program
- STIP Narrative Document - Page 17 - “Projects may be started under a ‘group’ and, through the project life cycle, increase in size or scope to no longer meet the requirements of the grouping. In those instances, the projects will be created with their own Need ID and incorporated into the STIP via an amendment.”
- STIP Narrative Document: Page 19 - “FHWA and FTA will provide DOT&PF with any

comments during the public review period or within one week after the completion of the public review period.”

FHWA and FTA are required to make a joint Federal Planning Finding (FPF) on the extent to which the transportation planning processes through which statewide transportation plans and programs are developed is consistent with 23 U.S.C. 134 and 135 (for FHWA) and 49 U.S.C. 5303 and 5304 (for FTA). The FPF review includes a determination whether the STIP and the Metropolitan Planning Organization (MPO) Transportation Improvement Programs (TIPs) were developed in accordance with applicable requirements. The issuance of a FPF is a prerequisite to FHWA and FTA’s approval of the STIP and STIP amendments (23 U.S.C. 135(g)(7) and 49 U.S.C. 5304(g)(7)).

This FPF is divided into three tiers, each of which carry specific conditions and requirements to resolve the Federal actions identified. The tiers are as follows:

- Tier 1: Resolved conditions for approval and elements of the STIP excluded from approval
- Tier 2: Updated Conditions for STIP amendment approval
- Tier 3: Updated Conditions for project approvals

Please note the elements of the STIP excluded from approval (to be clear, these elements are not approved), the updated conditions for STIP amendment approval and the updated conditions for project approvals. We appreciate the DOT&PF’s engagement over the past month and look forward to the advancement of projects in Alaska.

If you have any questions, please reach out to Julie Jenkins at julie.jenkins@dot.gov and Ned Conroy at ned.conroy@dot.gov.

Sincerely,

SANDRA A GARCIA-ALINE
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Date: 2024.03.27 06:38:54 -08'00'

Sandra A. Garcia-Aline
Division Administrator
Federal Highway Administration

SUSAN KAY FLETCHER
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Susan Fletcher, P.E.
Regional Administrator, Region 10
Federal Transit Administration

Attachments:
Federal Planning Finding (FPF)

Electronically cc:

Katherine Keith, Deputy Commissioner, DOT&PF
James Marks, Director Project Delivery, DOT&PF
Dom Pannone, Director, Program Management and Administration, DOT&PF
Aaron Jongenelen, AMATS Coordinator
Jackson Fox, Executive Director FAST Planning
Kim Sollien, Planning Services Manager Matanuska-Susitna Borough

Alaska

2024-2027 Statewide Transportation Improvement Program

Federal Planning Finding

Introduction

Federal Highways Administration (FHWA) and Federal Transit Administration (FTA) are required to make a joint Federal Planning Finding (FPF) on the extent to which the transportation planning processes through which statewide transportation plans and programs are developed is consistent with 23 U.S.C. 134 and 135 (for FHWA) and 49 U.S.C. 5303 and 5304 (for FTA). The FPF review includes a determination whether the Statewide Transportation Improvement Program (STIP) and the Metropolitan Planning Organization (MPO) Transportation Improvement Programs (TIPs) were developed in accordance with applicable requirements. The issuance of a FPF is a prerequisite to FHWA and FTA's approval of the STIP and STIP amendments (23 U.S.C. 135(g)(7) and 49 U.S.C. 5304(g)(7)).

This FPF is divided into three tiers, each of which carry specific conditions and requirements to resolve the Federal actions identified. The tiers are as follows:

- Tier 1: Resolved conditions for approval and elements of the STIP excluded from approval
- Tier 2: Updated Conditions for STIP amendment approval
- Tier 3: Updated Conditions for project approvals

Federal Action Definitions

The FPF outlines the Federal planning regulations for which there are findings based on review of the STIP and other required planning processes and activities. Findings act as the official record for what State DOTs and MPOs are doing well, where improvements are needed and where there are compliance issues that must be resolved. For each finding, a Federal action is also documented. These actions are defined as:

- **Corrective Actions:** Items that do not meet statutory and regulatory requirements. Each corrective action requires action by the State and/or MPO.
- **Recommendations:** Items that meet the statutory and regulatory requirements but may represent opportunities to improve the transportation planning processes.
- **Commendations:** A planning activity that demonstrates innovative, highly effective, well-thought-out procedures for implementing the planning requirements or represents a national model for implementation and can be cited as an example for others.

Tier 1: Resolved Conditions for Approval and Elements of the STIP Excluded from STIP Approval

The following Federal actions are resolved, partially resolved or remain unresolved. For elements that are partially resolved or unresolved, information below describes those projects or language in the STIP that are excluded from the STIP approval or are postponed to Tier 2. Any excluded project identified below may be amended into the STIP through an amendment, once the issues described are resolved.

1. 23 CFR 450.218(b) and (k) – MPO and Other Transportation Improvement Programs

Finding:

The MPO TIPs are included into the STIP by reference. The STIP also includes projects located within MPO planning areas that are either not included in the most recently adopted MPO TIPs, are project groupings identified specifically for an MPO, or that duplicate projects already included in the MPO TIPs with either identical or different attributes, such as project cost estimates, description, or funding sources. Additionally, the STIP acknowledges that other TIPs, such as Western Federal Land Highway Division (WFLHD) TIP and Tribal TIP(s), are also included into the STIP by reference. There are projects listed in the STIP that also belong in the WFLHD TIP or Tribal TIP that are included by reference.

Corrective Action:

- a. Any project in an MPO area, must be included in the MPO TIP. Likewise, any project programmed through WFLHD or through the Tribes must be included in the appropriate TIP. Based on DOT&PF's processes, MPO TIPs and other TIPs must be included into the STIP by reference without modification. The DOT&PF must work with the MPOs in support of their continuing, cooperative, and comprehensive planning processes to include DOT&PF projects in the MPO TIP, at which point the MPO can submit their TIP to the DOT&PF for reference into the STIP for Federal approval. This process also applies to other TIPs that the STIP indicates are included by reference.

Status: Partially Resolved

The following projects are excluded from the STIP approval:

- #34374 - Railroad Anchorage North & South Rail Corridor
- #26076 - Aurora Drive-Noyes Slough Bridge Replacement
- #34385 - Port of Alaska North Extension Stabilization Step 1 Project;

The projects excluded from the STIP approval must be amended into the respective MPO's TIP and then amended into the STIP.

2. 23 CFR 450.218(j) – Project Groupings

Finding:

The STIP includes several project groupings. Some of the groupings do not meet the requirements outlined for grouped projects under 23 CFR 450.218(j), to include the project description and documentation that projects to be programmed in the group meet grouping requirements.

Corrective Action:

- b. Each grouping of projects must include a project description, the type of work, location, termini, phases, etc. In addition, each grouping must document that only projects that are fully exempt for AQ Conformity, and are a Categorical Exclusion under NEPA, or are environmentally neutral, are to be funded within each grouping.

Status: Partially Resolved

The following project is excluded from the STIP approval:

- #33860 - PROTECT Program

The following language is excluded from the STIP approval:

- STIP Narrative Document - Page 17:
 - “Projects may be started under a ‘group’ and, through the project life cycle, increase in size or scope to no longer meet the requirements of the grouping. In those instances, the projects will be created with their own Need ID and incorporated into the STIP via an amendment.”

3. 23 CFR 450.218(m) – Fiscal Constraint:

Findings:

Operations and maintenance of the transportation system is briefly discussed and is stated to be a priority for the agency. A reference to Appendix C of the STIP is said to provide additional clarification. However, Appendix C focuses on Federal Transportation Performance Management and does not provide any additional information about the operations or maintenance of the transportation system as it relates to the STIP and fiscal constraint.

The STIP provides a financial plan that both describes the Federal funding sources available and the amount of funds available by year for each source (Tables 3-5). FTA funding sources are not defined. However, the STIP does not provide the same information for State and local funds, except for a listing of funds that may be associated with match by year (Table 9). It’s unclear how Table 9 relates to the availability and types of State or local funding sources, or how these funding estimates support the programmed project costs, including Advance Construction. In addition, the sources provided in Table 9 do not match the amount of State/Local matching funds and AC programed in Appendix H.

The STIP identifies Federal funding sources and defines each source and types of projects eligible for each source. Listed in Table 5 is “OFF-DG” with an associated amount of funds; and listed in Appendix H are funds associated with “OFF-Grant”. It’s unclear whether “OFF-DG” and “OFF-Grant” are considered the same funds. In addition, these funds are not specific for any grant award or program, therefore, it’s unclear whether these funds are reasonably expected to be available as programmed.

The STIP provides a series of tables demonstrating Federal revenues and estimated project costs without local/state matching funds associated (Projects and Program Grids). The STIP also provides project specific financial data including Federal funds anticipated by year and by Federal funding source (Appendix H). There are discrepancies between the various tables both in terms of the amount of Federal funds programmed, the year in which the Federal funds are programmed, and

the Federal funds anticipated to be programmed by specific projects.

Advanced Construction (AC) is identified as an innovative funding source used in the STIP to advance projects ahead of Federal funding sources. Tables 51-55 demonstrate the use of AC anticipated from 2024-2027. There are discrepancies between the information demonstrated in these Tables and the project pages that program AC in Appendix H.

The STIP includes projects for which funding is not allocated, or for activities that are not eligible for the source of funds identified, or for other reasons, the projects are not eligible to be included in the STIP. For example, Ferry Boat Funds as Toll Credits and Advanced Construction Conversion (ACC). No additional project level information for either of these two categories of funds are made available in the document. For a full list of projects that are ineligible for inclusion in the STIP, see **Appendix D**.

Corrective Actions:

The STIP must demonstrate fiscal constraint for all funding sources including state and local funds used to support the transportation program. This includes:

- c. Document how the DOT&PF determined the operations and maintenance needs and how these needs are defined and the financial support for operations and maintenance, including system level estimates of costs and the funds that are reasonably expected to be available to address these needs. If there is a deficit in meeting operations and maintenance needs, the STIP must explain how that deficit impacts the transportation system and/or how the State/locals will fund the financial deficit.

Status: Resolved

- d. Describe and document the availability of state and local funding sources and how these funds will be used to support the projects programmed in the STIP including Advance Construction.

Status: Resolved

- e. Describe and document each Federal grant program associated with programmed projects in the STIP including FTA sources and any discretionary grant sources. The STIP may only include discretionary grant funds for which projects have been awarded or that are reasonably expected to be available within the timeframe of the STIP.

Status: Partially Resolved

The following issues remain outstanding and must be resolved as described under Tier 2:

- Tables, project pages and written descriptions relevant to discretionary grants are inconsistent throughout the document. E.g. the use of OFF, OFF-DG, OFF-GRANT are not distinguishable and not all of these acronyms have definitions that are relevant to the use of Discretionary Grants.
 - “Awarded Discretionary Grants” must be included in the fiscal constraint demonstration.
- f. Ensure all tables are consistent throughout the STIP including where projects are identified, and funding sources are specified and programmed.

Status: Partially Resolved

The following issues must be resolved as described under Tier 2:

- STIP Narrative; Volume 1 – Project and Program Indexes; MPO TIPS: The fiscal constraint tables provided in Appendix E of the STIP Narrative are not consistent with the Volume 1 – Project and Program Indexes and MPO TIPS. It appears that not all funds programmed by in the MPO TIPS are demonstrated in Appendix E. In addition, the STIP Narrative provides summary tables for each funding source that summarizes funds available statewide. These tables do not correspond to the funds available identified in Appendix E in the same document.
- Volume 1 – Projects and Programs: Project details are not provided for all projects identified under section 1. Project and Program Indexes.
- STIP Narrative and Volume 1 – Projects and Programs: The funding source definitions and acronyms described in the STIP Narrative are not carried through to Volume 1 Projects and Programs, thereby making it unclear which funding sources are applied to some of the projects identified. E.g. OFF, OFF-DG, OFF-GRANT.

- g. For each project using ACC, identify the Federal funding source(s) used for the conversion of the AC project.

Status: Resolved

- h. For each project using Ferry Boat Funds as Toll Credits, identify the use of these funds in the funding information in Appendix H.

Status: Unresolved

The following project is excluded from the STIP approval:

- #34205 – Ferry Boat Funds Placeholder as Future Match using Toll Credits [LEDGER]

- i. All projects included in the STIP must be eligible for the funding sources to which they are programmed.

Status: Partially Resolved

The following project is excluded from the STIP approval:

- #6447 - Bridge and Tunnel Inventory, Inspection, Monitoring, Preservation, Rehab, and Replacement Program

4. 23 CFR 450.218(p) – STIP Amendment and Modifications

Findings:

The STIP amendment and administrative modification procedures provide a series of thresholds and criteria defining in part the amount of funds allowed under a STIP administrative modification versus a STIP amendment. The STIP provides exceptions to these thresholds and criteria that include among other actions, funding adjustments to award contracts.

The STIP outlines specific review and approval processes to be undertaken by FHWA and FTA. Specifically, FHWA/FTA are provided one week to review and provide comments on draft STIP amendments and two weeks to review and provide approval for final STIP amendments. In addition, the STIP describes a provision that FHWA or FTA may approve a STIP amendment on behalf of the other Federal agency.

Corrective Actions:

- j. All project cost increases that exceed agreed-to criteria and thresholds outlined for STIP amendments and administrative modifications must comply with STIP amendments and administrative modification procedures. The STIP must document that the agreed-to STIP amendment and modification criteria and thresholds that apply without any exceptions.

Status: Resolved

- k. FHWA and FTA will determine the time required for joint Federal agency review and approval of STIP amendments. In addition, DOT&PF may not decide if one Federal agency can approve a STIP amendment on behalf of the other agency. All language specifying FHWA and FTA review and approval timelines and processes must be removed from the STIP.

Status: Partially Resolved

The following language is excluded from the STIP approval:

- STIP Narrative Document: Page 19 - “FHWA and FTA will provide DOT&PF with any comments during the public review period or within one week after the completion of the public review period.”

5. 23 CFR 450.220 Self-certifications, Federal Findings and Federal Approvals
23 CFR 450.220(a)(7) – Air Quality Conformity

Findings:

Effective January 4, 2024, the EPA issued Air Plan Partial Approval and Partial Disapproval; AK, Fairbanks North Star Borough; 2006 24-Hour PM2.5 Serious Area and 189(d) Plan. This rule placed the Fairbanks North Star Borough non-attainment area under a conformity freeze. There are projects included in the STIP that have not been processed through the Interagency Consultation process as required for non-attainment/maintenance area conformity.

Corrective Actions:

- l. The STIP must document the Air Quality Conformity Freeze status of the Fairbanks North Star Borough and the impacts to the TIP and STIP that result from this condition.

Status: Partially Resolved

The following language must be resolved as described under Tier 2.

- STIP Narrative: Page 86 – “Examples of Ongoing Activities by the IAC”. The language in this section appears to be taken from California and does not adequately reflect the Fairbanks North Star IAC processes.

- m. During the conformity freeze, FHWA and FTA are prohibited from approving a new AQ conformity for the Fairbanks North Star non-attainment/maintenance area. The Fairbanks MPO is prohibited from amending their Metropolitan Transportation Plan or Transportation Improvement Program. All new projects proposed for Federal funding within the Fairbanks North Star non-attainment/maintenance area that were not considered during the last compliant conformity review, must now be considered through the Interagency Consultation process to ensure projects meet the requirements for exemption for AQ conformity prior to including these projects in the MPO TIP or for projects outside the MPO planning area, prior to putting the projects into the STIP.

Status: Resolved

Tier 2: Updated Conditions for STIP Amendment Approval

The following Federal actions must be resolved prior to FHWA and FTA approval of the first STIP Amendment or within six months of FHWA and FTA approval of the STIP, whichever comes first.

Tier 1: STIP Approval Exclusions and Requirements for Resolution.

The following projects and language identified in Tier 1 must be removed or resolved as described below.

a. 23 CFR 450.218(b) and (k) – MPO and Other Transportation Improvement Program

Remove the following projects:

- #34374 - Railroad Anchorage North & South Rail Corridor
- #26076 - Aurora Drive-Noyes Slough Bridge Replacement
- #34385 - Port of Alaska North Extension Stabilization Step 1 Project;

b. 23 CFR 450.218(j) – Project Groupings

Remove the following project or provide an adequate description to include determine the type of work to be completed, location, and eligibility for AQ conformity exempt and Categorical Exclusion under NEPA.

- #33860 - PROTECT Program

Remove the following language from STIP Narrative, Page 17:

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

e. 23 CFR 450.218(m) – Fiscal Constraint:

Revise all STIP documents to address the following:

- Tables, project pages and written descriptions relevant to discretionary grants must be documented and used consistently throughout all documents within the STIP.
- “Awarded Discretionary Grants” must be included in the fiscal constraint demonstration.

23 CFR 450.218(m) – Fiscal Constraint:

f. The following documentation consistencies must be resolved:

- STIP Narrative – All fiscal constraint tables must reflect all funds available statewide for each funding source by year and the amount programmed for each source to include programming commitments in each TIP.
- Volume 1 – Projects and Programs: Project details must be documented for all projects identified under section 1. Project and Program Indexes.
- STIP Narrative and Volume 1 – Projects and Programs: The funding source definitions and acronyms described in the STIP Narrative must be carried through to Volume 1 Projects and Programs and used consistently throughout the entire STIP document. Likewise, any acronym used for funding sources in Volume 1 – Projects and Programs must be defined and described in the STIP Narrative.

h. The following Toll Credit project must be removed from the STIP:

- #34205 – Ferry Boat Funds Placeholder as Future Match using Toll Credits [LEDGER]

- i. The following project must be removed from the STIP or eligibility issues must be resolved.
 - #6447 - Bridge and Tunnel Inventory, Inspection, Monitoring, Preservation, Rehab, and Replacement Program
- k. 23 CFR 450.218(p) – STIP Amendment and Modifications
The following language must be removed from the STIP:
 - “FHWA and FTA will provide DOT&PF with any comments during the public review period or within one week after the completion of the public review period.”
- l. 23 CFR 450.220(a)(7) – Air Quality Conformity
 - STIP Narrative: Page 86 – “Examples of Ongoing Activities by the IAC”. This language must reflect the activities appropriate for the Fairbanks North Star IAC.

1. 23 CFR 450.208 Coordination of Planning Process Activities

Findings

The STIP documents the DOT&PF’s commitment to coordinating with the MPOs for STIP development. However, the DOT&PF actions in developing the 2024-2027 STIP are inconsistent with the definitions of continuing, cooperative, and comprehensive planning. Specifically, the DOT&PF excluded the Metropolitan Planning Organizations (MPOs) in the development of the draft STIP provided for public review. This has resulted in programming decisions that did not originally go through the MPO planning processes including long-range planning in the metropolitan transportation plans, air quality conformity reviews, and consideration for the MPO’s transportation improvement programs.

Corrective Action:

- a. The DOT&PF must develop and implement processes and procedures for a continuing, cooperative and comprehensive planning process that meets the requirements of 23 CFR 450.208. These documented procedures should also include the DOT&PF’s role and responsibility for oversight of MPOs, and procedures for air quality conformity, Unified Planning Work Program development, MPO Certifications, STIP development, and other joint planning processes.

1. 23 CFR 450.210 Interested Parties, Public Involvement, and Consultation.

Findings:

The DOT&PF’s public participation process is administered according to State laws under 17 AAC 05.160. The DOT&PF provides a [web page](#) that outlines relevant public involvement processes and resources to support effective public engagement in the planning process including the development of the draft STIP. In accordance with the DOT&PF’s public involvement requirements, a 45-day public comment period was provided on the draft STIP in September 2023. No additional public engagement was offered after the close of that initial 45-day public comment period.

The STIP document outlines activities that engaged specific Tribal leaders. The document also discussed the DOT&PF participation in the 2023 Annual Project Coordination meeting with Federal Land Management agencies (FLMAs) throughout Alaska as part of their Federal agency consultation process.

The disposition of public comments is available on the DOT&PF’s web page. However,

documentation of public involvement processes used to develop the STIP including the involvement of affected local and appointed officials and the availability of the disposition of public comments is not documented in the STIP.

Corrective Actions:

- b. The STIP must document the public involvement processes including the involvement and coordination with affected local and appointed officials and the disposition of public comments.
- c. The STIP must provide access to or include the disposition of public comments.
- d. The DOT&PF must develop and/or document the Tribal consultation process used to establish the formal Tribal consultation processes used to engage and consult with each Federally recognized Tribe in Alaska. Tribal consultation must be demonstrated and documented for all Federal planning and programming processes including in the STIP.

Recommendation:

- b. While the DOT&PF's public participation requirements were followed in the development of the STIP, the public participation processes do not address how the public will be engaged when significant changes take place for documents such as the STIP prior to adoption or submittal for Federal approval. The public participation process should document processes to engage the public when significant changes are made to Federal documents and how the disposition of public comments are made available.

Commendation:

- a. The DOT&PF was an active participant in the 2023 Annual Project Coordination meeting of FLMAs, sharing the current and draft STIP. The DOT actively shared information and coordinated with FLMA's about projects impacting federal lands and the unique needs and interest of FLMA partners. This model of coordination is one that other DOTs can use to engage and coordinate with FLMA's in a productive way, securing both open communication and shared understanding and vision.

2. 23 CFR 450.218 Development and Content of the Statewide Transportation Improvement Program (STIP)

23 CFR 450.218(b) and (k) – MPO Transportation Improvement Programs

Finding:

The STIP references coordination with Alaska Tribes, but there is no reference to the Tribal Transportation Improvement Programs (TTIP) associated with the Tribes. In addition, there is no reference to the Federal Lands Management Agency Transportation Improvement Program (FLMA TIP).

The Mat-Su Valley MPO (MVP), designated as a new MPO by the Governor in December 2023, is in the process of establishing their governing process including the processes necessary to develop their first TIP. The current STIP submittal does not make clear what projects in the MVP planning areas are included as part of the STIP to move forward for Federal funding.

Corrective Action:

- e. As part of the coordination processes, the STIP must document and reference the TTIP and FLMA TIP. This includes where these documents are located within the STIP, and the processes

used to include these documents upon availability.

Recommendation:

- b. The State DOT, in cooperation with local elected officials and officials of agencies that administer or operate major modes of transportation in the MVP planning area, should meet to jointly determine an interim program of projects. Until a Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) are approved by the new MPO, an interim program of projects should continue to be programmed annually in the Statewide Transportation Improvement Program (STIP) for all projects to be funded under 23 U.S.C. and 49 U.S.C. Chapter 53. This interim program of projects should be separately identified in the STIP. Upon the approval of a new TIP, the State DOT should amend the STIP to fully incorporate the MVP TIP.

3. 23 CFR 250.218 (h)(2) – Total Project Cost:

Findings:

Projects programmed in STIP do not document an estimate of the total cost of the project.

Corrective Action:

- f. Each project programmed in the STIP must document the estimated total cost of the project. This includes all phases and all funds spent in previous STIPs and anticipated for future years beyond the last year of the STIP.

4. 23 CFR 450.218(l) – Year of Expenditure:

Findings:

The STIP includes an inflation factor of 1.5% for Federal revenues but, does not address how cost estimates reflect the Year of Expenditure (YOE), how the inflation factor was determined, or whether it was developed in consultation with MPOs, and public transportation operators, as required. In addition, the inflation factor used is inconsistent with the State's *Highway Preconstruction Manual* which indicates a 3% annual inflation factor is appropriate for project estimates.

Corrective Action:

- g. All costs and revenue estimates identified in the STIP must reflect YOE and be based on an inflation factor consistent with state policies.

5. 23 CFR 450.218(m) – Fiscal Constraint:

Findings:

The term "LEDGER" is undefined in the STIP Narrative and is used throughout the STIP in various ways. It is unclear what is intended by the use of this term.

The tables provided in the STIP Narrative to demonstrate fiscal constraint (Appendix E) do not appear to reflect Federal funds available nor the Federal funds and State or local matching funds programmed in the STIP as a whole. E.g. Funds programmed and available for CMAQ appear to exclude the funds programmed within MPO TIPs; however, there are "LEDGER" funds identified in the CMAQ fiscal constraint table that appears to address the MPO's annual allocation of CMAQ, but not the amount programmed in the TIP, which exceeds the annual allocation shown.

The STIP Narrative fiscal constraint tables (Appendix E) provides color coding for various entries. It's unclear

what the significance is for the coding and what it means for fiscal constraint of the STIP.

The Ferry Boat Funds fiscal constraint demonstration includes a line-item, “FBF - Ferry Boat Funds (STBG)”. It’s unclear what this line references and the relationship it has to fiscal constraint.

Corrective Actions:

- h. The term “LEDGER” must be defined and documented in the STIP. Any use of the term must be done so consistently with the documented definition.
- i. The fiscal constraint demonstration must include all Federal, State, and local funds included in the STIP. For TIPs included by reference, funds may be aggregated by source (and by year) and demonstrated for funds programmed within each TIP.
- j. Color coding used within the document must be defined and clarified as it relates to fiscal constraint.
- k. The following language must be removed from the STIP, or clarified as a project with a project number and project details within Volume 1 Projects and Programs:
 - STIP Narrative: Page 131 – “FBF - Ferry Boat Funds (STBG)”

6. 23 CFR 450.218(p) – STIP Amendment and Modifications

Finding:

The DOT&PF and MPOs each administer their TIPs and STIP differently. A consequence of these differences is the amount of time it takes to process an amendment through the MPO and the State DOT&PF; it can take up to nine months to process one STIP amendment before it reaches FHWA and FTA for approval. This process impacts the flexibilities necessary to effectively manage the TIP and STIP.

Recommendation:

- c. The DOT&PF should coordinate with MPOs, FHWA and FTA to review and revise the STIP and TIP modification procedures to streamline the processes and ensure a responsive, timely approach to TIP and STIP management.

7. 23 CFR 450.218(q) Transportation Performance Management (TPM) and 23 CFR 450.206(c) Performance-Based Planning and Programming

Finding:

In Appendix C of the STIP, the DOT&PF documents their TPM targets and provides a discussion about how targets are set throughout the period of the STIP. A listing of performance-based plans is also provided as evidence of a performance-based planning process and to define the DOT&PF’s project selection processes. The Appendix also provides an analysis demonstrating DOT&PF’s progress to date in meeting most of the TPM targets.

Corrective Actions:

- l. The STIP must, to the extent practicable, provide a discussion of the anticipated effect of the STIP toward achieving the performance targets identified by the State.
- m. The STIP must also clarify the performance-based planning processes and the project selection processes that support the investment priorities programmed in the STIP.

8. 23 CFR 450.336(b) - Transportation Management Area Certification Review

The following corrective actions must be resolved as described in the Anchorage Metropolitan Area

1. 23 CFR 450.326(c) and (d) Development and content of the transportation improvement program (TIP)

The TIP must include a description of the effect of the projects toward achieving the Federal performance targets. This includes analysis and clarification of how the TPM was administered through project selection and/or prioritization and how projects in the TIP will support the TPM targets. The TIP must include a description that demonstrates how projects contribute toward achieving the selected performance targets identified in the metropolitan transportation plan and link investment priorities to those performance targets.

2. 23 CFR 450.316(a)(1)(vi) Interested parties, participation, and consultation.

The PPP must include information about the disposition of public comments and how/where the public can gain access to the disposition of public comments as part of the final MTP and TIP documents.

3. 23 CFR 450.324 (f)(6) Development and content of the metropolitan transportation plan.

The MTP must document the consideration of the results of the CMP, including identifying any project including SOV projects, that result from the CMP.

4. 23 CFR 450.322 (d)(6) Congestion management process in transportation management areas.

The CMP must implement a process that assesses the effectiveness of implemented strategies, in terms of the area's established performance measures. This assessment should consider changes in policy, performance measures, and data collection to ensure the CMP is current and supports the planning processes of the MPO.

5. 23 CFR 450.326(j) Development and content of the transportation improvement program (TIP).

The TIP financial plan must demonstrate how the approved TIP can be implemented, including clearly identifying all federal funding sources as well as the required non-federal matching funds. These non-federal funds must be treated similarly to the Federal funds in terms of documenting whether the funds are reasonably expected to be available.

6. 23 CFR 450.326(j) Development and content of the transportation improvement program (TIP).

The TIP cannot include projects for which funds are not currently available, including those projects with zero funds. The TIP may only contain projects for which funding is reasonably expected to be available. Any projects that are not funded, are considered illustrative and must be clearly identified and are not considered part of the approved TIP. As funding becomes available, the illustrative project must be added to the TIP through approved amendment procedures.

Tier 3 – Updated Conditions for Project Approval

The projects included in **Appendix E** identify specific eligibility, project description, and/or programming questions that must be resolved. Questions identified in **Appendix E** for each question must be resolved in the STIP prior to submitting the project to FHWA or FTA for authorization.

Appendices

Appendix A – Projects in a TIP Included by Reference

The following projects must be included in the associated Metropolitan Planning Organization’s TIP, or other TIP, prior to being included in the STIP by reference, and unchanged from what is approved in the applicable TIP. Projects that are included by reference through a TIP, but are listed individually in the STIP must be removed from the STIP. Projects that have not gone through the MPO planning process or other TIP processes and are not listed in the MPO TIP or other TIP must be removed from the STIP.

Table A

Need ID	Title	MPO	Resolution Status
33883	Area Transit Operations and Improvements	AMATS	Resolved
33862	Carbon Reduction Program: AMATS	AMATS	Resolved
6460	Community Transportation Program AMATS	AMATS	Resolved
9299	Congestion Mitigation and Air Quality Improvements: AMATS	AMATS	Resolved
34171	Glenn Highway Incident Management and Traffic Accommodations	AMATS	Resolved
31274	Glenn Highway Milepost 0-33 rehabilitation Airport Heights to Parks	AMATS	Resolved
31846	Glenn Highway and Hiland Road Interchange Reconstruction and Operational Improvements	AMATS	Resolved
34343	Metropolitan Planning Organization (MPO) AMATS Planning	AMATS	Resolved
33044	Transportation Alternatives Program: AMATS	AMATS	Resolved
34345	Urban Transit AMATS Planning	AMATS	Resolved
34374	Railroad Anchorage North & South Rail Corridor	AMATS	Excluded
34189	Reconnecting Fairview: Neighborhood Revitalization through community led highway redesign	AMATS	Resolved
34164	Seward Highway Milepost 98.5-115.3	AMATS	Resolved
26121	Air quality planning project	FAST	Resolved
20294	Air Quality public education	FAST	Resolved
3843	Airport Way and Cushman Street Intersection Reconstruction	FAST	Resolved
33863	Carbon Reduction Program: FAST MPO	FAST	Resolved
17662	Community Transportation Program: FAST MPO	FAST	Resolved
17663	Congestion Mitigation and Air Quality Improvements: FAST MPO	FAST	Resolved
34347	Fairbanks Area Transit Operations and Improvements	FAST	Resolved
34346	Metropolitan Planning Organization (MPO) FAST MPO	FAST	Resolved
34403	Peger Road Corridor Study	FAST	Resolved
29232	State Implementation Plan Committed measures	FAST	Resolved
33864	Transportation Alternatives Program: FAST MPO	FAST	Resolved
34348	Urban transit FAST Planning	FAST	Resolved
3821	University Avenue Widening	FAST	Resolved
28089	Glenn Highway Milepost 66.5- 92 Reconstruction	WFLHD	Resolved
33825	Prince of Wales Neck Lake Road Reconstruction	WFL HD	Resolved
34262	Elliot Hwy Manley Bridge Replacement MP 150	TTIP	Resolved

Appendix B – Project Groupings

The following project groupings must include a sufficient project description, including project location, type of work, termini, etc., to be included in the STIP. If any work occurs within a MPO boundary, it must first be included in the MPO's TIP before being included in the STIP by reference.

Table B

Need ID	Title	Resolution Status
34395	Carbon Reduction Program: MVP MPO	Resolved
33861	Carbon Reduction Program: Rural	Resolved
34223	Community Transportation Program: Alaska-wide	Resolved
34393	Community Transportation Program: MVP MPO	Resolved
34394	Congestion Mitigation and Air Quality Improvements: MVP MPO	Resolved
34320	Ferry Service for Rural communities Operating assistance	Resolved
33860	Resiliency Program	Resolved
34396	Transportation Alternatives Program: MVP MPO	Resolved
34194	West Coast Alaska Community Resiliency	Resolved

Appendix C – Projects Requiring Interagency Consultation

Due to the Conformity Freeze for the Fairbanks Northstar Air Quality Non-attainment area, the following projects must first be reviewed by the Fairbanks North Star Interagency Consultation process prior to inclusion in the TIP or STIP listed in the Table. These must be removed from the STIP.

Table C

Need ID	Title	TIP/STIP	Resolution Status
34399	Weigh-in-Motion Wayside Improvements	STIP	Resolved
34130	Richardson Highway Milepost 346 Chena Bridges Replacement	TIP	Resolved
34196	International Airport Charging Stations	TIP	Resolved

Appendix D – Ineligible Projects

The following projects appear to be ineligible for inclusion into the STIP for the reasons shown for each specific project. These projects must be removed from the STIP.

Table D– 1: Resolution Status from January 2024 STIP Submittal

Need ID	Title	Comment	Resolution Status
33824	Alaska Highway Milepost 1380 Johnson River Bridge Replacement	NHFP funding identified but is not included in the Freight Investment Plan. Ineligible for NHFP funding.	Resolved
11439	Anton Anderson Memorial (Whittier) Tunnel Maintenance and Operations	"Operations" should be removed as it and routine maintenance were deemed ineligible for federal-aid funding. NHFP funding identified but is not included in the Freight Investment Plan. Ineligible for NHFP funding.	Moved to Tier 3
33974	Cascade Point Ferry Terminal	No ferry facility here/not part of any transportation network. Project is ineligible for federal-aid funding.	Moved to Tier 3
10765	Egan Yandukin Intersection Improvements	Project is not in HSIP implementation plan. Ineligible for safety funding.	Resolved
34205	Ferry Boat Funds as Toll Credits	Toll credits do not come from a federal funding source. Any use of toll credits should be noted on the individual projects they are programmed to be used on. Toll credits have been requested and are being reviewed for approval by FHWA.	Excluded
34299	Guardrail Improvements	Project is not in HSIP Implementation Plan and ineligible for safety funding. Ineligible for PROTECT funding.	Resolved
26120	King Cove to Cold Bay Road	No CDS/earmark funds have been allocated to this project. No funding is identified.	Resolved
31310	Klondike Highway Rehabilitation: Skagway River Bridge to Canadian Border	Project not in Freight Investment Plan. Not eligible for NHFP funding.	Resolved
32218	Prince William Sound Area Transportation Plan Update	Effort is funded in AWP.	Resolved
33248	Shishmaref Sanitation Road Erosion Control	No CDS/earmark funds have been allocated to this project. Unclear where ER funding is coming from (no ER funds for this).	Moved to Tier 3

Need ID	Title	Comment	Resolution Status
33801	Southeast Alaska Transportation Plan	Effort is funded in AWP.	Resolved
33721	Statewide Transportation Improvement Program Management Software and Support	Effort is funded in AWP.	Resolved
33098	Statewide Functional Class Update	Effort is funded in AWP.	Resolved
34206	West Susitna Access Road	No bridge work identified in scope. Not eligible for BFP.	Resolved
25836	AASHTO Technical Programs Support	Unclear this project is eligible for funding. Past funding has all been research.	Resolved
ACC	Advance Construction Conversion	Conversion of AC'd funds needs to be identified on each project with the source of the converted funds identified and programmed.	Resolved
6447	Bridge and Tunnel Inventory, Inspection, Monitoring, Preservation, Rehab, and Replacement Program	Monitoring/Inspection work is ineligible for Bridge Formula Program (BFP) funding.	Excluded
6454	Bridge Management System	Work is ineligible for BFP.	Resolved
12579	Bridge Scour Monitoring and Retrofit Program	Monitoring is not eligible for BFP.	Moved to Tier 3
13239	Culvert Repair and Replacement	Unclear how bridge funding can be used if culverts are not identified and may not meet bridge requirements.	Resolved
34320	Ferry Service for Rural Communities Operating Assistance	No description supports this Need ID.	Resolved
34258	Frontier Roads, Trails, and Bridges Program	Unclear if it is eligible for identified funding sources.	Resolved
343130	State-owned Shipyard Repairs	Shipyards are not part of a transportation facility. Unclear how it is eligible for federal-aid funding.	Moved to Tier 3

Table D-2: Tier 2 – Additional Ineligible Projects

Need ID	Title	Comment
33860	PROTECT Program	Project description is not adequate to support project grouping. Please provide a sufficient description or specify the project for which PROTECT funds will be used for AC Conversion.

Updated Appendix E – Conditions for Project Approval

Table E-1: FHWA and FTA are unclear of the eligibility for projects included in Table E-1. Project descriptions must sufficiently describe the project or phase, estimated total costs must be consistently and accurately defined, federal funds programmed by year must be supported by a specific funding source(s), and agencies responsible for implementation of projects must be clearly identified per 450.218(i). The questions posted for each comment must be addressed prior to authorization. This may require a STIP amendment for some projects.

Table E-1

Need ID	Title	Comment/Question
22299	Alaska Highway Milepost 1235-1268 Rehabilitation	Please provide total project cost.
34126	Alaska Highway Milepost 1348 Robertson River Bridge Replacement	Current project funding needs to be updated. Active project has \$500,000 in current funding. Please identify AC'd funding (\$69,217,010) in After 2027 funding needs.
22322	Alaska Highway Milepost 1393 Gerstle River Bridge Replacement	Current project funding needs to be updated. Active project has \$2,251,000 in current funding.
22452	Dalton Highway Milepost 109-144 Reconstruction and Douglas Creek Bridge Replacement	Child Need ID 30276 funding needs appears to be missing from After 2027 amount. Please include costs for all child projects.
22475	Dalton Highway Milepost 305-335 Reconstruction and Dan Creek Bridge Replacement	Child project 30282 funding needs appears to be missing from After 2027 amount. Please include costs for all child projects.
10765	Egan Yandukin Intersection Improvements	Current project funding identifies a project associated with this scope. Please clarify this active project.
33600	Elliott Highway Milepost 12-18 Rehabilitation	Current project funding identifies a project associated with this scope. Please clarify this active project.
34467	Glenn Highway Milepost 53-56 Reconstruction and Moose Creek Bridge Replacement	Project programmed under STIP ID 2320 is pending closure by DOT&PF due to no need. This new Need ID is for the same scope of work and discusses advancing efforts from Need ID 2320. If DOT&PF is advancing a new project with a new scope of work, please update description and disassociate it from 2320. Advancing from preliminary design to right-of-way acquisitions within six months may be unachievable.
31330	Glenn Highway: Parks Highway to South Inner Springer Loop (Cienna Avenue)	Current AC balance needs to be updated. The balance is \$51,341,152.32. Please identify remainder of AC balance at end of STIP years (\$21,124,442.32) in After 2027 funding needs. Please provide total project costs.

Need ID	Title	Comment/Question
2152	Haines Highway Milepost 3-25 and Chillkat Bridge Reconstruction	<p>Current project funding needs to be updated. Need ID 27829 has \$45,024,792.99.</p> <p>Current project funding identifies a child project under Need ID 22279 which could not be confirmed. Please clarify the active project.</p> <p>Please provide total project cost.</p>
30549	Kenai Spur Highway Rehabilitation	<p>Please provide total project cost.</p> <p>Please include any project funding associated with parent/child projects for this scope of work. Project under Need ID 27473 has \$21,338,153.30.</p>
24596	Knik Goose Bay Road Reconstruction: Fairview Loop to Settler's Bay	Please provide total project cost.
32298	Knik Goose Bay Road Reconstruction: Fairview Loop to Settler's Bay	<p>Current AC balance needs to be updated. The balance is \$18,563,220.69. Please identify remainder of AC balance at end of STIP years (\$4,538,342.69) in After 2027 funding needs.</p> <p>Please identify source for all programmed funding in STIP years.</p>
31270	Parks Highway Milepost 57-70 Rehabilitation	Please provide total project costs, including for both the northern and southern sections of work.
29914	Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement	<p>Please update description to reflect the correct Need ID.</p> <p>Please provide total project cost.</p>
22335	Parks Highway Milepost 315-325 Reconstruction	<p>Current project funding needs to be updated. Need ID 31278 \$5,247,647.00.</p> <p>Please provide total project cost.</p>
2119	Richardson Highway Milepost 148-173 Reconstruction	<p>Current project funding needs to be updated. Need ID 2119 has \$8,220,031.31.</p> <p>Please update description to reflect child project as Need ID 24938 which is show in current project funding.</p> <p>Current project funding needs to be updated. Need ID 24938 has \$33,264,877.19.</p> <p>Please provide total project cost.</p>
33420	Richardson Highway Milepost 214-218 Reconstruction	Please identify funding needs in After 2027 for any phase of work not completed within STIP years.

Need ID	Title	Comment/Question
		Please provide year of construction and bridge data. Please provide total project cost.
33741	Seward Highway and Sterling Highway Intersection Improvements	Please identify funding needs in After 2027 for any phase of work not completed within STIP years. Please provide total project cost.
2620	Seward Highway Milepost 25.5-37 Rehabilitation	Please identify what project has the \$8,930,500 in current Phase 3 funding.
2673	Sterling Highway Milepost 45-60	Please provide total project cost, including all child projects.
32300	Sterling Highway Milepost 45-60	Please identify funding needs in After 2027 for any phase of work not completed within the STIP years (e.g., Phase 1B).
32319	Sterling Highway Milepost 45-60	Please identify remainder of AC balance at end of STIP Years (\$28,392,234) in After 2027 funding needs.
2670	Sterling Highway Milepost 157-169 Reconstruction Anchor Point to Baycrest Hill	Current project funding needs to be updated. Need ID 2670 has \$10,303,500.00. Please update project description to identify work that will occur After 2027 to match funding needs identified.
29877	Chiniak Highway Milepost 15-31 Rehabilitation	Please identify AC balance at end of STIP years (\$16,920,420) in After 2027 funding needs.
33921	Fairview Loop Road Rehabilitation and Pathway	Please include current project funding for all projects under this scope, including any state-funded projects.
34427	Kachemak Bay Drive Milepost 0-3.5 Reconstruction	Please identify source of match for the STBG funding programmed.
28890	Sayles and Gorge Street Viaduct Improvements	Advancing from right-of-way through construction within six months may be unachievable.
21114	South Tongass Highway Deermount to Saxman Reconstruction	Current AC balance needs to be reviewed. Need ID 21114 has only \$3,420,704.88.
31469	Ward Creek Bridge Replacement	Current project funding needs to be updated. Project associated with this scope of work has \$2,505,979.00 Please identify AC balance at end of STIP years (\$8,290,300) as After 2027 funding needs.
34206	West Susitna Access Road	Please identify AC balance at end of STIP years (\$20,000,000) as After 2027 funding needs.
18634	Cape Blossom Road	Please provide total project cost.
34305	Seldovia Gravel Source Road	Please provide total project cost for scope of work.

Need ID	Title	Comment/Question
26085	Seppala Drive Rehabilitation and Realignment	Please identify AC balance at end of STIP years (\$7,732,450) as After 2027 funding needs.
33248	Shishmaref Sanitation Road Erosion Control	Please identify all sources of funding. STIP Volume 4 only identifies \$2,780.32 as available under this CDS. Please identify remaining AC balance at end of STIP years (\$2,729,100) as After 2027 funding needs.
33178	Trout Creek Culvert Replacement and Aquatic Organism Passage Improvements	Please identify funding needs in After 2027 for any phase of work not completed.
34432	Yukon-Kuskokwim Frontier Road Construction	Please identify funding sources for identified construction work in 2027.
2436	Otmeloi Way Reconstruction	Please include current project funding for all projects under this scope, including any state-funded projects. Please identify total project cost.
34243	Seldon Road Reconstruction: Wasilla-Fishhook Road to Snowgoose Drive	Please identify what child project has programmed funding. Please identify total project costs.
18924	Big Lake Road Rehabilitation	This Need ID is currently associated with 60 active preservation projects. Please identify whether this project includes all of those projects, or assign a new Need ID. Please identify remaining AC balance at end of STIP years (\$11,143,825) in After 2027 funding needs. Please provide total project cost, including MP 0-3.6 and MP 3.6-9.
33399	Rezanoff Drive Resurfacing: West Marine Way to Airport	Please identify in project description the reference child project under Need ID 29876. Please identify total project cost.
29709	Auke Bay Ferry Terminal East Berth Mooring Rehabilitation	Current project funding needs to be updated. Project associated with this Need ID also has \$5,0651,563.56.
33974	Cascade Point Ferry Terminal Lease Payments	Please update project description to only reflect scope of work on this Need ID (e.g., lease payment). Please note an eligible AMHS ferry transportation facility will have to exist prior to authorization of federal funding.
30834	Gravina Refurbish Existing Ferry Berth	Please identify child projects in description to reflect those listed in current project funding.
34229	Low No Emission Shuttle Ferry	Please identify project funding under obligation details for identified prior obligations.

Need ID	Title	Comment/Question
34212	M/V Columbia Controllable Pitch Propeller	Please identify what additional construction funding is needed. Obligation details shows the construction has been completed for identified funding needs.
34211	M/V Kennicott Emissions and Exhaust	Please identify what additional construction funding is needed. Obligation details shows the construction has been completed for identified funding needs.
34209	M/V Matanuska Safety Improvement Project	Please identify what additional construction funding is needed. Obligation details shows the construction has been completed for identified funding needs.
34174	Rural Ports and Barge Landings Program	Please identify construction funding in After 2027 funding needs.
34190	Waterways Program	Please identify what phase of work is programmed (e.g., Phase 8 for planning).
11439	Anton Anderson Memorial (Whittier) Tunnel Maintenance	Please remove Bridge Program Funding and reprogram under an eligible funding program. Tunnels are not eligible facilities for Bridge Program Funding.
12579	Bridge Scour Monitoring and Retrofit Program	Please remove Bridge Program Funding for any inspection or monitoring activities and reprogram under an eligible funding program. Protection measures construction activities are eligible for Bridge Program Funding and may remain.
18358	Ferry Refurbishment	Please identify remaining AC balance at end of STIP years (\$31,361,127 in table) as After 2027 funding needs.
34302	Pavement and Bridge Preservation Program	Current AC balance needs to be updated. A project under this group (0002546) currently has \$19,666,112.92 in AC. Please identify remaining AC balance at end of STIP years (\$19,666,112.92) as After 2027 funding needs.
5985	Shoreside Facilities Condition Surveys	Please identify what phase of work is programmed (e.g., Phase 8 for planning).
34313	State-owned Shipyard Repairs	Please note the eligibility of the project would be reviewed and confirmed before obligation of funding.
34455	Construction Material Waste	Please note the eligibility of the project would be reviewed and confirmed before obligation of funding.
34464	DOT&PF Fleet Conversion	Please note the eligibility of the project would be reviewed and confirmed before obligation of funding.
34452	Rural Dust Mitigation Program	Please note the eligibility of the project would be reviewed and confirmed before obligation of funding.
34310	Statewide Equitable Community Connectivity Action Plan (SECCAP)	Please identify the source of funds in the description (i.e., RAISE grant)
33860	PROTECT Program	Please identify funding source.

Need ID	Title	Comment/Question
6446	Annual Planning Work Program	Please identify funding source.
6447	Bridge and Tunnel Inventory, Inspection, Monitoring, Preservation, Rehabilitation, and Replacement Program	<p>Please update project title to reflect scope of work (i.e., inventory, inspection, and monitoring) and identify associated phase of work (Phase 8 planning).</p> <p>Please consider increasing funding needs to reflect new National Bridge Inventory requirements.</p> <p>Please identify remaining AC balance at end of STIP years (\$69,217,010) as After 2027 funding needs.</p>
19634	Railroad Track Rehabilitation	Please identify source of funds (i.e., FTA 5324 Emergency Relief) and confer with ARRC to program the correct amount available for 2024 (i.e., \$3,900,000).
34320	Ferry Service for Rural Communities Operating Assistance	Please confer with Alaska Marine Highway to program the correct amount available for 2025 (i.e., \$83,500,000).

Table E-2: The following active projects in FHWA’s Financial Management Information System (FMIS) with end dates within the STIP timeframe. These are projects that were identified for construction by the end date identified. A clarification of the project status is required for each project listed in Table E-2.

Table E-2

FPN	State #	Title	Need ID	PE Date	ROW Date	Project End Date
0955017	Z684640000	HAINES FERRY TERMINAL END BERTH FACILITY	28669	04/07/2014		03/31/2022
0670046	NFHWHY00781	STEESE HWY MP 5 BRIDGE #1342 REPLACEMENT	6447	02/13/2023		03/04/2024
0A24035	NFHWHY00782	RICHARDSON HWY NB (#1364) AND SB (#1866) CHENA FLOOD CONTROL BRIDGE REPLACEMENT	6447	01/30/2023		03/04/2024
0003282	SFHWHY00435	SR ITS REPAIR AND UPGRADE	33338	05/25/2022		03/30/2024
0933049	SFHWHY00487	JNU GLACIER HWY RECNSTRCTION:BESSIE CRK TO ECHO COVE	28770	01/10/2023		03/31/2024
0A31049	Z536260000	SEWARD HIGHWAY, DIMOND TO DOWLING RECONSTRUCTION	29730	08/24/2011	09/05/2013	04/15/2024
0001431	Z537350000	KNIK ARM CROSSING P3	20255		08/02/2011	06/30/2024
0A42012	NFHWHY00575	PARKS HIGHWAY MP 206-209 RECONSTRUCTION	30995	08/02/2021		09/01/2024
0002542	NFHWHY00862	CHENA LAKE RECREATION AREA BICYCLE AND PEDESTRIAN ACCESS	33863	01/11/2024		09/28/2024
0A33033	CFHWHY00946	KENAI PENINSULA BRIDGE DECK REHABILITATIONS FY2023	33881	09/15/2022		10/15/2024
0002384	NFHWHY00162	KIVALINA EVACUATION AND SCHOOL SITE ACCESS ROAD	28109	10/24/2016		12/31/2024
0003265	SFHWHY00326	COLD BAY TROUT CREEK CULVERTS WFL	33178	03/11/2021		05/01/2025
0A13022	NFHWHY00763	TOK CUTOFF HIGHWAY MP 8-22 REHABILITATION	32021	12/12/2022		04/30/2025
0654012	NFHWHY00651	DALTON HIGHWAY MP 190 HAMMOND RIVER BRIDGE REPLACEMENT	33240	11/26/2021		12/31/2025
0713016	Z606380000	RICHARDSON HWY MP 115-148 REHABILITATION	29812	03/24/2015	12/02/2019	12/31/2025
0714028	NFHWHY00655	RICHARDSON HWY MP 214-218 RECONSTRUCTION	33420	12/01/2022		07/01/2025
0711076	NFHWHY00149	RICHARDSON HIGHWAY MP 65-80 REHABILITATION	29973	01/31/2017		03/01/2026
0001407	Z597640000	UNIVERSITY LAKE DR EXTENSION (APU)	6460	06/15/2009	05/28/2019	04/15/2026
0672005	Z624870000	OLD STEESE HIGHWAY RECONSTRUCTION	26082	12/01/2022	05/26/2023	04/30/2026

0001605	CFHWY00323	VINE RD IMPROVEMENTS: KNIK-GOOSE BAY RD TO HOLLYWOOD RD	29911	12/19/2017		07/01/2026
0652016	Z609110000	DALTON HWY MP 0-9 RECONSTRUCTION	22453	08/12/2011	09/22/2016	12/31/2026
0A43021	Z633890000	PARKS HWY MP 183-192 RECONSTRUCTION	28429	09/19/2013		12/31/2026
0537008	CFHWY00012	SEWARD HWY: O'MALLEY RD TO DIMOND BLVD RECONSTRUCTION	29731	09/24/2015	06/24/2019	03/15/2027
0002337	Z607320000	STEESE EXPRESSWAY/JOHANSEN EXPRESSWAY INTERCHANGE	29829	03/31/2015	11/22/2022	03/31/2027
0971008	Z696240000	SKAGWAY FERRY TERMINAL MODIFICATIONS	13883	09/19/2011		06/15/2027