

**Surface Transportation Program**

**FY2017 Request: \$888,200,000**

**Reference No: 32610**

**AP/AL:** Appropriation with Allocations

**Project Type:** Construction

**Category:** Transportation

**Location:** Statewide

**House District:** Statewide (HD 1-40)

**Impact House District:** Statewide (HD 1-40)

**Contact:** Mike Vigue

**Estimated Project Dates:** 07/01/2016 - 06/30/2021

**Contact Phone:** (907)465-4070

**Brief Summary and Statement of Need:**

This project is for federal surface transportation improvements as outlined in the Statewide Transportation Improvement Program (STIP), the Moving Ahead for Progress in the 21st Century Act (MAP-21), and annual federal appropriations acts. The Alaska Statewide Transportation Improvement Program (STIP) is the state's four-year program for transportation system preservation and development. It includes interstate, state and some local highways, bridges, ferries and public transportation, but does not include airports or non-ferry-related ports and harbors. It covers all system improvements for which partial or full federal funding is approved and that are expected to take place during the duration of the STIP.

<b>Funding:</b>	<b>FY2017</b>	<b>FY2018</b>	<b>FY2019</b>	<b>FY2020</b>	<b>FY2021</b>	<b>FY2022</b>	<b>Total</b>
1002 Fed Rcpts	\$888,200,000	\$311,625,000	\$309,875,000	\$249,125,000	\$248,875,000	\$202,825,000	\$-2,084,442,296
1061 CIP Rcpts		\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$2,000,000
<b>Total:</b>	<b>\$888,200,000</b>	<b>\$312,025,000</b>	<b>\$310,275,000</b>	<b>\$249,525,000</b>	<b>\$249,275,000</b>	<b>\$203,225,000</b>	<b>\$-2,082,442,296</b>

<input checked="" type="checkbox"/> State Match Required	<input type="checkbox"/> One-Time Project	<input type="checkbox"/> Phased - new	<input type="checkbox"/> Phased - underway	<input checked="" type="checkbox"/> On-Going
9% = Minimum State Match % Required		<input type="checkbox"/> Amendment	<input type="checkbox"/> Mental Health Bill	

**Operating & Maintenance Costs:**

	<u>Amount</u>	<u>Staff</u>
Project Development:	0	0
Ongoing Operating:	0	0
One-Time Startup:	0	0
<b>Totals:</b>	<b>0</b>	<b>0</b>

**Prior Funding History / Additional Information:**

- Sec1 Ch38 SLA2015 P10 L29 SB26 \$924,520,000
- Sec1 Ch18 SLA2014 P70 L25 SB119 \$648,250,000
- Sec1 Ch16 SLA2013 P86 L21 SB18 \$519,400,000
- Sec1 Ch17 SLA2012 P141 L21 SB160 \$451,764,000
- Sec1 Ch5 SLA2011 P109 L8 SB46 \$482,635,000
- Sec7 Ch43 SLA2010 P43 L25 SB230 \$537,350,240
- Sec7 Ch15 SLA2009 P51 L19 SB75 \$24,397,600
- Sec1 Ch15 SLA2009 P29 L32 SB75 \$359,730,000
- Sec10 Ch15 SLA2009 P60 L13 SB75 \$1,550,000
- Sec13 Ch29 SLA2008 P166 L24 SB221 \$255,020,150
- Sec4 Ch30 SLA2007 P110 L15 SB53 \$332,845,300

Since not every project is able to move to the construction phase, it is necessary to over-budget

federal authority in order to complete the additional accounting work necessary to effectively manage a federal transportation program.

**Project Description/Justification:**

Each year, the department requests legislative authority for our Surface Transportation Program based on the amount and type of federal highway funds estimated to be available to the state in a federal fiscal year.

This budget is based on estimates of the federal-aid highway funding that will be available in Federal Fiscal Year 2017.

Federal statutes (23 USC 135) require that in order to use federal-aid highway funding from the U.S. Department of Transportation, Federal Highway Administration (FHWA), the state must develop a STIP. The STIP must cover all surface transportation improvements for which partial or full federal funding is approved and that are expected to take place during the four-year duration of the STIP. Alaska's surface transportation program is mostly driven by federal funds and requirements and includes interstate, state and some local highways, bridges, ferries and public transportation.

DOT&PF is required to carry out a continuing, cooperative, and comprehensive statewide transportation planning process that includes a stringent public participation process to afford public involvement opportunities and provide reasonable public access to technical and policy information used in the development of the STIP. This process includes notifying Cities and Boroughs impacted by changes in the STIP so officials have an opportunity to evaluate and comment on the impacts changes to the STIP have on their communities. In addition, as part of the non-metropolitan consultation process, the Department reviews and considers resolutions, plans, and project priorities of local governments that are presented to the Department.

This STIP includes additional projects that could proceed if additional funding becomes available. The STIP is a four-year, fiscally constrained planning and programming document that is continuously revised to adjust for project schedules and funding categories as projects develop. Should a scheduled project encounter delays and be unable to advance as proposed, if actual project bids come in lower than what we have estimated, or if sufficient funds are identified for other reasons, the Department selects projects from the STIP list that best serve the interests of the state in the maintenance and operation of our surface transportation system.

Please check <http://dot.alaska.gov/stwdplng/cip/stip/index.shtml> for the most up-to-date approved STIP.