

**Surface Transportation Program****FY2025 Request: \$822,392,996****Reference No: AMD 32610****AP/AL:** Appropriation with Allocations**Category:** Transportation**Location:** Statewide**Impact House District:** Statewide (HD 1 - 40)**Estimated Project Dates:** 07/01/2024 - 06/30/2029**Project Type:** Construction**Recipient:** NA**House District:** Statewide (HD 1 - 40)**Contact:** Dom Pannone**Contact Phone:** (907)465-2956**Brief Summary and Statement of Need:**

This project is for federal surface transportation improvements as outlined in the Statewide Transportation Improvement Program (STIP), the Infrastructure Investment and Jobs Act (IIJA), and the annual federal appropriations acts. The STIP is the state's four-year program for transportation system preservation and development. It includes interstate, state and 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>FY2025</b>        | <b>FY2026</b> | <b>FY2027</b> | <b>FY2028</b> | <b>FY2029</b> | <b>FY2030</b> | <b>Total</b>         |
|-----------------|----------------------|---------------|---------------|---------------|---------------|---------------|----------------------|
| 1002 Fed Rcpts  | \$822,392,996        |               |               |               |               |               | \$822,392,996        |
| <b>Total:</b>   | <b>\$822,392,996</b> | <b>\$0</b>    | <b>\$0</b>    | <b>\$0</b>    | <b>\$0</b>    | <b>\$0</b>    | <b>\$822,392,996</b> |

|   |   |   |   |   |
|---|---|---|---|---|
| <input 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"/> Ongoing |
| 0% = Minimum State Match % Required           |   | <input checked="" 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             |              |
| <b>Totals:</b>       | <b>0</b>      | <b>0</b>     |

**Prior Funding History / Additional Information:**

Sec14 Ch1 SLA2023 P98 L30 HB39 \$777,013,982

Sec11 Ch1 SLA2022 P100 L15 HB281 \$868,509,954

Sec8 Ch1 SLA2021 P84 L23 HB69 \$862,972,298

**Project Description/Justification:**

Each year, the department requests legislative authority for the Surface Transportation Program (STP) 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 (FFY) 2025 through 2026 under the Infrastructure Investment and Jobs Act (IIJA). FFY25 is represented as the closest approximate forecast.

Federal statutes (23 USC 135) require that in order to use federal-aid highway funding from the U.S. Department of Transportation or the Federal Highway Administration (FHWA), the state must develop a STIP. The STIP must cover all surface transportation improvements for which partial or full federal

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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.

The Department of Transportation & Public Facilities 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.

The 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, actual project bids come in lower than 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 the surface transportation system.

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