



INTERIOR ALASKA

Transportation Plan

TECHNICAL MEMORANDUM 7

ADDRESSING REGIONAL NEEDS

Past, Present, and Future Funding Opportunities, Stakeholder
Identified High Interest Needs and Projects for the Interior
Transportation Plan Area

November 2024

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ACRONYMS

ADA	Americans With Disabilities Act	AIP	Airport Improvement Program
AML	Alaska Municipal League	ARPA	American Rescue Plan Act
ARRA	American Recovery and Reinvestment Act	ARRC	Alaska Railroad Corporation
AWOS	Automated Weather Observing System	BIA	Bureau of Indian Affairs
BIL	Bipartisan Infrastructure Law	CARES Act	Coronavirus Aid, Relief, and Economic Security Act
CDC	Center for Disease Control and Prevention	CORS	Continuously Operating Reference Stations
CRV-RPO	Copper River Valley Regional Planning Organization	CTP	Community Transportation Program
CWTP	Community Winter Trails Program	DAAPS	Denali Area Airport Planning Study
DHHS	U.S. Department of Health and Human Services		Alaska Department of Homeland Security and Emergency Management
DOE	U.S. Department of Energy	DHS&EM	
DOJ	U.S. Department of Justice	DOI	U.S. Department of the Interior
		DOL	U.S. Department of Labor
		EPA	Environmental Protection Agency
DOT&PF	Alaska Department of Transportation and Public Facilities		
FAA	Federal Aviation Administration	FAST	Fairbanks Area Surface Transportation, Metropolitan Planning Organization
FEMA	Federal Emergency Management Agency	Planning	
FLAP	Federal Lands Access Program	FHWA	Federal Highway Administration
FTA	Federal Transit Administration	FLTP	Federal Lands Transportation Program
		FY	Fiscal Year
HRSA	U.S. Health Resources and Services Administration	HSIP	Highway Safety Improvement Program
		IATP	Interior Alaska Transportation Plan
		INFRA	Infrastructure for Rebuilding America
HUD	U.S. Department of Housing and Urban Development		
		MPA	Metropolitan Planning Authority
IJA	Infrastructure Investment and Jobs Act	MTP	Metropolitan Transportation Plan
Memo	Memorandum	NPIAS	National Plan of Integrated Airport Systems
MPO	Metropolitan Planning Organization	RAISE	Rebuilding American Infrastructure Sustainably and Equitably
NOFO	Notice of Funding Opportunity	RPO	Regional Planning Organization
PEL	Planning and Environmental Linkage Study	SREB	Snow Removal Equipment Building
ROW	Right of Way	STIP	State Transportation Improvement Program
SIRA	Safe Ice Roads for Alaska	TIP	Transportation Improvement Program
STBG	Surface Transportation Block Grant	UAS	Unmanned Aerial Systems
TAP	Transportation Alternatives Program	USPS	United States Postal Service
TTP	Tribal Transportation Program	WFLHD	Western Federal Lands Highway Division
USDOT	United States Department of Transportation	WFL	Western Federal Lands

1.0 INTRODUCTION

1.1 Purpose of the Memorandum

This Technical Memorandum (memo) provides information and guidance on potential funding mechanisms for capital projects and transportation programs at federal, state, and regional levels. It also highlights high-interest investment areas and project needs identified in the Interior Alaska Transportation Plan (IATP) area. The two main themes of this memo, funding and implementation, are presented as potential funding sources, historical funding, and the identification of key needs, investment areas, and projects to address these needs.

This memo's potential funding sources section provides a general overview of funding allocated to the State of Alaska for transportation needs and how allocated funds are expended. It looks at funding sources and funding use and identifies potential programs available to provide funds for transportation projects and programs in Alaska and the IATP area.

The historical funding portion of this memo establishes the funding expended in the IATP area since the 2010 IATP. Additionally, this historical funding portion allows a look at the capital projects completed in the IATP area since the 2010 plan. This analysis of historical funding and comparison of projects completed from the 2010 IATP allows insight into the efficiency of this regional plan as a guide for statewide projects. It identifies legacy projects that will be included in the IATP update.

In the implementation section of this memo, the high-interest investment areas and projects that address the needs of the IATP area are identified. These areas, needs, and projects have been identified throughout the planning process and the subsequent Technical Memoranda. High-interest projects are presented for each identified subregion (Figure 1) and have been identified with their targeted transportation mode and the goals the project intends to meet.

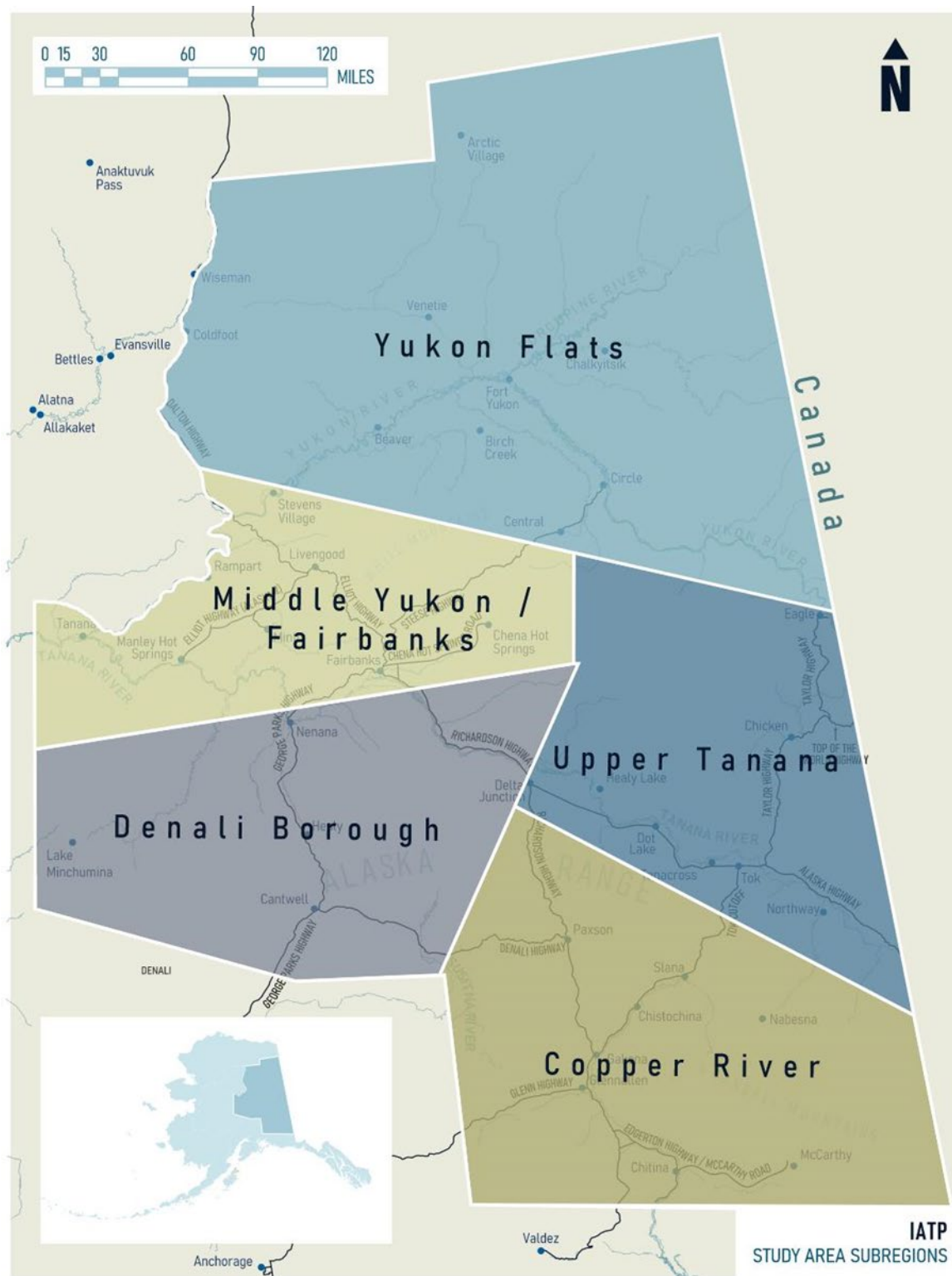


Figure 1. Interior Alaska Transportation Plan Sub Regions

1.2 Goals and Objectives of the IATP

The following goals and objectives have been established for the IATP based on input from stakeholders and key agencies. These goals and objectives are informed by the goals and objectives from the 2010 IATP, the Statewide Long Range Transportation Plan, the Federal Planning Factors, and community needs.

Goal 1 – Support Economic Vitality

Support the economic vitality of the State metropolitan and non-metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency. Prioritize projects that support, protect, or enhance economic development.

Objective 1A: Facilitate access to mineral resources when economically feasible and supported by local communities.

Objective 1B: Support Alaska Railroad Corporation improvements and expansion to facilitate economic development.

Objective 1C: Support access from rural communities to the State transportation system.

Objective 1D: Upgrade airport facilities for the design aircraft, appropriate level of instrument approach, and forecast demand.

Objective 1E: Minimize transportation system directional flow imbalance by supporting economic generators to move goods into and out of the Interior region.

Objective 1F: Maximize the potential of scenic byway programs to increase tourism.

Objective 1G: Support the continued existence of backcountry airstrips, which serve an important role in the area economy as well as provide emergency landing areas.

Goal 2 – Health, Safety, and Security

Improve the overall Interior regional transportation system to support the health, safety, and security of residents and visitors and for all motorized and non-motorized travelers. This includes supporting the implementation of the National Highway Safety Improvement Program and the Strategic Highway Safety Plan.

Objective 2A: Eliminate at-grade railroad crossings where practicable and provide adequate safety features where at-grade crossings are unavoidable.

Objective 2B: Continue to implement dust control measures where appropriate and practicable on transportation facilities.

Objective 2C: Work with villages to increase trail marking on inter-village trails and roads where desired.

Objective 2D: Provide rest stops or waysides along highways at reasonable intervals, and provide appropriate notice (wayfinding signage etc.,) of the presence of rest stops and waysides.

Objective 2E: Promote projects that help to provide Interior communities with usable and safe access to clean water and basic sanitation.

Objective 2F: Evaluate highway vertical and horizontal alignments, accident statistics, and pavement design to address existing deficiencies in the transportation system.

Objective 2G: Promote projects that provide safe active transportation options across the Interior region.

Objective 2H: Identify and work to address potential conflicts between civilian and military transportation.

Objective 2I: Identify solutions to aviation problems such as improved weather information, navigation aids, and instrument approaches.

Goal 3 – Accessibility and Mobility for People and Freight

Continue to provide accessibility and mobility options for both people and freight throughout the Interior.

Objective 3A: Continue to support transportation projects included in the Denali Access System Priority List.

Objective 3B: Continue partnerships with local Tribal governments and Regional Planning Organizations (RPO).

Objective 3C: Encourage National Scenic Byway System designation to increase funding opportunities for highway improvements and enhancements.

Objective 3D: Recommend appropriate inclusions and exclusions of airports in the National Plan of Integrated Airport Systems (NPIAS).

Objective 3E: Maximize the use of competitive discretionary funding streams to support development and improvement of transportation infrastructure in the Interior.

Objective 3F: Support upgrades to roads, bridges, barge landings, rail, and airports to meet industry needs, allowing for the efficient movement of people and goods.

Objective 3G: Support public and human services transportation programs to improve accessibility and mobility for communities in the Interior.

Goal 4 – Preserve and Enhance the Existing Transportation System

Emphasize preservation and enhancement of the existing transportation facilities to prolong their life.

Objective 4A: Implement programs to address deficient highways and bridges.

Objective 4B: Improve pavement structures to reduce the need for seasonal weight restrictions.

Objective 4C: Extend the life of existing pavement.

Objective 4D: Promote access management strategies along State owned highway corridors.

Objective 4E: Promote land use compatibility and unobstructed airspace around airports to maintain safe operating conditions and allow for future growth.

Objective 4F: Promote airfield system preservation projects (i.e., surface and lighting) and surface preservation projects.

Goal 5 – Intermodal Connectivity

Provide efficient and cost-effective regional transportation facilities that promote connection between modes and support multiple transportation modes. Promote efficient transportation system management and operations and enhance the integration and connectivity of the system.

Objective 5A: Use “life cycle costs” financial analysis to determine the trade-offs in capital investments to minimize ongoing operating and maintenance costs.

Objective 5B: Maintain or acquire rights-of-way for future access corridors.

Objective 5C: Support multimodal connectivity projects for people and freight.

Objective 5D: Support transit projects within and between Interior communities and areas outside the region.

Objective 5E: Review gaps and overlaps in service area coverage in the system of public use airports; identifying minimum facility and service improvements needed for airports, based on their roles within the system.

2.0 FUNDING OPPORTUNITIES AND SOURCES

2.1 Funding Overview

TRANSPORTATION INVESTMENTS

Transportation investments are funded from private, state, and federal funding, depending on who is undertaking the project. For DOT&PF, projects are funded using state and federal funding. Federal investment is drawn from multiple sources, which are appropriated by Congress to the United States Department of Transportation (USDOT) and authorized through transportation programs based on national priorities. From there, the USDOT and its operating administrations provide fundings for programs to invest in transportation infrastructure, safety, and innovation across the United States¹.

THE BIPARTISAN INFRASTRUCTURE LAW (BIL)

The Bipartisan Infrastructure Law (BIL) also referred to as the Infrastructure Investment and Jobs Act (IIJA), signed into law in November 2021, is the most significant long-term infrastructure investment in United States' history. It provides \$550 billion over fiscal years (FY) 2022 through 2026 in new Federal investment in infrastructure, including transportation infrastructure². BIL dedicates the most considerable portions of its investment to bridges (\$40bn), the Infrastructure for Rebuilding America (INFRA) Program (\$8bn), Rebuilding American Infrastructure Sustainably and Equitably (RAISE) grants (\$7.5bn), and National Infrastructure Project Assistance (\$5bn)³.

FORMULA FUND ALLOCATIONS

Formula fund allocations are the most common way to distribute federal transportation funding. The USDOT allocates these funds to States, federally recognized Tribal recipients, and transit agencies. The recipient (State, Tribal, or agency) of the USDOT funds may further allocate their funds to localities at their discretion. This allocation of funds for surface transportation in Alaska is facilitated using the State Transportation Improvement Program (STIP). This is done similarly for aviation funds allocated by the Federal Aviation Administration (FAA), using the Airport Improvement Program (AIP).

One of the most prominent formula funding programs is the Federal-Aid Highway Program, which apportions funding to state departments of transportation by formula, and the Urbanized Area Formula Funds that fund transit capital and operating assistance.

DISCRETIONARY FUND PROGRAMS

In addition to formula fund allocated programs, USDOT administers competitive discretionary fund programs through their operating administrations and the Office of the Secretary of Transportation. Each operating agency (e.g., Federal Highway Administration (FHWA), Federal Transit Administration (FTA) solicits applications through a Notice of Funding Opportunity (NOFO) and selects projects based on program eligibility, evaluation criteria, and departmental or program priorities.

STATE TRANSPORTATION IMPROVEMENT PROGRAM

The STIP is the DOT&PF's four-year program to identify and allocate funding for projects that support transportation system preservation and development. All projects included in the STIP promote transportation system improvements for which partial or full federal allocation is approved and is

¹ <https://www.transportation.gov/grants/dot-navigator/overview-funding-and-financing-usdot>

² <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>

³ *Alaska Federal Funding, Transportation Funding Opportunity Hub*

expected to take place during the STIP's four-year duration. The STIP includes interstate and state highway, some local highway, bridge, ferry, and public transportation projects; the STIP does not include airport and non-ferry related ports and harbor projects.

AIRPORT IMPROVEMENT PROGRAM

The AIP is funded via the Aviation Trust Fund, which is an accumulation of taxes imposed on aviation users. Projects included in the AIP undergo scoring based on aviation criteria and guidance, including safety, health and quality of life, economic development, maintenance and operations issues, project fund match ability, among others. Scoring of projects is done at the regional level before being evaluated by the greater Aviation Project Evaluation Board. The highest scoring aviation projects are ranked competitively in the AIP schedule.

STATE FUNDING

State funds are used to fund capital projects, as match funds for federally funded projects, to maintain the transportation system, and for transportation system operations. State funding is allocated every FY to maintain and operate the transportation system⁴.

State transportation funding sources in Alaska include:

- State motor fuel taxes: revenue generated from state-level taxes on gasoline and diesel.
- Vehicle rental tax: fees collected from vehicle rentals within the state.
- General fund: The State of Alaska's primary operating fund.

2.2 Community Solicited Funding Opportunities

Some programs within the state are federally funded and administered locally by the Alaska Department of Transportation and Public Facilities (DOT&PF).

It is important to note that these community solicited funding opportunities are based on the availability of allocated funds. The programs identified in this section are at the discretion of the State and federal funding and may not always be available to pursue. Projects will use Title 23 funds and are developed by the DOT&PF with design and construction oversight.

CTP – Community Transportation Program

The Community Transportation Program (CTP) is a competitive surface transportation program with a call for applications held approximately every three years and administrated by DOT&PF. CTP projects include those that make new or maintain or improve existing surface transportation facilities, enhance travel and tourism, reduce wildlife-vehicle collisions, improve air quality, and projects that connect different types of transportation such as roads and trails. The total funding amount allocated for the state varies on a yearly basis with a not-to-exceed federal share amount of \$15 million, and the most recent call for projects was in 2023.

TAP – Transportation Alternatives Program

The Transportation Alternatives Program (TAP) funds set-aside from the Surface Transportation Block Grant (STBG) Program provides funding for a variety of small-scale transportation projects such as non-motorized facilities, construction of turnouts, overlooks and viewing areas, community improvements such as historic preservation and vegetation management, environmental mitigation for stormwater, habitat connectivity, recreational trails, Safe Routes to School projects, and vulnerable road user safety

⁴ <https://publicinput.com/Custommer/File/Full/eaf4a719-5016-44b7-ac4a-99f5f1d6ca46>

assessments. TAP projects are limited to two project submittals per community with a not-to-exceed federal share amount of \$5 million, and the last call for projects occurred simultaneously with CTP.

SIRA – Safe Ice Roads for Alaska

This competitive funding opportunity provides reimbursement-based funding from DOT&PF to Alaska’s Tribes, cities, boroughs, and local organized governments for ice roads. Funding can be used for the development, maintenance, and operations of seasonal ice roads. The program is intended to be an annual program with an estimated total funding of \$4 million and all projects require a 9.03 percent local match. There is no cap on the amount of funding that a community may be approved for, however, cost estimates and budgets are required to be included during the application process.

CWTP – Community Winter Trails Program

The CWTP is available to provide funding and support to rural communities to mark public winter trails, this program runs on a continual basis where applications are accepted and reviewed on a reoccurring basis. The CWTP aims to facilitate connections between rural communities, public roads and/or highways, and public use areas through the support for installation of high visibility trail markers. This coordination of trail marking promotes a winter trail system that is marked with well maintained and consistent identifiers. There is no cap on the amount of funding that a community may be approved for, however, cost estimates and budgets are required to be included during the application process.

2.3 Internal DOT&PF Funding Programs

The following are programs identified for state-managed infrastructure, including infrastructure in the IATP area guided by: Asset Data, Alaska DOT&PF Maintenance & Operations, Community Discussions, Planning documents.

Highways

- Pavement and Bridge Preservation
- Americans with Disabilities Act (ADA) Implementation and Compliance
- Culvert Repair and Replacement
- Highway Safety Improvement Program (HSIP)
- Rock Slope Stabilization Program
- State of Good Repair (National and Alaska Highway Systems) these projects are identified using:
- Light up the Highways (NEW in 2024)

Airports

- Airport Improvement Program

2.4 Funding Opportunities Through Federal and State Partners

WESTERN FEDERAL LANDS HIGHWAY DIVISION

Federal Lands Highway Division is an office of the USDOT, FHWA. It is represented by three regions: western (responsible for Alaska), central, and eastern. The Western Federal Lands Highway Division (WFLHD) serves the transportation needs of Federal and Indian lands through various partnerships and cooperative agreements with state and local governments and other federal agencies such as the BIA, National Park Service, US Forest Service, etc. WFLHD administers both the Federal Lands Access Program (FLAP) and the Federal Lands Transportation Program (FLTP).

Both FLAP and FLTP provide funding for transportation facilities that are on, adjacent to, or provide access to federal lands. However, the Highway Trust Fund contract authority funds FLAP and is subject to obligation limitation. Funding is allocated per FY among the States using a statutory formula based on road mileage, number of bridges, land area, and visitation. Projects to be funded by FLAP are selected by a programming decision committee established for each state. Each state runs its own application and funding cycle as established by the programming decision committee. Alaska's next request for proposals is projected to be February 2025.

While FLTP is performance based and funding is allocated each FY per federal agency. FLTP shall meet the following criteria⁵:

- Maintaining transportation facilities in a state of good repair
- Reducing bridge deficiencies
- Improving safety
- Providing access to high-use Federal recreation sites or high-use Federal economic generators
- Supporting the resource and asset management goals of the Secretary of the respective Federal Land Management Agency.

It is important to note that FLTP funding is able to be applied as the non-federal match to other federal funds. This leaves the opportunity for a project that meets all eligible criteria to be fully funded by federal allocations.

FEDERAL EMERGENCY MANAGEMENT AGENCY

The Federal Emergency Management Agency (FEMA) has grant funds available for pre-and post-emergency or disaster-related projects, including support for critical recovery initiatives, innovative research, and many additional programs. Grants through FEMA are the main funding mechanisms used to commit and award federal funding to state, local, tribal, territorial, and certain private non-profits, individuals, and institutions of higher learning.

FEMA grant categories include preparedness, hazard mitigation assistance, resilience, continuing training, shelter and services, emergency food and shelter, national dam safety program, state assistance, national earthquake hazards reduction program, earthquake state assistance, and next-generation warning systems. The Alaska Department of Homeland Security and Emergency Management (DHS&EM) coordinates with FEMA for grant management, offers community assistance, and administers the Individual Assistance Fund.

DENALI COMMISSION

The Denali Commission is an independent federal agency introduced by Congress in 1998. It is designed to provide critical utilities, infrastructure, and economic support throughout Alaska.

As a grant-making agency, the Denali Commission is dedicated to fulfilling its mission through strategic partnerships. It collaborates with tribal, federal, state, and local governments, as well as all Alaskans, to enhance the efficiency of government services, cultivate a skilled workforce for a diverse and sustainable economy, and ensure the operation and maintenance of Alaska's basic infrastructure.

Through their ongoing partnerships and commitment to Alaska, the Denali Commission has invested over \$1.2 billion and leveraged over \$900 million from other sources to fund rural infrastructure, workforce and economic development, and community resilience projects in over three hundred

⁵ U.S. DOT FHWA FLH Implementation Guidance <https://highways.dot.gov/federal-lands/transportation/fltp-implementation-guidance-bil.pdf>

communities across the state. In addition to housing grant opportunities and working to uplift rural Alaskan communities, the Denali Commission has technical assistance resources and guides for other funding resources, knowing that many projects require funds in excess of the amount the Commission can contribute. The Denali Commission’s funding and the sources between FY 10 and FY 23 are included in Table 1.

Table 1 Denali Commission Funding, in Millions. As of April 2023¹

Source	Fiscal Year													
	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Energy & Water Appropriation	\$12.0	\$10.7	\$10.7	\$10.7	\$10.0	\$10.0	\$11.0	\$15.0	\$30.0	\$15.0	\$15.0	\$15.0	\$15.0	\$17.0
Transportation Alternatives Fund Allocation	\$7.1	\$7.0	\$6.9	\$6.7	\$4.0	\$4.0	\$11.1	\$1.7	\$2.2	\$3.0	\$3.5	\$3.1	\$3.1	\$1.8
United States Department of Agriculture (USDA)	\$15.0	\$15.0	\$15.0	\$2.3	—	\$1.5	\$2.5	\$2.5	\$1.0	\$3.0	—	\$3.5	\$1.0	—
IIJA/BIL	—	—	—	—	—	—	—	—	—	—	—	—	\$75.0	—
Department of Health & Human Services (DHHS) /Health Resources and Services Administration (HRSA)	\$10.0	—	—	—	—	—	—	—	—	—	—	—	—	—
DHHS/Centers for Disease Control and Prevention (CDC)	—	—	—	—	—	\$0.1	\$0.6	\$0.3	\$0.03	—	\$0.03	\$0.49	—	—
USDOT	\$21.3	\$5.0	\$5.0	—	—	\$0.3	—	\$0.4	—	—	—	—	\$15.0	\$20.0
Department of Labor (DOL)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Environmental Protection Agency (EPA)	—	—	—	—	—	—	—	—	\$0.3	\$0.3	—	\$0.3	—	\$15.2
Department of Housing and Urban Development (HUD)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Department of the Interior (DOI)	—	—	—	\$0.08	—	—	—	—	—	—	—	—	—	—
Department of Energy (DOE)	—	—	—	—	—	\$0.1	—	—	—	\$0.3	\$1.3	—	—	—
Department of Justice (DOJ)	—	—	—	—	—	—	—	—	—	\$7.0	—	—	—	—
State of Alaska	—	—	—	—	—	—	—	—	—	\$0.1	—	—	—	—
United States Forest Service (USFS)	—	—	—	—	—	—	—	—	—	—	\$0.5	\$0.4	—	—
Rasmuson	—	—	—	—	\$0.02	—	—	—	—	—	—	—	—	—

¹Sourced from the Denali Commission

2.5 Tribal Funding Opportunities

BIL includes historic investments in Tribal transportation through the Tribal Transportation Program (TTP). These investments include increased funding for programs dedicated to tribal needs and increased tribal eligibility. In addition to these historic investments, federal allocations often times have obligated set aside amounts specific to Tribal and Rural funding opportunities. Additionally, BIL contains resources to assist Tribes in advancing projects and works with Tribes to support the inclusion of project elements that proactively address racial equity, workforce development, economic development, and removing barriers to opportunity.

Tribal funding opportunities through FHWA and USDOT can be accessed through the Office of Tribal Transportation or by working with a representative of the Bureau of Indian Affairs (BIA). Appendix 1, Transportation Funding Opportunities for Tribal Nations (Updated June 2023) provides an overview of all funding opportunities, eligibilities, and how to apply.

2.6 Discretionary Federal Grants and Programs

Categories for discretionary federal grants and programs can be grouped into the following categories:

- Roads, Bridges, and Major Projects
- Public Transportation
- Electric Vehicles, Buses, and Ferries
- Passenger and Freight Rail
- Ports and Waterways
- Other

Alaska has received approximately \$3.73 billion for transportation, \$1.15 billion for roads, bridges, and major projects, and 284.16 million for airports since the implementation of BIL. The total funding available nationally, over the course of BIL, for each of the identified categories is included in Table 2. A comprehensive list of the identified federal grants and programs is located in Appendix 2. The total funding available and number of grants and programs are counted using data from the **Brookings Institute Federal Infrastructure Hub** and considers all IIA/BIL award allocations as of August 2024.

Table 2. Funding Categories, Funding Available, and Number of Grants and Programs

Category	Total Funding Available	Number of Grants and Programs in Category
Roads, Bridges, and Major Projects	\$36,850,000,000	11
Public Transportation	\$13,973,103,203	9
Electric Vehicles, Buses, and Ferries	\$8,374,550,890	4
Passenger and Freight Rail	\$5,250,000,000	2
Ports and Waterways	\$2,275,000,000	2
Safety	\$8,350,000,000	3
Other	\$317,500,000	4

2.7 Technical Resources

FEDERAL

Planners at all levels (federal, state, regional, and community) can use the USDOT Discretionary Grants Dashboard. This dashboard is designed as a way for users looking for grant funding opportunities to be able to search all current offerings using prescribed filters. As of June 2024, there are 99 discretionary grants listed on the dashboard, which surpasses the 35 most prominent discretionary grants identified in Table 2 and Appendix 2.

STATE

In Alaska, the DOT&PF has established the Alaska Transportation Funding Opportunity Hub, in partnership with the Alaska Municipal League (AML), to provide a single webpage that hosts access to state programs and federal grants available to Alaska communities for transportation improvements across the state. It provides a dashboard of submitted projects for various funding programs, including state-regulated funding programs such as TAP and CTP, as well as federal NOFOs. The hub aims to provide details of all funding opportunities in one place and help communities identify which opportunities align best with their projects⁶. Communities access the hub by submitting a project intake survey, and DOT&PF and AML, work with communities to match projects with a funding program that best suits the project's goals.

3.0 HISTORICAL FUNDING

Funding in the IATP area has shifted over the years since the publication of the 2010 IATP. A majority of the funding in the area for aviation capital projects has come from the AIP, and while funding for surface transportation is allocated using the STIP, the majority of the allocated funding for surface transportation capital projects has come from HSIP funds. The funding amounts included in this section are all approximate numbers and include projects that are marked as complete or closed between FYs 1982 - 2022 for aviation and FYs 2014 and 2022 for surface transportation. These numbers do not include funds earmarked for DOT&PF M&O or total awarded grant funds for programs such as HSIP.

3.1 Aviation Funding

Aviation funding primarily comes from the Airport Improvement Program AIP and other federal funding sources. The 2010 IATP recommended capital improvements totaling approximately \$185 million in 2010 dollars. Since that time, about \$62.5 million has been spent on airport improvements in the region, and much of the work recommended by the 2010 IATP remains unaccomplished.

Major airport projects completed since the 2010 IATP evaluation was conducted include:

- Fort Yukon (FYU) – runway, taxiway, and apron improvements and Snow Removal Equipment Building (SREB) accomplished with a combination of AIP and American Recovery and Reinvestment Act (ARRA) funds.
- Lake Louise (Z55) – reconstructed and reopened shortly after the 2010 IATP with AIP funding.
- Manley Hot Springs (MLY) – full reconstruction in 2016/2017 with AIP funding.

⁶

https://experience.arcgis.com/experience/02a40551dbc64236b5ff6d6c4c43451a/page/Home/?data_id=dataSource_16-0%3A11

- Minto Al Wright (51Z) – reconstructed with a longer, wider, lighted runway shortly after the 2010 IATP with AIP funding.
- Northway (ORT) – reconstruction was not a recommendation of the 2010 IATP, but the airport suffered major damage from the 2002 Denali Fault Earthquake, and FEMA funding was used to restore Northway to pre-earthquake conditions.
- Stevens Village – new airport completed (was under construction at the time of the 2010 IATP)

In addition to the federally funded projects, the Livengood Camp (4AK) facility received major improvements using the State of Alaska Deferred Maintenance Funding. These improvements included a runway extension from 1,425 ft to 3,000 ft sometime between 2012 and 2014.

Table 3. AIP Investment in IATP Airports (Nonprimary Facilities Only)

	2007-2011 NPIAS	2023-2027 NPIAS
Alaska Nonprimary Airports¹ in NPIAS	234	226
IATP Nonprimary Airports in NPIAS	36	33
Percent of Alaska Nonprimary Airports in IATP Region	15%	15%
	FY82-FY08	FY09-FY22
Total AIP Grants - all Nonprimary Alaska Airports	\$1.18 billion	\$1.50 billion
Total AIP Grants at IATP Nonprimary Airports	\$124.5 million	\$65.2 million
Percent of AIP Grant Total for IATP Nonprimary Airports	10.5%	4.3%

¹Nonprimary Airports have scheduled passenger service and between 2,500 and 10,000 annual enplanements.

Note: "AIP Investment" includes other federal funding, such as ARRA, Coronavirus Aid, Relief, and Economic Security Act (CARES Act), and American Rescue Plan Act (ARPA) funding

At the time the 2010 IATP was developed:

- Approximately 15 percent of NPIAS nonprimary facilities were within the IATP region (the 2007-2011 NPIAS lists 234 nonprimary airports in Alaska, 36 of which are within the IATP region).
- The IATP region nonprimary airports received approximately 10.5 percent of total AIP grant funding during the FY82-FY08 period (approximately \$1.18 billion for all Alaska nonprimary airports, roughly \$125 million of which was awarded to IATP nonprimary airports).

Thus, 15 percent of the state's nonprimary airports received about 10.5 percent of the nonprimary funding during this time period. Since the 2010 IATP, the percentage of total grant funding awarded to IATP nonprimary airports (FY09-FY22) has dropped considerably. The IATP region still has roughly 15 percent of the state's nonprimary airports (33 of the 226 listed in the 2023-2027 NPIAS).

The percentage of AIP grant funding awarded to these facilities has dropped to approximately 4.3 percent of the total during the FY09-FY22 period (approximately \$65 million of \$1.5 billion awarded to all nonprimary facilities).

Thus, 15 percent of the state's nonprimary airports received about 4.3 percent of the nonprimary funding during the FY09-FY22 time period following the data reported in the 2010 IATP.

In the FY09-FY22 period, the IATP region nonprimary airports received less than half the share of total nonprimary funding than they received prior to FY09. This may be attributed to some IATP airports

being on the road system, some do not need major improvement projects, or simply that they are a lower priority other location, etc.

3.2 Surface Transportation Funding

Surface transportation funding comes from various means including state funded programs designed to benefit the local community and federal funded programs designed to benefit the state. State managed programs like CTP, TAP, and SIRA are opportunities for local communities to apply for funding for their specific needs. However, these funding opportunities are competitive and are subject to a review board to determine the projects most advantageous to receive funding.

The 2010 IATP included 28 capital projects for surface transportation totaling approximately \$698.8 million dollars. Of the 28 capital projects recommended, all but one have been completed or partially completed in the area. The one legacy project identified is the Richardson Highway MP 65-80 Rehabilitation, including the replacement of the Tonsina River Bridge this project is included in the 2024-2027 STIP.

The 2010 IATP legacy projects are:

1. Parks Highway MP 113-163 Passing Lanes (Partially Complete)
2. Richardson Highway Tanana River Bridge (#524) Replacement

In addition to funding for capital project, since the 2010 IATP several state DOT programs have continued to operate and have provided funding in the IATP area.

3.2.1 Overall Funding

The estimated historical funding expended for surface transportation in the IATP area has been identified for FYs 2014 through 2022. These amounts have been estimated by evaluating the total dollars for each identified project within the region that has been categorized as closed or completed. The following information is important to consider when viewing these numbers:

Totals originally included funding lines showing the overall amounts awarded to the northern region for the categories such as HSIP and M&O for the FY and marking the funding line as complete to indicate the funding had been fully expended once it was assigned to projects. To more accurately portray the amounts expended, the totals were adjusted to not include the overall awarded amounts. Instead, only completed and or closed projects identified as being funded under HSIP have been included in the total estimated funding amounts expended for each FY.

Funding for the Fairbanks area has been filtered to exclude projects associated with a Metropolitan Planning Organization (MPO)/Metropolitan Planning Authority (MPA), but they have not been filtered to exclude all projects within the FAST Planning boundary. Therefore, if a project occurred in the FAST Planning boundary without being marked as associated with the MPO/MPA, it is included.

Some projects have been identified as uncategorized and included under regionwide. These projects are primarily larger highway projects that span multiple communities or are in areas that not associated with a designated community.

Table 4 identifies the estimated funds expended for surface transportation in communities within the IATP area. Funds expended are initially identified for each community and have been filtered based on the established IATP subregions to provide a more holistic overview. Each subregion is color coordinated with its associated communities.

Table 4. Funds Expended in the IATP Area

Location	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22
Region Wide	\$20,641,286.38	\$24,778,742.49	\$33,272,164.99	\$9,196,477.20	\$2,749,722.66	\$8,938,298,225.00	\$25,298,225.00	\$18,438,676.00	\$5,364,327.13
Uncategorized (Region Wide)	\$713,122.00	\$519,509.00	-	\$3,569,418.00	\$927,775.00	\$145,180.00	-	-	-
Yukon Flats	\$43,494,530.11	\$70,966,659.00	\$8,813,830.57	\$25,489,770.00	\$11,770,125.00	\$90,160.00	\$45,149,899.00	\$0.00	\$0.00
Dalton Highway	\$43,174,530.11	\$61,048,311.00	\$4,317,242.57	\$25,413,019.00	\$9,965,362.00	-	\$45,149,899.00	-	-
Central	-	-	-	\$46,900.00	\$459,287.00	\$41,890.00	-	-	-
Nenana	\$320,000.00	\$9,918,348.00	\$4,496,588.00	\$29,851.00	\$1,345,476.00	\$48,270.00	-	-	-
Middle Yukon/Fairbanks	\$68,786,589.50	\$30,494,815.00	\$32,749,379.00	\$17,490,181.39	\$42,937,625.57	\$66,590,890.00	\$11,258,743.47	\$12,639,262.02	\$862,764.00
Eielson Airforce Base	-	-	-	\$1,906,242.00	\$315,187.14	-	-	-	-
Fairbanks	\$38,548,716.50	\$9,873,703.00	\$26,015,001.00	\$10,320,854.00	\$42,307,459.00	\$45,048,748.00	\$2,568,973.00	\$9,436,971.02	\$21,128.00
Fairbanks North Star Borough	\$571,651.00	\$124,105.00	\$1,362,909.00	\$62,966.00	\$160,000.00	\$5,494,387.00	\$355,060.00	\$3,202,291.00	\$841,636.00
Fox	-	-	\$75,000.00	-	\$140,353.00	-	-	-	-
Livengood	\$556,134.00	\$290,369.00	\$262,849.00	-	-	-	-	-	-
Minto	\$23,898,215.00	\$17,398,251.00	\$3,996,754.00	\$4,394,076.36	-	-	-	-	-
North Pole	\$4,351,978.00	\$308,387.00	\$420,000.00	\$513,182.03	-	\$16,047,755.00	\$8,334,710.47	-	-
Tanana	\$859,895.00	\$2,500,000.00	\$616,866.00	\$292,861.00	\$14,653.43	-	-	-	-
Denali Borough	\$28,742,873.00	\$12,734,787.00	\$21,060,601.00	\$7,089,180.00	\$2,592,809.02	\$90,169.00	\$147,941.07	\$10,595,177.59	\$4,668,357.00
Cantwell	\$245,000.00	\$1,666,953.00	-	-	-	-	-	\$5,291,013.00	-
Denali	\$346,644.00	-	\$380,000.00	\$345,000.00	\$1,230,000.00	\$77,949.00	\$60,000.00	\$4,688,306.00	\$4,588,306.00
Healy	\$28,151,229.00	\$11,067,834.00	\$20,680,601.00	\$6,744,180.00	\$1,362,809.02	\$12,220.00	\$87,941.07	\$615,858.59	\$80,051.00
Southeast Fairbanks	\$15,892,603.26	\$54,858,292.49	\$9,286,230.00	\$2,482,578.04	\$12,744,172.71	\$38,211,096.36	\$8,161,640.58	\$472,855.00	\$0.00
Chicken	-	-	-	-	\$719,405.00	-	-	-	-
Delta Junction	\$2,824,179.26	\$37,173,575.00	\$8,378,068.00	\$150,900.00	-	-	\$3,853,432.00	\$178,883.00	-
Tok	\$13,068,424.00	\$17,684,717.49	\$908,162.00	\$2,331,678.04	\$12,024,767.71	\$38,211,096.36	\$4,308,208.58	\$293,972.00	-
Copper River	\$9,956,491.00	\$9,225,944.00	\$1,358,301.00	\$470,233.99	\$0.00	\$14,494,715.30	\$2,565,816.35	\$21,541,746.80	\$2,422,461.00
Chitina	\$9,028,567.00	\$9,050,062.00	-	-	-	-	-	-	-
McCarthy	\$877,924.00	-	\$350,000.00	-	-	\$250,000.00	\$109,926.35	\$3,162,607.80	-
Tazlina	\$50,000.00	\$175,882.00	\$1,008,301.00	\$470,233.99	-	\$34,693.30	-	\$18,379,139.00	\$2,422,461.00
Tonsina	-	-	-	-	-	\$14,210,022.00	\$2,455,890.00	-	-
Full IATP Area	\$188,227,495.60	\$203,578,748.98	\$106,540,497.56	\$65,787,838.62	\$73,722,256.96	\$128,560,453.66	\$92,582,265.47	\$108,837,616.41	\$13,317,909.13

Based on the values presented in Table 4, the following can be deduced:

- The most funds were expended on projects in the IATP area in FY15.
- A large portion of funds have been expended on the Dalton Highway
- The subregion with the most funds expended during funding period was the Middle Yukon/Fairbanks subregion.
- Many of the funds spent in FY22 are not fully accounted for. This is likely because the projects are still open, in design, in the planning phase, etc.
- During the funding period of FY14 to FY22, HSIP funding stood out from additional funding sources, as it is the only funding where the project titles included the moniker “HSIP” as an identifier clearly stating the funding source. Additionally, FLAP funding was identified for the communities of Healy and McCarthy starting in FY20.

HSIP

Of the 23 locations identified in the overall funding Table 4, nine received HSIP funding for projects identified as closed and/or complete during the period of FY14 to 22 for a total of \$110,863,287.60 in HSIP funding spent. Of the total HSIP funding spent, the majority was expended in FY19 and FY 16 with \$29,798,003.00 and \$27,906,853.00 being expended respectively.

HSIP projects in the IATP area include but are not limited to the following:

- Northern Region Guardrail Updates – Alaska Highway (FYs 20 and 21)
- Alaska Dalton, Elliott, and Steese Highways Signing and Striping (FYs 14, 15, 16, 17)
- Parks Highway Milepost 253 ARRC Signal Upgrades (FYs 17, 18, 19)
- Richardson Highway Edgeline Rumble Strips (FY 14)

FLAP

The IATP area is rich with federal lands meaning it is a prime location to pursue and use WFLHD’s FLAP funding. Table 5 identifies the authorized funds allocated each FY for the State of Alaska through WFLHD.

Table 5. FLAP Funds Authorized FY13-22

FY Authorized Funds	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22
	\$7.10M	\$7.15M	\$7.01M	\$7.96M	\$7.96M	\$7.50M	\$7.51M	\$7.69M	\$7.64M	\$8.04M

FLAP funding expended in the IATP area is seen starting in FY20 for the communities of Healy and McCarthy. Between FY 20 and FY 22, FLAP funds were expended in Healy for the Bison Gulch Parking Area and Trail Enhancement and in McCarthy for the McCarthy Road MP 41 Crystal Creek Culvert Replacement. The funds expended and associated FY and community is included in Table 6.

Table 6. FLAP Funds Expended in IATP Area FY20-22

Location	FY20	FY21	FY22	TOTAL
Healy	\$87,941.07	\$615,858.59	\$80,051.00	\$783,850.66
McCarthy	\$109,926.35	\$1,233,097.35	-	\$1,343,023.70
Total	\$197,867.42	\$1,848,955.94	\$80,051.00	\$2,126,874.36

4.0 UNDERSTANDING THE ISSUES AND NEEDS

The following information is derived from the technical memoranda associated with each transportation mode/subject area and summarizes the key findings, issues, and needs.

4.1 Aviation

Technical Memorandum 2 identifies the key issues and needs for the 63 public use airports in the IATP area. This memo identified gaps in the investment of capital projects for aviation and overall recommended prioritizing funding identified airports. Additional key issues needs are listed below.

Key Issue: Airport Roles and Classification

Need: Evaluate the classification for Healy Lake airport.

Key Issue: Airport Coverage

Need: Improve airports at Tok and Gulkana. Study a potential new airport serving the Denali Borough. Preserve and improve backcountry airstrips and landing strips.

Key Issue: Infrastructure (pavement, runways, and lighting)

Need: Provide infrastructure improvements based on priority for pavement, runways, and lighting.

Key Issue: Amenities (fuel and broadband connectivity)

Need: Although DOT&PF is not in the business of providing fuel service, airport improvement and development plans should include suitable locations for fuel service to be provided by private parties. DOT&PF should be engaged in the process of implementing high-speed internet access and identify ways to connect airports not currently connected or unserved by broadband service.

Key Issue: Airspace and Navigation

Need: DOT&PF continue to engage in conversations on proposals for changes to airspace.

Key Issue: Weather Reporting and Communication

Need: Continue to promote the FAA program to add/upgrade weather reporting, navigation, and communication equipment at rural airports.

Key Issue: Bypass Mail Program

Need: Continue to monitor of the Bypass Mail program and continue communications with the United States Postal Service (USPS) to make sure Alaska's rural communities are adequately considered by USPS actions.

Key Issue: Wildland Firefighting Support

Need: DOT&PF maintain all facilities used for wildland firefighting support as appropriate for field operations and take-offs/landings.

Key Issue: Unmanned Aerial Systems

Need: Continue support for communications/broadband and real-time weather reporting to position airports to be well positioned to take advantage of Unmanned Aerial Systems (UAS) and Advanced Air Mobility.

Key Issue: Funding Landscape

Need: Prioritize deferred capital need aviation projects in the IATP area.

4.2 Surface Transportation

Technical Memorandum 1 reviews the major highways of the IATP area, which include the Richardson, Steese, Parks, Denali, Glenn, Alaska, Tok Cutoff, Edgerton, Taylor, and Top of the World Highways. Additional summaries were provided of major community roads have higher traffic volumes, such as Chena Hot Springs Road, Nabesna Road, and McCarthy Road, which is a part of Edgerton Highway. This technical memo identified key issues in data collection practices in Alaska, as well as non-motorized uses and safety for all users. The key issues and needs are listed below.

Key Issue: Roadway User Safety Risks

Need: Collaboration with local communities to address safety risks.

Key Issue: Non-Motorized Facilities

Need: Continue to implement the recommendations detailed in the Alaska Statewide Active Transportation Master Plan to address increased desire for additional non-motorized facilities and fill network gaps.

Key Issue: Roadside Amenities/Waysides

Need: Increase location and maintenance of public rest stops, including restroom facilities, along all major highways.

Key Issue: Forecasting Tools

Need: Create and maintain a statewide traffic/travel demand model tool.

Key Issue: Data Gaps

Need: Create an inventory of road user amenities including rest stops, pull outs, and toilets. Create an inventory of existing non-motorized facilities.

Key Issue: Recreation and Tourism Access

Need: Continue to build on the “Last ‘Fun’tier” initiative by collaborating with landowners, communities, and other agencies to conduct tourism and recreation corridor studies.

4.3 Resiliency

Technical Memorandum 4 addressed resiliency and risk. This memo focuses on community preparedness and infrastructure risk. Key issues identified included the need for DOT&PF to be involved in community planning efforts and assist in identifying and assigning infrastructure risk. Additional key issues and needs are listed below.

Key Issue: Non-Infrastructure Community Based Resiliency Efforts

Need: Provide on-going and focused engagement as a partner by encouraging and collaborating in the development of hazard mitigation plan development and implementation.

Key Issue: Establish Infrastructure Risk Mitigation Strategies

Need: Perform scenario planning by identifying and prioritizing community infrastructure and assigning appropriate mitigation strategies.

Key Issue: Resiliency Action Program

Need: Establish evaluation criteria for a resiliency action program that assists in identifying at-risk infrastructure.

4.4 Riverine

Issues and needs for the riverine system are addressed in Memorandum 5, which analyzes use, facilities, and communities on the Yukon and Tanana rivers. The key issues and needs are listed below.

Key Issue: Erosion and Washout

Need: Implement erosion control methods and mitigation.

Key Issue: Funding Opportunities and Limitations

Need: Prioritize development of and funding for barge facilities.

4.5 Maintenance and Operations

Maintenance and operation needs are addressed in all the memos. These include the following key issues:

- Road maintenance:
 - Pavement preservation
 - Clearing and grubbing
 - Winter maintenance
- Airport maintenance:
 - Clearing and grubbing
 - Winter maintenance

Additionally, there is an overwhelming need for additional maintenance staffing and funding in all areas of the state, but particularly in the IATP area.

4.6 Other Agency Needs

Some of the separate agencies within the IATP area have their own established needs lists such as Fairbanks Area Surface Transportation (FAST) Planning MPA/MPO, the Denali Commission, and the Alaska Railroad Corporation (ARRC). All of these agencies have a hand in improving the transportation system within the IATP area and supporting the overarching goals set forth by the DOT&PF.

The DOT&PF is currently coordinating to establish RPOs. To date, one RPO has been established in the IATP area and several more are being considered. RPOs will have a role in the future in managing the transportation system, addressing needs, and delivering the goals set forth by DOT&PF.

4.6.1 Denali Commission

The Denali Commission is committed to developing and executing programs, projects, and activities that improve the living conditions of Alaskans, primarily in rural Alaska, like much of the IATP area. Projects, programs, and activities developed by the Denali Commission are meant to compliment and assist efforts by other federal agencies, not duplicate. The Denali Commission's most recent needs list is included as Appendix 3.

4.6.2 Alaska Railroad Corporation

The ARRC operates throughout Alaska with major connections between Fairbanks and Anchorage through Denali National Park. For the vast majority of the IATP area, the ARRC rail line is grade separated and the key issues and needs identified by ARRC are bridge replacements, slope stabilization, track rehabilitation and realignment, and various rail line extension projects. The needs established by the ARRC are included in the IATP in Appendix 4. These needs were identified by the ARRC as the agency responsible for the planning, study, design, and construction of projects on the rail line.

4.6.3 Fairbanks Area Surface Transportation (FAST) Planning

The FAST Planning MPO operates in the urbanized areas of the Fairbanks North Star Borough, which includes both the city of Fairbanks and North Pole and is a cooperative effort with priorities set forth by

a Technical Committee and Policy Board. The MPO boundary is omitted from the IATP area. Long-range planning for the MPO is included in the Metropolitan Transportation Plan (MTP). The needs and key issues identified by the MPO have been reviewed and are included in the IATP by reference only (Appendix 5)

4.6.4 Federal Land Management Agencies

Federal Land Management Agencies including the National Park Service, the United States Forest Service, and Fish and Wildlife Service coordinate the development of coordinated transportation projects based on need. All projects identified by federal land management agencies that have an effect on the public require coordination with the appropriate state or local agencies that are responsible for the planning and implementation of transportation improvements in the area.

Projects and needs identified by federal land management agencies are included in the Western Federal Lands (WFL) Transportation Improvement Program (TIP). The inclusion of these projects in the WFL TIP identifies the projects for approval of FHWA funding.

4.6.5 Tribal Transportation Agencies

Tribal Transportation Agencies retain the primary responsibility to approve their own Long Range Transportation Plans, TTP, and TIPs, to include their local needs. These planning documents, as well as a transportation inventory, are submitted to the BIA for final approval and inclusion in the Tribal Transportation TIP.

5.0 STAKEHOLDER IDENTIFIED HIGH INTEREST NEEDS

The cumulative list of needs for the IATP area began with over 1,000 needs and potential projects identified, spanning years of work, outreach, and effort undertaken by the DOT&PF. Through the evaluation of the needs in conjunction with the IATP planning process, it became evident that there are systemic issues across the IATP area that require immediate and comprehensive attention. These issues span multiple modes and sectors, highlighting inefficiencies and barriers that hinder progress. One critical aspect is the inadequate and inconsistent allocation of funding, which directly impacts the capability to implement strategic solutions that would most benefit the region. Needs across the State of Alaska and the Interior Region far outweigh the funding available.

Addressing these systemic challenges will require a coordinated approach, strategic resource allocation, and targeted investments to support the ability for long-term effective change. To assist in bridging the gap between identified needs and potential projects and the identified systemic issues inhibiting functional implementation and progress, the IATP includes Stakeholder Identified High Interest needs in addition to a Transportation Project Need List. The Transportation Project Needs List identifies transportation projects in the IATP area that the DOT&PF hopes to accomplish during the 20-year planning horizon of the IATP, given funding and resource limitations.

Stakeholder Identified High Interest Needs

Stakeholder High-Interest Needs are identified needs that have a significant importance to stakeholders in the region, but due to the limited availability of funding may not be attainable for DOT&PF to execute. Communities and agencies across the region have expressed a high interest in promoting, prioritizing, and supporting needs that address maintenance and operations, equity, safety, mobility, and access concerns, as well as providing a robust, active transportation network. Each identified high interest need includes the title, scope, and corresponding IATP goals. Included is the identification of potential community partners/project sponsors where applicable.

Maintenance and Operations: These high-interest needs, included in Table 7, pertain to promoting, prioritizing, and supporting funding for maintenance and operations, preventative maintenance activities, and maintaining a state of good repair for bridges and culverts in the Interior Region.

Equity, Safety, and Rural Community Support: These high-interest needs, included in Table 8, pertain to promoting, prioritizing, and supporting equity and safety and providing technical assistance to rural communities.

Advancement in Mobility and Infrastructure: These high-interest needs, included in Table 9, pertain to promoting, prioritizing, and supporting the advancement and modernization of various transportation facilities that facilitate the movement of people and freight.

Advancement in Access: These high-interest needs, included in Table 10, pertain to promoting increased access to transportation facilities especially those that provide opportunities for winter, recreation, and subsistence access.

Robust Active Transportation: These high-interest needs, included in Table 11, pertain to promoting, prioritizing, and supporting a robust active transportation network by building new facilities and connections and maintaining existing facilities.

Table 7 High Interest Needs: Maintenance and Operations

Sub-Region	High Interest Need	Category	Description	Associated IATP Goal(s)	Potential Local Partner/ Project Sponsor
Region Wide	Maintenance and Operations Funding	M&O	High interest in identifying ways to increase funding for maintenance and operations across all transportation modes.	Economic Vitality Accessibility and Mobility Preservation and Enhancement	
Region Wide	Waysides/Roadside Amenities	M&O	High interest in identifying consistent wayside typology, level of service, and maintenance needs across the IATP area in support of statewide efforts. Interest in collaboration with Federal Land Managers.	Economic Vitality Accessibility and Mobility Preservation and Enhancement	Federal Land Managers
Region Wide	Pavement Preservation	Preventative Maintenance	High interest in pavement preservation projects, specifically on the following roadways: Alaska Highway Taylor Highway Richardson Highway Parks Highway Nabesna and McCarthy Roads	Health, Safety, and Security Accessibility and Mobility Preservation and Enhancement	
Copper River	Nabesna Road Culvert Improvements	State of Good Repair	High interest in culvert improvements on Nabesna Road to assist in the mitigation of washouts.	Health, Safety, and Security Accessibility and Mobility	Federal Land Managers

Table 7 High Interest Needs: Maintenance and Operations

Sub-Region	High Interest Need	Category	Description	Associated IATP Goal(s)	Potential Local Partner/ Project Sponsor
				Preservation and Enhancement	
Copper River	McCarthy Road Drainage Improvements	State of Good Repair	High interest in drainage and roadway surface improvements on McCarthy Road.	Health, Safety, and Security Accessibility and Mobility Preservation and Enhancement	
Denali	Ghiglione Bridge Replacement, Denali Park Road	State of Good Repair	High interest in the replacement of Ghiglione Bridge at MP 42 of the Denali Park Road. Project includes the elimination of the existing bridge and installation of a new bridge upstream in a manner that will remain consistent with the cultural landscape.	Health, Safety, and Security Accessibility and Mobility Preservation and Enhancement	Federal Land Managers
Denali	Pretty Rocks Slide Bridge, Denali Park Road MP44/Polychrome Area Improvements	State of Good Repair	High interest in an approximately 475-foot-long bridge to span the active Pretty Rocks Landslide. A combination of earthwork, horizontal drains, and a possible cut slope side retaining wall will likely be required to address the Perlite Landslide on the east side of the Pretty Rocks Landslide.	Health, Safety, and Security Accessibility and Mobility Preservation and Enhancement	Federal Land Managers

Table 8 High Interest Needs: Equity, Safety, and Rural Community Support

Sub-Region	High Interest Need	Category	Description	Associated IATP Goal(s)	Potential Local Partner/ Project Sponsor
Region Wide	Use of Significant Planning Documents	Equity	High interest in referring to and implementing projects and recommendations identified in significant planning documents, including but not limited to: Tribal Transportation Plans Upper Tanana Airport Planning Study Cantwell to Healy Parks Highway MP 203-259 Planning and Environmental Linkages (PEL) Study Richardson Highway MP 206-233 PEL Northwest Alaska Transportation Plan	Economic Vitality Health, Safety, and Security Accessibility and Mobility Preservation and Enhancement Intermodal Connectivity	
Region Wide	Rural Community Winter Trails and Ice Roads	Equity Rural Support	High interest in the continued promotion and support of community winter trails and ice roads using CWTP and SIRA. Explore opportunities to support rural communities through the application and budgeting process.	Economic Vitality Health, Safety, and Security Accessibility and Mobility Intermodal Connectivity	Denali Commission Alaska Municipal League
Region Wide	Backcountry Airstrip Work Group	Rural Support	High interest in reviving the Backcountry Airstrip Work Group responsible for identifying issues impacting backcountry airstrips and helping to guide future preservation decisions.	Economic Vitality Accessibility and Mobility Preservation and Enhancement Intermodal Connectivity	
Region Wide	Northern Region Rural Community Dust Control	Equity Safety Rural Support	High interest in supporting projects that provide dust control measures to village communities.	Health, Safety, and Security	Denali Commission

Table 8 High Interest Needs: Equity, Safety, and Rural Community Support

Sub-Region	High Interest Need	Category	Description	Associated IATP Goal(s)	Potential Local Partner/ Project Sponsor
Multiple	Healy Canyon Area	Safety	High interest in continuing to support investments in the Healy Canyon area that allow for a safe and resilient transportation system. Includes the Denali and Middle Yukon/Fairbanks sub-regions	Health, Safety, and Security Accessibility and Mobility Intermodal Connectivity	ARRC
Copper River	McCarthy Road Kotsina Bluffs Realignment	Safety	High interest in realignment of McCarthy Road at Kotsina Bluffs	Health, Safety, and Security Accessibility and Mobility Preservation and Enhancement Intermodal Connectivity	
Copper River	Richardson Highway Safety Improvements	Safety	High interest in improvements on the Richardson Highway identified in the Richardson Highway PELs, improve the existing infrastructure, and increase safety	Health, Safety, and Security Accessibility and Mobility Preservation and Enhancement Intermodal Connectivity	
Denali	Denali Highway Winter Trail Safety	Safety	High interest in projects, programs, and initiatives to promote winter trail safety on the Denali Highway, such as “Light Up the Lead Dogs”.	Health, Safety, and Security Accessibility and Mobility	Denali Commission
Upper Tanana	Alaska Highway Safety	Safety	High interest in highway and safety improvements on the Alaska Highway, including the addition and upgrade of passing lanes where applicable.	Health, Safety, and Security Accessibility and Mobility Preservation and Enhancement	

Table 9 High Interest Needs: Advancement in Mobility and Infrastructure

Sub-Region	High Interest Need	Category	Description	Associated IATP Goal(s)	Potential Local Partner/ Project Sponsor
Region Wide	Aviation Lighting and Infrastructure	Modernization	High interest in projects that include upgrading the lighting systems, Automated Weather Observing System (AWOS), and/or weather cameras at various airports within the Northern Region	Economic Vitality Accessibility and Mobility Preservation and Enhancement Intermodal Connectivity	FAA
Multiple	Aviation Facility Investment	Modernization	<p>High interest in investments at the following airports:</p> <p>Nenana Airport – Includes needs identified in the Nenana Airport Layout Plan, pavement maintenance on taxiways and apron, new SREB and equipment, improved signage, construction of partial parallel taxiway at runway end 22R, water/sewer/C St utilities extension, and the construction of helicopter parking, among others. See the final Nenana Airport Layout Plan for all identified projects.</p> <p>Gulkana Airport – Includes needs identified for funding in the AASP such as pavement markings, crack sealing and replacement of snow removal equipment. Additional identified needs, not programed for funding, include construction of new apron, installation of Continuously Operating Reference Stations (CORS), toilet facilities, and the construction of tie-downs⁷.</p>	Economic Vitality Accessibility and Mobility Preservation and Enhancement Intermodal Connectivity	FAA

⁷ file:///C:/Users/kramage/Downloads/NeedsDirectory_11_11_2024.PDF

Table 9 High Interest Needs: Advancement in Mobility and Infrastructure

Sub-Region	High Interest Need	Category	Description	Associated IATP Goal(s)	Potential Local Partner/ Project Sponsor
Multiple	Riverine Facility Investment	Advancement	High interest in projects that support riverine facility improvements and investments relating to improved movement of freight. Includes the following sub-regions: Denali, Middle Yukon/Fairbanks, Upper Tanana, and Yukon Flats.	Economic Vitality Accessibility and Mobility Preservation and Enhancement Intermodal Connectivity	
Multiple	Railroad Support and Investments	Modernization	High interest in continued support of the ARRC and promotion of interagency collaboration in the pursuit of modernizing the railroad in Alaska. Includes the following sub-regions: Denali, Middle Yukon/Fairbanks, and Yukon Flats.	Economic Vitality Accessibility and Mobility Preservation and Enhancement Intermodal Connectivity	ARRC
Denali	Denali Area Airport Planning Study	Advancement	High interest in pursuing recommendations set forth by the Denali Area Airport Planning Study (DAAPS). DAAPS will assess the need for a regional airport, identify other airport improvement needs, and provide recommendations for development. The final DAAPS is scheduled to be complete winter 2025/26.	Economic Vitality Accessibility and Mobility Preservation and Enhancement Intermodal Connectivity	FAA
Copper River	McCarthy Road ROW Corrections	Advancement	High interest in conducting rights of way (ROW) corrections on McCarthy Road	Accessibility and Mobility Preservation and Enhancement Intermodal Connectivity	Copper River Valley Regional Planning Organization (CRV-RPO)

Table 10 High Interest Needs: Advancement in Access

Sub-Region	High Interest Need	Category	Description	Associated IATP Goal(s)	Potential Partner/ Project Sponsor
Denali	Recreational Access to the Nenana River	Recreation Access	High interest in promoting safe and meaningful usage of the Nenana River with additional recreational access.	Economic Vitality Accessibility and Mobility	Federal Land Managers
Upper Tanana	Healy Lake Ice Road	Winter Access	High interest in the continued investment of the Healy Lake ice road providing the community of Healy Lake affordable year-round access to goods and the ability to access larger communities in the area for work, social events, and medical appointments.	Economic Vitality Health, Safety, and Security Accessibility and Mobility	

Table 11 High Interest Needs: Robust Active Transportation

Sub-Region	High Interest Need	Category	Description	Associated IATP Goal(s)	Potential Local Partner/ Project Sponsor
Denali	Continuous Separated Path Through Denali Borough	New Facility Connections	High interest in projects that will link various parts of the Denali Borough by separated path. This includes the following separated path projects identified from the Cantwell to Healy – Parks Highway MP 203-259 PEL Study. Nenana River Pedestrian Bridge at McKinley Village Parks Highway Cantwell to Carlo Creek Separated Path Parks Highway Crabbies Crossing to Denali Park Entrance Separated Path Denali Area Transit/Active Transportation Initiative (Phase One)	Economic Vitality Health, Safety, and Security Accessibility and Mobility	Federal Land Managers/Denali Borough
Denali	Nenana Canyon to McKinley Village Bike Trail/Nenana River Trail	New Facility Connections	High interest in the construction of a bicycle trail along the Parks Highway from the Nenana Canyon Trail to the McKinley Village area, approximately six miles.	Economic Vitality Health, Safety, and Security Accessibility and Mobility Intermodal Connectivity	Federal Land Managers/Denali Borough
Copper River	Kenny Lake Bike Path Extension	Connections	High interest in extending the Kenny Lake Bike Path from its terminus at Kenny Lake School, MP 4 Edgerton Highway to the Richardson Highway, MP 0. Community desires bike path to run towards the general store.	Economic Vitality Health, Safety, and Security Accessibility and Mobility	CRV-RPO

Table 11 High Interest Needs: Robust Active Transportation

Sub-Region	High Interest Need	Category	Description	Associated IATP Goal(s)	Potential Local Partner/ Project Sponsor
Middle Yukon/ Fairbanks	Salcha Area Pedestrian Path (North Pole to Salcha)	New Facility Connections	High interest in the construction of a Salcha area pedestrian path with the intention of connecting the communities of North Pole and Salcha.	Economic Vitality Health, Safety, and Security Accessibility and Mobility	
Upper Tanana	Delta to Fort Greely Bike Path	New Facility Connections	High interest in the construction of a bike/pedestrian path from the Alaska/Richardson Highway intersection to Fort Greely.	Economic Vitality Health, Safety, and Security Accessibility and Mobility	Department of Defense/Fort Greely Military Base
Upper Tanana	Tok MP 1314 – 1326 Existing Bike Path Rehabilitation	Maintenance of Existing Facility	High interest in rehabilitating the existing bike path from Tok MP 1314 to Tanacross MP 1326	Economic Vitality Health, Safety, and Security Accessibility and Mobility	

6.0 TRANSPORTATION PROJECT NEED LIST

On both the regional and sub-regional level, projects included on the Transportation Project Need List are guided by community and agency input, existing conditions, statewide goals, and the established goals for the IATP.

Transportation projects are identified by location and mode. Each transportation project has a need identification number (Need ID) which is used by DOT&PF to track the project through its lifecycle. Each identified project also has the cost range, potential funding type, and the IATP goal(s) that are met. These identifiers ultimately assist planners, at the state, regional, and community level to view the needs and project recommendations in the IATP area and swiftly understand where to focus efforts in the short- medium- and long- term, and which funding and grant opportunities best align. In addition to the recommended priority projects, all identified needs for the sub-regions in the IATP are included with their descriptions in Appendix 6. All projects are displayed in the following format:

Project Name | NEED ID | Community

Description

Estimated Cost:

IATP Goals Met:

6.1 Surface Transportation Projects

6.1.1 Region Wide

Rural Community Winter Trails and Ice Roads | NEED ID: XXXX | Region Wide | \$2,510,176

Invest in community winter trails and ice roads using CWTP and SIRA to bridge connections between communities. These investments in community connections promotes the distribution of goods and services, the well-being of community members, and provides safe alternatives for access.

Estimated Cost: \$2,510,176 (Statewide)⁹

IATP Goals Met: Economic Vitality | Health, Safety, and Security | Accessibility and Mobility | Intermodal Connectivity.

6.1.2 Yukon Flats

Steese Highway MP 53-74 Rehabilitation | NEED ID: XXXX | Central

Rehabilitate the Steese Highway from MP 53 to MP 74, providing an improved experience for all users.

Estimated Cost: \$

IATP Goals Met: Economic Vitality | Accessibility and Mobility | Preservation and Enhancement

Steese Highway MP 137-148 Erosion/Birch Creek Bridge | NEED ID: 34110 | Circle/Central

Replace Birch Creek Bridge (#355) at MP 144 of the Steese Highway and construct erosion protection measures from MP 137 to MP 148.

Estimated Cost: \$

IATP Goals Met: Economic Vitality | Health, Safety, and Security | Accessibility and Mobility | Preservation and Enhancement.

See the 2022 Northwest Alaska Transportation Plan for Elliott and Dalton Highway Priorities

6.1.3 Middle Yukon/Fairbanks

Chena Hot Springs Road MP 13-20 Rehabilitation | NEED ID: 32998 | Fairbanks

Rehabilitate Chena Hot Springs Road from MP 13-20. Work includes roadside hardware, drainage improvements, and utilities.

Estimated Cost: \$

IATP Goals Met: Economic Vitality | Health, Safety, and Security | Accessibility and Mobility | Preservation and Enhancement

Steese Highway MP 10-17 Rehabilitation | NEED ID 33719 | Fairbanks

Rehabilitate the Steese Highway from MP 10 to MP 17. Work includes roadside hardware, drainage improvements, and utilities.

Estimated Cost: \$

IATP Goals Met: Economic Vitality | Health, Safety, and Security | Accessibility and Mobility | Preservation and Enhancement

Elliott Highway MP 29-50 Rehabilitation | NEED ID XXXX | Fairbanks

Rehabilitate the Elliott Highway from MP 29 to MP 50. Work includes roadside hardware, drainage improvements, and utilities.

Estimated Cost: \$

IATP Goals Met: Economic Vitality | Health, Safety, and Security | Accessibility and Mobility | Preservation and Enhancement

See the 2022 Northwest Alaska Transportation Plan for additional Elliott Highway Priorities

6.1.4 Denali

Parks Highway MP 206-209 Reconstruction | NEED ID:30995 | Denali

Reconstruct the Parks Highway from Milepost 206-209 including replacement of the Pass Creek Bridge #0293. Project includes drainage improvements, roadside hardware, and utilities⁸.

Estimated Cost: \$17,786,000⁸

IATP Goals Met: Health, Safety, and Security | Accessibility and Mobility | Preservation and Enhancement

Parks Highway MP 238-239 Reconstruction (Stage 1) | NEED ID: XXXX | Denali

Reconstruct the Parks Highway from MP 238 to MP 239. This project ID is representative of a single stage of reconstruction for the Parks Highway⁸.

Estimated Cost: \$10,256,000⁸

IATP Goals Met: Health, Safety, and Security | Accessibility and Mobility | Preservation and Enhancement.

Parks Highway MP 239-240 Nenana Canyon Rockfall Mitigation (Stage 2) | NEED ID: XXXX | Denali

Install rockfall mitigation along the Parks Highway from MP 239 to 240. Project will include drainage improvements, rockfall mitigation, and roadside hardware.⁸

Estimated Cost: \$22,777,000⁸

IATP Goals Met: Health, Safety, and Security | Accessibility and Mobility | Preservation and Enhancement.

Parks Highway MP 263-275 Rehabilitation | NEED ID:29874 | Healy

Rehabilitate the Parks Highway from MP 263-275.

Estimated Cost: \$

IATP Goals Met: Health, Safety, and Security | Accessibility and Mobility | Preservation and Enhancement

Parks Highway Nenana River Bridge at Rex (#0216) Replacement | NEED ID:34303 | Denali

Replace the Nenana River Bridge at Rex (#0216) located on the Parks Highway at MP 276. Project will include drainage improvements, road reconstruction, roadside hardware, and utilities.

Estimated Cost: \$

IATP Goals Met: Health, Safety, and Security | Accessibility and Mobility | Preservation and Enhancement | Intermodal Connectivity.

⁸ Cantwell to Healy – Parks Highway MP 203-259 PEL Study <https://dot.alaska.gov/nreg/parkshealypel/files/php-studyreport.pdf>

Parks Highway MP 285-305 Rehabilitation | NEED ID:33604 | Denali

Reconstruct the Parks Highway between MP 285-305. Project includes drainage improvements, roadside hardware, utilities, and rehabilitation of Julius Creek Bridge (#0317), Fish Creek Bridge (#0722), Tanana River Bridge (#0202) and North Slough Tanana.

Estimated Cost: \$

IATP Goals Met: Health, Safety, and Security | Accessibility and Mobility | Preservation and Enhancement.

Richardson Highway MP 317-326 Rehabilitation | NEED ID: XXXX | Denali

Rehabilitate the Richardson Highway from MP 317 to MP 326.

Estimated Cost: \$

IATP Goals Met: Health, Safety, and Security | Accessibility and Mobility | Preservation and Enhancement.

Parks Highway Denali Park Entrance to Healy Separated Path | NEED ID: XXXX | Denali | Active Transportation

Construct a separated path along the Parks Highway from Hornet Creek to the community of Healy. Project will include constructing pedestrian bridges at Antler Creek, Bison Gulch, and the Nenana River at Moody Bridge⁸.

Cost Estimate: \$37,588,000⁸

IATP Goals Met: Economic Vitality | Health, Safety, and Security | Accessibility and Mobility | Intermodal Connectivity.

Parks Highway Healy to Stampede Road Separated Path | NEED ID: XXXX | Denali and Healy | Active Transportation

Construct a separated path along the Parks Highway from the community of Healy to Stampede Road. Project will include constructing pedestrian bridges at Dry Creek and Dry Creek Overflow Bridge⁸.

Cost Estimate: \$8,297,000⁸

IATP Goals Met: Economic Vitality | Health, Safety, and Security | Accessibility and Mobility | Intermodal Connectivity.

6.1.5 Upper Tanana

Johnson River Bridge Replacement | NEED ID:33824 | Alaska Highway | Delta Junction

Replace the Johnson River Bridge #518 (MP 1380.5) on the Alaska Highway. The proposed new bridge will be an eight-span concrete decked bulb-tee girder bridge, approximately 1,160-feet long and 43-feet wide. Project activities include replacing the bridge, embankment widening and realignment of the Alaska Highway, pavement resurfacing and striping, drainage improvements including ditching, grading and replacing damaged or undersized culverts and installing new culverts, replacing signs and guardrail, vegetation clearing, potential utility relocations, and potential for ROW acquisition on the north-east side of the bridge for road realignment.

Estimated Cost: \$65,809,370⁹

IATP Goals Met: Health, Safety and Security | Accessibility and Mobility | Preservation and Enhancement.

Gerstle Bridge Replacement | NEED ID:22322 | Alaska Highway | Delta Junction

Replace the Gerstle River Bridge #520 (MP 1392.7) on the Alaska Highway. The proposed new bridge will be a 13-span concrete decked bulb-tee girder bridge, approximately 1,885-feet long and 43-feet wide. Project activities include replacing the bridge, embankment widening and realignment of the Alaska Highway, pavement resurfacing and striping, drainage improvements including ditching, grading and replacing damaged or undersized culverts and installing new culverts, replacing signs and guardrail, vegetation clearing, utility relocations, and ROW acquisition on the north side of the bridge for road realignment.

Estimated Cost: \$35,500,000⁹

IATP Goals Met: Health, Safety and Security | Accessibility and Mobility | Preservation and Enhancement.

Robertson Bridge Replacement | NEED ID:34126 | Alaska Highway | Tok

Replace the Robertson River Bridge #509 at MP 1347.5 on the Alaska Highway. The proposed new bridge will be approximately 43-feet wide. The length of the new bridge is still being determined. Project activities include replacing the bridge, embankment widening and realignment of the Alaska Highway, pavement resurfacing and striping, drainage improvements including ditching, grading and replacing damaged or undersized culverts and installing new culverts, replacing signs and guardrail, vegetation clearing, potential utility relocations, and potential for ROW acquisition for road realignment.

Estimated Cost: \$136,226,567⁹

IATP Goals Met: Health, Safety and Security | Accessibility and Mobility | Preservation and Enhancement.

⁹ <https://dot.alaska.gov/stwdplng/cip/stip/>

Taylor Highway Corridor Study | NEED ID: XXXX | Tetlin/Chicken

Use a Planning and Environmental Linkage Study to identify future investments on the Taylor Highway and work towards solving existing right of way issues.

Estimated Cost: \$

IATP Goals Met: Economic Vitality | Health, Safety, and Security | Accessibility and Mobility

Richardson Highway MP 234-244 Rehabilitation | NEED ID: 30929 | Fort Greely

Rehabilitate the Richardson Highway from MP 234 (Ruby Creek) to MP 244. Original documented need has been abbreviated to create an attainable project goal.

Estimated Cost: \$

IATP Goals Met: Health, Safety and Security | Accessibility and Mobility | Preservation and Enhancement.

Richardson Highway MP 245-256 Rehabilitation | NEED ID: 30929 | Fort Greely

Rehabilitate the Richardson Highway from MP 245 to MP 256. Original documented need has been abbreviated to create an attainable project goal.

Estimated Cost: \$

IATP Goals Met: Health, Safety and Security | Accessibility and Mobility | Preservation and Enhancement.

6.1.6 Copper River

Richardson Highway MP 65-80 Rehabilitation/Tonsina Bridge Replacement | NEED ID: 29973 | Tonsina

Rehabilitate the Richardson Highway between Milepost 65-80. Improvements include bridge work, drainage improvements, roadside hardware, and utilities. This project will include the replacement of the Tonsina River Bridge (#0569). This is part of a legacy project from the 2010 IATP.

Estimated Cost: \$42,457,928

IATP Goals Met: Health, Safety, and Security | Accessibility and Mobility | Preservation and Enhancement.

Richardson Highway MP 113 Realignment (Slide) | NEED ID:31017 | Copperville

Realign the Richardson Highway at MP 113.

Estimated Cost: \$

IATP Goals Met: Health, Safety, and Security | Accessibility and Mobility | Preservation and Enhancement.

Richardson Highway MP 187-205 Rehabilitation | NEED ID: XXXX | Paxson

Rehabilitate the Richardson Highway from MP 187 to MP 205.

Estimated Cost: \$

IATP Goals Met: Health, Safety, and Security | Accessibility and Mobility | Preservation and Enhancement.

Richardson Highway MP 209-212 Reconstructions | NEED ID: XXXX | Paxson

Reconstruct the Richardson Highway between mileposts 209 and 212. Work includes sections of realignment, roadside hardware, utilities, and drainage improvements.¹⁰

Estimated Cost: \$42,612,000¹⁰

IATP Goals Met: Health, Safety, and Security | Accessibility and Mobility | Preservation and Enhancement.

Richardson Highway MP 218-221 Reconstruction Trims to Ruby Creek | NEED ID: XXXX | Trims

Reconstruct the Richardson Highway from MP 218 to MP 221, Trims to Ruby Creek. This is a variation of a legacy project from the 2010 IATP and has a Need ID already created (#2124).¹⁰

Estimated Cost: \$22,084,000¹⁰

IATP Goals Met: Health, Safety, and Security | Accessibility and Mobility | Preservation and Enhancement.

Richardson Highway MP 224-227 Reconstruction | NEED ID: XXXX | Donnelly

Reconstruct the Richardson Highway between mileposts 224 and 227. Work includes replacing Lower Suzy Q Creek bridge #0589 and replacing Upper Suzy Q Creek culvert #7146 and Falls Creek culvert #7147 with bridges. Work will also include sections of realignment, roadside hardware, utilities, and drainage improvements.¹⁰

Estimated Cost: \$32,800,000¹⁰

IATP Goals Met: Health, Safety, and Security | Accessibility and Mobility | Preservation and Enhancement.

Richardson Highway MP 227-229 Reconstruction | NEED ID: XXXX | Donnelly

Reconstruct the Richardson Highway between mileposts 227 and 229. Work includes replacing Gunnysack Creek bridge #0590, sections of realignment, roadside hardware, utilities, and drainage improvements.¹⁰

Estimated Cost: \$13,102,000¹⁰

IATP Goals Met: Health, Safety, and Security | Accessibility and Mobility | Preservation and Enhancement.

Nabesna Corridor Study | NEED ID: XXXX | Nabesna

Conduct a corridor study for Nabesna Road to identify and address existing conflicts for residents and tourists visiting Wrangell-St. Elias National Park and Preserve.

Estimated Cost: \$

IATP Goals Met: Economic Vitality | Health, Safety, and Security | Accessibility and Mobility | Preservation and Enhancement

¹⁰ Richardson Highway MP 206-233 PEL: <https://richardson-highway-mp-206-233-pel-akdot.hub.arcgis.com/documents/34cc6a6928d647c8b6ce8801729c4826/explore>

6.2 Aviation

6.2.1 Yukon Flats

Beaver Airport Lighting Improvements | NEED ID: XXXX | Beaver

Various needs have been identified for the Beaver Airport, including the rehabilitation of airport lighting to meet current standards, this need has been identified through inspection. All needs for the Beaver Airport are included in Table 12, including the estimated cost and status.

Table 12 Beaver Airport Needs, Estimated Cost, and Status

Need	Estimated Cost ¹	Status
Replace Wind Cone	\$100,000	Obligated ²
Construct SREB	\$1,658,186	Community Identified Need
Minor Gravel Resurfacing	\$399,000	Inspection Identified Need
New Fuel Storage Tank (300+ gallons), Construct Fence to secure, and add lighting	\$65,775	Inspection Identified Need
Rehabilitate Airport Lighting	\$210,000	Inspection Identified Need

¹Estimated costs are from the Alaska Aviation System Plan Needs List. These estimates are planning level estimates that will improve through the design process.

²Obligated status indicates that the needs have been identified to receive funding, needs with obligated status are included as the work is to be completed during the 20-year planning horizon of the IATP.

IATP Goals Met: Economic Vitality | Accessibility and Mobility | Preservation and Enhancement | Intermodal Connectivity

Birch Creek Airport Lighting and Rehabilitation | NEED ID: XXXX | Birch Creek

Various needs have been identified at Birch Creek Airport and are included in Table 13, along with the estimated cost, and status.

Table 13 Birch Creek Airport Needs, Estimated Cost, and Status

Need	Estimated Cost ¹	Status
Replace Windsock Pole and Lighting	\$61,492	Obligated ²
Acquire New Grader	\$444,187	Obligated
Acquire Loader (Replace #37954)	\$450,000	Programmed
Reconstruct Miscellaneous NAVAIDS	\$100,000	In Project
Reconstruct Runway Lighting	\$800,000	In Project
Reconstruct Taxiway Lighting	\$400,000	In Project
Rehab Access Road	\$1,900,000	In Project
Rehab Apron	\$2,500,000	In Project
Rehab Runway 16/34	\$6,000,000	In Project
Rehab Taxiway	\$1,000,000	In Project
Construct SREB	\$1,721,821	Community Identified Need

¹Estimated costs are from the Alaska Aviation System Plan Needs List. These estimates are planning level estimates that will improve through the design process.

²Obligated status indicates that the needs have been identified to receive funding, needs with obligated status are included as the work is to be completed during the 20-year planning horizon of the IATP.

IATP Goals Met: Economic Vitality | Accessibility and Mobility | Preservation and Enhancement | Intermodal Connectivity

6.2.2 Middle Yukon/Fairbanks

Stevens Village Airport Lighting and Resurfacing | NEED ID:31961 | Stevens Village

Various needs have been identified for Stevens Village Airport, including the rehabilitation of pavement surfacing and application of dust palliative on the runway, taxiway, apron and access road, the replacement and upgrade of airport lighting and electrical components, and the removal and replacement of a culvert at the taxiway. All needs, estimated cost, and status are included in Table 14.

Table 14 Stevens Village Airport Needs, Estimated Cost, and Status

Need	Estimated Cost ¹	Status
Acquire New Grader	\$444,187	Programmed
Acquire Loader (Replace #37954)	\$450,000	Programmed
Stevens Village Airport Lighting and Resurfacing	\$7,649,089	Queued for ACIP
Drainage Improvements	\$56,275	Inspection Identified Need
Fuel Tank Upgrades	\$33,764	Inspection Identified Need
Install AWOS	\$2,060,000	Community Identified Need

¹Estimated costs are from the Alaska Aviation System Plan Needs List. These estimates are planning level estimates that will improve through the design process.

IATP Goals Met: Economic Vitality | Accessibility and Mobility | Preservation and Enhancement | Intermodal Connectivity.

6.2.3 Upper Tanana

Tok Junction Airport | NEED ID:22396 | Tok

Various needs have been identified for the Tok Junction Airport and are included in Table 15, along with the estimated cost, and status.

Table 15 Tok Junction Airport Needs, Estimated Cost, and Status

Need	Estimated Cost ¹	Status
Install AWOS	\$1,273,080	Obligated ²
Construct New EEB	\$309,000	Obligated
Pavement Marking and Crack Seal	\$60,938	Programmed
Extend Runway, Rehab RW, TW and Apron	\$5,768,113	In Project
Construct Tie Downs	\$0	Community Identified Need
Install CORS	\$75,000	Sponsor Identified Need

¹Estimated costs are from the Alaska Aviation System Plan Needs List. These estimates are planning level estimates that will improve through the design process.

²Obligated status indicates that the needs have been identified to receive funding, needs with obligated status are included as the work is to be completed during the 20-year planning horizon of the IATP.

IATP Goals Met: Economic Vitality | Accessibility and Mobility | Preservation and Enhancement | Intermodal Connectivity.



APPENDIX 1: FHWA TRIBAL FUNDING OPPORTUNITIES

APPENDIX 2: COMPREHENSIVE LIST OF DISCRETIONARY GRANTS

APPENDIX 3: DENALI COMMISSION NEEDS

APPENDIX 4: ALASKA RAILROAD CORPORATION NEEDS AND PROJECTS

APPENDIX 5: FAST PLANNING METROPOLITAN TRANSPORTATION PLAN, NEEDS AND PROJECTS

APPENDIX 6: ALL IATP NEEDS AND PROJECTS

APPENDIX 7: WAYSIDES NEEDS AND PROJECTS