



**FFY2019-23**  
**Transportation Improvement Program**  
**DRAFT Amendment #5**  
**December 15, 2021**

**FFY2019-23 TRANSPORTATION IMPROVEMENT PROGRAM**  
**DRAFT AMENDMENT #5**  
**December 15, 2021**

**INTRODUCTION**

This is the Fairbanks Area Surface Transportation (FAST) Planning 2019 – 2023 Transportation Improvement Program (FFY19-23 TIP) Amendment #5. In addition to capturing minor adjustments with FFY21 yearend obligations, the primary purpose of the Amendment is to: (1) delay construction of the Chena Riverwalk project from FFY22 to FFY23 due to right-of-way phase delays; (2) accelerate construction of the North Pole Streetlight Standardization project from FFY23 to FFY22; and (3) fully fund the recent project increases for the Chena Riverwalk right-of-way phase, Old Richardson Highway Intersections utilities phase, and FAST Improvement Program construction phase. This Amendment was reviewed at the December 1, 2021 FAST Planning Technical Committee meeting and authorized to be release for public comment at the December 15, 2021 FAST Planning Policy Board meeting. The public comment period is open December 19, 2021 to January 21, 2022. The TIP continues to be fiscally constrained, and none of the changes trigger the need for a new air quality conformity determination.

The original FFY19-23 TIP was developed in direct coordination with projects and timelines listed in the 2045 Metropolitan Transportation Plan (MTP), the long-range transportation plan for the Fairbanks and North Pole areas adopted by the FAST Planning Policy Board in December 2018.

Development of the TIP was initiated in January 2019 following development of the 2045 MTP and adoption of revised project scoring criteria and a new project nomination form. A call for project nominations was issued, and 10 project nominations were received – including seven road projects and three non-motorized projects, as summarized below:

<b>Road Projects</b>		<b>Score</b>
1.	5 <sup>th</sup> Avenue Reconstruction	158
2.	Lacey Street Reconstruction	150
3.	Bradway Road Reconstruction	117
4.	Peridot Street Rehabilitation	107
5.	Woll Road Resurfacing & Widening	101
6.	Roland Road Improvements	100
7.	Nelson Road Widening	90

  

<b>Non-motorized Projects</b>		
1.	City Bike Lane Striping & Signing	123
2.	Airport West Bicycle & Pedestrian Facility	121
3.	Chena Lakes/Plack Road Bicycle & Pedestrian Facility	81

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Due to funding limitations with carrying forward projects from the FFY17-20 TIP and eligibility concerns with some of the projects nominated, only two road projects (5th Avenue and Woll Road) and one non-motorized project (Airport West Bicycle & Pedestrian Facility) were incorporated into the Draft TIP. The Draft TIP was reviewed on February 6, 2019 by the FAST Planning Technical Committee, and approved on February 27 by the FAST Planning Policy Board for release for public review and comment. The Draft TIP was subsequently issued for public comment March 3 to April 3, and a public open house event was held on March 12. The document also included a draft Air Quality Conformity Determination, which had the same public comment period, and an Interagency Consultation on the draft determination took place on March 27. In total, 44 comments were received on the Draft TIP during the public comment period. Revisions were then made to the TIP based on comments received, new information about project schedules, and estimates prepared by the Alaska Department of Transportation & Public Facilities (DOT&PF). The final draft of the TIP was then reviewed again by the Technical Committee on April 3 and adopted by the Policy Board on April 17 without amendment.

The original TIP and Administrative Modifications #1 and #2, Amendment #3, Administrative Modification #4, and Amendment #5 are fiscally constrained and were developed in conformance with 23 USC 134, 49 USC 5303, 23 CFR Part 450, sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 USC 7504, 7506 (c) and (d)), 40 CFR Part 93, Title VI of the Civil Rights Act as amended (42 2000d-1) and 49 CFR Part 21, 49 USC 5332, Section 1101(b) of the SAFETEA-LU (Pub. L 109-59 and 49 CFR part 26, 23 CFR part 230, provisions of the Americans with Disabilities Act of 1990 (42 USC 12101 *et seq.*), 49 CFR parts 27, 37, and 38, the Older Americans Act as amended (42 USC 6101), 23 USC 324, Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and 49 CFR 27 and all other applicable federal requirements for Metropolitan Planning Organizations.

### ***Air Quality Conformity***

The FFY19-23 TIP was developed in direct coordination with projects and timelines listed in the 2045 MTP for which an Air Quality Conformity Analysis was completed that found the following key determinations:

- Total regional vehicle-related PM<sub>2.5</sub> and NO<sub>x</sub> precursor emissions associated with implementation of the 2045 MTP for the required analysis years of 2019, 2025, 2035, and 2045 have been estimated and found to be below the applicable motor vehicle emission budgets established under the Moderate State Implementation Plan.

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- All CO conformity requirements are met.
- Interagency consultation was conducted in accordance with federal requirements.

The FHWA and FTA reviewed the Air Quality Conformity Analysis and approved the conformity determination on January 30, 2019. Since the FFY19-23 TIP was based on the projects and timelines listed in the 2045 MTP, 40 CFR 93.122(g) permits reliance on the regional emissions analysis from the MTP. Every project in the FFY19-23 TIP was included in the 2045 MTP and associated Air Quality Conformity Analysis, with the exception of one project – Woll Road Resurfacing & Widening. This project proposes to resurface the existing roadway and widen shoulders to better accommodate bicyclists, pedestrians, and move mailboxes further away from the travel lanes, and is exempt from the requirement to determine conformity in accordance with 40 CFR 93.126 – Pavement Resurfacing and/or Rehabilitation; Widening Narrow Pavements; Shoulder Improvements; and Projects that Correct, Improve, or Eliminate a Hazardous Feature. Based on this analysis, FAST Planning finds the FFY19-23 TIP meets air quality conformity requirements.

This draft determination was issued for public comment March 3 to April 3, 2019, concurrent with the Draft FFY19-23 TIP. No public comments were received regarding air quality during the comment period. An Interagency Consultation on this analysis was also performed on March 27 with federal and the local air quality planning agencies, including the FTA, U.S. EPA, ADEC, and Fairbanks North Star Borough (FNSB) during the public comment period and no issues were raised with the determination. Following approval of the FFY19-23 TIP by Alaska DOT&PF, the document was transmitted to FHWA and FTA for their joint approval of the determination. The determination was approved by the FHWA and FTA on June 26, 2019.

### ***Performance Measures***

The table on the following page summarizes the anticipated benefit of each project in the FFY19-23 TIP making progress towards achieving the performance measures included in the 2045 MTP. FAST Planning has adopted the Alaska DOT&PF's targets for each the following measures:

- Safety (Fatalities & Serious Injuries; Motorized & Non-motorized)
- Pavement & Bridge Condition
- Travel Time Reliability
- Congestion Mitigation & Air Quality (CMAQ)

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For safety, FAST Planning has revised and adopted new project scoring criteria with safety considerations being the highest weighted category. This new criteria was used to score the new projects incorporated into the FFY19-23 TIP. For pavement and bridge condition, the TIP is funding many resurfacing and reconstruction projects where pavement is failing, including partnering with Alaska DOT&PF on resurfacing projects on the National Highway System through the FAST Improvement Program. For travel time reliability, the TIP includes many projects that improve connectivity to provide alternate routes, widened shoulders to accommodate space for vehicles should a traffic accident occur, and resurfacing projects that reduce the amount of maintenance activities on those roads. And for CMAQ, by policy FAST Planning invests 20-percent of our federal funds on non-motorized projects to provide transportation alternatives to vehicles.

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#	Project	Safety	Pavement & Bridge Condition	Travel Time Reliability	CMAQ
1	5th Avenue Reconstruction	X	X		X
2	Airport West Bicycle & Pedestrian Facility	X		X	X
3	Advanced Project Definition				
4	Barnette Street Reconstruction	X	X	X	X
5	Bike Lane Signing & Striping				X
6	Chena River Walk Stage III				X
7	College Road Bus Pullouts	X		X	X
8	Cowles Street Reconstruction	X	X	X	X
9	Coordinators Office				
10	Cushman Street Bridge Rehabilitation		X		
11	Fairbanks Rail/Road Crossing Reduction/Realignment Plan	X		X	X
12	FMATS Improvement Program		X		
13	FMATS Intersection Improvement Program	X	X		X
14	FMATS Safety and Efficiency Program	X			X
15	FMATS Sidewalk Improvement Program	X			X
16	Gillam Way Reconstruction	X	X		X
17	Lacey Street Reconstruction	X	X		X
18	Lathrop Street Extension			X	
19	McGrath Road Upgrade		X		
20	Metropolitan Transportation Plan Update				X
21	Minnie Street Upgrade	X	X		X
22	Nelson Road Bicycle & Pedestrian Facility	X			X
23	Non-motorized Plan Update				X
24	North Pole Streetlight Standardization				
25	Old Richardson Highway Intersection Improvements	X		X	X
26	Road Service Area Expansion		X		
27	Sign Replacement Stage III				
28	Tanana Loop and South Chandalar Drive Intersections	X		X	X
29	Wembley Avenue Improvements	X			X
30	Woll Road Resurfacing & Widening	X	X	X	X
31	Yankovich/Miller Hill Road Reconstruction	X	X	X	X

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***Major Projects***

Major projects from the previous FFY17-20 TIP that were completed include Noble Street Upgrade and Birch Hill Bicycle & Pedestrian Facility. In this TIP, major projects anticipated to be completed include Cowles Street Reconstruction, Cushman Street Bridge Rehabilitation, Gillam Way Reconstruction, and Yankovich/Miller Hill Road Reconstruction projects. Two of these projects have recently experienced delays, as outlined below, and schedule adjustments were made between the FFY17-20 TIP and FFY19-23 TIP:

- Cushman Street Bridge Rehabilitation – this project was delayed two years to accommodate replacement of the Wendell Avenue bridge, which is scheduled for construction over two years starting in 2020. The Wendell Avenue bridge project is GO bond funded and was recently unpaused by former Governor Walker.
- Yankovich/Miller Hill Road Reconstruction – this project has been delayed two years due to ROW acquisition (numerous strip acquisitions on residential parcels) needed to widen Yankovich Road.

***Transportation Control Measures***

The EPA designated the Fairbanks and North Pole areas as nonattainment areas for carbon monoxide (CO) in 1991. In 1998, Fairbanks was reclassified as a “serious” nonattainment area for failing to attain the ambient eight-hour CO health standard by the December 1995 deadline. As a serious nonattainment area, Fairbanks was required to prepare a State Implementation Plan (SIP) that demonstrated attainment by December 2000. In July 2002, the EPA announced the Fairbanks serious CO nonattainment area attained air quality standards for CO by its attainment date. In July 2004, the EPA announced it approved a CO Maintenance Plan and re-designated the Fairbanks CO nonattainment area to attainment with an effective date of September 27, 2004.

A portion of the FNSB, including the entire Metropolitan Planning Area, was also designated as a nonattainment area for Particulate Matter (PM 2.5) in 2009. In November 2013, the EPA proposed a new rule, effective July 2014, that identified those states in nonattainment for PM2.5 as “moderate” areas and proposed a new due date for submittal of moderate nonattainment area SIPs to EPA. The ADEC along with the FNSB developed a SIP and associated PM2.5 emissions budgets and submitted to the EPA on December 31, 2014. The EPA later reclassified the nonattainment area from “moderate” to “serious” with an effective date of June 9, 2017. Reclassification requires an update to the SIP to meet additional requirements that were triggered upon the reclassification.

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ADEC adopted a Serious SIP on November 19, 2019, and later adopted amendments to the SIP on November 18, 2020. No Transportation Control Measures (TCMs) were included in the Final SIP; however, FAST Planning is executing projects and programs supportive of the SIP including the following:

- Expanded Availability of Motor Vehicle Plug-ins
- Conversion of the Transit Fleet from Diesel to Compressed Natural Gas
- Adaptive Signal Control and Access Management to Reduce Idling Times
- Highway Message Board Signs to Notify Public of Air Quality Alerts
- Purchase of Equipment to Improve Efficiency of Snow Plow Operations on Non-motorized Facilities

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### ACRONYMS AND DEFINITIONS

#### **General Definitions**

AC – Advance Construction

ACC – Advance Construction Conversion

BANK - Banking

AMATS – Anchorage Metropolitan Area Transportation Solutions

CMs – Contingency Measures

EPA – Environmental Protection Agency

FHWA – Federal Highway Administration

FAST Act – Fixing America’s Surface Transportation Act

FAST Planning – Fairbanks Area Surface Transportation Planning

FTA – Federal Transit Administration

MAP-21- Moving Ahead for Progress in the 21<sup>st</sup> Century

MPO – Metropolitan Planning Organization

M & O - Maintenance and Operations

PPP – Public Participation Plan

SAFETEA-LU – Safe, Accountable, Flexible, Efficient Transportation Equity Act – Legacy for Users

SIP – State Implementation Plan

TAP – Transportation Alternative Program

TCMs – Transportation Control Measures

TIP –Transportation Improvement Program

#### **SURFACE TRANSPORTATION FUNDING SOURCES**

**3PF (Third Party Funds)** – Funding contributed by parties other than the state usually to provide required matching funds.

**AC (Advance Construction)** – An innovative financing tool permitted under FHWA rules that, with approval of the FHWA, allows the state to begin a project using state funds prior to the availability of federal funds. This tool allows the state flexibility to use its resources to more efficiently schedule project start-ups.

**ACC (Advance Construction Conversion)** – Accounting tool to track the repayment of state funds used to begin a project prior to the availability of federal funds.

**AARC** – Funds available through the Alaska Railroad Corporation.

**Bank** – Funds that were banked from one year to the next under agreement with ADOT&PF.

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**CMAQ (Congestion Mitigation/Air Quality)** – These funds are for projects that can be proven to reduce traffic congestion and/or improve air quality in federally designated non-attainment areas. Projects such as park and ride lots, transit bus replacement, vehicle inspection and maintenance program improvements, signal coordination, ride sharing, and paving for dust control qualify for these funds. The federal funds ratio varies and is either 90.97% or 100% depending upon the specific category of work.

**FAF (FAST Planning Appropriation Funds) and FAM (FAST Planning Appropriation Match)** – These funds are other FAST Planning funds used to supplement projects. Examples of funding sources include:

- **381** – Funds made available in FY07 under SB381. CH82/06/120/18, AR60685.
- **DEOB/Offset** – Federal funding, including the non-federal share, that has been de-obligated from another federal project and is now available for use on another project. This funding is shown as informational only and only after it has been approved by the proper authority for changes and overruns during construction or to bring a project up to low bid, as requested, prior to the submittal of a PDA request.
- **GF** – General fund appropriation available for use on any project.
- **SB46** – A FY12 state fund appropriation of \$5 million available to any project in the FAST Planning TIP. CH5/11/100/8, AR65818.
- **SB160** – A FY13 state fund appropriation of \$7.5 million available to any project in the FAST Planning TIP. CH17/12/132/25, AR58609.
- **SB230** – A FY11 state fund appropriation of \$5 million available to any project in the FAST Planning TIP. CH43/10/36/24, AR65439.

**ILLU (Illustrative)** – Indicates projects that would be funded and advanced if funding becomes available either through receipt of additional funds or because another project cannot be advanced; the specific source or sources of funds will be determined when and if the project is selected to be funded.

**NHPP (National Highway Performance Program)** – In MAP-21 Section 1106, Congress designated the NHPP to provide support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS. This funding code incorporates previous NHS, IM and some BR fund codes. The federal funds ratio is 90.97%.

**CONP** – Funds made available to the FAST Planning Coordinator's office from the City of North Pole.

**PL** – These funds are designated for the mandatory planning tasks the department undertakes, including preparation of the Statewide Transportation Plan (SWTP) and State Transportation

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Improvement Program (STIP), statistical measurements of the transportation system (traffic volumes, pavement condition, accident locations, causes and severity, and physical characteristics of roads and highways), mapping, and management systems. In Alaska, these metropolitan planning funds can be used in any urban area within the state. Planning processes and special planning studies are eligible activities within this program. The federal funds ratio is 90.97%.

**SM (State Match)** – The state’s share of project costs required to match federal program funds. Depending on the particular federal program requirements, the state’s share of the costs, the state match required, will vary from as little as zero percent to as much as 50%. Most often the state’s share will range from 9.03% to 20%.

**STP (Surface Transportation Program)** – Flexible funding that may be used by the state and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, bus terminals and facilities. Unlike other states, Alaska is allowed to use these funds on any public road in Alaska, regardless of classification. The federal funds ratio varies, typically 93.4% if spent on interstate routes or 90.97% otherwise.

**TAP (Transportation Alternatives Program)** – The Moving Ahead for Progress in the 21st Century Act (MAP-21) replaced the Transportation Enhancement (TE) activities with the Transportation Alternatives Program (TA), a new program, with funding derived from the NHPP, STP, HSIP, CMAQ and Metropolitan Planning programs, encompassing most activities funded under the Transportation Enhancements, Recreational Trails, and Safe Routes to School programs under SAFETEA-LU. The federal funds ratio can be 80% or 90.97%. This program of funds is found in the STIP under Need ID 30689.

**RPL (Metropolitan Planning)** – In Alaska, these funds can be used in any urban area within the state. Planning processes and special planning studies are eligible activities within this program. The federal funds ratio is 90.97%.

### **Transit and Rail Fund Codes**

**5307 (Capital and Operating Funds for Urbanized Areas)** – These funds are distributed to eligible urban areas according to a federally mandated formula based on population, population density, and level of public transportation service. The eligible transit operations in Alaska for this program are in Anchorage and Fairbanks. Urban areas with populations over 200,000 (Anchorage) receive funds directly from FTA and may use their funds for capital investments. Urban areas with populations under 200,000 (Fairbanks) may use the funds for both operations and capital projects. In each case the project selections are made by the MPO and are listed in its TIP.

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**5307RR - FTA (Alaska Railroad Passenger Operations)** – A portion of Section 5307 funds, Capital and Operating Funds for Urbanized Areas specifically set aside for the Alaska Railroad for costs related to passenger operations.

**5309 - FTA (Capital Program)** – This program provides capital assistance for three primary activities:

- **(5309BU)** New and replacement buses and facilities
- **(5309FG)** Modernization of existing rail and ferry systems
- **(5309NS)** (New Starts) New fixed-guideway systems (including ferry systems)

**5311 (Non-urbanized Area Formula Program)** – This program provides funding to enhance public transportation in rural and small urban areas. It also assists in the maintenance, development, improvement, and use of public transportation systems. A component of this program is the Rural Transit Assistance Program (RTAP), which provides training and technical assistance to transit operators. The federal funds ratio is 90.97% for capital projects and project administration, and up to 56.86% for operating assistance. RTAP projects are 100% federally funded.

**5337GR (Section 5337 State of Good Repair)** – A new formula-based State of Good Repair program is FTA's first stand-alone initiative written into law that is dedicated to repairing and upgrading the nation's rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit (BRT). These funds reflect a commitment to ensuring that public transit operates safely, efficiently, reliably, and sustainably so that communities can offer balanced transportation choices that help to improve mobility, reduce congestion, and encourage economic development.

**5339 – (Bus and Bus Facilities)** – Funding for capital expenses for eligible rural public transit systems.

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**FAST Planning FFY19-23 Transportation Improvement Program (TIP) Amendment #5 - Summary of Changes**  
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Project	Description
1 Advanced Project Definition	Updated Project Number
2 Airport West Bicycle & Pedestrian Facility	Reduced construction phase funding from \$1.1 million to \$827.9k per final estimate and obligation by DOT&PF; funding reduction applied as AC paypack to the Sign Replacement Stage III project
3 Chena Riverwalk	Added \$204.2k STP/CMAQ funding to right-of-way phase based on latest estimate from DOT&PF (Policy Board approved 10.20.2021); moved utilities and construction phase from FFY22 to FFY23
4 College Road Bus Pullouts	Removed utilities phase placeholder
5 Coordinators Office	Added new Need ID and Project Number
6 Cushman Street Bridge Rehabilitation	Removed design phase placeholder; reduced construction phase funding from \$5.3 to \$4.2 million per final estimate from DOT&PF
7 Fairbanks Road/Rail Crossing Reduction Plan	Increased offset funding from \$47.6k to \$51.9 for planning phase to add ICAP and DOT&PF oversight costs for consultant contract amendment (Policy Board approved 06.16.2021)
8 FAST Improvement Program	Added \$40.0k offset funding to FFY21 construction phase for FFY20 construction overruns, change orders, and CENG (Executive Director approved 07.09.2021); added \$104.6 offset funding to FFY22 construction phase per request from City of Fairbanks and DOT&PF (Policy Board approved 10.20.2021); updated project scope to match Policy Revision approved by Policy Board 08.18.2021; deleted old Need ID (32818) and Project Number (NFHWY00434); increased FFY22 construction phase STP funding \$8k (supplemental funds from various project phase placeholder removals)
9 Metropolitan Transportation Plan Update	Added \$32.3 offset funding to planning phase to fully fund consultant contract and supplement DOT oversight costs (Executive Director approved 08.11.2021)
10 Non-motorized Plan Update	Added \$15.5k offset funding to planning phase for consultant contract amendment (Executive Director approved 05.28.2021)
11 North Pole Streetlight Standardization	Advanced construction year from FFY23 to FFY22 and increased construction phase funding from \$1.286 to \$1.6 million; removed right-of-way phase placeholder; reduced utilities phase to be a placeholder
12 Old Rich Hwy Intersection Improvements	Added \$272.9k STP funding to utilities phase per request from DOT&PF (Policy Board approved 10.20.2021); removed right-of-way phase placeholder
13 Sign Replacement Stage III	Reduced AC using AC payback from Airport West Bicycle & Pedestrian Facility project (\$257.5k) and remaining FFY21 offset balance (\$60.9k; Policy Board approved 08.18.2021)
14 Woll Road Resurfacing & Widening	Increased design phase funding from \$250k to \$300k per request from DOT&PF; moved right-of-way phase placeholder from FFY22 to FFY23; moved utilities phase funding from Beyond to FFY23; updated construction phase funding to \$2.2 million per latest estimate from DOT&PF
15 Informational Tables	Updated information tables to match project details from FNSB Transit, ARRC, and FFY20-23 STIP Amendment #3

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NID	IRIS	Project Description	Fund Code	Phase	FFY19	FFY20	FFY21	FFY22	FFY23	Beyond
32119	NFHWY00445	<b>5th Avenue Reconstruction</b> Reconstruct 5th Avenue from Barnette to Noble Street to provide improved facilities for all users. Reconstruction includes ADA-compliant sidewalks and shoulders to accommodate bicyclists, wayfinding and bicycle route signs, and landscaping in accordance with FAST Planning's "Complete Streets" Policy.	STP	Design	218.8		109.8			
			TAP		77.3					
			FAF				205.9			
			3PF		29.4		31.3			
			STP	Right-of-Way				121.8		
			3PF				12.1			
			STP	Utilities					409.4	
			3PF						40.6	
			STP	Construction						1,092.8
			TAP							454.9
3PF							153.6			
<b>Project Total</b>					<b>325.5</b>	<b>0.0</b>	<b>347.1</b>	<b>133.9</b>	<b>2,151.3</b>	<b>0.0</b>
32279	NFHWY00447	<b>Airport West Bicycle &amp; Pedestrian Facility</b> Construct bicycle and pedestrian connection from the Fairbanks International Airport terminal to the neighborhoods west of the Airport and planned non-motorized facilities along Dale Road.	STP	Design	300.2	154.6				
			SM		29.8	15.4				
			STP	Construction				753.1		
			SM					74.8		
<b>Project Total</b>					<b>330.0</b>	<b>170.0</b>	<b>827.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
21934	NFHWY00648	<b>Advanced Project Definition</b> Provide funding to the State and City to develop new estimates for TIP projects.	STP	Planning	91.0			91.0		
			FAM		9.0			9.0		
<b>Project Total</b>					<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>
30011	TBD	<b>Barnette Street Reconstruction</b> Reconstruct Barnette Street from 1st Avenue to Airport Way to include signal upgrades, decorative lighting, a dedicated bike lane, drainage improvements, intersection and sidewalk upgrades, utility relocation, signing and striping and landscaping. This project should be consistent with the Complete Streets concept of Cushman Street. <i>50% local match / 50% state match</i>	ILLU/3PF	Design						2,250.0
				Right-of-Way						100.0
				Utilities						1,000.0
				Construction						12,100.0
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15,450.0</b>
32278	TBD	<b>Bike Lane Striping &amp; Signing</b> Signing and striping of existing paved shoulders withing Fairbanks City Limits on City streets to accommodate bicyclists as designated bike lanes for seasonal use.	ILLU	Design						356.0
				Right-of-Way						0.0
				Utilities						10.0
				Construction						1,733.0
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,099.0</b>



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NID	IRIS	Project Description	Fund Code	Phase	FFY19	FFY20	FFY21	FFY22	FFY23	Beyond	
26078	NFHWY00280	<b>Chena River Walk Stage III</b> Construct an approximately 3,200' long segment, multi-use asphalt path that is 10 feet wide with 2-foot gravel shoulders. The proposed path would be constructed on the north side of the Chena River from the existing Chena River pedestrian bridge crossing near Pioneer Park to the east side of Peger Road where the new path turns to a north/south orientation along Peger Road until it terminates at the southeast corner of the Peger Road and Phillips Field Road controlled intersection. <i>Bicycle and pedestrian facilities that are not exclusively recreational and reduce vehicle trips are eligible under CMAQ.</i>	CMAQ	Design	277.5						
			FAM		27.5						
			STP	Right-of-Way					76.8		
			CMAQ					127.4			
			FAM					20.3			
			STP							2.3	
			FAM	Utilities						0.2	
			STP							1,580.2	
FAM	Construction						156.9				
<b>Project Total</b>					<b>305.0</b>	<b>0.0</b>	<b>0.0</b>	<b>224.5</b>	<b>1,739.5</b>	<b>0.0</b>	
30099	NFHWY00290	<b>College Road Bus Pullouts</b> Construct new bus stop facilities along College Road. Work includes roadside hardware, drainage improvements, ADA improvements and utilities. <i>New pullouts may potentially increase transit ridership and reduce congestion since the enhanced facility may make transit safer for the rider. It will also reduce idling by moving the bus outside of the travel lane.</i>	STP	Design	181.9						
			FAF		45.5	45.5					
			SM		22.6	4.5					
			CMAQ	Right-of-Way			229.7				
			STP				6.8				
			SM				23.5				
			CMAQ	Construction					600.4		
			SM					59.6			
<b>Project Total</b>					<b>250.0</b>	<b>310.0</b>	<b>0.0</b>	<b>660.0</b>	<b>0.0</b>	<b>0.0</b>	
22765 6448	NFHWY00576 HFHWY00217	<b>Coordinators Office</b> Funding for the FAST Planning Coordinator's office which supports delivery of the FAST Planning's program.	STP	Planning	106.1	100.0	100.0	100.0	100.0		
			PL		274.6	304.6	321.2	321.2	321.2		
			FAM		37.8	40.2	41.8	41.8	41.8		
			FAF		10.0	10.0	10.0	10.0	10.0		
<b>Project Total</b>					<b>428.5</b>	<b>454.8</b>	<b>473.1</b>	<b>473.1</b>	<b>473.1</b>	<b>0.0</b>	

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NID	IRIS	Project Description	Fund Code	Phase	FFY19	FFY20	FFY21	FFY22	FFY23	Beyond	
30012	NFHWY00126	<b>Cowles Street Reconstruction</b> Reconstruct Cowles Street from 1st Avenue through East Cowles Street. Project work will include roadside hardware, drainage improvements, intersection improvements, ADA improvements and utilities. <i>50% local match / 50% state match.</i> <i>Pedestrian facilities that are not exclusively recreational and reduce vehicle trips are eligible under CMAQ.</i>	STP	Design	136.5	52.6	50.5	341.1			
			FAF		325.7	28.8					
			AC			50.5	341.1				
			ACC				-50.5	-341.1			
			SM		22.9	6.5	16.9				
			3PF		22.9	6.5	16.9				
			STP	Right-of-Way			227.0				
			AC			227.0					
			ACC				-227.0				
			SM			11.3					
			3PF			11.3					
			STP	Utilities						190.4	
			SM						9.5		
			3PF						9.5		
			STP	Construction							7,227.5
			CMAQ								727.8
			3PF								394.8
SM								394.8			
<b>Project Total</b>					<b>508.0</b>	<b>394.5</b>	<b>375.0</b>	<b>0.0</b>	<b>209.4</b>	<b>8,745.0</b>	
38471	Z622070000	<b>Cushman Street Bridge Rehabilitation</b> Rehabilitate the Cushman Street Bridge and Cushman Street between the First Avenue and Terminal Street intersections. Project work will include bridge work, roadside hardware, ADA sidewalk and curb ramp improvements.	STP	Construction					3,107.6		
			CMAQ					727.8			
			AC				3,835.4				
			ACC					-3,835.4			
			SM				380.7				
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4,216.1</b>	<b>0.0</b>	<b>0.0</b>	
31516	NFHWY00425	<b>Fairbanks Road/Rail Crossing Reduction/Realignment Plan</b> The primary purpose of the PLAN is to serve as a long-range road/rail planning document. The PLAN will enable FAST Planning and its agency partners to implement a more efficient and effective approach to integrate passenger and freight rail elements into the larger multi-modal and intermodal transportation framework.	BANK	Planning	136.5						
			FAF		318.4		51.9				
			FAM		13.5		5.1				
			SM		31.6						
<b>Project Total</b>					<b>500.0</b>	<b>0.0</b>	<b>57.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	

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NID	IRIS	Project Description	Fund Code	Phase	FFY19	FFY20	FFY21	FFY22	FFY23	Beyond	
19096	NFHWY00506 NFHWY00603	<b>FAST Improvement Program</b> <i>Perform gravel or asphalt surface maintenance and preservation activities on roads, sidewalks and pathways. Work may also include new or upgraded illumination, signing and striping, storm drains and intersection improvements including nonmotorized crossings, as well as ADA upgrades to sidewalks and curb ramps. State pays design match and local governments pay construction match, per agreement.</i>	STP	Design				305.7			
			FAF			368.4					
			SM			36.6		30.3			
			FAF	Utilities			21.4				
			SM			2.1					
			AC	Construction	1,731.9						
			ACC			-1,731.9					
			STP			2,563.8		1,020.4			
			FAF		939.4	159.7	192.4	104.6			
			SM		86.1	15.9					
			3PF		186.7	86.6	19.1	111.7			
<b>Project Total</b>					<b>2,944.1</b>	<b>1,522.6</b>	<b>211.5</b>	<b>1,572.7</b>	<b>0.0</b>	<b>0.0</b>	
30229	NFHWY00271 NFHWY00524	<b>FAST Intersection Improvement Program</b> <i>Intersection enhancements related to capacity, safety, and/or multimodal accessibility within the FAST Planning boundary.</i>	FAF	Design	341.1						
			SM		33.9						
			STP	Utilities			4.5				
			SM			0.5					
			STP	Construction	132.3		268.4				
			FAF			220.9					
			3PF		13.1	21.7	26.6				
<b>Project Total</b>					<b>520.4</b>	<b>242.5</b>	<b>300.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
TBD	TBD	<b>FAST Safety and Efficiency Program</b> <i>Low-cost improvements to enhance the safety and efficiency of the existing transportation system. Projects may include but are not limited to signing, striping, lighting upgrades, signal timing, signal controller upgrades and maintenance.</i>	ILLU	All							
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	

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NID	IRIS	Project Description	Fund Code	Phase	FFY19	FFY20	FFY21	FFY22	FFY23	Beyond	
30096 32078	NFHWY00282 NFHWY00454 NFHWY00559	<b>FAST Sidewalk Improvement Program</b> Fund projects that will improve connectivity, safety, mobility and access for pedestrians throughout the MPA. Includes "Growden Area Accessibility Improvements" ATAP project. <i>Pedestrian facilities that are not exclusively recreational and reduce vehicle trips are eligible under CMAQ.</i>	BANK	Design	255.3						
			SM		25.3						
			TAP		111.0	80.1					
			3PF		11.0	7.9					
			STP	Utilities	9.1						
			SM		0.9						
			AC	Construction	1,074.7	94.7					
			TAP				694.1				
			FAF			146.5	30.0				
			3PF		221.4	23.9	155.2				
			ACC			-1,074.7	-94.7				
			CMAQ			313.8	727.8				
			STP		1,155.5	760.9	112.0				
<b>Project Total</b>					<b>2,864.2</b>	<b>353.2</b>	<b>1,624.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
16104	Z637840000	<b>Gillam Way Reconstruction</b> Reconstruct Gillam Way between Airport Way to 22nd Avenue including pedestrian and drainage improvements, utilities and traffic calming. <i>50% local match / 50% state match Pedestrian facilities that are not exclusively recreational and reduce vehicle trips are eligible under CMAQ.</i>	STP	Utilities	91.0						
			FAF		268.8						
			SM		17.9						
			3PF		17.9						
			STP	Construction	3,623.0	266.0					
			CMAQ		313.9						
			AC		111.3						
			ACC			-111.3					
			SM		304.0	10.1					
			3PF		304.0	10.1					
FAF	2,077.1	48.0									
<b>Project Total</b>					<b>7,128.8</b>	<b>222.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
32798	TBD	<b>Holmes Road Reconstruction</b> Reconstruct Holmes Road from the Badger/Montgomery intersection to Badger/Peede intersection, including consideration of widened shoulders, seperated path, sidewalks, or bike lanes. Work includes drainage improvements, roadside hardware, and utilities.	ILLU	Design						1,228.0	
				Right-of-Way						500.0	
				Utilities						100.0	
				Construction						10,213.0	
<b>Project Total</b>									<b>12,041.0</b>		

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NID	IRIS	Project Description	Fund Code	Phase	FFY19	FFY20	FFY21	FFY22	FFY23	Beyond	
30029	TBD	<b>Lacey Street Reconstruction</b> Reconstruct Lacey Street from 1st to 12th Avenue. Reconstruction includes drainage improvements, intersection and sidewalk upgrades, utility relocation, signing, striping, and landscaping.	ILLU	Design						2,500.0	
				Right-of-Way						700.0	
				Utilities						925.0	
				Construction						10,000.0	
				<b>Project Total</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>14,125.0</b>	
30105	TBD	<b>Lathrop Street Extension</b> Reconstruct sections of South Lathrop Street and extend it from the Alaska Railroad Crossing at Sanduri Street to the proposed entry road to the Tanana Lakes Recreation Area, at the Tanana River levee. Improvements include constructing a gravel road prism 30 feet wide and upgrade of the railroad crossing at Sanduri.	STP	Design		122.8					
					3PF		12.2				
			STP	Utilities					727.8		
					3PF				72.2		
			STP	Construction						467.6	
					3PF					46.4	
<b>Project Total</b>	<b>0.0</b>	<b>135.0</b>	<b>0.0</b>	<b>1,314.0</b>	<b>0.0</b>	<b>0.0</b>					
6587	Z628380000	<b>McGrath Rd Upgrade</b> Upgrade McGrath Road between Farmers Loop and the Old Steese Highway. Improve the existing separated path as needed.	STP	Utilities	527.6						
					FAF	108.8	136.3				
					SM	63.2	13.5				
			STP	Construction					5,127.7		
					AC		4,741.6				
					ACC				-4,741.6		
					SM		385.4	38.3			
<b>Project Total</b>	<b>699.6</b>	<b>5,276.8</b>	<b>424.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>					
33138	NFHWY00596	<b>Metropolitan Transportation Plan Update</b> Update FAST Planning Metropolitan Transportation Plan as required under 23 USC 134 (occurs every 4 years).	STP	Planning			149.6				
					FAF			32.3			
					FAM			18.1			
<b>Project Total</b>	<b>0.0</b>	<b>0.0</b>	<b>200.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>					

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NID	IRIS	Project Description	Fund Code	Phase	FFY19	FFY20	FFY21	FFY22	FFY23	Beyond	
31389	NFHWY00509	<b>Minnie Street Upgrade</b> Reconstruct Minnie Street between Illinois Street and Old Steese Highway. Project will include roadside hardware, drainage improvements, intersection improvements, ADA improvements, and utilities. 50% local match / 50% state match	STP	Design		727.8			1,023.4		
			SM			36.1		50.8			
			3PF			36.1		50.8			
			STP	Right-of-Way							1,364.6
			SM							67.7	
			3PF							67.7	
			STP	Utilities							909.7
			SM							45.2	
			3PF							45.2	
			STP	Construction							8,642.2
			SM							428.9	
			3PF							428.9	
<b>Project Total</b>					<b>0.0</b>	<b>800.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,125.0</b>	<b>12,000.0</b>	
24960	TBD	<b>Nelson Road Bicycle &amp; Pedestrian Facility</b> Construct a bicycle and pedestrian facility along Nelson Road by adding shoulders or a seperated multiuse path.	ILLU	Design						1,153.0	
				Right-of-Way						150.0	
				Utilities						770.0	
				Construction						5,919.0	
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7,992.0</b>	
32398	NFHWY00446	<b>Non-Motorized Plan Update</b> Update FMATS Non-Motorized Plan (2012) to improve conditions for bicyclists and pedestrians with the Metropolitan Planning Area.	STP	Planning	136.5						
			FAF			44.7	15.5				
			FAM		13.5	4.4	1.5				
<b>Project Total</b>					<b>150.0</b>	<b>49.1</b>	<b>17.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
30106	NFHWY00269	<b>North Pole Streetlight Standardization</b> Upgrade the streetlights in older subdivisions and illuminate several areas in the city currently not illuminated. Consolidate the streetlights on to one or a few circuits.	BANK	Design	163.7						
			STP					68.2			
			AC				68.2				
			ACC				-68.2				
			3PF		16.3	6.8					
			STP	Utilities				2.3			
			3PF					0.2			
			STP	Construction				1,455.5			
3PF					144.5						
<b>Project Total</b>					<b>180.0</b>	<b>0.0</b>	<b>75.0</b>	<b>1,602.5</b>	<b>0.0</b>	<b>0.0</b>	

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NID	IRIS	Project Description	Fund Code	Phase	FFY19	FFY20	FFY21	FFY22	FFY23	Beyond	
30100	NFHWY00158	<b>Old Richardson Highway Intersection Improvements</b> Improve intersections in North Pole at Santa Claus Lane and East 5th Avenue and North Pole High School Boulevard at Old Richardson Highway and 8th Avenue. The railroad crossings will also be improved to current standards.	STP	Design	300.2						
			SM		29.8						
			STP	Utilities				545.8			
			SM					54.2			
			STP	Construction					818.7		
			SM						81.3		
<b>Project Total</b>					<b>330.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,500.0</b>	<b>0.0</b>	<b>0.0</b>	
32399	NFHWY00463	<b>Road Service Area Expansion Plan</b> Develop plan to expand existing Road Service Areas (RSAs) or create new RSAs to address "orphan roads," including funding to upgrade roads to current standards.	STP	Planning	100.0						
			BANK			100.0					
			FAF			18.2					
			FAM			1.8					
			3PF			50.0					
<b>Project Total</b>					<b>150.0</b>	<b>120.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
30093	NFHWY00246	<b>Sign Replacement - Stage III</b> Replace signs in accordance with each entity's established sign management plans to meet the requirements of the MUTCD.	STP	Construction			257.5	845.7			
			FAF				60.9				
			AC				845.7				
			ACC					-845.7			
			3PF				115.6				
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>1,279.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
26087	NFHWY00014	<b>Tanana Loop and South Chandalar Drive Intersections</b> Reconstruct the intersections of Tanana Loop/Alumni Drive, Tanana Loop/South Chandalar Drive, and Salcha Street/South Chandalar Drive including the portions of South Chandalar Drive between the intersections up to Amber Lane and any additional road construction required by intersection improvements. Reconstruct the existing pedestrian facilities and construct new pedestrian facilities on Alumni Drive, Tanana Loop, Salcha Street, and South Chandalar Drive. Project includes roadside hardware, utilities, drainage improvements, intersection improvements, and ADA improvements.	STP	Design	68.2						
			FAF		76.4	40.8					
			FAM		14.4	4.1					
			STP	Construction		2,961.0	207.5				
			CMAQ			184.3					
			AC			207.5					
			ACC				-207.5				
			FAF			137.5	82.2				
FAM		346.5	8.2								
<b>Project Total</b>					<b>159.0</b>	<b>3,881.6</b>	<b>90.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	

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NID	IRIS	Project Description	Fund Code	Phase	FFY19	FFY20	FFY21	FFY22	FFY23	Beyond
29969	NFHWY00137	<b>Wembley Avenue Improvements</b> <i>Reconstruct Wembley Avenue from Aurora Drive to Danby Street and construct a pedestrian facility. Bicycle and pedestrian facilities that are not exclusively recreational and reduce vehicle trips are eligible under CMAQ.</i>	CMAQ	Construction	136.4					
			ACC		-136.4					
			FAF		40.9					
			SM		4.1					
<b>Project Total</b>					<b>40.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
32178	NFHWY00448	<b>Woll Road Resurfacing &amp; Widening</b> <i>Resurface and widen Woll Road from Bradway Road to Ownby Road.</i>	STP	Design	350.2			272.9		
			SM		34.8			27.1		
			STP	Right-of-Way					2.3	
			SM					0.2		
			STP	Utilities					181.9	
			SM					18.1		
			STP	Construction						2,001.3
			SM							198.7
<b>Project Total</b>					<b>385.0</b>	<b>0.0</b>	<b>0.0</b>	<b>300.0</b>	<b>202.5</b>	<b>2,200.0</b>
9939	NFHWY00139	<b>Yankovich/Miller Hill Road Reconstruction</b> <i>Reconstruct Miller Hill Road and Yankovich Road, and improve existing separated multi-use path as needed. Project work will include roadside hardware, drainage improvements, and utilities.</i>	STP	Design			236.1			
			AC			236.1				
			ACC				-236.1			
			SM		23.4					
			STP	Right-of-Way			112.4			
			AC			112.4				
			ACC				-112.4			
			SM		11.2					
			STP	Utilities				454.9		
			SM					45.2		
			STP	Construction						4,159.1
			AC						4,159.1	
			ACC							-4,159.1
SM						412.9				
<b>Project Total</b>					<b>0.0</b>	<b>383.1</b>	<b>0.0</b>	<b>500.0</b>	<b>4,572.0</b>	<b>0.0</b>

STP: Surface Transp. Prog., SM: State Match, 3PF: 3rd Party Funding, CMAQ: Congestion Mitigation Air Quality, TAP: Transp. Alts Prog., ILLU: Illustrative, AC: Adv. Constr., ACC: Adv. Constr. Conversion, FAF/FAM: FAST Approp. Funds/Match



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NID	IRIS	Project Description	Fund Code	Phase	FFY19	FFY20	FFY21	FFY22	FFY23	Beyond
<b>Funding (Revenue) Summary</b>										
		Surface Transportation Program	STP		7,528.1	7,716.3	7,716.3	7,716.3	7,716.3	
		Congestion Mitigation/Air Quality	CMAQ		727.8	727.8	727.8	727.8	727.8	
		Planning	PL		274.6	304.6	321.2	321.2	321.2	
		Transportation Alternatives Program	TAP		188.3	80.1	694.1	0.0	0.0	
		Banking from Previous Year	BANK		555.5	100.0	0.0	0.0	0.0	
					9,274.3	8,928.7	9,459.4	8,765.3	8,765.3	
		<i>This shows the overall match required for the federal funds above.</i>								
		STP Match			747.3	765.9	765.9	765.9	765.9	
		CMAQ Match			72.2	72.2	72.2	72.2	72.2	
		Planning Match			27.3	30.2	31.9	31.9	31.9	
		TAP Match			18.7	7.9	68.9	0.0	0.0	
		Banking Match			55.1	9.9	0.0	0.0	0.0	
					920.6	886.3	938.9	870.1	870.1	
					10,194.8	9,815.0	10,398.3	9,635.4	9,635.4	
<b>Funding (Revenue) Total</b>										
<b>Projected Obligations Summary</b>										
		<b>Fund Code Description</b>	<b>Fund Code</b>		<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	
<b>Federal Summary</b>										
		Surface Transportation Program	STP		7,528.1	7,716.3	7,716.3	7,716.3	7,690.3	
		Congestion Mitigation/Air Quality	CMAQ		727.8	727.8	727.8	727.8	727.8	
		Planning	PL		274.6	304.6	321.2	321.2	321.2	
		Transportation Alternatives Program	TAP		188.3	80.1	694.1	0.0	454.9	
		Banking from Previous Year	BANK		555.5	100.0	0.0	0.0	0.0	
				<i>Federal Subtotal</i>	9,274.2	8,928.8	9,459.4	8,765.3	9,194.2	
		Advanced Construction	AC		2,917.9	5,669.8	1,255.1	3,835.4	4,159.1	
		Advance Construction Conversion (Payback)	ACC		-136.4	-2,917.9	-5,669.8	-1,255.1	-3,835.4	
				<i>AC/ACC Subtotal</i>	2,781.5	2,752.0	-4,414.8	2,580.3	323.7	
<b>Federal Match Summary</b>										
		State Match	SM		706.8	595.4	130.5	678.3	491.4	
		Local Government Match	3PF		872.7	216.4	371.6	387.1	254.6	
		FAST Planning Match	FAM		115.8	396.9	74.7	71.1	198.9	
				<i>Match Subtotal</i>	1,695.4	1,208.7	576.8	1,136.6	944.9	
					10,969.6	10,137.5	10,036.2	9,901.9	10,139.1	
<b>Illustrative Summary</b>										
		Illustrative (Funding Placeholder)	ILLU		0.0	0.0	0.0	0.0	0.0	
					0.0	0.0	0.0	0.0	0.0	
<b>Appropriation Fund Summary (State &amp; Offset Funds)</b>										
		FAST Planning Appropriation Funds	FAF		4,552.1	1,426.6	681.0	114.6	10.0	
				<i>TOTAL</i>	4,552.1	1,426.6	681.0	114.6	10.0	
				<b>GRAND TOTAL</b>	15,521.7	11,564.1	10,717.1	10,016.5	10,149.1	

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NID	IRIS	Project Description	Fund Code	Phase	FFY19	FFY20	FFY21	FFY22	FFY23	Beyond
<b>FTA Projects within FAST Planning Boundary</b>										
<b>Need ID</b>	<b>Project Description</b>		<b>Fund Code</b>	<b>Fund Type</b>	<b>FFY19</b>	<b>FFY20</b>	<b>FFY21</b>	<b>FFY22</b>	<b>FFY23</b>	<b>Beyond</b>
21018	<b>Urbanized Area Formula Grant - FNSB</b>		FTA	5307	1,325.3	1,325.3	1,372.7	1,042.1		
	Transit operating assistance, and purchase of a bus.		Match		1,123.3	331.3	1,157.9	1,042.1		
	<b>Project Total</b>				<b>2,448.7</b>	<b>1,656.7</b>	<b>2,530.6</b>	<b>2,084.2</b>	<b>0.0</b>	
21314	<b>Urbanized Area Formula - ARRC</b>		FTA	5307	20.0	20.0				
	Associated transit improvements.		Match		5.0	5.0				
	<b>Project Total</b>				<b>25.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
19634	<b>Urbanized Area Formula - ARRC</b>		FTA	5307	200.0	915.0				
	Track rehabilitation.		Match		50.0	50.0				
	<b>Project Total</b>				<b>250.0</b>	<b>965.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
19658	<b>Urbanized Area Formula - ARRC</b>		FTA	5307	200.0	200.0	200.0	200.0	200.0	
	Preventive maintenance.		Match		50.0	50.0	50.0	50.0	50.0	
	<b>Project Total</b>				<b>250.0</b>	<b>250.0</b>	<b>250.0</b>	<b>250.0</b>	<b>250.0</b>	
31091	<b>Urbanized Area Formula - ARRC</b>		FTA	5307	40.0	92.0				
	Replace and/or upgrade radio system equipment and communication components.		Match		10.0	23.0				
	<b>Project Total</b>				<b>50.0</b>	<b>115.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
21314	<b>Transit Security - ARRC</b>		FTA	5307	40.0	40.0				
	Purchase and install surveillance equipment system-wide, and other security expenses as appropriate.		Match		10.0	10.0				
	<b>Project Total</b>				<b>50.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
20028	<b>MACS Fleet Transition to CNG</b>		FTA	5307		1,754.9	1,340.2	1,364.6		
	Transition the MACS fleet to Compressed Natural Gas in accordance with MACS Recommended 10-year Bus Replacement Plan 2019-2028.		Match		438.7	335.0	341.2			
	<b>Project Total</b>				<b>0.0</b>	<b>2,193.6</b>	<b>1,675.2</b>	<b>1,705.8</b>	<b>0.0</b>	
19120	<b>Rural Transit - FNSB</b>		ILLU	5311						
	Operational funding for the gray line.		Match							
	<b>Project Total</b>				<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
19635	<b>State of Good Repair - ARRC</b>		FTA	5307		250.0				
	Bridge rehabilitation.		Match							
	<b>Project Total</b>				<b>0.0</b>	<b>250.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
33245	<b>State of Good Repair - ARRC</b>		FTA	5307		25.0				
	Facility rehabilitation.		Match							
	<b>Project Total</b>				<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
19635	<b>State of Good Repair - ARRC</b>		FTA	5337			720.0	6040.0	840.0	
	Bridge rehabilitation.		Match				180.0	1510.0	210.0	
	<b>Project Total</b>				<b>0.0</b>	<b>0.0</b>	<b>900.0</b>	<b>7550.0</b>	<b>1050.0</b>	
19658	<b>State of Good Repair - ARRC</b>		FTA	5337	200.0	200.0	200.0	200.0	200.0	
	Preventive maintenance.		Match		50.0	50.0	50.0	50.0	50.0	
	<b>Project Total</b>				<b>250.0</b>	<b>250.0</b>	<b>250.0</b>	<b>250.0</b>	<b>250.0</b>	
19634	<b>State of Good Repair - ARRC</b>		FTA	5337	200.0	200.0	160.0	160.0		
	Track rehabilitation.		Match		50.0	50.0	40.0	40.0		
	<b>Project Total</b>				<b>250.0</b>	<b>250.0</b>	<b>200.0</b>	<b>200.0</b>	<b>0.0</b>	
31091	<b>State of Good Repair - ARRC</b>		FTA	5337	40.0	92.0				
	Replace and/or upgrade radio system equipment and communication components.		Match		10.0	23.0				
	<b>Project Total</b>				<b>50.0</b>	<b>115.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	

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NID	IRIS	Project Description	Fund Code	Phase	FFY19	FFY20	FFY21	FFY22	FFY23	Beyond
19119	<b>Enhanced Mobility for Seniors &amp; Individuals with Disabilities</b>	Funding for VanTran service.	FTA	5310	80.6	81.6				
			Match		20.1	20.4				
<b>Project Total</b>					<b>100.7</b>	<b>102.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
21028	<b>Transit Administration &amp; Maintenance Facility - Phase II</b>	Renovation and expansion of the transit maintenance facility, including utility connection and/or storage of CNG.	FTA	5339		10,403.3				
			Match			2,600.8				
<b>Project Total</b>					<b>0.0</b>	<b>13,004.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
21038	<b>Van Tran Fleet Transition to CNG</b>	Transition the Van Tran fleet to CNG in accordance with Van Tran Recommended 10-year Bus Replacement Plan 2019-2028.	FTA	5310	168.0	113.5	115.1	58.4		
			Match		42.0	28.4	28.8	14.6		
<b>Project Total</b>					<b>210.0</b>	<b>141.9</b>	<b>143.9</b>	<b>72.9</b>	<b>0.0</b>	
21038	<b>Bus and Bus Facility Allocations - FNSB</b>	FFY18, 19, 20 & 21 Section 5339(a) CNG Fueled Bus	FTA	5339(a)	95.2	99.1	91.3			
			Match		19.0	19.8	18.3			
<b>Project Total</b>					<b>114.2</b>	<b>118.9</b>	<b>109.6</b>	<b>0.0</b>	<b>0.0</b>	
21048	<b>Urbanized Area Formula Grant - FNSB</b>	Purchase of a CNG fueled bus.	FTA	5307				330.6		
			Match					115.8		
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>446.4</b>	<b>0.0</b>	
27969	<b>Buses and Bus Facility Competitive Grant</b>		ILLU	5339(b)						
			Match							
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	

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NID	IRIS	Project Description	Fund Code	Phase	FFY19	FFY20	FFY21	FFY22	FFY23	Beyond
<b>NHS Projects within FAST Planning Boundary</b>										
Need ID	IRIS	Project Description / Funding Source	Fund Code	Phase	FFY19	FFY20	FFY21	FFY22	FFY23	Beyond
3843	Z640780000	<b>Airport Way / Cushman Street Intersection Reconstruction</b> Reconstruct the intersection at Airport Way and Cushman Street.	CMAQ	Design	1,637.5					
			SM		162.5					
			CMAQ	Right-of-Way			4,275.6			
			SM				424.4			
			CMAQ	Utilities				1,091.6		
			SM					108.4		
			CMAQ	Construction						10,712.3
SM							1,063.3			
<b>Project Total</b>					<b>1,800.0</b>	<b>0.0</b>	<b>4,700.0</b>	<b>1,200.0</b>	<b>11,775.6</b>	
19217	NFHWY00245	<b>Airport Way / Steese Expressway Reconstruction</b> Replace existing intersection with displaced left turn intersection at Gaffney Road, Airport Way, Richardson Highway, and Steese Expressway (GARS).	HSIP	Design	1,100.0					
				Right-of-Way			50.0			
				Utilities			50.0			
				Construction				11,770.0		
<b>Project Total</b>					<b>1,100.0</b>	<b>0.0</b>	<b>100.0</b>	<b>11,770.0</b>	<b>0.0</b>	
15685	Z618720000	<b>Airport Way (West) Improvements</b> Construct intersection improvements along Airport Way between Dale Road and the Parks Highway. Project includes bicycle/pedestrian facilities along Hoselton Road to the Boat Street path.	NHPP	Construction				1,187.3	9,729.1	
			AC					9,729.1		
			ACC							-9,729.1
			SM					1,083.6		
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12,000.0</b>	<b>0.0</b>	
25598	Z615970000	<b>Richardson Highway MP 357 - 362 Bicycle/Pedestrian Path</b> Construct a paved bicycle/pedestrian path on the Richardson Highway between MP 357 - 362, starting from the Richardson Highway/Airport Way intersection, continuing along the Richardson Highway to the Badger Loop North Bound Ramp, and terminating at the Badger Road/Old Richardson Highway intersection.	NHPP	Design				467.0		
			SM					33.0		
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>500.0</b>	<b>0.0</b>	<b>4,600.0</b>
19217	NFHWY00097	<b>Richardson Hwy MP 351 Interchange</b> Replace the existing at grade intersection with an interchange to reduce turning related crashes.	HSIP	Design	615.0					
				Right-of-Way	500.0		900.0			
				Utilities					700.0	
				Construction					19,150.0	
<b>Project Total</b>					<b>1,115.0</b>	<b>0.0</b>	<b>900.0</b>	<b>0.0</b>	<b>19,850.0</b>	
2130	Z661480000	<b>Richardson Highway MP 353 - 357 Access/Safety Improvements</b> Improve access control on the Richardson Highway between approximate mileposts 353-357. This project will upgrade and extend the existing frontage road system, construct improved at-grade intersections, and eliminate a number of existing access approaches onto the Richardson Highway.	NHPP	Construction	3,910.4	13,266.8				
			AC		13,266.8					
			ACC			-13,266.8				
			SM		1,705.1					
<b>Project Total</b>					<b>18,882.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	

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28069	Z607340000	<b>Richardson Highway MP 360-361 (MP 359) Railroad Grade Separated Facility</b> Construct grade-separated facility on the Richardson Highway to improve operations and reduce railroad/vehicle conflicts. Work includes new railroad overpass bridges (#2366 and 2367).	NHPP	Design		1,333.8				
			SM			94.2				
			NHPP	Utilities				3638.8		
			SM				361.2			
<b>Project Total</b>					<b>0.0</b>	<b>1,428.0</b>	<b>0.0</b>	<b>4,000.0</b>	<b>0.0</b>	<b>25,000.0</b>
22441	Z625410000	<b>Steese Highway and 3rd Street Widening</b> Reconstruct and widen 3rd Street between Hamilton/Farewell and the Minnie Street Bridge (#0295). Work will include turn lanes and signalization improvements at the New Steese Expressway intersection.	AC	Construction			13,645.5			
			SM			1,354.5				
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>15,000.0</b>	<b>0.0</b>	<b>0.0</b>	
30150	NFHWY00020	<b>Steese Highway MP 4.5 (CHSR) Off-Ramp Bypass Lane</b> Conduct a bypass lane and retaining wall at the Steese Highway north bound ramp to Chena Hot Springs Road.	NHPP	Right-of-Way	136.5					
			SM		13.5					
			NHPP	Construction		363.9				
			SM			36.1				
<b>Project Total</b>					<b>150.0</b>	<b>400.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
29829	Z607320000	<b>Steese Expressway / Johansen Expressway Interchange</b> Construct a grade separated interchange at the intersection of Steese Expressway and Johansen Expressway. Realign adjacent access as necessary to accommodate the selected interchange configuration.	NHPP	Design	1,886.7		2,274.3			
			SM		187.3		225.8			
			NHPP	Right-of-Way				2,729.1		
			SM				270.9			
<b>Project Total</b>					<b>2,074.0</b>	<b>0.0</b>	<b>2,500.0</b>	<b>3,000.0</b>	<b>0.0</b>	<b>51,000.0</b>
3821	Z632130000	<b>University Avenue Widening</b> Widen and reconstruct University Avenue to current standards.	NHPP	Right-of-Way			1,364.6			
			SM			135.5				
			NHPP	Utilities		1,364.6				
			SM			135.5				
			AC	Construction					6,549.8	
			SM					650.2		
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>3,000.0</b>	<b>0.0</b>	<b>7,200.0</b>	<b>6,549.8</b>
29655	Z632130000	<b>University Avenue Rehabilitation: Wolf Run to DNR BLM Access</b> Widen and reconstruct University Avenue to current standards from Thomas Street to the Chena River, including replacement of University Ave Bridge #0263.	NHPP	Construction				14,555.2	14,555.2	
			AC			29,110.4				
			ACC				-14,555.2	-14,555.2		
			SM		2,889.6					
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>32,000.0</b>	<b>0.0</b>	<b>0.0</b>	
29656	Z632130000	<b>University Avenue Rehabilitation: DNR BLM Access to Rewak Drive</b> Widen and reconstruct University Avenue to current standards from the Chena River to the Parks Highway.	NHPP	Construction		9,343.9				
			SFF		8,850.1					
			SM		1,806.0					
<b>Project Total</b>					<b>0.0</b>	<b>20,000.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
33345	Z632130000	<b>University Avenue Segment 2B Airport Way to Mitchell Expressway Phase 1</b> Construct advanced utility relocations from Airport Way to the Mitchell Expressway. Reconstruct utility improvements on Davis Road. Work will include utilities, intersection improvements, road widening, sidewalks, lighting, and drainage improvements.	NHPP	Construction				9,551.9		
			SM					948.2		
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10,500.0</b>	<b>0.0</b>	

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NID	IRIS	Project Description	Fund Code	Phase	FFY19	FFY20	FFY21	FFY22	FFY23	Beyond
<b>Other Major Projects Within FAST Planning Boundary</b>										
Need ID	IRIS	Project Description	Fund Code	Phase	FFY19	FFY20	FFY21	FFY22	FFY23	Beyond
26076	NFHWHY00124	<b>Aurora Drive- Noyes Slough Bridge</b> Replace the Noyes Slough bridge on Aurora Drive in Fairbanks	STP	Right-of-Way		354.8				
			SM				35.2			
			STP	Utilities				272.9		
			SM					27.1		
<b>Project Total</b>					<b>0.0</b>	<b>390.0</b>	<b>0.0</b>	<b>300.0</b>	<b>0.0</b>	<b>4,900.0</b>
19217	NFHWHY00096	<b>Badger Road Two Way Left Turn Lane</b> Upgrade Badger Road between Dennis Road and Hurst Road to accommodate a two way left turn lane. Accommodating the two way left turn lane may require road widening. Additional work will include signing, striping, drainage, and utilities.	HSIP	Design	500.0					
				Utilities	150.0					
				Construction	19,130.0					
<b>Project Total</b>					<b>19,780.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
27542	NFHWHY00289	<b>Chena Hot Spring Road MP 0-6</b> Rehabilitate Chena Hot Spring Road.	STP	Design	1,071.6	545.8				
			AC			545.8				
			ACC				-545.8			
			SM	Utilities	106.4					
			STP				227.4			
			SM				22.6			
			STP	Construction		5,194.0		8,194.0	5,000.0	
			AC				13,194.0			
			ACC					-8,194.0	-5,000.0	
			SM				1,806.0			
<b>Project Total</b>					<b>1,723.8</b>	<b>20,444.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
31656	NFHWHY00016	<b>Chena Pump Road Bike &amp; Pedestrian Facility Rehabilitation</b> Rehabilitate the existing Chena Pump Road bicycle path between Dartmouth Drive and the Pump House Restaurant. Improvements include widening Chena Pump Road shoulders between the Pump House Restaurant and Grebe Drive, bridge work on the Cripple Creek pedestrian bridge, drainage and roadside hardware.	CMAQ	Construction		1,455.5				
			SM				144.5			
<b>Project Total</b>					<b>0.0</b>	<b>1,600.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
TBD	TBD	<b>City of Fairbanks Systematic Signal Upgrades</b> Install overhead signal head for each lane of each approach at 11 intersections around City of Fairbanks. Install retroreflective backplates on all signal heads at 11 additional locations.	HSIP	Design			300.0	500.0		
				Right-of-Way						50.0
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>300.0</b>	<b>500.0</b>	<b>50.0</b>	<b>6,895.0</b>
19217	Z772770000	<b>College Road Median Extension</b> Install a separate right turn lane for westbound traffic at the intersection of College Road/Old Steese Highway, and a new right turn lane creating dual rights for eastbound traffic at the intersection of College Road/Steese Expressway.	HSIP	Construction	520.0					
<b>Project Total</b>					<b>520.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
31878	NFHWHY00424	<b>Fairbanks North Pole Serious SIP</b> Development of the Fairbanks/North Pole Serious SIP, including development of a mobile source emission budget for the nonattainment area and FAST Planning to ensure the area remains eligible for federal highway funds.	STP	Planning	946.1	946.1	946.1			
			SM			93.9	93.9	93.9		
<b>Project Total</b>					<b>1,040.0</b>	<b>1,040.0</b>	<b>1,040.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

STP: Surface Transp. Prog., SM: State Match, 3PF: 3rd Party Funding, CMAQ: Congestion Mitigation Air Quality, TAP: Transp. Alts Prog., ILLU: Illustrative, AC: Adv. Constr., ACC: Adv. Constr. Conversion, FAF/FAM: FAST Approp. Funds/Match

**FAST Planning 2019 - 2023 TRANSPORTATION IMPROVEMENT PROGRAM  
Amendment #5, DRAFT 12.09.2021**

NID	IRIS	Project Description	Fund Code	Phase	FFY19	FFY20	FFY21	FFY22	FFY23	Beyond
33339	TBD	<b>Interior Alaska Area Transportation Plan</b>	PL	Planning				400.0		
		Update the Interior Alaska Area Transportation Plan.	SM					100.0		
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>500.0</b>	<b>0.0</b>	
30369	NFHWY00155	<b>Northern Region ADA Reconnaissance &amp; Improvements</b>	STP	All	136.5	318.4	2,274.3	2,001.3	1,592.0	
		Design and Construct improvements recommended by the Northern Region ADA Reconnaissance Study.	SM		13.5	31.6	225.8	198.7	158.0	
<b>Project Total</b>					<b>150.0</b>	<b>350.0</b>	<b>2,500.0</b>	<b>2,200.0</b>	<b>1,750.0</b>	<b>4,500.0</b>
19217-4	Z634670000	<b>Steese Hwy/Chena Hot Springs Rd Ramp Termini Roundabouts</b>	HSIP	Utilities		150.0				
		Construct roundabouts at the interchange ramp termini for the Steese Highway at Chena Hot Springs Road.	HSIP	Construction		5,000.0				
<b>Project Total</b>					<b>0.0</b>	<b>5,150.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
26082	Z624870000	<b>Old Steese Highway Reconstruction</b>	STP	Design					909.7	
		Reconstruct the Old Steese Highway from Wendell Avenue Bridge to, and including, the intersecntion at the Johansen Expressway.	SM						90.3	
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,000.0</b>	<b>20,000.0</b>
18923	Varies	<b>Pavement and Bridge Preservation (DOT&amp;PF Preventative Maintenance Program)</b> Crack sealing, surface treatment drainage, signage, guardrail, illumination, and other refurbishments to prolong the life of road pavement and bridges and their safety related structures. Project includes NHS Lane Delineators, Destination & Distance Signing, Pavement Markings and Signalization, Abandoned Vehicle Program, Road Surfacing and Transfer, Road Surface Treatments, and improve curb ramps to meet ADA standards. Project also includes preservation planning and reconnaissance activities. The scope does not include landscaping or other elements inconsistent with a pavement preservation focus.	NHPP	All		16,829.5	24,561.9	24,561.9	24,561.9	
			STP			27,291.0	27,291.0	27,291.0	27,291.0	
			SM			4,379.6	5,147.1	5,147.1	5,147.1	
<b>Project Total</b>					<b>0.0</b>	<b>48,500.0</b>	<b>57,000.0</b>	<b>57,000.0</b>	<b>57,000.0</b>	<b>114,000.0</b>
6359	Z632910000	<b>Wendell Avenue Bridge Replacement</b> Replace the Wendell Avenue Bridge and rehabilitate Wendell Avenue/Old Steese Highway between the Clay Street and 3rd Street intersections. In addition provide pedestrian and bicycle access from the Graehl and Chena Riverwalk Parks to the bridge. Project work will include roadside hardware, utilities, drainage and ADA improvements.	SFF	Utilities		91.0				
			SM			9.0				
			SFF	Construction		17,698.4				
			SM			1,756.8				
<b>Project Total</b>					<b>0.0</b>	<b>19,555.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	

**FAST Planning 2019 - 2023 TRANSPORTATION IMPROVEMENT PROGRAM  
Amendment #5, DRAFT 12.09.2021**

NID	IRIS	Project Description	Fund Code	Phase	FFY19	FFY20	FFY21	FFY22	FFY23	Beyond
<b>CMAQ PROJECTS</b>										
Need ID	IRIS	Project Description / Funding Source	Phase	Fund Code	FFY19	FFY20	FFY21	FFY22	FFY23	
27010	Z617630000	<b>Northern Region Signal Interconnect</b> To fund vehicle volume, classification, speed counts, and traffic counting equipment within the PM2.5 non-attainment area. Conduct a baseline study of local road VMT, as well as data analysis and reporting.	ACC CMAQ SM	Construction	-605.5 4,548.5 451.5					
<b>Project Total</b>					<b>4,394.5</b>	<b>5,075.0</b>	<b>5,000.0</b>	<b>4,925.0</b>	<b>5,000.0</b>	<b>5,000.0</b>
26161	Z605660000	<b>Fairbanks Air Quality Planning Project</b> The goal of this project is to update the local transportation model and EPA mobile source emissions model. Fairbanks is a newly designated PM <sub>2.5</sub> non-attainment area and also a CO Maintenance area. An up to date transportation model and EPA mobile source emission model are needed for ongoing transportation and air quality planning activities in the community. This project will provide funding to conduct federally mandated Air Quality Conformity Analysis for all long and short term planning documentation.	CMAQ SM	All	72.8 7.2	72.8 7.2	72.8 7.2	72.8 7.2	72.8 7.2	
<b>Project Total</b>					<b>80.0</b>	<b>80.0</b>	<b>80.0</b>	<b>80.0</b>	<b>80.0</b>	<b>160.0</b>
29232	NFHWHY00141 NFHWHY00142 NFHWHY00407	<b>Committed Measures for the Fairbanks SIP</b> Funding for transportation projects and programs that are committed and contingency measures listed in the State Implementation Plan (SIP) for the Fairbanks PM2.5 Non-attainment Area, and non-SIP projects that are evaluated and scored by the Fairbanks area CMAQ Project Evaluation Board.	CMAQ SM	All	1,728.4 171.6	1,728.4 171.6	1,728.4 171.6	1,728.4 171.6	1,728.4 171.6	
<b>Project Total</b>					<b>1,900.0</b>	<b>1,900.0</b>	<b>1,900.0</b>	<b>1,900.0</b>	<b>1,900.0</b>	<b>3,800.0</b>
18791	Z633860000 Z607090000 Z607110000	<b>Statewide Congestion and Mitigation Air Quality</b> The Department will work with DEC and appropriate local authorities to develop sub-allocations. Provide CMAQ funds to address non-attainment and maintenance measures in the Air Quality Statewide Improvement Program. [Fairbanks Area Signal Timing Upgrades, FNSB Air Quality Education Outreach, Statewide Implementation Plan]	CMAQ SM	All	3,211.2 318.8	3,211.2 318.8	3,211.2 318.8	3,211.2 318.8	3,211.2 318.8	
<b>Project Total</b>					<b>3,530.0</b>	<b>3,530.0</b>	<b>3,530.0</b>	<b>3,530.0</b>	<b>3,530.0</b>	<b>7,060.0</b>





## INTERAGENCY CONSULTATION FOR AIR QUALITY CONFORMITY

December 9, 2021 • 9:00 – 10:00 a.m. • Zoom Web Conference

### MEETING NOTES

<b>Attendees</b>	<b>Organization</b>
Jackson Fox	FAST Planning
Olivia Lunsford	FAST Planning
Deborah Todd	FAST Planning
Cindy Heil	ADEC
Adeyemi Alimi	ADEC
Steven Hoke	ADEC
Nick Czarnecki	FNSB
Adam Clark	EPA
Melissa Goldstein	FHWA-Alaska Division
Leigh Oesterling	FHWA-Resource Center
Ned Conroy	FTA
Randi Bailey	Alaska DOT&PF
Adam Moser	Alaska DOT&PF
Judy Chapman	Alaska DOT&PF
Brett Nelson	Alaska DOT&PF
Tom Carlson	Trinity Consultants

#### **Introduction**

Jackson Fox (FAST Planning) called the meeting to order at 9:02 a.m., announced the attendees present, and offered the opportunity for public comment. No public comments were made.

#### **Transportation Improvement Program (TIP) Amendment #5**

Mr. Fox provided an overview of TIP Amendment #5 by stating that in addition to capturing minor adjustments with FFY21 yearend obligations, the primary purpose of the Amendment is to: (1) delay construction of the Chena Riverwalk project from FFY22 to FFY23 due to ROW phase delays; (2) accelerate construction of the North Pole Streetlight Standardization project from FFY23 to FFY22; and (3) fully fund the recent project increases for the Chena Riverwalk ROW

phase, Old Rich Hwy Intersections Utilities phase, and FAST Improvement Program Construction phase.

Mr. Fox added that the FAST Planning Technical Committee reviewed the Draft TIP Amendment on December 1 and recommend the Policy Board release the Amendment for public comment. The Policy Board will consider releasing for public comment at their next regularly scheduled meeting on December 15, and the anticipated public comment period is December 19 to January 21. He added that FAST Planning staff believe a new conformity analysis/determination would not be required because no projects are being added to or removed from the TIP and all projects affected by the TIP Amendment were included in the 2045 Metropolitan Transportation Plan (MTP) Air Quality Conformity Analysis and FFY19-23 TIP Air Quality Conformity Determination, both of which were approved in 2019.

Leigh Oesterling (FHWA) asked if Alaska has an Administrative Modification procedure for STIP and TIPs. Mr. Fox said yes, the MPO (FAST Planning) has a policy in place which is separate but similar to what the State has in place. Ms. Oesterling asked if Mr. Fox considered any of the project cost changes an Administrative Modification. Mr. Fox stated the project cost changes would fall under an Administrative Modification, but the reason he chose an Amendment was because the construction year of two projects was changing and both of those projects have been somewhat controversial. Mr. Fox stated he thought it was appropriate to put this out for a 30-day public comment period so comments could be made on the shift in construction years.

Ms. Oesterling commented that there are cases of TIP Amendments where a new regional emissions analysis is not needed, but a new conformity determination is needed; in these cases, the conformity determination relies on the previous regional emissions analysis. There can be TIP Amendments that do not require any conformity determination as well, such as those that only involve projects exempt from conformity.

Ned Conroy (FTA) asked if this is going to require a STIP Amendment as well. Mr. Fox said the State's procedures are incorporated into the STIP document itself, but FAST Planning has their procedures in a policy approved by their Board that can be found in FAST Planning's "Policies & Procedures" document; and the two procedures are slightly different. He added despite the fact that the State typically adopts their TIP Amendments through the STIP Amendment process, the State could view this as an Administrative Modification if it does not meet their Amendment thresholds and just adopt it by reference.

Mr. Fox then provided details of each affected project in the TIP Amendment page-by-page.

Ms. Oesterling asked for clarification on the scope for the Woll Road Resurfacing & Widening, University Avenue Widening, and University Avenue Segment 2B projects in the TIP. Mr. Fox clarified the Woll Road project would simply be adding shoulders to the roadway, not extra lanes for capacity. Judy Chapman (Alaska DOT&PF) clarified University Avenue is a 4-lane roadway and that would not change either; the improvements would only add turn lanes and add medians and sidewalks. Ms. Oesterling commented that since no travel lanes would be added to these projects they all appear to be exempt.

Ms. Oesterling's opinion was the TIP Amendment would not require a conformity determination because all of the projects being changed are exempt from conformity.

Cindy Heil (ADEC) thought it was good we had an interagency consultation on this and getting confirmation that a conformity determination was not needed.

Adam Clark (EPA) concurred with what Ms. Oesterling's said and all projects appear to be exempt so he had no issues.

Mr. Conroy agreed with what was said and had no additional comments.

### **Other Issues – Alaska DOT&PF's Highway Safety Improvement Program (HSIP) and Preventative Maintenance (PM) Program**

Mr. Fox commented this was a new item added to the agenda for an open discussion since all agencies dealing with air quality conformity were at the table. He provided an overview of DOT&PF's Highway Safety Improvement Program (HSIP) and Preventative Maintenance (PM) Programs and stated he thought both Programs were clearly exempt under 40 CFR 93.126 so wanted to know how much effort DOT&PF needed spend on the air quality side during the environmental review process.

Ms. Heil stated that when DOT&PF goes through their environmental review process, they send out their projects to agencies to review. And, when ADEC looks at the projects they prefer the projects are sent to interagency consultation group for confirmation that they are exempt; and there is a second part to 40 CFR 93.126 that the projects are not exempt if the interagency decides it is not exempt. She added that especially if a project is in a Non-attainment or Maintenance Area they like to see that FHWA, FTA, and EPA have the opportunity to confirm whether a project is exempt.

Brett Nelson (Alaska DOT&PF) stated that the PM Program has a limited scope and is constrained by FHWA on how this funding can be spent, and those projects typically have a quick turnaround. He added that DOT&PF's standalone projects do go through conformity analyses

and the interagency consultation process, but the PM projects are limited to only those activities that are exempt and have no impact to air quality. He did not think PM projects should be bogged down in the process due to the nature of the projects of just replacing what was already there.

Ms. Chapman agreed with Mr. Nelson.

Ms. Oesterling stated these Programs are allowed by Planning regulations to be grouped projects, but should be included in the TIP. She added that to be part of a grouped Program the projects had to be exempt from conformity, but questioned “signalization” in the scope description which falls separately under 40 CFR 93.127. Signalization projects could be subject to project-level conformity and the State should be aware of this. Mr. Nelson responded that signalization under the PM Program was simply replacing existing signals that were already there.

Ms. Oesterling asked if the HSIP and PM Program tables were included in the TIP. Mr. Fox stated they were not. The individual HSIP projects are all shown in the TIP, but the PM Program was not in the TIP because the locations changes year-to-year, are all exempt from air quality conformity, and not considered “regionally significant.”

Ms. Oesterling requested the PM Program table be added to the TIP. Mr. Fox said, yes, he will add the PM Program table to the TIP but not list them out individually since the project locations are too much of a moving target. Ms. Oesterling stated that as long as this table (the PM project grouping) is in the TIP then DOT&PF can say the projects are within a conforming TIP. Mr. Nelson said that would help streamline the process for DOT&PF. Mr. Fox stated he will add the PM Program table to the TIP under Amendment #5.

Ms. Oesterling said she would email to the group the citations from the Statewide & Metropolitan Planning Regulations for “grouping” projects in the STIP and TIP.

### **Next Steps**

There were no further comments or questions. Mr. Fox stated he would draft meeting notes and email to everyone for edits prior to the December 15<sup>th</sup> Policy Board meeting. He thanked everyone for their time and attendance and ended the meeting at 9:54 a.m.