



TECHNICAL COMMITTEE MEETING

Wednesday, August 3, 2022, 12:00 – 2:00 P.M.
Key Bank Building, 100 Cushman Street, Suite 205

To join the Zoom Meeting via computer, go to: www.fastplanning.us/keepup/zoom
Zoom Meeting Phone Number: 1 (253) 215-8782, enter **Meeting ID#** 892-6813-3253

1. Call to Order
2. Introduction of Members and Attendees
3. Approval of the August 3, 2022 Agenda
4. Approval of the July 6, 2022 Meeting Minutes Pg 2-4
5. Committee/Working Group Reports (including the Chair's Report) Pg 5
6. Public Comment Period (Non-Action Items)
7. Old Business
 - a. Draft FFY23-24 Unified Planning Work Program (UPWP) (Action Item) Pg 6-36
 - Review of public comments received and consideration of adopting revised FFY23-24 UPWP
 - b. FFY23-27 Transportation Improvement Program (TIP) Pg 37-42
 - Call for Project Nominations & Applicant Workshop (see <https://fastplanning.us/tip/>)
8. New Business
 - a. North Pole Streetlights Standardization, Phase I - Project Increase (Action Item) Pg 43-51
 - Consideration of approval of \$287,271 construction phase increase using FAST Planning offset funds to award project to low bidder
 - b. 2023 Safety Performance Measure Targets (Action Item) Pg 52-55
 - Consideration of supporting 2023 Safety Targets adopted by DOT&PF
 - c. FAST Planning FFY23 Office Budget (Action Item) Pg 56-61
9. Other Issues
10. Informational Items
 - a. STIP Amendment #4 – Available for Public Comment through August 15 Pg 62-77
 - b. Infrastructure Investment & Jobs Act (IIJA) Update Pg 78-91
 - c. Obligations and Offsets Pg 92-95
11. Committee Member Comments
12. Adjournment

Next Scheduled Technical Committee Meeting – Wednesday, September 7, 2022



TECHNICAL COMMITTEE

Meeting Minutes – July 6, 2022

Zoom Meeting URL: <https://fastplanning.us/keepup/zoom/>

Telephone Number: 1 (253) 215-8782, Meeting ID: 850-7889-8429

1. Call to Order

Jackson Fox, Chair, called the meeting to order at 12:00 p.m.

2. Introduction of Members and Attendee

The following were present:

Name	Representing
*Jackson Fox, Chair	FAST Planning
*Olivia Lunsford, Vice Chair (absent)	FAST Planning
**Andrew Ackerman	City of Fairbanks Engineering
**Justin Burgess	AES Transportation
**Randi Bailey for Judy Chapman	DOT&PF Planning
**Dey Johnson for Michelle Denton	FNSB Transportation
**Andrew Gallagher for Kate Dueber	Alaska Railroad Corporation
**Steven Hoke (absent)	ADEC Air Quality
**Kevin McKinley	FNSB Borough Planning Commission
**Bob Pristash	City of Fairbanks Engineering
**Lt. Mike Roberts (absent)	Alaska State Troopers
**Sarah Schacher	DOT&PF Preconstruction
**Don Galligan for Kellen Spillman	FNSB Community Planning
**RJ Stumpf	Fairbanks International Airport
**Jakob Theurich	UAF
**Danny Wallace	City of North Pole
**John Weinberger (absent)	Fort Wainwright
*Deborah Todd	FAST Planning
Kathryn Wenger	FHWA
Jack Barnwell	Fairbanks Daily News-Miner
Kimberly Diamond	FNSB Parks & Recreation
Trisha Levasseur	FNSB Parks & Recreation
* FAST PLANNING Staff members	
** FAST PLANNING Technical Committee members	

3. Approval of the July 6, 2022 Agenda

Motion: To approve the July 6, 2022 Technical Committee Agenda.
(Pristash/Ackerman).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

4. Approval of the June 1, 2022 Meeting Minutes

Motion: To approve the June 1, 2022 Meeting Minutes as presented.
(McKinley/Pristash).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

5. Committee/Working Group Reports (including the Chair's Report)

Mr. Fox noted the following updates:

- The Policy Board approved the FFY2019-23 Transportation Improvement Program (TIP) Administrative Modification #6. It is posted on the FAST Planning website.
- The Policy Board released the FFY23-24 UPWP for a 30-day public comment period. The comment period will be June 19th to July 19th.
- The Policy Board approved a \$30,000 contribution for the tile mosaic in Graehl Park.
- The Asphalt Art on 5th Avenue and Lacey Street is complete. The art project was done to explore different design concepts using street and sidewalk murals. The background and funding information are included in the meeting packet. The painting was done June 3-5. A drone took photos of the final artwork.
- The Graehl Park Athabaskan-themed tile mosaic proposed for the central plaza/picnic area in the park will go to construction in 2023. The tile will be glass inlaid in concrete. FAST Planning worked with Denakkanaaga staff and the Alaska Native Cultural Coalition of the Interior to come up with themes for that design based on beadwork similar to the ones used for tile mosaics at Morris Thompson Cultural Center. A call was put out by Denakkanaaga for beadwork designs and ten beadwork designs were submitted. The winner of the beadwork design competition was selected at the annual Denakkanaaga meeting. The winner was Denise Newman, a Special Education Teacher with the Fairbanks North Star Borough School District. Ms. Newman's beadwork design is included in the meeting packet.

6. Public Comment Period (Non-Action Items)

No public comment.

7. Old Business

a. Draft FFY23-24 Unified Planning Work Program (UPWP)

• **Open for Public Comment Through July 19, 2022**

Mr. Fox explained that the UPWP is the staff work plan for the next two years and the document is available for public review and comment from June 19 to July 19, 2022. One of the big changes in the Work Plan is the proposal to take on the transit work on behalf of the Borough. The funds for this will be transferred directly to FAST Planning through DOT. FAST Planning intends to accomplish this task with consultant work and the addition of a new staff member. To do this work, FAST Planning can go back as far as 2019 to grab unspent funds. Beginning in October there will be over \$600,000 available and approximately \$150,000 a year after that to perform transit planning work. The funds have already been transferred to FHWA and DOT will apportion those funds between Fairbanks and Anchorage using a distribution formula approved by FHWA and FTA. DOT has asked FHWA if they could use the same distribution formula that they use for the Metropolitan Planning funds. The request was approved. One benefit of transferring the funds from FTA to FHWA is it reduces the match funding requirement from 20% to 9.03%. Mr. Fox also noted that in the Work Plan on pages 37-42 in the meeting packet, there are a variety of supplemental plans that are listed that FAST Planning intends to continue funding such as: the Advance Project Definition Program, continuing work on the Road Service Area Expansion Plan, developing a new Complete Streets Prioritization Plan for our area,

designating some additional mileage of critical urban freight corridors, and developing a local electric vehicle supplemental deployment plan.

8. New Business

a. FFY23-27 Transportation Improvement Program (TIP)

• Review of Funding Availability & Call for Project Nominations

Mr. Fox explained that he put together a template for the TIP that went beyond the four year funding plan out to ten years. Mr. Fox explained that projects that had construction phases in the beyond years of the TIP going to construction in 2023 were 5th Avenue and Yankovich/Miller Hill Road; the Chena River Walk and the Woll Road Resurfacing and Widening Project in 2024, Cowles Street Reconstruction Phase I from 1st Avenue to Airport Way in 2025, and Minnie Street in 2026. Mr. Fox explained that they needed to consider funding the design and construction phases for the FAST Improvement Program. Mr. Fox explained that they should consider funding for future phases of the North Pole Street Light Signalization project. Mr. Fox explained that there were a number of Illustrative projects in the current TIP that included: the Bike Lane Signing and Striping project on City streets in Fairbanks, Holmes Road Reconstruction project, Lacey Street Reconstruction project, and the Nelson Road Bicycle/Pedestrian Facility. Mr. Fox explained that this was a template that looked at the amount of funds FAST Planning receives each year and takes into consideration the projects that are already out, and projects it out ten years.

9. Other Issues

No other issues.

10. Informational Items

a. Infrastructure Investment & Jobs Act (IIJA) Update

Mr. Fox provided an update of the IIJA funding opportunities that are available to Alaska.

b. Obligations and Offsets

Mr. Fox explained the obligations and offsets included in the meeting packet.

11. Technical Committee Member Comments

- Ms. Schacher commented that DOT&PF was having a Public Open House for the Richardson Highway MP 351 Interchange which was 12 Mile at Hawks Farm and Garden where the Old Richardson comes out. Ms. Schacher commented that they were envisioning a partial interchange similar to the Eielson Air Force Base access. Ms. Schacher stated that Open House would be at the Hotel North Pole from 4 to 7 pm.

12. Adjournment

Motion to Adjourn: (Ackerman/Burgess). The meeting adjourned at 12:54 p.m. The next Technical Committee meeting is Wednesday, August 3, 2022.

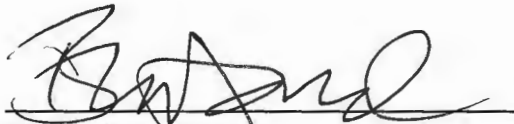
Approved: _____ Date: _____

Jackson Fox, Chair
FAST Planning Technical Committee



**Policy Board
Action Items
July 20, 2022**

Motion: To approve the Letter of Support [for FNSB Grant Application to Federal Transit Administration], have Jackson sign it, and send it. (Matherly/Fletcher). None opposed. Approved.



Mayor Bryce Ward
Chair, Policy Board



Date



**FAST Planning
FFY23-24 Unified Planning Work Program (UPWP)
Available for 30-Day Public Review and Comment
June 19 – July 19, 2022**

The Fairbanks Area Surface Transportation (FAST) Planning Unified Planning Work Program (UPWP) for Fiscal Years 2023 and 2024 has been released for 30-day public review and comment.

The UPWP serves as a management tool that identifies the work tasks, timeline, staffing needs, costs, and funding sources for all FAST Planning transportation planning and programming activities within the Fairbanks and North Pole area. The primary funding source for FAST Planning’s work tasks comes from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) of the U.S. Department of Transportation.

**To view the document and submit comments online,
please go to:**

<https://fastplanning.us/docs/plans/>

The FAST Planning public hearing requirements agree to use the TIP development process to satisfy the public hearing requirements of Section 5307(c). The public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the program-of-projects requirements of the Urbanized Area Formula Program. See 23 C.F.R. Part 450 and 49 C.F.R. Part 613 (specifically Subpart B, “Statewide Transportation Planning,” and Subpart C, “Metropolitan Transportation Planning and Programming”). The public involvement process is described at 23 C.F.R. Section 450.316(b). FAST Planning complies with the AKDOT&PF Title VI Nondiscrimination Policy, and operates Federal Programs without regard to race, religion, color, gender, age, marital status, ability, or national origin. To view the full Title VI Nondiscrimination Policy or to file a complaint, go to: www.fastplanning.us/civilrights. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in this public meeting should contact Jackson Fox at (907) 205-4276 or email: jackson.fox@fastplanning.us.

F620727-1

FAST Planning - Draft FFY23-24 Unified Planning Work Program

July 29, 2022

Public Comment Period: June 19 - July 19, 2022

Name	Comment	Action Taken
Kathryn Wenger, FHWA	Could not find discussion on Regional Planning Priorities for MPA.	Added new section to UPWP (Page 3) outlining FAST Planning's Regional Planning Priorities.
Kathryn Wenger, FHWA	The summary indicates that expenditures will exceed estimated revenues for the PL and STP funds section.	Updated Tables 4 and 5 to with minor reductions in costs esimated for Task 100(b), 200(a), and 200(b) to not exceed revenues.
Kathryn Wenger, FHWA	State and/or local match by type - Meets basic requirement but it would be helpful to identify where the local match comes from.	Updated Table 6 to identify match source for funds distributed to FAST Planning, FNSB, and Alaska DOT&PF.
Kathryn Wenger, FHWA	I assume FAST Planning does not use in-kind match but the local match funds do not indicated what type they are/where they come from.	Updated Table 6 to identify match source for funds distributed to FAST Planning, FNSB, and Alaska DOT&PF.
Kathryn Wenger, FHWA	Self Certification Statement - Needs to be included with UPWP and/or TIP.	Self Certification Statement will be included in FFY23-27 TIP, which is scheduled for adoption in December 2022.

FAIRBANKS
AREA
SURFACE
TRANSPORTATION
PLANNING

FAIRBANKS METROPOLITAN AREA

FINAL DRAFT FFY2023/24

Unified Planning Work Program



August 2022

TABLE OF CONTENTS

INTRODUCTION.....	1
Purpose of the UPWP.....	1
History of the MPO	1
Operation of the MPO	2
Regional Planning Priorities	3
Federal Planning Factors.....	3
FFY2023/24 WORK PROGRAM ELEMENTS.....	7
Required Plans & Programs	7
Task 100(a) UPWP	7
Task 100(b) MTP	7
Task 100(c) TIP	8
Task 100(d) PPP.....	9
Task 100(e) Air Quality.....	11
Task 100(f) MPA Boundary	11
Task 100(g) Support Services	12
Public Transit System Planning	14
Task 200(a) Long & Short Range Transit Plan	14
Task 200(b) Coordinated Transportation Plan.....	15
Task 200(c) Transit Planning Support	15
Supplemental Plans & Projects	16
Task 300(a) Advanced Project Definition.....	16
Task 300(b) Road Service Area Expansion Plan	16
Task 300(c) Complete Streets Prioritization Plan.....	16
Task 300(d) Critical Urban Freight Corridors	17

Task 300(e) Electric Vehicle Infrastructure Deployment Plan	17
Contingency Plans & Projects	18
Task 400(a) Safe Routes to School Assessments	18
Task 400(b) Local Safety Action Plan	18
Task 400(c) Driver’s Education Program.....	18
Task 400(d) Household Travel Survey.....	18
Task 400(e) Transit Fare Pricing & Integration Study	19
Task 400(f) Transit Operational Efficiency Study.....	19
Task 400(g) Housing Coordination Plan	19
Task 400(h) Resilience Improvement Plan.....	20
Task 400(i) College Road Planning Study	20
Task 400(j) Downtown Streets Traffic Study.....	20
Task 400(k) Kinross Ore Trucking Plan Traffic Study.....	21
Task 400(l) Geist/Chena Pump Road Corridor Study	21
Task 400(m) Peger Road/Airport Way Intersection Study.....	21
FUNDING SOURCES & ESTIMATED COSTS	22
Table 1. National Performance Goals & New Planning Emphasis Areas	6
Table 2. Funding Sources for Metropolitan Planning Activities.....	22
Table 3. Funding Sources for Transit Planning Activities	22
Table 4. Estimated Costs by Task	23
Table 5. Funding Source & Estimated Cost Comparison.....	24
Table 6. Metropolitan & Transit Planning Fund Distribution.....	24
Table 7. Past UPWP (FFY2021/22) Annual Office Budget for FAST Planning.....	25
Table 8. Metropolitan Planning Fund Distributions FFY2003-22	26

INTRODUCTION

PURPOSE OF THE UPWP

The Unified Planning Work Program (UPWP) for the Fairbanks Metropolitan Planning Organization (MPO), known as Fairbanks Area Surface Transportation (FAST) Planning, documents the MPO's transportation planning activities. The purpose of the UPWP is to ensure that a continuing, cooperative and comprehensive (3C) approach to planning for transportation needs is maintained and properly coordinated between the MPO, Alaska Department of Transportation & Public Facilities (DOT&PF), Fairbanks North Star Borough (FNSB), and other jurisdictions.

The UPWP is a planning document that identifies and describes the MPO's budget, planning activities, studies, and technical support expected to be undertaken in a two-year period [23 CFR 450.104]. It also lists the funding sources, timelines, and deadlines for each task and specifies whether the tasks will be conducted by MPO staff, Alaska DOT&PF staff, FNSB staff, or consultants. The UPWP is required for the MPO to receive planning funds from the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Alaska DOT&PF. It is a fiscally constrained document based on the amount of programmed planning grants and match contributions over the two-year period and may be revised as needed after adoption by Administrative Modification or Amendment.

In addition to the UPWP, the MPO must develop and implement the following plans as part of the transportation planning process [23 USC 134 & 23 CFR 450]:

- **Metropolitan Transportation Plan (MTP)** – a multimodal transportation plan that addresses a 20-year planning horizon that the MPO develops, adopts, and updates every four years.
- **Transportation Improvement Program (TIP)** – a prioritized listing/program of transportation projects covering a period of four years that is developed, adopted, and implemented by the MPO in coordination with the MTP.
- **Public Participation Plan (PPP)** – a guiding document that outlines the goals, strategies, and implementation plan for involvement of the public in the development of MPO plans, programs, and policies, including the MTP and TIP.

The planning activities for FFY2023 and FFY2024 supporting development and implementation of these plans by FAST Planning, FNSB, and Alaska DOT&PF staff are addressed within the tasks identified in this UPWP.

HISTORY OF THE MPO

All Urbanized Areas over 50,000 in population must have an MPO to carry out a 3C transportation planning process, as stipulated in the Federal Highway Act of 1962. On May 1, 2002, the U.S. Census Bureau published a notice in the Federal Register identifying an area surrounding Fairbanks and North Pole as a Qualifying Urbanized Area for Census 2000. The Metropolitan Planning Area (MPA) boundary was finalized in December 2002, and the Fairbanks MPO was subsequently established in April 2003.

The MPO was originally operated in-house by Alaska DOT&PF and FNSB staff from 2003 to 2008. In 2008, the MPO hired a Coordinator and opened an office in Fairbanks City Hall with planning support from Alaska DOT&PF and FNSB staff. The MPO was hosted by the City of Fairbanks from 2008 to 2018, at which time the MPO transitioned to an independent, non-profit organization. The MPO's new organization, FAST Planning, opened a new office in downtown Fairbanks on May 1, 2019, and currently has three staff members. FAST Planning continues to be supported by Alaska DOT&PF and FNSB staff and shares its allocation of Metropolitan Planning (PL) funds with these agencies for their respective planning activities.

OPERATION OF THE MPO

FAST Planning currently operates under the following founding documents, agreements, and policies and procedures:

- FAST Planning Articles of Incorporation (June 2018) and Bylaws, as amended (October 2021)
- Memorandum of Understanding for the Operation of the FAST Planning Office (March 2019)
- Intergovernmental Operating Agreement & Memorandum of Understanding for Transportation & Air Quality Planning in the Fairbanks Metropolitan Planning Area (April 2019)
- Memorandum of Agreement for the Selection & Funding of CMAQ Projects within the Fairbanks PM^{2.5} Non-attainment Area, as amended (August 2019)
- FAST Planning Policies & Procedures, as amended (February 2022)
- FAST Planning Title VI [Non-Discrimination] Plan (October 2020)

In accordance with the Bylaws and Intergovernmental Operating Agreement, FAST Planning has a Technical Committee and Policy Board that hold regularly scheduled meetings each month to guide the MPO's transportation planning process and make decisions for plans, programs, and policies. The Technical Committee consists of representatives, such as engineers, planners, and other specialists from the City of Fairbanks, City of North Pole, FNSB, Alaska DOT&PF, Alaska Department of Environmental Conservation (DEC) Air Quality, Fort Wainwright, University of Alaska Fairbanks (UAF), Alaska Railroad Corporation, Fairbanks International Airport, transit, public safety, local freight industry, and local Tribal entities. The Policy Board consists of elected/appointed officials and has as members, a designated representative of the Alaska DOT&PF Northern Region, FNSB Mayor, City of Fairbanks Mayor, City of North Pole Mayor, a designated representative of Alaska DEC Air Quality Division, a designated representative of the FNSB Assembly, and a designated representative of the Fairbanks City Council. The Technical Committee is an advisory body to the Policy Board, which is the decision-making body.

In addition to the Technical Committee and Policy Board, FAST Planning also has a Bicycle & Pedestrian Advisory Committee that meets monthly, Project Enhancement Committee that meets quarterly, and Seasonal Mobility Task Force that meets biannually. The Bicycle & Pedestrian Advisory Committee consists primarily of representatives from local organizations and citizens that advise the Technical Committee on issues related to bicyclist and pedestrian mobility and provides insight on how to better serve those users. The Project Enhancement Committee consists of architects/designers, engineers, and

maintenance managers that advise the Technical Committee on opportunities for streetscape beautification that balances design and aesthetics with roadway safety and function. The Seasonal Mobility Task Force consists of road maintenance managers from the Alaska DOT&PF, City of Fairbanks, City of North Pole, FNSB Rural Services, FNSB Parks & Recreation, FNSB School District, and UAF that share with each other seasonal maintenance plans and priorities. These constituents also collectively participate in an annual “Winter Maintenance Forum” public event.

REGIONAL PLANNING PRIORITIES

The Fixing America’s Surface Transportation (FAST) Act, which was signed into law on December 4, 2015, identifies the need for transportation plans to recognize and address the relationship between transportation, land use, and economic development. As such, FAST Planning takes into consideration the goals, objectives, performance measures, and targets of State, regional, and local transportation plans such as the Statewide Long-Range Transportation Plan, State Rail Plan, and FNSB Comprehensive Plan. This leads to more effective decisions on transportation investments and improved interconnectivity in the regional area beyond the boundary of the MPA.

Currently, FAST Planning and many of its member agencies are participating in the development of the Alaska Statewide Long-Range Transportation & Freight Plan – Alaska Moves 2050 and FNSB Roads Plan Update, which is helping inform the MTP Update (also in development) with identification of new plans, policies, and projects across a 20-year planning horizon for the MPA. FAST Planning is also actively exploring the possibility of providing Regional Transportation Planning services for the rural portion of the Borough outside the MPA under a new structure as a combined Regional Transportation Planning Organization (RTPO)/MPO. The primary benefit is this arrangement would be better integration of regional (urban and rural) priorities and transportation needs into the Statewide planning process.

FEDERAL PLANNING FACTORS

The FAST Act also identified the following planning factors which have been incorporated into the MPO’s planning process and this UPWP:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
2. Increase the safety of the transportation system for motorized and non-motorized users
3. Increase the security of the transportation system for motorized and non-motorized users
4. Increase the accessibility and mobility of people and for freight
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
7. Promote efficient system management and operation

8. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
9. Enhance travel and tourism
10. Emphasize the preservation of the existing transportation system

In addition to the planning factors noted above, previous legislation [Moving Ahead for Progress in the 21st Century Act (MAP-21)] required that State DOTs and MPOs conduct performance-based planning by tracking performance measures and setting data-driven targets to improve those measures.

Performance-based planning ensures the efficient investment of federal transportation funds by increasing accountability of local agencies receiving the funds, prioritizing transparency to the public, and providing insight for better investment decisions that focus on key outcomes which relate to the seven national goals of:

1. Improving Safety
2. Maintaining Infrastructure Condition
3. Reducing Traffic Congestion
4. Improving System Reliability
5. Improving Freight Movement & Supporting Regional Economic Development
6. Protecting the Environment
7. Reducing Delays in Project Delivery

The FAST Act supplemented the MAP-21 legislation by establishing timelines for State DOTs and MPOs to comply with the requirements of MAP-21. State DOTs are required to establish statewide targets and MPOs have the option to support the statewide targets or adopt their own. To date, FAST Planning has chosen to accept and support all the statewide targets for safety, pavement condition, bridge condition, on-road mobile source emissions, and travel time reliability. The transition to performance-based planning has been addressed in the current MTP and TIP, as well as the tasks identified in this UPWP.

In addition to these performance goals, in December 2021 the FHWA and FTA jointly issued Planning Emphasis Areas for use in the development of MPO UPWPs and Statewide Planning & Research Work Programs. These emphasis areas are not bound in law, but MPOs, public transit providers, State DOTs, and Federal land management agencies are highly encouraged to incorporate them into their UPWPs and work programs during their next update cycle. FAST Planning has incorporated these emphasis areas into the many of the tasks in this UPWP, and is also actively incorporating the emphasis areas into the MTP and TIP updates currently underway.

1. Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future
2. Equity and Justice⁴⁰ in Transportation Planning
3. Complete Streets
4. Public Involvement
5. Strategic Highway Network (STRAHNET)/U.S. Department of Defense Coordination
6. Federal Land Management Agency Coordination
7. Planning and Environment Linkages

8. Data in Transportation Planning

The table on the following page shows how UPWP work tasks relate to the National Performance Goals and new Federal Planning Emphasis Areas.

Table 1. National Performance Goals & New Planning Emphasis Areas

FFY2023/24 UPWP WORK TASKS	National Performance Goals							New Federal Planning Emphasis Area							
	Safety	Infrastructure Condition	Congestion Reduction	System Reliability	Freight Movement & Economic Vitality	Environmental Sustainability	Reduce Project Delivery Delays	Climate Change/Resilience	Equity/Justice40	Complete Streets	Public Involvement	STRAHNET/DOD Coord	Federal Land Mgmt Agency Coordination	Planning & Environmental Linkages	Data in Transportation Planning
Required Plans & Programs															
100(a)	Unified Planning Work Program	X	X	X	X	X	X	X	X	X	X	X	X	X	X
100(b)	Metropolitan Transportation Plan	X	X	X	X	X	X	X	X	X	X	X	X	X	X
100(c)	Transportation Improvement Program	X	X	X	X	X	X	X	X	X	X	X	X	X	X
100(d)	Public Participation Plan	X	X	X	X	X	X	X	X	X	X	X	X	X	X
100(e)	Air Quality			X		X	X	X	X	X	X			X	X
100(f)	MPA Boundary	X	X	X	X	X		X	X		X	X	X	X	X
100(g)	Support Services	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Public Transit System Planning															
200(a)	Long & Short Range Plan Update	X	X	X	X		X	X	X	X	X	X	X	X	X
200(b)	Coordinated Transportation Plan Update	X		X	X		X			X	X	X	X	X	X
200(c)	FNSB Planning Support	X	X	X	X		X	X	X	X	X	X	X	X	X
Supplemental Plans & Projects															
300(a)	Advanced Project Definition	X	X	X	X	X	X	X	X	X	X	X	X	X	X
300(b)	Road Service Area Expansion Plan	X	X		X	X	X	X	X		X			X	X
300(c)	Complete Streets Prioritization Plan	X	X	X	X	X	X		X	X	X			X	X
300(d)	Critical Urban Freight Corridors	X	X	X	X	X	X	X	X		X	X	X	X	X
300(e)	Electric Vehicle Infrastructure Deployment Plan				X		X	X	X	X	X			X	X
Contingency Plans & Projects															
400(a)	Safe Routes to School Assessments	X	X	X	X		X	X	X	X	X			X	X
400(b)	Local Safety Action Plan	X	X	X	X	X	X	X	X	X	X	X	X	X	X
400(c)	Driver's Education Program	X			X				X		X				X
400(d)	Household Travel Survey	X	X	X	X	X	X	X	X	X	X	X	X	X	X
400(e)	Transit Fare Pricing & Integration Study			X	X		X		X		X	X			X
400(f)	Transit Operational Efficiency Study	X		X	X		X	X	X	X	X	X			X
400(g)	Housing Coordination Plan	X	X	X	X	X	X	X	X	X	X	X		X	X
400(h)	Resilience Improvement Plan	X	X	X	X	X	X	X	X	X	X	X	X	X	X
400(i)	College Road Planning Study	X	X	X	X	X	X	X	X	X	X			X	X
400(j)	Downtown Streets Traffic Study	X	X	X	X	X	X		X	X	X			X	X
400(k)	Kinross Ore Trucking Plan Traffic Study	X	X	X	X	X	X	X	X		X	X	X	X	X
400(l)	Geist/Chena Pump Road Corridor Study	X	X	X	X	X	X			X	X			X	X
400(m)	Peger Road/Airport Way Intersection Study	X	X	X	X	X	X			X	X			X	X

FFY2023/24 WORK PROGRAM ELEMENTS

REQUIRED PLANS & PROGRAMS

Task 100(a) UPWP

The Alaska DOT&PF is responsible for providing the management oversight of the UPWP. FAST Planning and the FNSB will prepare and submit quarterly reports through FFY2023 and FFY2024 to the Alaska DOT&PF. The quarterly reports will document the planning activities performed and expenditures by FAST Planning and the FNSB in accordance with the tasks listed in the UPWP. The Alaska DOT&PF will review and compile the quarterly reports into annual reports at the end of each fiscal year. FAST Planning will initiate Administrative Modifications and Amendments to the UPWP as needed in accordance with the provisions of the MPO's April 2019 Intergovernmental Operating Agreement. FAST Planning will also initiate development of the next UPWP in April 2024, six months in advance of the expiration of this UPWP.

Participation by FAST Planning, Alaska DOT&PF, and FNSB staff in FFY2022-24 is anticipated to include:

- Preparation and submittal of FFY2022 final UPWP quarterly report and annual report (October 2022)
- Preparation and submittal of FFY2023-24 quarterly reports (January, April, July, October)
- Preparation of FFY2023 and FFY2024 annual reports (October 2023; October 2024)

Task 100(b) MTP

The current 2045 MTP was approved and adopted in December 2018 and is required to be updated every four years. FAST Planning obligated \$200,000 in Surface Transportation Program (STP) funds in FFY2021 to hire a consultant to update the MTP. The update is currently underway and includes collection of existing traffic data, analysis of the existing transportation network, evaluation of land use and supporting transportation scenarios for travel demand model forecasts, outreach to local agencies and the public to confirm project needs outlined in the 2045 MTP and new project needs not yet identified, prioritization and cost estimates for all projects considered for inclusion in the new MTP, an air quality conformity analysis and interagency consultation on the updated project list, and development of the draft and final MTP. The draft MTP will be released for public comment, and after resolution of public comments and an air quality conformity determination is made, the final MTP will then be presented to the FAST Planning Technical Committee and Policy Board for consideration of adoption. Following adoption, the final MTP will be transmitted to FHWA and FTA for approval. Based on the adoption and



approval date of the current MTP, the updated MTP will need to be adopted and approved by December 2022.

Participation by FAST Planning, Alaska DOT&PF, and FNSB staff in FFY2023-24 is anticipated to include:

- MTP Update is currently underway; following air quality conformity analysis and interagency consultation (September 2022), MTP will be released for 30-day public comment period
- Review and response to comments received during public comment period (October/November 2022)
- Presentation of final MTP to FAST Planning Technical Committee and Policy Board for consideration of adoption (November 2022)
- Transmittal of adopted MTP to FHWA and FTA for approval (December 2022)
- Project management and coordination with consultant through completion of contract

Task 100(c) TIP

The current FFY2019-23 TIP was approved and adopted in January 2019 and is required to be replaced every four years. The obligation of funds programmed in the TIP and receipt of offsets from project closures, reductions to bid award, and other de-obligations are tracked monthly. Administrative Modifications and Amendments to the TIP are made on an as-needed basis for project schedule and funding adjustments.

NOI	RIS	Project Description	Fund Code	Phase	FFY19	FFY20	FFY21	FFY22	FFY23	Beyond	
32119	NHWY00445	5th Avenue Reconstruction <small>Reconstruct 5th Avenue from Barndale to Noble Street to provide improved facilities for all users. Reconstruction includes 60ft consistent sidewalks and shoulders to accommodate bicycles. Landscaping and project clean-up, and engineering in accordance with FAST Planning's "Complete Street" Policy.</small>	STP	Design	218.8		109.8				
			TAP			77.2					
			SFF			26.4		15.6			
			STP	Right-of-Way			27.3				
			SFF					2.7			
			STP	Utilities					409.4		
			SFF						40.8		
			TAP							1,092.8	
			SFF	Construction						454.6	
			ACC								153.6
			ACC								
Project Total					325.0	0.0	190.8	2,591.2	0.0	0.0	
32279	NHWY00447	Airport West Bicycle & Pedestrian Facility <small>Construct secure and protected connection between Terminal 1 and the Airport and connect to existing facilities along State Road.</small>	STP	Design	300.2	154.8					
			SM			29.8	15.4				
			STP	Right-of-Way			2.3				
			SM				0.2				
			STP	Utilities				9.1			
			SM						0.9		
			STP	Construction						2,274.3	
Project Total					330.0	172.5	10.0	0.0	0.0	2,269.0	
21834	NHWY00395	Advanced Project Definition <small>Provide funding to the State and City to develop new estimates for the project.</small>	STP	Planning	91.0				91.0		
			FAM			0.0			0.0		
Project Total					100.0	0.0	0.0	100.0	0.0	0.0	

Development of a new FFY2023-27 TIP by FAST Planning staff is currently underway concurrent with the update of the MTP. The initial effort involved review and revision of project scoring criteria and nomination form by the FAST Planning Technical Committee and Policy Board, and will be followed by a call for project nominations from local agencies and the public. The project nominations often, but are not all required to, come from the short-range list of projects included in the updated MTP. A workshop will be held for local agencies and the public to explain the nomination process, scoring criteria, and project selection process for funding. At the close of the nomination period, FAST Planning Technical Committee members will score and rank the projects in order of priority for consideration of funding in the new TIP. Concurrently, Alaska DOT&PF staff will prepare scopes, schedules, and estimates (SSEs) for each project nominated. Once the SSEs and project rankings are complete, FAST Planning will develop a fiscally constrained draft TIP providing a funding plan for the top ranked projects for release for public comment. During the public comment period an air quality conformity analysis and interagency consultation will also be completed. After public comments are addresses and/or resolved, and an air quality conformity determination is made, the final TIP will then be presented to the FAST Planning Technical Committee and Policy Board for consideration of being adopted. Following adoption, the final TIP will be transmitted to FHWA and FTA for approval and to Alaska DOT&PF for inclusion into the Statewide Transportation Improvement

Program (STIP). Based on the adoption and approval date of the current TIP, a new TIP will need to be adopted and approved by January 2023.

Participation by FAST Planning, Alaska DOT&PF, and FNSB staff in FFY2023-24 is anticipated to include:

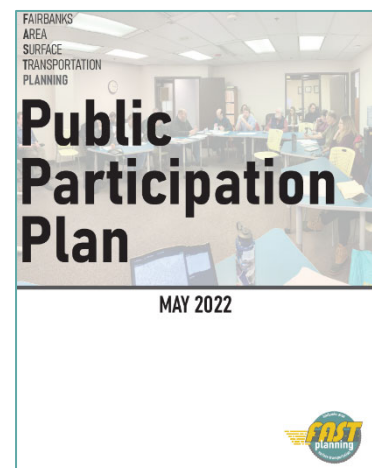
- Monthly tracking of obligated funds in the TIP and receipt of offsets from project closures, reductions to bid award, and other de-obligations through FFY23 and FFY24
- Administrative Modifications and Amendments to TIP on an as-needed basis through FFY23 and FFY24
- FFY23-27 TIP development is currently underway; following air quality conformity analysis and interagency consultation (September 2022), TIP will be released for 30-day public comment period
- Review and response to comments received during public comment period (October/November 2022)
- Presentation of final FFY23-27 TIP to FAST Planning Technical Committee and Policy Board for consideration of adoption (November 2022)
- Transmittal of adopted TIP to FHWA and FTA for approval (December 2022)

Task 100(d) PPP

FAST Planning adopted an updated Public Participation Plan (PPP) in May 2022 and a Title VI Non-discrimination Implementation Plan in October 2020. With the recent COVID-19 pandemic and social distancing guidelines mandated by State and local governments, new provisions for public meetings are actively being implemented and were included in the updates to these plans.

The purpose of the PPP is to set procedures for FAST Planning to engage residents of the MPO in transportation planning process in a meaningful way. Key elements of this plan include the following:

- Maintaining a FAST Planning website with staff and committee member contact information, operating documents, plans and policies, project information, meeting calendar and agenda packets and minutes, online public comment submission form, and an interactive map for the MPA that shows the transportation network with comment form that welcomes any and all comments to the MPO
- Hosting all FAST Planning committee meetings open to and accessible by the public, including Technical Committee, Policy Board, Seasonal Mobility Task Force, Bicycle & Pedestrian Advisory Committee, Project Enhancement Committee and all other subcommittee, work session, and project-specific meetings
- Preparing meeting agendas, packets, and minutes for all FAST Planning committee meetings



- Providing public comment periods, open house events, workshops, online surveys, interactive maps, and other opportunities to comment on all FAST Planning plans, including the UPWP, MTP, TIP, PPP, Title VI, and supplemental plans such as the Road/Rail Crossing Reduction/Realignment Plan, Non-Motorized Plan, and Road Service Area Expansion Plan
- Maintaining a presence on social media (Facebook, Twitter, Instagram, and LinkedIn) for additional interaction and opportunity for the general public to engage in the transportation planning process
- Hosting local events such as the Annual Winter Maintenance Forum, volunteer-based Annual Bicycle & Pedestrian Count Program, and Wheelabouts (wheelchair mobility exercises); and hosting booths at the Midnight Sun Festival and other local events
- Annual revision, printing, and distribution of a Bikeways map for Fairbanks and North Pole
- Advertising all meetings, events, and public comment opportunities in the newspaper, on FAST Planning's website and social media accounts, local bulletin boards, radio and television, and online public notices with the FNSB and Alaska DOT&PF

The Title VI Plan is integral to the PPP and provides specific goals, objectives, and strategies for reaching low-income, minority, and Limited English Proficiency populations to help mitigate barriers to public participation in the transportation planning process. As a Federal Aid recipient, FAST Planning has the responsibility to ensure that its programs, plans, and policies are carried out in a manner that is not discriminatory, regardless of race, color, national origin, or sex (gender) in accordance with Title VI of the Civil Rights Act of 1964, as amended. Measures currently being implemented include:

- Hosting all meetings open to the public and broad advertisement of meetings, events, and public comment opportunities in accordance with the PPP to reach different demographics of the population within the MPA
- Holding meetings virtually and in person at a location familiar and comfortable to the public, accessible by non-motorized travel and transit, and in ADA-accessible buildings
- Providing contact information on all public notices and advertisements for individuals to request special accommodations for translation (language barriers) and hearing and sight impairments
- Preparing Title VI Reports for the Alaska DOT&PF Civil Rights Office for every FAST Planning meeting and event held open to the public and public comment periods
- Advertisement of Title VI complaint procedures and complaint form for any person who believes they have been excluded from or denied the benefits of, or subjected to discrimination on the basis of race, color, national origin, or sex (gender) under any FAST Planning plan, program, or activity
- Annual participation by all FAST Planning staff in Title VI training



Participation by FAST Planning, Alaska DOT&PF, and FNSB staff in FFY2023-24 is anticipated to include implementation of the PPP and Title VI Plan through FFY2023 and FFY2024 as outlined above.

Task 100(e) Air Quality

The MPA is within a Serious PM^{2.5} Non-attainment Area and CO Maintenance Area as designated by the U.S. Environmental Protection Agency. The FNSB and Alaska DEC have joint responsibility to develop and implement a PM_{2.5} State Implementation Plan and CO Maintenance Plan to work towards attainment of air quality standards. FAST Planning, FNSB, and Alaska DOT&PF staff support these efforts with travel demand modeling to forecast contributing vehicle emissions and assist with identification of transportation projects and programs that reduce emissions. The Alaska DOT&PF also annually sets aside Congestion Mitigation & Air Quality (CMAQ) funds for these projects and programs. FAST Planning serves as the Project Evaluation Board for development of project scoring criteria, carrying out the project nomination process, and scoring and prioritizing the projects for the Alaska DOT&PF to consider programming and executing the projects. The most recent project nomination process was held in FFY2020 for which a 10-year funding plan was developed for 19 eligible projects under this program. FAST Planning will annually review the status of these projects in late FFY2022 and issue a call for new project nominations in early FFY2023 as additional CMAQ funding and new Carbon Reduction Program funding becomes available under the Infrastructure Investment & Jobs Act (IIJA) and/or there is heightened need for more timely progress towards attainment of air quality standards.

Participation by FAST Planning, Alaska DOT&PF, and FNSB staff in FFY2023-24 is anticipated to include:

- Travel demand modeling as needed for vehicle emission forecasts and MTP and TIP development (air quality conformity analyses)
- Review of project eligibilities for new Carbon Reduction Program and establishing a project nomination and selection process for the formula funding allocation to FAST Planning (October 2022)
- Review and revision of CMAQ project scoring criteria for PM_{2.5} Non-attainment Area, including consideration for combining CMAQ Program and Carbon Reduction Program under a single set of criteria (November/December 2022)
- Call for project nominations to CMAQ Program for projects within the PM_{2.5} Non-attainment Area and Carbon Reduction Program for projects within MPA boundary (January 2023)
- Project scoring, selection, and fund programming for inclusion into the TIP and STIP (February 2023)
- Annual review of project status, scope changes, and funding plan

Task 100(f) MPA Boundary

Every 10 years the U.S. Census Bureau performs a count of the population and from this data collection effort Urbanized Area boundaries are established. Publication of the 2020 Urbanized Area boundaries across every state in the U.S. is expected by October 2022. MPOs are subsequently tasked with

examining these boundaries in cooperation with State and other, local public transportation system operators to adjust them as necessary to develop an MPA boundary. The MPA boundary shall encompass the entire Urbanized Area (as defined by the U.S. Census Bureau) plus the contiguous area expected to become urbanized within a 20-year forecast period for the MTP. As appropriate, additional adjustments should be made to reflect the most comprehensive MPA boundary to foster an effective planning process that ensures connectivity between modes, improves access to modal systems, and promotes efficient overall transportation investment strategies.

Participation by FAST Planning, Alaska DOT&PF, and FNSB staff in FFY2023-24 is anticipated to include:

- Upon receipt of 2020 Census data and new Urbanized Area boundary, adjacent areas expected to become urbanized within the next 20 years will be analyzed to develop proposed alternatives for the new MPA boundary (October 2022 - February 2023)
- Alternatives released for 30-day agency and public comment period (March 2023)
- Review and response to comments received during comment period (April 2023)
- Presentation of preferred alternative for new MPA boundary to FAST Planning Technical Committee and Policy Board for consideration of adoption (May 2023)
- Transmittal of adopted MPA Boundary to Governor's Office for approval (June 2023)
- Provide GIS files of the MPA Boundary to FHWA and FTA for informational purposes (July 2023)

Task 100(g) Support Services

This task encompasses all other program needs for the operation of the MPO, including but not limited to the following:

- Management and operation of the FAST Planning 501(c)(3) Non-profit Corporation (human resources, payroll, accounts payable/receivable, office space leasing, asset management, insurance coverages, audits, business licensing, and tax filings)
- FAST Planning budget preparation, tracking, and amendment
- Monitoring FAST Planning's state fund appropriation balances
- Review of FAST Planning agreements and policies and procedures as needed
- Professional development for staff (attending online and in-person trainings and conferences)
- Attending and participating in local, regional, and state committee and commission meetings
- Providing guest presentations to committees, commissions, local organizations and chapters, and other interest groups
- Serving on the Statewide Transportation Innovation Council, Statewide Connected & Autonomous Team, and Chamber of Commerce Transportation Committee
- Attending project status meetings, open house events, stakeholder group, and other Alaska DOT&PF and FNSB planning meetings
- GIS mapping of the transportation network, including preparation of areawide and project specific maps

- Review and submittal of comments on local, state, and federal legislation and planning documents
- Hosting and attending weekly FAST Planning staff meetings
- Responding to and fulfilling data and records requests
- Researching and pursuing grant funding opportunities for transportation projects and programs
- General communication and correspondence with members of the public, organizations, agencies, elected/appointed officials, and other interested parties

PUBLIC TRANSIT SYSTEM PLANNING

The FNSB Transportation Department has been receiving FTA Section 5303 planning funds through an agreement between the FNSB and Alaska DOT&PF since Fairbanks and North Pole became an Urbanized Area with the 2000 Census. This funding is used to conduct planning activities related to the operation and improvement of the public transit system, including data collection, studies, system performance management, capital planning and asset management, preparation of reports and plans, and training and technical assistance for staff. The public transit system currently consists of a fixed route and demand response systems respectively known as MACS and VanTran. The MACS fixed route system operates eight transit routes and serves the general public. The VanTran system is an ADA demand response service for individuals whose physical, cognitive, or sensory disabilities prevent them from using the MACS fixed route system.



Beginning in FFY2023, however, the FTA Section 5303 funds will be transferred to FAST Planning under a Consolidated Planning Grant Agreement with the Alaska DOT&PF to perform the transit planning work for the public transit system on behalf of the FNSB Transportation Department. The Consolidated Planning Grant Agreement is expected to be executed by August 2022 and is currently supported by the FNSB, FAST Planning, Alaska DOT&PF, FHWA, and FTA. FAST Planning intends to accomplish the transit planning work through consulting contracts and addition of a new

staff member at FAST Planning dedicated primarily to transit planning. One of the major tasks in the first year of this new arrangement will be to lead an effort to update the public transit system's Long & Short Range Transit Plan, which was last updated in 2013. Additional, ongoing planning support for the FNSB Transportation Department is also needed for a variety of tasks, including but not limited to: updating the Coordinated Public Transit-Human Services Transportation Plan and planning support for FTA grant applications, technology upgrades, Triennial Review with FTA, website modernization, fixed route maps/schedules/brochures, social media messaging to the public, and coordination of transit planning efforts with the MTP, TIP, and Non-motorized Plan.

A more detailed work plan under the new Consolidated Planning Grant Agreement will need to be developed in late FFY2022 or early FFY2023, but at this time participation by FAST Planning, Alaska DOT&PF, and FNSB staff in FFY2023-24 is anticipated to include initiation of the following tasks.

Task 200(a) Long & Short Range Transit Plan

FAST Planning will lead the effort to update the Long & Short Range Transit Plan, which was last updated in 2013. This effort will include developing a scope of work and hiring consultant team through a competitive Request for Proposals (RFP) process to develop a new Plan, including the following:

- a. Vision, Goals, & Objectives
- b. Review of Existing Services, Ridership Data, Transit Assets, & System Performance
- c. Public Outreach, including Public Meetings & Rider Surveys
- d. Demographic Analysis, Population Trends, & Current/Future Land Use
- e. Review of Local Economic Benefits & Impacts of Transit Service
- f. Current/Future Needs Analysis
- g. Scenario Planning & Alternatives Analysis
- h. Recommendations & Implementation Plan
 - i. Service Guidelines, Standards, & Performance Measures
 - ii. Short Term Network for Fixed Routes & Bus Stop Locations
 - iii. Long Term Network for Fixed Routes & Bus Stop Locations (based on population growth and land use projections)
 - iv. Bus Stop Design/Accessibility Guidelines & Maintenance Considerations
 - v. Paratransit Service
 - vi. Transit Asset Management
 - vii. Short, Medium, & Long Range Capital Improvements*
 - viii. Financial Plan for Service, Operations, & Capital Improvements*

**May be done under a separate, future planning effort.*

Task 200(b) Coordinated Transportation Plan

FAST Planning will lead the effort to update the Coordinated Public Transit-Human Services Transportation Plan, which was last updated in 2015. This effort will include developing a scope of work and hiring consultant team through a competitive RFP process to develop a new Plan. At the staff level it will also involve FAST Planning to establish monthly/quarterly meetings with stakeholders and service providers to identify and prioritize strategies for meeting the transportation needs of individuals with disabilities, older adults, and lower income/minority populations.

Task 200(c) Transit Planning Support

In addition to coordination of transit planning efforts with the MTP, TIP, Non-Motorized Plan, and PPP, FAST Planning will provide the planning support to the FNSB Transportation Department for:

- FTA grant applications (5307, 5309, 5337, 5339 funds)
- Transit technology upgrades (automatic vehicle location with real-time customer facing apps, digital fare sales, wi-fi on buses, testing vehicle electrification technology, traffic signal prioritization, etc.)
- Triennial Review with FTA on the public transit system's performance and compliance with Federal rules and regulations
- MACS Transit website modernization, fixed route maps/schedules/ brochures, and social media messaging to the public

SUPPLEMENTAL PLANS & PROJECTS

Task 300(a) Advanced Project Definition

FAST Planning programmatically sets aside \$100,000 in STP funds every three years for development of SSEs on an as-needed basis for projects nominated to the MTP, TIP, and CMAQ Program. This is an ongoing project that was last funded in FFY2022, which also covers FFY2023-24 for this UPWP. The SSEs are completed by Alaska DOT&PF staff at the request of FAST Planning at the time projects are nominated by local agencies and the public for funding. The City of Fairbanks also received a portion of this funding for development of SSEs for their projects.

Task 300(b) Road Service Area Expansion Plan

FAST Planning completed a Road Service Area Expansion Plan in November 2021 to address roads with no maintenance authority, also known as “orphan roads,” within the MPA. This planning effort was jointly funded in FFY2020 by FAST Planning and the FNSB in the amount of \$170,000 in STP funds and general fund contributions from the FNSB. The effort included development of alternatives for consolidation of Road Service Areas (RSAs), annexation of orphan roads into existing RSAs, an incentive program to bring orphan roads up to standard following the annexation process, and development of a Road Standards Manual for the FNSB. All of these efforts still require further presentation and discussion with the FNSB Planning Commission, Road Service Area Committee, and Assembly for consideration of selecting preferred alternatives and legislative action/adoption. FAST Planning and the FNSB Community Planning, Public Works, and Rural Services Departments plan to continue these efforts in FFY2023-24.

Task 300(c) Complete Streets Prioritization Plan

The IJJA requires MPOs to use at least 2.5% of their Metropolitan Planning funds to increase safe and accessible options for multiple travel modes for people of all ages and abilities, which may include development of Complete Streets standards/policies; development of Complete Streets Prioritization Plan; development of Active Transportation Plans; regional or megaregional planning to consider alternatives to new highway capacity; or development of plans and policies to support transit-oriented development. FAST Planning already has a Complete Streets Policy, which was adopted in 2015, but has not yet developed a Complete Streets Prioritization Plan. In FFY2023-24, FAST Planning intends to review and update the 2015 policy through their Project Enhancement Committee, Bicycle & Pedestrian Advisory Committee, Technical Committee, and Policy Board. Following updates and amendments to this policy, FAST Planning will develop a Complete Streets Prioritization Plan utilizing existing staff resources at FAST Planning, Alaska DOT&PF, and FNSB.

Task 300(d) Critical Urban Freight Corridors

The IIJA increased the maximum number of miles a State or MPO can designate for Critical Urban Freight Corridors from 75 to 150 miles. These designations are only available with the MPAs of the two MPOs in the State – Anchorage and Fairbanks. In October 2018, FAST Planning designated 14.8 miles of Critical Urban Freight Corridors with the MPA when the limit was 75 miles, only using 20% of the mileage and reserving the other 80% for designation in Anchorage. Provided the amount of miles that can be designated has doubled, FAST Planning intends to designate up to 15 more miles of Critical Urban Freight Corridors in coordination with the list of Primary Freight Routes identified in Freight Mobility Plan developed and adopted by FAST Planning in 2019.

Task 300(e) Electric Vehicle Infrastructure Deployment Plan

The IIJA requires each State to designate Alternative Fuel Corridors and submit an Electric Vehicle Infrastructure Deployment Plan by August 1, 2022, in order to be able to obligate the Formula funds appropriated to each State for electric vehicle charging infrastructure. Development of this plan will be led by the Alaska DOT&PF and Alaska Energy Authority and we understand will be focused on the highway system between Anchorage and Fairbanks. To supplement this plan, FAST Planning intends to develop a more detailed plan for the MPA to create a network of electric vehicle charging stations in Fairbanks and North Pole considering the needs of school systems, public transportation, local government entities, and other public and private users. The plan would be developed utilizing staff resources at FAST Planning, Alaska DOT&PF, and FNSB in partnership with the Alaska Energy Authority, Fairbanks Economic Development Corporation, Fairbanks Chamber of Commerce, and Golden Valley Electric Association.

CONTINGENCY PLANS & PROJECTS

Task 400(a) Safe Routes to School Assessments

The IIJA codifies into law the Safe Routes to School (SRTS) Program and expands its application through the 12th grade. Previously FAST Planning (formerly FMATS) completed SRTS Assessments for every elementary and middle school with the MPA in 2012 and has constructed approximately half of the improvements identified in those Assessments. Provided the new provisions in the IIJA, FAST Planning has interest in performing SRTS Assessments for the high schools in the MPA to identify new programs and projects for these facilities. Lathrop High School was already assessed under the original 2012 effort due to its proximity (joint campus) with an elementary and middle school. For this effort FAST Planning could focus on the schools that were not previously assessed, which includes West Valley, Hutchison, and North Pole High Schools.

Task 400(b) Local Safety Action Plan

The IIJA established the new Safe Streets and Roads for All (SS4A) Discretionary Grant Program to fund regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. FAST Planning intends to apply for this grant opportunity in FFY2022 for a planning study to complete a vulnerable road user safety assessment and Local Safety Action Plan specific to FAST Planning's MPA. If awarded, the planning study would commence in FFY2023 through FFY2024.

Task 400(c) Driver's Education Program

Based on data compiled by the Alaska DOT&PF for the Fairbanks, Anchorage, and Juneau areas, younger drivers (age 15 to 19) have the highest crash rate among all other age groups. FAST Planning would therefore like to develop a plan/project to increase student participation in Driver's Education. Student participation in Driver's Education is extremely low in Fairbanks, though students and parents are interested. In the absence of state/local laws mandating Driver's Education courses, it appears the biggest incentive for students to complete the course is for the insurance discount. However, the cost of the courses available to Fairbanks drivers is a significant barrier to participation. FAST Planning would like to explore the possibility of providing a subsidy for the course cost to increase participation, or possibly partnering with the FNSB School District or a local driving school to get driver's education curriculum in the classroom or online that would be offered through the high schools (i.e. basic rules of the road, defensive driving techniques, etc.). High schools in Fairbanks currently do not have a driver's education curriculum/class.

Task 400(d) Household Travel Survey

FAST Planning (formerly FMATS) last completed a Household Travel Survey in 2013. FAST Planning has interest in conducting a new Household Travel Survey in FFY2023 or FFY2024 to gather more up-to-date trip data for the MPO's travel demand forecasting model for future MTPs. This effort would involve

hiring a consulting firm with experience in performing Household Travel Surveys and randomly recruiting households to participate to collect data regarding origins and destinations, trip length, time of day, mode of transportation, and other household characteristics. Provided the last time this effort was conducted was over 10 years ago, the data would strengthen the accuracy and reliability of the MPO's travel demand forecasting model, fill in gaps in knowledge about our community's travel patterns, and make the model easier to calibrate for future MTPs.

Task 400(e) Transit Fare Pricing & Integration Study

Following the update to the Long & Short Range Transit Plan for the public transit system (see UPWP Task 200), there may be need to complete a Transit Fare Pricing & Integration Study. This would be a contingency project for FAST Planning using FTA Section 5303 funds to develop specific goals for the regional fare system, best practices for fare policies and payment methods, identifying barriers to transit ridership and developing viable alternatives, and making recommendations for future policies and fares that make the public transit system easier to use and encourage ridership.

Task 400(f) Transit Operational Efficiency Study

Following the update to the Long & Short Range Transit Plan for the public transit system (see UPWP Task 200), it is expected that further study will be needed to identify operational efficiencies for the system in fulfilling the recommendations of the Plan. This would be a contingency project for FAST Planning using FTA Section 5303 funds to develop specific goals to increase the efficiency of delivering transit service, reduce operating and capital costs, and improve system performance and rider experience. Such goals could include developing standard processes for information and data sharing, improving communication and marketing with the public, opportunities for staffing efficiencies, simplifying fare structures/payment methods, implementing new technologies across different platforms, staff training and recruitment, right-sizing bus configurations/size and routes based on ridership data/projections, reviewing and improving maintenance and dispatch practices, and maximizing FTA funding allocations and improving fiscal oversight/management.

Task 400(g) Housing Coordination Plan

The IJA adds several policy changes to better coordinate transportation planning with housing, including as a new eligible activity that MPOs may develop a Housing Coordination Plan that includes projects and strategies that may be considered in the MTP. Creation of a Housing Coordination Plan is not required of MPOs, but FAST Planning has interest developing a Plan for the MPA if grant funding was secured through the U.S. Department of Housing & Urban Development or other Federal agency. The MPA is experiencing significant housing growth in the North Pole area due to the recent expansion of Eielson Air Force Base which necessitates a concentrated look at the transportation infrastructure needs for this area. In addition, the FNSB is currently working on a new Downtown Plan for Fairbanks, which is outlining the need for new high-density/multi-family housing in the downtown area.

Task 400(h) Resilience Improvement Plan

The IJA established the new Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program, which allows MPOs to apply for Resilience Planning Grants, which can be used for developing a local Resilience Improvement Plan, scenario development and vulnerability assessments, technical capacity building, and/or evacuation planning and preparation. Provided the Fairbanks area's challenges in recent years with melting permafrost, increased wildfire activity, and extreme weather events that has resulted in increased precipitation, flooding, wind events/power outages, increased snowfall, and roadway icing, FAST Planning has interest in applying for a Resilience Planning Grant to develop a local Resilience Improvement Plan. The Plan would help the MPA identify new projects and programs to enable existing at-risk infrastructure better withstand these changing conditions, protect our transportation investments, and improve safety for the travelling public.

Task 400(i) College Road Planning Study

FAST Planning (formerly FMATS) completed a Corridor Study for College Road in 2014, which recommended a road diet to improve safety and better accommodate all transportation modes (vehicles, pedestrians, bicycles, and transit). More specifically, the study recommended reallocating the existing four travel lanes into two vehicle travel lanes, a center turn lane, and a bike lane in each direction, but this recommendation was ultimately rejected in a split vote by the Policy Board. College Road was subsequently reconstructed similar to existing configuration, but the roadway width and traffic signals were designed to accommodate the 2014 recommendation at a low cost (simple roadway re-striping effort) should there be renewed interest in the original recommendation. Based on new public support for the original recommendation from 2017 to present, FAST Planning included a new project in the MTP (2018) and Non-Motorized Transportation Plan (2021) called the "College Road Safety & Access Improvements" project to reexamine the findings of the 2014 Corridor Study and perform a new planning effort to reach out to the property owners along College Road and the general public to gather feedback on the original recommendation and other alternatives, including the "no action" alternative. If approved by the Policy Board, FAST Planning staff will carry out this new planning effort to generate discussion with the community on the topic, which may or may not result in a new project for College Road funded through the TIP or STIP.

Task 400(j) Downtown Streets Traffic Study

In coordination with the new Downtown Plan currently being developed by the FNSB, many public comments have been received about possibly converting the one-way streets in the downtown core to two-way streets. The Downtown Plan will likely not provide a recommendation on this topic, but based on the public's interest in this conversion, FAST Planning could hire a traffic engineering consultant to perform a traffic study to examine best practices of one-way versus two-way streets in downtowns of our size and provide an overview of the implications to traffic flow and roadway redesigns that would be

needed to accommodate the conversion. Provided that downtown streets are managed and maintained by the City of Fairbanks, FAST Planning will seek their input on whether or not to consider funding such a study through the TIP or applying for a planning grant under the IJJA's new Reconnecting Communities Pilot Program.

Task 400(k) Kinross Ore Trucking Plan Traffic Study

The Alaska DOT&PF is funding a Corridor Study for the Kinross ore trucking plan from Tetlin to Fort Knox in response to the public's concerns over increased truck traffic on the rural highway system and roadways within the urban MPA. In April 2022 FAST Planning advanced a letter to the Alaska DOT&PF's Advisory Committee working on the Corridor Study with a proposed scope of work for a traffic study through the urban portion of the trucking plan. By early FFY2023 FAST Planning will know whether or not the proposed scope of work will be completed under the larger Corridor Study. If any elements of the proposed scope of work are not included, FAST Planning's Policy Board may authorize funds in the TIP to hire a consultant to perform a separate traffic study for the elements not included in the larger Corridor Study.

Task 400(l) Geist/Chena Pump Road Corridor Study

With the recent development of the new Non-Motorized Plan (2021) for the MPA there were a number of safety and access control issues highlighted along Geist Road and Chena Pump Road, including driveway density, intersection configuration, and conflicts between motorized and non-motorized users. This proposed corridor study would examine these issues throughout the corridor from University Avenue to Chena Small Tracts Road to identify projects that improve safety and address access management for all users.

Task 400(m) Peger Road/Airport Way Intersection Study

With the recent development of the Pioneer Park Master Plan (2022), Airport Way Design Toolkit & Site-Specific Recommendations (2018), proposed Kinross trucking plan to use Peger Road as a route, and an active design project to extend a new separated path to this intersection, an effort is needed coordinate the plans and proposed improvements with each other. In addition, sight distance issues and crash rates at this intersection need to be examined and addressed. The effort would require traffic engineering and planning/public involvement. The purpose of this study would be to develop concept-level alternatives for public feedback on proposed improvements to the intersection that meet the intent of current plans, improve safety, limit conflicts between users, and improve traffic flow.

FUNDING SOURCES & ESTIMATED COSTS

Table 2. Funding Sources for Metropolitan Planning Activities

Metropolitan Planning (PL) Funds

Description	FFY2023	FFY2024
FFY2022 Supplemental PL Distribution	\$ 55,571	\$ -
FFY2023/24 PL Distribution (<i>projected</i>)	\$ 529,344	\$ 529,344
PL Funds	\$ 584,915	\$ 529,344
9.03% Match	\$ 58,061	\$ 52,545
Subtotal	\$ 642,976	\$ 581,889
Less 7.18% ICAP	\$ (46,166)	\$ (41,780)
TOTAL	\$ 596,810	\$ 540,109

Supplemental Surface Transportation Program (STP) Funds

Description	FFY2023	FFY2024
FFY2023 TIP Obligation	\$ 100,000	\$ -
FFY2024 TIP Obligation	\$ -	\$ 150,000
Supplemental STP Funds	\$ 100,000	\$ 150,000
9.03% Match	\$ 9,926	\$ 14,890
Subtotal	\$ 109,926	\$ 164,890
Less 7.18% ICAP	\$ (7,893)	\$ (11,839)
TOTAL	\$ 102,034	\$ 153,050

Metropolitan Planning (PL + STP) Total \$ 698,844 \$ 693,159

Table 3. Funding Sources for Transit Planning Activities

Transit Planning (FTA 5303) Funds

Description	FFY2023	FFY2024
FFY2019 Apportionment	\$ 103,397	\$ -
FFY2020 Apportionment	\$ 111,258	\$ -
FFY2021 Apportionment	\$ 105,632	\$ -
FFY2022 Apportionment	\$ 137,447	\$ -
FFY2023 Apportionment	\$ 140,318	\$ -
FFY2024 Apportionment	\$ -	\$ 143,982
FTA 5303 Funds	\$ 598,052	\$ 143,982
9.03% Match	\$ 59,365	\$ 14,292
Subtotal	\$ 657,416	\$ 158,274
Less 7.18% ICAP	\$ (47,202)	\$ (11,364)
TOTAL	\$ 610,214	\$ 146,910

Table 4. Estimated Costs by Task

Task	Description	Fund Source	FFY2023	FFY2024	Activity Type		
					Metro Planning	Transit Planning	TIP Project/Grant
Required Plans & Programs							
100(a)	Unified Planning Work Program	PL/STP	\$ 30,000	\$ 40,000	X		
100(b)	Metropolitan Transportation Plan	PL/STP	\$ 50,000	\$ 30,000	X		
100(c)	Transportation Improvement Program	PL/STP	\$ 80,000	\$ 120,000	X		
100(d)	Public Participation Plan	PL/STP	\$ 170,000	\$ 200,000	X		
100(e)	Air Quality	PL/STP	\$ 50,000	\$ 50,000	X		
100(f)	MPA Boundary	PL/STP	\$ 120,000	\$ 35,000	X		
100(g)	Support Services	PL/STP	\$ 130,000	\$ 130,000	X		
	Subtotal		\$ 630,000	\$ 605,000			
	Less 7.18% ICAP		\$ (45,234)	\$ (43,439)			
	TOTAL		\$ 584,766	\$ 561,561			
Public Transit System Planning							
200(a)	Long & Short Range Plan Update ¹	FTA 5303	\$ 350,000	\$ 45,000		X	
200(b)	Coordinated Transportation Plan Update ¹	FTA 5303	\$ 150,000	\$ 10,000		X	
200(c)	FNSB Planning Support	FTA 5303	\$ 150,000	\$ 100,000		X	
	Subtotal		\$ 650,000	\$ 155,000			
	Less 7.18% ICAP		\$ (46,670)	\$ (11,129)			
	TOTAL		\$ 603,330	\$ 143,871			
Supplemental Plans & Projects							
300(a)	Advanced Project Definition ²	STP	\$ -	\$ -			X
300(b)	Road Service Area Expansion Plan	PL/STP	\$ 30,000	\$ 20,000	X		
300(c)	Complete Streets Prioritization Plan	PL/STP	\$ -	\$ 90,000	X		
300(d)	Critical Urban Freight Corridors	PL/STP	\$ 20,000	\$ -	X		
300(e)	Electric Vehicle Infrastructure Deployment Plan ¹	PL/STP	\$ 70,000	\$ 30,000	X		
	Subtotal		\$ 120,000	\$ 140,000	X		
	Less 7.18% ICAP		\$ (8,616)	\$ (10,052)	X		
	TOTAL		\$ 111,384	\$ 129,948			
Contingency Plans & Projects							
400(a)	Safe Routes to School Assessments ¹	TAP	\$ 60,000	\$ -			X
400(b)	Local Safety Action Plan ¹	Federal Grant	\$ 150,000	\$ 50,000			X
400(c)	Driver's Education Program	State Grant	\$ -	\$ 150,000			X
400(d)	Household Travel Survey ¹	STP	\$ -	\$ 100,000			X
400(e)	Transit Fare Pricing & Integration Study ¹	FTA 5303	\$ 30,000	\$ -		X	
400(f)	Transit Operational Efficiency Study ¹	FTA 5303	\$ -	\$ 100,000		X	
400(g)	Housing Coordination Plan ¹	Federal Grant	\$ -	\$ 150,000			X
400(h)	Resilience Improvement Plan ¹	Federal Grant	\$ 150,000	\$ 50,000			X
400(i)	College Road Planning Study	STP	\$ -	\$ 100,000			X
400(j)	Downtown Streets Traffic Study ¹	Federal Grant	\$ -	\$ 150,000			X
400(k)	Kinross Ore Trucking Plan Traffic Study ¹	STP	\$ 50,000	\$ -			X
400(l)	Geist/Chena Pump Road Corridor Study ¹	STP/HSIP	\$ -	\$ 150,000			X
400(m)	Peger Road/Airport Way Intersection Study ¹	STP/HSIP	\$ 80,000	\$ -			X
	Subtotal		\$ 520,000	\$ 1,000,000			
	Less 7.18% ICAP		\$ (37,336)	\$ (71,800)			
	TOTAL		\$ 482,664	\$ 928,200			

¹Assumes use of a Consultant for plan development²Funds obligated in FFY2022 for FFY2022-24

Table 5. Funding Source & Estimated Cost Comparison

Metropolitan Planning (PL+STP) Funds	FFY2023	FFY2024
Available Funding (Table 2)	\$ 698,844	\$ 693,159
Estimated Costs (Table 4)		
Task 100 Requires Plans & Programs	\$ 584,766	\$ 561,561
Task 300 Supplemental Plans & Projects	\$ 111,384	\$ 129,948
Total	\$ 696,150	\$ 691,509
Transit Planning (FTA 5303) Funds		
Available Funding (Table 3)	\$ 610,214	\$ 146,910
Estimated Costs (Table 4)		
Task 200 Public Transit System Planning	\$ 603,330	\$ 143,871
Additional Funding needed for Contingency Plans & Projects (from TIP/Grants)		
Task 400 Contingency Plans & Projects (Table 4)	\$ 482,664	\$ 928,200

Table 6. Metropolitan & Transit Planning Fund Distribution

Metropolitan Planning (PL+STP) Funds	FFY2023	FFY2024
FAST Planning	\$ 532,415	\$ 526,844
FNSB Community Planning	\$ 86,500	\$ 86,500
Alaska DOT&PF Planning	\$ 66,000	\$ 66,000
Subtotal	\$ 684,915	\$ 679,344
9.03% Match ¹	\$ 67,987	\$ 67,434
Subtotal	\$ 752,902	\$ 746,778
Less 7.18% ICAP	\$ (54,058)	\$ (53,619)
TOTAL	\$ 698,844	\$ 693,159
Transit Planning (FTA 5303) Funds		
FAST Planning	\$ 598,052	\$ 143,982
9.03% Match ²	\$ 59,365	\$ 14,292
Subtotal	\$ 657,416	\$ 158,274
Less 7.18% ICAP	\$ (47,202)	\$ (11,364)
TOTAL	\$ 610,214	\$ 146,910

¹Cash match paid by receiving agency. FAST Planning's match comes from Annual Dues from local governments and/or State legislative appropriations.

²Cash and/or in-kind match provided by FNSB Transportation Department.

Table 7. Past UPWP (FFY2021/22) Annual Office Budget for FAST Planning

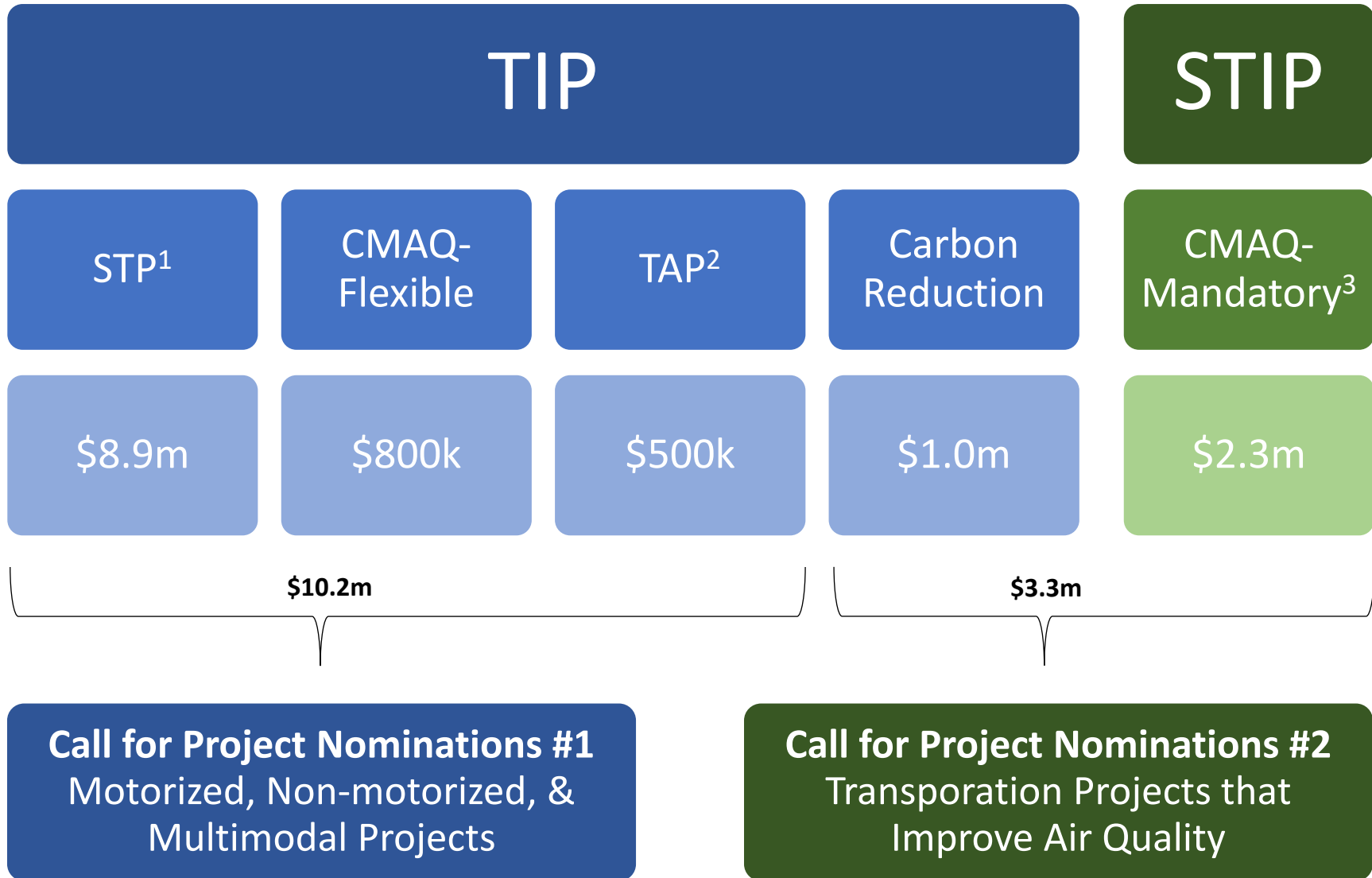
(For comparison purposes with Table 6 - Metropolitan Planning [PL+STP] Fund Distribution to FAST Planning)

Expenditures	Amount
Personnel	\$ 348,291
Office & Administrative	\$ 61,100
Information Technology	\$ 26,900
Meetings	\$ 3,100
Training	\$ 12,000
Advertising	\$ 20,500
Supplies	\$ 9,200
TOTAL	\$ 481,091
Revenue	Amount
PL Fund Distribution	\$ 321,244
9.03% Match	\$ 31,888
Supplmental STP Funds	\$ 138,229
9.03% Match	\$ 13,721
Subtotal	\$ 505,082
Less 4.75% ICAP	\$ (23,991)
TOTAL	\$ 481,091

Table 8. Metropolitan Planning (PL) Fund Distributions FFY2003-22

	Fairbanks MPO PL Fund Allocation	FMATS/FAST Planning	FNSB	Alaska DOT&PF	Notes
FFY2003	\$ 225,000	\$ -	\$ 131,907	\$ 36,000	TEA-21 in effect
FFY2004	\$ 225,000	\$ -	\$ 131,907	\$ 36,000	
FFY2005	\$ 225,151	\$ -	\$ 131,907	\$ 36,000	SAFETEA-LU passed by Congress
FFY2006	\$ 225,313	\$ -	\$ 131,907	\$ 36,000	
FFY2007	\$ 228,895	\$ -	\$ 131,907	\$ 48,950	
FFY2008	\$ 232,534	\$ -	\$ 131,907	\$ 48,950	Coordinator's Office Opened
FFY2009	\$ 232,534	\$ 51,677	\$ 131,907	\$ 48,950	SAFETEA-LU Extended
FFY2010	\$ 232,534	\$ 51,677	\$ 131,907	\$ 48,950	SAFETEA-LU Extended
FFY2011	\$ 232,534	\$ 51,677	\$ 131,907	\$ 48,950	SAFETEA-LU Extended
FFY2012	\$ 232,534	\$ 51,677	\$ 131,907	\$ 48,950	MAP-21 passed by Congress
FFY2013	\$ 232,534	\$ 51,677	\$ 131,907	\$ 48,950	
FFY2014	\$ 232,534	\$ 51,677	\$ 131,907	\$ 48,950	PL Distribution Formula revised beginning FFY2015
FFY2015	\$ 366,577	\$ 181,600	\$ 86,500	\$ 60,000	FAST Act passed by Congress
FFY2016	\$ 366,185	\$ 238,800	\$ 86,500	\$ 60,000	
FFY2017	\$ 448,228	\$ 252,500	\$ 86,500	\$ 66,000	
FFY2018	\$ 427,136	\$ 252,500	\$ 86,500	\$ 66,000	
FFY2019	\$ 427,925	\$ 274,636	\$ 86,500	\$ 66,000	
FFY2020	\$ 457,120	\$ 304,620	\$ 86,500	\$ 66,000	
FFY2021	\$ 473,744	\$ 321,244	\$ 86,500	\$ 66,000	
FFY2022	\$ 473,744	\$ 321,244	\$ 86,500	\$ 66,000	

Proposed Funding Program Consolidation for Project Nominations to FAST Planning – March 2022



¹ Surface Transportation Block Grant Program; ² Transportation Alternatives Program; ³ Set-aside for PM2.5 Non-attainment Area

FAST Planning FFY2023-2027 Transportation Improvement Program (TIP)

TIP Development Summary – June 30, 2021

Active Projects in Current TIP – Construction Year

2023	5th Avenue Reconstruction Yankovich/Miller Hill Road Reconstruction
2024	Chena Riverwalk, Stage III Woll Road Resurfacing & Widening
2025	Cowles Street Reconstruction, Phase I
2026	Minnie Street Upgrade

Current/Future Funding Needs

FAST Improvement Program (Annually)
North Pole Streetlights Standardization, Phase II

Illustrative Projects from Current TIP

Bike Lane Signing & Striping
Holmes Road Reconstruction
Lacey Street Reconstruction
Nelson Road Bicycle & Pedestrian Facility

Contingency Plans/Studies in FFY23-24 UPWP

Safe Routes to School Assessments for area High Schools
Household Travel Survey
Housing Coordination Plan (North Pole area focus on transportation network)
College Road Safety & Access Improvements Planning Study
Geist/Chena Pump Road Corridor Study
Peger Road/Airport Way Intersection Study

**FAST Planning FFY2023 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM
Draft 06.30.2022**

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	FFY28	FFY29	FFY30	FFY31	FFY32	Beyond
Available Funding															
		Surface Transportation Program	STP	Federal	8,087.4	8,087.4	8,087.4	8,087.4	8,087.4	8,087.4	8,087.4	8,087.4	8,087.4	8,087.4	
		Congestion Mitigation/Air Quality	CMAQ	Federal	727.8	727.8	727.8	727.8	727.8	727.8	727.8	727.8	727.8	727.8	
		Transportation Alternatives Program	TAP	Federal	1,019.7	509.8	509.8	509.8	509.8	509.8	509.8	509.8	509.8	509.8	
		Carbon Reduction Program	CR	Federal	1,857.9	928.9	928.9	928.9	928.9	928.9	928.9	928.9	928.9	928.9	
		Metropolitan Planning	MPL	Federal	584.9	529.3	529.3	529.3	529.3	529.3	529.3	529.3	529.3	529.3	
		Transit Planning	TPL	Federal	598.1	144.0	147.0	150.7	150.7	150.7	150.7	150.7	150.7	150.7	
		FAST Planning Offset Funds	OFF	Federal	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
		State Funding Appropriation	SA	State	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
					12,875.7	10,927.3	10,930.3	10,934.0	10,934.0	10,934.0	10,934.0	10,934.0	10,934.0	10,934.0	
		<i>Federal Match</i>													
		Surface Transportation Program	SM/3PF/FM	State/Local	802.8	802.8	802.8	802.8	802.8	802.8	802.8	802.8	802.8	802.8	
		Congestion Mitigation/Air Quality	SM/3PF/FM	State/Local	72.2	72.2	72.2	72.2	72.2	72.2	72.2	72.2	72.2	72.2	
		Transportation Alternatives Program	SM/3PF/FM	State/Local	101.2	50.6	50.6	50.6	50.6	50.6	50.6	50.6	50.6	50.6	
		Carbon Reduction Program	SM/3PF/FM	State/Local	184.4	92.2	92.2	92.2	92.2	92.2	92.2	92.2	92.2	92.2	
		Metropolitan Planning	SM/3PF/FM	State/Local	58.1	52.5	52.5	52.5	52.5	52.5	52.5	52.5	52.5	52.5	
		Transit Planning	SM/3PF/FM	State/Local	59.4	14.3	14.6	15.0	15.0	15.0	15.0	15.0	15.0	15.0	
		FAST Planning Offset Funds	SM/3PF/FM	State/Local	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
					1,278.1	1,084.7	1,085.0	1,085.3	1,085.3	1,085.3	1,085.3	1,085.3	1,085.3	1,085.3	
		TOTAL			14,153.8	12,012.0	12,015.3	12,019.4	12,019.4	12,019.4	12,019.4	12,019.4	12,019.4	12,019.4	
Programmed Funding															
Federal															
		Surface Transportation Program	STP	Federal	8,078.2	7,294.8	8,162.0	8,924.1	100.0	418.4	100.0	100.0	191.0	554.9	
		Congestion Mitigation/Air Quality	CMAQ	Federal	727.8	727.8	727.8	727.8	0.0	0.0	0.0	0.0	0.0	0.0	
		Transportation Alternatives Program	TAP	Federal	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
		Carbon Reduction Program	CR	Federal	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
		Metropolitan Planning	MPL	Federal	432.4	376.8	376.8	376.8	376.8	376.8	376.8	376.8	376.8	376.8	
		Transit Planning	TPL	Federal	598.1	144.0	147.0	150.7	150.7	150.7	150.7	150.7	150.7	150.7	
		FAST Planning Offset Funds	OFF	Federal	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
					9,836.5	8,543.4	9,413.6	10,179.4	627.5	946.0	627.5	627.5	718.5	1,082.4	
		Advanced Construction	AC	Federal	4,159.1	1,364.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
		Advanced Construction Conversion (Payback)	ACC	Federal	-4,981.2	-4,159.1	-1,364.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Federal Match															
		State Match	SM	State	463.6	284.4	346.0	474.1	0.0	0.0	0.0	0.0	0.0	0.0	
		Local Government Match	3PF	Local	414.5	67.7	346.0	474.1	0.0	0.0	0.0	0.0	0.0	0.0	
		FAST Planning Match	FM	State/Local	61.8	218.5	107.1	62.3	62.3	93.9	62.3	62.3	71.3	107.4	
					940.0	570.7	799.1	1,010.4	62.3	93.9	62.3	62.3	71.3	107.4	
State															
		State Funding Appropriation	SA	State	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Illustrative															
		Illustrative (Funding Placeholder)	ILLU	N/A	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
		TOTAL			10,776.4	9,114.1	10,212.7	11,189.8	689.8	1,039.9	689.8	689.8	789.9	1,189.8	
Available Funding to be Programmed (including Match)															
		All Funding Categories			3,377.4	2,897.9	1,802.6	829.5	11,329.5	10,979.5	11,329.5	11,329.5	11,229.5	10,829.5	

Jackson Fox

From: Johnson, Dawn M (DOT) <dawn.johnson@alaska.gov>
Sent: Monday, July 18, 2022 8:10 AM
To: Jackson Fox
Subject: NFHWY00690 - North Pole City Core Streetlight Standardization and Improvements

Good Morning Jackson,

Per the bid award recommendation for NFHWY00690 - North Pole City Core Streetlight Standardization and Improvements, bids came in higher than the engineer's estimate by \$287,271 (total) / \$261,330.43 (federal).

Please let me know if you approve the use of offset funds to program the project, per the low bid.

Thank you,
Dawn

Final Project Agreement Estimate



Federal Project Number: 0002516

State Project Number: NFWY00690

Name: North Pole City Core Streetlight Standardization and Improvements

PAE Date: 07/26/2022

Bids Opened: 07/07/2022

Prepared By: Melanie L Bray

Type: 17, 43

Contractor: CCI Electrical Services LLC

Description

Replace the lighting system with more energy efficient technologies and install new LED luminaires. Work will include roadside hardware and utilities.

"Keep Alaska Moving through service and infrastructure."

Proposal ID: NFHWY00690 Proposal Description: North Pole City Core Streetlight Standardization and Improvements
 State Project Number: NFHWY00690 Project Description: North Pole City Core Streetlight Standardization and Improvements
 Federal Project Number:

Item Number	Item Description	Unit	Unit Price	Quantity	Amount	Furnished Material
Category: 00BB - Basic Bid						
640.0001.0000	Mobilization and Demobilization	LS	90,000.00	All Required	90,000.00	
642.0001.0000	Construction Surveying	LS	60,000.00	All Required	60,000.00	
642.0003.0000	Three Person Survey Party	HR	120.00	30.00	3,600.00	
643.0002.0000	Traffic Maintenance	LS	20,000.00	All Required	20,000.00	
643.0023.0000	Traffic Price Adjustment	CS	1.00	0.00	0.00	
643.0025.0000	Traffic Control	CS	1.00	85,000.00	85,000.00	
643.2005.0000	Public Information Program	LS	1.00	All Required	1.00	
644.0001.0000	Field Office	LS	18,000.00	All Required	18,000.00	
644.2002.0000	Field Communications	CS	1.00	5,000.00	5,000.00	
646.0001.0000	CPM Scheduling	LS	1.00	All Required	1.00	
658.0001.0000	Erosion, Sediment, and Pollution Control Without CGP Coverage	LS	15,000.00	All Required	15,000.00	
658.0002.0000	ESCP Changes by Directive	CS	1.00	0.00	0.00	
660.0003.0000	Highway Lighting System Complete, North Pole - City Core	LS	970,000.00	All Required	970,000.00	
661.0002.0000	Load Center, Type 1A	EACH	15,000.00	3.00	45,000.00	
661.0004.0000	Load Center, Type 3	EACH	17,000.00	1.00	17,000.00	
682.2005.0000	Utility Pothole	CS	1.00	35,000.00	35,000.00	

Final Project Agreement Estimate: Detail Cost Estimate

Page 1 of 2

Proposal ID: NFWY00690 **Proposal Description:** North Pole City Core Streetlight Standardization and Improvements
State Project Number: NFWY00690 **Project Description:** North Pole City Core Streetlight Standardization and Improvements
Federal Project Number:

Item Number	Item Description	Unit	Unit Price	Quantity	Amount	Furnished Material
802.2000.0000	Contaminant Soil Removal and Disposal, SVOCs and PFAS	CS	1.00	1.00	1.00	
802.2001.0000	Laboratory Testing, PFAS	EACH	500.00	3.00	1,500.00	
802.2001.0000	Laboratory Testing, SVOCs	EACH	350.00	3.00	1,050.00	
802.2002.0000	Media Specialist	LS	27,000.00	All Required	27,000.00	
Category Total: 00BB					\$1,393,153.00	
Project Total: NFWY00690					\$1,393,153.00	
Proposal Total: NFWY00690					\$1,393,153.00	
Furnished Material Total:					\$0.00	

Proposal ID: NFWY00690 Proposal Description: North Pole City Core Streetlight Standardization and Improvements
 State Project Number: NFWY00690 Project Description: North Pole City Core Streetlight Standardization and Improvements
 Federal Project Number: ICAP Rate: 7.18%

Improvement Code Summary

Fund Code	Total Funds	Ratio	Federal Funds	State Funds
FHWA 90.97% 1701				
17	23,000.00	90.97%	20,923.10	2,076.90
17 (ICAP)	1,651.40	90.97%	1,502.28	149.12
SubTotal	24,651.40	90.97%	22,425.38	2,226.02
FHWA 90.97% 4301				
43	1,370,153.00	90.97%	1,246,428.18	123,724.82
43 (ICAP)	98,376.99	90.97%	89,493.54	8,883.44
SubTotal	1,468,529.99	90.97%	1,335,921.72	132,608.26
CENG SF 27.90%				
CENG (ICAP)	359,272.69	90.97%	326,830.36	32,442.32
SubTotal	25,795.78	90.97%	23,466.42	2,329.36
SubTotal	385,068.47	90.97%	350,296.78	34,771.68
<hr/> <hr/>				
Project Total: NFWY00690	\$1,878,249.86		\$1,708,643.89	\$169,605.96
<hr/> <hr/>				
Proposal Total: NFWY00690	\$1,878,249.86		\$1,708,643.89	\$169,605.96

Final Project Agreement Estimate: Improvement Code Summary

Page 1 of 1

AWP — Alaska DOT&PF

07/26/2022 9:06:33 AM

Proposal ID: NFHWY00690 Proposal Description: North Pole City Core Streetlight Standardization and Improvements
 State Project Number: NFHWY00690 Project Description: North Pole City Core Streetlight Standardization and Improvements
 Federal Project Number:

Line #	Item	Supplemental Description	Total	Federal	State	Furnished Material
120	658.0002.0000		0.00	0.00	0.00	
130	660.0003.0000	North Pole - City Core	970,000.00	882,409.00	87,591.00	
140	661.0002.0000		45,000.00	40,936.50	4,063.50	
150	661.0004.0000		17,000.00	15,464.90	1,535.10	
160	682.2005.0000		35,000.00	31,839.50	3,160.50	
170	802.2000.0000	SVOCs and PFAS	1.00	0.91	0.09	
180	802.2001.0000	PFAS	1,500.00	1,364.55	135.45	
190	802.2001.0000	SVOCs	1,050.00	955.19	94.82	
200	802.2002.0000		27,000.00	24,561.90	2,438.10	
43		Item Total:	\$1,370,153.00	\$1,246,428.18	\$123,724.82	
		Furnished Material Total:	\$0.00	\$0.00	\$0.00	

FAST Planning FFY22 Offsets

July 29, 2022

PROJECT OFFSETS	Federal	Total w/ Match	
FMATS Sidewalk Improvement Program FFY16-18 - Design Phase	\$193,786	\$213,022	
Wembley Avenue Improvements	\$45,398	\$49,904	
Road Service Area Expansion Plan	\$133	\$146	
Non-Motorized Plan Update	\$7,398	\$8,133	
Advanced Project Definition FFY19-21	\$35,474	\$38,995	
Old Richardson Highway Intersection Improvements	\$64,592	\$71,004	
Tanana Loop & South Chandalar Drive Intersections	\$67,217	\$73,889	
FMATS Sign Replacement Stage III - Design Phase	\$11,626	\$12,780	
FAST Improvement Program FFY20 - Utilities Phase	\$1,011	\$1,111	
Gillam Way Rehabilitation	\$392,722	\$431,705	
FMATS Sidewalk Improvement Program FFY19	\$75,322	\$82,799	
College Road Bus Pullouts	\$99,351	\$109,213	CMAQ
FAST Improvement Program FFY22 - Construction Phase	\$156,310	\$171,826	
FAST Intersection Improvements (1st & 10th) - Construction	\$13,966	\$15,352	
FAST Improvements Program FFY20 - Construction Phase	\$7,131	\$7,839	
Total	\$1,171,437	\$1,287,718	
COMMITTED OFFSETS			
FAST Improvement Program FFY22 (6th & Lacey Intersection)	-\$104,616	-\$115,000	Policy Board approved 10.20.2021
College Road Bus Pullouts - Construction Phase	-\$17,947	-\$19,729	Executive Director approved 04.18.2022
FMATS Sign Replacement Stage III - Construction Phase	-\$90,431	-\$99,408	Executive Director approved 04.13.2022
Airport Way West Pedestrian Facilities	-\$125,678	-\$138,154	Executive Director approved 05.13.2022
FAST Intersection Improvements FFY21	-\$92,684	-\$101,884	Executive Director approved 05.20.2022
Yankovich/Miller Hill Road Reconstruction	-\$136,370	-\$150,000	Technical Committee approved 05.04.2022
FAST Sidewalk Improvement Program FFY20	-\$78,000	-\$85,743	Executive Director approved 07.20.2022
North Pole Streetlight Standardization - Construction Phase	-\$261,330	-\$287,271	Pending Technical Committee Approval
Total	-\$907,057	-\$997,189	
FFY22 AVAILABLE TIP FUNDS	\$231,967	\$254,993	As shown in TIP Amin Mod #6 06.15.2022
<hr/>			
Remaining Funds to be Obligated	\$496,347	\$545,522	



Department of Transportation & Public Facilities
Statewide Design & Engineering Services Division
 Phone: 907-465-6966
 Fax: 907-465-3124

MEMORANDUM

TO: Ryan Anderson, P.E.
 Commissioner

DATE: May 10, 2022

THRU: Carolyn Morehouse, P.E. ^{DS} _{GAM}
 Chief Engineer

James Marks ^{DS} _M
 Director, Division of Program Development

FROM: Jill Melcher ^{DS} _M
 Statewide Investment Chief

SUBJECT: 2023 Safety
 Performance
 Measure Target
 Recommendations

Tammy Kramer ^{DS} _{TK}
 Alaska Highway Safety Office Administrator

Matt Walker, P.E. ^{DS} _{MW}
 State Traffic & Safety Engineer

The following five safety performance management targets (targets) for calendar year 2023 are recommended for inclusion in the 2022 Highway Safety Improvement Plan annual report and the 2023 Highway Safety Plan.

*HMVMT – hundred million vehicles miles traveled

Performance Measures	2023 Target	HSIP	HSP
Fatalities	≤ 70	✓	✓
Fatality Rate (per HMVMT*)	≤ 1.3	✓	✓
Serious Injuries	≤ 325	✓	✓
Serious Injury Rate (per HMVMT*)	≤ 5.9	✓	
Non-motorized fatalities and non-motorized serious injuries (combined)	≤ 58	✓	

The targets, expressed as five-year rolling averages, are applicable to all public roads in the State, and satisfy the requirements for the Alaska Department of Transportation and Public Facilities under US 23 CFR 490 Subpart B. See attached one page background document.

Approved: 
 Ryan Anderson, P.E.
 Commissioner

Date: 5/11/2022

cc: Joe Kemp, P.E., Regional Director, Northern Region
Rob Carpenter, Deputy Commissioner, DOT&PF
Wolfgang Junge, P.E., Regional Director, Central Region
D. Lance Mearig, P.E., Regional Director, Southcoast Region

May 2022



Alaska Department of Transportation & Public Facilities Statewide Design & Engineering Services

Process



- Recommended 2023 safety targets to Executive Team for inclusion in the 2022 Highway Safety Improvement Plan annual report and the 2023 Highway Safety Plan.

Performance Measures	2023 Target	HSIP	HSP
Fatalities	≤ 70	✓	✓
Fatality Rate (per HMVMT*)	≤ 1.3	✓	✓
Serious Injuries	≤ 325	✓	✓
Serious Injury Rate (per HMVMT*)	≤ 5.9	✓	
Non-motorized fatalities and serious injuries (combined)	≤ 58	✓	

- Target setting process documented in a memo to Chief Engineer Morehouse. Process is repeatable, developed using guidance from FHWA and NHTSA.
- MPO coordination:
 - In accordance with CFR and agreements with MPOs.
 - Both MPOs confirmed they will support the 2022 state targets through project programming.

Timeline for 2023 targets

- July '22: submit HSP
- August '22: submit HSIP annual report
- February '23: MPOs report targets to DOT&PF
- August '24: submit performance data
- March '25: FHWA notifies states whether they met or made significant progress toward targets

FHWA Determination on 2020 Targets

- The FHWA has informed DOT&PF it did not make significant progress toward 2020 targets and is subject to penalties described below. Absence of 2018-2019 serious injury data prevented DOT&PF reporting our progress on three performance measures.

Statute and Regulation

- Penalties** (23 U.S.C. 148 (i)) assessed if FHWA determines State has not met or made significant progress toward meeting their targets:
 - FHWA will restrict HSIP funding flexibility, and**
 - State must submit and implement an HSIP implementation plan.**
- US 23 CFR 490 Subpart B:
 - DOT&PF required to establish and submit to FHWA annual targets for five safety performance measures expressed as five-year rolling averages.
 - Applicable to all public roads in the State.
 - DOT&PF coordinates with State's MPOs when setting targets. MPOs must inform DOT&PF no later than 180 days after the HSIP annual report is submitted whether they will adopt state targets or submit their own.
 - Determination by FHWA: has DOT&PF met or made significant progress toward at least four of the 2022 targets based on the data provided in the 2022 HSIP annual report. If a target is not met, DOT&PF is determined to have made significant progress if the five-year rolling average ending in 2022 is less than that of 2020.
 - Submit targets in HSP to NHTSA by July 1.
 - Submit targets in HSIP annual report to FHWA by August 31.

Work Group:

STWD / AHSO

Adam Moser – STWD PD
 Tammy Kramer - AHSO
 Desiree Downey - AHSO
 Michelle Duncan – AHSO
 Julius Adolfsson – STWD PD
 Jill Melcher – STWD PD
 Matt Walker - STWD D&ES
 Mary McRae - STWD D&ES

REGIONS

Randi Bailey - NR
 Allen Kempen - CR

MPOs

Aaron Jongenelen - AMATS
 Jackson Fox - FAST Planning

Federal Funding Partners

Al Fletcher - FHWA
 John Westerhold - NHTSA

Safety Performance Measures	2018 Targets	2019 Targets	2020 Targets	2021 Targets	2022 Targets	2023 Targets
Fatalities	75	75	80	75	70	70
Fatality Rate	1.5	1.5	1.5	1.4	1.3	1.3
Serious Injuries	375	350	400	330	325	325
Serious Injury Rate	7.5	7	7.5	6	5.9	5.9
Non-motorized Fatalities & Serious Injuries	55	55	70	60	58	58

July 29, 2022

FAST Planning - Draft FFY23 Office Budget	FFY23	FFY22	
Personnel	\$ 525,647	\$ 357,833	<i>Addition of employee COLA, health insurance increases, and new 1.0 FTE Transportation Planner position (transit)</i>
Office & Administrative	\$ 90,850	\$ 61,350	<i>Expansion of office space to accommodate new position(s) and additional payroll service and insurance expenses</i>
Information Technology	\$ 38,040	\$ 28,600	<i>Purchase of new workstation, drone, new software, and additional information technology services for new user(s)</i>
Meetings	\$ 4,500	\$ 4,100	
Training	\$ 25,000	\$ 19,000	<i>Addition of transit planning trainings and conference</i>
Membership Dues	\$ 2,460	\$ -	<i>New category</i>
Advertising	\$ 32,500	\$ 25,500	<i>Increase to contractual advertising rate and public meeting frequency</i>
Supplies	\$ 11,700	\$ 8,900	<i>Addition of office furniture for new office space/employee(s)</i>
TOTAL	\$ 730,697	\$ 505,283	
Undesignated Fund Appropriations	\$ 60,000	\$ 70,000	

PERSONNEL (Employer Costs)

FFY23

FFY22

Executive Director

	Rate	Quantity	Unit	TOTAL
Wages* (including Leave & Holidays)	\$ 64.29	2080	hours	\$ 133,722
Leave Liability (Maximum Accrual)	\$ 64.29	240	hours	\$ 15,430
Overtime	N/A	-	-	\$ -
Health Insurance	\$ 1,847.03	12	months	\$ 22,164
Dental Insurance	\$ 121.14	12	months	\$ 1,454
Vision Insurance	\$ 20.94	12	months	\$ 251
Retirement Contribution (3%)	\$ 1.93	2320	hours	\$ 4,475
Social Security (6.2%)	\$ 3.99	2320	hours	\$ 9,247
Medicare (1.45%)	\$ 0.93	2320	hours	\$ 2,163
Unemployment Insurance (0.5%)	\$ 0.32	2320	hours	\$ 746
Cellphone Stipend	\$ 50.00	12	months	\$ 600
				\$ 190,252

*Includes 7/1/2022 rate increase***\$ 177,728****Transportation Planner**

Wages* (including Leave & Holidays)	\$ 40.95	2080	hours	\$ 85,179
Leave Liability (Maximum Accrual)	\$ 40.95	240	hours	\$ 9,828
Overtime	\$ 61.43	100	hours	\$ 6,143
Health Insurance	\$ 1,847.03	12	months	\$ 22,164
Dental Insurance	\$ 73.44	12	months	\$ 881
Vision Insurance	\$ 12.72	12	months	\$ 153
Retirement Contribution (3%)	\$ 1.23	2420	hours	\$ 2,973
Social Security (6.2%)	\$ 2.54	2420	hours	\$ 6,144
Medicare (1.45%)	\$ 0.59	2420	hours	\$ 1,437
Unemployment Insurance (0.5%)	\$ 0.20	2420	hours	\$ 496
Cellphone Stipend	\$ 50.00	12	months	\$ 600
				\$ 135,999

*Plan upgraded from E+S to E+S+C***\$ 120,825****Administrative Assistant**

Wages* (including Leave & Holidays)	\$ 36.12	1300	hours	\$ 46,954
Leave Liability (Maximum Accrual)	\$ 36.12	240	hours	\$ 8,668
Overtime	\$ 54.18	20	hours	\$ 1,084
Health Insurance	N/A	-	-	\$ -
Dental Insurance	N/A	-	-	\$ -
Vision Insurance	N/A	-	-	\$ -
Retirement Contribution (3%)	\$ 1.08	1560	hours	\$ 1,690
Social Security (6.2%)	\$ 2.24	1560	hours	\$ 3,493
Medicare (1.45%)	\$ 0.52	1560	hours	\$ 817
Unemployment Insurance (0.5%)	\$ 0.18	1560	hours	\$ 282
Cellphone Stipend	\$ 50.00	12	months	\$ 600
				\$ 63,589

\$ 59,280**SUBTOTAL \$ 389,839****MPO****FFY2023 wages include 7.4% COLA based on Anchorage CPI (average of last half of 2021 and first half of 2022).***Transportation Planner (new position)**



Wages (including Leave & Holidays)	\$ 42.00	2080	hours	\$ 87,360
Leave Liability (Maximum Accrual)	\$ 42.00	160	hours	\$ 6,720
Overtime	\$ 63.00	100	hours	\$ 6,300
Health Insurance	\$ 1,847.03	12	months	\$ 22,164
Dental Insurance	\$ 121.14	12	months	\$ 1,454
Vision Insurance	\$ 20.94	12	months	\$ 251
Retirement Contribution (3%)	\$ 1.26	2340	hours	\$ 2,948
Social Security (6.2%)	\$ 2.60	2340	hours	\$ 6,093
Medicare (1.45%)	\$ 0.61	2340	hours	\$ 1,425
Unemployment Insurance (0.5%)	\$ 0.21	2340	hours	\$ 491
Cellphone Stipend	\$ 50.00	12	months	\$ 600
				\$ 135,808

*Assumes E+S+C***TRANSIT****TOTAL \$ 525,647**

OFFICE & ADMINISTRATIVE	FFY23	FFY22
Office Lease - Suite 205	\$ 33,000	
Office Lease - Suite 215	\$ 25,000	
Administrative Services (Payroll, HR, Benefits Management, Safety & Risk)	\$ 10,000	
Worker's Compensation Insurance	\$ 1,700	
State & City Business Licenses	\$ 450	
Directors & Officers Insurance	\$ 1,500	
Commercial Property & General Liability Insurance	\$ 1,700	
Commercial Auto Insurance	\$ 5,000	
Annual CPA Audit	\$ 10,000	
Tax Preparation Service	\$ 2,500	
	\$ 90,850	\$ 61,350
INFORMATION TECHNOLOGY		
IT Services (Data Storage, Workstation Support, User Licensing, Private Connection, Office 365, Internet)	\$ 22,000	
New Workstation	\$ 3,500	
Hardware Replacement	\$ 3,000	
Drone	\$ 2,500	
Software Licensing/Maintenance		
Quickbooks	\$ 360	
Adobe Illustrator	\$ 240	
Adobe Pro (X3)	\$ 540	
ESRI (GIS) License + Add Ons	\$ 1,500	
Zoom	\$ 700	
Hootsuite	\$ 350	
WordPress	\$ 300	
NounProject	\$ 50	
MailChimp	\$ 200	
Telephone Service	\$ 2,800	
	\$ 38,040	\$ 28,600
MEETINGS		
Travel to Juneau, Anchorage, & MatSu	\$ 3,500	
Water Delivery & Other Meeting Supplies	\$ 1,000	
	\$ 4,500	\$ 4,100
TRAINING		
NHI Courses & Web-based Trainings	\$ 1,500	
National APA Conference	\$ 5,000	
Alaska APA Conference	\$ 1,500	
Association of MPOs Conference	\$ 5,000	
Transportation Research Board Annual Meeting	\$ 3,000	
APTA (Transit) Conference	\$ 6,000	
ESRI (GIS) Conference	\$ 3,000	
	\$ 25,000	\$ 19,000
MEMBERSHIP DUES		
Association of MPOs	\$ 515	
Alaska Municipal League	\$ 350	
Chamber of Commerce	\$ 275	
Downtown Association	\$ 320	
American Planning Association	\$ 1,000	
	\$ 2,460	\$ -
ADVERTISING		
Technical, Policy, & Other Committee Meetings	\$ 27,000	
TIP, MTP, UPWP, & Other Plans advertised for Public Comment	\$ 3,000	
Social Media Boosts	\$ 500	
Radio/Televisions PSAs	\$ 2,000	
	\$ 32,500	\$ 25,500
SUPPLIES		
Paper	\$ 1,000	
Toner	\$ 1,800	
Postage	\$ 100	
Bike Map & Other Print Orders	\$ 5,000	
Misc Office Supplies	\$ 800	
New Office Furniture	\$ 3,000	
	\$ 11,700	\$ 8,900
TOTAL	\$ 202,590	\$ 147,450

UNDESIGNATED FUND APPROPRIATIONS	FFY23	FFY22
Grant Writing Services (Contractual)	\$ 25,000	\$ 35,000
Match for Small Local/State/Federal Grants	\$ 20,000	\$ 20,000
Attorney Consultation Fees	\$ 5,000	\$ 5,000
Charitable Donations	\$ 5,000	\$ 5,000
Incidental Expenses not Eligible for Grant Reimbursement	\$ 5,000	\$ 5,000
TOTAL	\$ 60,000	\$ 70,000


Databases, Tables & Calculators by Subject

Change Output Options: From: 2012 ▼ To: 2022 ▼ 
 include graphs include annual averages [More Formatting Options](#) 

Data extracted on: July 18, 2022 (4:41:23 PM)

CPI for All Urban Consumers (CPI-U)

Series Id: CUURS49GSA0
 Not Seasonally Adjusted
Series Title: All items in Urban Alaska, all urban consumers, not seasonally adjusted
Area: Urban Alaska
Item: All items
Base Period: 1982-84=100

Download:  [xlsx](#)

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual	HALF1	HALF2
2012													205.916	205.215	206.617
2013													212.381	210.853	213.910
2014													215.805	214.777	216.833
2015													216.909	217.111	216.706
2016													217.830	216.999	218.660
2017												220.374	218.873	218.616	219.131
2018		221.679		222.485		228.555		228.716		228.170		226.537	225.545	223.099	227.992
2019		227.183		228.553		234.179		230.406		227.552		226.527	228.676	228.858	228.495
2020		226.510		222.909		225.245		226.984		228.343		227.259	226.153	225.049	227.258
2021		229.478		233.519		239.296		239.899		242.708		243.568	237.188	232.679	241.698
2022		246.369		251.041		268.916								252.271	

12-Month Percent Change

Series Id: CUURS49GSA0
 Not Seasonally Adjusted
Series Title: All items in Urban Alaska, all urban consumers, not seasonally adjusted
Area: Urban Alaska
Item: All items
Base Period: 1982-84=100

Download:  [xlsx](#)

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual	HALF1	HALF2
2012													2.2	2.5	2.0
2013													3.1	2.7	3.5
2014													1.6	1.9	1.4
2015													0.5	1.1	-0.1
2016													0.4	-0.1	0.9
2017													0.5	0.7	0.2
2018												2.8	3.0	2.1	4.0
2019		2.5		2.7		2.5		0.7		-0.3		0.0	1.4	2.6	0.2
2020		-0.3		-2.5		-3.8		-1.5		0.3		0.3	-1.1	-1.7	-0.5
2021		1.3		4.8		6.2		5.7		6.3		7.2	4.9	3.4	6.4
2022		7.4		7.5		12.4							8.4		

Avg: 7.4%

Jackson Fox

From: Chad Roberts <croberts@usibelli.com>
Sent: Friday, July 15, 2022 11:37 AM
To: Jackson Fox
Subject: Suite 215

Good morning, Jackson –

I do apologize for the delay in getting this proposal to you. I've been waiting on some solid bids for the work to come back.

Quick synopsis of the proposal is as follows:

FAST is currently leasing suite #205 under a 3-year extension that began 4/1/21. Current rental rates for the 1298 rentable sq. ft. are \$2.10 per square foot (psf) and \$2.15 psf beginning 4/1/23.

FAST would add suite #215, approximately 1164 sq. ft. rentable space, to run concurrent with existing lease agreement.

Usibelli Investments would like to offer FAST a proposal to lease suite #215 under the following terms:

\$1.65 per sq. ft. for the remainder of the lease year, ending 3/31/23. (\$1,920.60 per month)

\$1.95 per sq. ft. for lease year beginning 4/1/23 until end of term 3/31/24. (\$2,269.80 per month)

Landlord will pay for tenant improvements prior to tenant occupancy. Those improvements will consist of:

Removal of wall which divides the suite.

Removal of existing storage shelves which hang on the wall

Repair and painting of walls

Removal of old and installation of new carpet

Relamping the suite to LED lights

Two additional parking spaces in any of the 3 parking lots owned by Usibelli. Parking spaces may or may not have plug in.

FYI – my intent is to get work done prior to 9/1/22, but I am dependent on the contractors to do improvements.

Thanks again for your patience and let me know how you'd like to proceed.

Chad Roberts
UCM Real Estate / Property Manager
907-457-2666
907-378-5649 cell

STATE OF ALASKA, DOT&PF DIVISION OF PROGRAM DEVELOPMENT NOTICE:

**The 2020-2023 STIP Amendment 4 is open for public comment
July 14, 2022 through August 15, 2022, and closes at 5:00PM AKST.**

The 2020-2023 STIP Amendment 4 is currently available for public review and comment. Amendment 4 addresses scope, funding, and scheduling issues on various projects around the state, including new projects.

Links to notice details are available at:

- <http://www.dot.alaska.gov/stip>
- The notice is also posted on the State’s Public Notice site at: <http://aws.state.ak.us/OnlinePublicNotices/>
- A bulletin will also be sent electronically to our current subscribers through the department’s “GovDelivery” system – anyone can sign up for GovDelivery online at: <http://www.dot.state.ak.us/>

If a hard copy of the STIP Project Changes is needed, please contact DOT&PF using the following information.

STIP Contact Information:

Address: State of Alaska, Department of Transportation and Public Facilities
Program Development
P.O. Box 112500
Juneau, AK 99811-2500

Phone: (907) 465-4070

Fax: (907) 465-6984

E mail: dot.stip@alaska.gov



It is the policy of the Department of Transportation & Public Facilities (DOT&PF) that no person shall be excluded from participation in, or be denied benefits of any and all programs or activities we provide based on race, religion, color, gender, age, marital status, ability, or national origin, regardless of the funding source including Federal Transit Administration, Federal Aviation Administration, Federal Highway Administration and State of Alaska Funds. The State of Alaska Department of Transportation & Public Facilities (DOT&PF) complies with Title II of the Americans with Disabilities Act of 1990. Persons with a hearing impairment can contact the department by dialing Alaska Relay at 711 and asking the communication assistant to call the telephone number listed. We are also able to offer, upon request, reasonable accommodations for the special needs related to disabilities.

This notice provided IAW 17 AAC 05.195

2020-2023 STIP
Amendment 4 DRAFT

Project							Approved Amendment 3			Pending Amendment 4							
Program	Region	2013 Election District	Place Name	Highway	Primary Work	Bridge #s	Ph	Fund	FFY22	FFY23	After 2023	Ph	Fund	FFY22	FFY23	After 2023	
Need ID: 33967 Name: AMHS System Wide Mooring System Improvements									0	0	0			0	0	9,000,000	
AHS	M	99 - Statewide	Various	Marine Highway	Ferry Boats		Totals:					Totals:					
Description: Construct area wide mooring improvement at various ferry terminals. Phased projects. \$1.8 million per year over five years.																	
Need ID: 33972 Name: South Tongass Ferry Terminal (Saxman area)									0	0	0			0	400,000		
PH	M	36 - Ketchikan/Wrangell/Metlakatla/Hydaburg	Ketchikan	Marine Highway	New Construction		Totals:					2	FBF	0	100,000		
Description: Investigate/Design New Ferry Terminal for MV Lituya												2	SM	0			
												Totals:		0	500,000	12,300,000	
Need ID: 33974 Name: Cascade Point Lease Payments									0	0	0				0		30,000,000
AHS	M	34 - Mendenhall Valley	Juneau	Glacier Highway	Ferry Boats		Totals:					Totals:					
Description: Lease payments for the operation of a new ferry terminal at Cascade Point																	
Need ID: 33976 Name: Matanuska Replacement Vessel									0	0	0			0	37,500,000		
AHS	M	99 - Statewide	Various	N/A	Ferry Boats		Totals:					0	ILLU	0	37,500,000	300,000,000	
Description: The purpose of this project is to provide the State of Alaska with a new class of vessel to replace the aging M/V Matanuska as a "Mainliner" ferry operating in Southeast Alaska with connections to Washington State and British Columbia. The new vessel will continue, and enhance, the currently provided transportation for passengers, vehicles, and freight essential to the region's residents, businesses, and visitors. The project will provide for the design, construction, and acquisition of the first of these vessels.														0			
Need ID: 33978 Name: AMHS Alaska Class Ferry Tazlina Crew Quarters									0	0	0			0	480,000		
AHS	M	99 - Statewide	Various	Marine Highway	Ferry Boats		Totals:					2	FBF	0	120,000		
Description: Annual ferry refurbishment, regulatory driven, dry docking. Address vessel refurbishment priorities as established in annual AMHS Fleet Condition Survey Report. Modifications to M/V Tazlina to													2	SM	0	600,000	25,000,000
Need ID: 33980 Name: AMHS System Wide Bridge Improvements									0	0	0				0		8,500,000
AHS	M	99 - Statewide	Various	N/A	Ferry Boats		Totals:					Totals:					
Description: Construct area wide bridge improvements at various ferry terminals. Phased projects. \$1.7 million per year over five years.																	
Northern Region																	
Need ID: 2118 Name: Richardson Highway Mile Point 161-170 (Milepost 159 -167) Reconstruction									0	0				0	0		
NHS	N	9 - Richardson Highway/East MatSu	Northern Region	Richardson Highway	Reconstruction	576	4	AC				4	AC	0	0		
Description: Reconstruct the Richardson Highway and replace the Haggard Creek Culvert with Bridge #0576. Project will include bridge work, roadside hardware, drainage improvements and utility relocations.									-15,114,420	0			4	ACC	-15,114,420	0	
IRIS#: Z622530000, (Status: CONSTRUCTION), RICHARDSON HWY MP 159 - 167 RECONSTRUCTION - Mgr: GRIFFIN, GUANGYAN T									15,114,420	0			4	NHPP	15,114,420	0	
									0	0			4	SM	0	0	
									0	0			Totals:		0	0	
Need ID: 2119 Name: Richardson Highway Mile Point 169-176 (Milepost 167 - 173) Reconstruction									0	27,291,000					0	30,929,800	
NHS	N	9 - Richardson Highway/East MatSu	Northern Region	Richardson Highway	Reconstruction		4	AC				4	AC	0	3,070,200		
Description: Widen and reconstruct to current standards.									0	2,709,000			4	SM	0	34,000,000	30,929,800
IRIS#: Z631860000, (Status: DESIGN), RICHARDSON HWY MP 167-173 (PARENT MP 148-173) - Mgr: JOHNSON, RUSSELL M									0	30,000,000	27,291,000		Totals:		0		

2020-2023 STIP
Amendment 4 DRAFT

Project							Approved Amendment 3					Pending Amendment 4				
Program	Region	2013 Election District	Place Name	Highway	Primary Work	Bridge #s	Ph	Fund	FFY22	FFY23	After 2023	Ph	Fund	FFY22	FFY23	After 2023
Need ID: 2130 Name: Richardson Highway Mile Point 354-359 (Milepost 353-357) Access/Safety Improvements							4	ACC	0	0		4	ACC	0	0	
NHS	N	5 - Chena Ridge/Airport	Fairbanks	Richardson Highway	Reconstruction		4	NHPP	0	0		4	NHPP	0	0	
Description: Improve access control on the Richardson Highway. This project will upgrade and extend the existing frontage road system, construct improved at-grade intersections, and eliminate a number of							Totals: 0 0 0					Totals: 0 0 0				
IRIS#: Z661480000, (Status: RUP), RICHARDSON HWY MP 353-357 ACCESS IMPROVEMENTS - Mgr: CARTER, GARRETT D																
Need ID: 3648 Name: Steese Highway Mile Point 122-123 (Milepost 128) Crooked Creek Bridge Replacement							2	SM	0	19,144		2	SM	0	24,833	
AHS	N	6 - Eielson/Denali/Upper Yukon/Border Region	Central	Steese Highway	Bridge Replacement	431	2	STP	0	192,856		2	STP	0	250,167	
Description: Replace Crooked Creek Bridge #0431 on the Steese Highway.							Totals: 0 212,000 3,900,000					Totals: 0 275,000 3,900,000				
IRIS#: NFHWY00573, (Status: DESIGN), STEESE HWY MP 128 CROOKED CREEK BRIDGE #431 REPLACEMENT - Mgr: HALL, IVET																
Need ID: 3687 Name: Shageluk Airport Access Road Improvements							4	AC	0	0		4	AC	0	0	
CTP	N	37 - Bristol Bay/Aleutians/Upper Kuskokwim	Shageluk		Reconstruction		4	ACC	0	-6,458,870		4	ACC	0	-6,458,870	
Description: Reconstruct the 2.6 mile airport access road. Work will include embankment stabilization, minor realignment and resurfacing.							4	SM	0	0		4	SM	0	0	
IRIS#: Z621710000, (Status: CONSTRUCTION), SHAGELUK AIRPORT ACCESS ROAD IMPROVEMENTS - Mgr: BECK, ALBERT M L							4	STP	0	6,458,870		4	STP	0	6,458,870	
							Totals: 0 0 0					Totals: 0 0 0				
Need ID: 3821 Name: University Avenue Widening							3	NHPP	0	0		3	NHPP	0	0	
NHS	N	5 - Chena Ridge/Airport	Fairbanks		System Preservation	263	3	SM	0	0		3	SM	0	0	
Description: Widen and reconstruct University Avenue to current standards. NID's associated with this parent design project: 29655, 29656, and 33345. This is the final segment of construction of the project, with							4	AC	0	6,549,840		4	AC	0	6,549,840	
IRIS#: Z632130000, (Status: DESIGN), UNIVERSITY AVE REHABILITATION & WIDENING - Mgr: LITTLE, LAUREN M							4	SM	0	650,160		4	SM	0	650,160	
							7	NHPP	0	0		7	NHPP	4,184,620	0	
							7	SM	0	0		7	SM	415,380	0	
							Totals: 0 7,200,000 6,549,840					Totals: 4,600,000 7,200,000 6,549,840				
Need ID: 3843 Name: Airport Way / South Cushman Intersection Reconstruction							3	CMAQ-M	0	0		3	CMAQ-M	0	0	
NHS	N	1 - Downtown Fairbanks	Fairbanks		Reconstruction		3	SM	0	0		3	SM	0	0	
Description: Reconstruct the intersection at Airport Way and Cushman Street.							4	CMAQ-M	0	10,712,254		7	CMAQ-M	1,091,640	0	
IRIS#: Z640780000, (Status: DESIGN), AIRPORT WAY / CUSHMAN STREET INTERSECTION RECONSTRUCTION - Mgr: HEIM, CARL F							4	SM	0	1,063,336		7	SM	108,360	0	
							7	CMAQ-M	1,091,640	0		Totals: 1,200,000 0 13,000,000				
							7	SM	108,360	0						
							Totals: 1,200,000 11,775,590									
Need ID: 6359 Name: Chena River - Wendell Ave Bridge Replacement							4	SFF	0	0		4	SFF	0	0	
CTP	N	1 - Downtown Fairbanks	Fairbanks		Bridge Rehabilitation	532	4	SM	0	0		4	SM	0	0	
Description: Replace the Wendell Avenue Bridge #0532 and rehabilitate Wendell Avenue/Old Steese Highway between the Clay Street and 3rd Street intersections. Provide a pedestrian and bicycle access from							7	SFF	0	0		7	SFF	0	0	
IRIS#: NFHWY00511, (Status: CONSTRUCTION), WENDELL AVENUE BRIDGE REPLACEMENT - Mgr: ARVEY, DAVID M							7	SM	0	0		7	SM	0	0	
IRIS#: Z632910000, (Status: RUP), WENDELL AVENUE BRIDGE - Mgr: JOHNSON, RUSSELL M							Totals: 0 0 0					Totals: 0 0 0				
Need ID: 6462 Name: Highway Safety Improvement Program/Safety Management							9	SA	324,000	324,000		9	SA	324,000	324,000	
REQD	N	60 - Fairbanks Areawide	Northern Region		Safety		9	SM	36,000	36,000		9	SM	36,000	36,000	
Description: Program management for support of HSIP activities.							Totals: 360,000 360,000 720,000					Totals: 360,000 360,000 720,000				
IRIS#: NFHWY00569, (Status: DESIGN), NOR REG SMS/HSIP FFY2021-2023 - Mgr: GOLDEN, PAMELA K																

2020-2023 STIP
Amendment 4 DRAFT

Project						Approved Amendment 3					Pending Amendment 4				
Ph	Fund	FFY22	FFY23	After 2023	Ph	Fund	FFY22	FFY23	After 2023						
Need ID: 15685 Name: Airport Way (West) Improvements						4	AC	10,729,770	0		4	AC	10,729,770	0	
Program	Region	2013 Election District	Place Name	Highway	Primary Work	Bridge #s									
NHS	N	5 - Chena Ridge/Airport	Fairbanks		Reconstruction										
Description: Construct intersection improvements along Airport Way between Dale Road and the Parks Hwy. Project includes bicycle/pedestrian facilities along Hoselton Road to the Boat Street path.						4	NHPP	1,187,300	19,729,770		4	NHPP	1,187,300	19,729,770	
IRISH: Z618720000, (Status: CONSTRUCTION), AIRPORT WAY (WEST) IMPROVEMENTS - Mgr: HERNING, BRIAN W						4	SM	1,182,930	0		4	SM	1,182,930	0	
						Totals:		13,100,000	9,000,000	0	Totals:		13,100,000	9,000,000	0
Need ID: 16177 Name: Barrow-Ahkovak Street Upgrade						2	SM	0	0		2	SM	0	0	
Program	Region	2013 Election District	Place Name	Highway	Primary Work	Bridge #s									
CTP	N	40 - Arctic	Barrow		System Preservation										
Description: Rehabilitate and pave approximately 0.625 miles of Ahkovak Street, from Okpik Street to Kiogak Street, including drainage improvements.						2	STP	0	0		2	STP	0	0	
IRISH: Z604600000, (Status: CONSTRUCTION), BARROW AHKOVAK STREET UPGRADE - Mgr: HERNING, BRIAN W						4	3PF	0	0		4	3PF	0	0	
						4	AC	0	0		4	AC	0	0	
						4	ACC	-6,640,810	0		4	ACC	-6,640,810	0	
						4	SM	0	0		4	SM	0	0	
						4	STP	6,640,810	0		4	STP	6,640,810	0	
						Totals:		0	0	0	Totals:		0	0	0
Need ID: 17662 Name: FAST CTP Program Allocation						0	3PF	382,971	382,971		0	3PF	382,971	341,725	
Program	Region	2013 Election District	Place Name	Highway	Primary Work	Bridge #s									
CTP	N	5 - Chena Ridge/Airport	Fairbanks		System Preservation										
Description: FAST CTP Program Allocation. See FAST TIP for projects.						0	SM	382,971	382,971		0	SM	382,971	341,725	
						0	STP	7,716,256	7,716,256		0	STP	7,716,256	7,568,657	
						Totals:		8,482,198	8,482,198	16,146,956	Totals:		8,482,198	8,252,107	16,188,956
Need ID: 17663 Name: FAST CMAQ Allocation						0	CMAQ-M	727,760	727,760		0	CMAQ-M	727,760	727,760	
Program	Region	2013 Election District	Place Name	Highway	Primary Work	Bridge #s									
REQD	N	5 - Chena Ridge/Airport	Fairbanks		Congestion										
Description: This project is additional allocation for qualifying projects utilizing federal Congestion Mitigation and Air Quality Improvement (CMAQ) funding. See FAST TIP for projects.						0	SM	72,240	72,240		0	SM	72,240	72,240	
						Totals:		800,000	800,000	1,600,000	Totals:		800,000	800,000	1,600,000
Need ID: 18634 Name: Kotzebue Cape Blossom Road						0	EMRK	0	0		0	EMRK	0	0	
Program	Region	2013 Election District	Place Name	Highway	Primary Work	Bridge #s									
CTP	N	40 - Arctic	Kotzebue		New Construction										
Description: Construct a new road from Kotzebue to a port site near Cape Blossom.						0	SFF	0	0		0	SFF	0	0	
IRISH: NFWHY00418, (Status: CONSTRUCTION), KOTZEBUE TO CAPE BLOSSOM ROAD - STAGE I - Mgr: BECK, ALBERT M L						0	SM	0	0		0	SM	0	0	
IRISH: Z768840000, (Status: DESIGN), KOTZEBUE TO CAPE BLOSSOM ROAD (CONST STAGE III) - Mgr: HUTCHINSON, JONATHAN J						Totals:		0	0	0	Totals:		0	0	0
Need ID: 18923 Name: Pavement and Bridge Preservation						0	NHPP	24,561,900	24,561,900		0	NHPP	24,561,900	25,854,632	
Program	Region	2013 Election District	Place Name	Highway	Primary Work	Bridge #s									
REQD	N	60 - Fairbanks Areawide	Northern Region		System Preservation										
Description: 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						0	SM	5,147,100	5,147,100		0	SM	5,147,100	5,418,000	
IRISH: Z639130000, (Status: CONSTRUCTION), NOR REG DEEP CULVERTS REPLACEMENT - Mgr: HERNING, BRIAN W						0	STP	27,291,000	27,291,000		0	STP	27,291,000	28,727,368	
IRISH: NFWHY00277, (Status: CONSTRUCTION), NOR REG LED LIGHTING REPLACEMENT - Mgr: MANIACI, CAROLINE S						Totals:		57,000,000	57,000,000	114,000,000	Totals:		57,000,000	60,000,000	114,000,000
IRISH: NFWHY00421, (Status: CONSTRUCTION), STEESE EXPRESSWAY CHENA RIVER BRIDGE #0231 REDECK - Mgr: ARVEY, DAVID M															
IRISH: NFWHY00423, (Status: CONSTRUCTION), PARKS HWY MP 188-192 RESURFACING - Mgr: SCHLICHTING, SARAH J															
IRISH: NFWHY00435, (Status: CONSTRUCTION), SOUTH FAIRBANKS INDUSTRIAL ROADS RESURFACING - Mgr: GRIFFIN, GUANGYAN T															
IRISH: NFWHY00470, (Status: CONSTRUCTION), NOR REG FFY20 M&O NHS PREV MAINT & REPAIRS - INTERSTATE - Mgr: ADAMCZAK, DANIEL S															
IRISH: NFWHY00471, (Status: CONSTRUCTION), NOR REG FFY20 M&O PREV MAINT & REPAIRS - NHS NON-INT & CTP - Mgr: ADAMCZAK, DANIEL S															
IRISH: NFWHY00480, (Status: CONSTRUCTION), STEESE HIGHWAY MP 3.8 DEEP CULVERT REPLACEMENT - Mgr: CHI, KYUNGYUN															
IRISH: NFWHY00481, (Status: CONSTRUCTION), LAKE LOUISE ROAD RESURFACING - Mgr: SCHLICHTING, SARAH J															
IRISH: NFWHY00564, (Status: CONSTRUCTION), NOR REG FFY21 M&O NHS PREVENTIVE MAINTENANCE & REPAIRS - INT - Mgr: ADAMCZAK, DANIEL S															
IRISH: NFWHY00565, (Status: CONSTRUCTION), NOR REG FFY21 M&O PREVENTIVE MAINTENANCE & REPAIRS - NHS NON - Mgr: ADAMCZAK, DANIEL S															
IRISH: NFWHY00567, (Status: CONSTRUCTION), NOR REG FFY21 M&O PREV MAINT BRIDGE REPAIRS - CTP - Mgr: ADAMCZAK, DANIEL S															
IRISH: NFWHY00583, (Status: CONSTRUCTION), RICHARDSON HWY MP 329-340 PAVEMENT PRESERVATION - Mgr: ARVEY, DAVID M															
IRISH: NFWHY00589, (Status: CONSTRUCTION), ALASKA HIGHWAY MP 1222-1227 RESURFACING - Mgr: MANIACI, CAROLINE S															
IRISH: NFWHY00620, (Status: CONSTRUCTION), NOR REG FFY22 M&O PREVENTIVE MAINTENANCE & REPAIRS - NHS INT - Mgr: ADAMCZAK, DANIEL S															
IRISH: NFWHY00621, (Status: CONSTRUCTION), NOR REG FFY22 M&O PREV MAINT & REPAIRS - NHS NON-INT & CTP - Mgr: ADAMCZAK, DANIEL S															
IRISH: NFWHY00622, (Status: CONSTRUCTION), NOR REG FFY22 M&O PREV MAINT BRIDGE REPAIRS - INTERSTATE - Mgr: ADAMCZAK, DANIEL S															
IRISH: NFWHY00623, (Status: CONSTRUCTION), NOR REG FFY22 M&O PREV MAINT BRIDGE REPRS - NHS NON-INT & CTP - Mgr: ADAMCZAK, DANIEL S															
IRISH: NFWHY00631, (Status: CONSTRUCTION), TAYLOR HIGHWAY MP 54 CULVERT REPLACEMENT - Mgr: CHI, KYUNGYUN															

2020-2023 STIP
Amendment 4 DRAFT

Project							Approved Amendment 3			Pending Amendment 4																				
Ph	Fund	FFY22	FFY23	After 2023	Ph	Fund	FFY22	FFY23	After 2023																					
Need ID: 18923 Name: Pavement and Bridge Preservation IRIS#: NFWY00632, (Status: CONSTRUCTION), RICHARDSON HIGHWAY MP 298 REVETMENT - Mgr: SCHLICHTING, SARAH J IRIS#: NFWY00694, (Status: CONSTRUCTION), RICHARDSON HWY MP 40-51 RESURFACING - Mgr: SCHLICHTING, SARAH J IRIS#: NFWY00133, (Status: DESIGN), RICHARDSON HWY MP 35-65 RESURFACING (CONSTRUCTION MP 35-40) - Mgr: JOHNSON, RUSSELL M IRIS#: NFWY00218, (Status: DESIGN), RICHARDSON HWY MP 82-115 RESURFACING (CONST MP 97-115) - Mgr: JOHNSON, RUSSELL M IRIS#: NFWY00361, (Status: DESIGN), NOR REG M&O ROAD AND BRIDGE DESIGN FFY2019 - 2021 - Mgr: SAKALASKAS, JASON IRIS#: NFWY00570, (Status: DESIGN), CHENA RIDGE ROAD AND CHENA PUMP ROAD RESURFACING - Mgr: NETARDUS, JOHN J IRIS#: NFWY00587, (Status: DESIGN), EDGERTON HWY MP 24 - 29 RESURFACING - Mgr: NETARDUS, JOHN J IRIS#: NFWY00588, (Status: DESIGN), ELLIOTT HIGHWAY MP 18 - 29 RESURFACING - Mgr: NETARDUS, JOHN J IRIS#: NFWY00590, (Status: DESIGN), NOR REG DRAINAGE IMPROVEMENTS - Mgr: FISCHER, DAVID K IRIS#: NFWY00613, (Status: DESIGN), NOR REG M&O ROAD AND BRIDGE DESIGN FFY2022 - 2024 - Mgr: ADAMCZAK, DANIEL S IRIS#: NFWY00645, (Status: DESIGN), EAST COLLEGE ROAD RESURFACING - Mgr: JOHNSON, RUSSELL M IRIS#: NFWY00698, (Status: DESIGN), STEESE EXPRESSWAY MP 2-5 RESURFACING - Mgr: NETARDUS, JOHN J IRIS#: NFWY00582, (Status: PLANNING), NOR REG PRESERVATION PLANNING AND RECONNAISSANCE - Mgr: WOOLERY, APRIL M IRIS#: NFWY00719, (Status: PROPOSED), GLENN HIGHWAY MP 143-154 RESURFACING - Mgr: HALL, IVET IRIS#: NFWY00019, (Status: RUP), PARKS HWY MP 356-362 RESURFACING - Mgr: WOODS, MARSHA S																														
Need ID: 22299 Name: Alaska Highway Mile Point 12-45 (Milepost 1235 -1268) Rehabilitation <table border="1"> <thead> <tr> <th>Program</th> <th>Region</th> <th>2013 Election District</th> <th>Place Name</th> <th>Highway</th> <th>Primary Work</th> <th>Bridge #s</th> </tr> </thead> <tbody> <tr> <td>NHS</td> <td>N</td> <td>6 - Eielson/Denali/Upper Yukon/Border Region</td> <td>Northern Region</td> <td>Alaska Highway</td> <td>System Preservation</td> <td>503 7085</td> </tr> </tbody> </table> Description: Rehabilitate the Alaska Highway and construct passing lanes at various locations. This is the overall design for the entire termini. Construction will happen in two stages under NID 30280 and under the IRIS#: Z607520000, (Status: DESIGN), ALASKA HWY MP 1235-1268 REHABILITATION - Mgr: FISCHER, DAVID K							Program	Region	2013 Election District	Place Name	Highway	Primary Work	Bridge #s	NHS	N	6 - Eielson/Denali/Upper Yukon/Border Region	Northern Region	Alaska Highway	System Preservation	503 7085	Ph	Fund	FFY22	FFY23	After 2023	Ph	Fund	FFY22	FFY23	After 2023
Program	Region	2013 Election District	Place Name	Highway	Primary Work	Bridge #s																								
NHS	N	6 - Eielson/Denali/Upper Yukon/Border Region	Northern Region	Alaska Highway	System Preservation	503 7085																								
							Totals:		0	0	30,000,000	Totals:		0	0	30,200,000														
Need ID: 22315 Name: Alaska Highway Passing Lanes Mile Point 0-198 (Milepost 1221-1422) (Canadian Border to Delta Jct) <table border="1"> <thead> <tr> <th>Program</th> <th>Region</th> <th>2013 Election District</th> <th>Place Name</th> <th>Highway</th> <th>Primary Work</th> <th>Bridge #s</th> </tr> </thead> <tbody> <tr> <td>NHS</td> <td>N</td> <td>6 - Eielson/Denali/Upper Yukon/Border Region</td> <td>Northern Region</td> <td>Alaska Highway</td> <td>New Construction</td> <td></td> </tr> </tbody> </table> Description: Construct passing lanes at various locations on the Alaska Highway to improve safety. This project is associated with child project Need ID 33340. IRIS#: Z606320000, (Status: DESIGN), ALASKA HWY PASSING LANES - Mgr: WRIGHT, JENNIFER J							Program	Region	2013 Election District	Place Name	Highway	Primary Work	Bridge #s	NHS	N	6 - Eielson/Denali/Upper Yukon/Border Region	Northern Region	Alaska Highway	New Construction		Ph	Fund	FFY22	FFY23	After 2023	Ph	Fund	FFY22	FFY23	After 2023
Program	Region	2013 Election District	Place Name	Highway	Primary Work	Bridge #s																								
NHS	N	6 - Eielson/Denali/Upper Yukon/Border Region	Northern Region	Alaska Highway	New Construction																									
							2	NHPP	1,120,800	0		2	NHPP	1,120,800	0															
							2	SM	79,200	0		2	SM	79,200	0															
							Totals:		1,200,000	0	11,000,000	4	AC	0	10,719,800															
							4	SM	0			4	SM	0	1,064,085															
							7	NHPP	0			7	NHPP	0	280,200															
							7	SM	0			7	SM	0	19,800															
							Totals:		1,200,000			Totals:		1,200,000	12,083,885	10,719,800														
Need ID: 22331 Name: Parks Highway Mile Point 127-148 (Milepost 163-183) Rehabilitation <table border="1"> <thead> <tr> <th>Program</th> <th>Region</th> <th>2013 Election District</th> <th>Place Name</th> <th>Highway</th> <th>Primary Work</th> <th>Bridge #s</th> </tr> </thead> <tbody> <tr> <td>NHS</td> <td>N</td> <td>10 - Rural MatSu</td> <td>Northern Region</td> <td>Parks Highway</td> <td>System Preservation</td> <td></td> </tr> </tbody> </table> Description: Rehabilitate the Parks Hwy to improve drainage, and construct passing lanes and an at grade railroad crossing at Milepost 169. This is the overall design project for the entire termini. Work includes IRIS#: Z612970000, (Status: DESIGN), PARKS HWY MP 163-183 REHAB (CONST MP 168.5-169.5 & 174-183) - Mgr: WRIGHT, JENNIFER J							Program	Region	2013 Election District	Place Name	Highway	Primary Work	Bridge #s	NHS	N	10 - Rural MatSu	Northern Region	Parks Highway	System Preservation		Ph	Fund	FFY22	FFY23	After 2023	Ph	Fund	FFY22	FFY23	After 2023
Program	Region	2013 Election District	Place Name	Highway	Primary Work	Bridge #s																								
NHS	N	10 - Rural MatSu	Northern Region	Parks Highway	System Preservation																									
							3	NHPP	0	0		3	NHPP	0	0															
							3	SM	0	0		3	SM	0	0															
							Totals:		0	0	25,000,000	Totals:		0	0	30,000,000														
Need ID: 22335 Name: Parks Highway Mile Point 279-290 (Milepost 315-325) Reconstruction <table border="1"> <thead> <tr> <th>Program</th> <th>Region</th> <th>2013 Election District</th> <th>Place Name</th> <th>Highway</th> <th>Primary Work</th> <th>Bridge #s</th> </tr> </thead> <tbody> <tr> <td>NHS</td> <td>N</td> <td>6 - Eielson/Denali/Upper Yukon/Border Region</td> <td>Nenana</td> <td>Parks Highway</td> <td>Reconstruction</td> <td>678</td> </tr> </tbody> </table> Description: Reconstruct the Parks Highway from Milepost 319 to 325 and replace Little Goldstream Creek Bridge at Milepost 315. Construction will happen in two stages under NID 31278 and the final segment IRIS#: Z606570000, (Status: DESIGN), PARKS HWY MP 315-325 RECONSTRUCTION - Mgr: WRIGHT, JENNIFER J							Program	Region	2013 Election District	Place Name	Highway	Primary Work	Bridge #s	NHS	N	6 - Eielson/Denali/Upper Yukon/Border Region	Nenana	Parks Highway	Reconstruction	678	Ph	Fund	FFY22	FFY23	After 2023	Ph	Fund	FFY22	FFY23	After 2023
Program	Region	2013 Election District	Place Name	Highway	Primary Work	Bridge #s																								
NHS	N	6 - Eielson/Denali/Upper Yukon/Border Region	Nenana	Parks Highway	Reconstruction	678																								
							3	NHPP	0	0		3	NHPP	0	0															
							3	SM	0	0		3	SM	0	0															
							Totals:		0	0	60,500,000	Totals:		0	0	62,000,000														
Need ID: 22441 Name: Steese Highway and 3rd Street Widening <table border="1"> <thead> <tr> <th>Program</th> <th>Region</th> <th>2013 Election District</th> <th>Place Name</th> <th>Highway</th> <th>Primary Work</th> <th>Bridge #s</th> </tr> </thead> <tbody> <tr> <td>NHS</td> <td>N</td> <td>2 - Fairbanks/Wainwright</td> <td>Fairbanks</td> <td></td> <td>Reconstruction</td> <td>295</td> </tr> </tbody> </table> Description: 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 IRIS#: Z625410000, (Status: CONSTRUCTION), 3RD STREET WIDENING - Mgr: ARVEY, DAVID M							Program	Region	2013 Election District	Place Name	Highway	Primary Work	Bridge #s	NHS	N	2 - Fairbanks/Wainwright	Fairbanks		Reconstruction	295	Ph	Fund	FFY22	FFY23	After 2023	Ph	Fund	FFY22	FFY23	After 2023
Program	Region	2013 Election District	Place Name	Highway	Primary Work	Bridge #s																								
NHS	N	2 - Fairbanks/Wainwright	Fairbanks		Reconstruction	295																								
							4	NHPP	0	0		4	NHPP	0	0															
							4	SM	0	0		4	SM	0	0															
							Totals:		0	0	0	Totals:		0	0	0														

2020-2023 STIP
Amendment 4 DRAFT

Project							Approved Amendment 3			Pending Amendment 4						
Program	Region	2013 Election District	Place Name	Highway	Primary Work	Bridge #s	Ph	Fund	FFY22	FFY23	After 2023	Ph	Fund	FFY22	FFY23	After 2023
Need ID: 22446 Name: Dalton Highway Mile Point 17-38 (Milepost 18-37) Reconstruction (Hess Creek Area)							2	ACC	0	0		2	ACC	0	0	
NHS	N	6 - Eielson/Denali/Upper Yukon/Border Region	Northern Region	Dalton Highway	Reconstruction	1213	2	NHPP	0	0		2	NHPP	0	0	
Description: Reconstruction, including widening and rehabilitation of approximately 19 miles of the Dalton Highway in the Hess Creek Area. Work includes replacing Hess Creek Bridge #1213.							4	AC	52,307,750	0		4	AC	54,582,000	0	
IRISH: Z607350000, (Status: DESIGN), DALTON HWY MP 18-37 RECONSTRUCTION - Mgr: HEIM, CARL F							4	SM	5,192,250	0		4	SM	5,418,000	0	
							Totals:		57,500,000	0	52,307,750	Totals:		60,000,000	0	54,582,000
Need ID: 22452 Name: Dalton Hwy Mile Point 109-145 (Milepost 109-144) Reconstruction (Old Man Camp to Jim River Bridge#3)							3	NHPP	9,097	0		7	NHPP	0	90,970	
NHS	N	6 - Eielson/Denali/Upper Yukon/Border Region	Northern Region	Dalton Highway	Reconstruction	1560	3	SM	903	0		7	SM	0	9,030	
Description: Reconstruction, including widening, spot repairs and resurfacing of approximately 35 miles of the Dalton Highway. Also includes replacing Douglas Creek Bridge #1560. This is the overall design for the							7	NHPP	0	9,097		Totals:		0	100,000	33,800,000
IRISH: Z607380000, (Status: DESIGN), DALTON HWY MP 109-144 RECONSTRUCTION (CONST MP 135-144) - Mgr: HALL, IVET							7	SM	0	903		Totals:		10,000	10,000	32,500,000
Need ID: 22453 Name: Dalton Highway Mile Point 0-10 (Milepost 0-9) Reconstruction (Livengood to 9 Mile Hill)							4	NHPP	0	33,658,900		2	NHPP	0	909,700	
NHS	N	6 - Eielson/Denali/Upper Yukon/Border Region	Northern Region	Dalton Highway	Reconstruction	2322	4	SM	0	3,341,100		2	SM	0	90,300	
Description: Reconstruct the Dalton Hwy to improve substandard sections, this work will include the replacement of the Lost Creek Culvert with bridge #2322. This project is the initial stage of a large scale effort to							Totals:		0	37,000,000	0	Totals:		0	1,000,000	40,000,000
IRISH: Z609110000, (Status: DESIGN), DALTON HWY MP 0-9 RECONSTRUCTION - Mgr: HEIM, CARL F																
Need ID: 22475 Name: Dalton Highway Mile Point 306-337 (Milepost 305-335) Upgrades (Sag Camp to Happy Valley)							2	NHPP	0	0		2	NHPP	0	0	
NHS	N	40 - Arctic	Northern Region	Dalton Highway	Reconstruction	1521	2	SM	0	0		2	SM	0	0	
Description: Upgrade the Dalton Highway from Milepost 305 to 335. Work includes resurfacing, minor realignments, grade raises, addition of turnouts, roadside hardware, drainage improvements, utilities, and							Totals:		0	0	50,000,000	Totals:		0	0	50,000,000
IRISH: Z607130000, (Status: DESIGN), DALTON HWY MP 305-335 UPGRADES - Mgr: FISCHER, DAVID K																
IRISH: NFHWY00649, (Status: DESIGN), DALTON HWY MP 305-335 VARIOUS LOCATIONS RESURFACING - Mgr: FISCHER, DAVID K																
Need ID: 22480 Name: Dalton Highway Mile Point 290-307 (MP 289-305) Rehabilitation (Kuparuk to Sag Camp)							4	AC	0	0		4	AC	0	0	
NHS	N	40 - Arctic	Northern Region	Dalton Highway	Reconstruction		4	ACC	-18,194,000	-18,194,000		4	ACC	-18,194,000	-18,194,000	
Description: Rehabilitate and widen the Dalton Highway including minor realignments and grade raises. Construct turnouts and snowdrift mitigation features.							4	NHPP	18,194,000	18,194,000		4	NHPP	18,194,000	18,194,000	
IRISH: Z609130000, (Status: CONSTRUCTION), DALTON HWY MP 289-305 REHABILITATION - Mgr: SCHLICHTING, SARAH J							4	SM	0	0		4	SM	0	0	
							Totals:		0	0	0	Totals:		0	0	0
Need ID: 22481 Name: Dalton Highway Mile Point 363-417 (Milepost 362-414) Reconstruction (Pump 2 to Deadhorse)							4	AC	0	0		4	AC	0	0	
NHS	N	40 - Arctic	Northern Region	Dalton Highway	Reconstruction		4	ACC	-23,652,200	0		4	ACC	-23,652,200	0	
Description: Reconstruct and pave 52 miles of the Dalton Highway. This corridor will be reconstructed in four segments: NID 29449, 29450, 29451, and the last stage of work will be to pave the entire project							4	NHPP	23,652,200	0		4	NHPP	23,652,200	0	
IRISH: Z613660000, (Status: CONSTRUCTION), DALTON HWY MP 362-414 RECONSTRUCTION (CONST PAVE MP 362-414) - Mgr: HILL, JASON J							4	SM	0	0		4	SM	0	0	
							Totals:		0	0	0	Totals:		0	0	0
Need ID: 23657 Name: Nulato Airport Access Road Improvements							3	SM	0	0		3	SM	0	0	
CTP	N	39 - Bering Straits/Yukon Delta	Nulato		Bridge Rehabilitation	1382	3	STP	0	0		3	STP	0	0	
Description: Rehabilitate the Nulato Airport Access Road and Mukluk Creek Bridge #1382.							4	AC	0	0		4	AC	0	0	
IRISH: Z637200000, (Status: CONSTRUCTION), NULATO AIRPORT ACCESS ROAD IMPROVEMENTS - Mgr: BECK, ALBERT M L							4	ACC	-1,591,975	0		4	ACC	-1,591,975	0	
							4	SM	0	0		4	SM	0	0	
							4	STP	1,591,975	0		4	STP	1,591,975	0	
							Totals:		0	0	0	Totals:		0	0	0
Need ID: 23675 Name: Selawik Barge Landing Access Road and Boardwalk Improvements							4	AC	8,802,985	0		4	AC	9,642,820	0	
CTP	N	40 - Arctic	Selawik		Reconstruction		4	ACC	0	-8,802,985		4	ACC	0	-9,642,820	
Description: Rehabilitate the existing barge landing access road, construct a new gravel barge staging pad, install lighting, and replace sections of existing boardwalk.							4	SM	873,815	0		4	SM	957,180	0	
IRISH: Z637720000, (Status: CONSTRUCTION), SELAWIK BARGE LANDING ACCESS RD & BOARDWALK IMPROVEMENTS - Mgr: BECK, ALBERT M L							4	STP	0	8,802,985		4	STP	0	9,642,820	
							Totals:		9,676,800	0	0	Totals:		10,600,000	0	0

2020-2023 STIP
Amendment 4 DRAFT

Project							Approved Amendment 3			Pending Amendment 4					
Need ID:	Name:					Ph	Fund	FFY22	FFY23	After 2023	Ph	Fund	FFY22	FFY23	After 2023
Program	Region	2013 Election District	Place Name	Highway	Primary Work	Bridge #s									
Need ID: 24518	Name: Elliott Highway Mile Point 0-12 (Milepost 0-12) Rehabilitation (Fox to Haystack)					4	ACC	0	0		4	ACC	0	0	
NHS	N	4 - Western Fairbanks	Northern Region	Elliott Highway	System Preservation	836				4	NHPP	0	0		
Description: Rehabilitation, restoration and resurfacing. Also includes shoulder widening in selected areas. Work includes bridge rehabilitation to Chatanika River Bridge #836							Totals:	0	0	0	Totals:	0	0	0	
Need ID: 25596	Name: Rosie Creek Road Improvements					2	3PF	0	0		2	3PF	0	0	
CTP	N	5 - Chena Ridge/Airport	Fairbanks		Reconstruction					2	STP	0	0		
Description: Improve Rosie Creek Road from Chena Ridge to Becker Ridge, to include alignment, shoulder work, repair and overlay of pavement, and improving the intersection at Chena Ridge.							3	3PF	0	0	3	3PF	0	0	
IRIS#: NFHWY00017, (Status: CONSTRUCTION), ROSIE CREEK ROAD IMPROVEMENTS - Mgr: HILL, JASON J							3	STP	0	0	3	STP	0	0	
							4	3PF	0	0	4	3PF	0	0	
							4	STP	0	0	4	STP	0	0	
							7	3PF	0	0	7	3PF	0	0	
							7	STP	0	0	7	STP	0	0	
							Totals:	0	0	0	Totals:	0	0	0	
Need ID: 25598	Name: Richardson Highway Mile Point 358-364 (Milepost 357-362) Bicycle/Pedestrian Path					2	NHPP	467,000	0		2	NHPP	467,000	0	
TRAAK	N	2 - Fairbanks/Wainwright	Northern Region	Richardson Highway	New Construction	4078				2	SM	33,000	0		
Description: Construct a paved bicycle/pedestrian path on the Richardson Highway starting from the Richardson Highway/Airport Way intersection, continuing along the Richardson Highway to the Badger Loop							Totals:	500,000	0	4,600,000	4	NHPP	0	4,296,400	
IRIS#: Z615970000, (Status: DESIGN), RICHARDSON HWY MP 357-362 BICYCLE/PEDESTRIAN PATH - Mgr: LITTLE, LAUREN M											4	SM	0	303,600	
							Totals:	500,000			Totals:	500,000	4,600,000	0	
Need ID: 26057	Name: Nome Port Road Improvements					3	3PF	0	0		3	3PF	0	0	
CTP	N	39 - Bering Straits/Yukon Delta	Nome		Reconstruction					3	SM	0	0		
Description: Widen and resurface the existing Port Road, including but not limited to: drainage improvements, safety improvements and pedestrian facilities.							3	STP	0	0	3	STP	0	0	
IRIS#: Z621230000, (Status: DESIGN), NOME PORT ROAD RECONSTRUCTION - Mgr: LITTLE, LAUREN M							4	3PF	162,540	0	4	3PF	162,540	0	
							4	AC	3,274,920	0	4	AC	3,274,920	0	
							4	ACC	0	-3,274,920	4	ACC	0	-3,274,920	
							4	SM	162,540	0	4	SM	162,540	0	
							4	STP	0	3,274,920	4	STP	0	3,274,920	
							7	3PF	4,515	0	7	3PF	4,515	0	
							7	SM	4,515	0	7	SM	4,515	0	
							7	STP	90,970	0	7	STP	90,970	0	
							Totals:	3,700,000	0	0	Totals:	3,700,000	0	0	
Need ID: 26076	Name: Aurora Drive-Noyes Slough Bridge Replacement					3	SM	0	0		3	SM	0	0	
CTP	N	1 - Downtown Fairbanks	Fairbanks	N/A	Bridge Rehabilitation	209				3	STP	0	0		
Description: Replace the Noyes Slough Bridge on Aurora Drive in Fairbanks.							7	SM	27,090	0	7	SM	27,090	0	
IRIS#: NFHWY00124, (Status: DESIGN), AURORA DRIVE NOYES SLOUGH BRIDGE #0209 REPLACEMENT - Mgr: LITTLE, LAUREN M							7	STP	272,910	0	7	STP	272,910	0	
							Totals:	300,000	0	4,900,000	Totals:	300,000	0	4,900,000	
Need ID: 26082	Name: Old Steese Highway Reconstruction					2	SM	0	90,300		2	SM	0	171,570	
CTP	N	4 - Western Fairbanks	Fairbanks		Reconstruction					2	STP	0	909,700		
Description: Reconstruct the Old Steese Highway from Wendell Street Bridge to the intersection at Johansen Expressway.							Totals:	0	1,000,000	20,000,000	Totals:	0	1,900,000	15,000,000	
IRIS#: Z624870000, (Status: DESIGN), OLD STEESE HIGHWAY RECONSTRUCTION - Mgr: JOHNSON, RUSSELL M															

2020-2023 STIP
Amendment 4 DRAFT

Project						Approved Amendment 3				Pending Amendment 4										
Need ID:	Name:	Program	Region	2013 Election District	Place Name	Highway	Primary Work	Bridge #s	Ph	Fund	FFY22	FFY23	After 2023	Ph	Fund	FFY22	FFY23	After 2023		
Need ID: 27049	Name: Whitshed Road and Pedestrian Improvements	CTP	N	32 - Kodiak/Cordova/Seldovia	Cordova		New Construction		3	3PF	0	0		3	3PF	0	0			
Description: Provide pedestrian accommodations along Whitshed Road from the intersection with the Copper River Highway to the intersection with Orca Inlet Drive. Approximately .75 miles in length.									3	SM	0	0		3	SM	0	0			
IRIS#: NFWHY00129, (Status: DESIGN), WHITSHED ROAD AND PEDESTRIAN IMPROVEMENTS - Mgr: JOHNSON, RUSSELL M									3	STP	0	0		3	STP	0	0			
									4	3PF	0	406,350		7	3PF	33,862	0			
									4	AC	0	8,187,300		7	SM	33,862	0			
									4	SM	0	406,350		7	STP	682,275	0			
									7	3PF	33,862	0		Totals:			749,999	0	9,000,000	
									7	SM	33,862	0								
									7	STP	682,275	0								
									Totals:			749,999	9,000,000	8,187,300						
Need ID: 27524	Name: Denali Highway Mile Point 24-25 (Milepost 22) Rock Creek Bridge Replacement	AHS	N	9 - Richardson Highway/East MatSu	Northern Region	Denali Highway	Bridge Replacement	684	4	AC	0	0		4	AC	0	0			
Description: Replace Rock Creek Bridge #0684 on the Denali Highway.									4	ACC	-4,093,650	0		4	ACC	-4,093,650	0			
IRIS#: NFWHY00128, (Status: CONSTRUCTION), DENALI HWY MP 25 ROCK CREEK BRIDGE REPLACEMENT - Mgr: MANIACI, CAROLINE S									4	SM	0	0		4	SM	0	0			
									4	STP	4,093,650	0		4	STP	4,093,650	0			
									Totals:			0	0	0	Totals:			0	0	0
Need ID: 27525	Name: McCarthy Road Mile Point 60-61 (Milepost 27) Chokosna River Bridge Replacement	AHS	N	6 - Eielson/Denali/Upper Yukon/Border Region	Northern Region	Edgerton Highway	Bridge Replacement	1193	4	FLAP	0	0		4	FLAP	0	0			
Description: Replace the Chokosna River Bridge #1193 of McCarthy Road, (aka Edgerton Hwy/McCarthy Road). Work may include minor realignment to facilitate construction of the new bridge.									4	SM	0	0		4	SM	0	0			
IRIS#: NFWHY00125, (Status: CONSTRUCTION), MCCARTHY ROAD MP 27 CHOKOSNA RIVER BRIDGE #1193 REPLACEMENT - Mgr: MANIACI, CAROLINE S									4	STP	0	0		4	STP	0	0			
									Totals:			0	0	0	Totals:			0	0	0
Need ID: 27542	Name: Chena Hot Springs Road Mile Point 0-6 (Milepost 0 to 6) Rehabilitation	AHS	N	4 - Western Fairbanks	Fairbanks	N/A	System Preservation		2	ACC	0	0		2	ACC	0	0			
Description: Rehabilitate Chena Hot Springs Road.									2	STP	0	0		2	STP	0	0			
IRIS#: NFWHY00289, (Status: CONSTRUCTION), CHENA HOT SPRINGS ROAD MILEPOST 0-6 REHABILITATION - Mgr: MANIACI, CAROLINE S									4	AC	0	0		4	AC	0	0			
									4	ACC	-8,194,000	-5,000,000		4	ACC	-8,194,000	-5,000,000			
									4	SM	0	0		4	SM	0	0			
									4	STP	8,194,000	5,000,000		4	STP	8,194,000	5,000,000			
									7	SM	0	0		7	SM	0	0			
									7	STP	0	0		7	STP	0	0			
									Totals:			0	0	0	Totals:			0	0	0
Need ID: 28069	Name: Richardson Highway Mile Point 360-361 (Milepost 359) Railroad Grade Separated Facility	NHS	N	2 - Fairbanks/Wainwright	Fairbanks	Richardson Highway	New Construction	2366 2367	2	NHPP	0	0		2	NHPP	0	0			
Description: 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).									2	SM	0	0		2	SM	0	0			
IRIS#: Z607340000, (Status: DESIGN), RICHARDSON HWY MP 359 RAILROAD GRADE SEPARATED FACILITY - Mgr: LITTLE, LAUREN M									7	NHPP	3,638,800	0		4	AC	0	24,284,000			
									7	SM	361,200	0		4	SM	0	1,716,000			
									Totals:			4,000,000	25,000,000	Totals:			4,000,000	26,000,000	24,284,000	
Need ID: 28349	Name: Nome Front Street Resurfacing	CTP	N	39 - Bering Straits/Yukon Delta	Nome	N/A	System Preservation		2	SM	0	36,120		2	SM	0	36,120			
Description: Resurface Front Street from Greg Kruschek Avenue to Bering Street; approximately 1.1 miles.									2	STP	0	363,880		2	STP	0	363,880			
									Totals:			0	400,000	7,100,000	Totals:			0	400,000	7,100,000
Need ID: 28429	Name: Parks Highway Mile Point 147-157 (Milepost 183-192) Reconstruction	NHS	N	9 - Richardson Highway/East MatSu	Northern Region	Parks Highway	Reconstruction	260	Totals:			0	0	32,000,000	7	NHPP	0	467,000		
Description: Reconstruct the Parks Highway and replace the East Fork Chulitna River Bridge #0260.									7	SM	0	33,000		Totals:			0	500,000	32,000,000	
IRIS#: Z633890000, (Status: DESIGN), PARKS HWY MP 183-192 RECONSTRUCTION - Mgr: WRIGHT, JENNIFER J																				

2020-2023 STIP
Amendment 4 DRAFT

Project							Approved Amendment 3			Pending Amendment 4					
Ph	Fund	FFY22	FFY23	After 2023	Ph	Fund	FFY22	FFY23	After 2023						
Need ID: 29232 Name: Committed Measures for the Fairbanks SIP															
Program	Region	2013 Election District	Place Name	Highway	Primary Work	Bridge #s									
REQD	N	5 - Chena Ridge/Airport	Fairbanks	N/A	Congestion		0	CMAQ-M	1,728,430	1,728,430	0	CMAQ-M	3,365,890	1,728,430	
Description: 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-							0	SM	171,570	171,570	0	SM	334,110	171,570	
							Totals:		1,900,000	1,900,000	3,800,000	Totals:	3,700,000	1,900,000	3,800,000
IRIS#: NFWHY00555, (Status: DESIGN), FAIRBANKS AREA PM 2.5 MOTOR VEHICLE PLUG-INS (CMAQ) - Mgr: GRAETZ, ETHAN E															
IRIS#: NFWHY00612, (Status: DESIGN), UNIVERSITY AVENUE SOUTH BICYCLE/PEDESTRIAN FACILITY (CMAQ) - Mgr: NETARDUS, JOHN J															
IRIS#: NFWHY00407, (Status: PLANNING), FAIRBANKS & NORTH POLE PLUG-INS- MAINTENANCE AND OPERATIONS - Mgr: BAILEY, RANDI LYNN															
IRIS#: NFWHY00558, (Status: PLANNING), FAIRBANKS SIDEWALK SNOW REMOVAL EQUIPMENT (CMAQ) - Mgr: BAILEY, RANDI LYNN															
IRIS#: NFWHY00712, (Status: PROPOSED), PEARL CREEK ELEMENTARY SCHOOL PAVING AND PLUG-INS (CMAQ) - Mgr: NETARDUS, JOHN J															
Need ID: 29655 Name: University Ave Rehabilitation: Wolf Run to DNR BLM Access															
Program	Region	2013 Election District	Place Name	Highway	Primary Work	Bridge #s									
NHS	N	5 - Chena Ridge/Airport	Fairbanks	N/A	System Preservation	263	4	AC	0	0	4	AC	0	0	
Description: Widen and reconstruct University Avenue to current standards from Thomas Street to the Chena River, including replacement of University Ave Bridge #0263. This project is associated with NIDs 29656,							4	ACC	-14,555,200	-14,555,200	4	ACC	-14,555,200	-14,555,200	
							4	NHPP	14,555,200	14,555,200	4	NHPP	14,555,200	14,555,200	
							4	SM	0	0	4	SM	0	0	
							Totals:		0	0	0	Totals:	0	0	0
Need ID: 29656 Name: University Ave Rehabilitation: DNR BLM Access to Rewak Drive															
Program	Region	2013 Election District	Place Name	Highway	Primary Work	Bridge #s									
NHS	N	5 - Chena Ridge/Airport	Fairbanks	N/A	Reconstruction	263	4	NHPP	0	0	4	NHPP	0	0	
Description: Widen and reconstruct University Avenue to current standards from the Chena River to the Parks Highway. This project is associated with NID 29655, 31155, 31577, 31578, and the parent design							4	SFF	0	0	4	SFF	0	0	
							4	SM	0	0	4	SM	0	0	
							Totals:		0	0	0	Totals:	0	0	0
IRIS#: NFWHY00468, (Status: CONSTRUCTION), UNIVERSITY AVENUE REHABILITATION & WIDENING SEGMENT 2A - Mgr: HERNING, BRIAN W															
Need ID: 29811 Name: Richardson Highway Mile Point 268-343 (Milepost 266-341) Passing Lanes (Delta Jct to Eielson)															
Program	Region	2013 Election District	Place Name	Highway	Primary Work	Bridge #s									
NHS	N	6 - Eielson/Denali/Upper Yukon/Border Region	Various	Richardson Highway	New Construction		2	NHPP	2,802,000	0	2	NHPP	2,802,000	0	
Description: Construct passing lanes at various locations on the Richardson Highway to improve safety.							2	SM	198,000	0	2	SM	198,000	0	
							Totals:		3,000,000	0	40,000,000	4	AC	0	29,533,000
											4	SM	0	2,931,549	
											7	NHPP	0	467,000	
											7	SM	0	33,000	
							Totals:				3,000,000	Totals:	32,964,549	29,533,000	
IRIS#: Z607150000, (Status: DESIGN), RICHARDSON HWY MP 266-341 PASSING LANES - Mgr: HEIM, CARL F															
Need ID: 29812 Name: Richardson Highway Mile Point 117-151 (Milepost 115-148) Rehabilitation & Widening															
Program	Region	2013 Election District	Place Name	Highway	Primary Work	Bridge #s									
NHS	N	6 - Eielson/Denali/Upper Yukon/Border Region	Gakona	Richardson Highway	System Preservation	574 575 1272 7129	3	NHPP	0	0	2	NHPP	467,000	0	
Description: Rehabilitate the Richardson Highway including rehabilitation of Gulkana River Bridge #0574. Replace culvert#7129 at Bear Creek with a new bridge #1272. Construction will happen in three stages,							3	SM	0	0	28,000,000	2	SM	33,000	0
							Totals:		0	0	28,000,000	3	NHPP	0	0
											3	SM	0	0	
							Totals:				500,000	Totals:	0	28,000,000	
IRIS#: Z606380000, (Status: DESIGN), RICHARDSON HWY MP 115-148 REHABILITATION (CONST MP 115-128) - Mgr: JOHNSON, RUSSELL M															
Need ID: 29829 Name: Steese Expressway / Johansen Expressway Interchange															
Program	Region	2013 Election District	Place Name	Highway	Primary Work	Bridge #s									
NHS	N	2 - Fairbanks/Wainwright	Fairbanks	Steese Highway	New Construction		2	NHPP	0	0	2	NHPP	0	1,819,400	
Description: Construct a grade separated interchange at the intersection of Steese Expressway and Johansen Expressway. Realign adjacent access as necessary to accommodate the selected interchange							2	SM	0	0	0	2	SM	0	180,600
							3	NHPP	2,729,100	0	3	NHPP	0	2,729,100	
							3	SM	270,900	0	3	SM	0	270,900	
							Totals:		3,000,000	0	51,000,000	Totals:	0	5,000,000	51,000,000
IRIS#: Z607320000, (Status: DESIGN), STEESE EXPRESSWAY/JOHANSEN EXPRESSWAY INTERCHANGE - Mgr: WRIGHT, JENNIFER J															
Need ID: 29973 Name: Richardson Highway Mile Point 68-84 (Milepost 65-80) Rehabilitation															
Program	Region	2013 Election District	Place Name	Highway	Primary Work	Bridge #s									
NHS	N	9 - Richardson Highway/East MatSu	Northern Region	Richardson Highway	System Preservation	569 570	7	NHPP	0	272,910	7	NHPP	0	272,910	
Description: Rehabilitate the Richardson Highway, including bridge rehabilitation to Bridge 570, Squirrel Creek and replacing Tonsina River Bridge #569.							7	SM	0	27,090	31,600,000	7	SM	0	27,090
							Totals:		0	300,000	31,600,000	Totals:	0	300,000	31,600,000
IRIS#: NFWHY00149, (Status: DESIGN), RICHARDSON HWY MP 65-80 REHABILITATION - Mgr: JOHNSON, RUSSELL M															

2020-2023 STIP
Amendment 4 DRAFT

Project							Approved Amendment 3			Pending Amendment 4					
Ph	Fund	FFY22	FFY23	After 2023	Ph	Fund	FFY22	FFY23	After 2023						
Need ID: 30150 Name: Steese Highway Mile Point 4-6 (Milepost 4.5) (CHSR) Off-Ramp Bypass Lane															
Program	Region	2013 Election District	Place Name	Highway	Primary Work	Bridge #s				Ph	Fund	FFY22	FFY23	After 2023	
NHS	N	4 - Western Fairbanks	Fairbanks	Steese Highway	New Construction		4	NHPP	0	0	0	0	0	0	
Description: Construct a bypass lane and retaining wall at the Steese Highway north bound ramp to Chena Hot Springs Road.							4	SM	0	0	4	SM	0	0	0
							Totals:		0	0	0	Totals:	0	0	0
IRIS#: NFHWY00020, (Status: CONSTRUCTION), STEESE HWY MP 4.5 OFF-RAMP BYPASS LANE - Mgr: MANIACI, CAROLINE S															
Need ID: 30270 Name: Dalton Highway Mile Point 120-136 (Milepost 120-135) Reconstruction (Pung Creek to Prospect Creek)															
Program	Region	2013 Election District	Place Name	Highway	Primary Work	Bridge #s	4	AC	0	26,836,150					
NHS	N	40 - Arctic	Northern Region	Dalton Highway	Reconstruction		4	SM	0	2,663,850					
Description: Reconstruction, including widening, spot repairs and resurfacing of approximately 15 miles of the Dalton Highway. This project is associated with NID 30276 and the parent design project NID 22452.							Totals:		0	29,500,000			26,836,150		
							Totals:		0	0	0	Totals:	0	0	42,200,000
IRIS#: NFHWY00685, (Status: DESIGN), DALTON HWY MP 120-135 RECONSTRUCTION - Mgr: LITTLE, LAUREN M															
Need ID: 30276 Name: Dalton Highway Mile Point 109-121 (Milepost 109-120) Reconstruction															
Program	Region	2013 Election District	Place Name	Highway	Primary Work	Bridge #s	Totals:			Ph	Fund	FFY22	FFY23	After 2023	
NHS	N	6 - Eielson/Denali/Upper Yukon/Border Region	Northern Region	Dalton Highway	Reconstruction		0					0	0	30,400,000	
Description: Reconstruction, including widening, spot repairs and resurfacing of approximately 9 miles of the Dalton Highway. This project is associated with NID 30270 and the parent design project NID 22452.															
IRIS#: NFHWY00686, (Status: DESIGN), DALTON HWY MP 109-120 RECONSTRUCTION - Mgr: LITTLE, LAUREN M															
Need ID: 30278 Name: Parks Hwy Mile Point 127-139 (Milepost 163-168.5,169.5-174) Rehabilitation, excluding R/R crossing															
Program	Region	2013 Election District	Place Name	Highway	Primary Work	Bridge #s	4	AC	0	0					
NHS	N	10 - Rural MatSu	Northern Region	Parks Highway	System Preservation		4	ACC	-4,000,000	0					
Description: Rehabilitate the Parks Highway to improve drainage and construct passing lanes. This is the first stage of a two stage project designed under parent Need ID 22331.							4	NHPP	4,000,000	0					
							4	SM	0	0	4	SM	0	0	
							Totals:		0	0	0	Totals:	0	0	0
IRIS#: NFHWY00102, (Status: CONSTRUCTION), PARKS HWY MP 163-168.5 AND 169.5-174 REHABILITATION - Mgr: SCHLICHTING, SARAH J															
Need ID: 30280 Name: Alaska Highway Mile Point 12-29 (Milepost 1235-1251) Rehabilitation															
Program	Region	2013 Election District	Place Name	Highway	Primary Work	Bridge #s	4	AC	12,735,800	0					
NHS	N	6 - Eielson/Denali/Upper Yukon/Border Region	Northern Region	Alaska Highway	System Preservation	503	4	NHPP	12,735,800	0					
Description: Rehabilitate the Alaska Highway, including repairs to Gardiner Creek Bridge #503 and Ten Mile Creek Bridge #7085 This project is also associated with NID 22299, the parent design project.							4	SM	2,528,400	0					
							Totals:		28,000,000	0	12,735,800	Totals:	28,000,000	0	12,735,800
IRIS#: NFHWY00624, (Status: CONSTRUCTION), ALASKA HWY MP 1235-1252 REHABILITATION - Mgr: MANIACI, CAROLINE S															
Need ID: 30285 Name: Dalton Highway Mile Point 18-26 (Milepost 18-25) Reconstruction and Bridge Replacement															
Program	Region	2013 Election District	Place Name	Highway	Primary Work	Bridge #s	Totals:			Ph	Fund	FFY22	FFY23	After 2023	
NHS	N	6 - Eielson/Denali/Upper Yukon/Border Region	Northern Region	Dalton Highway	Reconstruction	1213	0					0	0	0	
Description: Reconstruction, including widening, spot repairs and resurfacing of approximately 7 miles of the Dalton Highway in the Hess Creek Area, including widening and rehabilitation of Hess Creek Bridge															
Need ID: 30369 Name: Northern Region ADA Reconnaissance and Improvements															
Program	Region	2013 Election District	Place Name	Highway	Primary Work	Bridge #s	0	SM	198,660	158,025					
REQD	N	93 - Northern Region	Northern Region	N/A	Reconstruction		0	STP	2,001,340	1,591,975					
Description: This project will design and construct improvements recommended by the Northern Region ADA Reconnaissance Study.							Totals:		2,200,000	1,750,000	4,500,000	Totals:	2,200,000	1,750,000	4,500,000
IRIS#: NFHWY00503, (Status: CONSTRUCTION), NORTHERN REGION ADA IMPROVEMENTS - VALDEZ: HAZELET AVENUE - Mgr: HILL, JASON J															
IRIS#: NFHWY00155, (Status: DESIGN), NOR REG ADA RECONNAISSANCE AND IMPROVEMENTS - Mgr: HALL, IVET															
IRIS#: NFHWY00426, (Status: DESIGN), NORTHERN REGION ADA IMPROVEMENTS - Mgr: HALL, IVET															
IRIS#: NFHWY00504, (Status: DESIGN), NOR REG ADA IMPROVEMENTS - FAIRBANKS: GEIST ROAD - Mgr: HALL, IVET															
IRIS#: NFHWY00505, (Status: DESIGN), NOR REG ADA IMPROVEMENTS - NOME: STEADMAN STREET - Mgr: HALL, IVET															
IRIS#: NFHWY00551, (Status: DESIGN), NOR REG ADA IMPROVEMENTS - FAIRBANKS: 6TH AVENUE - Mgr: HALL, IVET															
IRIS#: NFHWY00591, (Status: DESIGN), NOR REG ADA IMPROVEMENTS - FAIRBANKS: COLLEGE ROAD - Mgr: HALL, IVET															
Need ID: 30429 Name: Tok Cutoff Mile Point 37-50 (Milepost 38-50) Rehabilitation															
Program	Region	2013 Election District	Place Name	Highway	Primary Work	Bridge #s	4	ACC	0	0					
NHS	N	6 - Eielson/Denali/Upper Yukon/Border Region	Chistochina	Tok Cutoff	Reconstruction	651	4	NHPP	0	0					
Description: Rehabilitate the Tok Cutoff. Improvements will include drainage, embankment stabilization and rebuilding the pavement structure. Bridge rail upgrades and deck repairs to Indian River Bridge #0651.							Totals:		0	0	0	Totals:	0	0	0

2020-2023 STIP
Amendment 4 DRAFT

Project							Approved Amendment 3					Pending Amendment 4						
Need ID:	Name:						Ph	Fund	FFY22	FFY23	After 2023	Ph	Fund	FFY22	FFY23	After 2023		
Program	Region	2013 Election District		Place Name	Highway	Primary Work	Bridge #s											
30995	Parks Highway Mile Post 206-209 Reconstruction						2	NHPP	0	560,400		2	NHPP	0	560,400			
NHS	N	6 - Eielson/Denali/Upper Yukon/Border Region		Northern Region	Parks Highway	Reconstruction	293				2	SM	0	39,600				
Description: Reconstruct the Parks Highway to address substandard geometry with crash history. Work includes replacement of Pass Creek Bridge #293.							Totals:			0	600,000	16,186,000	Totals:			0	800,000	16,000,000
IRIS#: NFHWY00575 , (Status: DESIGN), PARKS HWY MP 206-209 RECONSTRUCTION - Mgr: WRIGHT, JENNIFER J																		
30998	Elliott Highway Milepost 51-63 Rehabilitation						2	NHPP	0	0		2	NHPP	0	0			
NHS	N	6 - Eielson/Denali/Upper Yukon/Border Region		Northern Region	Elliott Highway	Reconstruction	440				2	SM	0	0				
Description: Rehabilitate the Elliott Highway from MP 51-MP 63, including the Tolovana Bridge #440. Some segments may require construction of a new alignment and major rehabilitation (MP 52-55). Work							4	AC	0	27,291,000		4	NHFP	0	27,291,000			
IRIS#: NFHWY00420 , (Status: DESIGN), ELLIOTT HWY MP 51-63 REHABILITATION - Mgr: FISCHER, DAVID K							4	SM	0	2,709,000		4	SM	0	2,709,000			
							7	NHPP	90,970	0		7	NHPP	90,970	0			
							7	SM	9,030	0		7	SM	9,030	0			
							Totals:			100,000	30,000,000	27,291,000	Totals:			100,000	30,000,000	27,291,000
31278	Parks Highway Little Goldstream Creek Bridge Replacement						4	NHPP	0	0		4	NHPP	0	0			
NHS	N	6 - Eielson/Denali/Upper Yukon/Border Region		Nenana	Parks Highway	Reconstruction	678				4	SM	0	0				
Description: Reconstruct the Little Goldstream Creek Bridge, this project is being designed under NID 22335.							Totals:			0	0	0	Totals:			0	0	0
IRIS#: NFHWY00476 , (Status: CONSTRUCTION), PARKS HIGHWAY MP 315 LITTLE GOLDSTREAM BRIDGE #678 - Mgr: WRIGHT, JENNIFER J																		
31286	Richardson Highway Mile Point 139-151 Milepost 137-148 Rehabilitation and Widening (Stage I of III)						4	AC	0	0		4	AC	0	0			
NHS	N	6 - Eielson/Denali/Upper Yukon/Border Region		Gakona	Richardson Highway	Reconstruction	575				4	ACC	-9,999,330	-9,999,330				
Description: Rehabilitate the Richardson Highway, including repairs to Sourdough Creek Bridge #575. This project will be constructed in three segments, under NID 31286 NID 32579 and the parent NID 29812.							4	NHPP	9,999,330	9,999,330		4	NHPP	9,999,330	9,999,330			
IRIS#: NFHWY00355 , (Status: CONSTRUCTION), RICHARDSON HWY MP 138-148 REHABILITATION - Mgr: SCHLICHTING, SARAH J							4	SM	0	0		4	SM	0	0			
							Totals:			0	0	0	Totals:			0	0	0
31596	Winter Trail Marking						2	SM	9,030	9,030		2	SM	9,030	9,030			
REQD	N	99 - Statewide		Various	N/A	Other					2	STP	90,970	90,970				
Description: Mark overland winter trails in Northern and Central Region with semi-permanent trail markers. Trail markers will ensure winter travelers can safely journey between communities in the area.							4	SM	67,725	67,725		4	SM	67,725	81,270			
IRIS#: NFHWY00349 , (Status: CONSTRUCTION), NOR REG WINTER TRAIL MARKINGS - KOYUK TO BUCKLAND - Mgr: HUTCHINSON, JONATHAN J							4	STP	682,275	682,275		4	STP	682,275	818,730			
IRIS#: NFHWY00442 , (Status: DESIGN), WINTER TRAIL MARKING - Mgr: HUTCHINSON, JONATHAN J																		
IRIS#: NFHWY00502 , (Status: DESIGN), WINTER TRAIL MARKING - ANAKTUVUK PASS TO GALBRAITH - Mgr: HUTCHINSON, JONATHAN J																		
IRIS#: NFHWY00512 , (Status: DESIGN), WINTER TRAIL MARKING - LOWER YUKON RIVER AREA 2021 - Mgr: HUTCHINSON, JONATHAN J																		
IRIS#: NFHWY00526 , (Status: DESIGN), WINTER TRAIL MARKING - KUSKOKWIM 2021 - Mgr: HUTCHINSON, JONATHAN J																		
IRIS#: NFHWY00546 , (Status: DESIGN), WINTER TRAIL MARKING - LOWER KUSKOKWIM 2022 - Mgr: HUTCHINSON, JONATHAN J																		
							Totals:			850,000	850,000	1,700,000	Totals:			850,000	1,000,000	1,700,000
31656	Chena Pump Road Bike and Pedestrian Facility Rehabilitation						4	CMAQ-M	0	0		4	CMAQ-M	0	0			
TRAAK	N	5 - Chena Ridge/Airport		Fairbanks	N/A	System Preservation					4	SM	0	0				
Description: 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, drainage and roadside hardware.							Totals:			0	0	0	Totals:			0	0	0
31878	Fairbanks North Pole Serious Statewide Implementation Plan						9	SM	0	0		9	SM	76,755	0			
REQD	N	60 - Fairbanks Areawide		Fairbanks	N/A	Planning					9	STP	773,245	0				
Description: The Fairbanks/North Pole Serious Statewide Implementation Plan will focus on the completion, submission, ensuring EPA approvability and implementation of the Fairbanks/North Pole Serious							Totals:			0	0	0	Totals:			850,000	0	0
IRIS#: NFHWY00424 , (Status: PLANNING), FAIRBANKS/ NORTH POLE SERIOUS STATEWIDE IMPLEMENTATION PLAN - Mgr: BAILEY, RANDI LYNN																		

2020-2023 STIP
Amendment 4 DRAFT

Project						Approved Amendment 3			Pending Amendment 4							
Program	Region	2013 Election District	Place Name	Highway	Primary Work	Bridge #s	Ph	Fund	FFY22	FFY23	After 2023	Ph	Fund	FFY22	FFY23	After 2023
Need ID: 32018 Name: Glenn Highway Milepost 158-172 Reconstruction																
NHS	N	9 - Richardson Highway/East MatSu	Lake Louise	Glenn Highway	Reconstruction				0	0	0	2	NHPP	0	773,245	
Description: Rehabilitate Glenn Highway from MP 158-172.												2	SM	0	76,755	
												Totals:		0	850,000	25,100,000
Need ID: 32020 Name: Tok Cutoff Highway Milepost 0-8 Reconstruction																
NHS	N	6 - Eielson/Denali/Upper Yukon/Border Region	Gakona	Tok Cutoff	Reconstruction				0	0	0	2	NHPP	326,900	233,500	
Description: Reconstruct the Tok Cutoff Highway MP 0-8. Due to a permafrost rich foundation Perform extensive ditchline and drainage improvements												2	SM	23,100	16,500	
												Totals:		350,000	250,000	8,640,000
Need ID: 32021 Name: Tok Cutoff Milepost 8-22 Rehabilitation																
NHS	N	6 - Eielson/Denali/Upper Yukon/Border Region	Tok	Tok Cutoff	Reconstruction				0	0	0	2	NHPP	0	887,300	
Description: Tok Cutoff Milepost 8-22 Rehabilitation												2	SM	0	62,700	
												Totals:		0	950,000	31,500,000
Need ID: 32022 Name: Tok Cutoff Milepost 76-91 Rehabilitation																
NHS	N	6 - Eielson/Denali/Upper Yukon/Border Region	Gakona	Tok Cutoff	Reconstruction				0	0	0	2	NHPP	0	887,300	
Description: Tok Cutoff Milepost 76-91 Rehabilitation												2	SM	0	62,700	
												Totals:		0	950,000	41,600,000
Need ID: 32038 Name: Cordova Center Pedestrian Connector																
TAP	N	32 - Kodiak/Cordova/Seldovia	Cordova	N/A	New Construction		2	3PF	0	0		2	3PF	0	0	
Description: The purpose of this project is to provide connectivity and a safe walking route from the harbor retail district to Main Street via the Cordova Center.							2	TAP	0	0		2	TAP	0	0	
IRIS#: NFHWY00462, (Status: CONSTRUCTION), CORDOVA CENTER PEDESTRIAN CONNECTOR (TAP) - Mgr: HERNING, BRIAN W							4	3PF	0	0		4	3PF	0	0	
							4	TAP	0	0		4	TAP	0	0	
							Totals:		0	0	0	Totals:		0	0	0
Need ID: 32078 Name: Growden Park Accessibility Improvements																
TAP	N	1 - Downtown Fairbanks	Fairbanks	N/A	Safety		2	3PF	0	0		2	3PF	0	0	
Description: Construct a new bicycle and pedestrian path through Borough parks that will provide ADA access to facilities, connect the parks to existing sidewalks, and provide a route between larger facilities.							2	TAP	0	0		2	TAP	0	0	
IRIS#: NFHWY00454, (Status: CONSTRUCTION), GROWDEN AREA ACCESSIBILITY IMPROVEMENTS (ATAP) - Mgr: NETARDUS, JOHN J							4	3PF	0	0		4	3PF	0	0	
							4	TAP	0	0		4	TAP	0	0	
							Totals:		0	0	0	Totals:		0	0	0
Need ID: 32099 Name: Nenana Bridge Project																
REQD	N	6 - Eielson/Denali/Upper Yukon/Border Region	Nenana	N/A	New Bridge Access		0	BUILD	0	0		0	BUILD	0	0	
Description: This project will construct two permanent fixed bridges across the Nenana River and the Nenana Slough. The project will complete a larger project to provide year round connection between 10th							Totals:		0	0	0	Totals:		0	0	0
Need ID: 32218 Name: Prince William Sound Area Transportation Plan Update																
REQD	N	9 - Richardson Highway/East MatSu	Various	N/A	Planning				0	0	0			0	0	0
Description: Update the 2001 Prince William Sound Area Transportation Plan							Totals:		0	0	0	Totals:		0	0	0
Need ID: 32219 Name: Northern Region ITS																
REQD	N	93 - Northern Region	Various	N/A	ITS		0	NHPP	302,075	0		0	NHPP	302,075	181,940	
Description: Purchase, install, repair, replace, redeploy, operate, and maintain, as allowed by ITS regulations, traffic signal, traveler, information, traffic incident management and illumination, and other Intelligent							0	SM	45,150	0		0	SM	45,150	18,060	
IRIS#: NFHWY00477, (Status: DESIGN), NORTHERN REGION INTELLIGENT TRANSPORTATION SYSTEMS (ITS) - Mgr: GRAETZ, ETHAN E							0	STP	152,775	0		0	STP	152,775	0	
							Totals:		500,000	0	0	Totals:		500,000	200,000	500,000
Need ID: 32220 Name: Steese Expressway Milepost 2-5 Rehabilitation																
NHS	N	2 - Fairbanks/Wainwright	Fairbanks	Steese Highway	New Bridge Access				0	0	0	2	NHPP	363,880	258,355	
Description: Reconstruct the Steese Expressway from the intersection with Farmer's loop Road up to and including the Chena Hot Springs Road interchange.												2	SM	36,120	25,645	
												7	NHPP	0	467,000	
												7	SM	0	33,000	
							Totals:		0	0	0	Totals:		400,000	784,000	10,500,000

2020-2023 STIP
Amendment 4 DRAFT

Project							Approved Amendment 3			Pending Amendment 4					
Ph	Fund	FFY22	FFY23	After 2023	Ph	Fund	FFY22	FFY23	After 2023						
Need ID: 32359 Name: Ruby Slough Road															
Program	Region	2013 Election District	Place Name	Highway	Primary Work	Bridge #s									
CTP	N	39 - Bering Straits/Yukon Delta	Ruby	N/A	Reconstruction		2	3PF	31,605	27,090	2	3PF	31,605	9,030	
Description: Reconstruct and rehabilitate Ruby Slough Road from Ruby Slough to Ruby-Poorman Road. Work includes road rehabilitation, drainage improvements and roadside hardware.							2	SM	100,000	0	2	SM	100,000	0	
							2	STP	318,395	272,910	2	STP	318,395	90,970	
							Totals:		450,000	300,000	7,000,000	3	3PF	0	18,060
											3	STP	0	181,940	
							Totals:					Totals:	450,000	300,000	7,000,000
Need ID: 32360 Name: Fort Yukon City Streets Rehabilitation															
Program	Region	2013 Election District	Place Name	Highway	Primary Work	Bridge #s									
CTP	N	6 - Eielson/Denali/Upper Yukon/Border Region	Fort Yukon	N/A	Reconstruction		0	3PF	32,508	0	0	3PF	32,508	0	
Description: Resurface and clear vegetation on 11 miles of City streets, including roadside hardware and drainage improvements. Apply palliative to 15 miles of City streets. The funding will be transferred to							0	STP	327,492	0	0	STP	327,492	0	
							Totals:		360,000	0	0	Totals:	360,000	0	
Need ID: 32378 Name: Cordova Second Street Reconstruction															
Program	Region	2013 Election District	Place Name	Highway	Primary Work	Bridge #s									
CTP	N	32 - Kodiak/Cordova/Seldovia	Cordova	N/A	Reconstruction		2	3PF	0	129,258	2	3PF	129,258	0	
Description: Reconstruction Second Street in Cordova. Work includes drainage, utilities, roadside hardware and ADA improvements.							2	STP	0	730,742	0	2	STP	730,742	0
							Totals:		0	860,000	6,350,000	Totals:	860,000	0	
IRIS#: NFHWY00595, (Status: DESIGN), CORDOVA SECOND STREET RECONSTRUCTION - Mgr: JOHNSON, RUSSELL M															
Need ID: 32519 Name: Healy Spur Road Rehabilitation															
Program	Region	2013 Election District	Place Name	Highway	Primary Work	Bridge #s									
CTP	N	6 - Eielson/Denali/Upper Yukon/Border Region	Healy	N/A	Transportation Enhancements		2	3PF	0	7,224	2	3PF	0	7,224	
Description: Rehabilitate Healy Spur Road in Healy. Work includes widening to add shoulders and improving drainage.							2	STP	0	72,776	0	2	STP	0	72,776
							Totals:		0	80,000	1,260,000	4	3PF	0	144,480
											4	STP	0	1,455,520	
							Totals:					Totals:	0	1,680,000	0
IRIS#: NFHWY00580, (Status: DESIGN), HEALY SPUR ROAD REHABILITATION - Mgr: WRIGHT, JENNIFER J															
Need ID: 32559 Name: Kiana Community Wide Drainage Improvements															
Program	Region	2013 Election District	Place Name	Highway	Primary Work	Bridge #s									
CTP	N	40 - Arctic	Kiana	N/A	Reconstruction		0	3PF	124,199	0	0	3PF	124,199	0	
Description: Construct drainage improvements within the City of Kiana. This project includes roadside hardware, drainage improvements, and utilities. The funding will be transferred to Bureau of Indian Affairs							0	STP	1,251,201	0	0	STP	1,251,201	0	
							Totals:		1,375,400	0	0	Totals:	1,375,400	0	
Need ID: 32579 Name: Richardson Highway Mile Point 131-141 (Milepost 128-138) Rehabilitation (Stage II of III)															
Program	Region	2013 Election District	Place Name	Highway	Primary Work	Bridge #s									
NHS	N	9 - Richardson Highway/East MatSu	Gulkana	Richardson Highway	Reconstruction		4	AC	0	22,742,500	4	AC	0	22,742,500	
Description: Rehabilitate the Richardson Highway. This project will be constructed in three segments, under NID 31286, this NID and the parent NID 29812.							4	SM	0	2,257,500	0	4	SM	0	2,257,500
							Totals:		0	25,000,000	22,742,500	Totals:	0	25,000,000	
IRIS#: NFHWY00265, (Status: DESIGN), RICHARDSON HWY MP 128-138 REHABILITATION - Mgr: JOHNSON, RUSSELL M															
Need ID: 32580 Name: Richardson Highway MP 233 Bear Creek Bridge #0593 Replacement															
Program	Region	2013 Election District	Place Name	Highway	Primary Work	Bridge #s									
NHS	N	6 - Eielson/Denali/Upper Yukon/Border Region	Various	Richardson Highway	Reconstruction	593	2	NHPP	398,449	0	2	NHPP	398,449	0	
Description: Reconstruct the Richardson Highway between MP232 and 234.5, and replace the Bear Creek Bridge #0593. This work will also include drainage improvements, roadside hardware and utilities. Project							2	SM	39,551	0	0	2	SM	39,551	0
							7	AC	0	409,365	0	7	AC	0	409,365
							7	SM	0	40,635	0	7	SM	0	40,635
							Totals:		438,000	450,000	9,600,000	Totals:	438,000	450,000	15,000,000
IRIS#: NFHWY00278, (Status: DESIGN), RICHARDSON HWY MILEPOST 233 BEAR CREEK BRIDGE #0593 REPLMNT - Mgr: WRIGHT, JENNIFER J															
Need ID: 33041 Name: City of Fairbanks 5th Avenue Sidewalk Improvements															
Program	Region	2013 Election District	Place Name	Highway	Primary Work	Bridge #s									
TAP	N	2 - Fairbanks/Wainwright	Fairbanks	N/A	Reconstruction		4	3PF	0	45,150	4	3PF	0	45,150	
Description: Improve drainage, ADA compliant pedestrian facilities, shoulders for cyclists, and wayfinding.							4	TAP	0	454,850	0	4	TAP	0	454,850
							Totals:		0	500,000	0	Totals:	0	500,000	
Need ID: 33240 Name: Dalton Highway MP 190 Hammond River Bridge Replacement															
Program	Region	2013 Election District	Place Name	Highway	Primary Work	Bridge #s									
NHS	N	40 - Arctic	Coldfoot	Dalton Highway	Bridge Replacement		2	NHPP	545,820	0	2	NHPP	545,820	0	
Description: Rehabilitate the Dalton Highway between MP 190 and 191 and replace the Hammond River Bridge No. 1336. Project includes construction of a new river access pullout, bridge work, drainage							2	SM	54,180	0	0	2	SM	54,180	0
							Totals:		600,000	0	12,700,000	Totals:	600,000	0	
IRIS#: NFHWY00651, (Status: DESIGN), DALTON HIGHWAY MP 190 HAMMOND RIVER BRIDGE REPLACEMENT - Mgr: NETARDUS, JOHN J															

2020-2023 STIP
Amendment 4 DRAFT

Project							Approved Amendment 3			Pending Amendment 4						
Program	Region	2013 Election District	Place Name	Highway	Primary Work	Bridge #s	Ph	Fund	FFY22	FFY23	After 2023	Ph	Fund	FFY22	FFY23	After 2023
Need ID: 33241 Name: Kotzebue Cape Blossom Road Stage 2																
CTP	N	40 - Arctic	Kotzebue	N/A	New Construction		Totals:		0	0	0	4	EMRK	0	27,000,000	33,000,000
Description: Construct stage II of the road from Kotzebue to Cape Blossom. Work includes approximately 1.8 miles of the new road from Sadie Creek toward Cape Blossom and a new bridge over Sadie Creek																
IRIS#: NFWHY00718, (Status: DESIGN), KOTZEBUE TO CAPE BLOSSOM ROAD - STAGE II - Mgr: HUTCHINSON, JONATHAN J																
Need ID: 33248 Name: Shishmaref Sanitation Road Erosion Control																
REQD	N	39 - Bering Straits/Yukon Delta	Shishmaref	N/A	System Preservation		2	EMRK	180,000	30,000		2	3PF	8,127	4,515	
Description: Repair damaged sections of the Shishmaref Sanitation Road and construct erosion control features, including drainage improvements and roadside hardware.																
IRIS#: NFWHY00687, (Status: DESIGN), SHISHMAREF SANITATION ROAD EROSION CONTROL - Mgr: HUTCHINSON, JONATHAN J																
							4	3PF	0	99,330		2	EMRK	163,746	90,970	
							4	EMRK	0	2,400,000		2	SM	8,127	4,515	
							4	SM	0	99,330		4	3PF	0	308,673	
							4	STP	0	2,001,340		4	EMRK	0	3,391,304	
							Totals:		180,000	4,630,000	0	4	SM	0	308,674	
												4	STP	0	2,827,980	
												Totals:		180,000	6,936,631	0
Need ID: 33278 Name: Burma Pit Road Little Tonsina Bridge Replacement																
CTP	N	9 - Richardson Highway/East MatSu	Tonsina	N/A	Bridge Replacement		2	OSF	0	0		2	OSF	0	0	
Description: Replace the Little Tonsina Bridge on Burma Pit Road near MP 74.2 of the Richardson Highway.																
							4	OSF	700,000	0		4	OSF	700,000	0	
							Totals:		700,000	0	0	Totals:		700,000	0	0
Need ID: 33339 Name: Interior Alaska Area Transportation Plan																
CTP	N	93 - Northern Region	Various	N/A	Planning		9	PLNG	400,000	0		9	PLNG	400,000	0	
Description: Update the Interior Alaska Area Transportation Plan																
							9	SM	100,000	0		9	SM	100,000	0	
							Totals:		500,000	0	0	Totals:		500,000	0	0
IRIS#: NFWHY00692, (Status: PLANNING), INTERIOR ALASKA AREA TRANSPORTATION PLAN - Mgr: KELLER, JENNIFER C																
Need ID: 33340 Name: Alaska Highway Passing Lanes Stage 1																
NHS	N	6 - Eielson/Denali/Upper Yukon/Border Region	Tok	Alaska Highway	Safety		4	NHPP	5,455,800	0		4	NHPP	5,455,800	0	
Description: Construct passing lanes at various locations on the Alaska Highway east of Tok between MP 1280 and MP 1300. This is the first stage of a two-stage project, designed under parent design Need ID																
							4	SM	544,200	0		4	SM	544,200	0	
							Totals:		6,000,000	0	0	Totals:		6,000,000	0	0
IRIS#: NFWHY00626, (Status: CONSTRUCTION), ALASKA HIGHWAY PASSING LANES MP 1280-1300 - Mgr: CHI, KYUNGYUN																
Need ID: 33345 Name: University Avenue Segment 2B Airport Way to Mitchell Expressway Phase 1																
NHS	N	2 - Fairbanks/Wainwright	Fairbanks	N/A	Reconstruction		4	NHPP	9,551,850	0		4	NHPP	9,551,850	0	
Description: Construct advanced utility relocations from Airport Way to the Mitchell Expressway. Reconstruct utility improvements on Davis Road. Work will include utilities, intersection improvements, road																
							4	SM	948,150	0		4	SM	948,150	0	
							Totals:		10,500,000	0	0	Totals:		10,500,000	0	0
IRIS#: NFWHY00643, (Status: CONSTRUCTION), UNIVERSITY AVE SEGMENT 2: AIRPORT WAY TO MITCHELL EXPRESSWAY - Mgr: HERNING, BRIAN W																
Need ID: 33420 Name: Richardson Highway MP 214-218 Reconstruction																
NHS	N	9 - Richardson Highway/East MatSu	Delta Junction	Richardson Highway	Bridge Replacement		Totals:		0	0	0	2	NHPP	0	1,120,800	
Description: Replace Upper Miller Creek Bridge #581, Lower Miller Creek Bridge #582, and Castner Creek Bridge #583 and reconstruct the Richardson Highway from MP 214-218. Work includes roadside hardware,																
												2	OSF	1,200,000	0	
												2	SM	0	79,200	
												7	NHPP	0	93,400	
												7	SM	0	6,600	
												Totals:		1,200,000	1,300,000	30,000,000
IRIS#: NFWHY00655, (Status: DESIGN), RICHARDSON HWY MILEPOST 214-218 RECONSTRUCTION - Mgr: WRIGHT, JENNIFER J																
Need ID: 33599 Name: Chena Hot Springs Road MP 6-13 Rehabilitation																
AHS	N	60 - Fairbanks Area-wide	Fairbanks	N/A	Reconstruction		Totals:		0	0	0	2	SM	0	63,210	
Description: Rehabilitate Chena Hot Springs Road between MP 6-13. Work includes roadside hardware, drainage improvements, utilities and bridge repairs to bridge #270.																
												2	STP	0	636,790	
												Totals:		0	700,000	13,597,000

2020-2023 STIP
Amendment 4 DRAFT

Project						Approved Amendment 3					Pending Amendment 4								
Need ID	Name	Program	Region	2013 Election District	Place Name	Highway	Primary Work	Bridge #s	Ph	Fund	FFY22	FFY23	After 2023	Ph	Fund	FFY22	FFY23	After 2023	
Need ID: 33600	Name: Elliott Highway MP 12-19 Rehabilitation	NHS	N	-	Northern Region	Elliott Highway	System Preservation		Totals:		0	0	0	2	NHPP	0	454,850		
Description: Rehabilitate Elliott Highway between MP 12-18.5. Work will include pavement preservation, roadside hardware, drainage improvements, utilities, and bridge work.														2	SM	0	45,150		
														Totals:	0	500,000	17,975,000		
Need ID: 33601	Name: Elliott Highway MP 63-73 Rehabilitation	NHS	N	-	Northern Region	Elliott Highway	System Preservation		Totals:		0	0	0	4	NHPP	0	545,820		
Description: Rehabilitate Elliott Highway between MP 63-73. Work will include pavement preservation, roadside hardware, drainage improvements, utilities, and bridge work.														4	SM	0	54,180		
														Totals:	0	600,000	25,650,000		
Need ID: 33720	Name: Richardson Highway MP 275-295 Rehabilitation	NHS	N	9 - Richardson Highway/East MatSu	Delta Junction	Richardson Highway	System Preservation		Totals:		0	0	0	2	NHPP	1,120,800	0		
Description: Rehabilitate the Richardson Highway from milepost 275 to 295. Work includes roadside hardware, drainage improvements and bridge work at Bridge #525 (Shaw Creek).														2	SM	79,200	0		
														Totals:	1,200,000	0	33,000,000		
Need ID: 33824	Name: Alaska Highway, Johnson River Bridge Replacement	NHS	N	9 - Richardson Highway/East MatSu	Delta Junction	Alaska Highway	Bridge Replacement		Totals:		0	0	0	2	NHPP	0	934,000		
Description: Replace the Johnson River Bridge #518 (MP 1380) on the Alaska Highway. Project includes reconstruction, roadside hardware, drainage improvements, and utilities.														2	OSF	2,500,000	0		
														2	SM	0	66,000		
														7	NHPP	0	93,400		
														7	SM	0	6,600		
														Totals:	2,500,000	1,100,000	37,000,000		
Need ID: 33863	Name: FAST Planning Carbon Reduction Program Allocation	REQD	N	60 - Fairbanks Areawide	Fairbanks	N/A	Congestion		Totals:		0	0	0	0	3PF	82,989	85,267		
Description: For projects that support the reduction of transportation emissions, includes: evaluations, plans and the design and construction of projects in accordance with 23 USC §175, within the FAST Planning														0	CRP	836,051	859,000		
														Totals:	919,040	944,267	2,000,000		
Need ID: 33864	Name: FAST Planning TA Allocation	REQD	N	60 - Fairbanks Areawide	Fairbanks	N/A	New Construction		Totals:		0	0	0	0	3PF	45,547	46,654		
Description: FAST Planning Transportation Alternatives Program Allocation. See FAST Planning's TIP for projects.														0	TAP	458,852	470,000		
														Totals:	504,399	516,654	1,200,000		
Need ID: 33973	Name: ASTAR PEL - Triangle Community Road Corridor	AHS	N	40 - Arctic	Atkasuk	N/A	Planning		Totals:		0	0	0	9	3PF	0	79,601		
Description: The purpose of this PEL study is to evaluate the feasibility of an all-season gravel road and utility corridor between Utqiagvik, Atkasuk, and Wainwright.														9	SM	0	79,778		
														9	STP	0	1,605,621		
														Totals:	0	1,765,000	3,494,000		
Need ID: 33977	Name: Emmonak Port Phase II	REQD	N	39 - Bering Straits/Yukon Delta	Emmonak	N/A			Totals:		0	0	0	4	OSF	9,400,000	0		
Description: Completion of Phase II of the Lower Yukon River Region Port and Road Renovation Project, to construct the ramp for the Port.															Totals:	9,400,000	0	0	

LEGAL STATUS

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LEGAL STATUS

National Performance Management Measures; Assessing Performance of the National Highway System, Greenhouse Gas Emissions Measure

A Proposed Rule by the [Federal Highway Administration](#) on [07/15/2022](#)

 This document has a comment period that ends in 76 days. (10/13/2022)

Read the [2 public comments](#) 

Notice of proposed rulemaking (NPRM); request for comments.

SUMMARY:

Extreme weather due to climate change threatens the safety and mobility of Americans and challenges the stability of supply chains. To help address the climate crisis, FHWA proposes to amend its regulations governing national performance management measures to require State departments of transportation (State DOTs) and metropolitan planning organizations (MPOs) to establish declining carbon dioxide (CO₂) targets and to establish a method for the measurement and reporting of greenhouse gas (GHG) emissions associated with transportation under the Highways title of the United States Code (U.S.C.). The proposed rule would not mandate the level of the targets. Rather, State DOTs and MPOs would have flexibility to set targets that are appropriate for their communities and that work for their respective climate change and other policy priorities, as long as the targets would reduce emissions over time. Specifically, the proposed rule would require State DOTs and MPOs that have National Highway System (NHS) mileage within their State geographic boundaries and metropolitan planning area boundaries, respectively, to establish declining CO₂ emissions targets to reduce CO₂ emissions generated by on-road mobile sources relative to a reference year defined as calendar year 2021, that align with the Administration's net-zero targets as outlined in the national policy established under Executive orders entitled “Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis” and “Tackling the Climate Crisis at Home and Abroad” and at the Leaders Summit on Climate. The proposed rule would require MPOs serving urbanized areas with multiple MPOs to establish additional joint targets. The proposed rule also would require State DOTs and MPOs to biennially report on their progress in meeting the targets and require FHWA to assess significant progress toward achieving the targets.

DATES:

Comments must be received on or before October 13, 2022.

(<https://www.govinfo.gov/link/uscode/23/119>). For instance, the construction of a new grade-separated transit facility has the potential to reduce travel on neighboring roadways, which in turn would reduce congestion, improve safety, and reduce criteria pollutant emissions in addition to reducing on-road GHG emissions.


FHWA acknowledges that in proposing to establish this measure, FHWA would be largely reestablishing the measure repealed in 2018. 83 FR 24920 (</citation/83-FR-24920>). FHWA expects that States and MPOs have no reliance interests resulting from the repeal or, for that matter, from the 2017 GHG measure. FHWA repealed the 2017 GHG measure before the respective due dates for target setting or reporting, and FHWA assumes that no State DOTs or MPOs incurred any costs due to the promulgation and prompt repeal of that measure. Nor did the repeal itself impose any compliance costs on State DOTs or MPOs. Accordingly, FHWA does not expect this proposed rule to result in any increased burden on State DOTs or MPOs by virtue of the fact that FHWA previously established a similar measure that was repealed before any State DOTs or MPOs relied on and implemented its target setting and reporting requirements. The proposed measure would be a new one. As a result, FHWA expects that States or MPOs would not have any reliance interests based on the repeal of the 2017 GHG measure. Moreover, it is FHWA's policy judgment that implementation of the proposed GHG measure, which would advance the national policy objectives stated in section 1 of E.O. 13990 (</executive-order/13990>) and E.O. 14008 (</executive-order/14008>) and the Department's strategic goal of reducing GHG emissions from transportation and would increase accountability through reporting requirements, would outweigh any minimal reliance interests, to the extent they exist.



1. COSTS AND BENEFITS

The May 2018 repeal final rule determined that “the measure imposes unnecessary regulatory burdens on State DOTs and MPOs with no predictable benefits,” and stated that “FHWA does not believe the speculative and uncertain benefits are a sufficient reason to retain the GHG measure, especially given the very definite costs associated with the measure.” 83 FR 24924-25 (</citation/83-FR-24924>). FHWA previously noted that since benefits that may possibly flow from the GHG measure came from its potential to influence State DOT

and MPO investment decisions, and it is not possible to conclude with certainty the GHG measure would cause State DOTs and MPOs to make decisions that change CO₂ emissions levels. 83 FR 24925 (/citation/83-FR-24925). Thus, FHWA concluded that it was not possible to predict, with any reasonable degree of certainty, the extent to which the influence effects of the GHG measure might result in actual changes in emissions levels.



FHWA has reexamined this approach and anticipates that this proposed rule would result in substantial benefits that are neither speculative nor uncertain. This measure would create environmental sustainability benefits by supporting more informed choices about transportation investments and other policies to help achieve net-zero emissions economy-wide by 2050. Reporting GHG emissions and setting GHG emissions targets would increase public awareness of GHG emissions trends, promote the consideration of GHG emissions in transportation planning decisions, and more transparently characterize the impact of these decisions on GHG emissions. These benefits are not easily quantifiable.

Climate change results from the incremental addition of GHG emissions from millions of individual sources, which collectively have a large impact on a global scale. The totality of climate change impacts is not attributable to any single action, but is exacerbated (or □ reduced) by a series of actions, including actions taken under the Federal-aid highway program. Policies to reduce GHG pollution from transportation align with environmental performance and are essential to minimize the impacts from climate change discussed in the Fourth National Climate Assessment, which include sea level rise and increased frequency and severity of heat waves and heavy precipitation, coastal flooding, wildfires, and other extreme events.^[32]

As stated in section 101 of E.O. 14008 (/executive-order/14008), U.S. engagement to address the climate crisis is both necessary and urgent to avoid “a dangerous, potentially catastrophic, climate trajectory.” Significant short-term global reductions in GHG emissions and net-zero global emissions by 2050 or before will be important. 86 FR 7619 (/citation/86-FR-7619).

FEDERAL LANDS ACCESS PROGRAM (FLAP)

	FAST Act (extension)	Bipartisan Infrastructure Law (BIL)				
Fiscal year (FY)	2021	2022	2023	2024	2025	2026
Contract authority	\$270 M	\$286 M	\$292 M	\$297 M	\$304 M	\$309 M

Note: Except as indicated, all references in this document are to the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act, Pub. L. 117-58 (Nov. 15, 2021).

Under BIL, the amount authorized for FLAP will increase to \$286 M in FY22 from \$270 M in FY21. Over the five years of the BIL, the FLAP will receive over 14% more under this program, as compared to the amounts authorized in the FAST Act (FY16-20).

Program Purpose

The BIL continues to allocate FLAP funds for projects on Federal Lands Access Transportation Facilities that are located on or adjacent to, or that provide access to Federal lands.

Statutory Citations

- § 11113; 23 U.S.C. 201 and 204

Funding Features

Except as specified below, BIL continues all funding features that applied to FLAP under the FAST Act.

Types of Budget Authority or Authorization of Appropriations

- Contract authority from the Highway Account of the Highway Trust Fund, subject to the overall Federal-aid obligation limitation.

Set-aside

- Increases the combined amount of **FLAP** and FLTP funds to be set aside each FY (for example, transportation planning) from not more than 5% **[NEW]** to not more than 20% [§ 11113(a)(2); 23 U.S.C. 201(c)(8)(A)]

Eligible Activities

- Funds made available under this program shall be used to pay for—
 - transportation planning, research, engineering, preventive maintenance, rehabilitation, restoration, **[NEW] context-sensitive solutions**, construction, and reconstruction of Federal lands access transportation facilities located on or adjacent to, or that provide access to, Federal land, and—
 - adjacent vehicular parking areas, **[NEW] including interpretive panels in or adjacent to those areas**;
 - acquisition of necessary scenic easements and scenic or historic sites;
 - provisions for pedestrians and bicycles;
 - environmental mitigation in or adjacent to Federal land to improve public safety and reduce vehicle-caused wildlife mortality while maintaining habitat connectivity;
 - construction and reconstruction of roadside rest areas, including sanitary and water facilities;
 - **[NEW] contextual wayfinding markers**;
 - **[NEW] landscaping**;
 - **[NEW] cooperative mitigation of visual blight, including screening or removal**; and
 - other appropriate public road facilities, as determined by the Secretary;
 - operation and maintenance of transit facilities; and
 - any transportation project eligible for assistance under title 23, United States Code, that is within or adjacent to, or that provides access to, Federal land. [§ 11113(b)(1); 23 U.S.C. 204(a)(1)]

Federal Share

- **[NEW]** Up to 100% [§ 11113(a)(1); 23 U.S.C. 201(b)(7)(B)]

Program Features

BIL continues all requirements that applied to FLAP under the FAST Act, with the following changes.

Alternative Contracting Methods

- For FLAP funds and under certain conditions, BIL allows the Secretary to use alternative contracting methods on behalf of Federal Land Management Agencies. [11305(a); 23 U.S.C. 201(f)]

Native Plant Materials

- Requires entities carrying out FLAP projects to consider, to the maximum extent practicable, the use of locally adapted native plant materials and designs that minimize runoff and heat generation. [§ 11113(b)(2); 23 U.S.C. 204(a)(6)]

Efficient Implementation of the National Environmental Policy Act (NEPA)

- FHWA may prepare an environmental document (an environmental impact statement, environmental assessment, categorical exclusion, or other NEPA document) pursuant to FHWA's NEPA implementing procedures if requested by the project sponsor (the Federal Land Management Agency (FLMA) that seeks or receives funds under title 23, U.S.C., for a project authorized under the FLTP or FLAP program), and if all areas of analysis required by the project sponsor can be addressed. [§ 11311; 23 U.S.C. 203(e)(1) and (2)]
 - A FHWA-prepared environmental document shall address all areas of analysis required by a FLMA to the maximum extent practicable.
 - Notwithstanding any other provision of law, a FLMA shall not be required to conduct an independent evaluation of the adequacy of a FHWA-prepared environmental document.
 - In authorizing or implementing a project, a FLMA may use an environmental document prepared by FHWA for a project addressing the same or substantially the same action to the same extent that the FLMA could adopt or use a document previously prepared by another Federal agency. [§ 11311; 23 U.S.C. 203(e)(3)]
- The project sponsor may use a categorical exclusion (CE) from FHWA's implementing regulations if –
 - the project sponsor makes a determination, in consultation with FHWA, that the CE applies to the project;
 - the project satisfies the conditions for a CE under NEPA; and
 - the use of the CE does not conflict with the implementing regulations of the project sponsor, except for any list of the project sponsor that designates CEs. [§ 11311; 23 U.S.C. 203(e)(4)]
- The Secretary shall assist the FLMA with all design and mitigation commitments made jointly by the Secretary and the project sponsor in any environmental document prepared by the Secretary in accordance with this subsection. [§ 11311; 23 U.S.C. 203(e)(5)]

Additional Information and Assistance

- For more information about the Federal Lands Access Program, visit: [Office of Federal Lands | FHWA \(dot.gov\)](https://www.fhwa.dot.gov/federal-lands/).
- To contact the Federal Lands Highway Division for your State, visit: <https://highways.dot.gov/federal-lands/about/contacts>.
- For general assistance related to BIL, visit: https://www.fhwa.dot.gov/bipartisan-infrastructure-law/technical_support.cfm.

PROMOTING RESILIENT OPERATIONS FOR TRANSFORMATIVE, EFFICIENT, AND COST-SAVING TRANSPORTATION (PROTECT) FORMULA PROGRAM

	Fast Act (extension)	Bipartisan Infrastructure Law (BIL)				
Fiscal year (FY)	2021	2022	2023	2024	2025	2026
Contract authority	---	\$1.40 B	\$1.43 B	\$1.46 B	\$1.49 B	\$1.52 B

Note: Except as indicated, all references in this document are to the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act, Pub. L. 117-58 (Nov. 15, 2021).

Program Purpose

The BIL establishes the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk costal infrastructure.

Statutory Citations

- § 11405; 23 U.S.C. 176(c)

Funding Features

The PROTECT Program includes both formula funding distributed to States and competitive grants. This fact sheet describes the program's formula funding ("PROTECT Formula Program").

Type of Budget Authority or Authorization of Appropriations

- Contract authority from the Highway Account of the Highway Trust Fund, subject to the overall Federal-aid obligation limitation.

Apportionment of Funds

- As under the FAST Act, the BIL directs FHWA to apportion funding as a lump sum for each State then divide that total among apportioned programs.
- Each State's PROTECT Formula Program apportionment is calculated based on a percentage specified in law. [23 U.S.C. 104(b)(8)] (See "Apportionment" fact sheet for a description of this calculation)

Set-aside for Resilience-Related Planning

- Requires each State to use at least 2% of its PROTECT Formula Program funding each fiscal year for specified types of resilience-related planning activities, such as developing a resilience improvement plan; resilience planning, predesign, or design; technical capacity-building; or evacuation planning and preparation. [§ 11405; 23 U.S.C. 176(c)(2) and (d)(3)]

Limitations

- Permits a State to use up to 40% of its PROTECT Formula Program funding to construct new capacity. [§ 11405; 23 U.S.C. 176(c)(3)(F)(i)]
- Permits a State to use up to 10% of its PROTECT Formula Program funding for development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities. [§ 11405; 23 U.S.C. 176(c)(3)(E)(i)(I) and (F)(ii)]

Transferability to Other Federal-aid Apportioned Programs

- A State may transfer up to 50% of PROTECT Formula funds made available each fiscal year to any other apportionment of the State, including the National Highway Performance Program, Surface Transportation Block Grant Program, Highway Safety Improvement Program, Congestion Mitigation and Air Quality Improvement Program, National Highway Freight Program, and **[NEW]** Carbon Reduction Program. Conversely, subject to certain limitations, a State may transfer up to 50% of funds made available each fiscal year from each other apportionment of the State to the PROTECT Formula Program. [23 U.S.C. 126(a)] (See other program-specific fact sheets for additional details.)

Federal Share

- Generally, up to 80% [§ 11405; 23 U.S.C. 176(c)(3)(D)(i)]
- Non-Federal share may be reduced by—
 - 7 percentage points if the State developed a Resilience Improvement Plan and prioritized the project on that Resilience Improvement Plan; and
 - 3 percentage points if a State Resilience Improvement Plan developed in accordance with 23 U.S.C. 176(e) is incorporated into the metropolitan transportation plan under 23 U.S.C. 134 or the statewide long-range transportation plan under 23 U.S.C. 135, as applicable. [§ 11405; 23 U.S.C. 176(e)(1)(B)]
- A State may not receive a reduction in non-Federal share under 23 U.S.C. 176(e)(1) of more than 10 percentage points for any single project carried out with PROTECT Formula Program funds. [§ 11405; 23 U.S.C. 176 (e)(1)(B)(iii)(I)].
- A reduction in non-Federal share under 23 U.S.C. 176(e)(1) shall not reduce the non-Federal share of the costs of a project carried out with PROTECT Formula Program funds to an amount that is less than zero. [(§ 11405; 23 U.S.C. 176 (e)(1)(B)(iii)(II)].
- A State may use Federal funds (other than PROTECT Formula Program funds) to meet the non-Federal share for a project funded with PROTECT Formula Program funds. [§ 11405; 23 U.S.C. 176(c)(3)(D)(ii)]

Eligible Facilities, Activities, and Costs

Eligible Facilities

- A State may only use its PROTECT Formula Program funds for eligible activities and eligible costs (see below) associated with—
 - highway projects eligible under Title 23, U.S.C.;
 - public transportation facilities or services eligible under chapter 53 of title 49, U.S.C.; or
 - port facilities, including facilities that connect ports with other modes of transportation, improve the efficiency of evacuations and disaster relief, or aid transportation. [§ 11405; 23 U.S.C. 176(c)(3)(B)]

Eligible Activities

- A State shall use its PROTECT Formula Program funds for—
 - **Planning Activities** limited to developing a Resilience Improvement Plan; Resilience planning, predesign, design, or the development of data tools to simulate transportation disruption scenarios, including vulnerability assessments; technical capacity building to facilitate the ability of the State to assess the vulnerabilities of its surface transportation assets and community response strategies under current conditions and a range of potential future conditions; or evacuation planning and preparation [§ 11405; 23 U.S.C. 176(c)(2) and 176(d)(3)];
 - **Resilience Improvements** to improve the ability of an existing surface transportation asset to withstand one or more elements of a weather event or natural disaster, or to increase the resilience of surface transportation infrastructure from the impacts of changing conditions, such as sea level rise, flooding, wildfires, extreme weather events, and other natural disasters [§ 11405; 23 U.S.C. 176(d)(4)(A)];
 - **Community Resilience and Evacuation Route activities** that strengthen and protect evacuation routes that are essential for providing and supporting evacuations caused by emergency events, including: resilience improvements if they will improve evacuation routes, and projects to ensure the ability of the evacuation route to provide safe passage during an evacuation and reduce the risk of damage to evacuation routes as a result of future emergency events [§ 11405; 23 U.S.C. 176(d)(4)(B)]; or
 - **At-Risk Coastal Infrastructure activities** to strengthen, stabilize, harden, elevate, relocate or otherwise enhance the resilience of highway and non-rail infrastructure, including: bridges, roads, pedestrian walkways, and bicycle lanes, and associated infrastructure, such as culverts and tide gates to protect highways that are subject to, or face increased long-term future risks of, a weather event, a natural disaster, or changing conditions, including coastal flooding, coastal erosion, wave action, storm surge, or sea level rise, in order to improve transportation and public safety and to reduce costs by avoiding larger future maintenance or rebuilding costs. [§ 11405; 23 U.S.C. 176(d)(4)(C)]

Eligible Costs

- **Eligible Project Costs in General:** Development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities; and construction, reconstruction, rehabilitation, and acquisition of real property (including land related to the project and improvements to land), environmental mitigation, construction contingencies, acquisition of equipment directly related to improving system performance, and operational improvements. [§ 11405; 23 U.S.C. 176(c)(3)(E)(i)]
- **Eligible Planning Costs:** In the case of a planning activity described in 23 U.S.C. 176(d)(3) that is carried out by a State with PROTECT Formula Program funds, eligible costs may include development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, other preconstruction activities, and other activities consistent with carrying out the purposes of 23 U.S.C. 176(d)(3). [§ 11405; 23 U.S.C. 176(c)(3)(E)(ii)]

System Resilience Elements

- A project carried out by a State with PROTECT Formula Program funds may include the use of natural infrastructure or the construction or modification of storm surge, flood protection, or aquatic

ecosystem restoration elements that are functionally connected to a transportation improvement.
[§ 11405; 23 U.S.C. 176(c)(3)(C)]

Program Features

This is a new program established under BIL.

Projects in Base Floodplains

- For a project carried out in a base floodplain, requires the State to identify and disclose to the Secretary that base floodplain, and indicate whether the State plans to implement, for that area, any components of the risk mitigation plan under section 322 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5165).
[§ 11405; 23 U.S.C. 176(c)(3)(A)]

Treatment of Projects

- Treats every project funded under the program as if it were located on a Federal-aid highway. This ensures applicability of Davis-Bacon wage requirements that apply to other projects on Federal-aid highways. [§ 11405; 23 U.S.C. 176(h)]

Additional Information and Assistance

- FHWA can connect you with your local FHWA office and support you with technical assistance for planning, design, construction, preserving, and improving public roads and in the stewardship of Federal funds. For assistance, visit: https://www.fhwa.dot.gov/bipartisan-infrastructure-law/technical_support.cfm.
- For general assistance related to BIL, visit: https://www.fhwa.dot.gov/bipartisan-infrastructure-law/technical_support.cfm.



Subject: **INFORMATION:** Promoting
Resilient Operations for
Transformative, Efficient, and Cost-
Saving Transportation (PROTECT)
Formula Program Implementation
Guidance

Date: July 29, 2022

From: Gloria M. Shepherd
Associate Administrator, Office of
Environment, Planning & Realty

In Reply Refer To:
HEP-1

To: Division Administrators
Directors of Field Services

On November 15, 2021, the President signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”) (BIL) into law. The BIL added the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program in section 176(c) of title 23, United States Code (23 U.S.C.). The attached PROTECT Formula Program Implementation Guidance provides information on funding; eligible activities, facilities, and costs; and requirements of the PROTECT Formula Program. Section 11405 of the BIL established both the PROTECT Formula and Discretionary Grant Programs. This document focuses on the PROTECT Formula Program.

Except for the statutes and regulations cited, the contents of this document do not have the force and effect of law and are not meant to bind the States or the public in any way. This document is intended only to provide information regarding existing requirements under the law or agency policies.

This document will be accessible on the Resilience Website ([FHWA Resilience Website](#)) and the BIL Website ([FHWA Bipartisan Infrastructure Law Website](#)) and through the Policy and Guidance Center ([FHWA Policy and Guidance Center](#)).

If you have any questions, please contact Rob Kafalenos (202-366-2079 or Robert.Kafalenos@dot.gov) of the Office of Natural Environment.

Attachment

cc: Felicia James, FTA Associate Administrator for Planning & Environment
Paul Nissenbaum, Associate Administrator for Railroad Policy and Development
William Paape, MARAD Associate Administrator for Ports & Waterways

**Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving
Transportation (PROTECT) Formula Program Implementation Guidance
(July 29, 2022)**

TABLE OF CONTENTS

- A. DEFINITIONS**
- B. PROGRAM PURPOSE**
- C. GUIDANCE ON STRATEGIC PRIORITIES AND USE OF FEDERAL-AID HIGHWAY
FORMULA FUNDING**
- D. GOVERNING AUTHORITIES**
- E. FUNDING**
- F. ELIGIBILITY**
- G. RESILIENCE IMPROVEMENT PLANS**
- H. DAVIS-BACON ACT REQUIREMENTS**
- I. PROGRAM EVALUATION**
- J. ADDITIONAL INFORMATION**

A. DEFINITIONS

In this guidance, the following definitions as established in BIL apply:

Emergency event means a natural disaster or catastrophic failure resulting in:

- (A) an emergency declared by the Governor of the State in which the disaster or failure occurred; or
- (B) an emergency or disaster declared by the President. (23 U.S.C. 176(a)(1)).

Evacuation route means a transportation route or system that:

- (A) is owned, operated, or maintained by a Federal, State, Tribal, or local government;
- (B) is used—
 - (i) to transport the public away from emergency events; or
 - (ii) to transport emergency responders and recovery resources; and
- (C) is designated by the eligible entity with jurisdiction over the area in which the route is located for the purposes described in sub-paragraph (B). (23 U.S.C. 176(a)(2)).

Natural infrastructure means infrastructure that uses, restores, or emulates natural ecological processes and—

- (A) is created through the action of natural physical, geological, biological, and chemical processes over time;
- (B) is created by human design, engineering, and construction to emulate or act in concert with natural processes; or
- (C) involves the use of plants, soils, and other natural features, including through the creation, restoration, or preservation of vegetated areas using materials appropriate to the region to manage stormwater and runoff, to attenuate flooding and storm surges, and for other related purposes. (23 U.S.C. 101(a)(17)).

Resilience with respect to a project, means a project with the ability to anticipate, prepare for, or adapt to conditions or withstand, respond to, or recover rapidly from disruptions, including the ability—

- (A)
 - (i) to resist hazards or withstand impacts from weather events and natural disasters; or
 - (ii) to reduce the magnitude or duration of impacts of a disruptive weather event or natural disaster on a project; and
- (B) to have the absorptive capacity, adaptive capacity, and recoverability to decrease project vulnerability to weather events or other natural disasters. (23 U.S.C. 101(a)(24)).

Resilience improvement means the use of materials or structural or nonstructural techniques, including natural infrastructure:

- (A) that allow a project—
 - (i) to better anticipate, prepare for, and adapt to changing conditions and to withstand and respond to disruptions; and
 - (ii) to be better able to continue to serve the primary function of the project during and after weather events and natural disasters for the expected life of the project; or

(B) that—

- (i) reduce the magnitude and duration of impacts of current and future weather events and natural disasters to a project; or
- (ii) have the absorptive capacity, adaptive capacity, and recoverability to decrease project vulnerability to current and future weather events or natural disasters. (23 U.S.C. 176(a)(4)).

B. PROGRAM PURPOSE

This document provides background and guidance to clarify eligibility requirements for the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program under the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. 117-58, also known as the “Bipartisan Infrastructure Law” (BIL)) (BIL § 11405).

Section 11405 of the BIL established both the PROTECT Formula and Discretionary Grant Programs. The purpose of these programs is to provide funds for resilience improvements through formula funding distributed to States; competitive planning grants to enable communities to assess vulnerabilities to current and future weather events and natural disasters and changing conditions, including sea level rise, and plan transportation improvements and emergency response strategies to address those vulnerabilities; and competitive resilience improvement grants to protect:

- Surface transportation assets by making them more resilient to current and future weather events and natural disasters, such as severe storms, flooding, drought, levee and dam failures, wildfire, rockslides, mudslides, sea level rise, extreme weather, including extreme temperature, and earthquakes;
- Communities through resilience improvements and strategies that allow for the continued operation or rapid recovery of surface transportation systems that serve critical local, regional, and national needs, including evacuation routes, and that provide access or service to hospitals and other medical or emergency service facilities, major employers, critical manufacturing centers, ports and intermodal facilities, utilities, and Federal facilities;
- Coastal infrastructure, such as a tide gate to protect highways, that is at long-term risk to sea level rise;
- Natural infrastructure that protects and enhances surface transportation assets while improving ecosystem conditions, including culverts that ensure adequate flows in rivers and estuarine systems. (*See* 23 U.S.C. 176(b)(2); 176(c)(1)).

Although near-term costs may be higher, investments in resilience projects and activities can reduce long-term, life cycle infrastructure costs by avoiding future damage, maintenance, and reconstruction.

Although both the PROTECT Formula and Discretionary Grant programs share common eligible activities, this guidance focuses only on the Formula Program (23 U.S.C. 176(c)).

FAST Planning TIP Administrative Modification #6 - FFY22 OBLIGATION STATUS REPORT (as of July 29, 2022)

ALLOCATION TOTALS (Federal Share)

ALLOCATIONS	PHASE	AMOUNT	FFY22 OBLIGATIONS	PERCENT OBLIGATED
STP	All	\$6,563.6	\$6,098.3	93%
STP AC	All	\$4,862.1	\$4,862.1	100%
CMAQ	All	\$727.8	\$727.8	100%
CMAQ AC	All	\$727.8	\$727.8	100%
PL	All	\$321.2	\$321.2	100%
OFFSET	All	\$1,150.3	\$907.1	79%
TOTAL		\$14,352.9	\$13,644.3	95%

STP FUNDS (Federal Share)

IRIS	STP	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY22 OBLIGATIONS	PERCENT OBLIGATED	COMMENTS
NFHWY00445	5th Avenue Reconstruction	Design	7/7/2022	\$268.4	\$268.4	100%	
		Right-of-Way	5/9/2022	\$121.8	\$121.8	100%	
NFHWY00648	Advanced Project Definition	Planning	10/21/2021	\$91.0	\$91.0	100%	
NFHWY00280	Chena Riverwalk, Stage III	Right-of-Way	1/24/2022	\$76.8	\$76.8	100%	
HFHWY002017	Coordinator's Office	Planning	7/15/2021	\$100.0	\$100.0	100%	
Z622070000	Cushman Street Bridge Rehabilitation	Construction	2/3/2022	\$4,862.1	\$4,862.1	100%	FFY23 AC
NFHWY00603	FAST Improvement Program	Design	1/18/2022	\$305.7	\$305.7	100%	
		Construction	4/20/2022	\$878.8	\$878.8	100%	
TBD	Lathrop Street Extension	Utilities	5/24/2022	\$727.8	\$727.8	100%	Transfer to FTA
		Construction	5/24/2022	\$467.6	\$467.6	100%	Transfer to FTA
Z628380000	McGrath Road Upgrade	Multiple	7/7/2022	\$45.7	\$45.7	100%	
NFHWY00269	North Pole Streetlight Standardization - Phase I	Utilities		\$2.3		0%	Phase Placeholder
		Construction	6/7/2022	\$1,455.5	\$1,447.3	99%	
NFHWY00158	Old Richardson Highway Intersection Improvements	Utilities	1/18/2022	\$545.8	\$545.8	100%	
		Construction	1/18/2022	\$793.6	\$793.6	100%	
NFHWY00014	Woll Road Resurfacing & Widening	Design	2/3/2022	\$227.9	\$227.9	100%	
NFHWY00139	Yankovich/Miller Hill Road Reconstruction	Utilities		\$454.9		0%	
	TOTAL			\$11,425.7	\$10,960.4	96%	

CMAQ FUNDS (Federal Share)

IRIS	CMAQ	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY22 OBLIGATIONS	Percent Obligated	COMMENTS
NFHWY00280	Chena Riverwalk, Stage III	Right-of-Way	1/24/2022	\$127.4	\$127.4	100%	
NFHWY00290	College Road Bus Pullouts	Construction	4/27/2022	\$600.4	\$600.4	100%	
Z622070000	Cushman Street Bridge Rehabilitation	Construction	2/3/2022	\$727.8	\$727.8	100%	FFY23 AC
	TOTAL			\$1,455.6	\$1,455.6	100%	

PL FUNDS (Federal Share)

IRIS	PL	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY22 OBLIGATIONS	Percent Obligated	COMMENTS
HFHWY002017	FAST Coordinators Office	Planning	10/1/2021	\$321.2	\$321.2	100%	
	TOTAL			\$321.2	\$321.2	100%	

FAST Planning FFY22 Offsets

July 29, 2022

PROJECT OFFSETS	Federal	Total w/ Match	
FMATS Sidewalk Improvement Program FFY16-18 - Design Phase	\$193,786	\$213,022	
Wembley Avenue Improvements	\$45,398	\$49,904	
Road Service Area Expansion Plan	\$133	\$146	
Non-Motorized Plan Update	\$7,398	\$8,133	
Advanced Project Definition FFY19-21	\$35,474	\$38,995	
Old Richardson Highway Intersection Improvements	\$64,592	\$71,004	
Tanana Loop & South Chandalar Drive Intersections	\$67,217	\$73,889	
FMATS Sign Replacement Stage III - Design Phase	\$11,626	\$12,780	
FAST Improvement Program FFY20 - Utilities Phase	\$1,011	\$1,111	
Gillam Way Rehabilitation	\$392,722	\$431,705	
FMATS Sidewalk Improvement Program FFY19	\$75,322	\$82,799	
College Road Bus Pullouts	\$99,351	\$109,213	CMAQ
FAST Improvement Program FFY22 - Construction Phase	\$156,310	\$171,826	
FAST Intersection Improvements (1st & 10th) - Construction	\$13,966	\$15,352	
FAST Improvements Program FFY20 - Construction Phase	\$7,131	\$7,839	
Total	\$1,171,437	\$1,287,718	
COMMITTED OFFSETS			
FAST Improvement Program FFY22 (6th & Lacey Intersection)	-\$104,616	-\$115,000	Policy Board approved 10.20.2021
College Road Bus Pullouts - Construction Phase	-\$17,947	-\$19,729	Executive Director approved 04.18.2022
FMATS Sign Replacement Stage III - Construction Phase	-\$90,431	-\$99,408	Executive Director approved 04.13.2022
Airport Way West Pedestrian Facilities	-\$125,678	-\$138,154	Executive Director approved 05.13.2022
FAST Intersection Improvements FFY21	-\$92,684	-\$101,884	Executive Director approved 05.20.2022
Yankovich/Miller Hill Road Reconstruction	-\$136,370	-\$150,000	Technical Committee approved 05.04.2022
FAST Sidewalk Improvement Program FFY20	-\$78,000	-\$85,743	Executive Director approved 07.20.2022
North Pole Streetlight Standardization - Construction Phase	-\$261,330	-\$287,271	Pending Technical Committee Approval
Total	-\$907,057	-\$997,189	
FFY22 AVAILABLE TIP FUNDS	\$231,967	\$254,993	As shown in TIP Amin Mod #6 06.15.2022
Remaining Funds to be Obligated	\$496,347	\$545,522	

Pending Deobligations from Project Closures

July 29, 2022

IRIS	Project	Construction Year	Estimated Federal Deobligation	Notes
NFHWHY00524	FAST Intersection Improvement Program FFY21	2021	TBD	Pending construction closeout
NFHWHY00559	FAST Sidewalk Improvement Program FFY21	2021	TBD	Pending construction closeout
NFHWHY00246	Sign Replacement, Stage III	2021	TBD	Pending construction closeout
		TOTAL	TBD	