



❖ POLICY BOARD ❖

Meeting Agenda

Wednesday, February 28, 2024, 12:00 – 2:00 PM
100 Cushman Street, Suite 205 (Key Bank Building)

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:** 816-3293-4524

1. Call to Order
2. Introduction of Members & Attendees
3. Approval of February 21, 2024 Meeting Agenda
4. Approval of January 17, 2024 Meeting Minutes Pg 2-9
5. Staff/Working Group/Chair Report Pg 10-23
6. Public Comment Period
7. Old Business
 - a. Ramifications to Transportation Conformity with Air Quality Conformity Freeze Pg 24-38
 - ❖ Summary discussion of January 22nd training hosted by Federal Highway Administration and February 5th Interagency Consultation meeting on Conformity Freeze
8. New Business
 - a. Federal Planning Finding on Draft FFY2024-27 Statewide Transportation Improvement Program (STIP)
 - ❖ Review of corrective action items and status of the STIP Pg 39-76
 - b. Pearl Creek Elementary School Access Improvements & Motor Vehicle Plugins Pg 77-81
 - ❖ Discussion of ramifications for 2024 construction with potential for school closure
 - c. FFY2023-27 Transportation Improvement Program (TIP) Administrative Modification #2 (**Action Item**)
 - ❖ Consideration of approval of minor changes to multiple projects and programs Pg 82-108
 - d. Project Enhancement Committee Roles & Responsibilities (**Action Item**) Pg 109-112
 - ❖ Consideration of removing term limits for Committee membership
 - e. Letter of Support for FNSB Grant Application for Planning & Design of Nenana to Fairbanks segment of Alaska Long Trail (**Action Item**) Pg 113-114
9. Informational Items
 - a. Obligations & Offsets Pg 115-118
10. Other Issues
11. Board Member Comments
12. Adjournment

Next Scheduled Policy Board Meeting: Wednesday, March 20, 2024 | 12:00 – 2:00 P.M.



FAST POLICY BOARD

Meeting Minutes

January 17, 2024 • 12:00 – 2:00 P.M.

FAST Planning Office, KeyBank Building, 100 Cushman Street, Suite 215, Fairbanks, AK

Web Conference at: <https://fastplanning.us/keepup/zoom/>

Zoom Meeting Telephone Number: 1 (253) 215-8782 Meeting ID: 828-1653-5873

1. Call to Order

Mayor Bryce Ward, Chair, called the meeting to order at 12:02 p.m.

2. Introduction of Members and Attendees

Attendee	Representative Organization
*Bryce Ward, Chair	Mayor, Fairbanks North Star Borough
*Jerry Cleworth, Vice Chair	Fairbanks City Council
*Joe Kemp	Director, DOT&PF Northern Region
*Jason Olds	Director, DEC Air Quality
*David Pruhs	Mayor, City of Fairbanks
*Scott Crass	FNSB Assembly
*Michael Welch (absent)	Mayor, City of North Pole
**Jackson Fox	FAST Planning
**Olivia Lunsford	FAST Planning
**Corey DiRutigliano	FAST Planning
**Deborah Todd	FAST Planning
**Randi Bailey	DOT&PF Planning
Chandra Clucas	City of North Pole Mayor-Pro-Tem
+Kellen Spillman	FNSB Planning
+Robert Pristash	City of Fairbanks Engineering
David Arvey	DOT&PF Construction
Ivet Hall	DOT&PF Preconstruction
James Marks	DOT&PF Statewide
Adam Moser	DOT&PF Statewide
Jennifer Wright	DOT&PF Preconstruction
Trisha Levasseur	FNSB Parks & Recreation
Jennifer Campbell	Participant
Mary Farrell	Participant
Luke Hopkins	Participant
Patrick Gilchrist	KTVF

Robyne Harrington	KUAC
Natalie Lyon	RESPEC
Barbara Schuhmann	Participant
Michelle G.	Participant

****FAST Planning Policy Board Members, ** FAST Planning Staff Members, + FAST Planning Technical Committee Members, • Bicycle/Pedestrian Advisory Committee (BPAC) Members***

3. Approval of the January 17, 2024 Agenda

Motion: To approve the January 17, 2024 Agenda. (Cleworth/Kemp).

Discussion: Mr. Crass expressed concerns with Agenda Item #11 regarding the Executive Session. Mr. Crass commented that it looked like the STIP [Statewide Transportation Improvement Program] and TIP [Transportation Improvement Program] were public documents so it was not clear to him why that would be going into an Executive Session.

Mayor Ward commented that it was an Agenda item, so it was appropriate to bring it up at this time and asked Mr. Crass if he had anything else he wanted to say about that.

Mr. Crass commented that in a nutshell was his concern. Any discussion of the STIP or the TIP, unless there was anything regarding litigation or other issues that might warrant an Executive Session. Mr. Crass commented that he knew there were a lot of folks in the public that were interested in these issues so, in his opinion, it would be better to have those discussions in public.

Mayor Ward asked Mr. Kemp if there was anything else he wanted to add.

Mr. Kemp commented that he asked for it to be on the agenda and thought it was something they needed to talk about with the Policy Board only. It should be brief. But he thought there were some things that they needed to talk about with the coordination of the STIP and the TIP.

Mayor Ward explained that they needed to parse out, if they were going to go into Executive Session, what those reasons were. If it was just general statements on STIP and TIP issues, those were not eligible. It had to be personnel related or litigation related.

Mr. Kemp commented that it was personnel-related if Mayor Ward wanted to add that on there.

Mayor Ward commented that at this point they were approving the agenda so if it were going to stay on as an agenda item, they could clarify that. As long as they could clarify the reasons that they were moving into Executive Session as a reason they needed privacy then they could discuss that later.

Vote on Motion: None opposed. Approved.

4. Approval of the December 20, 2023 Meeting Minutes

Motion: To approve the December 20, 2023 Meeting Minutes. (Cleworth/Crass).

Discussion: Mr. Cleworth noted a correction to the meeting minutes on Page 5 where “Green Streets Program” should be changed to “Complete Streets Program.”

Vote on Motion: None opposed. Approved.

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

- ☞ FAST Planning held a Joint Technical Committee/Policy Board Meeting with the Alaska DOT&PF Commissioner’s Office regarding the Draft FFY24-27 STIP.
- ☞ Mr. Fox met with the Alaska DOT&PF Commissioner’s Office and MatSu Valley Planning for Transportation (MVP) on the STIP allocations for FAST Planning and MVP.
- ☞ FAST Planning drafted the Letter of Support for the Fairbanks North Star Borough Roads Plan Update.
- ☞ Biweekly coordination meetings were continued with the consultant team working on the Transit Plan Updates.
- ☞ Mr. Fox submitted the Change of Officials form to the Alaska Division of Corporations removing Brent Rotermund from the Policy Board and replacing him with Scott Crass.
- ☞ Mr. Fox renewed the State of Alaska and City of Fairbanks Business Licenses.
- ☞ The CPA Audit continues for FFY23 with Alliance CPAs.
- ☞ The 2024 MPO annual dues invoices were sent out to each member agency.
- ☞ The FAST Planning website was updated to include the adopted updates to the Public Participation Plan, Title VI Plan, and the Metropolitan Planning Area Boundary Plan.
- ☞ FAST Planning created a presentation of the “2023 Year in Review” annual report for the Technical Committee and Policy Board with an overview of the work accomplished in 2023 and future endeavors planned by FAST staff and Committees.
- ☞ The approved Metropolitan Planning Area Boundary Plan Update and Methodology Report were submitted to the Alaska DOT&PF for signature by the Governor.
- ☞ Work was continued on the funding proposal to the U.S. Fish & Wildlife Service for culvert replacements on Peede, Repp, and Mission Roads in North Pole under the National Fish Passage Program

6. Public Comment Period (Non-Action Items)

- ☞ **Luke Hopkins, Goldstream Valley**, Mr. Hopkins stated he wanted to comment on the issue that was included in comments at the end of the last public meeting they had, specifically Agenda Item #11. Mr. Hopkins commented that there are four elected officials sitting at the table and there is no action item and no vote described in the agenda for which they are going to go into an Executive Session. Mr. Hopkins commented that he believes that they need to be taking a vote to go into an Executive Session, especially to

discuss personnel issues that were described recently by the representative from DOT. Mr. Hopkins commented that he finds this just incredible that four of them were going to go ahead and it was not even noticed. Mr. Hopkins commented that they talked about putting it on the agenda at the last meeting as an item and it was said that it would be added to the agenda. It was supposed to be about the STIP and TIP Program issues and not personnel issues, and it should be available to the public since they are both public documents. Mr. Hopkins commented that the agenda does not talk about personnel issues. DOT says it is about a personnel issue. Mr. Hopkins commented that he would hope that they do not take action on this, vote it down, and put it into a public document. Mr. Hopkins commented that he was surprised that four elected officials were going forward with it the way it is put forward.

- ☞ Mayor Ward asked if Mr. Hopkins was aware that they had to take an action to go into an Executive Session.
- ☞ Mr. Hopkins commented that it was an action item. Mr. Hopkins stated that he thought it would be included in the agenda as an action item. Mr. Hopkins stated that it is not clear, and you are talking about a public document, whether it was an action item or not on the agenda. Mr. Hopkins commented that he found it very loose and thought that the four officials should raise the issue when they got to it and vote against it.

7. Old Business

No old business.

8. New Business

a. Steese/Johansen Interchange Project Update

☞ *Guest Presentation by Alaska DOT&PF*

Mr. Fox introduced Jennifer Wright of DOT&PF to provide an update for the Steese/Johansen Interchange project to the Policy Board and answer any questions.

b. Fairbanks North Star Borough (FNSB) Comprehensive Roads Plan (Action Item)

☞ *Consideration of Approval of a Letter of Support to FNSB Assembly for Plan Adoption.*

Mr. Fox explained that he drafted a Letter of Support to the FNSB Assembly for adoption of the FNSB Comprehensive Roads Plan. Mr. Fox introduced Kellen Spillman of the Borough to present the Plan to the Policy Board.

Public Comment: No public comment.

January 17, 2024

Policy Board Meeting Minutes

Motion: To approve the January 17, 2024 Letter of Support [for the Fairbanks North Star Borough Comprehensive Roads Plan] written by Jackson Fox, our Executive Director. (Pruhs/Cleworth).

Discussion: Mayor Pruhs commented that he was very impressed with Mr. Spillman's public policy on bringing everyone through this process and knew that it was not easy.

Vote on Motion: None opposed. Approved.

c. 5th Avenue Reconstruction – Construction Increase (Action Item)

Mr. Fox explained that the reason for the increase was that the construction season closed, and the DOT and City of Fairbanks were tallying up the final costs to close out the project. The amount of the increase request is \$155,676. Mr. Fox explained that this increase required Policy Board approval because the cumulative amount of funding increases incurred for this project were above his and the Technical Committee's authority to approve.

Public Comment: No public comment.

Motion: To approve the increase of \$155,676 for the 5th Avenue Reconstruction Project. (Cleworth/Pruhs).

Discussion: Mayor Pruhs commented that he would second the motion as long as it was not a conflict of interest.

Mayor Ward clarified that that it was not a conflict of interest since it was a project that benefited everyone here.

Mr. Crass asked what happened to the project if the Policy Board did not approve the increase.

Mr. Fox explained that this was a situation where the money had already been spent and they could go to the City Council to fund it, but the City might not have the funds to do it. Mr. Fox explained that in this case, they were approving an increase for work that had already happened, and FAST Planning had the funds to pay for it. Mr. Fox explained that there have been rare cases where FAST Planning did not have enough funds to pay for an increase like McGrath Road, and alternative funding had to be found.

Mr. Cleworth explained that it is frustrating because there is not much they can do, as the City, when this happens. The problem with this project is that they estimated project costs in 2019 prior to Covid and there was an increase in construction costs.

Mr. Crass commented that he appreciated the explanation, and thought it was good to have that clarification as to what happened between now and then.

Mr. Kemp commented that they really try to keep things as tight as they can with change orders and a six percent increase is really quite good. It was a 2019 estimate and those dollars do not hold anymore so it has gone up since then.

Mayor Pruhs commented that the design and engineering changes that were done were on there too, like the work with property owners.

Mayor Ward commented that any time they dig up downtown there is always a question of what they were going to find. Mayor Ward commented that the School District Building was one of the buildings that benefitted from these improvements. Mayor Ward commented that originally the project was just going to be a mill and pave. Like putting lipstick on a pig as they say, so it was fortunate that they were able to find the funding to do the whole project. We have special policies in place on what can be approved by Mr. Fox, the Technical Committee, and the Policy Board in order to keep these projects moving. We empower and equip the DOT to keep those projects working with the Executive Director to make the funds available. It is really a great partnership but does require actions like this. The Executive Director keeps close tabs on monies that come in through close-outs of projects and those types of things, so that is certainly a good way to pay for this.

Vote on Motion: None opposed. Approved by consent.

d. FAST Planning – 2023 Year in Review

Mr. Fox provided a presentation of what was accomplished by FAST Planning in 2023 and what they hoped to accomplish in the coming year.

e. Technical Committee Representation Discussion

Mr. Fox introduced Mr. Cleworth to present the information contained in the meeting packet regarding Technical Committee representation. Mr. Cleworth explained that he brought this forward because he thought there should be a discussion about the membership of the Technical Committee.

After discussion by the Policy Board, it was determined that this should go through the Technical Committee for input and then brought back to the Policy Board.

9. Other Issues

No other issues.

10. Informational Items

a. Obligations and Offsets

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

11. Executive Session-Alaska DOT&PF Statewide Transportation Improvement Program (STIP) and FAST Planning Transportation Improvement Program (TIP) Issues

Mayor Ward explained that they did have a public comment period on this, and they did have it listed on the agenda, so they were going to have to vote whether or not to go into an Executive Session and list the reasons why. Mayor Ward explained that they did find themselves in a bit of a predicament if it is for personnel-related issues because that is not what the agenda item states. Mayor Ward commented that at this point, he thought it was appropriate for the Policy Board to have a conversation to discuss whether they needed to go into an Executive Session.

Mr. Kemp commented that he thought there were some things that the Policy Board needs to talk about with the coordination between the STIP and the TIP and the role of FAST Planning personnel. Mr. Kemp commented that he thought the six of them needed to talk about how FAST planning interacts with other agencies and how they report back to DOT. Mr. Kemp commented that he left it vague because it is a broad subject.

Mayor Ward commented that there were standards, guidelines, and policies the Policy Board was required to follow for Executive Sessions. And if there were specific personnel-related issues, that was another item. Mayor Ward commented that he thought Mr. Kemp needed to articulate who it was regarding and whether it was a disciplinary action. If it was something that was general, then it was on public record. Mayor Ward asked if Mr. Kemp could provide more clarity about what DOT was thinking.

Mr. Kemp commented that there is an issue with the way that the Executive Director has been talking with the Federal agencies is the problem that DOT has and he thought they needed to go into an Executive Session, and they needed to figure out what they wanted to do as a group. That was the intent here.

Mr. Cleworth commented that the rules for Executive Sessions were mitigation or negotiation strategies for personnel reasons. He thought if it was a personnel matter, the individual or individuals needed to be notified and he believed they had the right to attend.

Mayor Ward commented that Borough attorneys did not represent this organization so if they were going to talk about specific issues that required an attorney that would have to go through the Borough Assembly for that.

Mr. Cleworth commented that he was unclear about if they went into an Executive what their responsibility was to notify the individual or individuals. His thought was that the individual or individuals had the right to either attend or not attend.

Mr. Cleworth commented that he thought any member had the right to have an Executive Session or to ask for one, but they really needed to do it. He would

request that they take the time to confer with both the City and Borough attorneys on this.

Mayor Pruhs asked if they had any rules regarding Executive Sessions in the FAST Planning policy manual.

Mayor Ward commented that, as the Chair, he thought that it was not appropriate to have an Executive Session. They needed to have that spelled out and that individual given the right to defend that. That is not what is currently published in the agenda.

Mr. Cleworth asked if they needed a special meeting for this because they really needed to have their attorneys present for this.

Mr. Kemp commented that he did not think they needed to have a special meeting for it.

Mayor Ward commented that he thought that if they were going to have an action item coming forward, they needed to make sure it was appropriate for them to take that action. Mayor Ward commented that it was his understanding that the comments of the Executive Director and the Policy Board may not have been appreciated by any or all agencies. In his experience, that was not unusual. Mayor Ward commented that they had had some tersely worded letters about actions that they thought were not appropriate. Mayor Ward commented that if it was regarding those types of issues and how we address the Executive Director, that is really a public issue. If that issue is changed then we really need to have a discussion and the public has a right to hear that. If it is specific to the actions of a personnel member from FAST Planning, that is a different situation. Mayor Ward commented that he could work with Mr. Kemp afterwards to make sure what the issue was.

Motion: No motion was made.

12. Policy Board Member Comments

- ☞ Mr. Olds commented that it was a pleasure to be there in person.
- ☞ Mayor Ward thanked the Policy Board for their Letter of Support for the Comprehensive Roads Plan.

13. Adjournment

The meeting was adjourned at 1:55 p.m. The next Policy Board Meeting is scheduled for Wednesday, February 21, 2024.

Approved: _____ **Date:** _____

Mayor Bryce Ward, Chair
FAST Planning Policy Board



STAFF REPORT

February 23, 2024

Regular Meetings

- Hosted the Bicycle & Pedestrian Advisory Committee, Technical Committee, and Policy Board meetings; prepared meeting packets, minutes, and action items; posted advertisements in the newspaper, social media, and on the State and FNSB online public notice systems; and prepared and submitted Title VI reports to DOT&PF
- Attended the following other regularly scheduled meetings:
 - Weekly FAST Planning Staff Meetings
 - Monthly Alaska Transportation Working Group Meeting
 - Monthly Alaska Active Transportation Coalition Meeting
 - Monthly MatSu MPO Policy Board Meeting
 - Quarterly Statewide MPO Meeting

Project/Planning Meetings

- Fairbanks PM2.5 Area Conformity Freeze training hosted by FHWA Resource Center
- Meeting with Alaska DOT&PF on Greenhouse Gas Performance Measure Target Setting
- Interagency Consultation on Conformity Freeze with Alaska DOT&PF, FNSB, ADEC, FHWA, FTA, and EPA
- Review meeting with Alaska DOT&PF and City of Fairbanks on Bike Lane Signing & Striping Pilot Program
- Meeting with Alaska DOT&PF Commissioner's Office and Planning staff on MPO allocations in the Draft FFY2024-27 STIP
- National Association of MPOs (AMPO) Intergovernmental Affairs Group meeting on upcoming Federal legislation
- Monthly coordination meetings with consultant team working on Local Electric Vehicle Infrastructure Deployment Plan
- Internal workshop with consultant team on Needs Assessment for Transit Plans Updates

Correspondence & Communication

- ☰ Drafted Letter of Support for FNSB grant application to plan and design the North Terminus Route of the Alaska Long Trail

Organization

- ☰ Submitted monthly invoice to DOT&PF for January 2024
- ☰ Continued work on CPA Audit for FFY2023 with Alliance CPAs
- ☰ Received Annual Dues payments to each member agency for 2024
- ☰ Completed second round of interviews for MatSu MPO Coordinator position
- ☰ Initiated discussions for Office Lease amendment for extension of tenancy

Public Outreach

- ☰ Joint presentation to FNSB Assembly with FNSB and ADEC Air Quality staff on status of the Air Quality Plan and Conformity Freeze
- ☰ Presentation to Sunrisers Rotary Club on hot topics at FAST Planning
- ☰ Supported and participated in Alaska Design Forum with Charles Mahron of Strong Towns

Submittals/Reports

- ☰ Submitted Unified Planning Work Program FFY2024 1st Quarter Report to Alaska DOT&PF

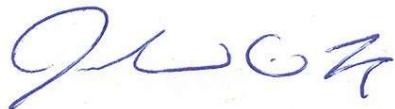
Funding

- ☰ Prepared FFY2023-27 Transportation Improvement Program (TIP) Administrative Modification #2

Training

- ☰ None

Submitted by:



February 23, 2024

Jackson C. Fox

Date



PROJECT ENHANCEMENT COMMITTEE

Action Items

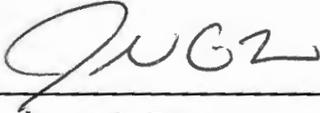
01.04.2024

Motion: To remove the word "not" from the sentence "Nominations do not have to reside within the geographic boundary of the nominating agency" [in the Committee's Roles & Responsibilities document] (Zinza/Sprinkle). One in favor (Zinza). Seven opposed. Motion failed.

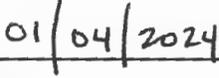
Motion: To remove term limits for Committee members but keep the language "Members shall commit to a term of at least one year..." [in the Committee's Roles & Responsibilities document]. (Jacobson/Sprinkle). None opposed. Approved.

Motion: To nominate Jackson Fox as Chair (Sprinkle/Jacobson). None opposed. Approved.

Motion: To nominate Corey DiRutigliano as Vice Chair (Jacobson/Zinza). None opposed. Approved.



Jackson C. Fox
Chair, PEC



Date

❖ TECHNICAL COMMITTEE ❖

Action Items

02.07.2024

Motion: To recommend to the Policy Board to approve the FFY2024-27 Transportation Improvement Program [TIP] Administrative Modification #2. (McKinley/Theurich).

Amendment: To change the word 'Reconstruct' to 'Rehabilitate' for the Holmes Road project and un-strike the text "...including consideration of widened shoulders, separated path, sidewalks, or bike lanes." (Netardus/Kellner). None opposed. Approved.

Amendment: To change the amount we [DOT] are asking for Phase 2 [Design] for 2024 for Cowles Street Reconstruction from \$400,000 to \$399,000. (Netardus/Rogers). None opposed. Approved.

Amended Motion: To recommend to the Policy Board to approve the FFY2024-27 Transportation Improvement Program [TIP] Administrative Modification #2, change the word 'Reconstruct' to 'Rehabilitate' for the Holmes Road project and un-strike the text "...including consideration of widened shoulders, separated path, sidewalks, or bike lanes," and change the amount we [DOT] are asking for Phase 2 [Design] for 2024 for Cowles Street Reconstruction from \$400,000 to \$399,000. None opposed. Approved.

Motion: To recommend to the Policy Board to reduce the number of voting members, exact number to be determined by the Policy Board, with the exception of removing one Borough member. (Pristash/Rogers).

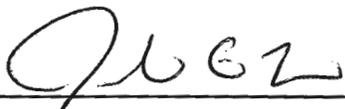
Amendment: To add removal of the Public Safety/Law Enforcement representative and redesignate them as ex-officio members. (Netardus/Rogers). Eight in favor. (Czarnecki, Dueber, Netardus, Pristash, Roberts, Rogers, Stumpf, Theurich). Eight opposed.

(Bredlie, Hoke, Greene, McKinley, Nelson, Kellner, Wallace, Weinberger). Motion failed.

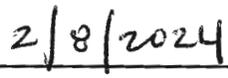
Amendment: To remove the language "...with the exception of removing one Borough member." from the main motion. (Kellner/Wallace). No vote taken.

Motion: To postpone to the next [Technical Committee] meeting. (Netardus/Nelson). Fifteen in favor. One opposed (Rogers). Motion passed. The main motion and second amendment will be advanced to the March 6th Technical Committee meeting for continuation of discussion and action.

Motion: To recommend to the Policy Board to adopt the revisions shown on Page 56 of the meeting packet [for the Project Enhancement Committee Roles & Responsibilities document]. (Kellner/McKinley). None opposed. Approved.



Jackson C. Fox
Chair, Technical Committee



Date



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

Department of Transportation and
Public Facilities

Office of the Commissioner

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P.O. Box 112500
Juneau, Alaska 99811-2500
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January 18, 2023

The Honorable Bryce Ward
Fairbanks North Star Borough
Chair, FAST Planning
907 Terminal Street
Fairbanks, Alaska 99701

Dear Mayor Ward:

Thank you for the Board's comments on the Draft 2024-2027 STIP. Having been a part of the FAST-Planning Board for many years, I value the contributions of the FAST-Planning organization, and am excited to work together over the next four years implementing the Statewide Transportation Improvement Program. Alaskans in Fairbanks and the interior have seen great transportation improvements over the past decade through a collaborative working relationship between the FAST Planning and DOT&PF. Let's keep that momentum as we work forward.

I'm proud to say this year's STIP had more public outreach and engagement than any previous efforts undertaken by the department to date. Over the 45-day comment period we conducted numerous statewide public involvement efforts and, in the end, it paid off with over 22,000 STIP website views and over 1,200 comments from 40 Alaska communities. New tools and ways to view proposed transportation investments are enabling our transportation stakeholders to engage with us in ways not before possible. A big thanks to FAST Planning's contributions to these efforts.

We recognize that the FAST-Planning board has expressed concerns with the level of cooperation between FAST Planning and DOT&PF. As you are aware, we are developing a policy and procedure on MPO cooperation that can ensure both of our organizations can have reasonable expectations for cooperation in the future. We look forward to FAST Planning's comments on the proposed policy and procedure draft.

We also appreciate the recent joint Policy Board and Technical Advisory Committee meeting held January 4th. Thanks for taking the time to meet with our staff and discuss the STIP, and we look forward to future engagements.

A response to the individual comments to the Draft 2024-2027 STIP is attached for your use.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ryan Anderson". The signature is fluid and cursive, with the first name "Ryan" and the last name "Anderson" clearly distinguishable.

Ryan Anderson

Commissioner, Alaska DOT&PF

Attachments:

FAST Planning Draft 2024-2027 STIP Comment Response

FAST Planning Draft 2024-2027 STIP Comment Response

Comment 1 – General Comment

Response: Alaska DOT&PF constantly solicits feedback from transportation stakeholders every day. The resources Alaska DOT&PF invests in FAST Planning is a great example. Monthly technical advisory and policy board meetings, with several sub-committees. Participation in active planning efforts, and the commissioning of the Technical Advisory Committee for the Alaska Richardson Steese Highway Corridor Action Plan just name some of the efforts we have resourced to engage.

In recognition of the concerns, Alaska DOT&PF feels it's important to establish expectations for cooperation and is developing a policy and procedure that will be applied to these processes to ensure adequate cooperation from both DOT&PF and respective MPO's occurs.

Comment 2 – Public Participation Plan

Response: Our data driven metrics on public participation in the STIP public comment period are very different than what has been described. We received over 22,000 STIP website views and over 1,200 comments from 40 Alaska communities. If you would like to learn more about our public engagement processes please reach out to Shannon McCarthy, Communications Director, Alaska DOT&PF

Comment 3 – Selection Process for new projects in the STIP

Response: The processes DOT&PF follows are described in our planning regulations: 17AAC05.120 - 17AAC05.990. If there are specific project concerns, we can provide information on a case-by-case basis.

Comment 4 – New Projects within MPO Boundaries

Response: We are aware of several projects identified in the draft STIP which are within the current MPO boundary, but the project or specific project phase isn't identified in the STIP. We have removed those projects, or specific project phases, from the STIP out of respect to the Policy Board's determinations.

In regard to air quality, the FAST Planning March 13, 2023 Air Quality Conformity Analysis did discuss the referenced ore hauling operations. The bridge improvements allow these trucks to utilize the bridge rather than divert through bypass routes around the bridges, making movements safer and with less greenhouse gas emissions.

Comment 5 – Richardson Highway MP 346 Northbound Chena Bridge Replacement (34130)

Response: Please see previous comment. This project continues to be a DOT&PF priority considering the safety improvements the project will provide. We would like to have staff provide a specific presentation to the FAST Planning Policy Board in the near future regarding this project.

Comment 6 - Financial Summary

Response: We will include a financial summary that includes an explanation of the use of AC.

Comment 7: Performance Measures

Response: We will include information on performance measures in the STIP narrative. Thanks for identifying this omission.

Comment 8 – Informational Tables

Response: Programs are being consolidated to simplify the STIP and make subsequent changes more efficient. Details of projects within programs will be listed as allocations in the appropriate year State capital budget.

Comment 9 - Investment on the Sterling & Seward Highways

Response: The Sterling Highway MP 8-25 project and the subsequent investments in the Sterling and Seward Highways are a result of extensive evaluation of factors such as traffic volume, safety concerns, environmental considerations, and the long-term strategic needs of the state. It's important to note that while these highways might primarily serve recreational users from Anchorage, they also play a crucial role in the local economy, tourism, and regional connectivity.

We recognize the concerns regarding the swift population surge in the Mat-Su region and the transportation demands of various state regions. It's worth noting that beyond funds already budgeted for Anchorage and Mat-Su Boroughs, the Mat-Su Borough area has significant investments planned for the coming four years.

We are engaged with rural communities off the main road system. Ensuring that they have a voice in the STIP development process and addressing their unmet transportation needs is a priority for us.

Comment 10 – Air Quality Planning

Response: Thank you for your comment.

Comment 11 - NEW: Light Up the Highways (34198)

Response: Thanks for letting us know about their previous challenges with getting LED lights funded through CMAQ. LED lighting conversions are in our carbon reduction plan and offer quick improvements while greater emissions reductions get underway. The match rates have been updated.

Comment 12 - NEW: Sustainable Transportation & Energy Program (34199)

Response: Programs established in the STIP will be subsequently developed into projects that are communicated in the respective State capital budget allocation or appropriation.

Comment 13 – NEW: Other Programs

Response: Programs established in the STIP will be subsequently developed into projects that are communicated in the respective State capital budget allocation or appropriation.

Comment 14 - Congestion Mitigation & Air Quality Improvements: Non-AMATS MPOs (17663)

Response: The current STIP ID amalgamates the funding for both non-AMATS MPOs, namely Fairbanks and Mat-Su, without distinct demarcation. DOT&PF will collaborate closely with both non-AMATS MPOs to delineate funding, which will subsequently be presented as distinct line-item allocations in the capital budget and in the STIP moving forward.

Comment 15 - Metropolitan Planning Organization (MPO) Planning (6448)

Response. Thank you for drawing our attention to the discrepancies in the Metropolitan Planning Organization (MPO) Planning (6448) funding table within the STIP documentation. We recognize the importance of ensuring that our funding table accurately reflects the Federal funding amounts, particularly as shown in the FFY2023 Apportionment Tables from both FHWA and FTA. We will review the current table and make the necessary adjustments to ensure it aligns with the specified amounts, taking into consideration any obligation limitation on Metro PL funds.

Comment 16 - Community Transportation Program: Non-AMATS MPOs (17662)

Response: Thank you for your comment. This will be corrected in the final STIP document.

Comment 17 – Transportation Alternatives Program: Non-AMATS MPOs (33864)

Response: Thank you for your comment. This will be corrected in the final STIP document.

Comment 18 – Carbon Reduction Program: Non AMATS MPO’s (33863)

Response: Thank you for your comment. This will be corrected in the final STIP document.

Comment 19 – Tetlin to Fort Knox Ore Haul

Response: DOT&PF commissioned the transportation advisory committee well over a year ago to produce a corridor action plan through a 3rd party engineering firm. To date the work has not been completed, and DOT&PF has a responsibility to ensure the safe movement of vehicles on the highway system. Due to deficiencies in highway passing lane and bridge infrastructure, these projects are proposed to move forward.

Comment 20 – Peger Road Corridor Study

Response: We agree a study to evaluate trucking routes through Fairbanks is warranted and should address Peger Road and the continuing Johansen Expressway connection to the Steese Highway.

Comment 21 – Minnie Street/Noyes Slough Bridge Replacement

Response: We will take this into consideration pending funding availability and other requests.

Comment 22 – Geist Road Pedestrian Bridge Replacement

Response: We are aware of impacts of this demolition and have been responding to a variety of concerns about replacement and the crossing movements of students and others. We will take this into consideration pending funding availability and will work with FAST Planning on ways forward.

Jackson Fox

From: Barbara Schuhmann <wordpress@fastplanning.us>
Sent: Friday, February 2, 2024 1:29 PM
To: Jackson Fox; Olivia Lunsford
Subject: reaching out

Name:
Barbara Schuhmann

Email:
barbaraalaska1@gmail.com

Message:

Please see that the Policy Committee members receive this and it is made part of public comments at the next Policy Committee meeting. Thank you.

520 Marshall Drive
Fairbanks, AK 99712
Feb. 2, 2024
FAST Planning Policy Committee
Mayor Bryce Ward
Mayor David Pruhs
Mayor Michael Welch
Assemblywoman Savannah Fletcher
City Councilman Jerry Cleworth
Joe Kemp, Northern Region Director, DOTPF
Jason Olds, ADEC Air Quality Division Director

Dear Committee members:

At the most recent meeting of your Policy Committee, the DOTPF representative was critical of Mr. Fox, your executive director. I fear that any complaints from DOTPF about Mr. Fox are motivated by retaliation for FAST's own decision not to support the two ore haul route bridges DOTPF wants to add to the STIP, or for Mr. Fox's participation on the Technical Advisory Committee ("TAC") studying the ore haul route, or for his cooperation with the public or with other entities involved with DOTPF business. One of those is FHWA, whose job it is to assure that DOTPF meets federal requirements for the federal funds it wishes to spend. Mr. Fox should not be censured for performing his job well.

I have been impressed by the work of FAST Planning. You properly notice your meetings and welcome public input. Your website is easy to navigate. You follow federal and state laws and regulations, issue timely notices and reports, and are well organized. Your staff is hard-working, knowledgeable, and professional. They welcome public input and make accessing the website and meetings easy. It is amazing to see the amount of work they have accomplished. For this, you, your executive director, and staff are to be commended.

I have participated on the TAC with Mr. Fox over the past year. I have found him to be well-prepared for

meetings, cautious and prudent in his comments, totally honest, and very knowledgeable about transportation safety, planning, and funding. His professionalism is exemplary.

If the DOTPF's criticism of Mr. Fox arises at a future meeting, I ask that you support Mr. Fox. Additionally, I ask that you follow the Open Meetings Act and your Policies and Procedures. A quick review of OMA requirements and procedures may assist those members not as familiar as elected officials with its requirements.

My concerns about the DOTPF result from how the DOTPF has conducted TAC meetings, the study of the ore haul route, and the decisions it has made about that route. Despite the Governor's and Commissioner's agreement that the corridor committee (TAC) meetings would meet the requirements of the Open Meetings Act, it has failed to do so. The DOTPF recently terminated all meetings of the TAC. Questions from committee members were stifled and public comment was allowed at only one meeting.

DOTPF has made decisions without open meetings, without public discussion, and without sharing information or answering questions. DOTPF has instructed its employees not to answer questions from the public regarding the Manh Choh ore haul. My Open Records Act requests have been denied by DOTPF twice. First, it cited a "decisional privilege" to withhold information until it made a decision - four months later. More recently, it would require \$26,000 before beginning to search for the records requested.

I urge FAST Planning to continue with your open and public process, encouraging public input and cooperating with federal and state agencies, as you have in the past. Please support your staff in continuing to perform an outstanding job. Thank you.

Sincerely,

Barbara L. Schuhmann

Time: February 2, 2024 at 1:29 pm

IP Address: 206.174.113.102

Source URL: <https://fastplanning.us/getintouch/>

Sent by an unverified visitor to your site.

Good morning, FAST Planning Policy Board Members,

I recently listened to the FAST Policy Board meeting held Jan. 17, 2024.

I especially appreciated former Mayor Luke Hopkins' public testimony about the proposed executive session which he stated had been improperly noticed. Later in the meeting I also appreciated comments by Mayor Ward, and Councilman Jerry Cleworth which seemed to take into account the nature of the request for the executive session, ultimately putting it off.

Even as a listener of the meeting I came away with the impression that Joe Kemp, Policy Board member, was trying to position an executive session to deal with matters that were undefined, not voted upon, and not in the best interest of the community. As you are aware and several board members supported it, the Open Meetings Act is in play for FAST committees and boards. Executive sessions must follow the directive and criteria for such sessions as a means of protecting the public from "behind closed doors" organizing and scheming.

I hope that no attempt is being made by DOT or anyone else to discredit Jackson Fox, Executive Director of FAST. My experience in working with him has been very positive. Even when we haven't agreed on an issue, he has listened, exemplified professional behavior, been extremely well informed on the issues, and worked diligently to inform the public in a non biased way. He is an asset to our community, and we are lucky to have him at FAST, given the huge shoes left by the retirement of Ms. Donna Gardino.

As the difficult job of planning for surface area transportation evolves, I will be watching for any unwarranted or retaliatory actions promoted from within the Policy Board or from higher up that might intend to disrupt the good work of Mr. Fox and his staff.

Thank you for your work on this Board,

Very Sincerely,
Patrice R. Lee
Citizens for Clean Air, Coordinator
Committee for Safe Communities, Director



U.S. Department of Transportation
Federal Highway Administration



FHWA Resource Center

Office of Innovation and Workforce Solutions

Conformity Freeze, Highway Sanctions and Lapse

webinar
January 22, 2024

Conformity Freeze – January 4, 2024



[This Photo](#) by Unknown Author is licensed under [CC BY](#)

- Fairbanks Conformity Freeze started on the effective date of the SIP disapproval without a protective finding for the motor vehicle emissions budgets
- Only projects in the first 4 years of the currently conforming MTP and TIP can proceed
- No new MTP or TIP conformity determinations can be made
 - The conformity determination for the MTP and TIP is **“frozen”** as of the effective date of the SIP disapproval without a protective finding.



Conformity Freeze



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- No TIP/MTP amendments for any non-exempt projects
- TIP and MTP may be amended to add exempt projects, but all planning requirements must be met
 - Fiscal constraint
 - Valid STIP, etc.
 - Check with FHWA on planning requirements
- Interagency consultation for conformity purposes is required
- TCMs in the SIP can proceed



Categories of Exempt Projects in 40 CFR Part 93

- [§93.126](#) Exempt projects
- [§93.127](#) Projects exempt from regional emissions analyses*
- [§93.128](#) Traffic signal synchronization projects

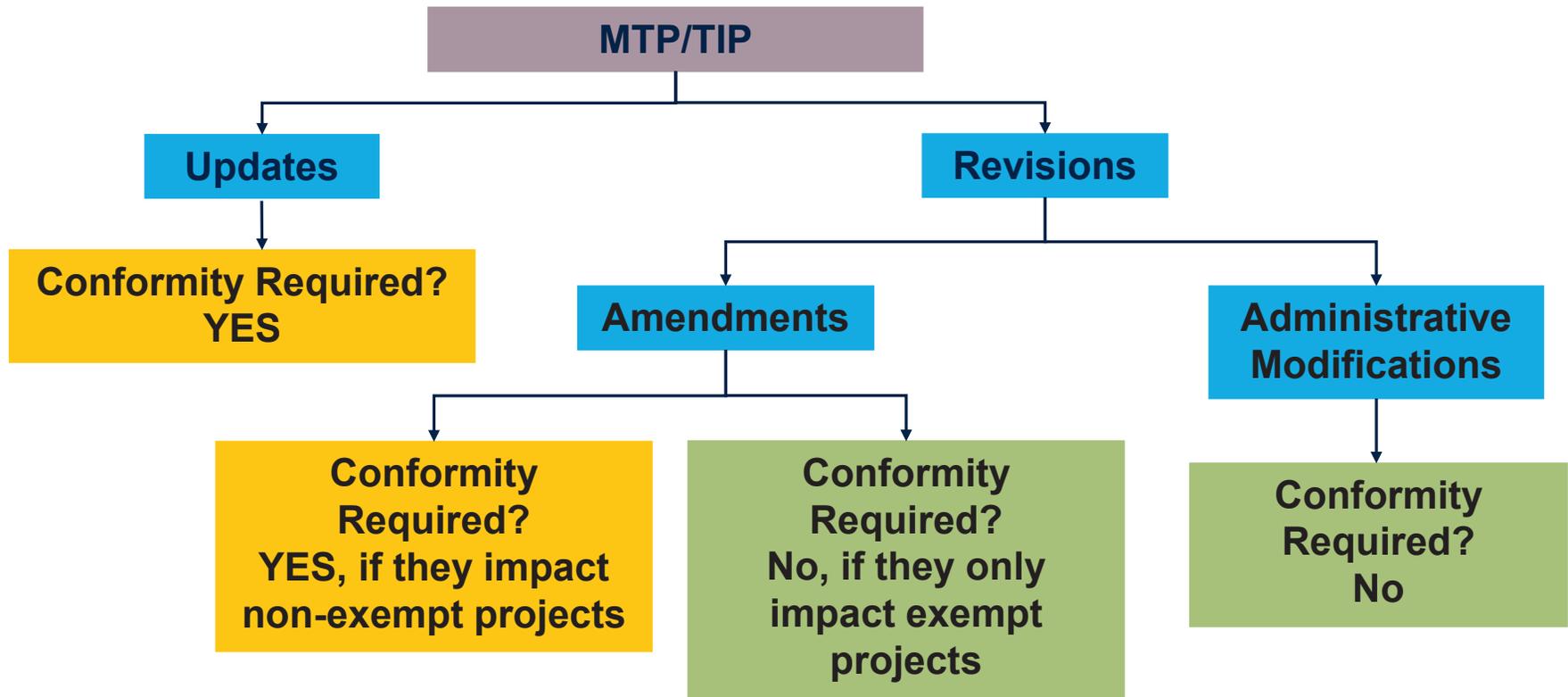
**** Projects that are exempt only from the regional emissions analysis requirements ARE subject to project-level conformity evaluations and may require a “hot-spot” analysis***



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Transportation Conformity Applicability: Changes to MTP/TIP in nonattainment or maintenance areas





Interagency Consultation

Fairbanks PM2.5 Area Conformity Freeze

Meeting Agenda

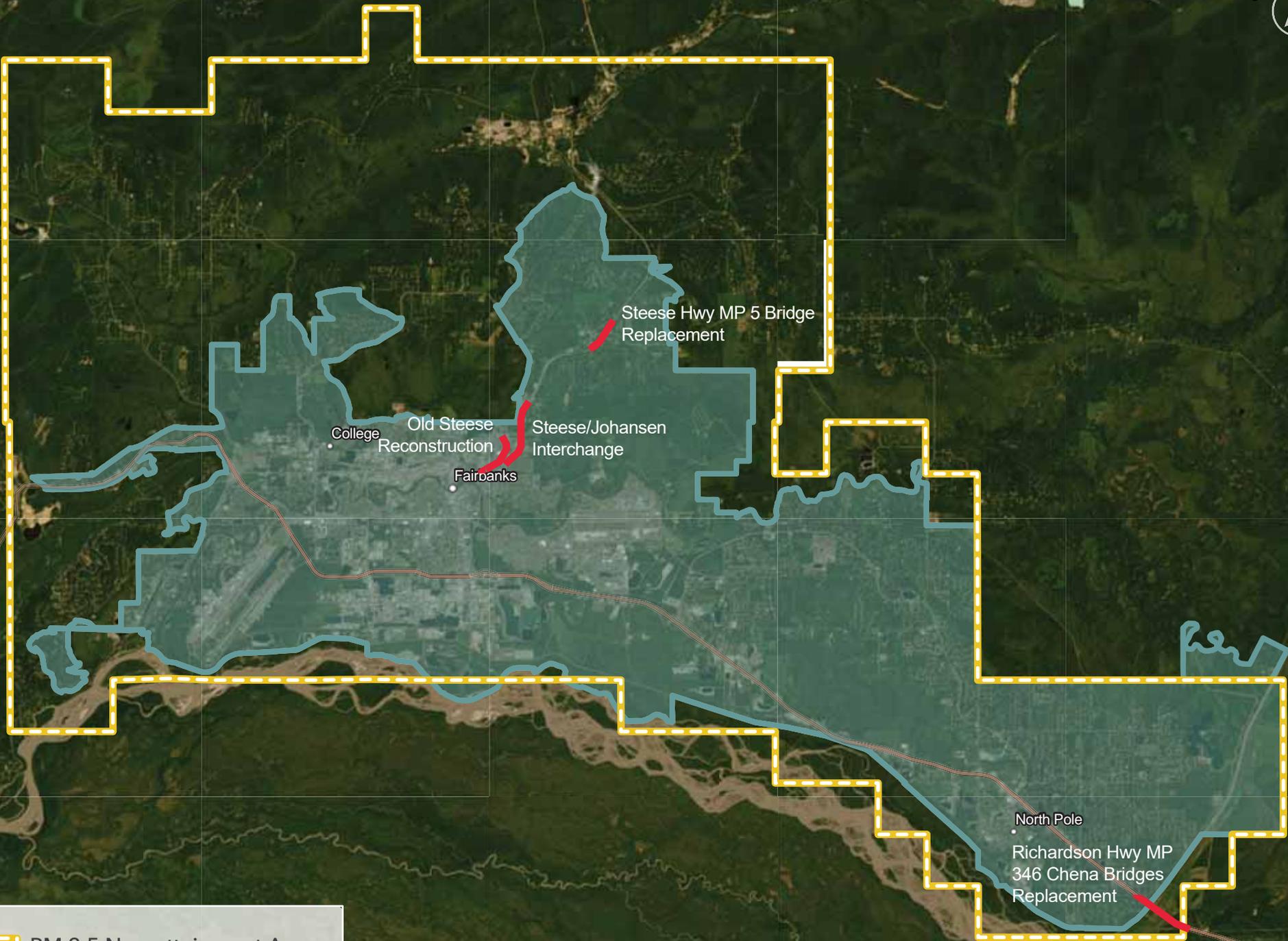
Monday, February 5, 2024, 10:00 AM – 12:00 PM

100 Cushman Street, Suite 215 (Key Bank Building)

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:** 848-4221-1002

1. Call to Order
2. Introduction of Members & Attendees
3. Public Comment Period
4. Overview of Conformity Freeze
5. Select Project Review
 - a. Steese/Johansen Expressway Interchange
 - b. Old Steese Reconstruction
 - c. Steese Highway MP 5 Bridge Replacement
 - d. Richardson Highway MP 346 Chena Bridges Replacement
6. Next Steps
7. Adjournment



 PM 2.5 Non-attainment Area

 FAST Planning Boundary



Interagency Consultation
Fairbanks PM2.5 Area Conformity Freeze
Meeting Summary
 February 5, 2024 – 10:00am to 12:00pm (AK Time)

Attendees

FAST Planning – Jackson Fox, Corey DiRutigliano

Federal Highway Administration (FHWA) – Julie Jenkins, Patrick Lentlie, Theresa Hutchins

Federal Transit Administration (FTA) – Ned Conroy

U.S. Environmental Protection Agency (EPA) – Tess Bloom, Claudia Vaupel, Aaron Letterly, Rudolph Kapichak, Matt Jentgen

Alaska Department of Transportation & Public Facilities (DOT&PF) – Randi Bailey, Adam Moser, Joseph Kemp, Lauren Little, Brett Nelson, Judy Chapman, Jennifer Wright, John Netardus

Alaska Department of Environmental Conservation (ADEC) – Adeyemi Alimi, Jason Olds, Nick Czarnecki

Fairbanks North Star Borough (FNSB) – Steven Hoke

Other Attendees – Mary Farrell, Barbara Schuhmann, Jon Cook, Travis Malin, Luke Hopkins, Greg Bringhurst, Patrice Lee, Jennifer Campbell, Patrick Gilchrist

Introduction & Public Comment

Jackson Fox (FAST Planning) led attendee introductions/roll call and asked if there were any members of the public present wishing to provide comment before discussion of the main agenda items.

Patrice Lee stated she appreciated all the work that went into FAST Planning and the degree of detail that has to be worked out. She added that everyone wants to have their Federal Highway dollars back, but we have known for years and years that if we did not clean up our air this was going to happen. She said it is of upmost concern to clean up our air and there are some important things people can support such as how we can use

renewable energy to offset how much fossil fuels we burn. She added there is a concept in environmental studies called “picking up the pennies” and every little bit of pollution you can offset brings us to a better place. She said if we take advantage of everything we can do we can clean up the air and we can get back to having our highway money available, undictated to, so what we can do what we need to do when we need do it.

Luke Hopkins stated he was particularly concerned following the presentation that was made to the FNSB Assembly during a work session where FAST Planning and other comments were made on the impact of restricted funds because of our air quality. He stated he certainly hopes that those issues are well understood and the votes that may be taken today beyond a presentation will so note that we have this very impactful EPA restriction on our transportation plans that are out here in public with FAST Planning. He added he looks forward to the discussion and hopes he can feel some relief from votes that might be taken today concerning these particular projects and the requirements that we are well aware of from the EPA.

Jon Cook stated he wanted to comment on the agenda items and a little bit of confusion as to why the Richardson Highway MP346 bridge replacement is in as well as the Steese Highway MP5 bridge replacement are in. He added that neither project received local planning approval to be added to the Statewide Transportation Improvement Program (STIP). The current draft of the STIP submitted by DOT&PF to FHWA does has the Steese Highway MP5 bridge in for illustrative purposes only and it has the Richardson Highway MP346 bridge replacement in, but again neither are allowed to be included in the document because they did not receive local planning approval. He stated he was not sure why they would even be placed on the agenda, as neither will be allowed in the final draft of the STIP. He added one thing he would add to the agency partners, because the conformity freeze does affect items being added to the STIP, is that the Deputy Commissioner of DOT&PF the other day told Fairbanks Chamber of Commerce Transportation Committee that they intended to add Steese Highway MP5 bridge via emergency bridge funding. He added that whether that's allowed or whether it is an available pot of funding is one question, but whether use of that funding could be subject to the air quality conformity freeze, he does not have any idea. He said that is for you all to know, but just looking at a different path that DOT&PF may intend to use if they cannot get that particular bridge into the STIP, he just thought he would bring that to this group's attention.

Overview of Conformity Freeze

Mr. Fox introduced a couple slides from the January 22nd training provided by Patrick Lentlie (FHWA) and thanked him for hosting the training for all the Federal, State, and local partners in the meeting. He reminded the group the Conformity Freeze took effect on January 4th and ADEC plans to resubmit their State Implementation Plan (SIP) to the EPA by July and the EPA has 18 months to review for approval. He added that from speaking the ADEC and EPA we should expect the review to take the full 18 months so the Conformity Freeze will likely last 24 months (2 years).

Mr. Fox then explained that under the Conformity Freeze, FAST Planning's long- and short-range transportation plans are frozen, but that does not necessarily mean that Federal Highway dollars are being withheld from our area at this time. The current program of projects that we have in those plans are allowed to move forward over the next four years as scheduled and as budgeted, but our ability to modify those plans is significantly hampered by the Conformity Freeze. He offered some examples that we can make some minor adjustments to projects, but we cannot add new Non-Exempt projects into our plans or approve any substantial funding increases or modify the original project intent or purpose and need of existing Non-Exempt projects. He then explained the differences between Exempt and Non-Exempt projects under 40 CFR 93.126-128. He stated FAST Planning could potentially move forward with Amendments to our long- and short-range transportation plans for Exempt projects, which generally include safety projects, transit related activities, air quality beneficial projects, and planning activities that do not lead directly to construction projects. He added that is why this Interagency Consultation meeting was important to do with our Federal and State partners to look at some specific projects of concern and see what we can or cannot do to move them forward under various provisions in the CFR. Mr. Fox then provided a brief overview and introduction to the four projects listed on the agenda for review later in the meeting.

Mr. Fox then introduced the 1996 guidance referenced in the January 22nd training – 'Exemption Criteria Policy for Highway Sanctions' [FHWA Docket No. 94-29; Federal Register, Vol. 61, No. 63, p. 14363-14372; April 1, 1996]. He stated that under this guidance there is an additional standard that needs to be met for Exempt projects under the Safety criteria from 40 CFR 93.126 that those projects must resolve a demonstrated safety problem and result in a significant reduction or avoidance of accidents. **Patrick Lentlie** [FHWA] clarified for the group this Federal Register notice was for a Highway Sanctions situation and Fairbanks is not yet in a sanctions situation. He added that everyone should be careful about use of the term Exempt and referred the group to the provision in 40 CFR 93.105 [Interagency Consultation Procedures] that talks about any project that is otherwise Exempt under 40 CFR 93.126 can be classified Non-Exempt if it has adverse impacts for any reason. **Rudolph Kapichak** [EPA] stated he agreed with Mr. Lentlie that we are not at a point where there are sanctions yet so right now what applies is the Exempt project criteria in the Transportation Conformity rule which largely is in 40 CFR 93.126 as noted. He added Mr. Lentlie was also right that there is a provision in 40 CFR 93.105 that talks about whether a given project, which would generally be Exempt from conformity, might have some impacts that need to be considered. He then stated the Interagency Consultation group should talk about that just to make sure a project actually is Exempt.

Select Project Review

Mr. Fox then led the group through a project-by-project review of the four projects listed on the agenda. Below are summaries of the group's discussion for each project.

Steese/Johansen Expressway Interchange

- Project replaces an at-grade intersection with a grade-separated interchange
- Project is Non-Exempt and included in FAST Planning's Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP)
- Project scope has not changed from MTP and TIP
- Construction cost increase requires redemonstration of fiscal constraint in MTP which triggers an Amendment [Mr. Fox added that the revenue forecasts for the MTP come from Alaska DOT&PF Planning as the basis for fiscal constraint]
- Amount of cost increase (>30%) triggers a TIP Amendment
- Moving construction phase from "beyond years" of TIP into one of the first four years of TIP triggers an Amendment
- **Conclusion:** Amendments for this Non-Exempt project triggers conformity per 40 CFR Part 93.104(b)(2), which is not allowed during Conformity Freeze.

Old Steese Highway Reconstruction

- Project reconstructs roadway, adds new sidewalks for pedestrians, and widens half of the length of the roadway from three to five lanes
- Project is Non-Exempt and included in FAST Planning's MTP and TIP
- Project scope has not changed from MTP and TIP
- Cost increase does not require redemonstration of fiscal constraint in MTP
- Amount of cost increase (>30%) triggers a TIP Amendment
- Moving construction phase from "beyond years" of TIP into one of the first four years of TIP triggers an Amendment
- **Conclusion:** Amendments for this Non-Exempt project triggers conformity per 40 CFR Part 93.104(b)(2), which is not allowed during Conformity Freeze.

Steese Highway MP 5 Bridge Replacement

- Project replaces existing bridge with a new bridge with no additional travel lanes, may increase load capacity, helps trucks avoid having to use at-grade bypass
- Project is not included in FAST Planning's MTP and TIP
- Project likely Exempt under 40 CFR Part 93.126 Safety criteria for 'reconstructing bridges (no additional travel lanes)'
- Need to consult at local level pursuant to 40 CFR Part 93.105(c)(iii) to confirm project is Exempt
- **Conclusion:** Group seemed leaning towards the project being Exempt, and if so this project can be added to MTP and TIP by Amendment if fiscal constraint and other planning requirements are met.

Richardson Highway MP 346 Chena Bridges Replacement

- Project replaces existing bridge with a new bridge with no additional travel lanes, may increase load capacity, helps trucks avoid having to use at-grade bypass
- Truck activity from mine is already accounted for in VMT estimates
- Project is not included in FAST Planning's MTP and TIP

- Project is not located entirely within FAST Planning's Metropolitan Planning Area boundary, but is partially and such projects typically are included in MTP and TIP; there was disagreement between Mr. Fox [FAST Planning] and Lauren Little [Alaska DOT&PF] about whether or not the project was within the FAST Planning boundary; regardless, project is located entirely within the PM2.5 Non-Attainment Area
- Project likely Exempt under 40 CFR Part 93.126 Safety criteria for 'reconstructing bridges (no additional travel lanes)'
- Need to consult at local level pursuant to 40 CFR Part 93.105(c)(iii) to confirm project is Exempt
- **Conclusion:** Group seemed leaning towards the project being Exempt, and if so this project can be added to MTP and TIP by Amendment if fiscal constraint and other planning requirements are met.

Next Steps & Adjournment

Mr. Fox thanked everyone for their attendance and input, and then asked what the process was for making the Exempt versus Non-Exempt determinations for these projects moving forward. **Adeyemi Alimi** [ADEC] said normally the Alaska DOT&PF is required to send the scoping documents of the individual projects to ADEC to look at the project level conformity determination. When they receive the scoping documents, they review the projects and if they believe it is actually an Exempt project, they seek consensus of the Federal partners. If the FHWA, FTA, and EPA believe that the project is Exempt, we provide the response back to Alaska DOT&PF. **Lauren Little** [Alaska DOT&PF] commented that for the bridge replacement projects part of this has been done through the scoping process with ADEC. **Julie Jenkins** [FHWA] responded by stating that yes, that sounds exactly like what FHWA would expect as they are looking for Alaska to make a recommendation and EPA to look at that recommendation and then provide us with their thoughts on that as well. **Tess Bloom** [EPA] added that just looking at the bridge replacement projects, it seems like at the surface they are Exempt, but without really looking at the very specific details of the project it would be difficult right now to make a determination. She added that she thinks going through the process that Mr. Alimi mentioned makes sense. It is her understanding that DOT&PF Northern Region will send an email with bridge project details to the Interagency Consultation partners as EPA was not consulted in the preliminary concurrence by ADEC on Exempt status.

Mr. Fox concluded the meeting by stating he would draft notes from the meeting to share with the group for review and editing or correction. The meeting ended at 11:16 am (Alaska Time).

Interagency Consultation - Fairbanks PM2.5 Non-Attainment Area - Project Review
February 5, 2024

Project	Located in MPO Boundary?	Located in PM2.5 Non-attainment Area?	Included in Regional Air Quality Conformity Analysis?	Included in MPO's MTP and TIP?	Regionally Significant?	Exempt under 40 CFR 93.126-128?
Steese/Johansen Expressway Interchange	Yes	Yes	Yes	Yes	Yes	No
Old Steese Reconstruction	Yes	Yes	Yes	Yes	No	No
Steese Highway MP 5 Bridge Replacement	Yes	Yes	No	No	No	?
Richardson Highway MP 346 Chena Bridges Replacement	Yes	Yes	No	No	No	?

⦿ § 93.126 Exempt projects.

Notwithstanding the other requirements of this subpart, highway and transit projects of the types listed in table 2 of this section are exempt from the requirement to determine conformity. Such projects may proceed toward implementation even in the absence of a conforming transportation plan and TIP. A particular action of the type listed in table 2 of this section is not exempt if the MPO in consultation with other agencies (see § 93.105(c)(1)(iii)), the EPA, and the FHWA (in the case of a highway project) or the FTA (in the case of a transit project) concur that it has potentially adverse emissions impacts for any reason. States and MPOs must ensure that exempt projects do not interfere with TCM implementation. Table 2 follows:

Table 2—Exempt Projects

Safety

Railroad/highway crossing.
 Projects that correct, improve, or eliminate a hazardous location or feature.
 Safer non-Federal-aid system roads.
 Shoulder improvements.
 Increasing sight distance.
 Highway Safety Improvement Program implementation.
 Traffic control devices and operating assistance other than signalization projects.
 Railroad/highway crossing warning devices.
 Guardrails, median barriers, crash cushions.
 Pavement resurfacing and/or rehabilitation.
 Pavement marking.
 Emergency relief (23 U.S.C. 125).
 Fencing.
 Skid treatments.
 Safety roadside rest areas.
 Adding medians.
 Truck climbing lanes outside the urbanized area.
 Lighting improvements.
 Widening narrow pavements or reconstructing bridges (no additional travel lanes).
 Emergency truck pullovers.



Interagency Consultation
Richardson Highway MP346 Bridge Replacements

Meeting Agenda

Monday, February 26, 2024, 10:00 – 11:00 AM
100 Cushman Street, Suite 215 (Key Bank Building)

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:** 857-5847-1432

1. Call to Order
2. Introduction of Members & Attendees
3. Meeting Minutes from February 5, 2024
4. Public Comment Period
5. **Project Review:** Richardson Highway MP 346 Chena Bridges Replacement
6. Next Steps
7. Adjournment



U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION
 ALASKA DIVISION
 709 W. 9TH STREET, ROOM 851
 P.O. BOX 21648
 JUNEAU, ALASKA 99802-1648

FEDERAL TRANSIT ADMINISTRATION
 915 SECOND AVENUE, SUITE 3192
 SEATTLE, WASHINGTON 98174

February 9, 2024

Mr. Ryan Anderson, P.E., Commissioner
 Alaska Department of Transportation and Public Facilities
 P.O. Box 112500
 3132 Channel Drive
 Juneau, AK 99811

Subject: 2024 – 2027 Alaska State Transportation Improvement Program (STIP)

Dear Mr. Anderson:

In accordance with 23 CFR 450.218, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have jointly reviewed the 2024 – 2027 Alaska State Transportation Improvement Program (STIP), transmitted with your e-mail of January 19, 2024. As part of the STIP review, the FHWA and FTA are required to make a joint Federal Planning Finding (FPF) on the extent to which the transportation planning processes through which statewide transportation plans and programs are developed are consistent with 23 USC 134 and 135 (FHWA) and 49 U.S.C 5303 – 5304 (FTA). The FPF includes a determination whether the Statewide Transportation Improvement Program (STIP) and the metropolitan Transportation Improvement Programs (TIPs) were developed in accordance with applicable requirements. The FPF is a prerequisite to FHWA and FTA's approval of the STIP and STIP amendments (23 U.S.C. 135 (g)(7) and 49 U.S.C. 5304 (g)(7)). Based on our joint and thorough review of the 2024 – 2027 STIP, FHWA and FTA have determined that the STIP cannot be approved.

The Federal Planning Finding in the Attachment is divided into three tiers, each of which carry specific conditions and requirements to resolve the Federal actions identified. The tiers are as follows:

- Tier 1: Conditions for STIP approval
- Tier 2: Conditions for STIP amendment approval
- Tier 3: Conditions for project approvals

Once the Tier 1 conditions are met and assurances provided that Tier 2 and Tier 3 conditions will be met, please formally resubmit the 2024 – 2027 STIP for approval. The FHWA and FTA require a 30-day review timeframe. To meet the STIP extension deadline of March 31, 2024, your formal submittal of a revised STIP that meets conditions as described above must be received by FHWA and FTA by March 1, 2024.

Also, please note that illustrative projects identified in the STIP document cannot advance without a TIP and/or STIP amendment and an action by FHWA and FTA on the STIP.

If your staff has any questions, please have them contact Julie Jenkins, FHWA Financial Manager and Team Leader at (907) 586-7476, or Ned Conroy, FTA Community Planner (206) 220-4318.

Sincerely,

Sandra A. Garcia-Aline
Division Administrator
Federal Highway Administration

Susan Fletcher
Regional Administrator
Federal Transit Administration

Attachments:

2024 – 2027 STIP FHWA FTA Joint Federal Planning Finding

Electronically cc:

Katherine Keith, Deputy Commissioner, DOT&PF
James Marks, Director Project Delivery, DOT&PF
Dom Pannone, Director, Program Management and Administration, DOT&PF

Alaska

2024-2027 Statewide Transportation Improvement Program

Federal Planning Finding

Introduction

Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are required to make a joint Federal Planning Finding (FPF) on the extent to which the transportation planning processes through which statewide transportation plans and programs are developed is consistent with 23 U.S.C. 134 and 135 (for FHWA) and 49 U.S.C. 5303 and 5304 (for FTA). The FPF review includes a determination whether the Statewide Transportation Improvement Program (STIP) and the Metropolitan Planning Organization (MPO) Transportation Improvement Programs (TIPs) were developed in accordance with applicable requirements. The issuance of a FPF is a prerequisite to FHWA and FTA's approval of the STIP and STIP amendments (23 U.S.C. 135(g)(7) and 49 U.S.C. 5304(g)(7)).

This FPF is divided into three tiers, each of which carry specific conditions and requirements to resolve the Federal actions identified. The tiers are as follows:

- Tier 1: Conditions for STIP approval
- Tier 2: Conditions for STIP amendment approval
- Tier 3: Conditions for project approvals

Federal Action Definitions

The FPF outlines the Federal planning regulations for which there are findings based on review of the STIP and other required planning processes and activities. Findings act as the official record for what State DOTs and MPOs are doing well, where improvements are needed and where there are compliance issues that must be resolved. For each finding, a Federal action is also documented. These actions are defined as:

- **Corrective Actions:** Items that do not meet statutory and regulatory requirements. Each corrective action requires action by the State and/or MPO.
- **Recommendations:** Items that meet the statutory and regulatory requirements but may represent opportunities to improve the transportation planning processes.
- **Commendations:** A planning activity that demonstrates innovative, highly effective, well-thought-out procedures for implementing the planning requirements or represents a national model for implementation and can be cited as an example for others.

Tier 1: Conditions for STIP Approval

The following Federal actions must be resolved prior to FHWA and FTA approval of the STIP.

1. 23 CFR 450.218(b) and (k) – MPO and Other Transportation Improvement Programs

Finding:

The MPO TIPs are included into the STIP by reference. The STIP also includes projects located within MPO planning areas that are either not included in the most recently adopted MPO TIPs, are project groupings identified specifically for an MPO, or that duplicate projects already included in the MPO TIPs with either identical or different attributes, such as project cost estimates, description, or funding sources. Additionally, the STIP acknowledges that other TIPs, such as Western Federal Land Highway Division (WFLHD) TIP and Tribal TIP(s), are also included into the STIP by reference. There are projects listed in the STIP that also belong in the WFLHD TIP or Tribal TIP that are included by reference. A list of specific projects from the STIP that are located within MPO boundaries or are included in other TIPs is available in Appendix A.

Corrective Action:

- a. Any project in an MPO area, must be included in the MPO TIP. Likewise, any project programmed through WFLHD or through the Tribes must be included in the appropriate TIP. Based on DOT&PF's processes, MPO TIPs and other TIPs must be included into the STIP by reference without modification. The DOT&PF must work with the MPOs in support of their continuing, cooperative, and comprehensive planning processes to include DOT&PF projects in the MPO TIP, at which point the MPO can submit their TIP to the DOT&PF for reference into the STIP for Federal approval. This process also applies to other TIPs that the STIP indicates are included by reference.

2. 23 CFR 450.218(j) – Project Groupings

Finding:

The STIP includes several project groupings. Some of the groupings do not meet the requirements outlined for grouped projects under 23 CFR 450.218(j), to include the project description and documentation that projects to be programmed in the group meet grouping requirements. A list of specific project groupings that do not meet the requirements is available in **Appendix B**.

Corrective Action:

- b. Each grouping of projects must include a project description, the type of work, location, termini, phases, etc. In addition, each grouping must document that only projects that are fully exempt for AQ Conformity, and are a Categorical Exclusion under NEPA, or are environmentally neutral, are to be funded within each grouping.

3. 23 CFR 450.218(m) – Fiscal Constraint:

Findings:

Operations and maintenance of the transportation system is briefly discussed and is stated to be a priority for the agency. A reference to Appendix C of the STIP is said to provide additional clarification. However, Appendix C focuses on Federal Transportation Performance Management

and does not provide any additional information about the operations or maintenance of the transportation system as it relates to the STIP and fiscal constraint.

The STIP provides a financial plan that both describes the Federal funding sources available and the amount of funds available by year for each source (Tables 3-5). FTA funding sources are not defined. However, the STIP does not provide the same information for State and local funds, except for a listing of funds that may be associated with match by year (Table 9). It's unclear how Table 9 relates to the availability and types of State or local funding sources, or how these funding estimates support the programmed project costs, including Advance Construction. In addition, the sources provided in Table 9 do not match the amount of State/Local matching funds and AC programmed in Appendix H.

The STIP identifies Federal funding sources and defines each source and types of projects eligible for each source. Listed in Table 5 is "OFF-DG" with an associated amount of funds; and listed in Appendix H are funds associated with "OFF-Grant". It's unclear whether "OFF-DG" and "OFF-Grant" are considered the same funds. In addition, these funds are not specific for any grant award or program, therefore, it's unclear whether these funds are reasonably expected to be available as programmed.

The STIP provides a series of tables demonstrating Federal revenues and estimated project costs without local/state matching funds associated (Projects and Program Grids). The STIP also provides project specific financial data including Federal funds anticipated by year and by Federal funding source (Appendix H). There are discrepancies between the various tables both in terms of the amount of Federal funds programmed, the year in which the Federal funds are programmed, and the Federal funds anticipated to be programmed by specific projects.

Advanced Construction (AC) is identified as an innovative funding source used in the STIP to advance projects ahead of Federal funding sources. Tables 51-55 demonstrate the use of AC anticipated from 2024-2027. There are discrepancies between the information demonstrated in these Tables and the project pages that program AC in Appendix H.

The STIP includes projects for which funding is not allocated, or for activities that are not eligible for the source of funds identified, or for other reasons, the projects are not eligible to be included in the STIP. For example, Ferry Boat Funds as Toll Credits and Advanced Construction Conversion (ACC). No additional project level information for either of these two categories of funds are made available in the document. For a full list of projects that are ineligible for inclusion in the STIP, see **Appendix D**.

Corrective Actions:

The STIP must demonstrate fiscal constraint for all funding sources including state and local funds used to support the transportation program. This includes:

- c. Document how the DOT&PF determined the operations and maintenance needs and how these needs are defined and the financial support for operations and maintenance, including system level estimates of costs and the funds that are reasonably expected to be available to address these needs. If there is a deficit in meeting operations and maintenance needs, the STIP must explain how that deficit impacts the transportation system and/or how the State/locals will fund the financial deficit.

- d. Describe and document the availability of state and local funding sources and how these funds will be used to support the projects programmed in the STIP including Advance Construction.
- e. Describe and document each Federal grant program associated with programmed projects in the STIP including FTA sources and any discretionary grant sources. The STIP may only include discretionary grant funds for which projects have been awarded or that are reasonably expected to be available within the timeframe of the STIP.
- f. Ensure all tables are consistent throughout the STIP including where projects are identified, and funding sources are specified and programmed.
- g. For each project using ACC, identify the Federal funding source(s) used for the conversion of the AC project.
- h. For each project using Ferry Boat Funds as Toll Credits, identify the use of these funds in the funding information in Appendix H.
- i. All projects included in the STIP must be eligible for the funding sources to which they are programmed.

4. 23 CFR 450.218(p) – STIP Amendment and Modifications

Findings:

The STIP amendment and administrative modification procedures provide a series of thresholds and criteria defining in part the amount of funds allowed under a STIP administrative modification versus a STIP amendment. The STIP provides exceptions to these thresholds and criteria that include among other actions, funding adjustments to award contracts.

The STIP outlines specific review and approval processes to be undertaken by FHWA and FTA. Specifically, FHWA/FTA are provided one week to review and provide comments on draft STIP amendments and two weeks to review and provide approval for final STIP amendments. In addition, the STIP describes a provision that FHWA or FTA may approve a STIP amendment on behalf of the other Federal agency.

Corrective Actions:

- j. All project cost increases that exceed agreed-to criteria and thresholds outlined for STIP amendments and administrative modifications must comply with STIP amendments and administrative modification procedures. The STIP must document that the agreed-to STIP amendment and modification criteria and thresholds that apply without any exceptions.
- k. FHWA and FTA will determine the time required for joint Federal agency review and approval of STIP amendments. In addition, DOT&PF may not decide if one Federal agency can approve a STIP amendment on behalf of the other agency. All language specifying FHWA and FTA review and approval timelines and processes must be removed from the STIP.

5. 23 CFR 450.220 Self-certifications, Federal Findings and Federal Approvals

23 CFR 450.220(a)(7) – Air Quality Conformity

Findings:

Effective January 4, 2024, the EPA issued Air Plan Partial Approval and Partial Disapproval; AK, Fairbanks North Star Borough; 2006 24-Hour PM_{2.5} Serious Area and 189(d) Plan. This rule placed the Fairbanks North Star Borough non-attainment area under a conformity freeze. There are

projects included in the STIP that have not been processed through the Interagency Consultation process as required for non-attainment/maintenance area conformity.

Corrective Actions:

- l. The STIP must document the Air Quality Conformity Freeze status of the Fairbanks North Star Borough and the impacts to the TIP and STIP that result from this condition.
- m. During the conformity freeze, FHWA and FTA are prohibited from approving a new AQ conformity for the Fairbanks North Star non-attainment/maintenance area. The Fairbanks MPO is prohibited from amending their Metropolitan Transportation Plan or Transportation Improvement Program. All new projects proposed for Federal funding within the Fairbanks North Star non-attainment/maintenance area that were not considered during the last compliant conformity review, must now be considered through the Interagency Consultation process to ensure projects meet the requirements for exemption for AQ conformity prior to including these projects in the MPO TIP or for projects outside the MPO planning area, prior to putting the projects into the STIP. See **Appendix C** for the projects that must be removed from the STIP until they are processed through the Fairbanks North Star Interagency Consultation process.

Tier 2: Conditions for STIP Amendment Approval

The following Federal actions must be resolved prior to FHWA and FTA approval of the first STIP Amendment or within six months of FHWA and FTA approval of the STIP, whichever comes first.

- 1. 23 CFR 450.208 Coordination of Planning Process Activities

Findings

The STIP documents the DOT&PF's commitment to coordinating with the MPOs for STIP development. However, the DOT&PF actions in developing the 2024-2027 STIP are inconsistent with the definitions of continuing, cooperative, and comprehensive planning. Specifically, the DOT&PF excluded the Metropolitan Planning Organizations (MPOs) in the development of the draft STIP provided for public review. This has resulted in programming decisions that did not originally go through the MPO planning processes including long-range planning in the metropolitan transportation plans, air quality conformity reviews, and consideration for the MPO's transportation improvement programs.

Corrective Action:

- a. The DOT&PF must develop and implement processes and procedures for a continuing, cooperative and comprehensive planning process that meets the requirements of 23 CFR 450.208. These documented procedures should also include the DOT&PF's role and responsibility for oversight of MPOs, and procedures for air quality conformity, Unified Planning Work Program development, MPO Certifications, STIP development, and other joint planning processes.
- 2. 23 CFR 450.210 Interested Parties, Public Involvement, and Consultation.

Findings:

The DOT&PF's public participation process is administered according to State laws under 17 AAC 05.160. The DOT&PF provides a [web page](#) that outlines relevant public involvement processes and

resources to support effective public engagement in the planning process including the development of the draft STIP. In accordance with the DOT&PF's public involvement requirements, a 45-day public comment period was provided on the draft STIP in September 2023. No additional public engagement was offered after the close of that initial 45-day public comment period.

The STIP document outlines activities that engaged specific Tribal leaders. The document also discussed the DOT&PF participation in the 2023 Annual Project Coordination meeting with Federal Land Management agencies (FLMAs) throughout Alaska as part of their Federal agency consultation process.

The disposition of public comments is available on the DOT&PF's web page. However, documentation of public involvement processes used to develop the STIP including the involvement of affected local and appointed officials and the availability of the disposition of public comments is not documented in the STIP.

Corrective Actions:

- b. The STIP must document the public involvement processes including the involvement and coordination with affected local and appointed officials and the disposition of public comments.
- c. The STIP must provide access to or include the disposition of public comments.
- d. The DOT&PF must develop and/or document the Tribal consultation process used to establish the formal Tribal consultation processes used to engage and consult with each Federally recognized Tribe in Alaska. Tribal consultation must be demonstrated and documented for all Federal planning and programming processes including in the STIP.

Recommendation:

- a. While the DOT&PF's public participation requirements were followed in the development of the STIP, the public participation processes do not address how the public will be engaged when significant changes take place for documents such as the STIP prior to adoption or submittal for Federal approval. The public participation process should document processes to engage the public when significant changes are made to Federal documents and how the disposition of public comments are made available.

Commendation:

- a. The DOT&PF was an active participant in the 2023 Annual Project Coordination meeting of FLMAs, sharing the current and draft STIP. The DOT actively shared information and coordinated with FLMA's about projects impacting federal lands and the unique needs and interest of FLMA partners. This model of coordination is one that other DOTs can use to engage and coordinate with FLMA's in a productive way, securing both open communication and shared understanding and vision.

3. 23 CFR 450.218 Development and Content of the Statewide Transportation Improvement Program (STIP)

23 CFR 450.218(b) and (k) – MPO Transportation Improvement Programs

Finding:

The STIP references coordination with Alaska Tribes, but there is no reference to the Tribal Transportation Improvement Programs (TTIP) associated with the Tribes. In addition, there is no reference to the Federal Lands Management Agency Transportation Improvement Program (FLMA TIP).

Corrective Action:

- e. As part of the coordination processes, the STIP must document and reference the TTIP and FLMA TIP. This includes where these documents are located within the STIP, and the processes used to include these documents upon availability.

4. 23 CFR 450.218(l) – Year of Expenditure:

Findings:

The STIP includes an inflation factor of 1.5% for Federal revenues but, does not address how cost estimates reflect the Year of Expenditure (YOE), how the inflation factor was determined, or whether it was developed in consultation with MPOs, and public transportation operators, as required. In addition, the inflation factor used is inconsistent with the State's *Highway Preconstruction Manual* which indicates a 3% annual inflation factor is appropriate for project estimates.

Corrective Action:

- f. All costs and revenue estimates identified in the STIP must reflect YOE and be based on an inflation factor consistent with state policies.

5. 23 CFR 450.218(p) – STIP Amendment and Modifications

Finding:

The DOT&PF and MPOs each administer their TIPs and STIP differently. A consequence of these differences is the amount of time it takes to process an amendment through the MPO and the State DOT&PF; it can take up to nine months to process one STIP amendment before it reaches FHWA and FTA for approval. This process impacts the flexibilities necessary to effectively manage the TIP and STIP.

Recommendation:

- b. The DOT&PF should coordinate with MPOs, FHWA and FTA to review and revise the STIP and TIP modification procedures to streamline the processes and ensure a responsive, timely approach to TIP and STIP management.

6. 23 CFR 450.218(q) Transportation Performance Management (TPM) and 23 CFR 450.206(c) Performance-Based Planning and Programming

Finding:

In Appendix C of the STIP, the DOT&PF documents their TPM targets and provides a discussion about how targets are set throughout the period of the STIP. A listing of performance-based plans is also provided as evidence of a performance-based planning process and to define the DOT&PF's project selection processes. The Appendix also provides an analysis demonstrating DOT&PF's progress to date in meeting most of the TPM targets.

Corrective Actions:

- g. The STIP must, to the extent practicable, provide a discussion of the anticipated effect of the STIP toward achieving the performance targets identified by the State.
- h. The STIP must also clarify the performance-based planning processes and the project selection processes that support the investment priorities programmed in the STIP.

7. 23 CFR 450.336(b) - Transportation Management Area Certification Review

The following corrective actions must be resolved as described in the Anchorage Metropolitan Area Transportation Solutions (AMATS) 2023 Transportation Management Area Certification Review.

1. 23 CFR 450.326(c) and (d) Development and content of the transportation improvement program (TIP)

The TIP must include a description of the effect of the projects toward achieving the Federal performance targets. This includes analysis and clarification of how the TPM was administered through project selection and/or prioritization and how projects in the TIP will support the TPM targets. The TIP must include a description that demonstrates how projects contribute toward achieving the selected performance targets identified in the metropolitan transportation plan and link investment priorities to those performance targets.

2. 23 CFR 450.316(a)(1)(vi) Interested parties, participation, and consultation.

The PPP must include information about the disposition of public comments and how/where the public can gain access to the disposition of public comments as part of the final MTP and TIP documents.

3. 23 CFR 450.324 (f)(6) Development and content of the metropolitan transportation plan.

The MTP must document the consideration of the results of the CMP, including identifying any project including SOV projects, that result from the CMP.

4. 23 CFR 450.322 (d)(6) Congestion management process in transportation management areas.

The CMP must implement a process that assesses the effectiveness of implemented strategies, in terms of the area's established performance measures. This assessment should consider changes in policy, performance measures, and data collection to ensure the CMP is current and supports the planning processes of the MPO.

5. 23 CFR 450.326(j) Development and content of the transportation improvement program (TIP).

The TIP financial plan must demonstrate how the approved TIP can be implemented, including clearly identifying all federal funding sources as well as the required non-federal matching funds. These non-federal funds must be treated similarly to the Federal funds in terms of documenting whether the funds are reasonably expected to be available.

6. 23 CFR 450.326(j) Development and content of the transportation improvement program (TIP).

The TIP cannot include projects for which funds are not currently available, including those projects with zero funds. The TIP may only contain projects for which funding is reasonably expected to be available. Any projects that are not funded, are considered illustrative and must be clearly identified and are not considered part of the approved TIP. As funding becomes available, the illustrative project must be added to the TIP through approved amendment procedures.

Tier 3 – Conditions for Project Approval

The projects included in **Appendix E** identify specific eligibility, project description, and/or programming questions that must be resolved. Questions identified in **Appendix E** for each question must be resolved in the STIP prior to submitting the project to FHWA or FTA for authorization.

Appendix A – Projects in a TIP Included by Reference

The following projects must be included in the associated Metropolitan Planning Organization’s TIP, or other TIP, prior to being included in the STIP by reference, and unchanged from what is approved in the applicable TIP. Projects that are included by reference through a TIP, but are listed individually in the STIP must be removed from the STIP. Projects that have not gone through the MPO planning process or other TIP processes and are not listed in the MPO TIP or other TIP must be removed from the STIP.

Table A

Need ID	Title	MPO
33883	Area Transit Operations and Improvements	AMATS
33862	Carbon Reduction Program: AMATS	AMATS
6460	Community Transportation Program AMATS	AMATS
9299	Congestion Mitigation and Air Quality Improvements: AMATS	AMATS
34171	Glenn Highway Incident Management and Traffic Accommodations	AMATS
31274	Glenn Highway Milepost 0-33 rehabilitation Airport Heights to Parks	AMATS
31846	Glenn Highway and Hiland Road Interchange Reconstruction and Operational Improvements	AMATS
34343	Metropolitan Planning Organization (MPO) AMATS Planning	AMATS
33044	Transportation Alternatives Program: AMATS	AMATS
34345	Urban Transit AMATS Planning	AMATS
34374	Railroad Anchorage North & South Rail Corridor	AMATS
34189	Reconnecting Fairview: Neighborhood Revitalization through community led highway redesign	AMATS
34164	Seward Highway Milepost 98.5-115.3	AMATS
26121	Air quality planning project	FAST
20294	Air Quality public education	FAST
3843	Airport Way and Cushman Street Intersection Reconstruction	FAST
33863	Carbon Reduction Program: FAST MPO	FAST
17662	Community Transportation Program: FAST MPO	FAST
17663	Congestion Mitigation and Air Quality Improvements: FAST MPO	FAST
34347	Fairbanks Area Transit Operations and Improvements	FAST
34346	Metropolitan Planning Organization (MPO) FAST MPO	FAST
34403	Peger Road Corridor Study	FAST
29232	State Implementation Plan Committed measures	FAST
33864	Transportation Alternatives Program: FAST MPO	FAST
34348	Urban transit FAST Planning	FAST
3821	University Avenue Widening	FAST
28089	Glenn Highway Milepost 66.5- 92 Reconstruction	WFLHD
33825	Prince of Wales Neck Lake Road Reconstruction	WFL HD
34262	Elliot Hwy Manley Bridge Replacement MP 150	TTIP

Appendix B – Project Groupings

The following project groupings must include a sufficient project description, including project location, type of work, termini, etc., to be included in the STIP. If any work occurs within a MPO boundary, it must first be included in the MPO's TIP before being included in the STIP by reference.

Table B

Need ID	Title
34395	Carbon Reduction Program: MVP MPO
33861	Carbon Reduction Program: Rural
34223	Community Transportation Program: Alaska-wide
34393	Community Transportation Program: MVP MPO
34394	Congestion Mitigation and Air Quality Improvements: MVP MPO
34320	Ferry Service for Rural communities Operating assistance
33860	Resiliency Program
34396	Transportation Alternatives Program: MVP MPO
34194	West Coast Alaska Community Resiliency

Appendix C – Projects Requiring Interagency Consultation

Due to the Conformity Freeze for the Fairbanks Northstar Air Quality Non-attainment area, the following projects must first be reviewed by the Fairbanks North Star Interagency Consultation process prior to inclusion in the TIP or STIP listed in the Table. These must be removed from the STIP.

Table C

Need ID	Title	TIP/STIP
34399	Weigh-in-Motion Wayside Improvements	STIP
34130	Richardson Highway Milepost 346 Chena Bridges Replacement	TIP
34196	International Airport Charging Stations	TIP

Appendix D – Ineligible Projects

The following projects appear to be ineligible for inclusion into the STIP for the reasons shown for each specific project. These projects must be removed from the STIP.

Table D

Need ID	Title	Comment
33824	Alaska Highway Milepost 1380 Johnson River Bridge Replacement	NHFP funding identified but is not included in the Freight Investment Plan. Ineligible for NHFP funding.

Need ID	Title	Comment
11439	Anton Anderson Memorial (Whittier) Tunnel Maintenance and Operations	<p>"Operations" should be removed as it and routine maintenance were deemed ineligible for federal-aid funding.</p> <p>NHFP funding identified but is not included in the Freight Investment Plan. Ineligible for NHFP funding.</p>
33974	Cascade Point Ferry Terminal	No ferry facility here/not part of any transportation network. Project is ineligible for federal-aid funding.
10765	Egan Yandukin Intersection Improvements	Project is not in HSIP implementation plan. Ineligible for safety funding.
34205	Ferry Boat Funds as Toll Credits	<p>Toll credits do not come from a federal funding source. Any use of toll credits should be noted on the individual projects they are programmed to be used on.</p> <p>Toll credits have been requested and are being reviewed for approval by FHWA.</p>
34299	Guardrail Improvements	<p>Project is not in HSIP Implementation Plan and ineligible for safety funding.</p> <p>Ineligible for PROTECT funding.</p>
26120	King Cove to Cold Bay Road	No CDS/earmark funds have been allocated to this project. No funding is identified.
31310	Klondike Highway Rehabilitation: Skagway River Bridge to Canadian Border	Project not in Freight Investment Plan. Not eligible for NHFP funding.
32218	Prince William Sound Area Transportation Plan Update	Effort is funded in AWP.
33248	Shishmaref Sanitation Road Erosion Control	No CDS/earmark funds have been allocated to this project. Unclear where ER funding is coming from (no ER funds for this).
33801	Southeast Alaska Transportation Plan	Effort is funded in AWP.
33721	Statewide Transportation Improvement Program Management Software and Support	Effort is funded in AWP.
33098	Statewide Functional Class Update	Effort is funded in AWP.
34206	West Susitna Access Road	No bridge work identified in scope. Not eligible for BFP.

Need ID	Title	Comment
25836	AASHTO Technical Programs Support	Unclear this project is eligible for funding. Past funding has all been research.
ACC	Advance Construction Conversion	Conversion of AC'd funds needs to be identified on each project with the source of the converted funds identified and programmed.
6447	Bridge and Tunnel Inventory, Inspection, Monitoring, Preservation, Rehab, and Replacement Program	Monitoring/Inspection work is ineligible for Bridge Formula Program (BFP) funding.
6454	Bridge Management System	Work is ineligible for BFP.
12579	Bridge Scour Monitoring and Retrofit Program	Monitoring is not eligible for BFP.
13239	Culvert Repair and Replacement	Unclear how bridge funding can be used if culverts are not identified and may not meet bridge requirements.
34320	Ferry Service for Rural Communities Operating Assistance	No description supports this Need ID.
34258	Frontier Roads, Trails, and Bridges Program	Unclear if it is eligible for identified funding sources.
343130	State-owned Shipyard Repairs	Shipyards are not part of a transportation facility. Unclear how it is eligible for federal-aid funding.

Tier 3: Appendix E – Conditions for Project Approval

Table E-1: FHWA and FTA are unclear of the eligibility for projects included in Table E-1. Project descriptions must sufficiently describe the project or phase, estimated total costs must be consistently and accurately defined, federal funds programmed by year must be supported by a specific funding source(s), and agencies responsible for implementation of projects must be clearly identified per 450.218(i). The questions posted for each comment must be addressed prior to authorization. This may require a STIP amendment for some projects.

Table E-1

Need ID	Title	Comment/Question
34317	Alaska Highway Yukon Territory Permafrost Repairs	Funding is allowed at 100% federal share. FHWA administers Shakwak projects. Unclear if this is how these projects should be programmed. It should be included in a previous table to demonstrate fiscal constraint but I do not believe a Need ID is appropriate.
22299	Alaska Highway Milepost 1235-1268 Rehabilitation	Total project cost includes first construction project (0A11016) but does not include the \$4,210,115 that is currently obligated (0A11014)
34126	Alaska Highway Milepost 1348 Robertson River Bridge Replacement	Table 51 (AC) includes \$2,089,514 AC'd in 2027 and to be converted in 2028 which is missing in "After 2027" costs. Also needs to identify the AC funding. Current estimate identifies a utilities funding need. How is construction split between 2 FYs?
33824	Alaska Highway Milepost 1380 Johnson River Bridge Replacement	Table 51 (AC) includes \$27,908,922 AC'd in 2026 and to be converted in 2029 and 2030 which is missing in "After 2027" costs. Current project has (0A22008) has \$2.2M which is not fully included in the total project cost. How is construction split between 2 FYs?
22322	Alaska Highway Milepost 1393 Gerstle River Bridge Replacement	Table 51 (AC) includes \$54,386,517 AC'd in 2027 and to be converted in 2029, 2030, and 2031. The ~\$54M is not shown as needed in 2027 and is unclear the AC conversion is included in out years.
27509	Alaska Marine Highway System Ferry Overhauls	Description identifies this as state-funds only and there are no federal fund programs identified. Project also states it's 100% federal funds.

Need ID	Title	Comment/Question
6446	Annual Work Planning Program	Not required to be in the STIP.
28332	Anton Anderson Memorial (Whittier) Tunnel Backup Generation	<p>Estimate shows additional design funding needed for this project.</p> <p>Project (0496013) has \$5,986,372 which is not included in total project cost.</p>
11439	Anton Anderson Memorial (Whittier) Tunnel Maintenance and Operations	There is already a project (0496019) open for FY21-25 activities with \$15,759,930.59 obligated and only \$4,403,857.70 expending. Why are FY24 and FY25 funding needs identified?
33693	Big Lake Road Rehabilitation	<p>MP 0-3 (0511009) estimates \$12M in construction and \$900k in design needed. MP 3.6-9.1 (0511010) estimates \$10M in construction and \$800k in design needed. Total Need ID appears to be underprogrammed.</p> <p>Why are all phases split in FYs?</p>
6447	Bridge and Tunnel Inventory, Inspection, Monitoring, Preservation, Rehab, and Replacement Program	<p>Need ID title is misleading. This project is understood to only be for inventory, inspection, and monitoring. Why is it a "multiphase" project?</p> <p>Current STIP has \$7.8M annually programmed to this work. NBI requirements have changed. \$3M is very low and the need is much greater (confirmed by DOT&PF Bridge). Need ID appears to be underprogrammed.</p>
6454	Bridge Management System	Why is it multiphase? Why does it switch to Phase 1 in 2026?
12579	Bridge Scour Monitoring and Retrofit Program	Unclear where construction work will be occurring (location, termini, scope).
33241	Cape Blossom Road	Project (0002204) currently has \$6,849,827.29 that is not included in total project cost. Stage I project (0002469) has \$43,750,099 - is this project included in this Need ID? If so, also needs to be included in total project cost.
34319	Cold Bay AMHS Ferry Terminal Improvements	Schedule is unachievable. How is ~\$5 in design (PE through Final Design) going to be completed in a year?

Need ID	Title	Comment/Question
13239	Culvert Repair and Replacement	Understood this Need ID to mean to support identification or problem culverts. Is construction occurring? There are no project limits or scope of work identified.
22452	Dalton Highway Milepost 109-144 Reconstruction and Douglas Creek Bridge Replacement	<p>Project (0653007) has \$6,436,000 which needs to be included in total project costs.</p> <p>Current STIP shows a need for utilities - if that's still needed, where is funding programmed?</p> <p>Current project schedule shows MP120-135 obligated for construction at the beginning of FY25 and MP 109-120 obligated for construction beginning of FY27.</p>
33240	Dalton Highway Milepost 190 Hammond River Bridge Replacement	<p>Project (0654012) has \$600,000 which needs to be included in total project costs.</p> <p>Current estimate shows a need of \$12.5M for construction - appears to be underprogrammed.</p>
22475	Dalton Highway Milepost 305-335 Reconstruction and Dan Creek Bridge Replacement	<p>Project (0656006) has \$4,352,000 which needs to be included in total project costs.</p> <p>Construction year identified is 2027. What are the "After 2027" funds for?</p>
31899	Disadvantaged Business and Civil Rights Disparity Compliance Study	What phase of work is programmed? Completely missing.
10765	Egan Yandukin Intersection Improvements	Project has not started design. Very unlikely it will be ready for construction by FY25.
33600	Elliott Highway Milepost 12-18 Rehabilitation	<p>Project (0680036) has \$500k which needs to be included in total project costs.</p> <p>How are design and utilities going to be obligated in the same FY?</p>
33601	Elliott Highway Milepost 63-73 Rehabilitation	When is construction going to occur?
33921	Fairview Loop Road Rehabilitation and Pathway	State-funded project (Z560200000) for the pathway is included with this project and should be included in total project costs. State funds = \$8,259,000

Need ID	Title	Comment/Question
18358	Ferry Refurbishment	Ferry vessel refurbishments are programmed individually in this STIP (see Need IDs 34212, 34211, 34209, 33978). What is the scope of this Need ID?
18359	Ferry Terminal Refurbishment	<p>Ferry terminal refurbishments are programmed individually in this STIP (see Need IDs 33967, 33974, 34192, 33885, 34193, and 33883). What is the scope of this Need ID?</p> <p>Primary funding source says STBG but table identifies FBF.</p> <p>How has construction occurred in the past?</p>
28349	Front Street Resurfacing: Greg Kruschek Avenue to Bering Street [CTP Award 2019]	No expenditures have been made to this project. Why is more design funding in FY24 needed?
34258	Frontier Roads, Trails, and Bridges Program	No scope of work or location included in description.
2320	Glenn Highway Milepost 53-56 Reconstruction and Moose Creek Bridge Replacement	<p>Project (0A15025) is pending closure by DOT&PF due to no need. Why are funding needs in FY24 and out years if project will be closed?</p> <p>DOT&PF has indicated they are working on a new scope of work for this area. A new Need ID should be programmed and 2320 should be removed.</p>
28089	Glenn Highway Milepost 66.5-92 Reconstruction	<p>Is this a combination of Need IDs 28089, 29931, 30396, and 31493?</p> <p>Current construction estimate is \$300M which is not identified in total project costs.</p> <p>What is the \$5k of ROW needs in FY24? Required to obligate the entire phase (the estimate) and it is unclear that is occurring.</p>
31841	Glenn Highway Milepost 49 Safety and Capacity Improvements	<p>Project (0A15040) has \$2M which is not included in total project costs.</p> <p>What is funding need in out years? When is construction going to occur?</p>

Need ID	Title	Comment/Question
32018	Glenn Highway Milepost 158-172 Rehabilitation	Project (0A14009) has \$900k which is not included in total project costs.
34299	Guardrail Improvements	Scope of work and project limits are missing.
2152	Haines Highway Milepost 3-25 and Chilkat Bridge Reconstruction	Unclear if project is ready to advance to construction.
34312	High Priority Fish Passage Restoration at Threemile Creek in Klawock, Alaska	Culvert AOP grants are not required to be in STIP.
12979	Highway Fuel Tax Evasion	<p>Unclear this project is eligible for NHPP funding. STBG should be funding source.</p> <p>Funds are 100% federal (no match required).</p>
34146	Juneau Douglas North Crossing	<p>Planning is not a phase of a construction project. Separate planning work in a different Need ID.</p> <p>Planning study not expected to be complete until summer 2024. How is design going to start immediately after?</p> <p>Match is not correct - 5% for RAISE and 9.03% for CDS.</p>
34318	Kalifornsky Beach Road Drainage Improvements	<p>Why does it state primary funding source is "illustrative"?</p> <p>Project is not active yet. 1 year to get through environmental and design is likely unachievable.</p>
33218	Keku Road Resurface: Kake to Seal Point	How is construction work split into 2 years?
34354	Ketchikan Airport Ferry Terminal	No description supports this Need ID.
34212	M/V Columbia Controllable Pitch Propeller	Project (9500143) has \$14,232,725.01 and is already in construction. Unclear what this Need ID is for.
34211	M/V Kennicott Emissions and Exhaust	Project (9500158) has \$22,615,385.62 and is already in construction. Unclear what this Need ID is for.
33976	M/V Mainliner Replacement Vessel	\$11M for design seems very high. Is this based on an estimate?
34209	M/V Matanuska Safety Improvement Project	\$37M for design seems excessively high. Is this based on an estimate?
30189	M/V Tustumena Replacement Vessel	Project (9500153) has \$14,327,805.55 which is not included in total project costs.

Need ID	Title	Comment/Question
34131	Naknek River Watershed Culvert Replacements, King Salmon, Alaska	Culvert AOP grants are not required to be in STIP. Why are planning funds identified? Where is design funding?
34201	Nome Emergency Repairs from the West Coast Alaska Storm	ER projects are not required to be in STIP. Design/ROW/UT are still required for ER projects. Match is required for ER projects.
2436	Otmeloi Way Reconstruction [CTP Award 2019]	Unclear how design and ROW will occur this FY
34315	Parks Highway Fish Passage Improvement Plan	Culvert AOP grants are not required to be in STIP.
34172	Parks Highway Milepost 52-57 Big Lake to Houston Reconstruction	Schedule appear to be unachievable for such a large construction project. Match makes no sense.
29914	Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement	Project (0A41042) has \$4.5M which is not included in total project cost. How is construction split into 3 different years?
34304	Parks Highway Milepost 303-306 Reconstruction	How is 3 miles of Parks Highway reconstruction going to cost less than \$4M? Is this based on an estimate? Appears underprogrammed.
22335	Parks Highway Milepost 315-325 Reconstruction	Project (0A45028) has \$7,457,947 which is not included in total project costs.
33696	Petersville Road Milepost 7 Moose Creek Bridge Reconstruction	Entire project is proposed to be funded with BFP. Unclear if it is all eligible for BFP.
34311	Port Valdez-Frontal Valdez Arm Watershed	Culvert AOP grants are not required to be in STIP.
32723	Redoubt Avenue and Smith Way Rehabilitation [CTP Award 2019]	Project (0001728) currently has \$789k which is not included in total project costs.
2119	Richardson Highway Milepost 148-173 Reconstruction	Project (0713010) has \$8,220,031.31 which is not included in total project estimate. Completed construction for a portion of this Need ID (0713013) has \$40,065,165 which is not included in total project estimate.

Need ID	Title	Comment/Question
32580	Richardson Highway Milepost 233 Bear Creek Bridge Permanent Repair	<p>Project (0714024) has \$34,650,379 which is not included in total project costs. Project is already in construction. Why is there more funding?</p> <p>ER funds are not required to be in STIP.</p>
34155	Sargent Creek and Russian River Bridges Planning Study	Project is funded with a Bridge Investment Program discretionary grant (required to be in STIP). Funding source identifies BFP. Need to fix.
33445	Sargent Creek Bridge Repairs	There is a project for this bridge replacement (0391016). Unclear the relationship. Replacement is not identified in this STIP.
28890	Sayles/Gorge Street Viaduct Improvements	How is ROW funding need in FY24 along with construction?
34305	Seldovia Gravel Source Road	Required match for CDS is missing.
26085	Seppala Drive Rehabilitation and Realignment	Current schedule shows construction in FY25.
33741	Seward Highway and Sterling Highway Intersection Improvements	<p>Current estimate identifies \$60.2M in construction funding needs. Appears to be underprogrammed.</p> <p>How is construction occurring in 2025 and 2027?</p>
33247	Seward Highway Milepost 14 Railroad Crossing Reconstruction	<p>What is "RAIL" funding? Not identified anywhere in STIP.</p> <p>Project (0311037) has \$3M which is not included in total project cost.</p> <p>Project has to be constructed by end of 2025 to accommodate ARRC project.</p> <p>Current estimate shows \$20M for construction and \$150k for utilities needed. Appears to be underprogrammed.</p> <p>How is construction occurring in 2024 and 2025?</p>

Need ID	Title	Comment/Question
30209	Sitka Sea Walk Phase 2 [TAP Award 2016]	<p>What grant?</p> <p>FLAP funds exceeds what's in TIP (only \$2,192,517 programmed).</p> <p>Environmental document is not complete. How is construction going to occur in 2024?</p>
31719	South Tongass Highway and Water Street Viaduct Improvements	<p>Estimate identifies \$54M in construction funding needed. Appears to be underprogrammed.</p> <p>How is construction occurring across 2 years?</p>
23455	South Tongass Highway Saxman to Surf Street Reconstruction	Project (0902031) has \$8,107,331 which is not included in total project costs.
34310	Statewide Equitable Community Connectivity Action Plan (SECCAP)	Include RAISE grant in description.
33098	Statewide Functional Class Update	This is a one time effort. Why is funding needed throughout STIP years?
29913	Sterling Highway Milepost 82.5-94 Safety Corridor Improvements	Current estimate shows \$105M for construction funding needed. Appears to be underprogrammed.
2670	Sterling Highway Milepost 157-169 Reconstruction Anchor Point To Baycrest Hill	<p>Unclear if all \$20.4 is eligible for safety funding.</p> <p>Current estimate shows a \$136.4M construction funding need. Appears to be underprogrammed.</p> <p>When is construction occurring?</p>
33881	Sterling Highway Schooner and Cooper Landing Bridge Preservation	<p>ER funding is not required to be in STIP.</p> <p>Unclear how it is eligible for ER funding.</p>
32299	Takotna River Bridge Replacement Bundle	Project (0001569) has \$1,650,000 and project (0005783) has \$1,668,100. Where is other project funding coming from?
33178	Trout Creek Culvert Replacement and Aquatic Organism Passage Improvements	TIP only has \$1,957,500 in FLAP funding available.
32726	Trunk Road (Nelson Road) Rehabilitation and Bridge Replacement [CTP Award 2019]	Why is planning a part of a construction project?

Need ID	Title	Comment/Question
2503	Wasilla to Fishhook Main Street Rehabilitation	<p>Project (0001408) has \$14,200,000 and is not included in total project costs.</p> <p>Current estimate shows \$40M in construction funding and \$8M in utilities funding needed. Appears to be underprogrammed.</p>
34194	West Coast Alaska Community Resiliency	<p>Unclear if project is eligible for funding.</p> <p>What are project limits and scope of work? Where is work occurring?</p> <p>Schedule appears to be unattainable.</p> <p>How is construction occurring across two years?</p>
34405	Complete Streets Statewide Planning	<p>Why is planning and construction work combined? Where is construction work going to occur (activities, locations, termini)?</p> <p>Unclear if project is eligible for funding.</p>
18791	Congestion Mitigation and Air Quality Improvements: Statewide	<p>Scope does not include a description of work to be performed, where work will be occurring, or the termini.</p> <p>Why does the phase change from P1 to P0 in 2025?</p>
29675	Cultural Resource Management	<p>Why is this a multiphase project?</p> <p>Unclear if eligible for NHPP.</p>
34198	Light up the Highways	Locations of work and scope are missing.
33965	Rock Slope Stabilization Program	Unclear if this is in the HSIP list of projects. Unclear if eligible for safety funding
6457	Seismic Bridge Retrofit Program	Why is this a multiphase project? Appears to just be for evaluation.
34199	Sustainable Transportation and Energy Program	Why is this a multiphase project? Appears to just be for evaluation/planning.
34200	Transportation Workforce Development and Training	<p>Unclear how no match is required for specified funds.</p> <p>Unclear how it is eligible for funding programs.</p>

Need ID	Title	Comment/Question
34190	Waterways Program	<p>Why is this a multiphase project? What are project limits and scope? Where is work occurring?</p> <p>Unclear if work is eligible for PROTECT funding.</p>
34206	West Susitna Access Road	<p>When is AC'd funding going to be converted?</p> <p>How is project going to advance to construction in 18 months? No work has begun.</p>

Table E-2: The following active projects in FHWA's Financial Management Information System (FMIS) with end dates within the STIP timeframe. These are projects that were identified for construction by the end date identified. A clarification of the project status is required for each project listed in Table E-2.

Table E-2

FPN	State #	Title	PE Date	ROW Date	Project End Date
0001605	CFHWY00323	VINE RD IMPROVEMENTS: KNIK-GOOSE BAY RD TO HOLLYWOOD RD	12/19/2017		07/01/2026
0002384	NFHWY00162	KIVALINA EVACUATION AND SCHOOL SITE ACCESS ROAD	10/24/2016		12/31/2024
0002514	NFHWY00687	SHISHMAREF SANITATION ROAD EROSION CONTROL	05/04/2022		06/30/2025
0212015	Z530140000	STERLING HIGHWAY MILEPOST 44.5 TO 58 (MILEPOINT 7.6 TO 22), SUNRISE INN TO SKILAK LAKE ROAD, RECONSTRUCTION	11/04/1975	02/18/2021	06/30/2027
0391015	SFHWY00111	KDK CHINIAK HIGHWAY REHABILITATION: MILE POST 15 TO 31	03/09/2017		06/30/2024
0391016	SFHWY00459	KDK SARGENT CREEK BRIDGE (#0989) REPLACEMENT	12/01/2022		02/20/2026
0652016	Z609110000	DALTON HWY MP 0-9 RECONSTRUCTION	08/12/2011	09/22/2016	12/31/2026
0711076	NFHWY00149	RICHARDSON HIGHWAY MP 65-80 REHABILITATION	01/31/2017		03/01/2026
0713016	Z606380000	RICHARDSON HWY MP 115-148 REHABILITATION	03/24/2015	12/02/2019	12/31/2025
0714028	NFHWY00655	RICHARDSON HWY MP 214-218 RECONSTRUCTION	12/01/2022		07/01/2025
0902046	HFHWY00293	SOUTH TONGASS FERRY TERMINAL PROJECT	09/21/2022		06/30/2024
0933049	SFHWY00487	JNU GLACIER HWY RECNSRCTION:BESSIE CRK TO ECHO COVE	01/10/2023		03/31/2024
0955017	Z684640000	HAINES FERRY TERMINAL END BERTH FACILITY	04/07/2014		03/31/2022
0971008	Z696240000	SKAGWAY FERRY TERMINAL MODIFICATIONS	09/19/2011		06/15/2027
0A13022	NFHWY00763	TOK CUTOFF HIGHWAY MP 8-22 REHABILITATION	12/12/2022		04/30/2025
0A15024	Z581040000	GLENN HWY: MP 34-42 PARKS TO OLD GLENN HWY	03/31/2005	08/18/2015	08/01/2025
0A33029	CFHWY00694	STERLING HWY MP 45-60 SUNRISE-SKILAK LAKE RD RECONS STAGE 1B		08/18/2020	12/31/2025
0A41035	CFHWY00076	PARKS HWY: HOUSTON TO WILLOW	04/12/2017		04/10/2025
0A42012	NFHWY00575	PARKS HIGHWAY MP 206-209 RECONSTRUCTION	08/02/2021		09/01/2024
0A43021	Z633890000	PARKS HWY MP 183-192 RECONSTRUCTION	09/19/2013		12/31/2026

As we work through the STIP Tier 1 findings issued Monday, we have prepared a list of proposed actions and a one question. Thank you in advance for FHWA's consideration. Having concurrence from FHWA on our proposed actions and answer to our question will allow DOT&PF to move quickly to incorporate changes into our required STIP re-submittal.

Tier 1, Finding 1: MPO and Other Transportation Improvement Programs

Proposed actions: All projects and programs listed in Appendix A will be removed and incorporated into single programs for each MPO, that include the summaries of designated funding sources for the individual projects and programs identified in the representative TIPs to meet fiscal constraint requirements.

We note that within 6 months we are required under Tier 2, Condition 1 to further work on DOT&PF's roles and responsibilities working with MPO's, and will address additional concerns at that time.

FHWA/FTA response:

As outlined in the Federal Planning Finding, projects listed in Appendix A must be removed from the STIP and no further changes to the STIP are appropriate for the projects listed in Appendix A. The projects in Appendix A must be amended into the TIPs for the MPOs, Federal Lands Management Agency or Tribe through the processes established by each agency. Each individual agency administers a process to document and present fiscal constraint for funding and projects programmed in their respected TIP document. Please work with the identified agencies (MPOs, Federal Lands Management Agency or Tribe) to clarify their processes for including the projects from Appendix A into their TIPs and to assist in their demonstration for fiscal constraint associated with these projects.

For accuracy, Tier 2 Corrective Actions are required to be addressed within six months or prior to the first STIP amendment. Strike language related to Tier 2 as part of addressing Tier 1 corrective actions.

Tier 1, Finding 2: Project Groupings

Proposed actions: The groupings identified in Appendix B will be removed. Revenue allocated to removed groupings will be allocated to accepted projects and programs.

FHWA/FTA response:

Tier 1 Corrective Action b does not require removal of all projects in Appendix B. Rather, each project grouping in Appendix B per 23 CFR 450.218(j) requires that grouped projects reflect those projects that are not considered to be of appropriate scale (generally small scale) for individual identification, and any project group provide additional information to ensure each project meets the parameters for a grouped project. These parameters include a project description that explains, the type of work, the location of where the work will take place and whether the work is exempt for AQ conformity and that the projects are a Categorical Exclusion under NEPA. Many grouped projects included in the STIP provided brief descriptions, which enabled FHWA and FTA to understand how they meet project grouping parameters. The projects in Appendix B do not include an appropriate project description detail to determine eligibility for grouping.

Any decision to remove project groupings or funding associated with the project groupings in Appendix B is under the purview of the DOT&PF. If DOT&PF elects to address this comment by removing these projects and adding the funding to other projects in the STIP, FHWA/FTA will need to review the projects to which these funds are added to ensure eligibility prior to inclusion in STIP.

Tier 1, Finding 3: Fiscal Constraint

Corrective action c proposed action: A summary of Alaska’s FY2020-2023 Operating Budgets will be provided, outlining all funding sources, with a system approach that looks at 2020-2023 infrastructure improvements and documented deficiencies that may increase or reduce the State of Alaska’s maintenance burden.

FHWA/FTA response:

The Corrective Action focuses on how the DOT&PF determined the operations and maintenance needs and how these needs are defined and funded. The 2020-2023 Operating Budgets may suggest how funding is allocated for the purpose of operating and maintaining the existing transportation system, but it does not explain how the DOT&PF determine the operating or maintenance needs throughout the state to operate and maintain the existing transportation system. In addition, in the event that the operation and maintenance needs exceed the anticipated Operating Budget for the transportation system, an explanation of how the State manages existing assets and prioritizes and addresses the operation and maintenance of the existing transportation system.

Corrective action d proposed action: A statement of the State’s ability to fund Advanced Construction projects will be included.

FHWA/FTA response:

Beyond a statement of how the State uses Advance Construction and the State’s ability to fund projects using this tool, the resolution of corrective action d also requires documentation of the availability of State and/or local funds to support the Advance Construction funds programmed in the STIP.

Corrective action e proposed action: We will use the STIP’s 4 year time horizon and an estimate of discretionary grant future availability, as well as the State of Alaska’s probability of success as a measure of “reasonable” in including discretionary grants.

FHWA/FTA response:

The estimated probability of success in receiving discretionary grants must be documented in the STIP as part of the fiscal constraint demonstration. Likewise, if this approach is used, the State must document what steps will be taken for any project that is identified in the STIP for discretionary grant funding, if that project is unsuccessful in receiving a discretionary grant and conversely, when a project identified under this category receives a discretionary grant. In addition, documentation must clarify the processes for any project not included in the STIP for this proposed discretionary grants category, if that project receives a discretionary grant.

Corrective action f: Will comply

No response from FHWA/FTA required.

Corrective action g: will comply

No response from FHWA/FTA required.

Corrective action h: will comply

No response from FHWA/FTA required.

Corrective action i: will comply

No response from FHWA/FTA required.

Tier 1, Finding 4: STIP Amendment and Modifications

Corrective action j:

Question: Without agreed upon exemptions of amendments and modification criteria and thresholds, certain aspects of project delivery may be put at risk. Our understanding from the language in the corrective action statement is we are being asked to remove the “Funding Adjustments to Award Contracts” bullet from the section titled: “Updates that do not require a STIP Change” on page 20. Is this a correct assumption?

A primary concern is the State’s ability to award contracts timely when bid increases exceeding thresholds are experienced. In Alaska, our construction windows are short, and delays in awarding contracts are likely to increase construction timeframes and potentially delaying projects into subsequent seasons (and increasing costs). Contract award adjustments required during construction activities can have the same effect.

Proposed action (corrective action j): Maintain the State’s prior authority outlined in Approved STIP AMD #8 to conduct contract changes without waiting for STIP modifications and Amendments.

Corrective action k: will comply.

FHWA/FTA response:

The corrective action was established based on findings throughout the 2020-2023 STIP that raised significant concern about the use of the identified list of exceptions as the basis for management of the STIP outside of the amendment and administrative modification procedures. Therefore, the corrective action requires the removal of all exceptions to the agreed-to STIP modification and amendment procedures. Tier 2, Recommendation 5 b.), suggests that the DOT&PF review the TIP/STIP amendment and modification procedures to ensure they adequately address needs. If the DOT&PF pursues Tier 2, Recommendation 5, b.), FHWA and FTA may consider processes to address rare, extenuating circumstances outside of the TIP/STIP amendment modification and amendment processes.

Tier 1, Finding 5: Self Certifications, Federal Findings, and Federal Approvals

Corrective action I proposed action: Will add a section to narrative regarding Air Quality Conformity Freeze of FNSB.

No response from FHWA/FTA required.

Corrective action M proposed action: Will remove projects that haven’t been processed through the FNSB Interagency Consultation process.

FHWA/FTA response:

Proposed action appears to meet corrective action. To allow us to expedite our review, provide documentation of any projects included in the STIP that have completed the Fairbanks North Star Interagency Consultation processes and have been found exempt. In addition, any project listed under Appendix C of the Federal Planning Finding that is located within the Fairbanks North Star MPO planning area, must be amended into the MPO TIP via the MPO’s TIP amendment processes prior to amending the project into the STIP.

For accuracy, below is Table C from the Federal Planning Finding that notes the projects and how they should be programmed (i.e., in the STIP or the FAST TIP):

Table C

Need ID	Title	TIP/STIP
34399	Weigh-in-Motion Wayside Improvements	STIP
34130	Richardson Highway Milepost 346 Chena Bridges Replacement	TIP
34196	International Airport Charging Stations	TIP



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

Department of Transportation and Public Facilities

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February 22, 2024

Sandra A. Garcia-Aline
Division Administrator
Federal Highway Administration

Susan Fletcher
Regional Administrator
Federal Transit Administration

Subject: 2024 – 2027 Alaska State Transportation Improvement Program (STIP) Federal Planning Findings, Tier 1 Responses and Proposed Actions.

Dear Ms. Garcia-Aline and Ms. Fletcher:

Thank you for your 2/20/2024 letter correspondence as a follow up to our 2/16/2024 email correspondence. We appreciate the timely written responses so that all parties are clear about interpretations and actions towards approval.

After a review of your correspondence, and additional research and review of the Tier 1 Findings, we have several follow up questions on the Tier 1 Findings 1, 3, and 4. Also attached to this correspondence we have provided responses to FHWA's comments on those projects identified in the Federal Planning Finding's (FBF) Appendix D, which was referenced in the findings but not referenced in any corrective action. DOT&PF's responses to FHWA's rationales for determining projects ineligible in Table D are included as "Attachment A" to this document.

Tier 1, Finding 1: MPO and Other Transportation Improvement Programs

Thank you for your 2/20/2024 response.

As you are aware, this is a new requirement for Alaska's STIP. DOT&PF is currently inquiring to our sister states to determine whether this heightened authority for MPOs to review, limit, or reject proposed projects by sovereign entities (State, Federal, or Tribal) is required in any other jurisdiction. In compliance with the Tier 1 corrective action DOT&PF continues to offer that it will uniformly remove Appendix A projects from its STIP that are within an MPO boundary.

It is important to note that one NHS/Interstate project identified in Appendix A, Table A to be removed for being

within an MPO boundary, the Seward Highway Milepost 98.5-115.3 Reconstruction project (ID 34164), is not located within the AMATS MPO boundary. The project termini has been adjusted to remove the MPO conflict, and ensure the project can move forward unimpeded. It is also important to note that the entire project was included in approved STIP Amendment #8, is currently included as part of the AMATS 2050 MTP update that is pending approval, and is included in the currently approved AMATS TIP. Being completely outside the MPO boundary with a modified terminus, we intend to include the project in the 2024-2027 STIP.

Tier 1, Finding 3: Fiscal Constraint

Thank you for your 2/20/2024 clarification.

In addition to providing the 2020-2023 Operating Budgets, the department intends to provide narrative and information explaining how maintenance and operational needs are defined and determined, the measures and targets associated with those needs, and a history of meeting those needs. Much of this information is included in Appendix C already. DOT&PF can also supply a narrative of the process by which needs are funded and an outline of how we balance capital investments with maintenance costs. We believe that this documentation and analysis addresses your 2/20/2024 request for us to “explain how the DOT&PF determine the operating or maintenance needs throughout the state to operate and maintain the existing transportation system.”

We seek clarification on a slight change in the phrasing your 2/20/2024 correspondence that could be read to create additional conditions for resubmittal of the STIP. The Federal Planning Finding (FPF), transmitted on 2/12/2024 states, *"If there is a deficit in meeting operations and maintenance needs, the STIP must explain how that deficit impacts the transportation system and/or how the State/locals will fund the financial deficit."* FHWA's 2/20/2024 clarifying letter states, *"In addition, in the event that the operation and maintenance needs exceed the anticipated operating budget for the transportation system, an explanation of how the State manages existing assets and prioritizes and addresses the operation and maintenance of the existing transportation system."*

DOT&PF does not project a "deficit in meeting operations and maintenance needs", as phrased in the FPF, and therefore the STIP's Appendix C did not include an analysis of deficit funding scenarios and DOT&PF has not currently prepared an explanation of how facilities would be maintained without sufficient funding. However, language in the 2/20/2024 correspondence, specifically the phrase *"in the event that..."*, may be read to require DOT&PF to create and analyze a hypothetical condition that has never been true in the past. In your correspondence dated February 20, 2024, if you're suggesting we consider another condition to explore a hypothetical scenario, we ask for clearer guidelines on the hypothetical situation you'd like us to review.

Our review of records and our institutional knowledge have produced no notices from FHWA for failure to meet the highway maintenance requirements of 23 USC 116 and 23 CFR 1.27, so we have no concrete set of facts by which to examine the additional analysis that may be proposed in your 2/20/2024 response.

Sincerely,



Ryan Anderson, P.E.

Commissioner

Alaska Department of Transportation and Public Facilities

Enclosures: Attachment A as stated.

Attachment A

2024-2027 Tier 1 Federal Planning Findings Appendix D – Ineligible Projects – Table D State of Alaska DOT&PF Response and Proposed Actions

ID: 33824 Alaska Highway Milepost 1380 Johnson River Bridge Replacement

FHWA Comment: NHFP funding identified but is not included in the Freight Investment Plan. Ineligible for NHFP funding.

DOT&PF Response: This project is included in the Alaska Moves 2050 Statewide Freight Plan approved by the FHWA on January 24, 2023, as an illustrative project. It is listed as eligible for NHFP in Appendix J – Freight Investment Plan, under illustrative listing in projects. It is listed under Robertson, Gerstle, and Johnson River Bridge Replacements (Alaska Highway).

DOT&PF Proposed Action: Keep project in the 2024-2027 STIP utilizing NHFP funding unless it's status as illustrative in the freight plan prohibits its use. If use is prohibited, allocate additional NHFP funding to the project.

ID: 11439 Anton Anderson Memorial (Whittier) Tunnel Maintenance and Operations

FHWA Comments: "Operations" should be removed as it and routine maintenance were deemed ineligible for federal-aid funding. NHFP funding identified but is not included in the Freight Investment Plan. Ineligible for NHFP funding.

DOT&PF Response: 23 USC 218 allows for federal assistance in "operations" of the Alaska Marine Highway, including "necessary roads" at 100% federal share. In a November 16, 2023, letter the FHWA acknowledged the Anton Anderson Memorial Tunnel was an intermodal connector and a necessary road eligible under 23 USC 218, indicating increased eligibility and federal share once the 1997 Toll Agreement is amended. That amendment and new agreement is intended to be complete summer of 2024.

In addition, this project is included in the Alaska Moves 2050 Statewide Freight Plan approved by the FHWA on January 24, 2023, as an illustrative project. It is listed as eligible for NHFP in Appendix J – Freight Investment Plan, under illustrative listing of projects.

DOT&PF Proposed Action: Keep project in the 2024-2027 STIP utilizing NHFP funding with original title and descriptions unless it's status as illustrative in the freight plan prohibits its inclusion. If use is prohibited, allocate additional NHFP funding to the project.

ID: 33974 Cascade Point Ferry Terminal

FHWA Comment: No ferry facility here/not part of any transportation network. Project is ineligible for federal-aid funding.

DOT&PF Response: This project site is located at approximate mile 42 of the Glacier Highway, North of Juneau, Alaska with direct access to the Glacier Highway. Cascade Point is a land feature with suitable terrain and water conditions to construct a new ferry terminal to promote improved multimodal connections between Juneau, Skagway, and Haines. The project is currently under design utilizing state funding sources, with the intent to pursue a public private partnership in the construction of a new ferry terminal facility, with construction

completion in late 2025.

DOT&PF references Memorandum “Implementation Guidance for the Ferry Boat Program (FBP) as Revised by the Bipartisan Infrastructure Law” dated 4/21/23. Specifically, Section G.9.d. (page 12): “Ferry boat or ferry terminal lease”. “When a public entity leases a ferry boat or terminal facility from a private entity, both the capital and operation (See 23 U.S.C. 147(k)) portion of the cost of leasing the ferry boat will be eligible for reimbursement under the FBP.” Furthermore, Section F.5.c “Eligible activities include: The capital and operation (see 23 U.S.C. 147(k)) portion of the cost of leasing a vessel or facility.”

DOT&PF Proposed Action: Revise the lease payment schedule to reflect the late 2025 completion date. The first lease payments will be shown in FFY 2026.

ID: 10765 Egan Yandukin Intersection Improvements

FHWA Comment: Project is not in HSIP implementation plan. Ineligible for safety funding.

DOT&PF Response: DOT&PF is anticipating this project will be included in the 2024 Highway Safety Improvement Plan funding plan. The funding allocation was to show the State’s intent.

DOT&PF Proposed Action: Change the funding type to NHPP.

ID: 34205 Ferry Boat Funds as Toll Credits

FHWA Comment: Toll credits do not come from a federal funding source. Any use of toll credits should be noted on the individual projects they are programmed to be used on. Toll credits have been requested and are being reviewed for approval by FHWA.

DOT&PF Response: The intent of creating a STIP ID for this item was to show the State’s intent to preserve the use of toll credits for reasonably anticipated FTA Rural Passenger Ferry Service Funding in 2026 and 2027.

DOT&PF Proposed Action: DOT&PF will update formatting of projects leveraging toll credits to ensure clarity. We have reviewed Washington State DOT’s model of leveraging toll credits in their STIP.

ID: 34299 Guardrail Improvements

FHWA Comment: Project is not in HSIP Implementation Plan and ineligible for safety funding. Ineligible for PROTECT funding.

DOT&PF Response: Thank you for the clarification.

DOT&PF Proposed Action: Change funding types to NHPP and STBG

ID: 26120 King Cove to Cold Bay Road

FHWA Comment: No CDS/earmark funds have been allocated to this project. No funding is identified.

DOT&PF Response: This project had utilized dedicated earmark funds (AK102) in the past which are expended. An SEIS is currently underway with the Fish and Wildlife Service to consider the effects of a land exchange to develop a road corridor. State funds are currently being utilized on this project. We considered the project regionally significant.

DOT&PF Proposed Action: Project will be considered for inclusion as illustrative.

ID: 31310 Klondike Highway Rehabilitation: Skagway River Bridge to Canadian Border

FHWA Comment: Project not in Freight Investment Plan. Not eligible for NHFP funding.

DOT&PF Response: This project is included in the Alaska Moves 2050 Statewide Freight Plan as illustrative approved by the FHWA on January 24, 2023, although not specifically marked as eligible for NHFP funding.

DOT&PF Proposed Action: NHFP funding will be removed from the project and replaced with NHPP, unless it's inclusion in the freight plan allows for eligibility.

ID: 32218 Prince William Sound Area Transportation Plan Update

FHWA Comment: Effort is funded in AWP.

DOT&PF Response: While this activity does have regional significance, we understand it is not necessary due to the funding use on the project and will be removed.

DOT&PF Proposed Action: These activities will be removed from the STIP, and efforts will be conducted under the AWP, unless a determination is made that these activities are eligible as a separate STIP project.

ID: 33248 Shishmaref Sanitation Road Erosion Control

FHWA Comments: No CDS/earmark funds have been allocated to this project. Unclear where ER funding is coming from (no ER funds for this).

DOT&PF Response: DOT&PF is proposing to utilize eligible earmark funds (Shishmaref Relocation Road 2007). STBG funds, and State and local match. ER funds will not be utilized.

DOT&PF Proposed Action: Include with funding types clarified.

ID: 33801 Southeast Alaska Transportation Plan

FHWA Comments: Effort is funded in AWP.

DOT&PF Response: While this activity does have regional significance, we understand it is not necessary due to the funding use on the project and will be removed.

DOT&PF Proposed Action: These activities will be removed from the STIP, and efforts will be considered under the AWP.

ID: 33721 Statewide Transportation Improvement Program Management Software and Support

FHWA Comments: Effort is funded in AWP.

DOT&PF Response: Planning activities outside the AWP have been allowable STIP projects in the past.

DOT&PF Proposed Action: These activities will be removed from the STIP, and efforts will be considered under the AWP.

ID: 33098 Statewide Functional Class Update

FHWA Comments: Effort is funded in AWP.

DOT&PF Response: Planning activities outside the AWP have been allowable STIP projects in the past.

DOT&PF Proposed Action: These activities will be removed from the STIP, and efforts will be considered under the AWP.

ID: 34206 West Susitna Access Road

FHWA Comments: No bridge work identified in scope. Not eligible for BFP.

DOT&PF Response: The scope of the West Susitna Access project in the 2024-2027 STIP is: *“Construct a new road connecting the contiguous highway system to State recreation lands west of the Susitna River. Construct a boat launch facility accessing the Susitna River.”* This scope implied bridge construction by stating accessing recreations lands west of the Susitna River (which requires a bridge).

DOT&PF Proposed Action: Scope will be revised to include bridge construction in detail.

ID: 25836 AASHTO Technical Programs Support

FHWA Comments: Unclear this project is eligible for funding. Past funding has all been research.

DOT&PF Response: While the funding type in the 2020-2023 STIP was Statewide Planning and Research, the scope of this program will be focused on technical support from AASHTO across all transportation disciplines. DOT&PF prefers to preserve RD&T2 funds for focused innovation efforts.

DOT&PF Proposed Action: Maintain the existing funding sources as can be applied to eligible activities.

ID: ACC Advance Construction Conversion

FHWA Comment: Conversion of AC'd funds needs to be identified on each project with the source of the converted funds identified and programmed.

DOT&PF Response: The one-pager of Advance Conversation Construction does show the programming of fund sources to see the total repayment of the AC balance by fund type and year. We understand the formatting change request by FHWA. While DOT&PF's preference is showing Advance Conversation repayments on a ledger to show the AC balance by fund type and year, we will reformat as requested.

DOT&PF Proposed Action: Reformat as requested.

ID: 6447 Bridge and Tunnel Inventory, Inspection, Monitoring, Preservation, Rehab, and Replacement Program

FHWA Comment: Monitoring/Inspection work is ineligible for Bridge Formula Program (BFP) funding.

DOT&PF Response: This program includes preservation, rehabilitation, and replacement activities. Individual child projects will identify specific funding types based on eligibility determinations and allowed groupings.

DOT&PF Proposed Action: Continue program as stated.

ID: 6454 Bridge Management System FHWA

Comments: Work is ineligible for BFP.

DOT&PF Response: Thank you for the clarification.

DOT&PF Proposed Action: BFP funding will be removed from eligible fund types.

ID: 12579 Bridge Scour Monitoring and Retrofit Program FHWA

Comments: Monitoring is not eligible for BFP.

DOT&PF Response: Thank you for the clarification.

DOT&PF Proposed Action: BFP funding will be removed from eligible fund types.

ID: 13239 Culvert Repair and Replacement

FHWA Comments: Unclear how bridge funding can be used if culverts are not identified and may not meet bridge requirements.

DOT&PF Response: This is proposed to be a program that will identify culverts that may or may not meet bridge requirements for repair and replacement for maximum flexibility. Individual child projects will identify specific funding types based on bridge requirement determinations.

DOT&PF Proposed Action: Continue program utilizing both STBG and bridge funding.

ID: 34320 Ferry Service for Rural Communities Operating Assistance

FHWA Comments: No description supports this Need ID.

DOT&PF Response: This STIP project ensures basic essential ferry service is provided to rural areas and provides federal operating assistance to the Alaska Marine Highway System.

Section 71103 of the Infrastructure Investment and Jobs Act (the “Bipartisan Infrastructure Law” or “BIL”) (Pub. L. 117–58) authorizes FTA to award grants for the Rural Ferry Program through a competitive process. The Rural Ferry Program provides funding for capital, operating, and planning expenses to States and territories for ferry service to rural areas. Projects funded under this program will support ferry transportation service that operated a regular schedule at any time during the five-year period from March 1, 2015, to March 1, 2020, and includes at least one route segment of at least 50 sailing (nautical) miles between two rural areas.

The Alaska DOT&PF Analyzed 197 ferry operators and the communities served to determine that Alaska is the only qualifying system in the country, and it is reasonable that these funds would be an award. Further, this Need ID shall allow substitution, if necessary, of Title 23 funds under section 218, as modified by subsection (c), 2021 Public Law 117–58, §71103(g)(2), whereas "operation" and "repair," were inserted after "purchase,".

DOT&PF Proposed Action: Update the description with acceptable language describing the intent.

ID: 34258 Frontier Roads, Trails, and Bridges Program

FHWA Comments: Unclear if it is eligible for identified funding sources.

DOT&PF Response: STBG funding has been successfully utilized for ice and snow road funding in the past, as well as for river crossing structures. Ice and snow road activities are called out specifically as eligible activities in the IIJA law.

DOT&PF Proposed Action: Keep program in the 2024-2027 STIP. Projects will be broken out as able in 2024 and 2025 with programmatic funding kept in 2026-2027 until child projects are identified and scopes detailed.

ID: 343130 State-owned Shipyard Repairs

FHWA Comments: Shipyards are not part of a transportation facility. Unclear how it is eligible for federal-aid funding.

DOT&PF Response: IIJA, Section 11117. Toll Roads, Bridges, Tunnels, and Ferries states “Section 129(c) of title 23, United States Code, is amended in the matter preceding paragraph (1) by striking “the construction of ferry boats and ferry terminal facilities, whether toll or free,” and inserting “the construction of ferry boats and ferry terminal facilities (including ferry maintenance facilities,) whether toll or free, and the procurement of transit vehicles used exclusively as an integral part of an intermodal ferry trip.” Our interpretation of the law is that State owned shipyard repairs associated with ferry maintenance facilities are eligible.

Furthermore, Memorandum “Implementation Guidance for the Ferry Boat Program (FBP) as Revised by the Bipartisan Infrastructure Law” dated 4/21/23 Section E.5 (page 12) defines Terminal Facility as “A ferry terminal facility includes the structures and amenities that directly serve the ferry boat operation. These include passenger parking, ticketing, waiting area, boarding and disembarking facilities, docks, slips, dolphins and shore improvements necessary for docking, administrative space specifically for on-site ferry administration and vessel crew, and ferry vessel maintenance facilities.”

DOT&PF Proposed Action: Keep as stated in the 2024-2027 STIP. Update descriptions.

https://www.newsminer.com/news/local_news/fairbanks-school-district-recommends-closing-two-schools-two-others-are-under-consideration/article_dcee1d7a-cd48-11ee-960f-cbb4087eb92a.html

Fairbanks school district recommends closing two schools; two others are under consideration

Carter DeJong
Feb 17, 2024



Ben Eielson Senior High School at Eielson Air Force base is on the recommended closure list for the Fairbanks school district.

News-Miner

The Fairbanks North Star Borough School District recommended the closure of two area schools Friday and raised the possibility of closing two additional elementary schools as the district faces an unprecedented budget deficit of up to \$29 million.

The school district announced it recommends the closure of Ben Eielson Junior/Senior High School — located at Eielson Air Force Base about 27 miles from Fairbanks — at the end of this school year. The district also listed Ticasuk Brown Elementary School as being recommended to close.

Eielson is home to about 200 junior high students and 163 high school students, according to district enrollment data. Ticasuk Brown has 369 students.

“We find our community in this situation due to inadequate funding for more than seven years,” Fairbanks Education Association President Danette Peterson said. “None of these students or families deserve to be uprooted and moved to another, more crowded learning environment.”

The district also named Two Rivers Elementary and Pearl Creek Elementary to be considered for closure. According to enrollment data, Pearl Creek serves 388 students while Two Rivers, which is located about 20 miles outside of Fairbanks, has 61 students.

The combined savings of closing just Eielson and Ticasuk Brown would amount to \$3.9 million, according to the school district’s budget data. Closing Two Rivers and Pearl Creek would add \$2.7 million to that number.

In a news release issued at 5 p.m. Friday, the school district’s administrators defended the decision to recommend school closures. The district also cited the specific reasons behind which schools were chosen.

“While challenging and tough on the community, closing a school saves the district a significant amount of money year after year,” Superintendent Luke Meinert said. “With 2,000 fewer students than 10 years ago, consolidating schools helps us provide better educational services and keeps class sizes from increasing even more.”

For Eielson, the district cited its low enrollment compared to the capacity of the school. According to the release, Eielson is only at 64% capacity. If Eielson is closed, those students would likely attend North Pole Middle and North Pole High School, which are located more than 10 miles away.

FNSBSD also cited deferred maintenance as a reason to close Ticasuk Brown. The elementary school is in need of a new HVAC control system, fire panel and water conditioning unit, and is struggling with erosion and water drainage issues in its parking lot.

Ticasuk Brown students would transfer to North Pole Elementary or Midnight Sun Elementary, with some students possibly going to Arctic Light Elementary.

Two Rivers Elementary is struggling with both low enrollment and \$10.1 million in deferred maintenance, the school district said.

“This is both a very high per square foot and per student cost,” the district said in the release. “The max student capacity for the building is 98 and there are 65 students enrolled (66% capacity). Educational impacts of a small population spanning Kindergarten through 8th grade, means that more teachers cover two or three grade levels and staffing in a remote community can be difficult to find.”

It is unclear what other FNSB school that Two Rivers Elementary students would attend if the school were to close.

The district also cited deferred maintenance and “geographical location” as the reasons for possibly closing Pearl Creek Elementary. However, administrators did not elaborate on the cost associated with that maintenance.

Pearl Creek students would attend either University Park, Woodriver or Anne Wein elementary schools.

“What building statistics don’t capture is the long and rich history of our schools, it doesn’t show the great community of educators, students, parents, and community members that make our school communities what they are,” Meinert said. “It’s more important than ever that our district operates efficiently so that we can provide the best education possible to our students.”

Contact Carter DeJong at 907-459-7545 or cdejong@newsminer.com.

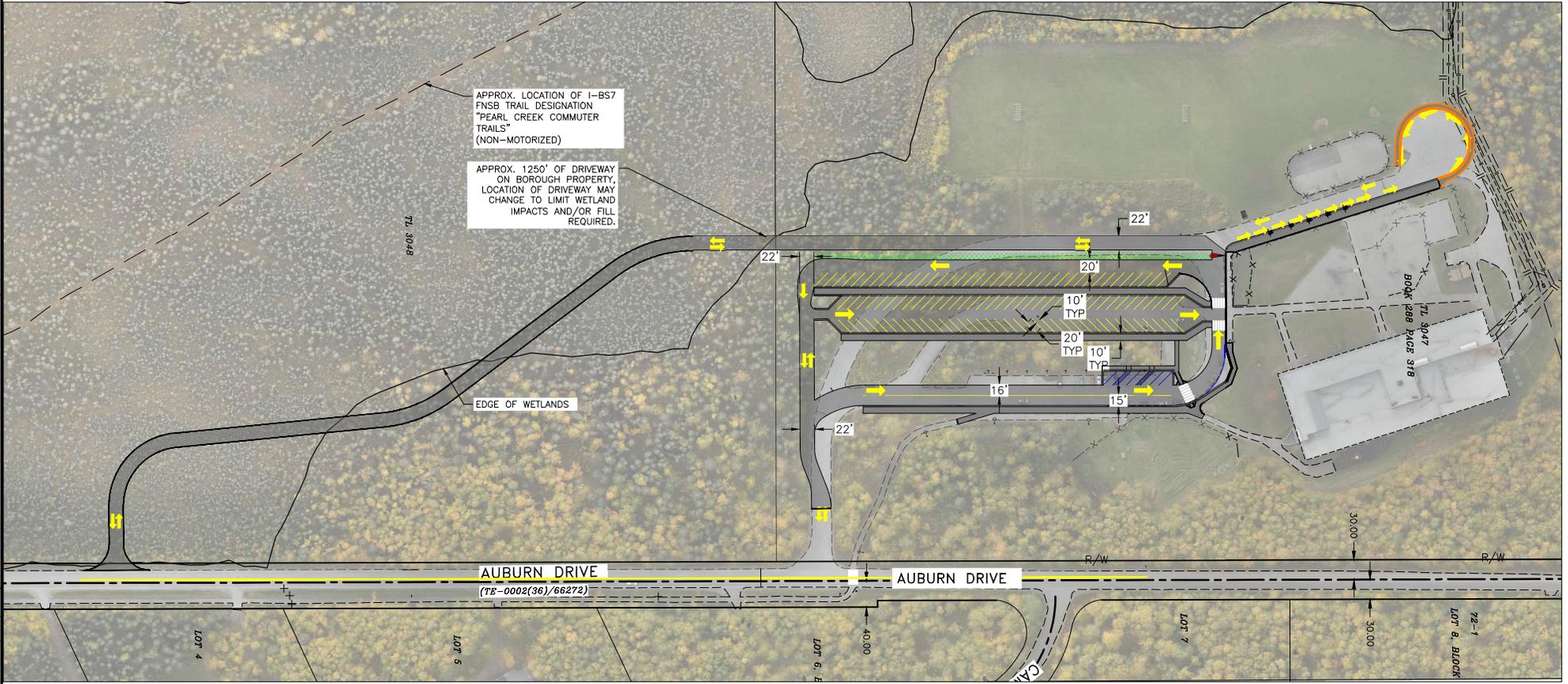
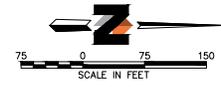
MORE INFORMATION

Under proposed budget, 100 school custodians could be laid off or contracted out

In the Alaska Legislature, searching for common ground and an education package

Fairbanks school board begins considering budget for next year

Carter Dejong



Pearl Creek Elementary School Access Imp and Plug-ins (CMAQ)

📍 Northern Region, Fairbanks

Reconfigure existing parking lot and access roads at Pearl Creek Elementary School i... [more >](#)

Federal Project #: 0002519 **Anticipate Advertising In:** May 2024
IRIS Program #: NFHWY00712 **Engineer's Estimate Range:**
Manager: John J Netardus Between \$2,500,000 and \$5,000,000
Phone: (907) 451-5448
Additional Info:
 2-year construction, 2024-2025

NID	IRIS	Priority	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25
29232	NFHWY00712	[2020] #8	Pearl Creek Elementary Access Improvements & Motor Vehicle Plugins <small>Construct a new driveway, reconfigure and repair existing parking lots and access roads, and install new electrical plug-ins at Pearl Creek Elementary School in Fairbanks. Project work also includes roadside hardware, drainage improvements and ADA improvements.</small>	CMAQ	Design	68.2	242.0	
				SM		6.8	24.0	
				CMAQ	Construction		1,093.8	1,717.1
				AC			1,717.1	
				ACC				-1,717.1
				SM				279.0
Project Total						75.0	3,356.0	0.0

FAST Planning FFY2023-27 Transportation Improvement Program (TIP)

Administrative Modification #2 - DRAFT

February 22, 2024

Summary of Changes

1. Delay the construction of the following projects from 2024 to 2025 due to Right-of-Way delays:
 - a. Chena Riverwalk Stage III
 - b. Yankovich/Miler Hill Road Reconstruction
2. Accelerate the construction of the Cowles Street Reconstruction Phase I (Airport Way to East/West Cowles Street split) project from 2025 to 2024.
3. Updated annual Federal allocation amounts based on latest calculations using 2020 Census for the following fund categories (as shown in 1/19/2024 version of the Draft STIP, and subsequently adjusted for obligation limitation, previous distribution notices, and other factors in coordination with Adam Moser, Alaska DOT&PF):
 - a. Surface Transportation Program (STP)
 - b. Congestion Mitigation & Air Quality (CMAQ)
 - c. Transportation Alternatives Program (TAP)
 - d. Carbon Reduction Program (CRP)
 - e. Metropolitan Planning (MPL)
 - f. Transit Planning (TPL)

Fund Category		Old	New	New	New	New
		FFY24	FFY24	FFY25	FFY26	FFY27
Surface Transportation Program	STP	7,568.7	9,630.3	9,399.0	9,921.4	10,070.2
Congestion Mitigation/Air Quality	CMAQ	727.8	1,793.3	1,275.1	2,232.3	1,316.8
nsportation Alternatives Program	TAP	1,307.9	570.0	578.7	587.3	596.2
Carbon Reduction Program	CRP	550.4	1,929.2	1,051.1	1,066.8	1,082.8
Metropolitan Planning	MPL	529.3	532.6	587.9	596.8	605.7
Transit Planning	TPL	144.0	118.7	122.1	123.9	125.7
		10,828.1	14,574.2	13,013.8	14,528.5	13,797.5

4. Other minor changes to various projects.

Jackson Fox

From: Hall, Ivet (DOT) <ivet.hall@alaska.gov>
Sent: Thursday, February 1, 2024 2:35 PM
To: Jackson Fox
Cc: Little, Lauren M (DOT); Netardus, John J (DOT)
Subject: RE: TIP changes request

Good afternoon Mr. Fox,

I know you are working on the TIP mods so I wanted to send you updates to my projects to aid that effort. Feel free to call me if you want to discuss any potential changes to the requests below.

Chena River Walk Stage III

1. This project shows construction funding in FFY24. Due to ongoing efforts for ROW acquisition, the project will not be ready for construction in FFY24. Please **move the construction funding to FFY25**.

Cowles Street Reconstruction

1. The segment south of the Airport Way is in Review PS&E and the design is being currently finalized. To complete the design for this segment and the segment north of the Airport Way which still has to go through Review PS&E, I am requesting an additional **\$400,000 in Phase 2 in FFY24**. This increase will cover some consultant costs for the signal design for the intersection of Cowles and Kennicott, additional effort needed to finalize the north portion of the project and since the construction of the project is projected several years in the future, it is very likely that the aspects of pedestrian design will need to be revisited for compliance with PROWAG (which may necessitate more ROW acquisition).
2. Please increase the **construction funding** of this project to **\$5,500,000 and move it to FFY24**.
3. The **Utilities Funding** for Cowles can be pushed **to FFY27**, this phase would be applicable to the portion of the Cowles north of the Airport Way which is currently funded beyond FFY27.
4. Is it possible to get a project number and name change to match our project name that will be established with the FHWA? The project number for the spinoff will be **NFHWHY00883**, the project name is **Cowles Street Reconstruction – Airport Way to East Cowles**. We will need the NFHWHY00126 to continue design of the entire Cowles project and to fund the construction of the northern portion.

Lacey Street Reconstruction

1. This Planning funds are to be used to coordinate with utility companies and the public in order to finalize the scope of the project. To benefit from this public and utility company outreach without the need to update it, the planning project should be done 1-2 years prior to starting the design phase of the project. Since that is currently scheduled beyond FFY27, please **move this funding to FFY25 or FFY26**.

Minnie Street Upgrade

1. The preliminary utility design is complete to the extent of identifying additional ROW that will be needed beyond the back of the sidewalk (for items such as cabinets and fire hydrants). The City is finalizing the ROW acquisition linework. Following this, we will be able to evaluate the impacts of the project on the historic district and consult with the State Historic Preservation Office (SHPO) in order to finish the environmental document. The reallocate the Design funding between the two years as follows as follows:
 - a. Please lower Design funding in **FFY24 to \$250,000**.
 - b. Please increase Design funding in **FFY 25 to \$875,000**.

Woll Road

1. To align the project scope with the TIP description, please **change the TIP description** to “Resurface and widen Woll Road from Bradway to Shut Road”.
2. The design is about complete and there is no need for utility relocations. The **funding allocated to utilities in FFY24 can be removed.**

Yankovich/Miller Hill Road Reconstruction

1. This project is currently going through ROW acquisition and it is not anticipated that we will have all the ROW needed to certify the project in time for FFY24. **Please move the construction funding to FFY25 and increase the funding to \$6,500,000.**
2. Due to ongoing efforts for ROW acquisition and with the likelihood for condemnation. We anticipate condemnation for 3 properties, and for this we need **additional funding for Right-Of-Way for FFY24 for the amount of \$326,565.**

Thank you!

Ivet Hall, P.E.
Design Manager
Alaska DOT&PF
(907) 451-5386

Community Transportation Program: FAST MPO

The Community Transportation Program is a state-wide initiative and this specific program awards projects to Metropolitan Planning Organizations (MPOs) with populations under 200,000. All relevant project details are detailed in the Fairbanks Area Surface Transportation (FAST) Transportation Improvement Program (TIP). By doing so, the project is considered incorporated into the Statewide Transportation Improvement Program (STIP) by reference, adhering to federal and state planning requirements.

STIP ID #	17662	Page 85
Location	FAST Boundary	
DOT Region	Northern Region	
Borough or Census	Fairbanks North Star Borough	
Corridor		
Primary Funding	STBG - Surface Transportation Block Grant	

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$9,630,324	\$9,398,952	\$9,921,400	\$10,070,221	\$39,020,897	\$0
Match	\$955,940	\$932,973	\$984,833	\$999,605	\$3,873,351	
TOTAL	\$10,586,264	\$10,331,925	\$10,906,233	\$11,069,826	\$42,894,248	

Total Project Estimate	\$42,894,248
Sub-Funds	

STBG 50-200k

Strategic Investment Area
Economic Vitality
Geographic Area
Alaska-wide
Work Type

	2024	2025	2026	2027
Multiple (P0)	\$4,460,820	\$6,169,946	\$6,410,048	\$4,054,474
Misc. (P1)	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0
Planning (P9)	\$0	\$0	\$0	\$0

2024-27 Federal Funds	
% Federal	90.97%
Total	\$39,020,897

2024-27 Non-Federal Funds	
% Match	9.03%
Local Match	\$3,497,524
State Match	\$0



STIP 2024-2027 Fund Source Details

National Highway System	
NHPP	\$0
NHFP	\$0

Safety Program	
SA	\$0
VRU	\$0
S154	\$0
S164	\$0

Bridge Program	
HIP OSB	\$0
Bridge;INFRA	\$0
Bridge-HIP	\$0
STBG OSB	\$0

Resiliency	
PROTECT	\$0

STBG Funds	
STBG Flex	\$0
STBG >200k	\$0
STBG 50-200K	\$39,396,723
STBG 5-50k	\$0
STBG <5k	\$0

Planning and Research	
SPR	\$0
RES	\$0
URPL	\$0
S&A-SPR	\$0
S&A-Metro	\$0

Sustainability	
CMAQ-M	\$0
CMAQ-F	\$0
NEVI	\$0

FTA Transit Funds	
5303	\$0
5337	\$0
5307	\$0
5339	\$0
5310	\$0
5311	\$0

STGB-TAP Funds	
TAP Flex	\$0
TAP >200K	\$0
TAP 50-200K	\$0
TAP 5-50K	\$0
TAP <5K	\$0

Carbon Reduction Program	
CRP Flex	\$0
CRP>200K	\$0
CRP 50-200K	\$0
CRP 5-50K	\$0
CRP <5K	\$0

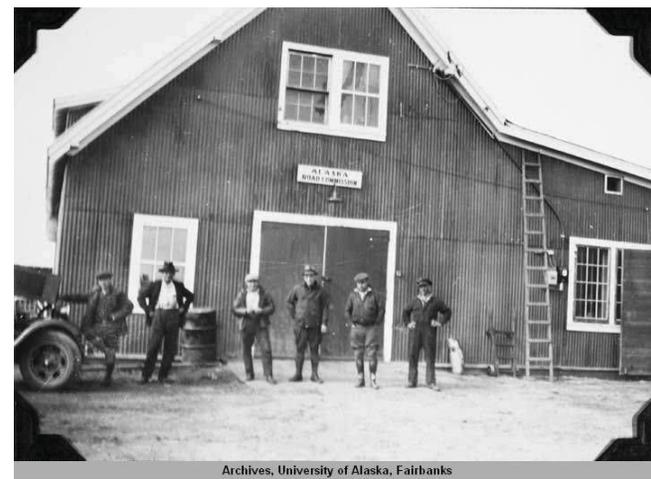
Intermodal Programs	
RTP	\$0
FBF	\$0
RAIL	\$0

Other Federal Funds	
OFF FLAP	\$0
OFF ER	\$0
OFF CDS	\$0
OFF Grant	\$0

Civil Rights	
DBE	\$0
OJT	\$0

Innovative Funding	
AC	\$0

Construction Year(s)



Archives, University of Alaska, Fairbanks

Photo Credit: Alaska State Library - Historical Collection

Description: Alaska Road Commission garage at Fairbanks, Alaska. Sign above door reads: Alaska Road Commission. Identified on verso: Clyde Collins, George Myers, Ves [?] McMillen, Archie Collins, Tommy Carr, Harold Arneson.

Congestion Mitigation and Air Quality Improvements: FAST MPO

The Congestion Mitigation and Air Quality Improvement (CMAQ) Program is a federal initiative aimed at improving air quality and reducing congestion in transportation systems. This project funds qualifying projects in Metropolitan Planning Organizations (MPOs) with populations below 200,000. All relevant project details are detailed in the Fairbanks Area Surface Transportation (FAST) Transportation Improvement Program (TIP). By doing so, the project is considered incorporated into the Statewide Transportation Improvement Program (STIP) by reference, adhering to federal and state planning requirements.

STIP ID #	17663	Page 86
Location	FAST Boundary	
DOT Region	Northern Region	
Borough or Census	Fairbanks North Star Borough	
Corridor		
Primary Funding	CMAQ - Congestion Mitigation Air Quality	

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$1,793,276	\$1,275,108	\$2,232,258	\$1,316,793	\$6,617,436	\$0
Match	\$178,007	\$126,572	\$221,582	\$130,710	\$656,870	
TOTAL	\$1,971,283	\$1,401,680	\$2,453,840	\$1,447,503	\$7,274,306	

Total Project Estimate	\$7,274,306
Sub-Funds	

CMAQ Flex

Strategic Investment Area
Sustainability
Geographic Area
Alaska-wide
Work Type
Reconstruction

	2024	2025	2026	2027
Multiple (P0)	\$1,971,283	\$1,401,680	\$2,453,840	\$1,447,503
Misc. (P1)	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0
Planning (P9)	\$0	\$0	\$0	\$0

2024-27 Federal Funds	
% Federal	90.97%
Total	\$6,617,436

2024-27 Non-Federal Funds	
% Match	9.03%
Local Match	\$0
State Match	\$656,870



STIP 2024-2027 Fund Source Details

National Highway System	
NHPP	\$0
NHFP	\$0

Safety Program	
SA	\$0
VRU	\$0
S154	\$0
S164	\$0

Bridge Program	
HIP OSB	\$0
Bridge;INFRA	\$0
Bridge-HIP	\$0
STBG OSB	\$0

Resiliency	
PROTECT	\$0

STBG Funds	
STBG Flex	\$0
STBG >200k	\$0
STBG 50-200K	\$0
STBG 5-50k	\$0
STBG <5k	\$0

Planning and Research	
SPR	\$0
RES	\$0
URPL	\$0
S&A-SPR	\$0
S&A-Metro	\$0

Sustainability	
CMAQ-M	\$6,617,436
CMAQ-F	\$0
NEVI	\$0

FTA Transit Funds	
5303	\$0
5337	\$0
5307	\$0
5339	\$0
5310	\$0
5311	\$0

STGB-TAP Funds	
TAP Flex	\$0
TAP >200K	\$0
TAP 50-200K	\$0
TAP 5-50K	\$0
TAP <5K	\$0

Carbon Reduction Program	
CRP Flex	\$0
CRP>200K	\$0
CRP 50-200K	\$0
CRP 5-50K	\$0
CRP <5K	\$0

Intermodal Programs	
RTP	\$0
FBF	\$0
RAIL	\$0

Other Federal Funds	
OFF FLAP	\$0
OFF ER	\$0
OFF CDS	\$0
OFF Grant	\$0

Civil Rights	
DBE	\$0
OJT	\$0

Innovative Funding	
AC	\$0

Construction Year(s)



Alaska State Library - Historical Collections

Photo Credit: "Edward Nunn, Alaska State Library - Historical Collections"
 Description: Two men crossing creek on wooden bridge with carriage behind them.

Transportation Alternatives Program: FAST MPO

The Transportation Alternatives Program (TAP) under DOT&PF funds projects that enhance non-motorized transportation, beautify roadways, and promote safe routes to schools, among other alternatives to traditional vehicular transportation. MPOS's under a population of 200,000 receives a portion of TAP funds for local projects. All relevant project details are detailed in the Fairbanks Area Surface Transportation (FAST) Transportation Improvement Program (TIP). By doing so, the project is considered incorporated into the Statewide Transportation Improvement Program (STIP) by reference, adhering to federal and state planning requirements.

STIP ID #	33864	Page 87
Location	FAST Boundary	
DOT Region	Northern Region	
Borough or Census	Fairbanks North Star Borough	
Corridor		
Primary Funding	TAP - Transportation Alternatives	

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$1,160,029	\$578,662	\$587,342	\$596,152	\$2,922,186	\$0
Match	\$115,149	\$57,440	\$58,302	\$59,176	\$290,066	
TOTAL	\$1,275,178	\$636,102	\$645,644	\$655,328	\$3,212,252	

Total Project Estimate	\$3,212,252
Sub-Funds	

TAP 50-200k

Strategic Investment Area
Sustainability
Geographic Area
Alaska-wide
Work Type
Multi

	2024	2025	2026	2027
Multiple (P0)	\$1,275,178	\$636,102	\$645,644	\$655,328
Misc. (P1)	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0
Planning (P9)	\$0	\$0	\$0	\$0

2024-27 Federal Funds	
% Federal	90.97%
Total	\$2,922,186

2024-27 Non-Federal Funds	
% Match	9.03%
Local Match	\$290,066
State Match	\$0



STIP 2024-2027 Fund Source Details

<table border="1"> <thead> <tr> <th colspan="2">National Highway System</th> </tr> </thead> <tbody> <tr> <td>NHPP</td> <td>\$0</td> </tr> <tr> <td>NHFP</td> <td>\$0</td> </tr> </tbody> </table>	National Highway System		NHPP	\$0	NHFP	\$0	<table border="1"> <thead> <tr> <th colspan="2">Safety Program</th> </tr> </thead> <tbody> <tr> <td>SA</td> <td>\$0</td> </tr> <tr> <td>VRU</td> <td>\$0</td> </tr> <tr> <td>S154</td> <td>\$0</td> </tr> <tr> <td>S164</td> <td>\$0</td> </tr> </tbody> </table>	Safety Program		SA	\$0	VRU	\$0	S154	\$0	S164	\$0	<table border="1"> <thead> <tr> <th colspan="2">Bridge Program</th> </tr> </thead> <tbody> <tr> <td>HIP OSB</td> <td>\$0</td> </tr> <tr> <td>Bridge;INFRA</td> <td>\$0</td> </tr> <tr> <td>Bridge-HIP</td> <td>\$0</td> </tr> <tr> <td>STBG OSB</td> <td>\$0</td> </tr> </tbody> </table>	Bridge Program		HIP OSB	\$0	Bridge;INFRA	\$0	Bridge-HIP	\$0	STBG OSB	\$0	<table border="1"> <thead> <tr> <th colspan="2">Resiliency</th> </tr> </thead> <tbody> <tr> <td>PROTECT</td> <td>\$0</td> </tr> </tbody> </table>	Resiliency		PROTECT	\$0																
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Civil Rights																																																	
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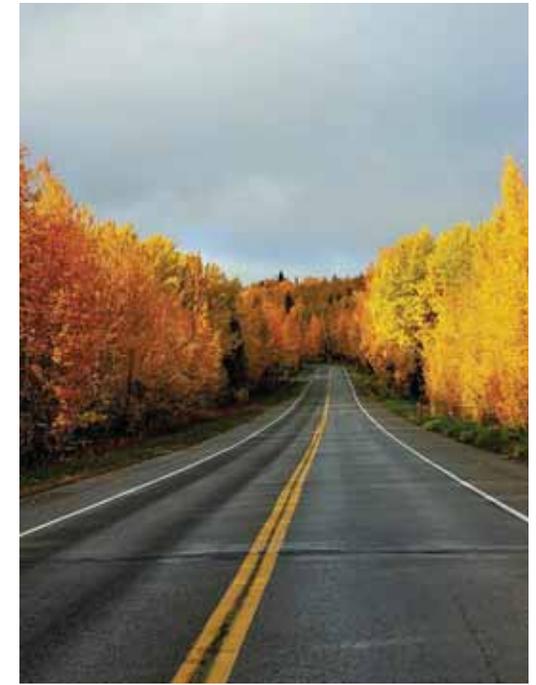


Photo Credit: "Samantha Haller, DOT&PF"
 Description: Two Weeks of Fall. Chena Ridge Road, September 2022.

Construction Year(s)

Carbon Reduction Program: FAST MPO

Support the reduction of transportation emissions, including evaluations, plans, and the design and construction of projects in the state's Metropolitan Planning Organization (MPOs) with a population under 200,000 people. All relevant project details are detailed in the Fairbanks Area Surface Transportation (FAST) Transportation Improvement Program (TIP). By doing so, the project is considered incorporated into the Statewide Transportation Improvement Program (STIP) by reference, adhering to federal and state planning requirements.

STIP ID #	33863	Page 88
Location	FAST Boundary	
DOT Region	Northern Region	
Borough or Census	Fairbanks North Star Borough	
Corridor		
Primary Funding	CRP - Carbon Reduction Program	

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$1,929,208	\$1,051,076	\$1,066,842	\$1,082,845	\$5,129,970	\$0
Match	\$191,500	\$104,333	\$105,898	\$107,487	\$509,219	
TOTAL	\$2,120,708	\$1,155,409	\$1,172,740	\$1,190,332	\$5,639,189	

Total Project Estimate	\$5,639,189
Sub-Funds	

CRP 50-200k

Strategic Investment Area
Sustainability
Geographic Area
Alaska-wide
Work Type

	2024	2025	2026	2027
Multiple (P0)	\$2,120,708	\$1,155,409	\$1,172,740	\$1,190,332
Misc. (P1)	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0
Planning (P9)	\$0	\$0	\$0	\$0

2024-27 Federal Funds	
% Federal	90.97%
Total	\$5,129,970

2024-27 Non-Federal Funds	
% Match	9.03%
Local Match	\$509,219
State Match	\$0



STIP 2024-2027 Fund Source Details

National Highway System	
NHPP	\$0
NHFP	\$0

Safety Program	
SA	\$0
VRU	\$0
S154	\$0
S164	\$0

Bridge Program	
HIP OSB	\$0
Bridge;INFRA	\$0
Bridge-HIP	\$0
STBG OSB	\$0

Resiliency	
PROTECT	\$0

STBG Funds	
STBG Flex	\$0
STBG >200k	\$0
STBG 50-200K	\$0
STBG 5-50k	\$0
STBG <5k	\$0

Planning and Research	
SPR	\$0
RES	\$0
URPL	\$0
S&A-SPR	\$0
S&A-Metro	\$0

Sustainability	
CMAQ-M	\$0
CMAQ-F	\$0
NEVI	\$0

FTA Transit Funds	
5303	\$0
5337	\$0
5307	\$0
5339	\$0
5310	\$0
5311	\$0

STGB-TAP Funds	
TAP Flex	\$0
TAP >200K	\$0
TAP 50-200K	\$0
TAP 5-50K	\$0
TAP <5K	\$0

Carbon Reduction Program	
CRP Flex	\$0
CRP>200K	\$0
CRP 50-200K	\$5,129,970
CRP 5-50K	\$0
CRP <5K	\$0

Intermodal Programs	
RTP	\$0
FBF	\$0
RAIL	\$0

Other Federal Funds	
OFF FLAP	\$0
OFF ER	\$0
OFF CDS	\$0
OFF Grant	\$0

Civil Rights	
DBE	\$0
OJT	\$0

Innovative Funding	
AC	\$0

Construction Year(s)



Photo Credit: "Staff , Alaska Energy Authority"

Description: EV charging station in Anchorage

Metropolitan Planning Organization (MPO) FAST Planning

Federal Highway Administration (FHWA) urban planning funds and FTA 5303 urban transit planning funds for Metropolitan Planning Organizations (MPOs) planning. Includes MPO Planning Long Range Transportation Plans, Unified Planning Work Programs (UPWP) and preparation of Transportation Improvement Programs (TIPs) are federally required elements of this program. The funding will be subject to the DOT&PF Indirect Cost Allocation Plan (ICAP).

STIP ID #	34346	Page 89
Location	FAST Boundary	
DOT Region	Northern Region	
Borough or Census	Fairbanks North Star Borough	
Corridor		
Primary Funding	METRO - Metropolitan Planning	

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$579,243	\$587,931	\$596,750	\$605,702	\$2,369,626	\$0
Match	\$57,498	\$58,360	\$59,235	\$60,124	\$235,217	
TOTAL	\$636,741	\$646,291	\$655,985	\$665,826	\$2,604,843	

Total Project Estimate	\$2,604,843
Sub-Funds	

Strategic Investment Area
Resiliency
Geographic Area
Urban
Work Type

	2024	2025	2026	2027
Multiple (P0)			\$0	\$0
Misc. (P1)	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0
Construct (P4)	\$0		\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$636,741	\$646,291	\$655,985	\$665,826
Planning (P9)	\$0	\$0	\$0	\$0

2024-27 Federal Funds	
% Federal	90.97%
Total	\$2,369,626

2024-27 Non-Federal Funds	
% Match	9.03%
Local Match	\$235,217
State Match	\$0

URPL



STIP 2024-2027 Fund Source Details

National Highway System	
NHPP	\$0
NHFP	\$0

Safety Program	
SA	\$0
VRU	\$0
S154	\$0
S164	

Bridge Program	
HIP OSB	\$0
Bridge;INFRA	\$0
Bridge-HIP	\$0
STBG OSB	\$0

Resiliency	
PROTECT	\$0

STBG Funds	
STBG Flex	\$0
STBG >200k	\$0
STBG 50-200K	\$0
STBG 5-50k	\$0
STBG <5k	\$0

Planning and Research	
SPR	\$0
RES	\$0
URPL	\$2,369,626
S&A-SPR	\$0
S&A-Metro	\$0

Sustainability	
CMAQ-M	\$0
CMAQ-F	\$0
NEVI	\$0

FTA Transit Funds	
5303	\$0
5337	\$0
5307	\$0
5339	\$0
5310	\$0
5311	\$0

STGB-TAP Funds	
TAP Flex	\$0
TAP >200K	\$0
TAP 50-200K	\$0
TAP 5-50K	\$0
TAP <5K	\$0

Carbon Reduction Program	
CRP Flex	\$0
CRP>200K	\$0
CRP 50-200K	\$0
CRP 5-50K	\$0
CRP <5K	\$0

Intermodal Programs	
RTP	\$0
FBF	\$0
RAIL	\$0

Other Federal Funds	
OFF FLAP	\$0
OFF ER	\$0
OFF CDS	\$0
OFF Grant	\$0

Civil Rights	
DBE	\$0
OJT	\$0

Innovative Funding	
AC	\$0

Construction Year(s)



Photo Credit: "Olivia Lunsford, FAST"

Description: The FAST Planning logo comprises a bold teal circle with "FAST planning" crafted in a vibrant and lively yellow in the middle. A new and modern logo. Fairbanks Area Surface Transportation (FAST) Planning is the Metropolitan Planning Organization (MPO) for the urbanized areas of the Fairbanks North Star Borough, including the cities of North Pole and Fairbanks.

Urban Transit FAST Planning

FTA 5303 Urban Transit Planning. Funds are provided for planning and administrative activities within the metropolitan planning organization boundaries. FTA 5303 funds are split between FAST Planning, AMATS, and MVP.

STIP ID #	34348	Page 90
Location	FAST Boundary	
DOT Region	Northern Region	
Borough or Census	Fairbanks North Star Borough	
Corridor		
Primary Funding	FTA-Federal Transit Administration	

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$120,251	\$122,055	\$123,884	\$125,744	\$491,934	\$0
Match	\$30,063	\$30,514	\$30,971	\$31,436	\$122,984	
TOTAL	\$150,314	\$152,569	\$154,856	\$157,180	\$614,918	

Total Project Estimate	\$614,918
Sub-Funds	

Strategic Investment Area	
Resiliency	
Geographic Area	
Urban	
Work Type	
Planning	

	2024	2025	2026	2027	2024-27 Federal Funds	
Multiple (P0)			\$0	\$0	% Federal	80.00%
Misc. (P1)	\$0	\$0	\$0	\$0	Total	\$491,934
Design (P2)	\$0	\$0	\$0	\$0	2024-27 Non-Federal Funds	
ROW (P3)	\$0	\$0	\$0	\$0	% Match	20.00%
Construct (P4)	\$0		\$0	\$0	Local Match	\$98,387
Utilities (P7)	\$0	\$0	\$0	\$0	State Match	\$0
Stwd Plng (P8)	\$150,314	\$152,569	\$154,856	\$157,180		
Planning (P9)	\$0	\$0	\$0	\$0		

5303



STIP 2024-2027 Fund Source Details

National Highway System		Safety Program		Bridge Program		Resiliency	
NHPP	\$0	SA	\$0	HIP OSB	\$0	PROTECT	\$0
NHFP	\$0	VRU	\$0	Bridge;INFRA	\$0		
		S154	\$0	Bridge-HIP	\$0		
		S164		STBG OSB	\$0		
STBG Funds		Planning and Research		Sustainability		FTA Transit Funds	
STBG Flex	\$0	SPR	\$0	CMAQ-M	\$0	5303	\$491,935
STBG >200k	\$0	RES	\$0	CMAQ-F	\$0	5337	\$0
STBG 50-200K	\$0	URPL	\$0	NEVI	\$0	5307	\$0
STBG 5-50k	\$0	S&A-SPR	\$0			5339	\$0
STBG <5k	\$0	S&A-Metro	\$0			5310	\$0
						5311	\$0
STGB-TAP Funds		Carbon Reduction Program		Intermodal Programs		Other Federal Funds	
TAP Flex	\$0	CRP Flex	\$0	RTP	\$0	OFF FLAP	\$0
TAP >200K	\$0	CRP>200K	\$0	FBF	\$0	OFF ER	\$0
TAP 50-200K	\$0	CRP 50-200K	\$0	RAIL	\$0	OFF CDS	\$0
TAP 5-50K	\$0	CRP 5-50K	\$0			OFF Grant	\$0
TAP <5K	\$0	CRP <5K	\$0	Civil Rights			
				DBE	\$0	Innovative Funding	
				OJT	\$0	AC	\$0



Photo Credit: "Staff , DOT&PF"

Description: Fairbanks North Star Borough administers and operates the Metropolitan Area Commuter System (MACS), a fixed-route bus service, and the Van Tran system, a paratransit demand response service for those with limited mobility who are unable to use the fixed-route bus service.

Construction Year(s)

State Implementation Plan Committed Measures

The State Implementation Plan (SIP) Committed Measures Project focuses on financing transportation initiatives, which are either committed or contingency measures specified within the Fairbanks PM2.5 Non-attainment Area SIP. The goal of these projects is to improve air quality by reducing the levels of PM2.5, a fine particulate pollutant, through the improvement of transportation infrastructure and practices. In addition to the measures outlined in the SIP, funding is also provided for non-SIP projects, which are evaluated and scored by the Fairbanks area Congestion Mitigation and Air Quality (CMAQ) Project Evaluation Board, extending the initiative's scope to more comprehensive mitigation strategies.

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$1,939,378	\$1,939,378	\$2,242,218	\$1,939,378	\$8,060,351	\$0
Match	\$192,509	\$192,509	\$222,570	\$192,509	\$800,099	
TOTAL	\$2,131,887	\$2,131,887	\$2,464,788	\$2,131,887	\$8,860,449	

	2024	2025	2026	2027
Multiple (P0)	\$2,131,887	\$2,131,887	\$2,464,788	\$2,131,887
Misc. (P1)	\$0	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0
Planning (P9)	\$0	\$0	\$0	\$0

2024-27 Federal Funds	
% Federal	90.97%
Total	\$8,060,351

2024-27 Non-Federal Funds	
% Match	9.03%
Local Match	\$0
State Match	\$800,099

Total Project Estimate
\$8,860,449
Sub-Funds

CMAQ Mandatory



STIP ID #	29232	Page 91
Location	Fairbanks	
DOT Region	Northern Region	
Borough or Census	Fairbanks North Star Borough	
Corridor		
Primary Funding	CMAQ - Congestion Mitigation Air Quality	

Strategic Investment Area
Sustainability
Geographic Area
Urban
Work Type
Rehabilitation

STIP 2024-2027 Fund Source Details

National Highway System	
NHPP	\$0
NHFP	\$0

Safety Program	
SA	\$0
VRU	\$0
S154	\$0
S164	\$0

Bridge Program	
HIP OSB	\$0
Bridge;INFRA	\$0
Bridge-HIP	\$0
STBG OSB	\$0

Resiliency	
PROTECT	\$0

STBG Funds	
STBG Flex	\$0
STBG >200k	\$0
STBG 50-200K	\$0
STBG 5-50k	\$0
STBG <5k	\$0

Planning and Research	
SPR	\$0
RES	\$0
URPL	\$0
S&A-SPR	\$0
S&A-Metro	\$0

Sustainability	
CMAQ-M	\$8,060,351
CMAQ-F	\$0
NEVI	\$0

FTA Transit Funds	
5303	\$0
5337	\$0
5307	\$0
5339	\$0
5310	\$0
5311	\$0

STGB-TAP Funds	
TAP Flex	\$0
TAP >200K	\$0
TAP 50-200K	\$0
TAP 5-50K	\$0
TAP <5K	\$0

Carbon Reduction Program	
CRP Flex	\$0
CRP>200K	\$0
CRP 50-200K	\$0
CRP 5-50K	\$0
CRP <5K	\$0

Intermodal Programs	
RTP	\$0
FBF	\$0
RAIL	\$0

Other Federal Funds	
OFF FLAP	\$0
OFF ER	\$0
OFF CDS	\$0
OFF Grant	\$0

Civil Rights	
DBE	\$0
OJT	\$0

Innovative Funding	
AC	\$0

Construction Year(s)



Photo Credit: "Jeremy Steiner, DOT&PF"

Description: The beauty of the night shift at Birchwood Airport.

Congestion Mitigation and Air Quality Improvements: Statewide

DOT&PF will work with the Department of Environmental Conservation (DEC) and appropriate local authorities to develop sub-allocations. Provide CMAQ funds to address non-attainment and maintenance measures in the Air Quality Statewide Improvement Program.

STIP ID #	18791	Page 92
Location	Alaska-wide: Sustainability	
DOT Region	Alaska-wide	
Borough or Census	Alaska-wide: Sustainability	
Corridor		
Primary Funding	CMAQ - Congestion Mitigation Air Quality	

	2024	2025	2026	2027	2024-2027	After 2027
Federal	\$2,832,914	\$218,590	\$9,155,409	\$4,377,265	\$16,584,178	\$0
Match	\$281,205	\$21,698	\$908,798	\$235,389	\$1,447,090	
TOTAL	\$3,114,119	\$240,288	\$10,064,207	\$4,811,768	\$18,230,381	

Total Project Estimate	\$18,230,381
Sub-Funds	

CMAQ Flex

Strategic Investment Area	Sustainability
Geographic Area	Urban
Work Type	Reconstruction

	2024	2025	2026	2027
Multiple (P0)	\$0	\$240,288	\$10,064,207	\$4,811,768
Misc. (P1)	\$3,114,119	\$0	\$0	\$0
Design (P2)	\$0	\$0	\$0	\$0
ROW (P3)	\$0	\$0	\$0	\$0
Construct (P4)	\$0	\$0	\$0	\$0
Utilities (P7)	\$0	\$0	\$0	\$0
Stwd Plng (P8)	\$0	\$0	\$0	\$0
Planning (P9)	\$0	\$0	\$0	\$0

2024-27 Federal Funds	
% Federal	90.97%
Total	\$16,584,178

2024-27 Non-Federal Funds	
% Match	9.03%
Local Match	\$0
State Match	\$1,447,090



STIP 2024-2027 Fund Source Details

National Highway System	
NHPP	\$0
NHFP	\$0

Safety Program	
SA	\$0
VRU	\$0
S154	\$0
S164	\$0

Bridge Program	
HIP OSB	\$0
Bridge;INFRA	\$0
Bridge-HIP	\$0
STBG OSB	\$0

Resiliency	
PROTECT	\$0

STBG Funds	
STBG Flex	\$0
STBG >200k	\$0
STBG 50-200K	\$0
STBG 5-50k	\$0
STBG <5k	\$0

Planning and Research	
SPR	\$0
RES	\$0
URPL	\$0
S&A-SPR	\$0
S&A-Metro	\$0

Sustainability	
CMAQ-M	\$0
CMAQ-F	\$14,578,273
NEVI	\$0

FTA Transit Funds	
5303	\$0
5337	\$0
5307	\$0
5339	\$0
5310	\$0
5311	\$0

STGB-TAP Funds	
TAP Flex	\$0
TAP >200K	\$0
TAP 50-200K	\$0
TAP 5-50K	\$0
TAP <5K	\$0

Carbon Reduction Program	
CRP Flex	\$0
CRP>200K	\$0
CRP 50-200K	\$0
CRP 5-50K	\$0
CRP <5K	\$0

Intermodal Programs	
RTP	\$0
FBF	\$0
RAIL	\$0

Other Federal Funds	
OFF FLAP	\$0
OFF ER	\$0
OFF CDS	\$0
OFF Grant	\$0

Civil Rights	
DBE	\$0
OJT	\$0

Innovative Funding	
AC	\$0

Construction Year(s)



Photo Credit: "Katherine Keith, Image Generated by ChatGPT, DOT&PF"

Description: The Carbon Reduction image representing eco-conscious practices for a healthier environment.

FAST Planning FFY23-27 Transportation Improvement Program (TIP) Administrative Modification #2
Summary of Changes - DRAFT - February 23, 2024

Project	Description
1 5th Avenue Reconstruction	Added \$103.7k offset funding to FFY23 construction phase and applied \$42.5 offset funding towards FFY24 AC payback (Policy Board approved 09.13.2023); added \$79.4k STP and \$62.2k offset funding to FFY23 construction phase for increase request from DOT&PF (Policy Board approved 01.17.2024)
2 FAST Carbon Reduction Program	Updated annual Federal allocation amounts based on latest calculations (using 2020 Census results) from DOT&PF found in 01.19.2024 Draft STIP
3 Chena River Walk Stage III	Moved construction phase funding from FFY24 to FFY25 per request from DOT&PF; no funding increase/decrease
4 Cowles Street Reconstruction - Phase I	Moved construction phase funding from FFY25 to FFY24 per request from DOT&PF; added \$363.9k STP funding to design phase and \$1,191.8k to construction phase based on latest estimate from DOT&PF; moved \$190.4k utilities phase from FFY25 to Beyond Years (defunded from Phase I project and moved to Phase II spinoff project) per request from DOT&PF (overall project increase must be less than \$1.5M); added new project number for Phase I project
5 FAST Improvement Program	Moved State match commitment for design phase from FFY26 to FFY25 per request from DOT&PF
6 FAST Planning Office	Updated annual Federal allocation amounts for Metropolitan PL (slight increase) and Transit PL (slight decrease) based on latest calculations (using 2020 Census results) from DOT&PF found in 01.19.2024 Draft STIP; updated Need IDs
7 Holmes Road Reconstruction	Updated project description per request from DOT&PF to match SSE (need to verify original project intent/purpose remains unchanged)
8 Housedold Travel Survey	Added project number and Need ID
9 Lacey Street Reconstruction	Moved planning phase funding from FFY24 to FFY25 per request from DOT&PF; no funding increase/decrease
10 Minnie Street Upgrade	Moved \$200k STP funding in design phase from FFY24 to FFY25 per request from DOT&PF; no net funding increase/decrease
11 Pioneer Park North Parking Lot & Boat Launch	Modified construction phase funding type (split between STP, TAP, & CMAQ) to maintain fiscal constraint; no funding increase/decrease
12 Woll Road Resurfacing & Widening	Revised project description to change terminus from Ownby Road to Shut Road and removed utilities phase funding per request from DOT&PF (project length increase less than 30% of total length); reduced AC amount with current available FFY24 STP funds; no funding increase/decrease
13 Yankovich/Miller Hill Road Reconstruction	Added \$297.1k STP funding to right-of-way phase and moved construction phase from FFY24 to FFY25 per request from DOT&PF; added \$1,000.7k STP funding to construction phase based on latest estimate from DOT&PF
14 Available Funding Summary Table	Updated annual Federal allocation amounts for STP, CMAQ, TAP, CRP, MPL, and TPL based on latest calculations (using 2020 Census results) from DOT&PF found in 01.19.2024 Draft STIP
15 Northern Region ADA Recon & Improvements	Updated annual program allocation amounts based on communication from DOT&PF
16 Committed Measures for the Fairbanks SIP	Updated annual Federal allocation amounts based on latest calculations from DOT&PF found in 01.19.2024 Draft STIP
17 Statewide Congestion & Mitigation Air Quality	Updated annual Federal allocation amounts based on latest calculations from DOT&PF found in 01.19.2024 Draft STIP
18 FTA Projects Informational Tables	Updated informational tables to match new project funding details from ARRC and FNSB Transit

**FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Administrative Modification #2 - DRAFT - 02.23.2024**

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond		
34141	TBD	4th Avenue Reconstruction	STP	Design			272.9	227.4				
		Reconstruct 4th Avenue from Cowles to Barnette Street to provide improved facilities for all users, including ADA-compliant sidewalks, drainage improvements, and roadway resurfacing.	3PF				27.1	22.6				
					STP	Right-of-Way						
					3PF							
					STP	Utilities						159.2
					3PF							15.8
					STP	Construction						909.7
					3PF							90.3
Project Total					0.0	0.0	300.0	250.0	0.0	1,175.0		
33041	NFHWY00445	5th Avenue Reconstruction	STP	Design	159.2							
		Reconstruct 5th Avenue from Barnette to Noble Street to provide improved facilities for all users. Reconstruction includes ADA-compliant sidewalks and shoulders to accommodate bicyclists, wayfinding and bicycle route signs, and landscaping in accordance with FAST Planning's "Complete Streets" Policy.	3PF		15.8							
					STP	Right-of-Way						
					3PF							
					STP	Utilities	363.9					
					3PF		36.1					
					STP	Construction	409.4	2,877.4				
					SW-TAP		454.9					
					AC		2,798.0					
					ACC			-2,798.0				
					OFF		103.7	62.2				
					3PF		373.8	14.1				
Project Total					4,714.7	155.7	0.0	0.0	0.0	0.0		
21934	NFHWY00648	Advanced Project Definition	STP	Planning			91.0					
		Provide funding to the State and City to develop new estimates for TIP projects.	FM				9.0					
Project Total					0.0	0.0	100.0	0.0	0.0	0.0		
30011	TBD	Barnette Street Reconstruction	ILLU	Design						2,500.0		
		Reconstruct Barnette Street from 1st Avenue to Airport Way to include signal upgrades, decorative lighting, a dedicated bike lane, drainage improvements, intersection and sidewalk upgrades, utility relocation, signing and striping and landscaping. This project should be consistent with the Complete Streets concept of Cushman Street.		Right-of-Way						100.0		
		Utilities							1,000.0			
		Construction							14,350.0			
Project Total					0.0	0.0	0.0	0.0	0.0	17,950.0		
32278	NFHWY00835	Bike Lane Striping & Signing - Pilot Program	TAP	Design	91.0							
		Signing and striping of existing paved shoulders withing Fairbanks City Limits on City streets to accommodate bicyclists as designated bike lanes for seasonal use.	3PF		9.0							
					TAP	Construction		454.9				
					3PF			45.2				
Project Total					100.0	500.0	0.0	0.0	0.0	0.0		

STP - Surface Transportation Program, CMAQ - Congestion Mitigation & Air Quality, TAP - Transportation Alternatives Program, CRP - Carbon Reduction Program, MPL - Metropolitan Planning, TPL - Transit Planning, OFF - FAST Planning Offset Funds, SA - State Funding Appropriation, SM - State Match, 3PF - 3rd Party Funding, FM - FAST Planning Match, ILLU - Illustrative (Funding Placeholder), AC - Advanced Construction, ACC - Advanced Construction Conversion

**FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Administrative Modification #2 - DRAFT - 02.23.2024**

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond	
33863	TBD	FAST Carbon Reduction Program	CRP	All	887.0	1,929.2	1,051.1	1,066.8	1,082.8		
		Projects that support the reduction of transportation emissions, including evaluations, plans, and the design and construction of projects in accordance with 23 USC §175, within the FAST Planning Metropolitan Planning Area.	SM/3PF		88.0	191.5	104.3	105.9	107.5		
		Project Total			975.0	2,120.7	1,155.4	1,172.7	1,190.3	0.0	
26078	NFHWY00280	Chena River Walk Stage III Construct an approximately 3,200' long segment, multi-use asphalt path that is 10 feet wide with 2-foot gravel shoulders. The proposed path would be constructed on the north side of the Chena River from the existing Chena River pedestrian bridge crossing near Pioneer Park to the east side of Peger Road where the new path turns to a north/south orientation along Peger Road until it terminates at the southeast corner of the Peger Road and Phillips Field Road controlled intersection. TAP <i>funds for construction from FFY22 and FFY23.</i>	STP	Design							
			FM								
			STP	Right-of-Way							
			FM								
			STP	Utilities							
			FM								
			TAP	Construction			305.1				
			CMAQ				1,275.1				
			FM				156.9				
Project Total					0.0	0.0	1,737.0	0.0	0.0	0.0	
30012	NFHWY00126 NFHWY00833	Cowles Street Reconstruction - Phase I Reconstruct Cowles Street from Airport Way to East Cowles Street. Project work will include roadside hardware, drainage improvements, intersection improvements, ADA improvements and utilities. Phase II will reconstruct Cowles Street from 1st Avenue to Airport Way. <i>50% local match / 50% state match.</i>	STP	Design		363.9					
			SM			18.1					
			3PF			18.1					
			STP	Right-of-Way							
			SM								
			3PF								
			STP	Utilities							190.4
			SM							9.5	
			3PF							9.5	
			STP	Construction			3,210.1				6,992.0
			CMAQ			1,793.3				0.0	
			3PF			248.3				347.0	
			SM			248.3				347.0	
Project Total					0.0	5,900.0	0.0	0.0	0.0	7,895.4	
38471	Z622070000	Cushman Street Bridge Rehabilitation Rehabilitate the Cushman Street Bridge and Cushman Street between the First Avenue and Terminal Street intersections. Project work will include bridge work, roadside hardware, ADA sidewalk and curb ramp improvements.	STP	Construction	4,134.1						
			CMAQ		727.8						
			ACC		-4,861.9						
Project Total					0.0	0.0	0.0	0.0	0.0	0.0	

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**FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Administrative Modification #2 - DRAFT - 02.23.2024**

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond	
34122	NFHWY00815	Doughchee Avenue/Beaver Springs Bridge Reconstruct Doughchee Avenue to improve drainage, resurface roadway, and maintain accessibility to the local neighborhood by addressing erosion at bridge abutments. <i>Project is planned to be bundled with FFY25 FAST Improvement Program for bid advertisement.</i>	STP	Design	127.4	84.6					
			3PF		12.6	8.4					
			STP	Right-of-Way							
			3PF								
			STP	Utilities							
			3PF								
			STP	Construction					357.5		
			AC					357.5			
			ACC							-357.5	
3PF						35.5					
Project Total					140.0	93.0	393.0	0.0	0.0	0.0	
19096	NFHWY00506 NFHWY00633	FAST Improvement Program Perform gravel or asphalt surface maintenance and preservation activities on roads, sidewalks and pathways. Work may also include new or upgraded illumination, signing and striping, storm drains and intersection improvements including nonmotorized crossings, as well as ADA upgrades to sidewalks and curb ramps. <i>State pays design match and local governments pay construction match, per agreement.</i> <i>FFY23 construction includes Aztec Subdivision, 2nd Ave dog park, and College Road pedestrian crossing. FFY25 and FFY26 construction project locations to be determined.</i>	STP	Design			191.7	181.9			
			AC				191.7	181.9			
			ACC					-191.7	-181.9		
			SM				19.0	18.1			
			STP	Utilities							
			SM								
			STP	Construction	1,694.6	261.1			1,943.5		
			AC		261.1		909.7				
			ACC			-261.1			-909.7		
SM	20.8										
3PF	173.4		90.3	93.7							
Project Total					2,149.9	210.8	1,200.0	1,127.5	0.0	0.0	
34346 34348	HFHWY00289 NFHWY00830	FAST Planning Office Funding for the FAST Planning office which supports delivery of the FAST Planning's programs.	STP	Planning	100.0	150.0	150.0	150.0	150.0		
			MPL		432.4	380.1	435.4	444.3	453.2		
			TPL		140.3	118.7	122.1	123.9	125.7		
			FM		66.8	64.4	70.2	71.3	72.4		
Project Total					739.5	713.2	777.7	789.4	801.3	0.0	
TBD	TBD	Geist/Chena Pump Road Corridor Study Examine safety and access control issues along Geist Road and Chena Pump Road from University Avenue to Chena Small Tracts Road, including driveway density, intersection configuration, and conflicts between motorized and non-motorized users to identify projects that improve safety and address access management for all users. <i>Need planning estimate from DOT (Preconstruction Engineer indicates amount will be higher than placeholder amount shown).</i>	STP	Planning				272.9			
			AC				272.9				
			ACC						-272.9		
			FM				27.1				
Project Total					0.0	0.0	300.0	0.0	0.0	0.0	

STP - Surface Transportation Program, CMAQ - Congestion Mitigation & Air Quality, TAP - Transportation Alternatives Program, CRP - Carbon Reduction Program, MPL - Metropolitan Planning, TPL - Transit Planning, OFF - FAST Planning Offset Funds, SA - State Funding Appropriation, SM - State Match, 3PF - 3rd Party Funding, FM - FAST Planning Match, ILLU - Illustrative (Funding Placeholder), AC - Advanced Construction, ACC - Advanced Construction Conversion

**FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Administrative Modification #2 - DRAFT - 02.23.2024**

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond	
32798	NFHWY00816	Holmes Road Reconstruction <i>Reconstruct Rehabilitate</i> Holmes Road from the Badger/Montgomery intersection to Badger/Peede intersection, including consideration of widened shoulders, seperated path, sidewalks, or bike lanes. Work includes drainage improvements, roadside hardware, and utilities. <i>Due to the amount estimated for construction (\$12 million), the project may need to be phased and/or seek a funding partnership with DOT on this project.</i>	STP	Design	545.8			298.4			
			AC				298.4				
			ACC				-298.4				
			OFF		20.0						
			SM		56.2		29.6				
			STP	Right-of-Way					454.9		
			AC					454.9			
			ACC							-454.9	
			SM					45.2			
			STP	Utilities							272.9
			SM							27.1	
			STP	Construction							10,916.4
			SM								1,083.6
Project Total					622.0	0.0	328.0	500.0	0.0	12,300.0	
34309	NFHWY00873	Household Travel Survey Complete new Household Travel Survey (last completed 2013) to collect data regarding origins and destinations, trip length, time of day, mode of transportation, and other household characteristics for more up-to-date trip data for the Travel Demand Model for future MTPs.	STP	Planning		91.0					
			FM			9.0					
Project Total					0.0	100.0	0.0	0.0	0.0	0.0	
30029	TBD	Lacey Street Reconstruction Reconstruct Lacey Street from 1st to 12th Avenue. Reconstruction includes drainage improvements, intersection and sidewalk upgrades, utility relocation, signing, striping, and landscaping. <i>Project to be initiated as a planning study to examine feasibility of burying overhead utilities and gain additional feedback from the public on design alternatives.</i>	STP	Planning			136.5				
			3PF				13.5				
			ILLU	Design							1,500.0
				Right-of-Way							100.0
				Utilities							
Construction								10,000.0			
Project Total					0.0	0.0	150.0	0.0	0.0	11,600.0	
33138	TBD	Metropolitan Transportation Plan Update Update FAST Planning Metropolitan Transportation Plan as required under 23 USC 134 (occurs every 4 years).	STP	Planning			363.9				
			FM				36.1				
Project Total					0.0	0.0	400.0	0.0	0.0	0.0	

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**FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Administrative Modification #2 - DRAFT - 02.23.2024**

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond			
31389	NFHWY00509	Minnie Street Upgrade Reconstruct Minnie Street between Illinois Street and Old Steese Highway. Project will include roadside hardware, drainage improvements, intersection improvements, ADA improvements, and utilities. <i>50% local match / 50% state match</i>	STP	Design		227.4	796.0						
			SM			11.3	39.5						
			3PF			11.3	39.5						
			STP	Right-of-Way						1,364.6			
			AC					1,364.6					
			ACC							-1,364.6			
			SM						67.7				
			3PF							67.7			
			STP	Utilities							272.9		
			SM								13.5		
			3PF								13.5		
			STP	Construction								9,983.9	
			CMAQ									727.8	
			SM									531.6	
3PF									531.6				
Project Total					0.0	250.0	875.0	1,500.0	300.0	11,775.0			
24960	TBD	Nelson Road Bicycle & Pedestrian Facility Construct a bicycle and pedestrian facility along Nelson Road by adding shoulders or a seperated multiuse path. <i>Grandfathered illustrative project from FFY19-23 TIP; need SSE from DOT to update funding amounts if there is desire to fund this project.</i>	ILLU	Design							1,153.0		
				Right-of-Way								150.0	
				Utilities									770.0
				Construction									5,919.0
Project Total					0.0	0.0	0.0	0.0	0.0	7,992.0			
30106	NFHWY00269	North Pole Streetlight Standardization - Phase II Upgrade the streetlights in older subdivisions and illuminate several areas in the city currently not illuminated. Consolidate the streetlights on to one or a few circuits. Phase I focused on the city core. Phase II focuses on Highway Park Subdivision. Future project phases may include Ford and Morning Star subdivisions.	ILLU	Design							350.0		
				Right-of-Way								5.0	
				Utilities									40.0
				Construction									2,001.0
Project Total					0.0	0.0	0.0	0.0	0.0	2,396.0			
34124	TBD	Peger Road/Airport Way Intersection Study Coordinate existing plans and proposed improvements (Pioneer Park Master Plan, Airport Way Design Toolkit & Site-Specific Recommendations, Kinross trucking plan, Peger Road Bicycle/Pedestrian Path, etc.) 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. <i>Need planning estimate from DOT (Preconstruction Engineer indicates amount will be higher than placeholder amount shown)</i>	ILLU	Planning							300.0		
Project Total					0.0	0.0	0.0	0.0	0.0	300.0			

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**FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Administrative Modification #2 - DRAFT - 02.23.2024**

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond		
34123	TBD	Pioneer Park North Parking Lot & Boat Launch Develop an improved entrance and parking area at the north end of Pioneer Park along the river to improve access to the boat launch, Chena Riverwalk, and general access for all park visitors. <i>TAP funds for construction from FFY24 and FFY25.</i>	STP	Design		409.4	213.8					
			3PF			40.6	21.2					
			STP	Right-of-Way								
			3PF									
			STP	Utilities								
			3PF									
			STP	Construction					1,053.1			
			CMAQ						1,080.5			
			TAP						587.3			
			3PF						270.1			
Project Total					0.0	450.0	235.0	2,991.0	0.0	0.0		
34157	HFHWY00790	Transit Plan Updates Update the Fairbanks North Star Borough Long & Short Range Transit Plan, Coordinated Human Services Transportation Plan, Fare Pricing & Integration Study, and Operational Efficiency Study using unspent FFY2019-22 Transit Planning Funds.	TPL	Planning	457.7							
			3PF		45.4							
Project Total					503.2	0.0	0.0	0.0	0.0	0.0		
32178	NFHWY00448	Woll Road Resurfacing & Widening Resurface and widen Woll Road from Bradway to Owaby Shut Road.	STP	Design								
			SM									
			STP	Right-of-Way	181.9							
			SM		18.1							
			STP	Utilities								
			SM									
			STP	Construction		1,658.4	1,252.6					
			AC			1,252.6						
			ACC				-1,252.6					
SM		289.0										
Project Total					200.0	3,200.0	0.0	0.0	0.0	0.0		
9939	NFHWY00139	Yankovich/Miller Hill Road Reconstruction Reconstruct Miller Hill Road and Yankovich Road, and improve existing separated multi-use path as needed. Project work will include roadside hardware, drainage improvements, and utilities.	STP	Design								
			SM									
			STP	Right-of-Way		297.1						
			SM			29.5						
			STP	Utilities								
			SM									
			STP	Construction			5,913.1					
			SM			587.0						
Project Total					0.0	326.6	6,500.0	0.0	0.0	0.0		

STP - Surface Transportation Program, CMAQ - Congestion Mitigation & Air Quality, TAP - Transportation Alternatives Program, CRP - Carbon Reduction Program, MPL - Metropolitan Planning, TPL - Transit Planning, OFF - FAST Planning Offset Funds, SA - State Funding Appropriation, SM - State Match, 3PF - 3rd Party Funding, FM - FAST Planning Match, ILLU - Illustrative (Funding Placeholder), AC - Advanced Construction, ACC - Advanced Construction Conversion

**FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
Available Funding										
		Surface Transportation Program	STP	Federal	7,716.3	9,630.3	9,399.0	9,921.4	10,070.2	
		Congestion Mitigation/Air Quality	CMAQ	Federal	727.8	1,793.3	1,275.1	2,232.3	1,316.8	
		Transportation Alternatives Program	TAP	Federal	91.0	570.0	578.7	587.3	596.2	
		Carbon Reduction Program	CRP	Federal	887.0	1,929.2	1,051.1	1,066.8	1,082.8	
		Metropolitan Planning	MPL	Federal	584.9	532.6	587.9	596.8	605.7	
		Transit Planning	TPL	Federal	598.1	118.7	122.1	123.9	125.7	
		FAST Planning Offset Funds	OFF	Federal	123.7	62.2	0.0	0.0	0.0	
		State Funding Appropriation	SA	State	0.0	0.0	0.0	0.0	0.0	
					10,728.7	14,636.4	13,013.8	14,528.5	13,797.5	
		<i>Federal Match</i>								
		Surface Transportation Program	SM/3PF/FM	State/Local	765.9	955.9	933.0	984.8	999.6	
		Congestion Mitigation/Air Quality	SM/3PF/FM	State/Local	72.2	178.0	126.6	221.6	130.7	
		Transportation Alternatives Program	SM/3PF/FM	State/Local	9.0	56.6	57.4	58.3	59.2	
		Carbon Reduction Program	SM/3PF/FM	State/Local	88.0	191.5	104.3	105.9	107.5	
		Metropolitan Planning	SM/3PF/FM	State/Local	58.1	52.9	58.4	59.2	60.1	
		Transit Planning	SM/3PF/FM	State/Local	59.4	11.8	12.1	12.3	12.5	
		FAST Planning Offset Funds	SM/3PF/FM	State/Local	12.3	6.2	0.0	0.0	0.0	
					1,065.0	1,452.9	1,291.8	1,442.1	1,369.6	
		TOTAL			11,793.6	16,089.2	14,305.6	15,970.6	15,167.0	
Programmed Funding										
Federal										
		Surface Transportation Program	STP	Federal	7,716.3	9,630.3	9,381.4	4,484.8	2,242.3	
		Congestion Mitigation/Air Quality	CMAQ	Federal	727.8	1,793.3	1,275.1	1,080.5	0.0	
		Transportation Alternatives Program	TAP	Federal	91.0	454.9	305.1	587.3	0.0	
		Carbon Reduction Program	CRP	Federal	887.0	1,929.2	1,051.1	1,066.8	1,082.8	
		Metropolitan Planning	MPL	Federal	432.4	380.1	435.4	444.3	453.2	
		Transit Planning	TPL	Federal	598.1	118.7	122.1	123.9	125.7	
		FAST Planning Offset Funds	OFF	Federal	123.7	62.2	0.0	0.0	0.0	
					10,576.2	14,368.7	12,570.2	7,787.6	3,904.1	
		Advanced Construction	AC	Federal	3,059.1	1,444.4	2,020.4	1,819.4	0.0	
		Advanced Construction Conversion (Payback)	ACC	Federal	-4,861.9	-3,059.1	-1,444.4	-2,020.4	-1,819.4	
Federal Match										
		State Match	SM	State	95.0	615.2	674.1	112.9	13.5	
		Local Government Match	3PF	Local	666.2	385.9	200.1	431.5	13.5	
		FAST Planning Match	FM	State/Local	66.8	73.4	299.3	71.3	72.4	
					828.0	1,074.5	1,173.5	615.6	99.4	
State										
		State Funding Appropriation	SA	State	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	
		TOTAL			11,404.2	15,443.2	13,743.7	8,403.2	4,003.5	

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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
Statewide Transportation Improvement Program (STIP) Projects within FAST Planning Boundary										
3843	Z640780000	Airport Way / Cushman Street Intersection Reconstruction	CMAQ	Construction		11,826.1				
		Reconstruct the intersection at Airport Way and Cushman Street.	SM			1,173.9				
Project Total					0.0	13,000.0	0.0	0.0	0.0	
15685	Z618720000	Airport Way (West) Improvements	NHPP	Construction	10,729.8					
		Construct intersection improvements along Airport Way between Dale Road and the Parks Highway. Project includes bicycle/pedestrian facilities along Hoselton Road to the Boat Street path.	ACC		-10,729.8					
Project Total					0.0	0.0	0.0	0.0	0.0	
26076	NFHWY00124	Aurora Drive- Noyes Slough Bridge Replace the Noyes Slough bridge on Aurora Drive in Fairbanks.	STP	Utilities	354.8					
			SM		35.2					
			STP	Construction	5,185.3					
			SM		514.7					
Project Total					6,090.0	0.0	0.0	0.0	0.0	
27542	NFHWY00289	Chena Hot Spring Road MP 0-6 Rehabilitation Rehabilitate Chena Hot Spring Road.	STP	Construction	5,000.0					
			ACC		-5,000.0					
Project Total					0.0	0.0	0.0	0.0	0.0	
19217	NFHWY00699	Chena Pump Road/Chena Small Tracts Road Roundabout Construct a roundabout at the intersection of Chena Pump Road, Old Chena Ridge Road, and Chena Small Tracts Road.	HSIP	Design	260.0					
				Construction			2,001.0			
Project Total					260.0	0.0	2,001.0	0.0	0.0	
19217	NFHWY00592	City of Fairbanks Systematic Signal Upgrades Install overhead signal head for each lane of each approach at 11 intersections around City of Fairbanks. Install retroreflective backplates on all signal heads at 11 additional locations.	HSIP	Right-of-Way	50.0					
				Utilities		50.0				
				Construction		6,845.0				
Project Total					50.0	6,895.0	0.0	0.0	0.0	
30369	NFHWY00155	Northern Region ADA Reconnaissance & Improvements Design and construct improvements recommended by the Northern Region ADA Reconnaissance Study.	STP	All	1,592.0	1,637.5	1,455.5			
			SM		158.0	162.5	144.5			
Project Total					1,750.0	1,800.0	1,600.0			4,500.0

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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
18923	Varies	Northern Region Pavement & Bridge Preservation (DOT&PF Preventative Maintenance Program)	NHPP	All	25,854.6					
		Crack sealing, surface treatment drainage, signage, guardrail, illumination, and other refurbishments to prolong the life of road pavement and bridges and their safety related structures. Project includes NHS Lane Delineators, Destination & Distance Signing, Pavement Markings and Signalization, Abandoned Vehicle Program, Road Surfacing and Transfer, Road Surface Treatments, and improve curb ramps to meet ADA standards. Project also includes preservation planning and reconnaissance activities. The scope does not include landscaping or other elements inconsistent with a pavement preservation focus.	STP		28,727.4					
			SM		5,418.0					
		Project Total			60,000.0	0.0	0.0	0.0	0.0	0.0
27010	Z617630000	Northern Region Signal Interconnect	CMAQ	Construction	4,548.5					
		Improve capabilities of the Northern Region to communicate with signals, allowing for troubleshooting, signal timing modifications, and monitoring at single/multiple location(s). Project will include upgrades at NR Headquarters and incorporate improvements to interconnecting communication systems (for security and reliability), controller upgrades, signal timing plans, and other related items. Provide any related items and Training, Maintenance, and Operational funding as allowed by ITS.	SM		451.5					
Project Total					5,000.0	0.0	0.0	0.0	0.0	5,000.0
19217	NFHWY00531	Northern Region Systematic Signal Upgrades	HSIP	Utilities		176.0				
		Install overhead signal head for each lane of each approach at 8 intersections around Northern Region. Install retroreflective backplates on all signal heads.		Construction		3,085.0				
Project Total					0.0	3,261.0	0.0	0.0	0.0	
26082	Z624870000	Old Steese Highway Reconstruction	STP	Design	1,728.4					
		Reconstruct the Old Steese Highway from Wendell Avenue Bridge to, and including, the intersection at the Johansen Expressway.	SM		171.6					
Project Total					1,900.0	0.0	0.0	0.0	0.0	15,000.0
19217	TBD	Parks Highway/Sheep Creek Extension Traffic Signal	HSIP	Design		420.0	280.0			
		Construct a continuous green T signal on the Parks Highway at the intersection with Sheep Creek Extension.		Utilities			50.0			
Project Total					0.0	420.0	330.0	0.0	0.0	
25598	Z615970000	Richardson Highway MP 357-362 Bicycle/Pedestrian Path	HSIP	Construction	4,112.8					
		Construct a multi-use pathway between Badger 6-mile interchange and GARS intersection.								
Project Total					4,112.8	0.0	0.0	0.0	0.0	

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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
19217	NFHWY00097	Richardson Highway MP 351 Interchange	HSIP	Construction	21,000.0					
		Construct interchange to replace intersection of the Richardson Highway and the Old Richardson Highway at North Pole, near Richardson Highway MP 351.								
Project Total					21,000.0	0.0	0.0	0.0	0.0	
28069	Z607340000	Richardson Highway MP 360-361 (MP 359) Railroad Grade Separated Facility	NHPP	Construction		24,284.0				
		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).	AC		24,284.0					
			ACC			-24,284.0				
			SM		1,716.0					
Project Total					26,000.0	0.0	0.0	0.0	0.0	
29829	Z607320000	Steese Expressway / Johansen Expressway Interchange	NHPP	Design	1,819.4					
		Construct a grade separated interchange at the intersection of Steese Expressway and Johansen Expressway. Realign adjacent access as necessary to accommodate the selected interchange configuration. Work includes a new bridge.	SM		180.6					
			NHPP	Right-of-Way	2,729.1					
			SM		270.9					
Project Total					5,000.0	0.0	0.0	0.0	0.0	51,000.0
32220	NFHWY00698	Steese Expressway MP 2-5 Rehabilitation	NHPP	Design	258.4					
		Reconstruct the Steese Expressway from the intersection with Farmer's loop Road up to and including the Chena Hot Springs Road interchange.	SM		25.6					
			NHPP	Utilities	467.0					
			SM		33.0					
Project Total					784.0	0.0	0.0	0.0	0.0	10,500.0
3821	Z632130000	University Avenue Widening	NHPP	Construction		6,549.8				
		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 work occurring from Airport Way to Holden Road.	AC		6,549.8					
			ACC			-6,549.8				
			SM		650.2					
Project Total					7,200.0	0.0	0.0	0.0	0.0	
29655	Z632130000	University Avenue Rehabilitation: Wolf Run to DNR BLM Access	NHPP	Construction	14,555.2					
		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, 33345, and the parent design project NID 3821.	ACC		-14,555.2					
Project Total					0.0	0.0	0.0	0.0	0.0	

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**FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
STIP Air Quality Programs within FAST Planning Boundary										
20294	HFHWY00211	Air Quality Public Education	CMAQ	All	181.9	181.9	181.9	181.9	181.9	
		The statewide air quality public education project will focus on a number of air quality issues of concern to Alaska including, but not limited to: air pollution health/environmental impacts and ways local citizens can mitigate air pollution from sources like motor vehicles, unpaved roads, diesel engines/heavy duty vehicles, wood smoke, residential heating, etc. There may also be a focus on transportation alternatives that can assist in improving air quality (pedestrian, bike, transit, car/van pool).	SM		18.1	18.1	18.1	18.1	18.1	
Project Total					200.0	200.0	200.0	200.0	200.0	
26161	NFHWY00647	Fairbanks Air Quality Planning Project	CMAQ	All	72.8	72.8	72.8	72.8	72.8	
		The goal of this project is to update the local transportation model and EPA mobile source emissions model. Fairbanks is a newly designated PM _{2.5} non-attainment area and also a CO Maintenance area. An up to date transportation model and EPA mobile source emission model are needed for on-going transportation and air quality planning activities in the community. This project will provide funding to conduct federally mandated Air Quality Conformity Analysis for all long and short term planning documentation.	SM		7.2	7.2	7.2	7.2	7.2	
Project Total					80.0	80.0	80.0	80.0	80.0	
29232	NFHWY00627 NFHWY00555 NFHWY00612 NFHWY00712 NFHWY00407	Committed Measures for the Fairbanks SIP	CMAQ	All	1,960.5	1,939.4	1,939.4	2,242.2	1,939.4	
		Funding for transportation projects and programs that are committed and contingency measures listed in the State Implementation Plan (SIP) for the Fairbanks PM _{2.5} Non-attainment Area, and non-SIP projects that are evaluated and scored by the Fairbanks area CMAQ Project Evaluation Board.	SM		183.7	192.5	192.5	222.6	192.5	
Project Total					2,144.2	2,131.9	2,131.9	2,464.8	2,131.9	
18791	NFHWY00554 NFHWY00707 NFHWY00556	Statewide Congestion & Mitigation Air Quality	CMAQ	All	3,211.2	2,832.9	218.6	9,155.4	4,377.3	
		The Department will work with DEC and appropriate local authorities to develop sub-allocations. Provide CMAQ funds to address non-attainment and maintenance measures in the Air Quality Statewide Improvement Program. [Fairbanks Area Signal Timing Upgrades, FNSB Air Quality Education Outreach, Statewide Implementation Plan]	SM		318.8	281.2	21.7	908.8	235.4	
Project Total					3,530.0	3,114.1	240.3	10,064.2	4,612.7	

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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
Federal Transit Administration (FTA) Projects within FAST Planning Boundary										
19635	DOT MPDG - ARRC	Bridge replacement, rehabilitation or upgrade.	FRA				3,000.0	6,000.0	6,000.0	1,200.0
			Match				2,000.0	4,000.0	4,000.0	800.0
Project Total					0.0	0.0	5,000.0	10,000.0	10,000.0	2,000.0
19635	FRA - ARRC	Bridge replacement, rehabilitation or upgrade.	FRA				4,000.0	4,000.0	4,000.0	
			Match				1,000.0	1,000.0	1,000.0	
Project Total					0.0	0.0	5,000.0	5,000.0	5,000.0	
19634	FRA CRISI STC - ARRC	Track infrastructure replacement, rehabilitation or upgrade.	FRA	STC		8,000.0	8,000.0	800.0	800.0	800.0
			Match			2,000.0	2,000.0	200.0	200.0	200.0
Project Total					0.0	10,000.0	10,000.0	1,000.0	1,000.0	1,000.0
21314	Urbanized Area Formula - ARRC	Associated transit improvements.	FTA	5307		20.0	20.0	20.0	20.0	80.0
			Match			5.0	5.0	5.0	5.0	20.0
Project Total					0.0	25.0	25.0	25.0	25.0	100.0
19634	Urbanized Area Formula - ARRC	Track infrastructure replacement, rehabilitation or upgrade.	FTA	5307	240.0	200.0	200.0	200.0	200.0	800.0
			Match		60.0	50.0	50.0	50.0	50.0	200.0
Project Total					300.0	250.0	250.0	250.0	250.0	1,000.0
19658	Urbanized Area Formula - ARRC	Preventive maintenance.	FTA	5307	200.0	200.0	200.0	200.0	200.0	800.0
			Match		50.0	50.0	50.0	50.0	50.0	200.0
Project Total					250.0	250.0	250.0	250.0	250.0	1,000.0
31091	Urbanized Area Formula - ARRC	Radio system and communication component replacement, installation, rehabilitation, or upgrade.	FTA	5307		100.0	500.0	500.0		200.0
			Match			25.0	125.0	125.0		50.0
Project Total					0.0	125.0	625.0	625.0	0.0	250.0
19635	Urbanized Area Formula - ARRC	Bridge replacement, rehabilitation or upgrade.	FTA	5307		160.0		160.0		
			Match			40.0		40.0		
Project Total					0.0	200.0	0.0	200.0	0.0	
33245	Urbanized Area Formula - ARRC	Facility replacement, installation, rehabilitation or upgrade.	FTA	5307		4,000.0	4,000.0	4,050.0	4,000.0	200.0
			Match			1,000.0	1,000.0	1,010.0	1,000.0	50.0
Project Total					0.0	5,000.0	5,000.0	5,060.0	5,000.0	250.0
33243	Urbanized Area Formula - ARRC	Signal, in-track, and communication replacement, rehabilitation, or upgrade.	FTA	5307			20.0			
			Match				5.0			
Project Total					0.0	0.0	25.0	0.0	0.0	
33246	Urbanized Area Formula - ARRC	Operations support facility replacement, installation, rehabilitation or upgrade.	FTA	5307				100.0	10,100.0	1,000.0
			Match					25.0	2,020.0	200.0
Project Total					0.0	0.0	0.0	125.0	12,120.0	1,200.0
19635	Urbanized Area Formula - ARRC	Bridge replacement, rehabilitation or upgrade.	FTA	5337	840.0	7,200.0	2,680.0	2,600.0	2,600.0	2,400.0
			Match		210.0	1,800.0	670.0	650.0	650.0	600.0
Project Total					1,050.0	9,000.0	3,350.0	3,250.0	3,250.0	3,000.0
19658	Urbanized Area Formula - ARRC	Preventive maintenance.	FTA	5337	480.0	50.0	50.0	50.0	50.0	200.0
			Match		120.0	10.0	10.0	10.0	10.0	40.0
Project Total					600.0	60.0	60.0	60.0	60.0	240.0

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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
19634	Urbanized Area Formula - ARRC	Track infrastructure replacement, rehabilitation or upgrade.	FTA	5337		200.0	200.0	200.0	200.0	800.0
			Match			50.0	50.0	50.0	50.0	200.0
Project Total					0.0	250.0	250.0	250.0	250.0	1,000.0
31091	Urbanized Area Formula - ARRC	Radio system and communication component replacement, installation, rehabilitation, or upgrade.	FTA	5337		20.0		20.0	20.0	60.0
			Match			5.0		5.0	5.0	15.0
Project Total					0.0	25.0	0.0	25.0	25.0	75.0
33243	Urbanized Area Formula - ARRC	Signal, in-track, and communication replacement, rehabilitation, or upgrade.	FTA	5337			20.0			50.0
			Match				5.0		10.0	
Project Total					0.0	0.0	25.0	0.0	0.0	60.0
33246	Urbanized Area Formula - ARRC	Operations support facility replacement, installation, rehabilitation or upgrade.	FTA	5337				200.0	100.0	200.0
			Match				50.0	25.0	50.0	
Project Total					0.0	0.0	0.0	250.0	125.0	250.0
24001	Urbanized Area Formula Grant - FNSB	Purchase of approximately four buses and three vans.	FTA	5307		408.6				
			CMAQ	FFY23 & FFY24		3,920.0				
			Match			470.8				
Project Total					0.0	4,799.4	0.0	0.0	0.0	
25001	Urbanized Area Formula Grant - FNSB	Purchase of approximately six buses and three vans.	FTA	5307			500.0			
			FTA	5339(c) LONO			3,118.4			
			CMAQ	FFY25			1,960.0			
			Match				918.2			
Project Total					0.0	0.0	6,496.6	0.0	0.0	
23001	Urbanized Area Formula Grant - FNSB	Transit operating assistance.	FTA	5307	2,174.4	2,174.4	2,174.4	2,174.4	2,174.4	
			Match		2,174.4	2,174.4	2,174.4	2,174.4	2,174.4	
Project Total					4,348.8	4,348.8	4,348.8	4,348.8	4,348.8	
20028	MACS Fleet Transition to CNG	Transition the MACS fleet to Compressed Natural Gas in accordance with MACS Recommended 10-year Bus Replacement Plan 2019-2028.	FTA	5307						
			Match							
Project Total					0.0	0.0	0.0	0.0	0.0	
19120	Rural Transit - FNSB	Operational funding for the gray line.	ILLU	5311						
			Match							
Project Total					0.0	0.0	0.0	0.0	0.0	
19119	Enhanced Mobility for Seniors & Individuals with Disabilities	Funding for VanTran service.	FTA	5310						
			Match							
Project Total					0.0	0.0	0.0	0.0	0.0	
21028	Transit Administration & Maintenance Facility - Phase II	Renovation and expansion of the transit maintenance facility, including utility connection and/or storage of CNG.	FTA	5339						
			Match							
Project Total					0.0	0.0	0.0	0.0	0.0	
21038	Van Tran Fleet Transition to CNG	Transition the Van Tran fleet to CNG in accordance with Van Tran Recommended 10-year Bus Replacement Plan 2019-2028.	FTA	5310						
			Match							
Project Total					0.0	0.0	0.0	0.0	0.0	

STP - Surface Transportation Program, CMAQ - Congestion Mitigation & Air Quality, TAP - Transportation Alternatives Program, CRP - Carbon Reduction Program, MPL - Metropolitan Planning, TPL - Transit Planning, OFF - FAST Planning Offset Funds, SA - State Funding Appropriation, SM - State Match, 3PF - 3rd Party Funding, FM - FAST Planning Match, ILLU - Illustrative (Funding Placeholder), AC - Advanced Construction, ACC - Advanced Construction Conversion

**FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Administrative Modification #2 - DRAFT - 02.23.2024**

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
23002	Bus & Bus Facility Grant	Capital CNG Transit Van	FTA	5307	326.8					
			Match		81.7					
					408.6					
23003	Bus & Bus Facility Grant	FFY23 small urban maintenance facility equipment.	FTA	5339(a)	90.5					
			Match		22.6					
					113.1					
23004	Urbanized Area Formula Grant - FNSB	Security camera system and fat bike racks.	FTA	5307	1,160.0					
			Match		290.0					
					1,450.0					
23005	Urbanized Area Formula Grant - FNSB	FNSB CNG fueled transit buses.	FTA	5307	2,147.7					
			Match		536.9					
					2,684.7					
21038	Bus & Bus Facility Allocations - FNSB	Purchase of CNG fueled buses.	FTA	5339(a)						
			Match							
Project Total					0.0	0.0	0.0	0.0	0.0	
27969	Buses and Bus Facility Competitive Grant		ILLU	5339(b)						
			Match							
Project Total					0.0	0.0	0.0	0.0	0.0	

STP - Surface Transportation Program, CMAQ - Congestion Mitigation & Air Quality, TAP - Transportation Alternatives Program, CRP - Carbon Reduction Program, MPL - Metropolitan Planning, TPL - Transit Planning, OFF - FAST Planning Offset Funds, SA - State Funding Appropriation, SM - State Match, 3PF - 3rd Party Funding, FM - FAST Planning Match, ILLU - Illustrative (Funding Placeholder), AC - Advanced Construction, ACC - Advanced Construction Conversion

TIP Administrative Modifications & Amendments

	TIP Revision <u>not</u> Required	Administrative Modification	Amendment
Project	Adding/Updating Project Numbers and Need IDs	Splitting projects into phases or combining multiple projects	Addition/deletion of projects
Project Phase	N/A	Addition/deletion of Right-of-Way and Utility phases (that do not exceed total project cost increase threshold for a TIP Amendment)	Addition/deletion of Planning, Design, Construction phases
Title & Scope	Spelling and grammatical corrections, adding detail or clarification to project descriptions, and project title changes that do not affect the project scope	<u>Minor Revision</u> : Revisions that do not (a) result in an air quality conformity re-evaluation, (b) alter the original project intent or purpose and need, and/or (c) increase/decrease the project length $\geq 30\%$	<u>Significant Revision</u> : Revisions that (a) result in an air quality conformity re-evaluation, (b) alter the original project intent or purpose and need, and/or (c) increase/decrease the project length $\geq 30\%$
Schedule	N/A	Any shifts in funding for project phases between federal fiscal years in TIP, including use/removal of "Advance Construction" funding for accelerating project delivery	Use of "Advance Construction" funding for accelerating project delivery that exceeds 50% of the total federal funds allocated to FAST Planning for any single year in the TIP
Funding	<p><u>Total Project Cost \leq \$3,000,000:</u> Cost increases $\leq 30\%$ total project cost*</p> <p><u>Total Project Cost $>$ \$3,000,000:</u> Cost increases $\leq 10\%$ total project cost or \leq \$1,000,000*</p> <p><u>All Projects:</u> Time-sensitive cost increases required to award consultant and construction contracts regardless of amount*</p>	<p><u>Total Project Cost \leq \$3,000,000:</u> Cost increases $> 30\%$ to $\leq 50\%$ of total project cost or \leq \$1,000,000</p> <p><u>Total Project Cost $>$ \$3,000,000:</u> Cost increases $> 10\%$ to $\leq 30\%$ of total project cost or \leq \$1,500,000</p> <p><u>All Projects:</u> Any change in funding type for a project phase (i.e. changing CMAQ to STP)</p>	<p><u>Total Project Cost \leq \$3,000,000:</u> Cost increases $> 50\%$ of total project cost or $>$ \$1,000,000</p> <p><u>Total Project Cost $>$ \$3,000,000:</u> Cost increases $> 30\%$ of total project cost or $>$ \$1,500,000</p> <p><u>All Projects:</u> Adding federal funding to a project that does not have federal funding (i.e. Illustrative and State-funded projects)</p>

*Documented by signed Action Items from Technical Committee or Policy Board meetings or by email from Executive Director in accordance with FAST Planning "Approval Authority for Project Funding Increases" Policy approved August 21, 2019.

FAST Planning Project Enhancement Committee: Roles & Responsibilities

Authority

The Project Enhancement Committee (PEC) will be established and its representation ratified by the FAST Planning Policy Board (PB).

Vision

The PEC will bring resources and attention to opportunities for enhancement of transportation projects, programs, and policies to improve the appearance and function of existing and future roadways to make our community more livable and stimulate economic development in the Fairbanks and North Pole areas.

Purpose

The PEC will advise the FAST Planning Technical Committee (TC) on opportunities for streetscape beautification that balances design and aesthetics with roadway safety and function. Streetscape beautification may include, but is not limited to, landscaping, environmental stewardship (water and air quality improvements), cultural and historical plaques, vehicle and pedestrian wayfinding signage, community/downtown/neighborhood gateway features, roadway and pedestrian lighting, outdoor furniture, decorative fencing, and artwork.

Roles and Responsibilities

- Maintain working knowledge of FAST Planning's long-range and short-range transportation plans, also known as the Metropolitan Transportation Plan and Transportation Improvement Program, and
- Maintain working knowledge of FAST Planning's Non-motorized Transportation Plan, Safe Routes to School plans, Green Streets Plan, Airport Way Plan, and Complete Streets, Green Streets, and Landscape Policies
- Maintain working knowledge of the area's maintenance authorities (City, Borough, State, etc.) and their operations, priorities, and budget limitations
- Assist in public education and outreach regarding the benefits of streetscape beautification to quality of life and economic development, including tourism
- Assist in forming partnerships with local businesses and organizations to engage and involve them in the planning process
- Advise the TC on opportunities for enhancement of current and future transportation projects, programs, and policies
- Advise the TC on current deficiencies and a vision for the community's future transportation infrastructure
- Advise the TC on best practices and innovation used in other communities

Representatives

Committee members nominations shall be made as follows:

- City of Fairbanks (x2) – one member shall be from City Public Works Department
- City of North Pole (x2) – one member shall be from City Public Works Department
- Fairbanks North Star Borough (x2)
- State of Alaska (x2) – one member shall be from DOT&PF Maintenance & Operations Division
- FAST Planning (x2)

Nominations do not have to reside within the geographic boundary of the nominating agency. All names of the appointed members shall be submitted for approval by the PB. Representatives of TC and PB that are selected to serve on the PEC will be non-voting members. Committee members shall serve at the pleasure of the seat sponsor and can be removed with a 30-day notice from the sponsor agency. *[This additional language was PB recommendation for Bicycle & Pedestrian Advisory Committee Roles & Responsibilities document; assume this addition would apply to Project Enhancement Committee too.]*

Terms

Members shall commit to a term of at least one year. ~~and up to three years with an option of one reappointment and with staggered years within the first year of the PEC.~~ *[This change was proposed by Project Enhancement Committee at their last meeting and is consistent with recent changes to Bicycle & Pedestrian Advisory Committee Roles & Responsibilities document already approved by Policy Board.]*

Meetings and Duration

Meetings will be held quarterly. Special meetings may be held upon the Chair's request.

Approved May 20, 2020, by FAST Planning Policy Board.

FAST Planning Bicycle & Pedestrian Advisory Committee

Roles & Responsibilities – Revisions approved 12/20/2023

Authority

The BPAC will be established and its representation ratified by the FAST Planning Policy Board (PB).

Vision

The BPAC will bring resources and attention on active transportation modes, including bicycle and pedestrian transportation, health, safety, educational opportunities and recreational use on eligible multimodal facilities in the FAST Planning Area.

Purpose

The BPAC will advise the Technical Committee (TC) on issues that bicyclists and pedestrians face as well as give insight to how better serve those users.

Roles and Responsibilities

- Maintain involvement with applicable FAST Planning plans and policies as they are being produced or updated, such as the Metropolitan Transportation Plan and the Complete Streets Policy
- Assist in public outreach and education regarding bicycle and pedestrian related topics
- Advise the TC on project-specific opportunities as they are developed and nominated
- Advise the TC on current deficiencies and future network needs
- Advise the TC on innovation, safety and best practices of the bike and pedestrian users
- Establish and maintain communication with similar groups and interested users

Representatives

Committee Members selected must have an interest in non-motorized transportation. Nominations shall be made as follows:

- City of Fairbanks (x2)
- City of North Pole (x1)
- Fairbanks North Star Borough (x2)
- State of Alaska (x2)
- FAST Planning Executive Director (x2)

Nominations do not have to reside within the geographic boundary of the nominating agency. All names of the appointed members shall be submitted to the PB chair for approval by the PB. Representatives of TC and PB will be non-voting members. Committee members shall serve at the pleasure of the seat sponsor and can be removed with a 30-day notice from the sponsor agency. If a nominating agency seat remains vacant without selection for three consecutive meetings, FAST Planning staff may appoint an interim committee member to that seat until such time an appointment is made by the nominating agency.

Terms

Representatives shall commit to a term of at least one year ~~and up to three years with an option of one reappointment and with staggered years within the first year of the organization.~~

Meetings and Duration

To meet monthly, the standing of the BPAC will be under review of the TC and PB at the start of each fiscal year. Special meetings may be held upon the Chair's request.



February 28, 2024

Secretary Pete Buttigieg, U.S. Dept. of Transportation
1200 New Jersey Avenue SE, Washington DC, 20590

Subject: **Letter of Support for Alaska Long Trail Northern Terminus Route
FFY24 RAISE Grant Application – Fairbanks North Star Borough (FNSB)**

Fairbanks Area Surface Transportation (FAST) Planning is the State-designated Metropolitan Planning Organization (MPO) for the Fairbanks and North Pole area, and we strongly support the FNSB grant application for funding to plan and design the North Terminus Route of the Alaska Long Trail. The Alaska Long Trail is supported on a Statewide level and this application demonstrates our local government's commitment and partnership to assist with making it a reality. The project also implements part of the FNSB's 2022 Comprehensive Trails Plan and supports the goals of FAST Planning's 2021 Non-Motorized Transportation Plan and 2023 Metropolitan Transportation Plan.

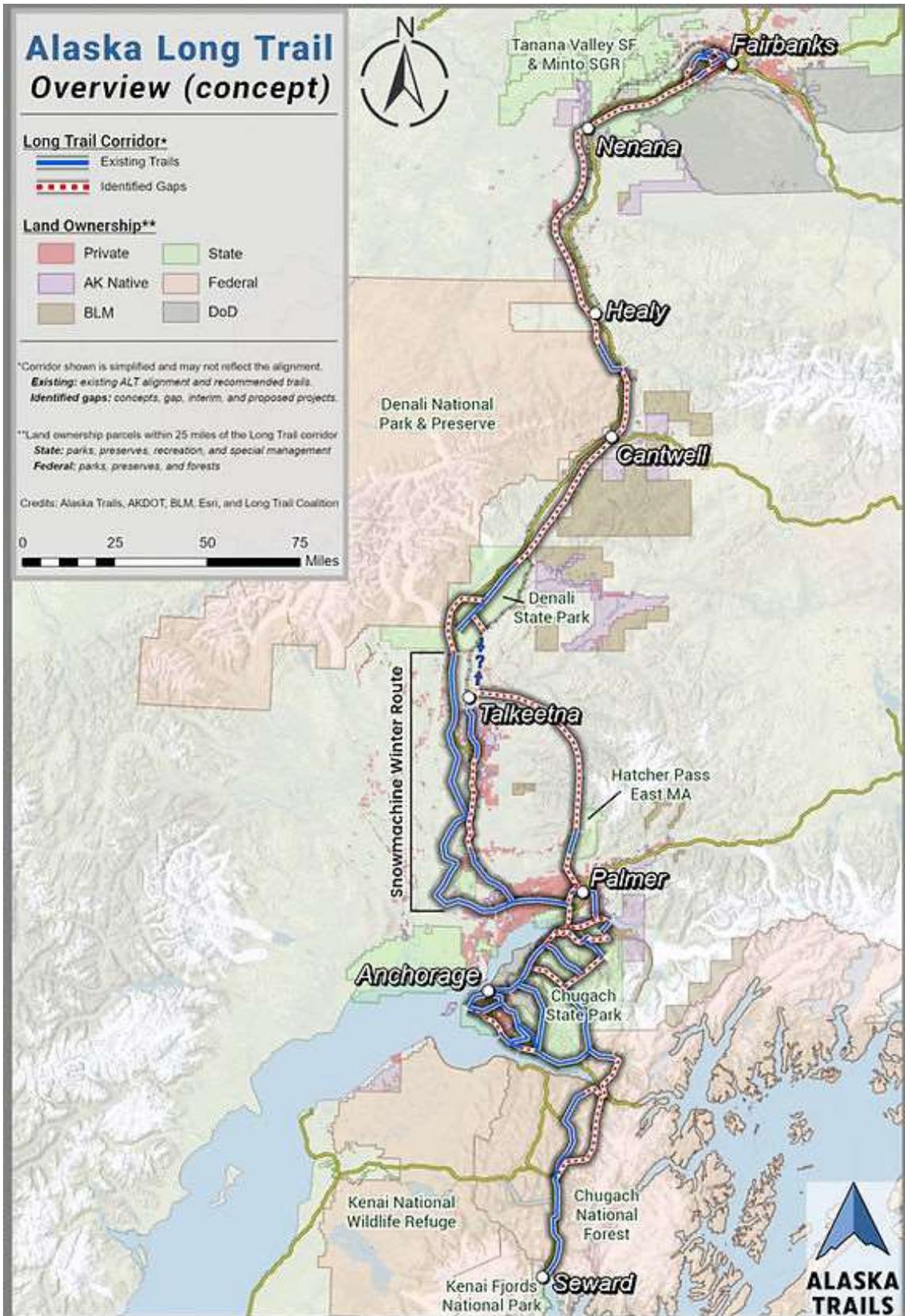
FAST Planning serves the City of Fairbanks, City of North Pole, FNSB, and Alaska Department of Transportation & Public Facilities by developing short- and long-range transportation plans that aim to safely and efficiently move goods and people and support economic progress, environmental protection, and improved quality of life. While our focus is primarily on the urban core of the community, we also specifically support incorporating and protecting recreational trail corridors throughout the community as well as making new community connections. Fairbanks is advantageous location for the North Terminus as the second largest population center in the State with an International Airport and being within close proximity to Denali National Park, a destination that would be on the North Terminus Route.

The FNSB Community Planning and Parks & Recreation Departments are both well-staffed with highly experienced individuals in land use planning and design of trail facilities. We continually commend their work on local plans and projects and have high confidence they have the ability to successfully and viably plan this project with robust stakeholder and public involvement.

Please consider our strong support in your decision to provide funding to the FNSB for planning and designing the North Terminus Route of the Alaska Long Trail. If you have any questions or need additional information, please contact me at jackson.fox@fastplanning.us or (907) 590-1618.

Sincerely,

Jackson C. Fox
Executive Director



FAST Planning FFY2023-27 TIP: FFY24 OBLIGATION STATUS REPORT (as of February 1, 2024)

ALLOCATION TOTALS (Federal Share)

ALLOCATIONS	PHASE	AMOUNT	FFY23 OBLIGATIONS	PERCENT OBLIGATED
STP	All	\$4,373.9	\$91.0	2%
STP AC	All	\$5,104.0	\$191.7	4%
PL (Metropolitan + Transit)	All	\$520.8	\$0.0	0%
TAP (Transportation Alternatives)	All	\$1,307.3	\$0.0	0%
CMAQ	All	\$727.8	\$0.0	0%
CRP (Carbon Reduction)	All	\$550.4	\$163.7	30%
OFFSET	All	\$89.5	\$89.5	100%
TOTAL		\$12,673.7	\$536.0	4%

STP FUNDS (Federal Share)

IRIS	STP	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY23 OBLIGATIONS	PERCENT OBLIGATED	COMMENTS
NFHWWY00815	Doughchee Ave/Beaver Springs Bridge	Design		\$84.6		0%	
NFHWWY00603	FAST Improvement Program	Design	12/22/2023	\$191.7	\$191.7	100%	FFY25 AC
HFHWWY00830	FAST Planning Office	Planning		\$150.0		0%	
TBD	Household Travel Survey	Planning	11/7/2023	\$91.0	\$91.0	100%	
TBD	Lacey Street Planning Study	Planning		\$136.5		0%	
NFHWWY00509	Minnie Street Upgrade	Design		\$409.4		0%	
TBD	Pioneer Park North Parking Lot & Boat Launch	Design		\$409.4		0%	
NFHWWY00448	Woll Road Resurfacing & Widening	Utilities		\$181.9		0%	FFY25 AC
		Construction		\$2,911.0		0%	FFY25 AC
NFHWWY00139	Yankovich/Miller Hill Road Reconstruction	Construction		\$3,093.0		0%	
		Construction		\$1,819.4		0%	FFY25 AC
	TOTAL			\$9,477.9	\$282.7	3%	

PL FUNDS (Federal Share)

IRIS	PL	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY23 OBLIGATIONS	Percent Obligated	COMMENTS
HFHWWY00830	FAST Planning Office - Metro PL	Planning		\$376.8		0%	
HFHWWY00830	FAST Planning Office - Transit PL	Planning		\$144.0		0%	
	TOTAL			\$520.8	\$0.0	0%	

TAP FUNDS (Federal Share)

IRIS	TAP	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY23 OBLIGATIONS	Percent Obligated	COMMENTS
NFHWWY00835	Bike Lane Striping & Signing Pilot Program	Construction		\$454.9		0%	
NFHWWY00280	Chena Riverwalk Stage III	Construction		\$852.4		0%	
	TOTAL			\$1,307.3	\$0.0	0%	

CMAQ FUNDS (Federal Share)

IRIS	CMAQ	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY23 OBLIGATIONS	Percent Obligated	COMMENTS
NFHWWY00280	Chena Riverwalk Stage III	Construction		\$727.8			
	TOTAL			\$727.8	\$0.0	0%	

FAST Planning FFY24 Offsets

February 1, 2024

PROJECT OFFSETS

	Federal	Total w/ Match
FMATS Sign Replacement, Stage III	\$50,686	\$55,717
FAST Intersection Improvement Program FFY21	\$31,134	\$34,224
FAST Sidewalk Improvement Program FFY19	\$7,713	\$8,479

Total	\$89,533	\$98,420
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COMMITTED OFFSETS

Local Electric Vehicle Infrastructure Deployment Plan	-\$27,291	-\$30,000	Exective Director approved 12.19.2023
5th Avenue Reconstruction - Construction Phase	-\$62,242	-\$68,420	Policy Board approved 01.17.2024

Total	-\$89,533	-\$98,420
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Remaining Funds to be Obligated
\$0**\$0**

Pending Deobligations from Project Closures*February 1, 2024*

IRIS	Project	Construction Year	Estimated Federal Deobligation	Notes
NFHWHY00447	Airport West Bicycle & Pedestrian Facility	2022	TBD	Pending construction closeout
Z622070000	Cushman Street Bridge Rehabilitation	2022	TBD	Pending construction closeout
NFHWHY00269	North Pole Streetlight Standardization - Phase I	2022	TBD	Pending construction closeout
NFHWHY00445	5th Avenue Reconstruction	2023	TBD	Pending construction closeout
NFHWHY00633	FAST Improvement Program FFY23	2023	TBD	Pending construction closeout
		TOTAL	TBD	