



## ❖ TECHNICAL COMMITTEE ❖

### Meeting Agenda

Wednesday, May 1, 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](http://www.fastplanning.us/keepup/zoom)

**Zoom Meeting Phone Number:** 1 (253) 215-8782, enter **Meeting ID:** 817-2569-6470

1. Call to Order
2. Introduction of Members and Attendees
3. Approval of May 1, 2024 Agenda
4. Approval of April 3, 2024 Meeting Minutes *Pg 2-5*
5. Staff/Working Group/Chair Report *Pg 6*
6. Updates from Alaska DOT&PF on Statewide Transportation Improvement Program (STIP)
7. Public Comment Period
8. Old Business
  - a. Draft FFY2025-26 Unified Planning Work Program (UPWP) Development **(Action Item)**
    - ❖ Consideration of releasing Draft UPWP for 30-day public comment period *Pg 7-31*
9. New Business
  - a. Local Electric Vehicle Infrastructure Deployment Plan – Update from Consultant Team *Pg 32-55*
  - b. Interior Alaska Transportation Plan – Update from Alaska DOT&PF *Pg 56-64*
    - ❖ Website: <https://www.interioralaskatransportationplan.com/>
  - c. FFY2023-27 Transportation Improvement Program (TIP) Admin. Modification #3 **(Action Item)**
    - ❖ Consideration of approval of minor changes to multiple projects and programs *Pg 65-84*
  - d. Proposed Alaska Administrative Code (AAC) Revisions for Pedestrian & Bicycle Safety *Pg 85-117*
    - ❖ Summary of efforts to date and discussion of next steps moving forward
10. Informational Items – Obligations & Offsets *Pg 118-121*
11. Other Issues
12. Committee Member Comments
13. Adjournment

Next Scheduled Technical Committee Meeting: Wednesday, June 5, 2024 | 12:00 - 2:00 PM



## TECHNICAL COMMITTEE

### Meeting Minutes

April 3, 2024 • 12:00 – 2:00 P.M.

FAST Planning Office, 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: 832-7934-5056

#### 1. Call to Order

Jackson Fox, Chair called the meeting to order at 12:01 pm.

#### 2. Introduction of Members and Attendees

The following were present:

<b>Name</b>	<b>Representing</b>
*Jackson Fox, <b>Chair</b>	FAST Planning
*Olivia Lunsford	FAST Planning
*Corey DiRutigliano, <b>Vice Chair</b>	FAST Planning
*Deborah Todd	FAST Planning
**Michael Bredlie	FNSB Rural Services
**Justin Burgess ( <b>absent</b> )	AES Transportation
**Nick Czarnecki	ADEC Air Quality
**Steven Hoke for Michelle Denton	FNSB Transportation
**Kate Dueber ( <b>absent</b> )	Alaska Railroad Corporation
**Alexa Greene	Eielson Air Force Base
**Kevin McKinley	FNSB Planning Commission
**Randi Bailey for Brett Nelson	DOT&PF Planning
**John Netardus	DOT&PF Preconstruction
**Robert Pristash	City of Fairbanks Engineering
**William Rogers	City of Fairbanks Engineering
**Lt. Mike Roberts ( <b>absent</b> )	Alaska State Troopers
**Kellen Spillman	FNSB Community Planning
**RJ Stumpf	Fairbanks International Airport
**Jakob Theurich	University of Alaska Fairbanks
**Danny Wallace ( <b>absent</b> )	City of North Pole
**John Weinberger ( <b>absent</b> )	Fort Wainwright
*Don Galligan	FNSB Community Planning

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Lauren Little	DOT&PF Preconstruction
Christopher Stepovich	FNSB Planning Commission
Megan Flory	RESPEC
John Perreault	DOT&PF Public Information
Julie Jenkins	FHWA
Dan Bross	KUAC
Brian Lindamood	Alaska Railroad

**\*FAST PLANNING Staff members \*\* FAST PLANNING Technical Committee members**

### 3. Approval of the April 3, 2024 Agenda

**Motion:** To approve the April 3, 2024 agenda as presented. (Pristash/McKinley).

**Discussion:** No discussion.

**Vote on Motion:** None opposed. Approved.

### 4. Approval of the March 6, 2024 Meeting Minutes

**Motion:** To approve the March 6, 2024 Meeting Minutes as presented. (Rogers/McKinley).

**Discussion:** No discussion.

**Vote on Motion:** None opposed. Approved.

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

#### a. Staff Report

At the March 27, 2024 meeting, the Policy Board:

- Considered a motion to change the makeup of the Technical Committee, but the motion failed. Technical Committee membership remains unchanged.

### 6. Public Comment Period (Non-Action Items)

No public comment.

### 7. Old Business

#### a. FFY2024-27 Statewide Transportation Improvement Program (STIP) Partial Approval

*Review of Approved Elements of the STIP, Elements Excluded from Approval, and Updated Conditions for STIP Amendment Approval*

Mr. Fox explained that a partial approval of the STIP was received from the Federal Highway Administration and Federal Transit Administration. Mr. Fox highlighted the approved projects and the projects that still needed corrective action.

### 8. New Business

#### a. Draft FFY2025-26 Unified Planning Work Program (UPWP) Development

*Discussion of Completed, Ongoing, and Future Planning Tasks for UPWP Development*

April 3, 2024

## Technical Committee Meeting Minutes

Mr. Fox explained that he put this item on the agenda to facilitate brainstorming ideas for planning tasks to include in the FFY25-26 UPWP that will be adopted this fiscal year.

**b. Letter of Support for DOT&PF Grant Application for Prioritization Process Pilot Program (PPPP) (Action Item)**

Mr. Fox explained that he drafted a Letter of Support for the Alaska DOT&PF Grant Application for the Prioritization Process Pilot Program.

**Public Comment:** No public comment.

**Motion:** To recommend to the Policy Board to approve the Letter of Support for the Alaska DOT&PF Grant Application [for Prioritization Process Pilot Program].  
(McKinley/Spillman).

**Discussion:** Mr. Spillman asked DOT when they would potentially hear back on the Grant and when the project work would start.

Ms. Little of the DOT responded that it would take approximately six to nine months.

Ms. Bailey explained that they are working on the application and thinks it is a good opportunity for everyone involved.

**Vote on Motion:** None opposed. Approved.

**c. Bike Lane Signing & Striping Pilot Program – Project Update**

Mr. Fox explained that they added this item to the agenda to make everyone aware of the program, and to provide them with updates on the changes that have occurred.

Mr. Pristash, City of Fairbanks explained the Resolution approved by the Fairbanks City Council for the Program.

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. Committee Member Comments

🗨️ Mr. Spillman commented regarding the idea of sharrows, which are essentially a bicycle icon and arrows painted in the road. Mr. Spillman commented that previously DOT had said that sharrows appeared to be in violation of code. The BPAC officially petitioned to have that section of Alaska Administrative Code changed and it is his understanding that nothing has happened with that since. Mr. Spillman commented that he would like to have that added to the May agenda because he thinks adding sharrows would be a beneficial change.

April 3, 2024

Technical Committee Meeting Minutes

- Mr. Pristash commented that he did not know if the City of Fairbanks could paint sharrows on the roads, but he would check into that before the next meeting.

12. Adjournment

**Motion to Adjourn:** (Netardus/McKinley). The meeting was adjourned at **1:22 p.m.** The next Technical Committee Meeting will be held May 1, 2024.

**Approved:** \_\_\_\_\_ **Date:** \_\_\_\_\_

**Jackson C. Fox, Chair**  
**FAST Planning Technical Committee**



**❖ POLICY BOARD ❖**

**Action Items  
04.17.2024**

**Motion:** To adopt the comment letter to the Alaska DOT&PF for the Vulnerable Road Safety User Assessment. (Crass/Welch).

**Amendment:** If they are not already in the Addendum, to add Golden Heart Parking, Borough Planning, DOT&PF Engineering, and City of Fairbanks Engineering. (Cleworth/Welch). None opposed. Approved.

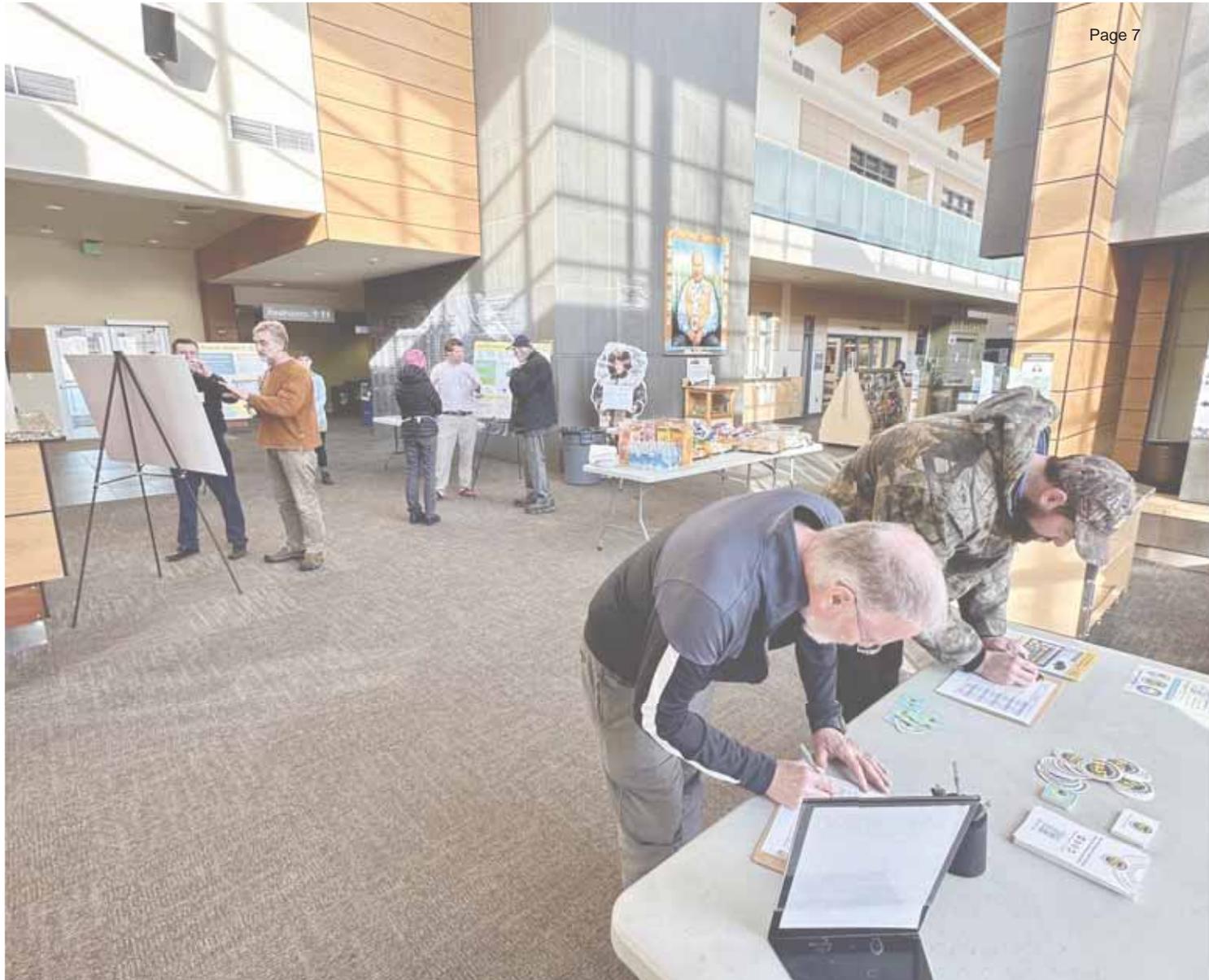
**Amendment:** To change “known deficiencies” to “possible deficiencies” [on Page 2 of letter, Comment #6]. (Cleworth/Welch). None opposed. Approved.

**Amended Motion:** To adopt the comment letter to the Alaska DOT&PF for the Vulnerable Road Safety User Assessment; If they are not already in the Addendum, to add Golden Heart Parking, Borough Planning, DOT&PF Engineering, and City of Fairbanks Engineering; and change “known deficiencies” to “possible deficiencies” [on Page 2 of letter, Comment #6]. None opposed. Approved.

**Motion:** To forward the letter of support for the Alaska DOT&PF Grant Application for the PPPP [Prioritization Process Pilot Program]. (Welch/Crass). None opposed. Approved.

*Bryce J. Ward*  
Bryce J. Ward (Apr 19, 2024 17:28 AKDT)  
**Bryce Ward, FNSB Mayor  
Chair, Policy Board**

Apr 19, 2024  
Date



# DRAFT

## FFY25-26 Unified Planning Work Program (UPWP)

MAY 2024



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## INTRODUCTION

### PURPOSE OF THE UPWP

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

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

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

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

The planning activities for FFY2025 and FFY2026 supporting development and implementation of these plans by FAST Planning, FNSB, and Alaska DOT&PF staff are addressed within the tasks identified in this UPWP.

### HISTORY OF THE MPO

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

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

## OPERATION OF THE MPO

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

- FAST Planning Articles of Incorporation (June 2018) and Bylaws, as amended (March 2024)
- Memorandum of Understanding for the Operation of the FAST Planning Office (March 2019)
- Intergovernmental Operating Agreement & Memorandum of Understanding for Transportation & Air Quality Planning in the Fairbanks Metropolitan Planning Area (April 2019)
- Memorandum of Agreement for the Selection & Funding of CMAQ Projects within the Fairbanks PM<sup>2.5</sup> Non-attainment Area, as amended (August 2019)
- FAST Planning Policies & Procedures, as amended (May 2023)
- FAST Planning Title VI Civil Rights Plan (December 2023)

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

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

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

## REGIONAL PLANNING PRIORITIES

The Fixing America’s Surface Transportation (FAST) Act, which was signed into law on December 4, 2015, identified the need for transportation plans to recognize and address the relationship between transportation, land use, and economic development. As such, FAST Planning takes into consideration the goals, objectives, performance measures, and targets of state and regional such as the Statewide Long-Range Transportation Plan and FNSB Regional Comprehensive Plan. This leads to more effective decisions on transportation investments and improved interconnectivity in the regional area beyond the boundary of the MPA. The FNSB will be initiating an update to the current (2005) Regional Comprehensive Plan in FFY2024, and FAST Planning will participate as a key stakeholder in the development of the Plan update. This participation will coincide with and help inform the planned MTP Update (occurring in FFY2025-26) with identification of new plans, policies, and projects across a 20-year planning horizon for the MPA.

## FEDERAL PLANNING FACTORS

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

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
2. Increase the safety of the transportation system for motorized and non-motorized users
3. Increase the security of the transportation system for motorized and non-motorized users
4. Increase the accessibility and mobility of people and for freight
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
7. Promote efficient system management and operation
8. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
9. Enhance travel and tourism
10. Emphasize the preservation of the existing transportation system

In addition to the planning factors noted above, previous legislation [Moving Ahead for Progress in the 21st Century Act (MAP-21)] required that State DOTs and MPOs conduct performance-based planning by tracking performance measures and setting data-driven targets to improve those measures. Performance-based planning ensures the efficient investment of federal transportation funds by increasing accountability of local agencies receiving the funds, prioritizing transparency to the public, and providing insight for better investment decisions that focus on key outcomes which relate to the seven national goals of:

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

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

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

1. Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future
2. Equity and Justice<sup>40</sup> in Transportation Planning
3. Complete Streets
4. Public Involvement
5. Strategic Highway Network (STRAHNET)/U.S. Department of Defense Coordination
6. Federal Land Management Agency Coordination
7. Planning and Environment Linkages
8. Data in Transportation Planning

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



## FFY2025/26 WORK PROGRAM ELEMENTS

### REQUIRED PLANS & PROGRAMS

#### Task 100(a) UPWP

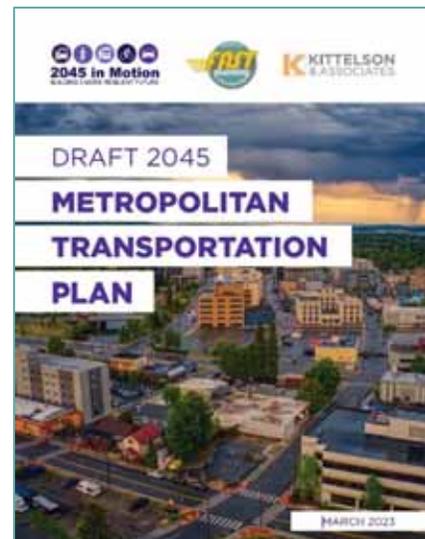
The Alaska DOT&PF is responsible for providing the management oversight of the UPWP. FAST Planning and the FNSB will prepare and submit quarterly reports through FFY2025 and FFY2026 to the Alaska DOT&PF. The quarterly reports will document the planning activities performed and expenditures by FAST Planning and the FNSB in accordance with the tasks listed in the UPWP. The Alaska DOT&PF will review and compile the quarterly reports into annual reports at the end of each fiscal year. FAST Planning will initiate Administrative Modifications and Amendments to the UPWP as needed in accordance with the provisions of the MPO's April 2019 Intergovernmental Operating Agreement. FAST Planning will also initiate development of the next UPWP in April 2024, six months in advance of the expiration of this UPWP.

Participation by FAST Planning, Alaska DOT&PF, and FNSB staff in FFY2025-26 is anticipated to include:

- Preparation and submittal of FFY2024 final UPWP quarterly report and annual report (October 2024)
- Preparation and submittal of FFY2025-26 quarterly reports (January, April, July, October)
- Preparation of FFY2025 and FFY2026 annual reports (October 2023; October 2024)

#### Task 100(b) MTP

The current 2045 MTP was approved and adopted in March 2023 and is required to be updated every four years. FAST Planning has programmed \$400,000 in Surface Transportation Program (STP) funds in FFY2025 to hire a consultant to update the MTP. The update will include collection of existing traffic data, analysis of the existing transportation network, evaluation of land use and supporting transportation scenarios for travel demand model forecasts, outreach to local agencies and the public to confirm project needs outlined in current MTP and new project needs not yet identified, prioritization and cost estimates for all projects considered for inclusion in the new MTP, an air quality conformity analysis and interagency consultation on the updated project list, and development of the draft and final MTP update. The draft MTP and associated quality conformity analysis will be released for public comment, and after resolution of public comments and an air quality conformity determination is made, the final MTP will then be presented to the FAST Planning Technical Committee and Policy Board for consideration of adoption. Following adoption, the final MTP and air quality conformity determination will be transmitted to FHWA and FTA for approval. This process is



expected to take 18 to 24 months. Based on the adoption and approval date of the current MTP, the updated MTP will need to be adopted and approved by March 2027.

Participation by FAST Planning, Alaska DOT&PF, and FNSB staff in FFY2025-26 is anticipated to include:

- Development of a Scope of Work for the MTP update and issuing a Request for Proposals from consulting firms (October/November 2024)
- Household travel survey and travel demand model update (October 2024 - June 2025)
- Development of the MTP update – public, stakeholder, and agency involvement; vision, goals, and objectives; existing conditions and system performance; policy assessment; needs analysis and scenario planning; and alternatives analysis and implementation plan (January 2025 - April 2026)
- Air quality conformity analysis and interagency consultation (April/May 2026)
- Release of draft MTP and air quality analysis for 30-day public comment period (June/July 2026)
- Review and response to comments received during public comment period (August 2026)
- Presentation of final MTP to FAST Planning Technical Committee and Policy Board for consideration of adoption (September 2026)
- Transmittal of adopted MTP and air quality conformity determination to FHWA and FTA for approval/concurrence (October 2026)
- Project management and coordination with consultant through completion of contract

### Task 100(c) TIP

The current FFY2023-27 TIP was approved and adopted in March 2023 and is required to be replaced every four years. The obligation of funds programmed in the TIP and receipt of offsets from project closures, reductions to bid award, and other de-obligations are tracked monthly.

Administrative Modifications and Amendments to the TIP are made on an as-needed basis for project schedule and funding adjustments. Development of a new FFY2027-30 TIP by FAST Planning staff will

occur in late FFY2026 during the final stages of development of the MTP update to consider funding the short range, high priority projects listed in the MTP. The effort will also include review and revision of project scoring criteria and nomination form by the FAST Planning Technical Committee and Policy Board, followed by a call for project nominations from local agencies and the public. A workshop will be held for local agencies and the public to explain the nomination process, scoring criteria, and project selection process for funding. At the close of the nomination period, FAST Planning Technical Committee members will score and rank the projects in order of priority for consideration of funding in the new TIP. Concurrently, Alaska DOT&PF staff will prepare scopes, schedules, and estimates (SSEs) for

each project nominated. Once the SSEs and project rankings are complete, FAST Planning will develop a fiscally constrained draft TIP providing a funding plan for the top ranked projects for release for public comment. During the public comment period an interagency consultation will also be completed for air quality conformity. After public comments are addressed and resolved, and an air quality conformity determination is made, the final TIP will then be presented to the FAST Planning Technical Committee and Policy Board for consideration of being adopted. Following adoption, the final TIP will be transmitted to FHWA and FTA for approval and to Alaska DOT&PF for inclusion by reference into the Statewide Transportation Improvement Program (STIP). Based on the adoption and approval date of the current TIP, a new TIP will need to be adopted and approved by March 2027.

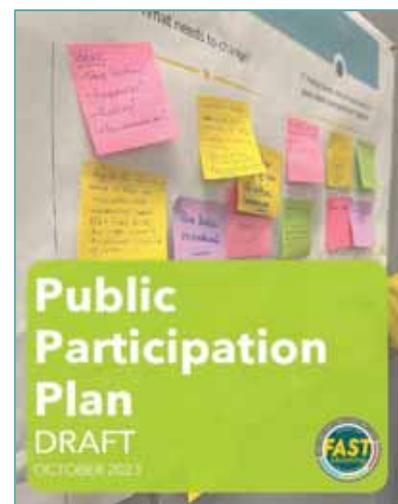
Participation by FAST Planning, Alaska DOT&PF, and FNSB staff in FFY2025-26 is anticipated to include:

- Monthly tracking of obligated funds in the TIP and receipt of offsets from project closures, reductions to bid award, and other de-obligations through FFY25 and FFY26
- Administrative Modifications and Amendments to TIP on an as-needed basis through FFY25 and FFY26
- Review and revision of FAST Planning's project scoring criteria and nomination form (March 2026)
- Call for project nominations, project scoring and ranking, and SSE development (March - June 2026)
- Development of FFY27-30 TIP, interagency consultation, and released for 30-day public comment period (July 2026)
- Review and response to comments received during public comment period (August 2026)
- Presentation of final FFY27-30 TIP to FAST Planning Technical Committee and Policy Board for consideration of adoption (September 2026)
- Transmittal of adopted TIP to FHWA and FTA for approval/ concurrence and Alaska DOT&PF for inclusion by reference into the STIP (October 2026)

#### Task 100(d) PPP

FAST Planning adopted updates to the Public Participation Plan (PPP) Title VI Civil Rights Plan in December 2023. The purpose of the PPP is to set procedures for FAST Planning to engage residents of the MPO in transportation planning process in a meaningful way. Key elements of this plan include the following:

- Maintaining a FAST Planning website with staff and committee member contact information, operating documents, plans and policies, project information, meeting calendar and agenda packets and minutes, online public comment submission form, and an interactive map for the



MPA that shows the transportation network with comment form that welcomes any and all comments to the MPO

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

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

- Hosting all meetings open to the public and broad advertisement of meetings, events, and public comment opportunities in accordance with the PPP to reach different demographics of the population within the MPA
- Holding meetings virtually and in person at a location familiar and comfortable to the public, accessible by non-motorized travel and transit, and in ADA-accessible buildings
- Providing contact information on all public notices and advertisements for individuals to request special accommodations for translation (language barriers) and hearing and sight impairments



- Preparing Title VI Reports for the Alaska DOT&PF Civil Rights Office for every FAST Planning meeting and event held open to the public and public comment periods
- Advertisement of Title VI complaint procedures and complaint form for any person who believes they have been excluded from or denied the benefits of, or subjected to discrimination on the basis of race, color, national origin, or sex (gender) under any FAST Planning plan, program, or activity
- Annual participation by all FAST Planning staff in Title VI training

Participation by FAST Planning, Alaska DOT&PF, and FNSB staff in FFY2025-26 is anticipated to include implementation of the PPP and Title VI Plan through FFY2025 and FFY2026 as outlined above.

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### Task 100(e) Air Quality

The MPA is within a Serious PM2.5 Area Non-attainment Area and CO Maintenance Area as designated by the U.S. Environmental Protection Agency (EPA). The FNSB and Alaska DEC have joint responsibility to develop and implement a PM2.5 State Implementation Plan (SIP) and CO Maintenance Plan to work towards attainment of air quality standards. The most recent Serious PM2.5 SIP submittal to the EPA was only partially approved in 2023, which resulted in a Conformity Freeze on FAST Planning's MTP and TIP that took effect January 4, 2024. During a Conformity Freeze, FHWA and FTA are prohibited from approving any new conformity determinations for the PM2.5 Area and FAST Planning is prohibited from amending the MTP and TIP except for Exempt projects (40 CFR 93.126-128 – safety projects, transit, air quality beneficial projects, and planning efforts/studies that do not directly lead to construction). The Alaska DEC is planning to resubmit a revised SIP by July 2024 and the EPA has 18 months to review and approve the revised SIP. The EPA has indicated to FAST Planning the Conformity Freeze is expected to last until December 2025, possibly being lifted at that time if the SIP is fully approved and/or a 'protective finding' is granted for transportation conformity. If the SIP is not fully approved or a protective finding is not granted by December 2025, highway sanctions (withholding Federal highway funding) may be imposed, and a conformity lapse will occur for the MTP and TIP. Considering the current restrictions in place with the Conformity Freeze and potential risk for future highway sanctions, FAST Planning may consider reprioritizing investments towards Exempt projects in the updates to the MTP and TIP. In the interim, all new projects proposed for Federal funding within PM2.5 Area that were not considered during the last MTP and TIP conformity review, must now be considered through the Interagency Consultation process (40 CFR 93.105) to ensure projects meet the requirements for Exemption for air quality conformity. This process must be completed prior to including these projects in the TIP within the MPA, and for projects outside the MPA but within the PM2.5 [donut] Area, prior to including the projects in the STIP.

For the Serious PM2.5 SIP submittal and any EPA-requested amendments/revisions, FAST Planning, FNSB, and Alaska DOT&PF staff will support Alaska DEC's efforts with travel demand modeling to forecast contributing vehicle emissions and identification of transportation projects and programs that reduce emissions. This will be critically important through the remainder of FFY24 and into FFY25 as

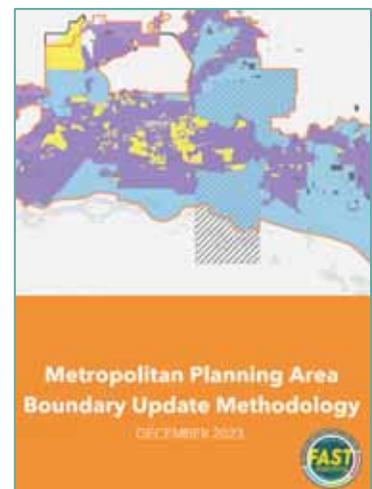
emission budgets are proposed by Alaska DEC and approved/modified by the EPA, as the updates to the MTP and TIP in FFY26 will need to adhere to these budgets.

Participation by FAST Planning, Alaska DOT&PF, and FNSB staff in FFY2025-26 is anticipated to include:

- Interagency Consultations for all new projects proposed for Federal funding within PM2.5 Area that were not considered during the last MTP and TIP conformity review
- Development of strategies to manage the TIP under the Conformity Freeze, including consideration of reprioritizing investments towards Exempt projects
- Continue to pursue a 'protective finding' with PM2.5 Area full/partial SIP approval by the EPA
- Travel demand modeling as needed for vehicle emission forecasts and MTP and TIP development (air quality conformity analyses)

### Task 100(f) MPA Boundary

Every 10 years the U.S. Census Bureau performs a count of the population and from this data collection effort Urbanized Area boundaries are established. Publication of the 2020 Urbanized Area boundaries across every state in the U.S. occurred in December 2022. MPOs were subsequently tasked with examining these boundaries in cooperation with State and other, local public transportation system operators to adjust them as necessary to develop an MPA boundary. The MPA boundary shall encompass the entire Urbanized Area (as defined by the U.S. Census Bureau) plus the contiguous area expected to become urbanized within a 20-year forecast period for the MTP. As appropriate, additional adjustments should be made to reflect the most comprehensive MPA boundary to foster an effective planning process that ensures connectivity between modes, improves access to modal systems, and promotes efficient overall transportation investment strategies. This process was completed for the MPA in 2023 and FAST Planning's Policy Board adopted their new MPA boundary in November 2023. The adopted MPA boundary was subsequently transmitted to the Governor's Office for approval/concurrence on December 21, 2023. FAST Planning is currently awaiting the approval/concurrence.



Participation by FAST Planning, Alaska DOT&PF, and FNSB staff in FFY2025-26 is anticipated to include:

- Continue to seek Governor's Office concurrence on new MPA boundary adopted by FAST Planning's Policy Board
- Provide GIS files of the MPA Boundary to FHWA and FTA for informational purposes once concurrence from Governor's Office is received
- Conduct focused outreach to expanded boundary areas (i.e. Farmers Loop, Moose Creek, Eielson Air Force Base) during updates to MTP and TIP

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### Task 100(g) Support Services

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

- Management and operation of the FAST Planning 501(c)(3) Non-profit Corporation (human resources, payroll, accounts payable/receivable, office space leasing, asset management, insurance coverages, audits, business licensing, and tax filings)
- FAST Planning budget preparation, tracking, and amendment
- Monitoring FAST Planning's state fund appropriation balances
- Review of FAST Planning agreements and policies and procedures as needed
- Professional development for staff (attending online and in-person trainings and conferences)
- Attending and participating in local, regional, and state committee and commission meetings
- Providing guest presentations to committees, commissions, local organizations and chapters, and other interest groups
- Serving on the Statewide Transportation Innovation Council, Statewide Connected & Autonomous Team, and Chamber of Commerce Transportation Committee
- Attending project status meetings, open house events, stakeholder group, and other Alaska DOT&PF and FNSB planning meetings
- GIS mapping of the transportation network, including preparation of areawide and project specific maps
- Review and submittal of comments on local, state, and federal legislation and planning documents
- Hosting and attending weekly FAST Planning staff meetings
- Responding to and fulfilling data and records requests
- Researching and pursuing grant funding opportunities for transportation projects and programs
- General communication and correspondence with members of the public, organizations, agencies, elected/appointed officials, and other interested parties
- Continue to support development of the new MPO in the MatSu Valley

## PUBLIC TRANSIT SYSTEM PLANNING

### Task 200 Transit Planning

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



Beginning in FFY2023, however, the FTA Section 5303 funds were transferred to FAST Planning under a Consolidated Planning Grant Agreement with the Alaska DOT&PF to perform the transit planning work for the public transit system on behalf of the FNSB Transportation Department. FAST Planning accomplishes the transit planning work through consulting contracts and addition of a new staff member at FAST Planning dedicated primarily to transit planning. One of the major tasks in the first year (FFY2024) of this new arrangement was to lead an effort to update the

public transit system's Long & Short Range Transit Plan (last updated in 2013) and Coordinated Human Services Transportation Plan (last updated in 2015). These Plan updates remain underway with the assistance of a consultant team and stakeholder group and are expected to extend into and be completed in FFY2025. Once drafted, both Plans will be released for 30-day public comment periods and considered for adoption by FAST Planning's Policy Board. Implementation of the recommendations of each Plan will begin immediately following adoption. Additional, ongoing planning support for the FNSB Transportation Department is also needed for a variety of tasks through FFY2025 and FFY2026, including but not limited to support for FTA grant applications, technology upgrades (automatic vehicle location with real-time customer facing apps, digital fare sales, wi-fi on buses, testing vehicle electrification technology, traffic signal prioritization, etc.), website modernization, fixed route maps/schedules/brochures, social media messaging to the public, and coordination of transit planning efforts with the MTP, TIP, and Non-motorized Plan.

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## SUPPLEMENTAL PLANS & PROJECTS

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### Task 300(a) Advanced Project Definition

FAST Planning programmatically sets aside \$100,000 in STP funds every three years for development of SSEs on an as-needed basis for projects nominated to the MTP, TIP, and CMAQ Program. This is an ongoing project that will be funded again in FFY2025, which will cover FFY2025-26 for this UPWP. The SSEs are completed by Alaska DOT&PF staff at the request of FAST Planning at the time projects are nominated by local agencies and the public for funding. The City of Fairbanks also received a portion of this funding for development of SSEs for their projects.

### Task 300(b) Complete Streets Prioritization Plan

The IJIA requires MPOs to use at least 2.5% of their Metropolitan Planning funds to increase safe and accessible options for multiple travel modes for people of all ages and abilities, which may include development of Complete Streets standards/policies; development of Complete Streets Prioritization Plan; development of Active Transportation Plans; regional or megaregional planning to consider alternatives to new highway capacity; or development of plans and policies to support transit-oriented development. FAST Planning already has a Complete Streets Policy, which was adopted in 2015, but has not yet developed a Complete Streets Prioritization Plan. Beginning in FFY2024, FAST Planning has initiated a review and update the 2015 policy through their Project Enhancement Committee, Bicycle & Pedestrian Advisory Committee, Technical Committee, and Policy Board. Following updates and amendments to this policy, FAST Planning will develop a Complete Streets Prioritization Plan utilizing existing staff resources at FAST Planning, Alaska DOT&PF, and FNSB. The work on the Plan will largely be accomplished in late FFY2024 and early FFY2025.

### Task 300(c) Electric Vehicle Infrastructure Deployment Plan

Development of a Local Electric Vehicle (EV) Infrastructure Deployment Plan is currently underway at FAST Planning with the assistance of a consultant team and stakeholder group. The purpose of the Plan is to help make our community infrastructure-ready for EV integration for residents and visitors alike through creation of a network of electric vehicle charging stations in Fairbanks and North Pole. The Draft Plan is anticipated to be complete in early FFY2025 and will be released for a 30-day public comment period, including a second public open house event. Following close of the comment period, FAST Planning's Technical Committee and Policy Board will consider adoption in December 2024 or January 2025. Implementation of the recommendations of the Plan will begin immediately following adoption utilizing a set aside of FAST Planning's suballocation of Carbon Reduction Program funding.

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### Task 300(d) High School Access & Circulation Studies

In late FFY2023 FAST Planning funded an Access & Circulation Study for the joint campus of West Valley and Hutchison High Schools. The Alaska DOT&PF, with the assistance of a consultant team, initiated the study in FFY2024 and work will continue into FFY2025. The purpose of the study is to: (1) determine existing issues/conflicts between student drivers, parent pickup/drop-off, buses, and freight delivery; (2) examine parking usage and needs, pedestrian connections and safety, and timing of activities; and (3) develop short- and long-term enhancements (infrastructure and non-infrastructure) to improve traffic flow and safety. Once this study is complete, FAST Planning will initiate a second Access & Circulation Study for North Pole High School in mid to late FFY2025, and has set aside of Carbon Reduction Program funding for the effort.

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### Task 300(e) Geist/Chena Pump Road Corridor Study

With the development of FAST Planning's latest Non-Motorized Plan (2021) for the MPA there were a number of safety and access control issues highlighted along Geist Road and Chena Pump Road, including driveway density, intersection configuration, and conflicts between motorized and non-motorized users. FAST Planning subsequently programmed funding in FFY2025 in the TIP to complete a study to examine these issues throughout the corridor from University Avenue to Chena Small Tracts Road to identify projects that improve safety and address access management for all users. This effort may be coupled with Alaska DOT&PF's plans to complete a safety audit of this corridor in coordination with the Alaska Vulnerable Road User Safety Assessment (2023). Work on both efforts is expected to occur in FFY2025 through FFY2026.

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## CONTINGENCY PLANS & PROJECTS

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### Task 400(a) Local Safety Action Plan

The IIJA established the new Safe Streets and Roads for All (SS4A) Discretionary Grant Program to fund regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. FAST Planning may apply for this grant opportunity in FFY2025 for a planning study to complete a vulnerable road user safety assessment and Local Safety Action Plan specific to FAST Planning's MPA. If awarded, the planning study would commence in FFY2025 or FFY2026.

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### Task 400(b) Driver's Education Program

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

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### Task 400(c) Housing Coordination Plan

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

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### Task 400(d) Resilience Improvement Plan

The IIJA established the new Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program, which allows MPOs to apply for Resilience Planning Grants, which can be used for developing a local Resilience Improvement Plan, scenario development and

vulnerability assessments, technical capacity building, and/or evacuation planning and preparation. Provided the Fairbanks area's challenges in recent years with melting permafrost, increased wildfire activity, and extreme weather events that has resulted in increased precipitation, flooding, wind events/power outages, increased snowfall, and roadway icing, FAST Planning has interest in applying for a Resilience Planning Grant to develop a local Resilience Improvement Plan. The Plan would help the MPA identify new projects and programs to enable existing at-risk infrastructure better withstand these changing conditions, protect our transportation investments, and improve safety for the travelling public.

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#### Task 400(e) Peger Road/Airport Way Intersection Study

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

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#### Task 400(f) Richardson Highway Planning & Environment Linkages Study

The Alaska DOT&PF has interest in completing a Planning & Environmental Linkages (PEL) Study for the Richardson Highway corridor from North Pole to EAFB focused on improving access control. The study would additionally consider upgrading and extending the existing frontage road system, constructing improved at-grade intersections, and eliminating a number of existing access approaches onto the Richardson Highway. If funded through the STIP in FFY2025 or FFY2026, FAST Planning would participate in development of the study as a key stakeholder.

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#### Task 400(g) FTWW/EAFB/FNSB Joint Land Use Study Update

A Joint Land Use Study (JLUS) was completed in 2006 under a partnership between the FNSB, U.S. Department of Army, and U.S. Air Force to provide a community-based framework for land use planning around FTWW and EAFB. Most of the recommendations in the JLUS have been implemented since the plan was completed, but there is interest in completing an update with funding from the U.S. Department of Defense, especially considering the significant growth at EAFB that has occurred over the past five years. Provided the MPA has been recently expanded to include the main installation of EAFB, discussions have been initiated that FAST Planning could play a role in the JLUS update. If all parties decide to move forward with the effort, work may be initiated in FFY2025 through FFY2026.

## FUNDING SOURCES & ESTIMATED COSTS

**Table 2. Funding Sources for Metropolitan Planning Activities**

**Metropolitan Planning (PL) Funds**

Description	FFY2025	FFY2026
FFY2025 PL Distribution	\$ 596,620	\$ -
FFY2026 PL Distribution	\$ -	\$ 614,519
<b>PL Funds</b>	<b>\$ 596,620</b>	<b>\$ 614,519</b>
9.03% Match	\$ 59,223	\$ 60,999
Subtotal	\$ 655,843	\$ 675,518
Less 6.35% ICAP	\$ (41,646)	\$ (42,895)
<b>TOTAL</b>	<b>\$ 614,197</b>	<b>\$ 632,623</b>

**Supplemental Federal Funds from TIP**

Description	FFY2025	FFY2026
FAST Planning office (STP)	\$ 150,000	\$ 150,000
Metropolitan Transportation Plan (STP)	\$ 363,880	\$ -
Advanced Project Definition (STP)	\$ 90,970	\$ -
Electric Vehicle Infrastructure Deployment Plan (CRP)	\$ 27,291	\$ -
High School Access & Circulation Studies (CRP)	\$ 164,474	\$ 136,455
Geist/Chena Pump Road Corridor Study (STP)	\$ 272,910	\$ -
<b>Supplemental STP Funds</b>	<b>\$ 1,069,525</b>	<b>\$ 286,455</b>
9.03% Match	\$ 106,165	\$ 28,435
Subtotal	\$ 1,175,690	\$ 314,890
Less 6.35% ICAP	\$ (74,656)	\$ (19,995)
<b>TOTAL</b>	<b>\$ 1,101,033</b>	<b>\$ 294,894</b>

**Metropolitan Planning Total** \$ 1,715,230 \$ 927,517

**Table 3. Funding Sources for Transit Planning Activities**

**Transit Planning (FTA 5303) Funds**

Description	FFY2025	FFY2026
FFY2023 Apportionment	\$ 123,858	\$ -
FFY2024 Apportionment	\$ -	\$ 127,574
<b>FTA 5303 Funds</b>	<b>\$ 123,858</b>	<b>\$ 127,574</b>
9.03% Match	\$ 12,295	\$ 12,663
Subtotal	\$ 136,153	\$ 140,237
Less 6.35% ICAP	\$ (8,646)	\$ (8,905)
<b>TOTAL</b>	<b>\$ 127,507</b>	<b>\$ 131,332</b>

**Table 4. Estimated Costs by Task**

Task	Description	Fund Source	FFY2025	FFY2026	Activity Type		
					Metro Planning	Transit Planning	TIP Project/Grant
<b>Required Plans &amp; Programs</b>							
100(a)	Unified Planning Work Program	PL/STP	\$ 50,000	\$ 60,000	X		
100(b)	Metropolitan Transportation Plan <sup>1</sup>	PL/STP	\$ 500,000	\$ 100,000	X		X
100(c)	Transportation Improvement Program	PL/STP	\$ 100,000	\$ 150,000	X		
100(d)	Public Participation Plan	PL/STP	\$ 200,000	\$ 220,000	X		
100(e)	Air Quality	PL/STP	\$ 100,000	\$ 50,000	X		
100(f)	MPA Boundary	PL/STP	\$ 30,000	\$ 10,000	X		
100(g)	Support Services	PL/STP	\$ 150,000	\$ 170,000	X		
	Subtotal		\$ 1,130,000	\$ 760,000			
	Less 6.35% ICAP		\$ (71,755)	\$ (48,260)			
	<b>TOTAL</b>		<b>\$ 1,058,245</b>	<b>\$ 711,740</b>			
<b>Public Transit System Planning</b>							
200	Transit Planning	FTA 5303	\$ 130,000	\$ 140,000		X	
	Subtotal		\$ 130,000	\$ 140,000			
	Less 6.35% ICAP		\$ (8,255)	\$ (8,890)			
	<b>TOTAL</b>		<b>\$ 121,745</b>	<b>\$ 131,110</b>			
<b>Supplemental Plans &amp; Projects</b>							
300(a)	Advanced Project Definition <sup>2</sup>	STP	\$ 100,000	\$ -			X
300(b)	Complete Streets Prioritization Plan	PL	\$ 50,000	\$ -	X		
300(c)	Electric Vehicle Infrastructure Deployment Plan <sup>1</sup>	STP	\$ 30,000	\$ -			X
300(d)	High School Access & Circulation Studies <sup>1</sup>	CRP	\$ 180,800	\$ 150,000			X
300(e)	Geist/Chena Pump Road Corridor Study <sup>1</sup>	STP	\$ 300,000	\$ -			X
	Subtotal		\$ 660,800	\$ 150,000			
	Less 6.35% ICAP		\$ (41,961)	\$ (9,525)			
	<b>TOTAL</b>		<b>\$ 618,839</b>	<b>\$ 140,475</b>			
<b>Contingency Plans &amp; Projects</b>							
400(a)	Local Safety Action Plan <sup>1</sup>	Federal Grant	\$ 150,000	\$ 50,000			X
400(b)	Driver's Education Program	State Grant	\$ -	\$ 150,000			X
400(c)	Housing Coordination Plan <sup>1</sup>	Federal Grant	\$ -	\$ 300,000			X
400(d)	Resilience Improvement Plan <sup>1</sup>	Federal Grant	\$ 150,000	\$ 50,000			X
400(e)	Peger Road/Airport Way Intersection Study <sup>1</sup>	STP	\$ 300,000	\$ -			X
400(f)	Richardson Highway PEL Study <sup>1</sup>	STP	\$ -	\$ 1,000,000			X
400(g)	FTWW/EAFB/FNSB Joint Land Use Study <sup>1</sup>	Federal Grant	\$ 500,000	\$ 100,000			X
	Subtotal		\$ 1,100,000	\$ 1,650,000			
	Less 6.35% ICAP		\$ (69,850)	\$ (104,775)			
	<b>TOTAL</b>		<b>\$ 1,030,150</b>	<b>\$ 1,545,225</b>			

<sup>1</sup>Assumes use of a Consultant for plan development<sup>2</sup>Funds obligated in FFY2025 for FFY2025-27

**Table 5. Funding Availability & Estimated Cost Comparison**

Metropolitan Planning Activities	FFY2025	FFY2026
Available Funding (Table 2)	\$ 1,715,230	\$ 927,517
Estimated Costs (Table 4)		
Task 100 Requires Plans & Programs	\$ 1,058,245	\$ 711,740
Task 300 Supplemental Plans & Projects	\$ 618,839	\$ 140,475
<b>Total</b>	<b>\$ 1,677,084</b>	<b>\$ 852,215</b>
<b>Transit Planning Activities</b>		
Available Funding (Table 3)	\$ 127,507	\$ 131,332
Estimated Costs (Table 4)		
Task 200 Public Transit System Planning	\$ 121,745	\$ 131,110
<b>Additional Funding needed for Contingency Plans &amp; Projects (from TIP/Grants)</b>		
Task 400 Contingency Plans & Projects (Table 4)	\$ 1,030,150	\$ 1,545,225

**Table 6. Metropolitan & Transit Planning Fund Distribution**

Metropolitan Planning Funds	FFY2025	FFY2026
FAST Planning	\$ 444,120	\$ 462,019
FNSB Community Planning	\$ 86,500	\$ 86,500
Alaska DOT&PF Planning	\$ 66,000	\$ 66,000
Subtotal	\$ 596,620	\$ 614,519
9.03% Match <sup>1</sup>	\$ 59,223	\$ 60,999
Subtotal	\$ 655,843	\$ 675,518
Less 6.35% ICAP	\$ (41,646)	\$ (42,895)
<b>TOTAL</b>	<b>\$ 614,197</b>	<b>\$ 632,623</b>
<b>Transit Planning (FTA 5303) Funds</b>		
FAST Planning	\$ 123,858	\$ 127,574
9.03% Match <sup>2</sup>	\$ 12,295	\$ 12,663
Subtotal	\$ 136,153	\$ 140,237
Less 6.35% ICAP	\$ (8,646)	\$ (8,905)
<b>TOTAL</b>	<b>\$ 127,507</b>	<b>\$ 131,332</b>

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

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

**Table 7. Past UPWP (FFY2024) Annual Office Budget for FAST Planning**

<b>Budgeted Expenditures</b>	<b>Amount</b>
Personnel <sup>1</sup>	\$ 560,265
Office & Administrative	\$ 97,200
Information Technology	\$ 64,850
Meetings	\$ 9,500
Training	\$ 25,000
Membership Dues	\$ 4,395
Advertising	\$ 30,500
Supplies	\$ 15,500
<b>TOTAL<sup>1</sup></b>	<b>\$ 807,210</b>
<b>Revenue</b>	<b>Amount</b>
PL Fund Distribution	\$ 547,000
9.03% Match	\$ 54,297
Supplemental STP Funds	\$ 150,000
9.03% Match	\$ 14,890
<b>TOTAL<sup>1</sup></b>	<b>\$ 766,187</b>

<sup>1</sup> Difference between Budget and Revenue total is due to inflation of personnel budget (~\$45k) for 240-hr per employee leave liability (max accrual) for required cashout at employment termination

Table 8. Metropolitan Planning (PL) Fund Distributions FFY2003-24

	Fairbanks MPO PL Fund Allocation	FMATS/FAST Planning	FNSB	Alaska DOT&PF	Notes
FFY2003	\$ 225,000	\$ -	\$ 131,907	\$ 36,000	TEA-21 in effect
FFY2004	\$ 225,000	\$ -	\$ 131,907	\$ 36,000	
FFY2005	\$ 225,151	\$ -	\$ 131,907	\$ 36,000	SAFETEA-LU passed by Congress
FFY2006	\$ 225,313	\$ -	\$ 131,907	\$ 36,000	
FFY2007	\$ 228,895	\$ -	\$ 131,907	\$ 48,950	
FFY2008	\$ 232,534	\$ -	\$ 131,907	\$ 48,950	Coordinator's Office Opened
FFY2009	\$ 232,534	\$ 51,677	\$ 131,907	\$ 48,950	SAFETEA-LU Extended
FFY2010	\$ 232,534	\$ 51,677	\$ 131,907	\$ 48,950	SAFETEA-LU Extended
FFY2011	\$ 232,534	\$ 51,677	\$ 131,907	\$ 48,950	SAFETEA-LU Extended
FFY2012	\$ 232,534	\$ 51,677	\$ 131,907	\$ 48,950	MAP-21 passed by Congress
FFY2013	\$ 232,534	\$ 51,677	\$ 131,907	\$ 48,950	
FFY2014	\$ 232,534	\$ 51,677	\$ 131,907	\$ 48,950	PL Distribution Formula revised beginning FFY2015
FFY2015	\$ 366,577	\$ 181,600	\$ 86,500	\$ 60,000	FAST Act passed by Congress
FFY2016	\$ 366,185	\$ 238,800	\$ 86,500	\$ 60,000	
FFY2017	\$ 448,228	\$ 252,500	\$ 86,500	\$ 66,000	
FFY2018	\$ 427,136	\$ 252,500	\$ 86,500	\$ 66,000	
FFY2019	\$ 427,925	\$ 274,636	\$ 86,500	\$ 66,000	
FFY2020	\$ 457,120	\$ 304,620	\$ 86,500	\$ 66,000	
FFY2021	\$ 473,744	\$ 321,244	\$ 86,500	\$ 66,000	
FFY2022	\$ 473,744	\$ 321,244	\$ 86,500	\$ 66,000	IIJA passed by Congress
FFY2022-SUP	\$ 55,571	\$ 55,571	\$ -	\$ -	Applied to FFY2023
FFY2023	\$ 529,344	\$ 376,844	\$ 86,500	\$ 66,000	
FFY2024	\$ 529,344	\$ 376,844	\$ 86,500	\$ 66,000	



# **Fairbanks and North Pole EV Infrastructure Deployment Plan**

**Technical Committee**

**May 1, 2024**

# **EV Infrastructure Deployment Plan Overview**

# Plan Outline

- Introduction
- Vision, Goals, and Objectives
- Stakeholder and Public Involvement
- Existing Conditions
  - Current EV Landscape
  - Challenges
  - Existing Infrastructure
  - Utilities
  - Policies and Regulations
  - FAST Call for Applications
  - Alaska NEVI Efforts



# Plan Outline

- Needs Analysis
  - Projected Infrastructure Needs
  - Cost Estimates
  - Funding Opportunities
  - Policy and Regulation Modifications
  - Battery Disposal and Recycling
- Recommendations
- Implementation Strategy



# Public and Stakeholder Engagement

# Engagement Plan

- FAST Engagement
  - Policy Board
    - **March 20** – Existing Conditions
    - **Fall 2024** – Draft Plan
  - Technical Committee
    - **Tentative May 2024** – Mid-Point Check-in
    - **Fall 2024** – Draft Plan
- Steering Committee
  - **March 19** – Kickoff, Existing Conditions
  - **Bi-monthly**



# Engagement Plan

- Public Engagement
  - **Open House** (March 19)
    - Existing Conditions
  - **Public Survey**
    - Open March 19 – April 19
  - **Open House** (Fall 2024)
    - Draft Plan



# **Vision, Goals, & Objectives**

# Vision Statement

Fairbanks and North Pole aim to become **electric vehicle (EV)-ready communities** by developing a **convenient, equitable, and local** EV charging network. This network will support the integration of EVs as a **new transportation option** among existing options and provide residents and visitors with **ample charging access** to make EV ownership **feasible and accessible for all.**

# Goals

1. Expand public and private EV charging infrastructure to provide convenient charging access across the Fairbanks and North Pole region through partnerships and prioritized methodologies.
2. Understand current EV owners' needs and patterns to inform charging infrastructure decisions.
3. Distribute charging infrastructure equitably across geographic areas and land use types.
4. Position the region as a cold climate testing hub.
5. Provide the public with information to make informed transportation decisions on vehicle electrification.

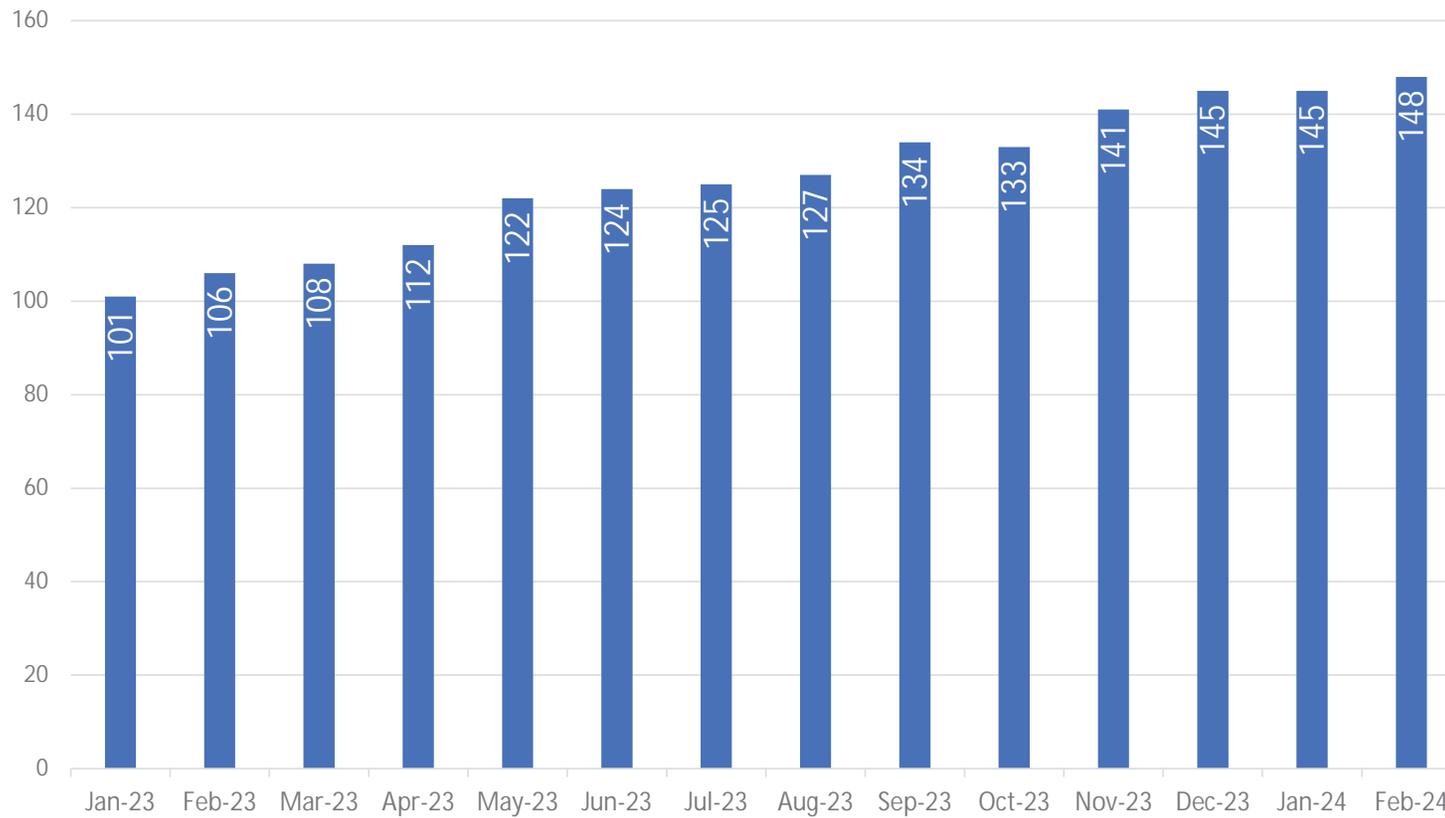
# Objectives

1. Install public Level 2 chargers and DC fast chargers informed by demand projections and current EV owner needs.
2. Work with GVEA to identify potential capacity challenges on the grid for charging stations.
3. Develop partnerships with major employers, public facilities, and private businesses to host charging stations as part of grant-funded deployments.
4. Ensure charging sites are distributed across neighborhoods and serve a mix of facilities like parks, businesses, and multi-unit residences.
5. Present opportunities to modify zoning codes and policy to facilitate private charging station installation.
6. Conduct outreach showcasing EVs as an option for transport in the region.
7. Partner with cold climate testing entities to position the region as an EV research hub.
8. Ensure publicly accessible charging is offered in disadvantaged areas of the community.

# Existing Conditions

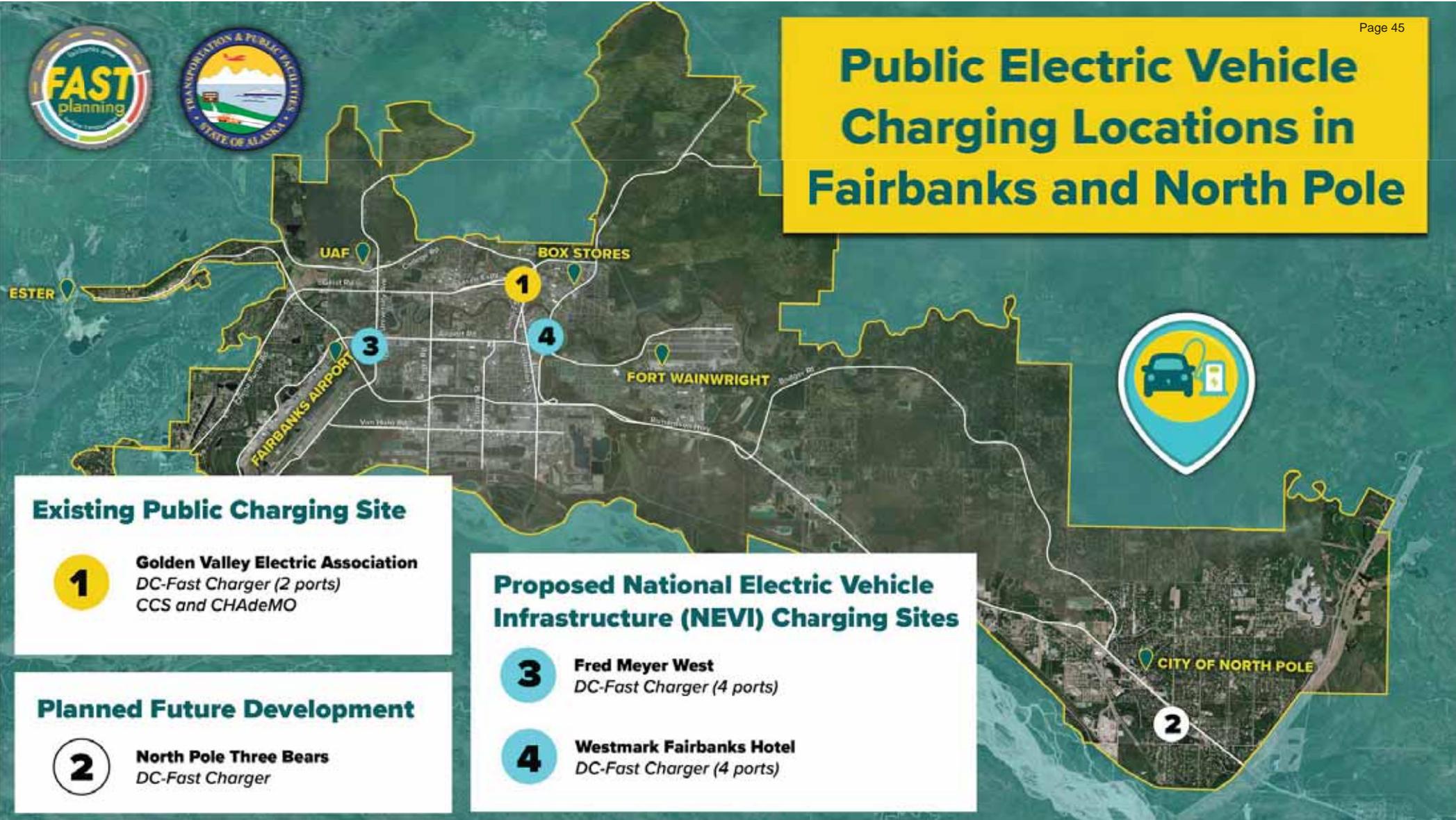
# Registered BEVs

Registered BEVs in the Interior





# Public Electric Vehicle Charging Locations in Fairbanks and North Pole



**Existing Public Charging Site**

- 1** Golden Valley Electric Association  
DC-Fast Charger (2 ports)  
CCS and CHAdeMO

**Planned Future Development**

- 2** North Pole Three Bears  
DC-Fast Charger

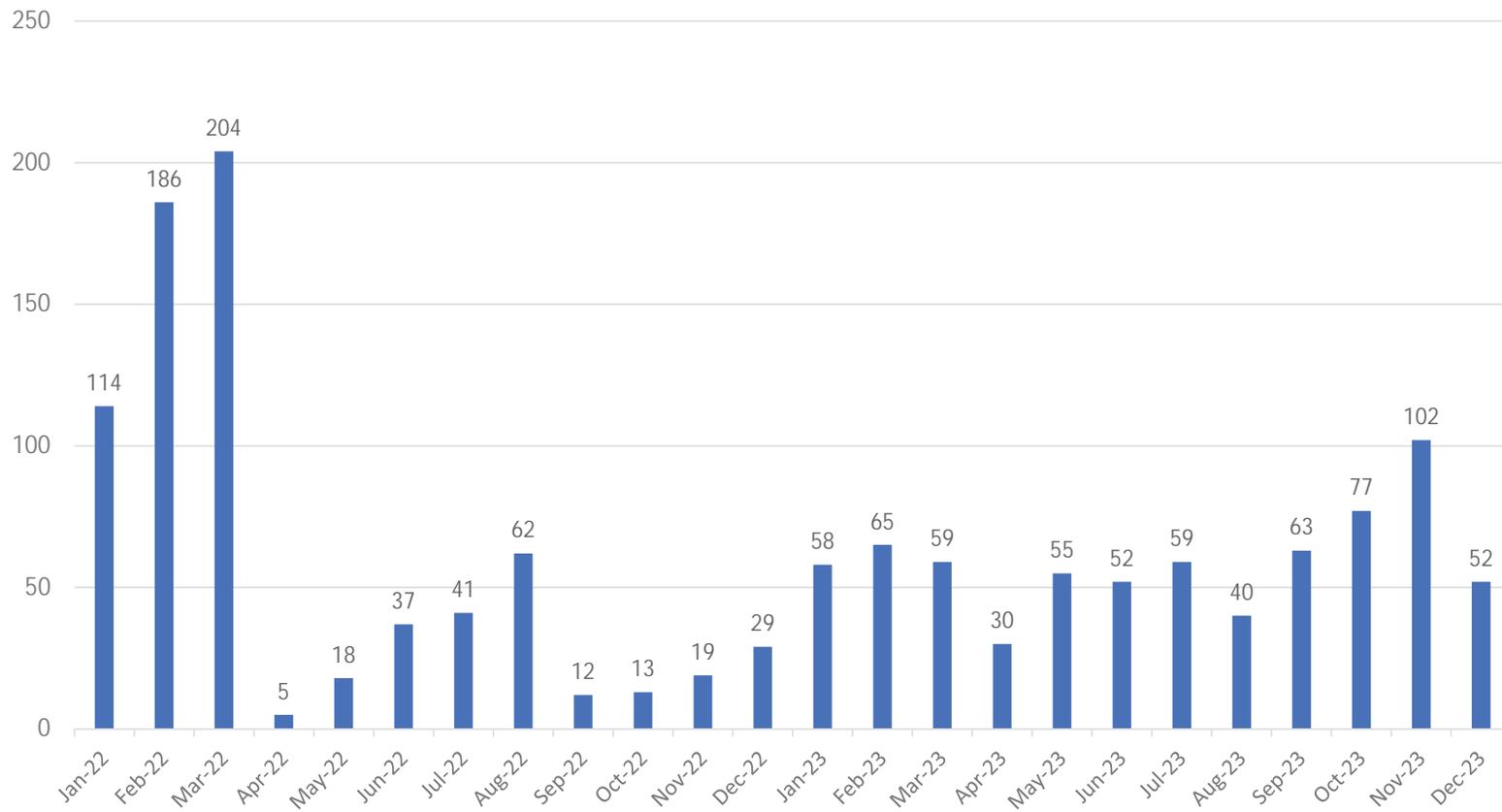
**Proposed National Electric Vehicle Infrastructure (NEVI) Charging Sites**

- 3** Fred Meyer West  
DC-Fast Charger (4 ports)
- 4** Westmark Fairbanks Hotel  
DC-Fast Charger (4 ports)



# Existing GVEA Station Usage

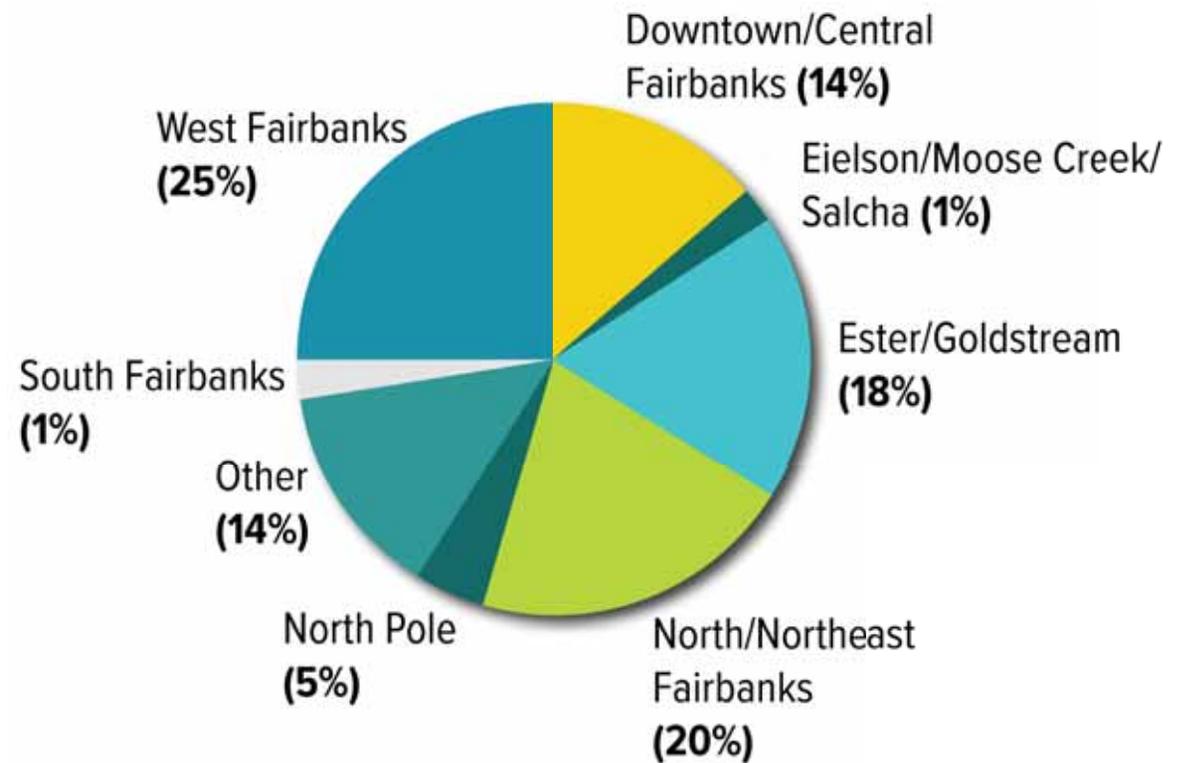
Number of Sessions Per Month



# Survey Results

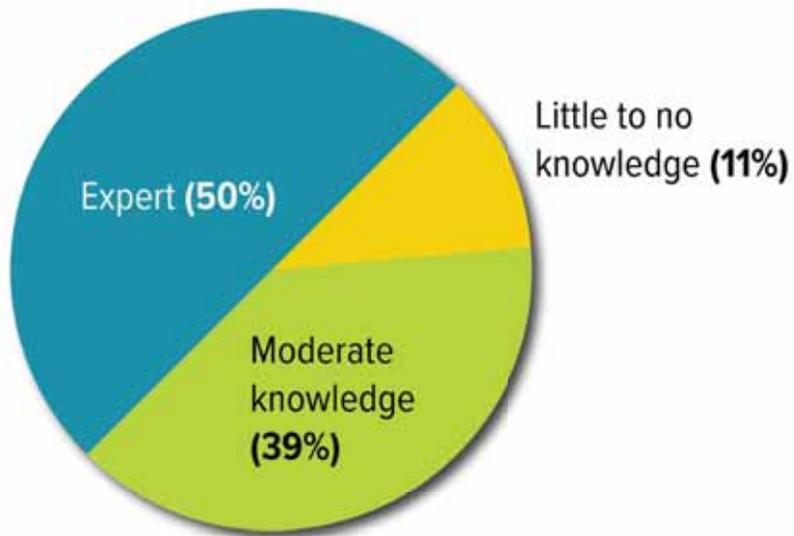
- Survey open for one month
- 45 responses total

## Where survey respondents live

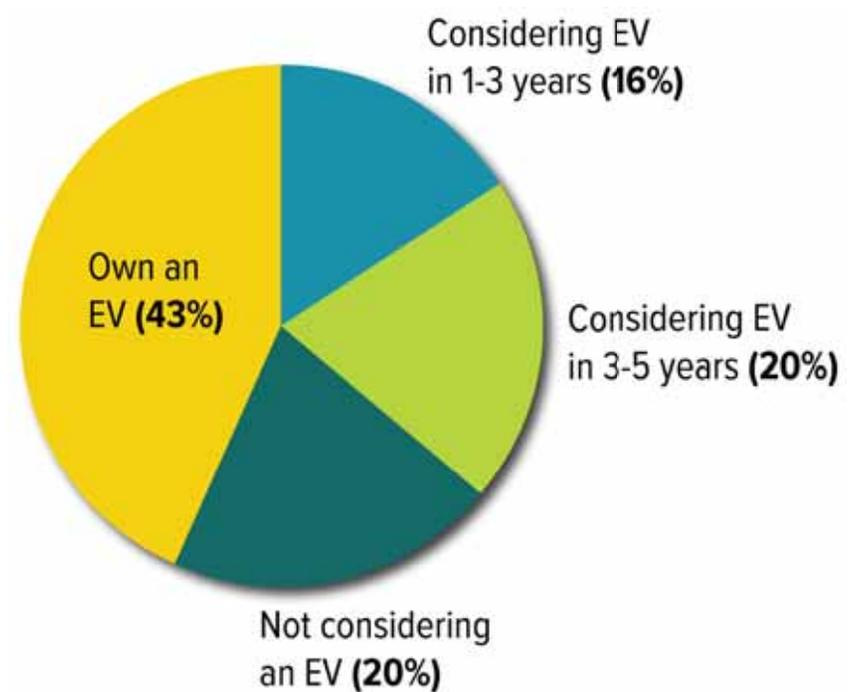


# Survey Results

## Respondents' EV knowledge level

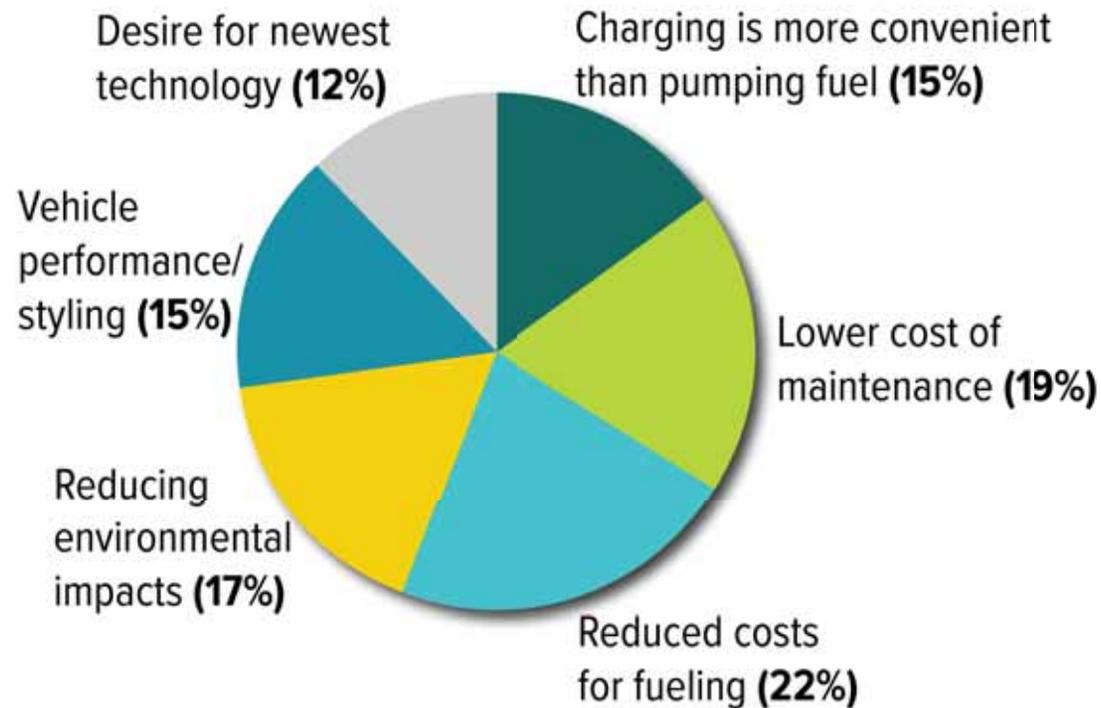


## Ownership status



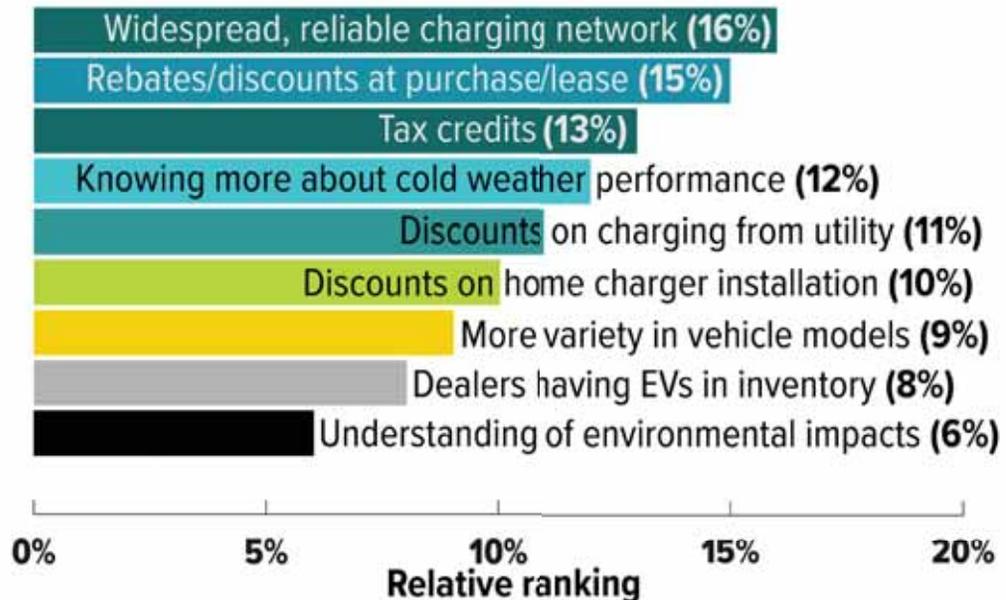
# Survey Results

## Why would you consider purchasing an EV?

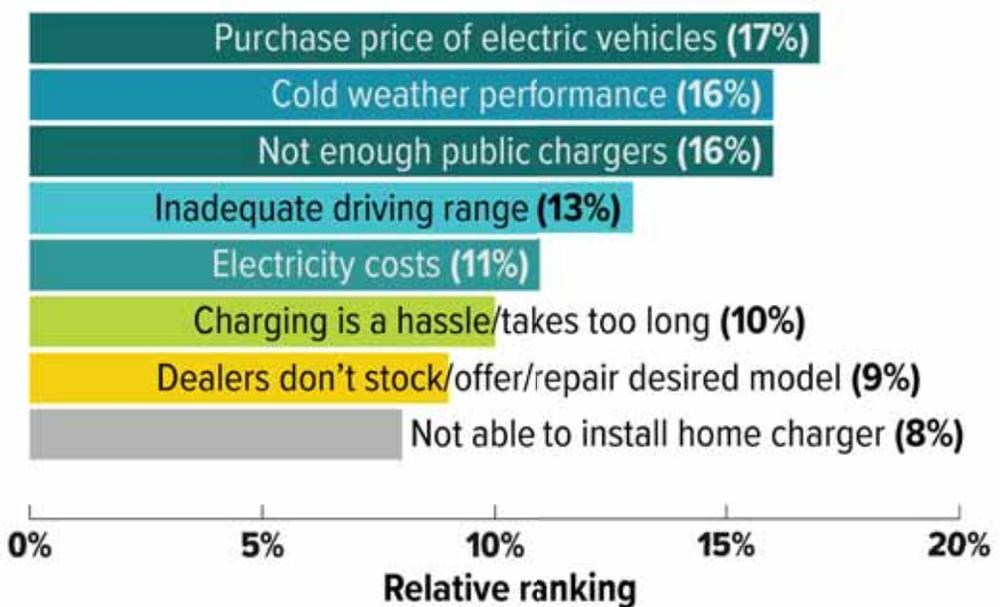


# Survey Results

## What would encourage you to purchase an EV?

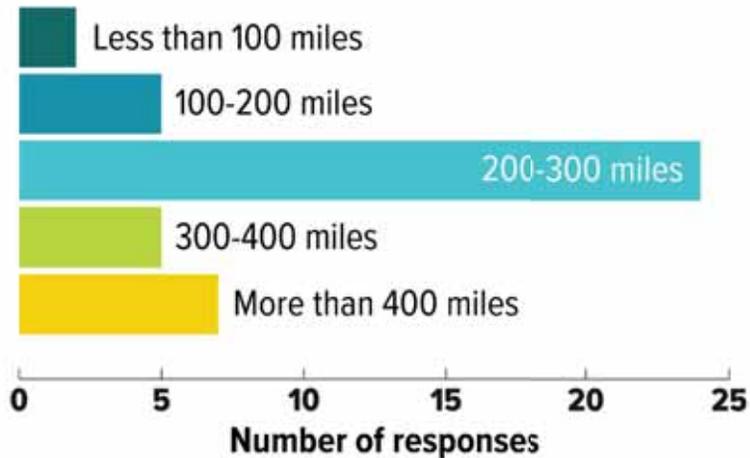


## What would discourage you from purchasing an EV?

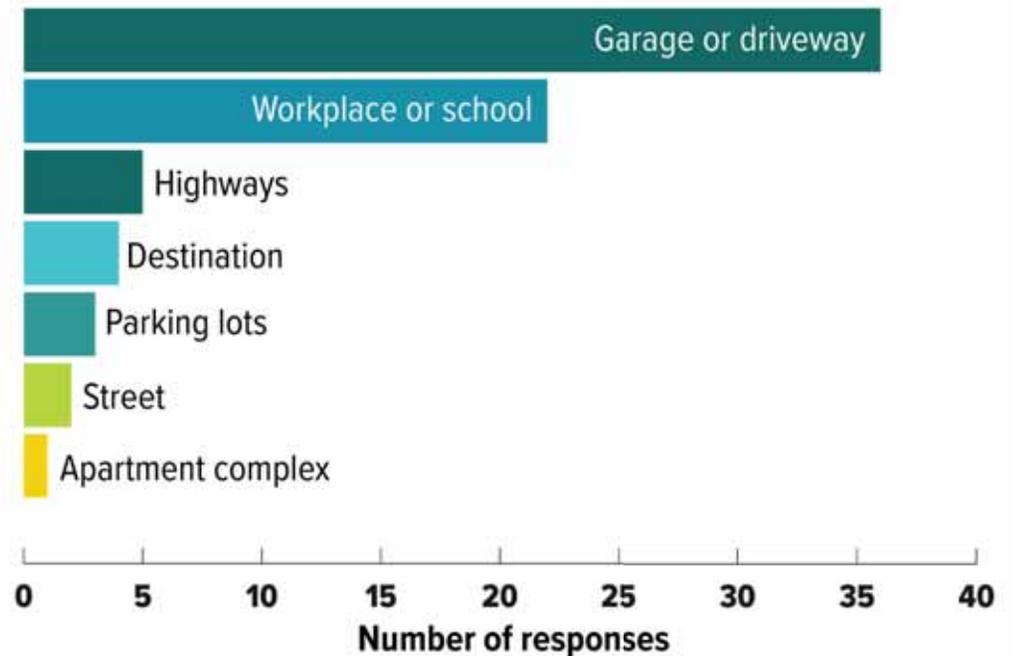


# Survey Results

How far would an EV need to travel between charges for you to own one?

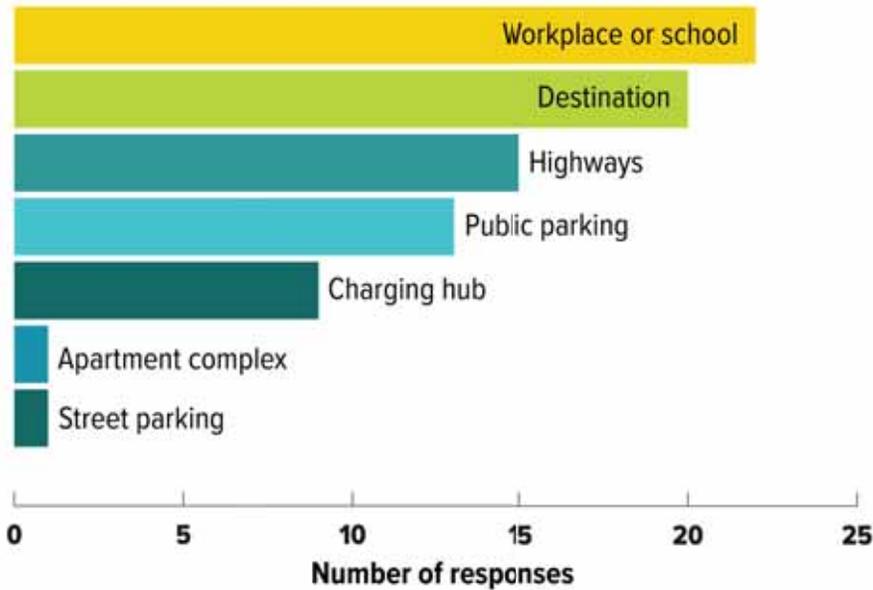


Where would you charge?

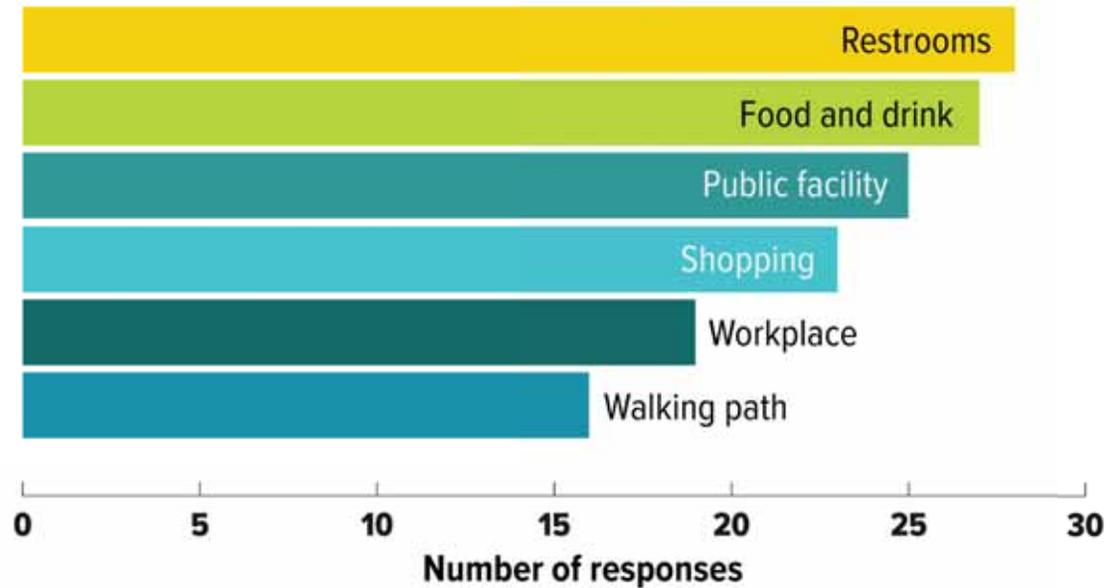


# Survey Results

## Where do you want public chargers?

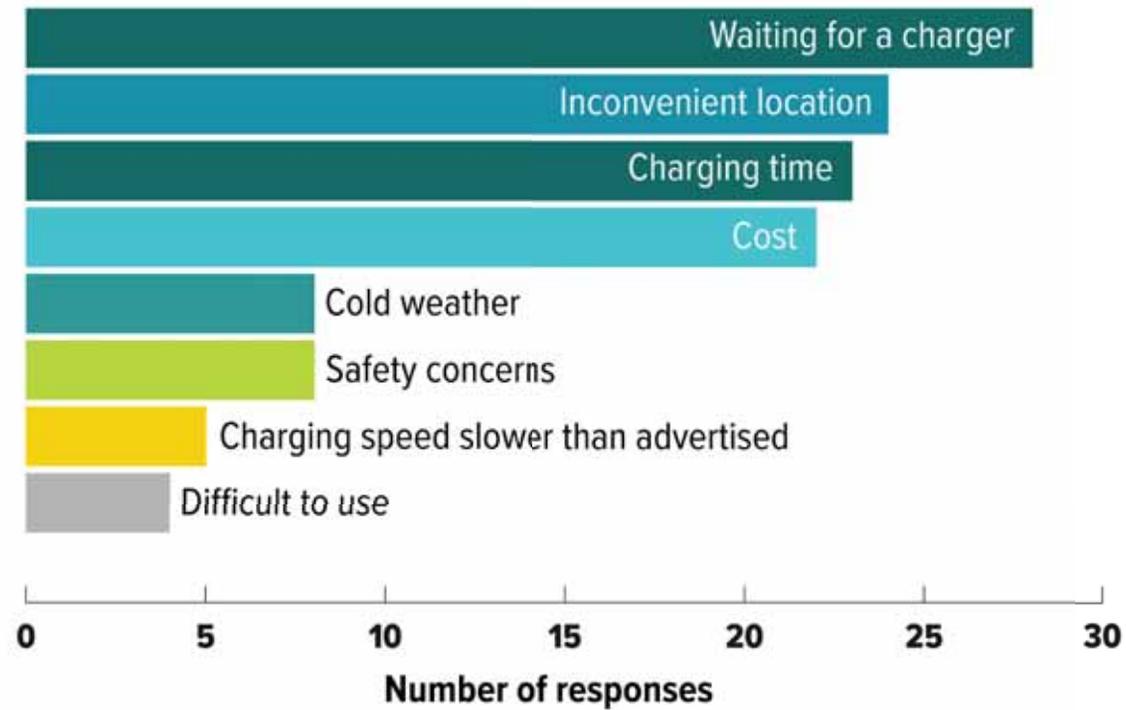


## What amenities do you want at public charging stations?



# Survey Results

## What would discourage you from using a public charger?



# Next Steps in Plan Development

# Next Steps

- Finalize Vision, Goals, Objectives
- Draft Memo on Existing Conditions
- Summarize Utilities
- Begin Needs Analysis





## Plan Update Overview

May 2024

*Sara Lucey*

*DOT&PF Planning Manager*

## Why are we updating the IATP?

- To identify and evaluate existing transportation facilities, issues, and needs in Interior Alaska!
- Plan for developing and maintaining roads, trails, walking and bicycling facilities, airports, and riverine facilities over the next 20-years.
- Develop a prioritized list of projects to assist the DOT&PF when funding opportunities arise.
- Last Update was in 2010!



# What Transportation Modes Does the Plan Consider?

## Roads & Rail



Alaska Railroad, public roads and highways

## Aviation



Public and private facilities

## Ports & Riverine



Passenger and cargo routes, distribution facilities and barge landing sites

## Trails



Summer and winter trails

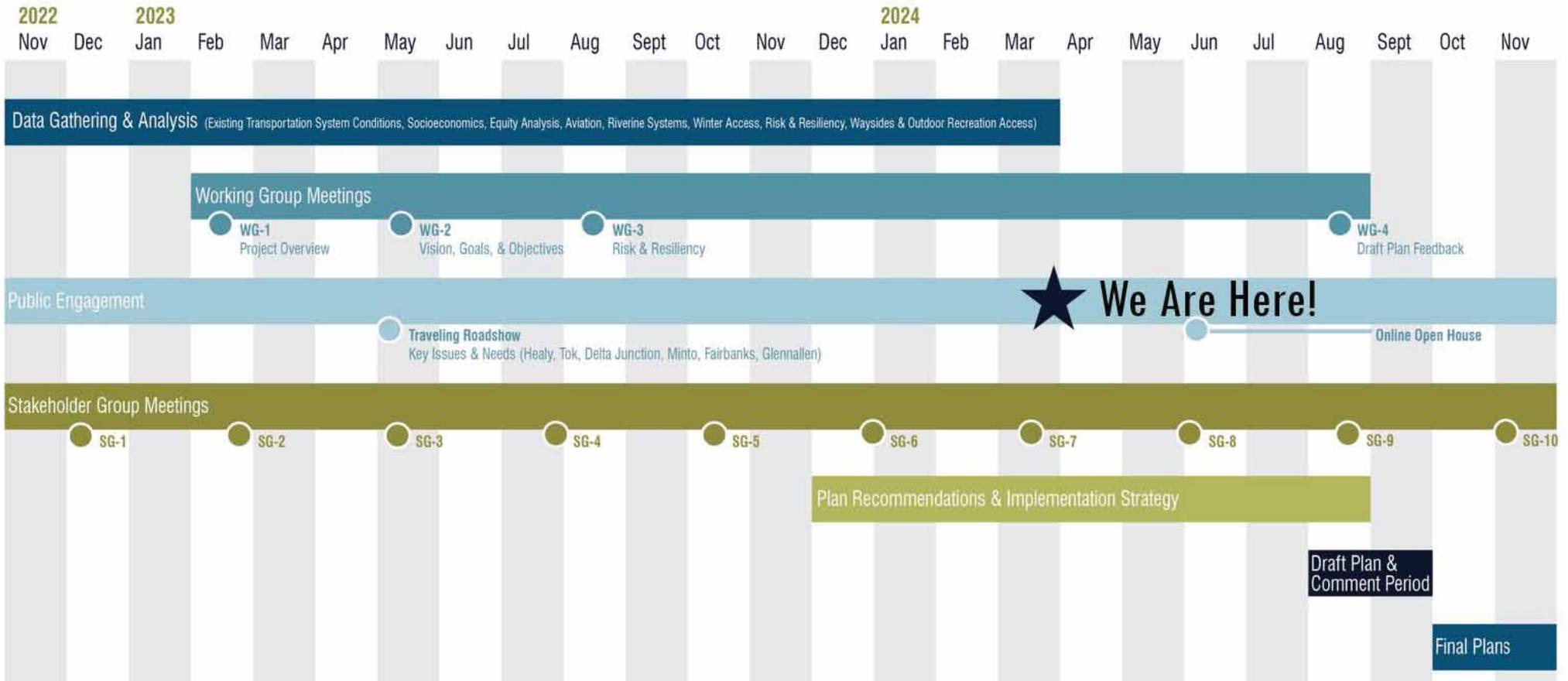
## Ice Roads



Over-land and waterbody crossings or routes



# Schedule





# Technical Memorandums

**Surface Transportation System**

**Population Projections and Economic Forecasts**

**Winter Access**

**Resiliency and Risk** (Undergoing Review)

**Riverine System** (Undergoing Review)

**Trails and Tourism** (In progress)

**Implementation and Funding** (In progress)

# Themes Identified from Memos

Increased Need for Maintenance

Roadway and River User Safety Risks

Increase in Non-Motorized Transportation Facilities

Desire for Additional Roadside Amenities

Resiliency Focused on the Transportation System and Infrastructure

Limited Availability of Data and Forecasting Tools

Limited Funding and Limited Technical Resources for Small Communities in Applying for Competitive Grants

Decrease in Population Across the Region



## Next Steps for the Plan Update

- Create Draft Document (April to June 2024)
- Online Open House (October 2024)
  - Present Draft Plan for Public Review (45 Days)
- Continue Ongoing Stakeholder / Small Group Presentations (Like Today!)
- Final Working Group Meetings
- Approval by the Commissioner
  - Following Public Review Period
- PLAN FINALIZED! (Late Fall 2024)

# We need your help!



**SCAN ME!**

Scan this code with your smartphone camera to view the StoryMap.

Visit the project website  
[www.interioralaskatransportationplan.com](http://www.interioralaskatransportationplan.com)  
and sign up to project mailing list!



**FAST Planning FFY23-27 Transportation Improvement Program (TIP) Administrative Modification #3**  
**Summary of Changes - DRAFT - April 26, 2024**

Project	Description	
1	Bike Lane Signing & Striping Pilot Program	Moved construction phase funding from FFY24 to FFY25 per request from DOT&PF; no funding increase/decrease
2	FAST Carbon Reduction Program	Added program's active project numbers and sentence to description "Refer to FAST Planning's CMAQ/CRP supplemental table for project list, descriptions, and locations."
3	FAST Improvement Program	Added project numbers for current FFY24-26 design phase and FFY25 and FFY26 construction phases
4	FAST Planning Office	Updated annual Federal allocation amounts for MPL and TPL based on amounts listed in FFY24-27 STIP
6	Pioneer Park North Parking Lot & Boat Launch	Added project number and sentences to description "Parent project includes 'Peger Road Bicycle & Pedestrian Path' and 'Motor Vehicle Plugins #2' from CMAQ/CRP supplemental table. See supplement table for additional funding details for these two projects."
6	Available Funding Summary Table	Updated annual Federal allocation amounts for TAP, MPL, and TPL based on amounts listed in FFY24-27 STIP; carried forward FFY24 TAP funds to FFY25 per delay in construction phase for Bike Lane Signing & Striping Pilot Program from FFY24 to FFY25
7	Aurora Drive / Noyes Slough Bridge	Adjusted and converted FFY23 funding to AC and moved STP funding and ACC to FFY24 based on actual project obligation in FFY23
8	Northern Region ADA Recon & Improvements	Added project number and description for FFY24 construction phase (4th and 11th Avenues)
9	Parks Highway/Sheep Creek Ext Traffic Signal	Added project number
10	Committed Measures for the Fairbanks SIP	Updated annual Federal allocation amounts based on FHWA apportionment schedule for PM2.5 Area set aside (minus 10% obligation limitation); added sentence to description "Refer to FAST Planning's CMAQ/CRP supplemental table for project list, descriptions, and locations."
11	Statewide Congestion & Mitigation Air Quality	Updated annual funding amounts based on DOT&PF project funding commitments shown in CMAQ/CRP supplemental table; added sentence to description "Refer to FAST Planning's CMAQ/CRP supplemental table for project list, descriptions, and locations."
12	FTA Projects Informational Tables	Updated informational tables to match new project funding details from ARRC and FNSB Transit (pending receipt of changes)
13	CMAQ/CRP Supplemental Table	<p>Pearl Creek Elementary Access Improvements - added CRP funding to match latest construction estimate from DOT&amp;PF of \$4.75 million</p> <p>Peger Road Bike/Ped Path - added parent project number for Pioneer Park North Parking Lot project</p> <p>Morris Thompson Cultural/Visitors Center &amp; Downtown Parking Garage - moved construction year from FFY25 to FFY26</p> <p>Northern Region Signal Interconnect, Stage 2 - added project number and corrected match amount in FFY25</p> <p>Local Electric Vehicle Deployment Plan - added offset funding approved in FFY24 for consultant contract</p> <p>Electric Vehicle Charging Stations - moved design start from FFY24 to FFY25 and construction year from FFY26 to FFY27; modified CMAQ &amp; CRP funding amounts to maintain fiscal constraint</p> <p>High School Access &amp; Circulation Plans - added CRP funding to match consultant contract award amount and DOT&amp;PF labor</p> <p>Chena Lake Recreation Area Bike/Ped Access via Plack Road - increased design funding amounts per DOT&amp;PF's request; modified CMAQ &amp; CRP funding amounts for construction phase to maintain fiscal constraint</p> <p>Motor Vehicle Plugins #2 - added design funding and parent project number for Pioneer Park North Parking Lot project</p> <p>Available Funding Summary Table - updated annual Federal allocation amounts for CRP and CMAQ based on amounts listed in FFY24-27 STIP and FHWA apportionment schedule for PM2.5 Area set aside</p>

**FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM  
Administrative Modification #3 - DRAFT 04.26.2024**

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond	
34141	TBD	<b>4th Avenue Reconstruction</b>	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
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>300.0</b>	<b>250.0</b>	<b>0.0</b>	<b>1,175.0</b>	
33041	NFHWY00445	<b>5th Avenue Reconstruction</b>	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							
			3PF								
			STP	Construction							
			3PF								
			SW-TAP								
			AC								
			ACC								
	OFF										
	3PF										
<b>Project Total</b>					<b>4,714.7</b>	<b>155.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
21934	NFHWY00648	<b>Advanced Project Definition</b>	STP	Planning			91.0				
		Provide funding to the State and City to develop new estimates for TIP projects.	FM				9.0				
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
30011	TBD	<b>Barnette Street Reconstruction</b>	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		
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17,950.0</b>	
32278	NFHWY00835	<b>Bike Lane Striping &amp; Signing - Pilot Program</b>	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			
<b>Project Total</b>					<b>100.0</b>	<b>0.0</b>	<b>500.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	

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 #3 - DRAFT 04.26.2024**

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond	
33863	NFHWY00843 NFHWY00844 NFHWY00845 NFHWY00862	<b>FAST Carbon Reduction Program</b>	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. Refer to FAST Planning's CMAQ/CRP supplemental table for project list, descriptions, and locations.	SM/3PF		88.0	191.5	104.3	105.9	107.5		
		<b>Project Total</b>			<b>975.0</b>	<b>2,120.7</b>	<b>1,155.4</b>	<b>1,172.7</b>	<b>1,190.3</b>	<b>0.0</b>	
26078	NFHWY00280	<b>Chena River Walk Stage III</b> Construct an approximately 3,200' long segment, multi-use asphalt path that is 10 feet wide with 2-foot gravel shoulders. The proposed path would be constructed on the north side of the Chena River from the existing Chena River pedestrian bridge crossing near Pioneer Park to the east side of Peger Road where the new path turns to a north/south orientation along Peger Road until it terminates at the southeast corner of the Peger Road and Phillips Field Road controlled intersection. <i>TAP 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								
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>1,737.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
30012	NFHWY00126 NFHWY00883	<b>Cowles Street Reconstruction - Phase I</b> 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		363.0					
			SM			18.0					
			3PF			18.0					
			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	
<b>Project Total</b>					<b>0.0</b>	<b>5,899.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7,895.4</b>	
38471	Z622070000	<b>Cushman Street Bridge Rehabilitation</b> Rehabilitate the Cushman Street Bridge and Cushman Street between the First Avenue and Terminal Street intersections. Project work will include bridge work, roadside hardware, ADA sidewalk and curb ramp improvements.	STP	Construction	4,134.1						
			CMAQ		727.8						
			ACC		-4,861.9						
<b>Project Total</b>				<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		

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**FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM  
Administrative Modification #3 - DRAFT 04.26.2024**

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond	
34122	NFHWY00815	<b>Doughchee Avenue/Beaver Springs Bridge</b>  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						
<b>Project Total</b>					<b>140.0</b>	<b>93.0</b>	<b>393.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
19096	NFHWY00633 NFHWY00881 NFHWY00913 NFHWY00914	<b>FAST Improvement Program</b>  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	Utilities			19.0	18.1			
			STP								
			SM	Construction							
			STP		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						
<b>Project Total</b>					<b>2,149.9</b>	<b>210.8</b>	<b>1,200.0</b>	<b>1,127.5</b>	<b>0.0</b>	<b>0.0</b>	
34346 34348	HFHWY00289 NFHWY00830	<b>FAST Planning Office</b>  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	426.7	444.1	462.0	480.5		
			TPL		140.3	120.3	123.9	127.6	131.4		
			FM		66.8	69.2	71.3	73.4	75.6		
<b>Project Total</b>					<b>739.5</b>	<b>766.2</b>	<b>789.2</b>	<b>813.0</b>	<b>837.5</b>	<b>0.0</b>	
TBD	TBD	<b>Geist/Chena Pump Road Corridor Study</b>  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				
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>300.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	

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 #3 - DRAFT 04.26.2024**

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond	
32798	NFHWY00816	<b>Holmes Road Reconstruction</b> <small>Rehabilitate 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></small>	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
<b>Project Total</b>					<b>622.0</b>	<b>0.0</b>	<b>328.0</b>	<b>500.0</b>	<b>0.0</b>	<b>12,300.0</b>	
34309	NFHWY00873	<b>Household Travel Survey</b> <small>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.</small>	STP	Planning		91.0					
			FM			9.0					
<b>Project Total</b>					<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
30029	TBD	<b>Lacey Street Reconstruction</b> <small>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></small>	STP	Planning			136.5				
			3PF				13.5				
			ILLU	Design						1,500.0	
				Right-of-Way						100.0	
				Construction						10,000.0	
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>150.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11,600.0</b>	
33138	TBD	<b>Metropolitan Transportation Plan Update</b> <small>Update FAST Planning Metropolitan Transportation Plan as required under 23 USC 134 (occurs every 4 years).</small>	STP	Planning			363.9				
			FM				36.1				
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>400.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	

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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond		
31389	NFHWY00509	<b>Minnie Street Upgrade</b> Reconstruct Minnie Street between Illinois Street and Old Steese Highway. Project will include roadside hardware, drainage improvements, intersection improvements, ADA improvements, and utilities. <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			
<b>Project Total</b>					<b>0.0</b>	<b>250.0</b>	<b>875.0</b>	<b>1,500.0</b>	<b>300.0</b>	<b>11,775.0</b>		
24960	TBD	<b>Nelson Road Bicycle &amp; Pedestrian Facility</b> Construct a bicycle and pedestrian facility along Nelson Road by adding shoulders or a seperated multiuse path. <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	
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7,992.0</b>		
30106	NFHWY00269	<b>North Pole Streetlight Standardization - Phase II</b> Upgrade the streetlights in older subdivisions and illuminate several areas in the city currently not illuminated. Consolidate the streetlights on to one or a few circuits. 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	
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,396.0</b>		
34124	TBD	<b>Peger Road/Airport Way Intersection Study</b>	ILLU	Planning							300.0	
		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>										
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>300.0</b>		

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34123	NFHWY00891	Pioneer Park North Parking Lot & Boat Launch <small>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. Parent project includes 'Peger Road Bicycle &amp; Pedestrian Path' and 'Motor Vehicle Plugins #2' from CMAQ/CRP supplemental table. See supplement table for additional funding details for these two projects.</small>	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				
<b>Project Total</b>					<b>0.0</b>	<b>450.0</b>	<b>235.0</b>	<b>2,991.0</b>	<b>0.0</b>	<b>0.0</b>	
34157	HFHWY00790	Transit Plan Updates <small>Update the Fairbanks North Star Borough Long &amp; Short Range Transit Plan, Coordinated Human Services Transportation Plan, Fare Pricing &amp; Integration Study, and Operational Efficiency Study using unspent FFY2019-22 Transit Planning Funds.</small>	TPL	Planning	457.7						
			3PF		45.4						
<b>Project Total</b>					<b>503.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
32178	NFHWY00448	Woll Road Resurfacing & Widening <small>Resurface and widen Woll Road from Bradway to Schut Road.</small>	STP	Design							
			SM								
			STP	Right-of-Way	181.9						
			SM		18.1						
			STP	Utilities							
			SM								
			STP	Construction		1,659.3	1,251.7				
			AC			1,251.7					
			ACC				-1,251.7				
SM		289.0									
<b>Project Total</b>					<b>200.0</b>	<b>3,200.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
9939	NFHWY00139	Yankovich/Miller Hill Road Reconstruction <small>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.</small>	STP	Design							
			SM								
			STP	Right-of-Way		297.1					
			SM			29.5					
			STP	Utilities							
			SM								
			STP	Construction			5,913.1				
			SM				587.0				
<b>Project Total</b>					<b>0.0</b>	<b>326.6</b>	<b>6,500.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	

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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
<b>Available Funding</b>										
		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	0.0	1,738.7	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	579.2	596.6	614.5	633.0	
		Transit Planning	TPL	Federal	598.1	120.3	123.9	127.6	131.4	
		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	
					<b>10,728.7</b>	<b>14,114.5</b>	<b>14,184.3</b>	<b>14,549.9</b>	<b>13,830.4</b>	
		<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	0.0	172.6	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	57.5	59.2	61.0	62.8	
		Transit Planning	SM/3PF/FM	State/Local	59.4	11.9	12.3	12.7	13.0	
		FAST Planning Offset Funds	SM/3PF/FM	State/Local	12.3	6.2	0.0	0.0	0.0	
					<b>1,065.0</b>	<b>1,401.1</b>	<b>1,408.0</b>	<b>1,444.3</b>	<b>1,372.9</b>	
		<b>TOTAL</b>			<b>11,793.6</b>	<b>15,515.6</b>	<b>15,592.3</b>	<b>15,994.2</b>	<b>15,203.2</b>	
<b>Programmed Funding</b>										
<b>Federal</b>										
		Surface Transportation Program	STP	Federal	7,716.3	9,630.3	9,380.5	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	0.0	759.9	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	426.7	444.1	462.0	480.5	
		Transit Planning	TPL	Federal	598.1	120.3	123.9	127.6	131.4	
		FAST Planning Offset Funds	OFF	Federal	123.7	62.2	0.0	0.0	0.0	
					<b>10,576.2</b>	<b>13,962.1</b>	<b>13,034.6</b>	<b>7,809.0</b>	<b>3,937.0</b>	
		Advanced Construction	AC	Federal	3,059.1	1,443.4	2,020.4	1,819.4	0.0	
		Advanced Construction Conversion (Payback)	ACC	Federal	-4,861.9	-3,059.1	-1,443.4	-2,020.4	-1,819.4	
<b>Federal Match</b>										
		State Match	SM	State	95.0	615.1	674.1	112.9	13.5	
		Local Government Match	3PF	Local	666.2	340.7	245.2	431.5	13.5	
		FAST Planning Match	FM	State/Local	66.8	78.2	300.4	73.4	75.6	
					<b>828.0</b>	<b>1,034.0</b>	<b>1,219.7</b>	<b>617.8</b>	<b>102.7</b>	
<b>State</b>										
		State Funding Appropriation	SA	State	0.0	0.0	0.0	0.0	0.0	
<b>Illustrative</b>										
		Illustrative (Funding Placeholder)	ILLU	N/A	0.0	0.0	0.0	0.0	0.0	
		<b>TOTAL</b>			<b>11,404.2</b>	<b>14,996.1</b>	<b>14,254.3</b>	<b>8,426.8</b>	<b>4,039.7</b>	

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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
<b>Statewide Transportation Improvement Program (STIP) Projects within FAST Planning Boundary</b>										
3843	Z640780000	<b>Airport Way / Cushman Street Intersection Reconstruction</b>	CMAQ	Construction		11,826.1				
		Reconstruct the intersection at Airport Way and Cushman Street.	SM			1,173.9				
<b>Project Total</b>					0.0	13,000.0	0.0	0.0	0.0	
15685	Z618720000	<b>Airport Way (West) Improvements</b>	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					
<b>Project Total</b>					0.0	0.0	0.0	0.0	0.0	
26076	NFHWY00124	<b>Aurora Drive / Noyes Slough Bridge</b> Replace the Noyes Slough bridge on Aurora Drive in Fairbanks.	STP	Utilities		154.7				
			AC		154.7					
			ACC			-154.7				
			SM		15.4					
			STP	Construction		6,963.3				
			AC		6,963.3					
			ACC			-6,963.3				
SM		691.2								
<b>Project Total</b>					7,824.5	0.0	0.0	0.0	0.0	
27542	NFHWY00289	<b>Chena Hot Spring Road MP 0-6 Rehabilitation</b> Rehabilitate Chena Hot Spring Road.	STP	Construction	5,000.0					
			ACC		-5,000.0					
<b>Project Total</b>					0.0	0.0	0.0	0.0	0.0	
19217	NFHWY00699	<b>Chena Pump Road/Chena Small Tracts Road Roundabout</b> Construct a roundabout at the intersection of Chena Pump Road, Old Chena Ridge Road, and Chena Small Tracts Road. <i>Project included in FFY23-27 TIP for informational purposes only.</i>	HSIP	Design	260.0					
				Construction			2,001.0			
<b>Project Total</b>					260.0	0.0	2,001.0	0.0	0.0	
19217	NFHWY00592	<b>City of Fairbanks Systematic Signal Upgrades</b> Install overhead signal head for each lane of each approach at 11 intersections around City of Fairbanks. Install retroreflective backplates on all signal heads at 11 additional locations. <i>Project included in FFY23-27 TIP for informational purposes only.</i>	HSIP	Right-of-Way	50.0					
				Utilities		50.0				
				Construction		6,845.0				
<b>Project Total</b>					50.0	6,895.0	0.0	0.0	0.0	
30369	NFHWY00155 NFHWY00840	<b>Northern Region ADA Reconnaissance &amp; Improvements</b> Design and construct improvements recommended by the Northern Region ADA Reconnaissance Study. [FFY24 Construction - 4th & 11th Avenues]	STP	All	1,592.0	1,637.5	1,455.5			
			SM		158.0	162.5	144.5			
<b>Project Total</b>					1,750.0	1,800.0	1,600.0			

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34302	Varies	<del>Northern Region Statewide Pavement &amp; Bridge Preservation (DOT&amp;PF Preventative Maintenance Program)</del>	NHPP	All	25,854.6	53,445.5	57,454.1	61,716.8	70,758.5	
		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, and 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. [FFY24 Construction - East College Road Resurfacing & Chena Ridge/Chena Pump Road Resurfacing]	STP		28,727.4	77,860.5	42,961.3	50,815.0	51,726.0	
			BRIDGE			30,635.3	21,131.9	8,341.6	0.0	
			SM		5,418.0	16,057.0	12,065.2	11,998.3	12,158.2	
<b>Project Total</b>					<b>60,000.0</b>	<b>177,998.4</b>	<b>133,612.6</b>	<b>132,871.7</b>	<b>134,642.8</b>	
27010	Z617630000	<b>Northern Region Signal Interconnect</b>	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					
<b>Project Total</b>					<b>5,000.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5,000.0</b>
19217	NFHWY00531	<b>Northern Region Systematic Signal Upgrades</b>	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. Project included in FFY23-27 TIP for informational purposes only.		Construction		3,085.0				
<b>Project Total</b>					<b>0.0</b>	<b>3,261.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
26082	Z624870000	<b>Old Steese Highway Reconstruction</b>	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					
<b>Project Total</b>					<b>1,900.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15,000.0</b>
19217	NFHWY00898	<b>Parks Highway/Sheep Creek Extension Traffic Signal</b>	HSIP	Design		420.0	280.0			
		Construct a continuous green T signal on the Parks Highway at the intersection with Sheep Creek Extension. Project included in FFY23-27 TIP for informational purposes only.		Utilities		50.0				
<b>Project Total</b>					<b>0.0</b>	<b>420.0</b>	<b>330.0</b>	<b>0.0</b>	<b>0.0</b>	
25598	Z615970000	<b>Richardson Highway MP 357-362 Bicycle/Pedestrian Path</b>	HSIP	Construction	4,112.8					
		Construct a multi-use pathway between Badger 6-mile interchange and GARS intersection. Project included in FFY23-27 TIP for informational purposes only.								
<b>Project Total</b>					<b>4,112.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	

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19217	NFHWY00097	<b>Richardson Highway MP 351 Interchange</b>	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. <b>Project included in FFY23-27 TIP for informational purposes only.</b>								
<b>Project Total</b>					<b>21,000.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
28069	Z607340000	<b>Richardson Highway MP 360-361 (MP 359) Railroad Grade Separated Facility</b>	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					
<b>Project Total</b>					<b>26,000.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
29829	Z607320000	<b>Steese Expressway / Johansen Expressway Interchange</b>	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					
<b>Project Total</b>					<b>5,000.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>51,000.0</b>
32220	NFHWY00698	<b>Steese Expressway MP 2-5 Rehabilitation</b>	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					
<b>Project Total</b>					<b>784.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10,500.0</b>
3821	Z632130000	<b>University Avenue Widening</b>	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					
<b>Project Total</b>					<b>7,200.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
29655	Z632130000	<b>University Avenue Rehabilitation: Wolf Run to DNR BLM Access</b>	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					
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	

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**FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM  
Administrative Modification #3 - DRAFT 04.26.2024**

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
<b>STIP Air Quality Programs within FAST Planning Boundary</b>										
20294	HFHWY00211	<b>Air Quality Public Education</b>	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	
<b>Project Total</b>					<b>200.0</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>	
26161	NFHWY00647	<b>Fairbanks Air Quality Planning Project</b>	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 <sub>2.5</sub> non-attainment area and also a CO Maintenance area. An up to date transportation model and EPA mobile source emission model are needed for 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	
<b>Project Total</b>					<b>80.0</b>	<b>80.0</b>	<b>80.0</b>	<b>80.0</b>	<b>80.0</b>	
29232	NFHWY00555 NFHWY00612 NFHWY00712 NFHWY00862 NFHWY00874	<b>Committed Measures for the Fairbanks SIP</b>	CMAQ	All	1,960.5	1,960.1	1,960.1	1,960.1	1,960.1	
		Funding for transportation projects and programs that are committed and contingency measures listed in the State Implementation Plan (SIP) for the Fairbanks PM <sub>2.5</sub> Non-attainment Area, and non-SIP projects that are evaluated and scored by the Fairbanks area CMAQ Project Evaluation Board. Refer to FAST Planning's CMAQ/CRP supplemental table for project list, descriptions, and locations.	SM		183.7	194.6	194.6	194.6	194.6	
<b>Project Total</b>					<b>2,144.2</b>	<b>2,154.6</b>	<b>2,154.6</b>	<b>2,154.6</b>	<b>2,154.6</b>	
18791	NFHWY00612 NFHWY00902 NFHWY00911	<b>Statewide Congestion &amp; Mitigation Air Quality</b>	CMAQ	All	3,211.2	700.3	2,729.3	3,393.6	2,884.7	
		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. Refer to FAST Planning's CMAQ/CRP supplemental table for project list, descriptions, and locations.	SM		318.8	69.5	270.9	336.9	286.3	
<b>Project Total</b>					<b>3,530.0</b>	<b>769.8</b>	<b>3,000.2</b>	<b>3,730.5</b>	<b>3,171.0</b>	

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**FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM  
Administrative Modification #3 - DRAFT 04.26.2024**

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
<b>Federal Transit Administration (FTA) Projects within FAST Planning Boundary</b>										
19635	DOT MPDG - ARRC		FRA				3,000.0	6,000.0	6,000.0	1,200.0
	Bridge replacement, rehabilitation or upgrade.		Match				2,000.0	4,000.0	4,000.0	800.0
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>5,000.0</b>	<b>10,000.0</b>	<b>10,000.0</b>	<b>2,000.0</b>
19635	FRA - ARRC		FRA				4,000.0	4,000.0	4,000.0	
	Bridge replacement, rehabilitation or upgrade.		Match				1,000.0	1,000.0	1,000.0	
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>5,000.0</b>	<b>5,000.0</b>	<b>5,000.0</b>	
19634	FRA CRISI STC - ARRC		FRA	STC		8,000.0	8,000.0	800.0	800.0	800.0
	Track infrastructure replacement, rehabilitation or upgrade.		Match			2,000.0	2,000.0	200.0	200.0	200.0
<b>Project Total</b>					<b>0.0</b>	<b>10,000.0</b>	<b>10,000.0</b>	<b>1,000.0</b>	<b>1,000.0</b>	<b>1,000.0</b>
21314	Urbanized Area Formula - ARRC		FTA	5307		20.0	20.0	20.0	20.0	80.0
	Associated transit improvements.		Match			5.0	5.0	5.0	5.0	20.0
<b>Project Total</b>					<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>100.0</b>
19634	Urbanized Area Formula - ARRC		FTA	5307		320.0	492.8	335.0	340.0	800.0
	Track infrastructure replacement, rehabilitation or upgrade.		Match			80.0	123.2	83.7	85.0	200.0
<b>Project Total</b>					<b>400.0</b>	<b>616.0</b>	<b>418.7</b>	<b>425.0</b>	<b>425.0</b>	<b>1,000.0</b>
19658	Urbanized Area Formula - ARRC		FTA	5307		200.0	200.0	200.0	200.0	800.0
	Preventive maintenance.		Match			50.0	50.0	50.0	50.0	200.0
<b>Project Total</b>					<b>250.0</b>	<b>250.0</b>	<b>250.0</b>	<b>250.0</b>	<b>250.0</b>	<b>1,000.0</b>
31091	Urbanized Area Formula - ARRC		FTA	5307			100.0	500.0	500.0	200.0
	Radio system and communication component replacement, installation, rehabilitation, or upgrade.		Match			25.0	125.0	125.0	50.0	
<b>Project Total</b>					<b>0.0</b>	<b>125.0</b>	<b>625.0</b>	<b>625.0</b>	<b>0.0</b>	<b>250.0</b>
19635	Urbanized Area Formula - ARRC		FTA	5307			160.0		160.0	
	Bridge replacement, rehabilitation or upgrade.		Match			40.0		40.0		
<b>Project Total</b>					<b>0.0</b>	<b>200.0</b>	<b>0.0</b>	<b>200.0</b>	<b>0.0</b>	
33245	Urbanized Area Formula - ARRC		FTA	5307			4,000.0	4,000.0	4,050.0	200.0
	Facility replacement, installation, rehabilitation or upgrade.		Match			1,000.0	1,000.0	1,010.0	50.0	
<b>Project Total</b>					<b>0.0</b>	<b>5,000.0</b>	<b>5,000.0</b>	<b>5,060.0</b>	<b>5,000.0</b>	<b>250.0</b>
33243	Urbanized Area Formula - ARRC		FTA	5307			20.0			
	Signal, in-track, and communication replacement, rehabilitation, or upgrade.		Match				5.0			
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	
33246	Urbanized Area Formula - ARRC		FTA	5307			240.0	160.0	260.0	10,100.0
	Operations support facility replacement, installation, rehabilitation or upgrade.		Match			60.0	40.0	65.0	2,020.0	
<b>Project Total</b>					<b>0.0</b>	<b>300.0</b>	<b>200.0</b>	<b>325.0</b>	<b>12,120.0</b>	<b>1,200.0</b>
33244	Urbanized Area Formula - ARRC		FTA	5307			240.0	80.0	200.0	200.0
	Replace or upgrade technology and networking hardware, software, and connectivity components.		Match			60.0	20.0	50.0	25.0	
<b>Project Total</b>					<b>0.0</b>	<b>300.0</b>	<b>100.0</b>	<b>250.0</b>	<b>125.0</b>	<b>250.0</b>
19635	Urbanized Area Formula - ARRC		FTA	5337		840.0	7,946.0	2,700.0	2,620.0	2,400.0
	Bridge replacement, rehabilitation or upgrade.		Match			210.0	1,986.5	675.0	655.0	600.0
<b>Project Total</b>					<b>1,050.0</b>	<b>9,932.5</b>	<b>3,375.0</b>	<b>3,275.0</b>	<b>3,275.0</b>	<b>3,000.0</b>

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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
19658	Urbanized Area Formula - ARRC Preventive maintenance.	FTA	5337		480.0	170.8	170.8	160.4	162.0	200.0
		Match			120.0	130.8	40.2	37.6	38.0	40.0
Project Total					600.0	301.6	211.0	198.0	200.0	240.0
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			100.0	80.0	100.0	100.0	60.0
		Match				25.0	20.0	25.0	25.0	15.0
Project Total					0.0	125.0	100.0	125.0	125.0	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	FTA	5307			408.6				
24002	Purchase of approximately four buses and three vans.	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	

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

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CMAQ/CRP 10-year Funding Plan for Fairbanks PM2.5 Non-attainment Area - DRAFT Revisions 04.26.2024

NID	IRIS	Priority	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	FFY28	FFY29	FFY30	FFY31	FFY32	Beyond	
29232	TBD	[2020] #3	<b>FNSB Transportation CNG Buses</b> Purchase of CNG buses. Funds for this project will be transferred from FHWA to FTA.	CMAQ	Equipment						1,000.7		1,000.7		1,000.7		
				SM							99.3		99.3		99.3		
<b>Project Total</b>						<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,100.0</b>	<b>0.0</b>	<b>1,100.0</b>	<b>0.0</b>	<b>1,100.0</b>	<b>0.0</b>	
18791	NFHWY00554	[2020] #4	<b>Highway Dynamic Messaging Signs</b> Install highway dynamic messaging signs along the Richardson Highway and Badger Road to inform drivers of air quality alerts, hazardous road conditions, and detours and delays. Includes 5 years of operating costs.	SW-CMAQ	Operation	127.4											
				SM		12.6											
<b>Project Total</b>						<b>140.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
29232	NFHWY00555	[2020] #5, #6, #7	<b>Motor Vehicle Plugs</b> Installation of motor vehicle plugs at Birch Hill Recreation Area, Chena Lakes Recreation Area, Tanana Lakes Recreation Area (TLRA), and UAF's U-Park Facility. Includes 5 years of operating costs. Phase 4 (construction) funds for TLRA will be transferred from FHWA to WFL.	CMAQ	Construction (TLRA)	154.6											
				SM		15.4											
				CMAQ	Operation		227.4										
				SM		22.6											
<b>Project Total</b>						<b>170.0</b>	<b>250.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
29232	NFHWY00712	[2020] #8	<b>Pearl Creek Elementary Access Improvements &amp; Motor Vehicle Plugs</b> Construct a new driveway, reconfigure and repave 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.	CMAQ	Design	68.2	242.0										
				SM		6.8	24.0										
				CRP		1,485.1											
				CMAQ		1,148.8	1,687.2										
				AC		1,687.2											
				ACC			-1,687.2										
				SM		428.9											
<b>Project Total</b>						<b>75.0</b>	<b>5,016.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
29232 18791	NFHWY00612	[2020] #9	<b>University Avenue South Bicycle &amp; Pedestrian Path</b> Construct a year-round non-motorized path on the east side of University Avenue South from the Mitchell Expressway to Armistead Way (1.8 miles) to accommodate bicycles and pedestrians to/from Fairbanks International Airport East Ramp charter flight operators.	CMAQ	Design	90.1											
				SM		8.9											
				CMAQ		91.0											
				SM		9.0											
				SW-CMAQ			2,019.5										
				SM			200.5										
<b>Project Total</b>						<b>99.0</b>	<b>100.0</b>	<b>2,220.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
29232 33863	NFHWY00891	[2020] #10	<b>Peger Road Bicycle &amp; Pedestrian Path</b> Construct a 1,400-foot bicycle/pedestrian path on the east side of Peger Road from the Chena River bridge to Airport Way through Pioneer Park with a direct connection to the Chena Riverwalk path. Transfer funds to Pioneer Park North Parking Lot & Boat Launch project to coordinate design and bundle bid package.	CRP	Design		159.2	101.0									
				SM			15.8	10.0									
				CRP			68.2										
				SM			6.8										
				CMAQ				541.3									
				SM			53.7										
<b>Project Total</b>						<b>0.0</b>	<b>175.0</b>	<b>186.0</b>	<b>595.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
29232	N/A	[2020] #11	<b>Tanana Lakes Recreation Area South Lathrop Street Extension &amp; Parking Area</b> Provide asphalt pavement for South Lathrop Street Extension Road project, and pave the existing Non-Motorized Boat Launch/Trailhead parking lot and a portion of the Motorized Boat Launch/Trailhead. Funds for this project will be transferred from	CMAQ	Construction	542.1											
				SM		53.8											
<b>Project Total</b>						<b>595.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	

CMAQ/CRP 10-year Funding Plan for Fairbanks PM2.5 Non-attainment Area - DRAFT Revisions 04.26.2024

NID	IRIS	Priority	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	FFY28	FFY29	FFY30	FFY31	FFY32	Beyond
29232	NFHWY00874	[2023] #1	<b>MACS Transit SaaS (Software as a Service)</b> Purchase of annual subscription(s) to a suite of SaaS technologies with public facing apps: trip planning, route tracking (real-time bus locations, estimated time of arrival, text notifications), purchasing electronic tickets, and booking on-demand transport rides (VanTran, Uber, Lyft, Taxis, etc).	CMAQ	Misc/Other	91.0	91.0	91.0	91.0	91.0						
				SM		9.0	9.0	9.0	9.0	9.0						
<b>Project Total</b>						<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
TBD	TBD	[2023] #2	<b>MACS Transit Subsidized Ticketing</b> Free ticketing for University of Alaska students and staff, seniors, and primary school students up to age 19, and subsidized ticketing for all other riders at nominal fee. FAST Planning Policy Board removed funding for this project 06/21/2023.	ILLU	Misc/Other											1,000.0
<b>Project Total</b>						<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,000.0</b>
29232	TBD	[2023] #3	<b>Fairbanks Morris Thompson Cultural &amp; Visitors Center Enhancements</b> Construct improvements on the grounds of and near the MTCVC. Project includes utilities, roadside hardware, and ADA improvements. Improvements include the addition of dual bike lockers, installing a rectangular rapid flash beacon, constructing a pedestrian pathway between the bus stop and parking lot, and replacing and upgrading the display panel within the existing digital welcome sign. Combine design and construction effort with Downtown Parking Garage Enhancements, Project #6 [2023].	CMAQ	Design	91.0		72.8								
				SM		9.0		7.2								
				CMAQ	Construction			463.9								
				SM				46.1								
<b>Project Total</b>						<b>100.0</b>	<b>0.0</b>	<b>80.0</b>	<b>510.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
18791	NFHWY00911	[2023] #4	<b>Alaska DOT&amp;PF-Northern Region Signal Interconnect - Stage 2</b> Construct a signal interconnect system to communicate with six traffic signals (Van Horn/Lathrop, Van Horn/Cushman, Badger/Holmes/Montgomery, Badger/Hurst, Richardson/Dawson, and Richardson/Buzby) to the Traffic Operations Center (TOC) on the DOT&PF complex on Peger Road.	SW-CMAQ	Design		187.2	436.8								
				SM			18.6	43.4								
				SW-CMAQ	Construction			3,211.7								
				SM				318.8								
<b>Project Total</b>						<b>0.0</b>	<b>205.8</b>	<b>480.2</b>	<b>3,530.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
29232	TBD	[2023] #5	<b>University Avenue Rail Crossing Automated Train Switch</b> Replacement of the Fairbanks main rail yard manually operated lead switch with a remote control, power-operated switch to allow trains to continue into/out of the rail yard without stopping. To be funded under a Utility Agreement with ARRC.	CMAQ	Utilities	591.3	136.5									
				SM		58.7	13.5									
<b>Project Total</b>						<b>650.0</b>	<b>150.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
29232 33863	TBD	[2023] #6	<b>Downtown Parking Garage-Livery Transportation Center Enhancements</b> Construct improvements in and near the Livery Transportation Center parking garage. Project includes utilities, roadside hardware, and ADA improvements. Improvements include restriping and resigning the parking garage, installation of wayfinding signs, enhancement of bicycle parking area, installation of a transit notification system for pedestrians waiting inside, and several building enhancements including replacement of the building's awning and installation of a new illuminated sign. Project also includes public outreach campaign to promote the use of the parking garage. Combine design and construction effort with MTCVC Enhancements, Project #3 [2023].	CMAQ	Design	45.5		109.2								
				SM		4.5		10.8								
				CRP	Construction			573.1								
				3PF				56.9								
<b>Project Total</b>						<b>50.0</b>	<b>0.0</b>	<b>120.0</b>	<b>630.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
33863	NFHWY00843	[2023] #7	<b>Local Fairbanks &amp; North Pole Electric Vehicle Infrastructure Deployment Plan</b> Development of a locally-coordinated plan to address the introduction of Electric Vehicle charging infrastructure to the Fairbanks and North Pole area.	CRP	Planning	136.5										
				OFF			27.3									
				FAM		13.5	2.7									
<b>Project Total</b>						<b>150.0</b>	<b>30.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	

CMAQ/CRP 10-year Funding Plan for Fairbanks PM2.5 Non-attainment Area - DRAFT Revisions 04.26.2024

NID	IRIS	Priority	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	FFY28	FFY29	FFY30	FFY31	FFY32	Beyond		
TBD	TBD	[2023] #8	<b>West Valley High School Roundabout</b> Construction of a roundabout at the Sandvik Street and Gradelle Avenue intersection on West Valley High School's campus. Design start to be initiated after completion of Access/Circulation Study for West Valley and Hutchison High Schools under Project #12 [2023].	ILLU	Design											750.0		
					Utilities											200.0		
					Construction												3,000.0	
<b>Project Total</b>						<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3,950.0</b>		
29232 33863	TBD	[2023] #9	<b>Electric Vehicle Charging Stations</b> Installation of electric vehicle charging stations at North Pole City Hall, Pioneer Park, FNSB Administrative Building, North Pole Library, Noel Wein Library, Carlson Center, UAF Bunnel & Arctic Health Research Buildings, Morris Thompson Cultural & Visitors Center, and Downtown Parking Garage. Includes 5 years operations/maintenance assistance.	CRP	Design			272.9	213.8									
				SM				27.1	21.2									
				CRP								542.0						
				CMAQ	Construction						1,004.5							
				AC						542.0								
				ACC								-542.0						
				SM							153.5							
				CMAQ	Operation								181.9					
SM								18.1										
<b>Project Total</b>						<b>0.0</b>	<b>0.0</b>	<b>300.0</b>	<b>235.0</b>	<b>1,700.0</b>	<b>200.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		
18791	NFHWY00902	[2023] #10	<b>Sheep Creek Road &amp; West Tanana Drive Roundabout</b> Construct a roundabout at the intersection of Sheep Creek Road and West Tanana Drive. Work will include intersection and adjacent pathway improvements, drainage improvements and roadside hardware. Work will also include relocation of parking for UAF trails access to the opposite side of West Tanana Drive to eliminate mid block pedestrian crossings adjacent to the new roundabout.	SW-CMAQ	Design		513.1	272.9										
				SM			50.9	27.1										
				SW-CMAQ	Right-of-Way				181.9									
				SM				18.1										
				SW-CMAQ	Utilities					272.9								
				SM						27.1								
				SW-CMAQ	Construction							2,611.7						
				SM								259.3						
<b>Project Total</b>						<b>0.0</b>	<b>564.0</b>	<b>300.0</b>	<b>200.0</b>	<b>3,171.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		
29232	TBD	[2023] #11	<b>Borough Hybrid Fleet Vehicle Pilot Program</b> Purchase of four hybrid Sport Utility Vehicles (SUVs).	CMAQ	Equipment	204.0	23.4											
				AC		23.4												
				ACC			-23.4											
				SM		22.6												
<b>Project Total</b>						<b>250.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		
33863	NFHWY00844	[2023] #12	<b>High School Access &amp; Circulation Plans</b> Evaluate access, circulation, and safety for all modes (bike, ped, bus and automobile) and identify improvements to address delay and modal conflicts at the following high school campuses: West Valley/Hutchinson High Schools, Lathrop High School, North Pole High School, and any other schools identified as a need. First study to be initiated for West Valley/Hutchinson High Schools campus to support Project #8 [2023].	CRP	Planning	136.5	164.5	136.5										
				SM		13.5	16.3	13.5										
<b>Project Total</b>						<b>150.0</b>	<b>180.8</b>	<b>150.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		
29232 33863	NFHWY00862	[2023] #13	<b>Chena Lake Recreation Area Bike &amp; Pedestrian Access via Plack Road</b> Pave and extend Plack Road from Nelson Rd intersection past Gordon Rd intersection, construct new parking pad, and add a pedestrian/bike bath. Work will include intersection improvements, drainage work, and roadside hardware additions.	CRP	Design	163.7	63.7	200.1										
				3PF		16.3	6.3	19.9										
				CRP	Utilities				22.7									
				3PF					2.3									
				CRP	Construction				600.0	1,082.8								
				CMAQ					591.0	543.5								
				AC					1,626.3									
				ACC						-1,626.3								
3PF				279.7														
<b>Project Total</b>						<b>180.0</b>	<b>70.0</b>	<b>220.0</b>	<b>3,122.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		

CMAQ: Congestion Mitigation Air Quality, SW-CMAQ: Statewide CMAQ, CRP: Carbon Reduction Program, SM: State Match, 3PF: 3rd Party Funding (match), ILLU: Illustrative, AC: Adv. Constr., ACC: Adv. Constr. Conversion, FAF/FAM: FAST Approp. Funds/Match

CMAQ/CRP 10-year Funding Plan for Fairbanks PM2.5 Non-attainment Area - DRAFT Revisions 04.26.2024

NID	IRIS	Priority	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	FFY28	FFY29	FFY30	FFY31	FFY32	Beyond		
33863	NFHWY00845	[2023] #14	<b>Airport Area Non-Motorized Path Wayfinding Signage</b> Installation of non-motorized wayfinding signage for the Fairbanks International Airport Main Terminal area along the newly installed path that runs from the terminal entrance to Dale and Hoeselton roads. The scope includes the design and installation of: physical signage along the corridor, two semi-mobile kiosks for use inside the airport terminal, and development of a map which can be dispensed at the kiosks. Bundle bid package with FFY2025 FAST Improvement Program.	CRP	Design	40.9												
				SM		4.1												
				CRP	Construction			91.0										
				SM		9.0												
<b>Project Total</b>						<b>45.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		
29232	TBD	[2023] #15	<b>Motor Vehicle Plugins #1</b> Installation of motor vehicle plugins for at North Pole City Hall and Pioneer Park's main parking lot. Includes 3 years operations/maintenance assistance.	CMAQ	Design				272.9	139.2								
				SM				27.1	13.8									
				CMAQ	Construction					1,118.0								
				SM					111.0									
				CMAQ	Operation						136.5							
SM						13.5												
<b>Project Total</b>						<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>300.0</b>	<b>153.0</b>	<b>1,229.0</b>	<b>150.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		
33863	NFHWY00891	[2023] #16	<b>Motor Vehicle Plugins #2</b> Installation of motor vehicle plugins at the future north parking lot at Pioneer Park. Transfer funding to Pioneer Park North Parking Lot & Boat Launch project.	CRP	Design		45.5											
				CPF		4.5												
				CRP	Construction				181.9									
				3PF		18.1												
<b>Project Total</b>						<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>200.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		
33863	TBD	[2023] #17	<b>Sidewalk Snow Removal Equipment</b> Purchase of a Boss Snowrator MAG w/ attachments and Trackless MT7 articulated tractor for the City of Fairbanks, and a Trackless MT7 articulated tractor (need to confirm make/model desired w/ MACS Transit) for MACS Transit.	CRP	Equipment	409.4												
				3PF		40.6												
<b>Project Total</b>						<b>450.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		
29232	TBD	[2023] #18	<b>Shuttle Bus CNG Fueling Station Infrastructure</b> Construction of a CNG fueling station at UAF campus to support the conversion of the shuttle bus fleet from Diesel to CNG.	CMAQ	Design				181.9	91.0								
				SM				18.1	9.0									
				CMAQ	Construction					1,546.5								
				SM					153.5									
<b>Project Total</b>						<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>200.0</b>	<b>100.0</b>	<b>1,700.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		
29232	TBD	[2023] #19	<b>CNG Shuttle Buses</b> Conversion of the UAF shuttle bus fleet from Diesel to CNG; purchase of up to 5 buses.	CMAQ	Equipment							454.9	454.9					
				SM							45.2	45.2						
<b>Project Total</b>						<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>500.0</b>	<b>500.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		
29232	NFHWY00269	[2023] #23	<b>North Pole Sidewalk/Road Lighting Enhancements</b> Replacement of HPS (high-pressure sodium) bulb "candy cane" streetlights with LED lights. To be funded under a Change Order with contractor selected for North Pole Streetlight Standardization Phase I project.	CMAQ	Construction	72.8												
				SM		7.2												
<b>Project Total</b>						<b>80.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		

CMAQ/CRP 10-year Funding Plan for Fairbanks PM2.5 Non-attainment Area - DRAFT Revisions 04.26.2024

NID	IRIS	Priority	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	FFY28	FFY29	FFY30	FFY31	FFY32	Beyond
<b>Fund Code Description      Fund Code</b>																
<b>Available CMAQ Funding [Need ID 29232]</b>																
			Congestion Mitigation/Air Quality	CMAQ		1,950.6	1,960.1	1,960.1	1,960.1	1,960.1	1,960.1	1,960.1	1,960.1	1,960.1	1,960.1	
			State Match	SM		193.6	194.6	194.6	194.6	194.6	194.6	194.6	194.6	194.6	194.6	
			<b>Funding Total</b>			<b>2,144.2</b>	<b>2,154.6</b>									
<b>Programmed CMAQ Funding</b>																
			Congestion Mitigation/Air Quality	CMAQ		1,950.6	1,960.1	1,960.1	1,960.1	1,960.1	2,391.6	2,137.8	1,455.5	0.0	1,000.7	
			State Match	SM		193.6	194.6	194.6	194.6	194.6	237.4	212.2	144.5	0.0	99.3	
			<b>Funding Total</b>			<b>2,144.2</b>	<b>2,154.6</b>	<b>2,154.6</b>	<b>2,154.6</b>	<b>2,154.6</b>	<b>2,629.0</b>	<b>2,350.0</b>	<b>1,600.0</b>	<b>0.0</b>	<b>1,100.0</b>	
			<i>Difference (Federal)</i>			<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>-431.5</i>	<i>-177.7</i>	<i>504.5</i>	<i>1,960.1</i>	<i>959.4</i>	
<b>Programmed Statewide CMAQ Funding [Need ID 18791]</b>																
			Congestion Mitigation/Air Quality	SW-CMAQ		127.4	700.3	2,729.3	3,393.6	2,884.7	0.0	0.0	0.0	0.0	0.0	
			State Match	SM		12.6	69.5	270.9	336.9	286.3	0.0	0.0	0.0	0.0	0.0	
			<b>Funding Total</b>			<b>140.0</b>	<b>769.8</b>	<b>3,000.2</b>	<b>3,730.5</b>	<b>3,171.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
<b>Available CRP Funding [Need ID 33863]</b>																
			Carbon Reduction Program	CRP		887.0	1,929.2	1,051.1	1,066.8	1,082.8	1,099.1	1,115.6	1,132.3	1,149.3	1,166.5	
			State/Local/FAST Planning Match	SM/3PF/FAM		88.0	191.5	104.3	105.9	107.5	109.1	110.7	112.4	114.1	115.8	
			<b>Funding Total</b>			<b>975.0</b>	<b>2,120.7</b>	<b>1,155.4</b>	<b>1,172.7</b>	<b>1,190.3</b>	<b>1,208.2</b>	<b>1,226.3</b>	<b>1,244.7</b>	<b>1,263.4</b>	<b>1,282.3</b>	
<b>Programmed CRP Funding</b>																
			Carbon Reduction Program	CRP		887.0	1,917.9	869.7	1,591.6	1,082.8	542.0	0.0	0.0	0.0	0.0	
			State/Local/FAST Planning Match	SM/3PF/FAM		88.0	190.4	86.3	158.0	107.5	53.8	0.0	0.0	0.0	0.0	
			<b>Funding Total</b>			<b>975.0</b>	<b>2,108.3</b>	<b>956.0</b>	<b>1,749.6</b>	<b>1,190.3</b>	<b>595.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
			<i>Difference (Federal)</i>			<i>0.0</i>	<i>11.3</i>	<i>181.4</i>	<i>-524.8</i>	<i>0.0</i>	<i>557.1</i>	<i>1,115.6</i>	<i>1,132.3</i>	<i>1,149.3</i>	<i>1,166.5</i>	
<b>Programmed AC/ACC Funding</b>																
			Advanced Construction	AC		23.4	1,687.2	0.0	1,626.3	542.0	0.0	0.0	0.0	0.0	0.0	
			Advanced Construction Conversion (Payback)	ACC		0.0	-23.4	-1,687.2	0.0	-1,626.3	-542.0	0.0	0.0	0.0	0.0	

CMAQ: Congestion Mitigation Air Quality, SW-CMAQ: Statewide CMAQ, CRP: Carbon Reduction Program, SM: State Match, 3PF: 3rd Party Funding (match), ILLU: Illustrative, AC: Adv. Constr., ACC: Adv. Constr. Conversion, FAF/FAM: FAST Approp. Funds/Match



September 24, 2021

Commissioner James Cockrell & Kelly Howell  
 State of Alaska Department of Public Safety  
 Office of the Commissioner  
 5700 E. Tudor Road  
 Anchorage, Alaska 99507

Subject: **Proposed Revisions to Alaska Administrative Code for Pedestrian & Bicycle Safety**

Dear Commissioner Cockrell & Ms. Howell,

Fairbanks Area Surface Transportation (FAST) Planning is the State-designated Metropolitan Planning Organization (MPO) for the Fairbanks and North Pole area, and we support local and statewide policy, programmatic, and infrastructure improvements that improve safety of all users of the transportation network. Earlier this year our Bicycle & Pedestrian Advisory Committee developed proposed revisions to Title 13 of Alaska Administrative Code (AAC) to improve safety for pedestrians and bicyclists. The language for the revisions was vetted through the Traffic & Safety Section of the Alaska Department of Transportation & Public Facilities (DOT&PF) Regional and Headquarters Offices, and later carried forward to FAST Planning's Policy Board in the form of a Resolution in support of the revisions. The Resolution was passed unanimously on March 17, 2021, by our Board, which consists of the Fairbanks North Star Borough (FNSB) Mayor, City of Fairbanks Mayor, City of North Pole Mayor, Alaska DOT&PF Northern Region Director, Alaska Department of Environmental Conservation Air Quality Division Director, and representatives from the FNSB Assembly and Fairbanks City Council.

Since FAST Planning only represents two communities in the State, however, we shared the proposed revisions and Resolution with other communities throughout the State to see if they supported these revisions as well before submitting this proposal to the Alaska Department of Public Safety (DPS) for your consideration. Over the course of the summer, we received Letters and Resolutions of support for the proposed revisions from the following entities:

- Alaska DOT&PF Program Development & Statewide Planning Headquarters (with approval from the Alaska DOT&PF Commissioner)
- Anchorage Metropolitan Area Transportation Solutions (our counterpart MPO in Anchorage)
- City & Borough of Juneau
- City of Homer
- Center for Safe Alaskans
- Alaska Outdoor Alliance

- University of Alaska Fairbanks Green Bikes
- Bike Anchorage
- Juneau Freewheelers Bicycle Club
- Fairbanks Cycle Club
- Sitka Cycling Club
- CRW Engineering Group, LLC

Attached to this letter is a copy of the 1-page summary of the proposed AAC revisions we distributed to other communities throughout the state, FAST Planning's Resolution, our recommended language revisions to 13 AAC 02, supporting documents from the League of American Bicyclists, and Letters and Resolutions of support from the above-listed entities.

FAST Planning understand that the Alaska DPS oversees the regulations within 13 AAC 02 and respectfully requests your Department consider amending these regulations with the recommendations attached. We look forward to working with Alaska DPS on the proposed changes in this and other sections of AAC in the future. If you have any questions or need additional information from our MPO, please contact me at [Jackson.fox@fastplanning.us](mailto:Jackson.fox@fastplanning.us) or (907) 205-4276.

Sincerely,



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**Jackson C. Fox**  
Executive Director

# PROPOSED AAC REVISIONS FOR PEDESTRIAN & BICYCLIST SAFETY



*March 19, 2021*

Fairbanks Area Surface Transportation (FAST) Planning is the State-designated transportation planning organization for the Fairbanks and North Pole area and we recently adopted a Resolution in support of revisions to Title 13 of Alaska Administrative Code (AAC) to improve safety for pedestrians and bicyclists. Alaska is currently ranked #1 in the U.S. for the number of people who walk and bike to work per capita, but #44 in the U.S. with respect to laws that create protections for people who walk and bike. The below-listed sections of AAC have not been updated since 1979 and most recent 5-year averages of fatalities and serious injuries for pedestrians and bicyclists exceed the goals of Alaska Strategic Highway Safety Plan and are trending upward. We would like to know if other communities throughout the State support new provisions in AAC as well:

- 13 AAC 02.050 New provisions to improve safety of vehicles passing bicyclists in the roadway (i.e. safe passing law)
- 13 AAC 02.400 New provisions for bicycle lane and shared lane use markings (i.e. sharrows) for riding bicycles on roadways
- 13 AAC 02.455 New provisions to improve safety and reduce conflicts for bicyclists and pedestrians with off-highway vehicles traveling on sidewalks and other locations officially designated for non-motorized use only

Attached to this cover is a copy of the Resolution, FAST Planning's recommended revisions to 13 AAC 02, supporting documents, and an overview of the regulation adoption process. The language for the revisions was developed by our Bicycle & Pedestrian Advisory Committee and vetted through the Traffic & Safety Section of the Alaska Department of Transportation & Public Facilities (DOT&PF) Regional and Headquarters Offices. The Resolution was passed unanimously on March 17, 2021, by FAST Planning's Policy Board, which consists of the Fairbanks North Star Borough (FNSB) Mayor, City of Fairbanks Mayor, City of North Pole Mayor, Alaska DOT&PF Northern Region Director, Alaska Department of Environmental Conservation Air Quality Division Director, and representatives from the FNSB Assembly and Fairbanks City Council.

Since FAST Planning only represents two communities in the State, we would like to know if other communities throughout the State support these revisions as well before we submit an official proposal to the Alaska Department of Public Safety (who oversees these sections of AAC). We are sharing this Resolution with Cities, Boroughs, and other interested organizations for feedback, which may be in the form of Resolutions, Letters of Support/Opposition, or general comments. Please direct your feedback to FAST Planning at the letterhead address or email [jackson.fox@fastplanning.us](mailto:jackson.fox@fastplanning.us) by June 30, 2021.

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Please contact Jackson Fox, FAST Planning's Executive Director, at (907) 205-4276 or [jackson.fox@fastplanning.us](mailto:jackson.fox@fastplanning.us) if you have any questions or would like additional information.

March 17, 2021

## **FAIRBANKS AREA SURFACE TRANSPORTATION (FAST) PLANNING**

### **A RESOLUTION IN SUPPORT OF REVISIONS TO ALASKA ADMINISTRATIVE CODE TO IMPROVE SAFETY FOR PEDESTRIANS AND BICYCLISTS USING THE TRANSPORTATION NETWORK**

WHEREAS, FAST Planning is the State-designated transportation planning organization for the Fairbanks and North Pole area and supports local and Statewide policy, programmatic, and infrastructure improvements that improve safety and comfort of pedestrians and bicyclists using the transportation network; and

WHEREAS, Title 13 of Alaska Administrative Code, Chapter 2, Sections 50, 400, and 455 (13 AAC 02.050, 13 AAC 02.400, 13 AAC 02.455) for non-motorized conveyances have not been updated since 1979; and

WHEREAS, provisions are needed in 13 AAC 02.050 to improve safety of vehicles passing bicyclists in the roadway; and

WHEREAS, provisions are needed in 13 AAC 02.400 for bicycle lane and shared lane use markings (i.e. sharrows) for riding bicycles on roadways; and

WHEREAS, provisions are needed in 13 AAC 02.455 to improve safety and reduce conflicts for bicyclists and pedestrians with off-highway vehicles traveling on sidewalks and other locations officially designated for non-motorized use only; and

WHEREAS, residents of the State of Alaska recognize that pedestrians and bicyclists share transportation networks with motorized vehicles; and

WHEREAS, the most recent five-year averages of fatalities and serious injuries for pedestrians and bicyclists exceed the goals of Alaska Strategic Highway Safety Plan and are trending upward; and

WHEREAS, one of the goals of the Alaska Statewide Active Transportation Plan is to improve safety for pedestrians and bicyclists who use the transportation network by reducing the number and severity of conflicts between people walking, bicycling, and driving; and

WHEREAS, in 2016 Alaska was ranked #1 in the U.S. by the Alliance for Walking & Bicycling for the number of people who walk and bike to work per capita; and

WHEREAS, the rates of walking and bicycling in Anchorage and Fairbanks, Alaska's two largest population centers, have increased since 2017; and

WHEREAS, in 2019 Alaska was ranked 39<sup>th</sup> in the U.S by the League of American Bicyclists for bicycle friendliness receiving a grade of "F" in 6 out of 17 categories including state transportation funding, planned and recently built bicycle and pedestrian facilities, laws that create protections for people who bike and walk, design and access policies, understanding people who bike and walk, and formal user group engagement; and

WHEREAS, 35 of the 50 states in the U.S., not including Alaska, have adopted Safe Passing Laws to improve safety for bicyclists, and the League of American Bicyclists has recommended the State of Alaska adopt a safe passing law with a minimum distance of 3 feet to address bicyclist safety and has provided a white paper that provides examples of how other states have adopted and implemented this type of law; and

WHEREAS, the State of Alaska ranked 44<sup>th</sup> in the U.S. with respect to laws that create protections for people who bike and walk; and

WHEREAS, the FAST Planning Bicycle & Pedestrian Advisory Committee has provided recommended revisions to 13 AAC 02.050, 13 AAC 02.400, and 13 AAC 02.455 for consideration of the Alaska Department of Public Safety to initiate changes, which are attached to this Resolution.

NOW, THEREFORE, BE IT RESOLVED that FAST Planning supports the review and revision of 13 AAC 02.050, 13 AAC 02.400, and 13 AAC 02.455 by the Alaska Department of Public Safety to improve safety for pedestrians and bicyclists using the transportation network in accordance with the recommended revisions attached to this Resolution.

PASSED AND APPROVED THIS 17TH DAY OF MARCH 2021.



Ryan Anderson, P.E.  
Chair, FAST Planning Policy Board

ATTEST:



Jackson C. Fox  
Executive Director, FAST Planning

AYES: Mayor Welch, Mayor Matherly, Mayor Ward, Mr. Tomaszewski, Ms. Edwards, Mr. Anderson

NOES:

ABSENT: Mr. Gibson

ABSTAIN:

## Use of Roadway

13 AAC 02.050. Driving on right side of roadway - exceptions and special situations

(a) Upon a roadway of sufficient width, a vehicle must be driven upon the right half of the roadway, except as follows:

(1) when overtaking and passing another vehicle proceeding in the same direction, or when preparing for a left turn at an intersection or into an alley, private road or driveway;

(2) when traveling upon a roadway marked or divided as provided by [13 AAC 02.025](#), [13 AAC 02.085](#), or [13 AAC 02.095](#), or within an urban district upon a roadway restricted to one-way traffic; or

(3) when an obstruction exists making it necessary to drive to the left of the center of the highway; a driver must yield the right-of-way to all vehicles traveling in the opposite direction upon the unobstructed portion of the highway.

(4) repealed 6/28/79;

(5) repealed 6/28/79.

(b) Upon all roadways outside an urban district, a vehicle other than an emergency vehicle proceeding at less than the maximum authorized speed of traffic must be driven in the right-hand lane or as close as practicable to the right-hand curb or edge of the roadway, except when overtaking and passing another vehicle proceeding in the same direction or when preparing for a left turn at an intersection or into an alley, private road, or driveway. However, on a two-lane highway outside an urban district where passing is unsafe because of oncoming traffic or other conditions, the driver of a motor vehicle proceeding at less than the maximum authorized speed of traffic and behind whom five or more vehicles are formed in a line shall turn off the roadway at the nearest place designated as a turnout or wherever sufficient area for a safe turnout exists in order to permit following vehicles to pass.

[\(c\) When overtaking or passing a person operating a bicycle proceeding in the same direction of travel, the driver of a motor vehicle shall pass to the left of the person operating a bicycle, not less than three feet between any portion of the vehicle and the bicycle, and shall not return to the center of the travel lane until the vehicle is clear of the overtaken person operating a bicycle.](#)

[\(d\) The driver of a motor vehicle may pass a person operating a bicycle by driving to the left of the centerline of a roadway, including if necessary in a no passing zone, provided the roadway to the left is unobstructed and the driver can pass the bicycle without interfering with oncoming traffic. This paragraph does not authorize driving on the left side of the center of a roadway when prohibited by 13 AAC 02.060 and 13 AAC 02.065.](#)

### 13 AAC 02.060. Limitations on driving left of center

(a) A vehicle may not be driven on the left side of a roadway under the following conditions:

(1) when approaching within 500 feet of the crest of a grade or a curve in a highway where the driver's view is obstructed for a distance which creates a hazard if another vehicle is approaching from the opposite direction;

(2) when approaching within 100 feet of or traversing an intersection or railroad grade crossing unless otherwise indicated by an official traffic control device; or

(3) when the view is obstructed upon approaching within 300 feet of a bridge, viaduct, or tunnel;

(4) repealed 6/28/79.

(b) The provisions in (a) of this section do not apply to a vehicle on a one-way roadway, or under the conditions described in 13 AAC 02.050(a)(3), or to the driver of a vehicle turning left from an alley, private road, or driveway.

### 13 AAC 02.065. Overtaking a vehicle on the left - limitations

(a) Except as provided in sec. 55 of this chapter, the driver of a vehicle overtaking another vehicle proceeding in the same direction shall pass to the left of the overtaken vehicle at a safe distance, and may not return to its right lane until safely clear of the overtaken vehicle. Upon audible signal, the driver of the overtaken vehicle shall give way to the right in favor of the overtaking vehicle. If the driver of the overtaking vehicle must perform the passing maneuver in a lane reserved for oncoming traffic, the driver of the overtaken vehicle may not increase the speed of his vehicle until the overtaking vehicle has passed and driven back to the right side of the roadway.

(b) No vehicle may be driven to the left side of the center of a roadway in overtaking and passing another vehicle proceeding in the same direction unless authorized by this chapter and unless the left side of the roadway is clearly visible and free of oncoming traffic for a sufficient distance ahead to permit the overtaking and passing to be completed without interfering with the flow of traffic approaching from the opposite direction or with a vehicle overtaken. The overtaking vehicle shall return to an authorized lane of travel as soon as practicable and, if the passing movement involves the use of a lane authorized for vehicles approaching from the opposite direction, before coming within 200 feet of an approaching vehicle.

Special Rules for Bicycles, Nonmotorized Conveyances, Motorcycles, and Motor-Driven Cycles

13 AAC 02.400. Riding bicycles on roadways and bicycle paths

(a) A person operating a bicycle upon a roadway shall ride as near to the right side of the roadway as practicable, ~~and shall give way to the right as far as practicable to a motor vehicle proceeding in the same direction when the driver of the motor vehicle gives audible signal.~~ except:

(1) when passing another bicycle or vehicle traveling in the same direction;

(2) when making a left turn at an intersection or driveway;

(3) when roadway or other conditions makes riding to the right dangerous or impractical; or

(4) when authorized by traffic control devices, signs, or markings (i.e. bicycle lanes and shared lane use markings).

(b) Persons riding bicycles on a roadway may not ride more than two abreast except on paths or parts of roadways set aside for the exclusive use of bicycles.

( ) Persons riding bicycles two abreast may not impede traffic and, ~~in a laned roadway,~~ shall ride within the as far thestto the right lanes practicable.

(c) When a shoulder of the highway is maintained in good condition, an operator of a bicycle shall use the shoulder of the roadway.

(d) A person operating a bicycle on a trail, shared use path, sidewalk, or ~~sidewalk area~~ other facility solely intended for the use of non-motorized forms of transportation shall

(1) exercise care to avoid colliding with other persons or vehicles;

(2) give an audible signal before overtaking and passing a pedestrian; and

(3) yield the right-of-way to any pedestrian.

(e) Repealed 6/28/79.

(f) A person riding a bicycle intending to turn left shall, unless ~~he the operator~~ dismounts and crosses as a pedestrian, comply with the provisions of sec. 200 of this chapter. The operator of a bicycle must give a signal by hand and arm continuously during the last 100 feet traveled unless the hand is needed in the control or operation of the bicycle. When stopped to await an opportunity to turn, a hand and arm signal must be given continuously by the operator.

(g) No person may ride a bicycle upon a sidewalk in a business district or where prohibited by an official traffic-control device. (h) No bicycle race may be conducted upon a roadway, except as provided under AS 05.35.

(h) No bicycle race may be conducted upon a roadway, except as provided under AS 05.35.

## Special Rules for Snowmobiles and Other Off-Highway Vehicles

### 13 AAC 02.455. Operation on highways and other locations

(a) A snowmobile or an off-highway vehicle may be driven on a roadway or shoulder of a highway only under the following circumstances:

(1) when crossing a highway as provided in (f) of this section, or when traversing a bridge or culvert on a highway, but then only by driving at the extreme right-hand edge of the bridge or culvert and only when the traverse can be completed with safety and without interfering with other traffic on the highway;

(2) when use of the highway by other motor vehicles is impossible because of snow or ice accumulation or other natural conditions or when the highway is posted or otherwise designated as being open to travel by off-highway vehicles;

(3) when highway driving is authorized by an authority having jurisdiction over the highway, but only in accordance with restrictions which may be imposed by that authority with regard to highway use; or

(4) when driven on the right-of-way of a highway which is not a controlled-access highway, outside the roadway or shoulder, and no closer than three feet from the nearest edge of the roadway; night driving may be only on the right-hand side of the highway and in the same direction as the highway motor vehicle traffic in the nearest lane of the roadway; no person may drive an off-highway vehicle within the area dividing the roadways of a divided highway, except to cross the highway as provided in (f) of this section.

(b) Repealed 6/28/79.

(c) Repealed 6/28/79.

(d) Repealed 6/28/79.

(e) Repealed 6/28/79.

(f) A snowmobile or an off-highway vehicle may make a direct crossing of a highway if

(1) the crossing is made approximately at a right angle to the highway and at a location where visibility along the highway in both directions is clear for a sufficient distance to assure safety, and the crossing can be completed safely and without interfering with other traffic on the highway; and

(2) the vehicle is brought to a complete stop before crossing the shoulder or roadway, and the driver yields the right-of-way to all traffic on the highway.

(g) ~~N~~A person operating a snowmobile or other off-highway vehicle may not cross or travel on or within three feet of a sidewalk, a location intended for pedestrian ~~use or other~~ nonmotorized traffic, a bicycle lane, a path or other trail, an alley, or a vehicular way or area which is not open to snowmobile or off-highway vehicle operation, except as provided in (f) of this section.



# BICYCLE FRIENDLY STATE REPORT CARD

## ALASKA

RANKED

39

OF 50

STATE ADVOCACY GROUP:  
WALK BIKE ALASKA

## Successes & Suggestions

The Bicycle Friendly State report card is based on over 100 data points for each state and input from state agencies and advocates. Based on the information we obtained for Alaska, the League of American Bicyclists believes the following actions will improve the safety, comfort, and accessibility of bicycling in Alaska.

Adopt a statewide policy that requires bicycle accommodations on all bridge and tunnel projects. These once in a generation projects should create connections for all transportation users rather than build barriers.

Alaska has set a safety target [[https://safety.fhwa.dot.gov/hsip/spm/state\\_safety\\_targets/](https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/)] that anticipates an increase in the number of non-motorized fatalities and serious injuries. While this target may reflect current trends, it is also a statement of goals and Alaska should set goals that reflect a commitment to improving road safety and reaching zero deaths and serious injuries.

Alaska has begun the process of updating its Bicycle and Pedestrian Plan. This is a great opportunity for the state DOT to work with Alaska communities and plan for a future where people in Alaska have safe and accessible biking and walking facilities.

Dedicate state funding for bicycle projects and programs, especially those focused on safety and eliminating gaps and increasing access for bicycle networks.

Adopt a goal to increase the prevalence of people biking. More people biking can improve rates of physical activity, reduce emissions, and reduce cost of transportation projects compared to motor vehicle projects.

**Adopt a safe passing law with a minimum distance of 3 feet to address bicyclist safety.** The League has a white paper that provides examples of how other states have adopted and implemented this type of law: [https://bikeleague.org/sites/default/files/BFS\\_WP-Safe\\_Passing\\_Law-07\\_2018.pdf](https://bikeleague.org/sites/default/files/BFS_WP-Safe_Passing_Law-07_2018.pdf)

Adopt a statewide Complete Streets policy. The National Complete Streets Coalition has a model state policy and a variety of other resources to ensure adoption and implementation.

Allow the flexibility for all units of government statewide to use NACTO and AASHTO standards as well as the state's own design standards. Or, alternatively incorporate NACTO and AASHTO standards into state design standards and guidance.

Install a Protected Bike Lane on a state-owned road.

	Infrastructure & Funding	D
	Education & Encouragement	D
	Legislation & Enforcement	D+
	Policies & Programs	D
	Evaluation & Planning	C

Get the full breakdown of each category and grade average on the next page.

Bicycle Friendly Actions <a href="http://bikeleague.org/bicycle-friendly-actions">bikeleague.org/bicycle-friendly-actions</a>	Action Taken?
Complete Streets Law / Policy	
Safe Passing Law (3ft+)	
Statewide bike plan last 10 years	New in 2019
2% or more federal funds on bike/ped	
Bicycle Safety Emphasis Area	✓

Federal Data on Biking		Rank
Ridership	1% of commuters biking to work	7/50
Safety	3.7 fatalities per 10K bike commuters <sup>i</sup>	12/50
Spending	\$11.90 per capita FHWA spending on biking and walking <sup>iii</sup>	1/50

<sup>i</sup> This figure is based upon the Census Bureau's American Community Survey (ACS) 5-year estimate.

<sup>ii</sup> This figure is based upon fatalities reported over a five-year period according to the National Highway Administration (NHTSA)'s Fatality Analysis Reporting System and the 2015 5-year ACS estimate of the number of bicycle commuters.

<sup>iii</sup> FHWA spending is based upon projects coded using any of three project types associated with bicycling and walking projects through the Federal Highway Administration (FHWA)'s Fiscal Management Information System. To calculate per capita spending we used a five-year average for fiscal years 2011-2016 and the 2015 5-year ACS state population estimate.

# Category Breakdown: ALASKA



 <b>Infrastructure &amp; Funding</b> Ranked 45 of 50 States <span style="float: right; border: 1px solid white; border-radius: 50%; padding: 5px 10px; font-weight: bold; color: white;">D</span>	
<b>DESIGN AND EXISTENCE OF INFRASTRUCTURE</b> Has the state made it easy to build bicycle infrastructure and installed a variety of infrastructure on state facilities?	D
<b>STATE TRANSPORTATION FUNDING</b> Does the state allocate funding to bicycling or limit state funding for bicycling?	F
<b>USE OF FEDERAL TRANSPORTATION FUNDING</b> Does the state take advantage of available federal funding for biking and walking?	B-
<b>PLANNED AND RECENTLY BUILT BICYCLE &amp; PEDESTRIAN FACILITIES</b> How many lane miles of bicycle and pedestrian facilities has the state reportedly planned to build and built?	F

 <b>Policies &amp; Programs</b> Ranked 47 of 50 States <span style="float: right; border: 1px solid white; border-radius: 50%; padding: 5px 10px; font-weight: bold; color: white;">D</span>	
<b>COMPLETE STREETS</b> Does the state have a complete streets policy and processes to support its implementation?	D-
<b>DESIGN AND ACCESS POLICIES</b> Does the state have policies in place to ensure good design and access for people who bike and walk?	F
<b>STATE OF PRACTICE DEVELOPMENT</b> Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?	C-
<b>SUSTAINABLE TRANSPORTATION POLICIES</b> Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?	D

 <b>Education &amp; Encouragement</b> Ranked 50 of 50 States <span style="float: right; border: 1px solid white; border-radius: 50%; padding: 5px 10px; font-weight: bold; color: white;">D</span>	
<b>STATE DOT EDUCATION &amp; ENCOURAGEMENT SUPPORT</b> Does the state DOT support bicycling and walking events and education materials?	D
<b>MODE SHARE &amp; ADVOCACY</b> Do people bike to work and are they organized to advocate for improvements?	C-

 <b>Evaluation &amp; Planning</b> Ranked 38 of 50 States <span style="float: right; border: 1px solid white; border-radius: 50%; padding: 5px 10px; font-weight: bold; color: white;">C</span>	
<b>STATE DOT BICYCLE &amp; PEDESTRIAN PLANS</b> Does the state have a bicycle and/or pedestrian plan and does that plan follow best practices?	C-
<b>BICYCLE AND PEDESTRIAN SAFETY</b> Has the state made bicyclist and pedestrian safety an emphasis and what does data say about safety?	B
<b>UNDERSTANDING PEOPLE WHO BIKE AND WALK</b> Does the state have programs in place to collect data on people who walk and bike?	F+
<b>FORMAL USER GROUP ENGAGEMENT</b> Does the state have an official Bicycle and/or Pedestrian Advisory Committee and does it follow best practices?	F

 <b>Legislation &amp; Enforcement</b> Ranked 44 of 50 States <span style="float: right; border: 1px solid white; border-radius: 50%; padding: 5px 10px; font-weight: bold; color: white;">D+</span>	
<b>LAWS THAT REGULATE DRIVER BEHAVIOR AND METHODS OF ENFORCEMENT</b> Does the state have strong comprehensive distracted driving laws and allow photo enforcement?	C
<b>LAWS THAT RESTRICT THE BEHAVIOR OF PEOPLE WHO BIKE AND WALK</b> How does the state unnecessarily restrict the behavior of people who bike and walk?	C-
<b>LAWS THAT CREATE PROTECTIONS FOR PEOPLE WHO BIKE AND WALK</b> Does the state have laws that provide specific protections for people who bike and walk?	F

SEE THE BICYCLE FRIENDLY STATE DATABASE MAP:  
[BIKELEAGUE.ORG/BFA/AWARDS](http://BIKELEAGUE.ORG/BFA/AWARDS)

The Bicycle Friendly State ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. For more information, visit [bikeleague.org/states](http://bikeleague.org/states) or contact Ken McLeod at (202)-822-1333 or [ken@bikeleague.org](mailto:ken@bikeleague.org).

WE'RE ALL IN THIS  
TOGETHER!

THE LEAGUE  
OF AMERICAN BICYCLISTS



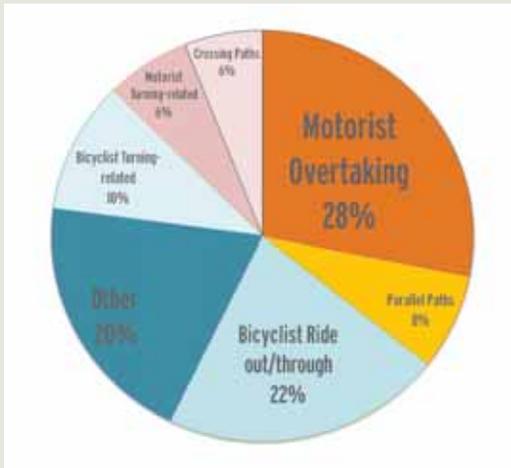
JOIN US!

As a member, you'll receive *American Bicyclist*, *Bicycling* magazine, and help propel the bike movement forward as we work to make bicycling safer, more convenient, and accessible to all. JOIN TODAY AT [BIKELEAGUE.ORG/JOIN](http://BIKELEAGUE.ORG/JOIN)



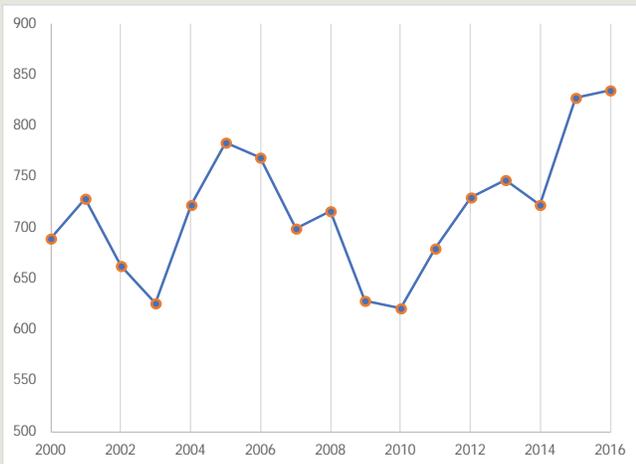
# BICYCLE FRIENDLY STATE ACTION: SAFE PASSING LAW

## SAFE PASSING LAWS TARGET THE MOST COMMON BEHAVIOR THAT KILLS PEOPLE WHO BIKE - UNSAFE PASSING



NHTSA Crash Types for Pedalcyclist fatalities 2014-2016

### NUMBER OF ANNUAL BICYCLIST FATALITIES



NHTSA Fatality Analysis Reporting System (FARS)

### THE PROBLEM

Overtaking motorists are consistently the most common cause of death for people who bike. While the specifics of each crash may be different, and overtaking crashes may be a relatively small portion of all bicycle-involved crashes, there is no denying that motorists overtaking bicyclists are a clear threat to bicyclists.

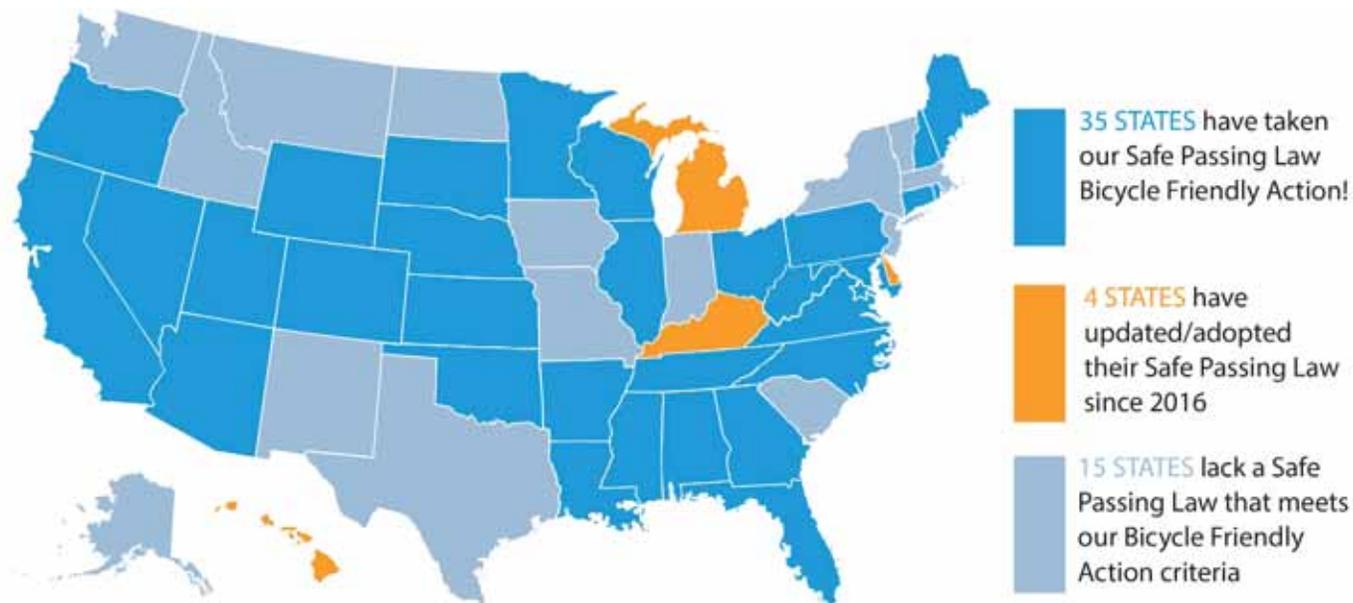
Without clear laws that specifically make it illegal to overtake a bicyclist unsafely there is no basis for law enforcement, judges, and juries to ensure that bicyclists are protected and/or compensated when they are injured due to unsafe passing.

### THE SOLUTION

Safe passing laws that provide a defined distance for motorists overtaking a bicyclist are a clear response to the threat that overtaking motorists pose to bicyclists. To have maximum effect these laws should be:

1. **CLEAR** – they should define a minimum safe passing distance with an easy to remember standard that can be communicated in public signage and other public messages.
2. **ENFORCEABLE** – they should provide a consistent basis for enforcement that can be used by law enforcement officers.
3. **STATEWIDE** – they should be statewide to minimize local signage requirements and to be integrated into statewide licensing and education programs for drivers.

# SAFE PASSING LAW FACTS



See each state's law at [bikeleague.org/bike-law-university](http://bikeleague.org/bike-law-university)

## THE LEAGUE OF AMERICAN BICYCLISTS' MODEL LAW

When overtaking or passing a person operating a bicycle proceeding in the same direction, the driver of a motor vehicle shall exercise due care and:

» If there is more than one lane for traffic proceeding in the same direction, move the vehicle to the lane to the immediate left, if the lane is available and moving into the lane is reasonably safe; or

» If there is only one lane for traffic proceeding in the same direction, pass to the left of the person operating a bicycle at a safe distance, which must be not less than 3 feet between any portion of the vehicle and the bicycle, and shall not move again to the right side of the highway until the vehicle is safely clear of the overtaken person operating a bicycle.

The driver of a motor vehicle may drive to the left of the center of a roadway, including when a no passing zone is marked, to pass a person operating a bicycle only if the roadway to the left of the center is unobstructed for a sufficient distance to permit the driver to pass the person operating the bicycle safely and avoid interference with oncoming traffic. This paragraph does not authorize driving on the left side of the center of the roadway when prohibited under [the state's equivalent to UVC sections 11-303 (Overtaking a vehicle on the left), 11-305 (limitations on overtaking on the left), and 11-306 (further limitations on driving on left of the center of roadway).]

The collision of a motor vehicle with a person operating a bicycle is prima facie evidence of a violation of this section.

## QUICK FACTS

A 2014 review of media reports by the League of American Bicyclists found that 40% of deaths with reported crash types were rear-end crashes, likely resulting from unsafe passing.

» Learn more at [https://bikeleague.org/sites/default/files/EBC\\_report\\_final.pdf](https://bikeleague.org/sites/default/files/EBC_report_final.pdf).

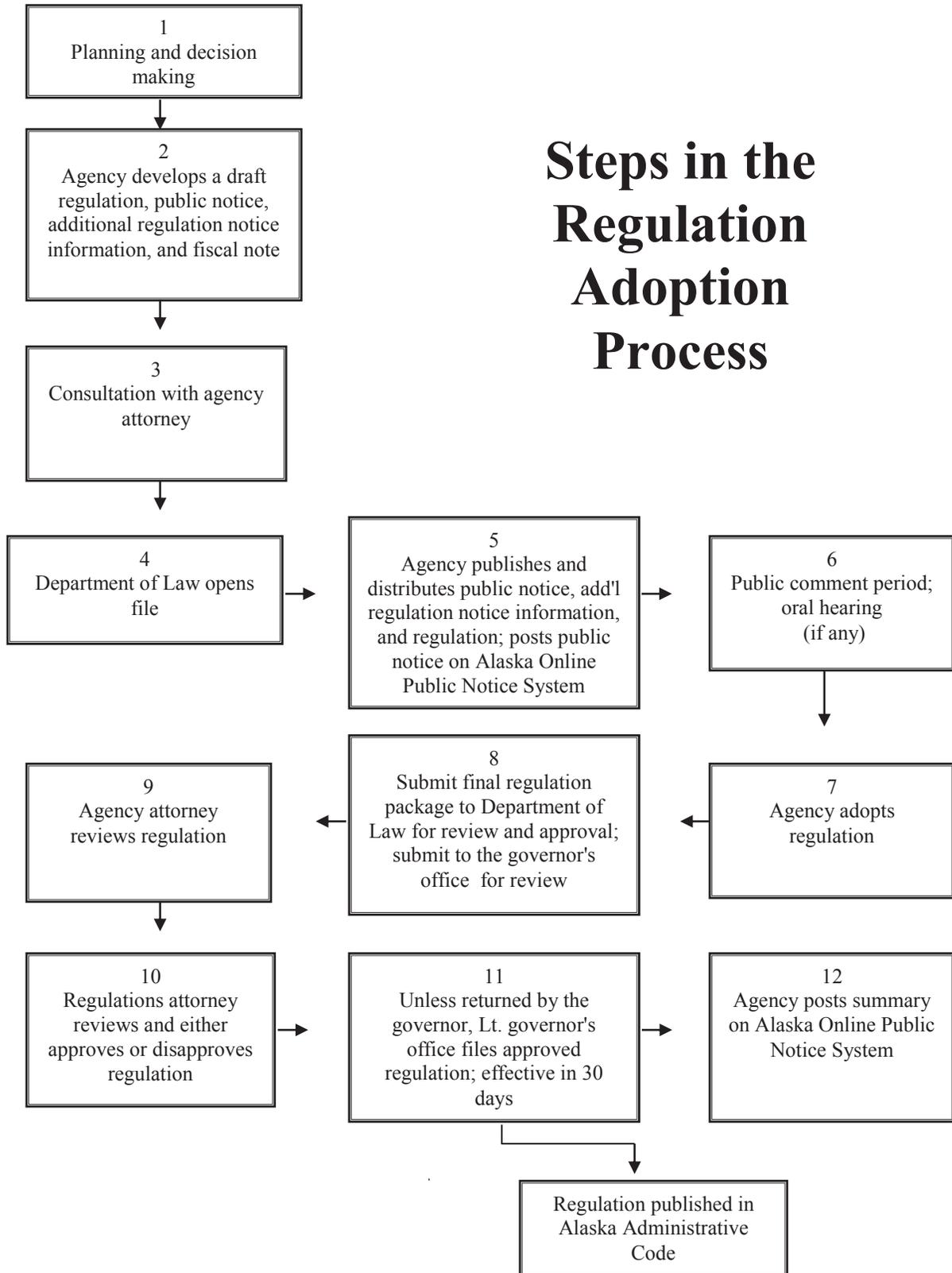
Data from the Insurance Institute for Highway Safety suggests that 45% of bicyclist deaths may be due to unsafe passing. Even where no crash occurs, unsafe passing contributes to bicyclist attitudes towards safety and motor vehicles.

» Learn more at <http://www.iihs.org/iihs/sr/status-report/article/50/3/3>.

According to a 2012 survey by NHTSA, 39% of people who reported a fear for their personal safety said it was due to a motorist driving very close to them - the most common reason for fear while riding.

» Learn more at <https://one.nhtsa.gov/Driving-Safety/Research-&-Evaluation/2012-National-Survey-of-Bicyclist-and-Pedestrian-Attitudes-and-Behavior>.

# Steps in the Regulation Adoption Process



# MEMORANDUM

# State of Alaska

Department of Transportation & Public Facilities  
Program Development and Statewide Planning  
Headquarters

**TO:** Commissioner Cockrell  
Department of Public Safety

**DATE:** August 27, 2021

**TELEPHONE NO:** (907) 465-4070

**FROM:** Benjamin White   
Director of Program Development  
& Statewide Planning

**SUBJECT:** Letter of Support for Bicycle  
and Pedestrian Safety  
Proposed Revisions

Nationally, Alaska currently ranks seventh in the number of adults who bike to work and first in the number of adults who walk to work. In some rural communities more than 20 percent of adult residents walk or bike to work. However, because of the outdated regulations and laws, Alaska currently ranks 39<sup>th</sup> in the League of American Bicyclists ranking of Bicycle Friendly States.

The state's five-year average of fatalities and serious injuries for walkers and bikers currently exceeds the goals of the Alaska Strategic Highway Safety Plan, and the numbers are trending upward. Nationally, pedestrian deaths have risen by 51% over the past decade while the number of all other traffic deaths has increased by only 5%. In 2020, pedestrian fatalities in Alaska accounted for approximately 20% of the reported roadway fatalities compared to 12% in 2019 and 19 % in 2018. Therefore, there is clear need to revise the codes from a vulnerable road user perspective.

The Department of Transportation & Public Facilities (DOT&PF) favors proposed revisions to Title 13 of Alaska Administrative Code, Chapter 2, Sections 50, 400, and 455 (13 AAC 02.050, 13 AAC 02,400, and 13 AAC 02.455) for non-motorized conveyances.

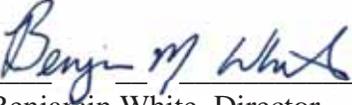
The current proposed revisions, developed by the Fairbanks Area Surface Transportation (FAST) Planning's Bicycle and Pedestrian Advisory Committee, will help improve the safety of cyclists and walkers around the state. They will do the following:

- **13 AAC 02.050** — New provisions to improve safety of vehicles passing bicyclists in the roadway (i.e., a safe-passing law)
- **13 AAC 02.400** — New provisions for bicycle lane and shared lane markings (i.e., sharrows) for riding bicycles on roadways
- **13 AAC 02.455** — New provisions to improve safety and reduce conflicts for bicyclists and walkers with off-highway vehicles traveling on sidewalks and other locations officially designated for non-motorized use only

DOT&PF supports these proposed changes and respectfully requests the Alaska Department of Public Safety consider amending these three sections to include the new provisions. These revisions are a good starting point for a longer-term discussion about walking and cycling safety in Alaska.

Should you have questions concerning this proposal, please contact Julius Adolfsson, our Bike and Pedestrian Coordinator at (907) 465-6978.

Thank you for your consideration.



---

Benjamin White, Director

Enclosure: Proposed Revisions

August 4, 2021

Alaska Department of Public Safety  
5700 East Tudor Road  
Anchorage, Alaska 99507

**Subject:** Letter of Support for Revisions to Alaska Administrative Code for Pedestrian & Bicycle Safety

To whom it may concern:

Anchorage Metropolitan Area Transportation Solutions (AMATS) is the State-designated transportation planning organization for the Anchorage Bowl and Chugiak-Eagle River areas. The Bicycle & Pedestrian Advisory Committee (BPAC) is the forum to promote public participation and to comment on bicycle planning issues. The BPAC would like to express our support for revisions to Title 13 of Alaska Administrative Code, Chapter 2, Sections 50, 400, and 455 (13 AAC 02.050, 13 AAC 02.400, 13 AAC 02.455) for non-motorized conveyances, which have not been updated since 1979.

Alaska is currently ranked #1 in the U.S. for the number of people who walk and bike to work per capita, but #44 in the U.S. with respect to laws that create protections for people who walk and bike. The most recent 5-year averages of fatalities and serious injuries for pedestrians and bicyclists exceed the goals of Alaska Strategic Highway Safety Plan and are trending upward.

AMATS's counterpart organization in Fairbanks, Fairbanks Area Surface Transportation (FAST) Planning, recently adopted a resolution in support of revisions to these sections of AAC to improve safety for pedestrians and bicyclists. The resolution is accompanied by recommendations for new provisions to improve safety of vehicles passing bicyclists in the roadway (i.e. safe passing law), viable options for bicycle lane and shared lane use markings (i.e. sharrows) for riding bicycles on roadways, and improving safety and reduce conflicts for bicyclists and pedestrians with off-highway vehicles traveling on sidewalks and other locations officially designated for non-motorized use only. The language for the revisions was developed by FAST Planning's Bicycle & Pedestrian Advisory Committee and vetted through the Traffic & Safety Section of the Alaska Department of Transportation & Public Facilities Regional and Headquarters Offices.

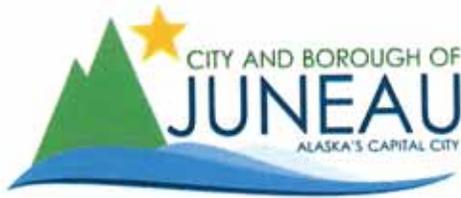
The AMATS Bicycle & Pedestrian Advisory Committee has reviewed and supports the language recommended for these revisions, and respectfully requests the Alaska Department of Public Safety amend 13 AAC 02.050, 13 AAC 02.400, and 13 AAC 02.455 to include these new provisions.

Thank you in advance for your consideration of our support for this request and if you have any questions or need additional information, please contact me at [darrel.hess@anchorageak.gov](mailto:darrel.hess@anchorageak.gov).

Sincerely,



**Darrel Hess**  
Anchorage BPAC Chair



**Office of the City Manager**

155 S. Seward Street  
 Juneau, Alaska 99801  
 PHONE: (907) 586-5240  
 FAX: (907) 586-5385  
[Rorie.watt@juneau.org](mailto:Rorie.watt@juneau.org)

August 10, 2021

Alaska Department of Public Safety  
 5700 East Tudor Road  
 Anchorage, Alaska 99507

**Subject:** Letter of Support for Revisions to Alaska Administrative Code for Pedestrian & Bicycle Safety

To whom it may concern:

The City and Borough of Juneau is a first class borough with the power to provide transportation systems. In 2009 the CBJ adopted the Juneau Non-Motorized Transportation Plan<sup>1</sup> to guide and encourage non-motorized transportation in the Borough. CBJ is committed to providing a safe and well thought out network for pedestrians and cyclists. Part of that commitment is making sure the rules of the road promote the safety of non-motorized traffic and engineers and contractors have clear safety guidelines when developing non-motorized transportation infrastructure. CBJ would like to express support for revisions to Title 13 of Alaska Administrative Code, Chapter 2, Sections 50, 400, and 455 (13 AAC 02.050, 13 AAC 02.400, 13 AAC 02.455) for non-motorized conveyances, which have not been updated since 1979.

The language in the proposed regulation changes recommends safe passing laws, provides useful guidance on bicycle lane and shared land use markings (sharerrows), and improves safety by reducing conflict for bicyclists and pedestrians, with off-highway vehicles traveling on sidewalks or other locations officially designated for non-motorized use only.

Thank you in advance for your consideration of our support for this request. If you have any questions or need additional information, please contact the CBJ Engineering and Public Works Director, Katie Koester at [katie.koester@juneau.org](mailto:katie.koester@juneau.org).

Sincerely,

Rorie Watt  
 City Manager

<sup>1</sup> Juneau Non-Motorized Transportation Plan, November 2009.

Available at: <https://juneau.org/community-development/plans-studies>

**CITY OF HOMER  
HOMER, ALASKA**

Aderhold

**RESOLUTION 21-029**

A RESOLUTION OF THE CITY COUNCIL OF HOMER, ALASKA  
SUPPORTING THE EFFORTS OF THE FAIRBANKS AREA SURFACE  
TRANSPORTATION PLANNING ORIGINATION AND REVISION TO  
TITLE 13 OF THE ALASKA ADMINISTRATIVE CODE TO IMPROVE  
SAFETY FOR PEDESTRIANS AND BICYCLISTS

WHEREAS, Alaska is currently ranked number one in the U.S. for the number of people who walk and bike to work per capita but ranked number 44 in the U.S. with respect to laws that create protections for people who walk or bike; and

WHEREAS, The Fairbanks Area Surface Transportation (FAST) Planning is the State-designated planning organization for the Fairbanks and North Pole area and FAST recently adopted a resolution in support of revisions to Title 13 of Alaska Administrative Code (AAC) to improve safety for pedestrians and bicyclists; and

WHEREAS, Title 13 of AAC, Chapter 2, Sections 50, 400, and 455 (13 AAC 02.050, 13 AAC 02.400, 13 AAC 02.455) for non-motorized conveyances have not been updated since 1979; and

WHEREAS, Provisions are needed in 13 AAC 02.050 to improve safety of vehicles passing bicyclists in the roadway; and

WHEREAS, Provisions are needed in 13 AAC 02.400 for bicycle lane and shared lane use markings (i.e., sharrows) for riding bicycles on roadways; and

WHEREAS, Provisions are needed in 13 AAC 02.455 to improve safety and reduce conflicts for bicyclists and pedestrians with off-highway vehicles when traveling on sidewalks and other locations officially designated for non-motorized use only; and

WHEREAS, Residents of the State of Alaska recognize that pedestrians and bicyclists share transportation networks with motorized vehicles; and

WHEREAS, The most recent five-year averages of fatalities and serious injuries for pedestrians and bicyclists exceed the goals of Alaska Strategic Highway Safety Plan and are trending upward; and

WHEREAS, One of the goals of the Alaska Statewide Active Transportation Plan is to improve safety for pedestrians and bicyclists who use the transportation network by reducing the number and severity of conflicts between people walking, bicycling, and driving; and

45 WHEREAS, Homer’s Non-Motorized Transportation Plan, adopted in 2004, recognizes  
46 the importance of pedestrians and bicyclists as part of the City’s transportation network and  
47 states that non-motorized transportation is an integral part of all transportation and design  
48 activities; and

49  
50 WHEREAS, The Homer Cycling Club implemented a “Homer Shares the Road” non-  
51 motorized transportation educational and advocacy campaign in 2015 that was endorsed by  
52 the Homer Police Department; and

53  
54 WHEREAS, Most state and local roads in Homer were not built with pedestrian and  
55 bicyclist amenities such as sidewalks, bicycle lanes, or wide shoulders; and

56  
57 WHEREAS, In recent years some State and local roads in Homer have added  
58 improvements for pedestrian and bicycle safety and other roads are slated for improvements  
59 such as sidewalks, bicycle lands, and wide shoulders; and

60  
61 WHEREAS, While Homer and the State are working on improvements, Homer City  
62 Councilmembers regularly hear from constituents regarding the need to improve access and  
63 safety for pedestrians and cyclists on local and State roads.

64  
65 NOW THEREFORE BE IT RESOLVED that the Homer City Council supports the efforts of  
66 FAST and revision to Title 13 of the AAC to improve safety for pedestrians and bicyclists.

67  
68 PASSED AND ADOPTED by the Homer City Council this 12<sup>th</sup> day of April, 2021.

69  
70 CITY OF HOMER  
71   
72 \_\_\_\_\_  
73 KEN CASTNER, MAYOR  
74

75  
76 ATTEST:  
77  
78   
79 \_\_\_\_\_  
80 MELISSA JACOBSEN, MMC, CITY CLERK



81  
82 Fiscal note: NA



August 18, 2021

Alaska Department of Public Safety  
5700 East Tudor Road  
Anchorage, Alaska 99507

Subject: Letter of Support for Revisions to  
Alaska Administrative Code for Pedestrian & Bicycle Safety

To whom it may concern:

Center for Safe Alaskans has been working to prevent injuries in Alaska for over 20 years. In this spirit, we would like to express our support for revisions to Title 13 of Alaska Administrative Code, Chapter 2, Sections 50, 400, and 455 (13 AAC 02.050, 13 AAC 02.400, 13 AAC 02.455) for non-motorized conveyances, which have not been updated since 1979.

Safe Alaskans is committed to promoting safe cycling and walking in Alaska. Infrastructure improvements, safer behaviors and respect for all road users are critical to preventing deaths and injuries to nonmotorized road users.

The Center for Safe Alaskans has reviewed and supports the language recommended for these revisions as well, and respectfully requests the Alaska Department of Public Safety consider amending 13 AAC 02.050, 13 AAC 02.400, and 13 AAC 02.455 to include these new provisions.

Thank you in advance for your consideration of our support for this request and if you have any questions or need additional information, please contact me at [Marcia.Howell@safealaskans.org](mailto:Marcia.Howell@safealaskans.org) or (907) 929-3939.

Sincerely,

---

Marcia Howell, Executive Director

**Center for Safe Alaskans**

4241 B St #100 • Anchorage, AK 99503 • (907) 929-3939 • [safealaskans.org](http://safealaskans.org)



Aug. 3, 2021

Alaska Department of Public Safety  
5700 East Tudor Road  
Anchorage, Alaska 99507

Subject: Support for Revisions to Alaska Administrative Code for Pedestrian & Bicycle Safety

The Alaska Outdoor Alliance is the voice of the state's \$2.2 billion outdoor recreation economy. We have been entrusted to grow the annual bike and walk conference and to that end we have launched a statewide active transportation sub-group with a goal of making Alaska more bike- and pedestrian-friendly.

AOA's Active Transportation subgroup supports Fairbanks Area Surface Transportation (FAST) Planning revisions to Title 13 of Alaska Administrative Code, Chapter 2, Sections 50, 400, and 455 (13 AAC 02.050, 13 AAC 02.400, 13 AAC 02.455) for non-motorized conveyances. We believe the changes, which went through an extensive vetting and review process, would improve safety and reduce conflicts between motorized and non-motorized users on Alaska's roadways.

We applaud FAST Planning's common sense revisions and clarifications that would help modernize code, which has been on the books since 1979, helping Alaska keep pace with best practices in transportation planning and regulations and improve safety for all on Alaska's roads.

Please seriously consider amending 13 AAC 02.050, 13 AAC 02.400, and 13 AAC 02.455 as proposed by FAST Planning. If you have any questions or need additional information, feel free to contact me directly.

Sincerely,

A handwritten signature in black ink that reads "Lee Hart". The signature is written in a cursive, flowing style.

Lee Hart  
Executive Director



PO Box 756640 • Wood Center 116 • Fairbanks, Alaska 99775 • 907-474-7375

Aug. 31, 2021

Alaska Department of Public Safety  
5700 East Tudor Road  
Anchorage, Alaska 99507

Subject: Support for Safety Revisions to Alaska Administrative Code Recommended by FAST.

Green Bikes is a student-founded and student-run bike shop located at the University of Alaska Fairbanks. Our program was founded by students in 2011 with 5 bikes and has grown to a fleet of over 100 bikes. We are overseen by the Office of Sustainability. Green Bikes does not represent the University of Alaska or the University of Alaska Fairbanks as a whole. Our goal is to increase ridership and nonmotorized transportation in the UAF and greater Fairbanks communities. We work towards this by providing transportation to those that need it through bike rentals and donations, teaching students and community members how to repair their own bikes and providing access to tools, and advocating for increased safety for those using non-motorized transportation.

In the interest of increasing safety for all, Green Bikes supports Fairbanks Area Surface Transportation (FAST) Planning's recommended revisions to Title 13 of Alaska Administrative Code, Chapter 2, Sections 50, 400, and 455 (13 AAC 02.050, 13 AAC 02.400, 13 AAC 02.455). Updating this code - originally written in 1979 - with the common-sense based revisions recommended by FAST will improve the safety of Alaska's trails and roadways for all of those that use them - motorists, cyclists and pedestrians alike.

If you have any questions please reach out to us at 907-474-5072.

Sincerely,

DocuSigned by:

4E9BAEAF59AD450...

Christi Kemper, Sustainability Coordinator, UAF



Dear Alaska Department of Public Safety,

Bike Anchorage would like to express strong support for the recently proposed Revisions to the Alaska Administrative Code for Pedestrian & Bicycle Safety presented by Fairbanks Area Surface Transportation (FAST) Planning. As attached below, those revisions improve safety for non-motorized use of our state's transportation network.

Bike Anchorage advocates for a vibrant, liveable, and healthy city. We believe that the key to achieving that vision is increasing the safety and accessibility of bicycle transportation. Improving safety and accessibility in the state for people riding bicycles will reduce traffic injuries and fatalities, improve health and wellbeing, reduce wear on highway infrastructure, enhance tourism opportunities, and make Alaska's transportation network more diverse and resilient. The proposed code changes are essential steps toward improving safety for transportation by bike.

Across most of the state, bicyclists have to share infrastructure with larger motorized vehicles that move faster and have more armor than bicycles. As a result, we need improvements to reduce conflicts, serious injuries, and fatalities for all who travel on Alaska roadways.

The Alaska Administrative Code is a powerful place to include protections that can improve the safety of our roads. Specifically, Bike Anchorage supports the recommended revisions to 13 AAC 02.050, 13 AAC 02.440, and 13 AAC 02.455 proposed by FAST.

1. The proposed change requires a vehicle to pass with *no less than three feet of passing space* from the bicycles. This implements in Alaska the standard passing distance for bicycle safety in the majority of the United States. Three feet is the minimum amount of space necessary to pass another road user safely. While the Administrative Code previously indicated that passing "at a safe distance" (13 AAC 02.065) was sufficient, explicitly defining that safe distance for vehicles passing bicycles will reduce confusion or incorrect judgment on behalf of vehicle operators and improve safety and security for bicycle riders.
2. The proposed change removing the statement that bicycles give way to motor vehicles is a crucial step to allow bicyclists to avoid road hazards and ensure that drivers are aware of a bicyclist's right to do so. Without sufficient bicycle-specific infrastructure across the state, bicycle riders need the ability to use the entire roadway lane when doing otherwise would be a threat to their safety or security. Conditions often make it unsafe to ride a bicycle on the right edge of the roadway as currently stipulated, such as where ice, snow, gravel, or garbage are on the road, where pavement is damaged, or where a lane is too narrow to allow a vehicle to pass a bike safely.
3. Finally, we support the proposed change expanding options to build infrastructure that facilitates transportation by bike. Especially in light of the COVID-19 pandemic, people are



exploring their neighborhoods more and more by foot, on bicycle, or by other non-motorized forms of transportation. The ability to use the best infrastructure for local conditions will be vital to improving the safety and accessibility of the road network for all Alaska residents.

Thank you for the opportunity to express our strong support for these updates to the Alaska Administrative Code. We sincerely appreciate your commitment to improving transportation options statewide. Please get in touch if you would like to discuss any of our comments further, provide any assistance with the suggested changes, or in future work to improve the safety of our roads for all users.

Sincerely,

Bike Anchorage Advocacy Committee

A handwritten signature in black ink, appearing to read "Devora Barrera Gonzalez", written over a horizontal line.

Devora Barrera Gonzalez  
Director, Bike Anchorage

August 20, 2021

Alaska Department of Public Safety  
5700 East Tudor Road  
Anchorage, Alaska 99507

**Subject:** Letter of Support for Revisions to Alaska Administrative Code for Pedestrian & Bicycle Safety

To whom it may concern:

The Juneau Freewheelers Bicycle Club would like to express our support for revisions to Title 13 of Alaska Administrative Code, Chapter 2, Sections 50, 400, and 455 (13 AAC 02.050, 13 AAC 02.400, 13 AAC 02.455) for non-motorized conveyances, as proposed by the bike advocacy group and FAST. These administrative codes have not been updated since 1979. The proposed revisions will bring Alaska Administrative Code into the twenty-first century, and will enhance bicycle and pedestrian safety.

The proposed regulation changes were reviewed by the State of Alaska, Department of Transportation, Traffic and Safety Section. The proposed changes are also approved by the Statewide Bike-Pedestrian advocacy group, and the Fairbanks Area Surface Transportation committee, FAST. The Juneau Freewheelers also support these proposed changes.

Thank you in advance for your consideration of our support for this request and if you have any questions or need additional information, please contact me at [robbrose@gci.net](mailto:robbrose@gci.net) or (907) 364-2779.

Sincerely,



---

**Robert Welton**  
**Treasurer**  
**Juneau Freewheelers Bicycle Club**

August 31, 2021



Alaska Department of Public Safety  
5700 East Tudor Road  
Anchorage, Alaska 99507

**Subject:** Support for Revisions to Alaska Administrative Code for Pedestrian & Bicycle Safety

The Fairbanks Cycle Club is a bicycle club in Interior Alaska with over 200 members. The FCC organizes weekly road and mountain bike rides, annual bike races, and bicycle events, and promotes fun and safe bicycling opportunities in Alaska. We express our support for proposed revisions to Title 13 of Alaska Administrative Code, Chapter 2, Sections 50, 400, and 455 (13 AAC 02.050, 13 AAC 02.400, 13 AAC 02.455) for non-motorized conveyances. The proposed revisions would improve bicyclist and vehicle safety while passing by instituting a safe passing law, clarify the proper bicycle riding locations on the roadway, legally allow for bicycle lane and shared lane use markings on public roads, and reduce conflicts between bicycles, pedestrians, and off-highway vehicles on sidewalks and non-motorized facilities. We believe these revisions will make bicycling safer for our membership and the greater community throughout Alaska.

The proposed revisions to the Alaska Administrative Code were developed by FAST Planning's Bicycle & Pedestrian Advisory Committee through multiple public meetings, vetted through the Traffic & Safety Section of the Alaska Department of Transportation & Public Facilities, and have the support of multiple municipalities and bicycling-related organizations throughout the state.

Fairbanks Cycle Club requests the Alaska Department of Public Safety consider amending 13 AAC 02.050, 13 AAC 02.400, and 13 AAC 02.455 to include these new provisions. If you have any questions or need additional information, please contact us at [veep@fairbankscycleclub.org](mailto:veep@fairbankscycleclub.org).

Sincerely,  
Fairbanks Cycle Club

Travis Naibert  
Vice President  
P.O. Box 80183  
Fairbanks, AK 99708



# Sitka Cycling Club

*Promoting safe and fun cycling in Sitka, Alaska*  
<http://sitkacycling.wordpress.com>

Aug. 23, 2021

To whom it may concern,

The Sitka Cycling Club is a 240-member organization promoting safe and fun cycling in Sitka, Alaska. The Sitka Cycling Club is strongly in favor of proposed revisions to three parts of Title 13 of Alaska Administrative Code, Chapter 2, Sections 50, 400, and 455 (13 AAC 02.050, 13 AAC 02.400, and 13 AAC 02.455) for non-motorized conveyances, which have not been updated since 1979.

Alaska currently ranks seventh nationally in the number of adults who bike to work, and first nationally in the number of adults who walk to work, and first in the number of adults who walk or bike to work. In some communities, such as Sitka, more than 20 percent of adult residents walk or bike to work. However, Alaska currently ranks 39th in the League of American Bicyclists ranking of Bicycle Friendly States because we have weak laws when it comes to protecting the safety people who walk and bike. Our five-year average of fatalities and serious injuries for walkers and bikers currently exceeds the goals of the Alaska Strategic Highway Safety Plan, and our numbers are trending upward.

The current proposed revisions will help improve the safety of cyclists and walkers around the state. They will do the following:

- 13 AAC 02.050 — New provisions to improve safety of vehicles passing bicyclists in the roadway (ie, a safe-passing law)
- 13 AAC 02.400 — New provisions for bicycle lane and shared lane markings (ie, sharrows) for riding bicycles on roadways
- 13 AAC 02.455 — New provisions to improve safety and reduce conflicts for bicyclists and walkers with off-highway vehicles traveling on sidewalks and other locations officially designated for non-motorized use only

The language for these revisions was developed by the Fairbanks Area Surface Transportation (FAST) Planning's Bicycle and Pedestrian Advisory Committee, and was vetted by the Traffic and Safety Section of the Alaska Department of Transportation and Public Facilities. The Sitka Cycling Club agrees with these proposed changes, and respectfully requests the Alaska Department of Public Safety consider amending these three sections to include the new provisions.

These revisions are a good starting point for a longer-term discussion about walking and cycling safety in Alaska. Down the road, Alaska needs a Complete Streets Policy (where all legal users of roadways have protections) and a Vulnerable Roadway User Law (which puts higher penalties on drivers who seriously injure or kill a walker, cyclist, construction worker, etc.).

Thank you for reviewing this request,

Doug Osborne, president  
 The Sitka Cycling Club, <http://sitkacycling.wordpress.com>  
 907-738-8734, [douglaso@searhc.org](mailto:douglaso@searhc.org)



July 28, 2021

Alaska Department of Public Safety  
 5700 East Tudor Road  
 Anchorage, Alaska 99507

**Subject:** Support for Revisions to Alaska Administrative Code for Pedestrian & Bicycle Safety

CRW Engineering Group, LLC is a multi-disciplinary engineering firm and a leader in planning, designing, and advocating for non-motorized transportation throughout Alaska. We are Alaska's only Platinum level Bicycle Friendly Business according to the League of American Bicyclists, a distinction shared with only 75 other businesses nationwide. Whether hosting smart cycling courses or designing raised intersections and buffered bike lanes, our aim is to make space and improve safety for walking and biking in our communities. It is with the same motivation that we express our support for proposed revisions to Title 13 of Alaska Administrative Code, Chapter 2, Sections 50, 400, and 455 (13 AAC 02.050, 13 AAC 02.400, 13 AAC 02.455) for non-motorized conveyances, which have not been updated since 1979. These proposed revisions are common sense clarifications about the legality and protections for non-motorized transportation and are consistent with best practices.

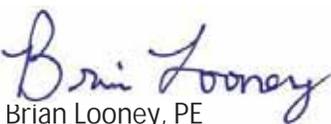
The Fairbanks Area Surface Transportation (FAST) Planning, recently adopted a Resolution in support of revisions to these sections of AAC to improve pedestrian and bicyclist safety. The Resolution and accompanying recommendations:

- Improve safety of vehicles passing bicyclists in the roadway (i.e. safe passing law),
- Allow viable options for bicycle lane and shared lane use markings (i.e. sharrows) for riding bicycles on roadways, and
- Improve safety and reduce conflicts for bicyclists and pedestrians with off-highway vehicles traveling on sidewalks and other locations officially designated for non-motorized use only.

The language for the revisions was developed by FAST Planning's Bicycle & Pedestrian Advisory Committee and vetted through the Traffic & Safety Section of the Alaska Department of Transportation & Public Facilities Regional and Headquarters Offices. The AMATS Bicycle & Pedestrian Advisory Committee has reviewed and supports the language recommended for these revisions as well.

CRW Engineering Group respectfully requests the Alaska Department of Public Safety consider amending 13 AAC 02.050, 13 AAC 02.400, and 13 AAC 02.455 to include these new provisions. If you have any questions or need additional information, please contact me at [blooney@crweng.com](mailto:blooney@crweng.com) or (907) 646-5605.

Sincerely,  
 CRW Engineering Group, LLC

  
 Brian Looney, PE  
 Principal



## Jackson Fox

---

**From:** Jackson Fox  
**Sent:** Wednesday, March 15, 2023 8:46 AM  
**To:** Cockrell, James E (DPS); Howell, Kelly A (GOV)  
**Subject:** RE: Proposed Revisions to AAC for Pedestrian & Bicycle Safety

Thank you very much for the update Commissioner Cockrell. I appreciate your diligence with this regulation package.

-Jackson

---

**From:** Cockrell, James E (DPS) <james.cockrell@alaska.gov>  
**Sent:** Tuesday, March 14, 2023 5:08 PM  
**To:** Jackson Fox <jackson.fox@fastplanning.us>; Howell, Kelly A (GOV) <kelly.howell@alaska.gov>  
**Subject:** RE: Proposed Revisions to AAC for Pedestrian & Bicycle Safety

Mr. Fox good afternoon,

I am sorry for the delay on this regulation update on bicycle use on our highways. We submitted the regulation package to the Dept. of Law several months ago for review. I will need to follow up on the review process and get back to you. Again, I apologize for the lengthy delay on your groups request. j

---

**From:** Jackson Fox <[jackson.fox@fastplanning.us](mailto:jackson.fox@fastplanning.us)>  
**Sent:** Tuesday, March 14, 2023 11:52 AM  
**To:** Howell, Kelly A (GOV) <[kelly.howell@alaska.gov](mailto:kelly.howell@alaska.gov)>; Cockrell, James E (DPS) <[james.cockrell@alaska.gov](mailto:james.cockrell@alaska.gov)>  
**Subject:** RE: Proposed Revisions to AAC for Pedestrian & Bicycle Safety

Some people who received this message don't often get email from [jackson.fox@fastplanning.us](mailto:jackson.fox@fastplanning.us). [Learn why this is important](#)

Good morning Commissioner Cockrell & Ms. Howell,

I am just checking in again to see if there are any updates with regard to the proposed regulation changes? We submitted the attached proposal back in September 2021 and have not seen any movement yet, and our Technical Committee and Policy Board has asked me for a formal update from DPS for their April meetings. As you can see in the proposal, DOT Commissioner Ryan Anderson was our Board Chair at the time of the proposal and supported these changes, but we know the proposal affects DPS regulations, not DOT regulations. Any information you can provide as to whether DPS supports or does not support the regulation changes moving forward would be helpful for me to report back. Thank you in advance for your reply.

Thanks,  
**Jackson C. Fox**  
 Executive Director  
**FAST Planning**  
 100 Cushman Street, Suite 205  
 Fairbanks, Alaska 99701  
 Main (907) 205-4276  
 Cell (907) 590-1618  
[www.fastplanning.us](http://www.fastplanning.us)

[Sign Up for the FAST Planning Newsletter](#)




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**From:** Jackson Fox  
**Sent:** Tuesday, October 11, 2022 4:01 PM  
**To:** Howell, Kelly A (DPS) <[kelly.howell@alaska.gov](mailto:kelly.howell@alaska.gov)>; Cockrell, James E (DPS) <[james.cockrell@alaska.gov](mailto:james.cockrell@alaska.gov)>  
**Subject:** RE: Proposed Revisions to AAC for Pedestrian & Bicycle Safety

Good afternoon Commissioner Cockrell & Ms. Howell,

I am just checking in to see if there are any updates with regard to the proposed regulation changes? The Statewide Bicycle & Pedestrian Coordinator at DOT&PF asked me if there were any updates.

Thanks again,  
 Jackson

---

**From:** Jackson Fox  
**Sent:** Tuesday, August 23, 2022 5:08 PM  
**To:** Howell, Kelly A (DPS) <[kelly.howell@alaska.gov](mailto:kelly.howell@alaska.gov)>  
**Subject:** RE: Proposed Revisions to AAC for Pedestrian & Bicycle Safety

Hi Kelly – just pinging you again on the proposed regulation revisions. 😊 I got a couple recent inquiries from DOT on the status. Can you give me a quick update to relay back to interested parties?

Thanks, Jackson

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**From:** Howell, Kelly A (DPS) <[kelly.howell@alaska.gov](mailto:kelly.howell@alaska.gov)>  
**Sent:** Tuesday, April 12, 2022 10:52 AM  
**To:** Jackson Fox <[jackson.fox@fastplanning.us](mailto:jackson.fox@fastplanning.us)>; Cockrell, James E (DPS) <[james.cockrell@alaska.gov](mailto:james.cockrell@alaska.gov)>  
**Subject:** RE: Proposed Revisions to AAC for Pedestrian & Bicycle Safety

Good Afternoon Mr. Fox,

Thank you for reaching out on this. DPS will be looking at initiating a regulations project to address pedestrian and bicycle safety after the 2022 legislative session concludes. We will ensure you are notified once the regulations are drafted and ready for public comment.

Thank you again, and stay safe!

***Kelly Howell***

Special Assistant to the Commissioner

[Department of Public Safety](#)

[\(907\) 269-5618](tel:9072695618) – Desk

[\(907\) 917-9908](tel:9079179908) – Mobile

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**From:** Jackson Fox <[jackson.fox@fastplanning.us](mailto:jackson.fox@fastplanning.us)>  
**Sent:** Tuesday, April 12, 2022 10:31 AM  
**To:** Howell, Kelly A (DPS) <[kelly.howell@alaska.gov](mailto:kelly.howell@alaska.gov)>; Cockrell, James E (DPS) <[james.cockrell@alaska.gov](mailto:james.cockrell@alaska.gov)>  
**Subject:** RE: Proposed Revisions to AAC for Pedestrian & Bicycle Safety

Some people who received this message don't often get email from [jackson.fox@fastplanning.us](mailto:jackson.fox@fastplanning.us). [Learn why this is important](#)

**CAUTION:** This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning Commissioner Cockrell & Ms. Howell,

I am just checking in to see if there are any updates with regard to the proposed regulation changes? I just received the attached document this morning, which reminded me of our submission last fall. Let me know if you can provide an update (good or bad) on this effort.

Thanks again,  
Jackson

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**From:** Jackson Fox  
**Sent:** Monday, November 29, 2021 12:08 PM  
**To:** Howell, Kelly A (DPS) <[kelly.howell@alaska.gov](mailto:kelly.howell@alaska.gov)>  
**Subject:** RE: Proposed Revisions to AAC for Pedestrian & Bicycle Safety

Good morning Kelly,

I hope you had a wonderful Thanksgiving. I just wanted to drop you a quick note to see if there is any update you can provide on these proposed regulation changes?

Thanks, Jackson

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**From:** Jackson Fox  
**Sent:** Friday, September 24, 2021 1:13 PM  
**To:** Cockrell, James E (DPS) <[james.cockrell@alaska.gov](mailto:james.cockrell@alaska.gov)>  
**Cc:** Howell, Kelly A (DPS) <[kelly.howell@alaska.gov](mailto:kelly.howell@alaska.gov)>  
**Subject:** RE: Proposed Revisions to AAC for Pedestrian & Bicycle Safety

Thank you very much Commissioner Cockrell. I look forward to working with your Department on these regulation changes. Hope you have a great weekend.

-Jackson

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**From:** Cockrell, James E (DPS) <[james.cockrell@alaska.gov](mailto:james.cockrell@alaska.gov)>  
**Sent:** Friday, September 24, 2021 1:12 PM  
**To:** Jackson Fox <[jackson.fox@fastplanning.us](mailto:jackson.fox@fastplanning.us)>  
**Cc:** Howell, Kelly A (DPS) <[kelly.howell@alaska.gov](mailto:kelly.howell@alaska.gov)>  
**Subject:** RE: Proposed Revisions to AAC for Pedestrian & Bicycle Safety

Mr. Fox good afternoon,

As Kelly Howell mentioned we are appreciative of the work your group has done to update the bicycle regulations. We will work with you to get these reviewed and adopted. Thank you

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**From:** Jackson Fox <[jackson.fox@fastplanning.us](mailto:jackson.fox@fastplanning.us)>

**Sent:** Friday, September 24, 2021 10:51 AM

**To:** Cockrell, James E (DPS) <[james.cockrell@alaska.gov](mailto:james.cockrell@alaska.gov)>; Howell, Kelly A (DPS) <[kelly.howell@alaska.gov](mailto:kelly.howell@alaska.gov)>

**Subject:** Proposed Revisions to AAC for Pedestrian & Bicycle Safety

Commissioner Cockrell & Ms. Howell,

Please find attached a letter from FAST Planning with proposed revisions to 13 AAC 02. This proposal has been months in the making and has garnered support from various entities Statewide from Fairbanks, North Pole, Anchorage, Juneau, Homer, and Sitka. I would be happy to go over this proposal with your staff in person or by phone if there are any questions or additional information is needed. Thank you in advance for your consideration of amending this section of the regulations to support pedestrian and bicycle safety. Please confirm receipt of this letter, and let me know if I can be of any assistance in moving this forward.

Thanks,

**Jackson C. Fox**

Executive Director

**FAST Planning**

100 Cushman Street, Suite 205

Fairbanks, Alaska 99701

Main (907) 205-4276

Cell (907) 590-1618

[www.fastplanning.us](http://www.fastplanning.us)



## FAST Planning FFY2023-27 TIP: FFY24 OBLIGATION STATUS REPORT (as of April 10, 2024)

## ALLOCATION TOTALS (Federal Share)

ALLOCATIONS	PHASE	AMOUNT	FFY23 OBLIGATIONS	PERCENT OBLIGATED
STP	All	\$6,570.4	\$844.9	13%
STP AC	All	\$1,444.3	\$191.7	13%
PL (Metropolitan + Transit)	All	\$498.8	\$498.8	100%
TAP (Transportation Alternatives)	All	\$454.9	\$0.0	0%
CMAQ	All	\$1,793.3	\$0.0	0%
CRP (Carbon Reduction)	All	\$1,929.2	\$163.7	8%
OFFSET	All	\$184.8	\$148.4	80%
<b>TOTAL</b>		<b>\$12,875.6</b>	<b>\$1,847.5</b>	<b>14%</b>

## STP FUNDS (Federal Share)

IRIS	STP	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY23 OBLIGATIONS	PERCENT OBLIGATED	COMMENTS
NFHWW00445	5th Avenue Reconstruction	Design	2/22/2024	\$79.4	\$79.4	100%	
NFHWW00833	Cowles Street Reconstruction, Phase I	Design		\$363.0		0%	
		Construction		\$3,210.1		0%	
NFHWW00815	Doughchee Ave/Beaver Springs Bridge	Design		\$84.6		0%	
NFHWW00603	FAST Improvement Program	Design	12/22/2023	\$191.7	\$191.7	100%	FFY25 AC
HFHWW00830	FAST Planning Office	Planning	10/1/2023	\$150.0	\$150.0	100%	
NFHWW00873	Household Travel Survey	Planning	11/7/2023	\$91.0	\$91.0	100%	
NFHWW00509	Minnie Street Upgrade	Design	3/19/2024	\$227.4	\$227.4	100%	
TBD	Pioneer Park North Parking Lot & Boat Launch	Design		\$409.4		0%	
NFHWW00448	Woll Road Resurfacing & Widening	Construction		\$1,658.4		0%	
		Construction		\$1,252.6		0%	FFY25 AC
NFHWW00139	Yankovich/Miller Hill Road Reconstruction	Right-ofWay	3/26/2024	\$297.1	\$297.1	100%	
	<b>TOTAL</b>			<b>\$8,014.7</b>	<b>\$1,036.6</b>	<b>13%</b>	

## PL FUNDS (Federal Share)

IRIS	PL	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY23 OBLIGATIONS	Percent Obligated	COMMENTS
HFHWW00830	FAST Planning Office - Metro PL	Planning	10/1/2023	\$380.1	\$380.1	100%	
HFHWW00830	FAST Planning Office - Transit PL	Planning	10/1/2023	\$118.7	\$118.7	100%	
	<b>TOTAL</b>			<b>\$498.8</b>	<b>\$498.8</b>	<b>100%</b>	

## TAP FUNDS (Federal Share)

IRIS	TAP	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY23 OBLIGATIONS	Percent Obligated	COMMENTS
NFHWW00835	Bike Lane Striping & Signing Pilot Program	Construction		\$454.9		0%	
	<b>TOTAL</b>			<b>\$454.9</b>	<b>\$0.0</b>	<b>0%</b>	

## CMAQ FUNDS (Federal Share)

IRIS	CMAQ	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY23 OBLIGATIONS	Percent Obligated	COMMENTS
NFHWW00833	Cowles Street Reconstruction, Phase I	Construction		\$1,793.3			
	<b>TOTAL</b>			<b>\$1,793.3</b>	<b>\$0.0</b>	<b>0%</b>	



**FAST Planning FFY24 Offsets***April 10, 2024***PROJECT OFFSETS**

	<b>Federal</b>	<b>Total w/ Match</b>	
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	
FAST Improvement Program FFY20-22 Design	\$30,225	\$33,225	
FAST Improvement Program FFY22	\$64,933	\$71,378	Estimate; pending closure
<b>Total</b>	<b>\$184,691</b>	<b>\$203,024</b>	

**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
College Road Bus Pullouts	-\$17,920	-\$19,699	Exective Director approved 02.13.2023
North Pole Streetlight Standardization, Phase I	-\$40,634	-\$44,667	Exective Director approved 03.08.2024
<b>Total</b>	<b>-\$148,087</b>	<b>-\$162,787</b>	

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<b>Remaining Funds to be Obligated</b>	<b>\$36,604</b>	<b>\$40,237</b>	
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## Pending Deobligations from Project Closures

April 10, 2024

IRIS	Project	Construction Year	Estimated Federal Deobligation	Notes
NFHWWY00447	Airport West Bicycle & Pedestrian Facility	2022	TBD	Pending construction closeout
Z622070000	Cushman Street Bridge Rehabilitation	2022	TBD	Pending construction closeout
NFHWWY00269	North Pole Streetlight Standardization - Phase I	2022	TBD	Pending construction closeout
NFHWWY00445	5th Avenue Reconstruction	2023	TBD	Pending construction closeout
NFHWWY00633	FAST Improvement Program FFY23	2023	TBD	Pending construction closeout
		<b>TOTAL</b>	<b>TBD</b>	