



❖ POLICY BOARD ❖

Meeting Agenda

Wednesday, April 16, 2025, 12:00 – 2:00 PM

100 Cushman Street, Suite 215 (Key Bank Building)

To join the Zoom Meeting via computer, go to: www.fastplanning.us/keepup/zoom

Zoom Meeting Phone Number: 1 (253) 215-8782, enter Meeting ID: 881-7914-3683

1. Call to Order
2. Introduction of Members & Attendees
3. Approval of April 16, 2025 Agenda
4. Approval of March 19, 2025 Meeting Minutes Pg 3-18
5. Staff/Working Group/Chair Report Pg 19-33
6. Public Comment Period
7. Old Business
 - a. FFY2023-27 Transportation Improvement Program (TIP) Amendment #1 (**Action Item**) Pg 34-61
 - ❖ Review of public comments received, corresponding revisions, and consideration of adoption
 - b. Hiring Independent Legal Counsel to Review State's Proposed Revisions to Intergovernmental Operating Agreement (**Action Item**) Pg 62-72
 - ❖ Action postponed from March meeting
 - c. CMAQ/CRP Air Quality Program Project List (**Action Item**) Pg 73-78
 - ❖ Action postponed from March meeting; consideration of reprogramming funding from Pearl Creek Elementary School Access Improvements to other existing scored projects
 - d. Establishing Subcommittee to review FAST Planning Bylaws (**Action Item**) Pg 79-110
 - ❖ Action postponed from March meeting; review of recommendations for revisions from Technical Committee
 - e. Statewide Transportation Improvement Program (STIP) Amendment #2 Presentation
 - ❖ Presentation by Alaska DOT&PF on fiscal constraint of STIP Amendment
8. New Business
 - a. Memorandum of Understanding (MOU) for Performance Measure Planning Target Setting Procedures (**Action Item**) Pg 111-124
 - ❖ Consideration of approval of updated MOU, which adds the new MPO in MatSu as a party to the agreement and other minor revisions

- b. Letter to U.S. EPA & Congressional Delegation on Transportation Sanctions in the Clean Air Act
(Action Item) Pg 125-127
- 9. Informational Items
 - a. Monthly Update on Federal Actions potentially impacting MPOs Pg 128-137
 - b. FFY2025 Obligations & Offsets Pg 138-141
- 10. Other Issues
- 11. Policy Board Member Comments
- 12. Adjournment

Next Scheduled Policy Board Meeting: Wednesday, May 21, 2025 | 12:00 - 2:00 PM



POLICY BOARD

Meeting Minutes

March 19, 2025 • 12:00 – 2:00 P.M.

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

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

Zoom Meeting Telephone Number: 1 (253) 215-8782 Meeting ID: 868-0970-0375

1. Call to Order

Jerry Cleworth, Chair, called the meeting to order at 12:02 p.m.

2. Introduction of Members and Attendees

Attendee	Representative Organization
*Jerry Cleworth, Chair	Fairbanks City Council
*Scott Crass	FNSB Assembly
*Grier Hopkins, Vice Chair	Mayor, Fairbanks North Star Borough
*Katherine Keith	Acting Director, DOT&PF Northern Region
*Jason Olds	Director, DEC Air Quality
*David Pruhs	Mayor, City of Fairbanks
*Larry Terch	Mayor, City of North Pole
**Corey DiRutigliano	FAST Planning
**Jackson Fox	FAST Planning
**Olivia Lunsford	FAST Planning
**Deborah Todd	FAST Planning
**Randi Bailey	DOT&PF Planning
**Don Galligan	FNSB Community Planning
+Kellen Spillman	FNSB Community Planning
+Brett Nelson	DOT&PF Planning
+Kate Dueber	Alaska Railroad
Al Beck	DOT&PF Preconstruction
Judy Chapman	DOT&PF Planning
Ben White	DOT&PF Planning
Jennifer Wright	DOT&PF Preconstruction
James Starzec	DOT&PF Planning
Julie Jenkins	FHWA
Donna Gardino	Gardino Consulting
Steven Hoke	FNSB MACS Transit
Tom Hewitt	FNSB Mayor's Office

Kaitlin Wilson	FNSB Mayor's Office
Morgan Milles	HDR
James Marks	HDR
Patrick Gilchrist	KUAC
Meadow Riedel	Kinross
Joel Brann	Participant
Tania Clucas	Morris Thompson Cultural & Visitors Center
Rachel Bruesch	Participant
Bradley Dickinson	Participant
Madison Earle	FNSB Mayor's Office
Kyle Heinchon	Participant
Naomi Lasota	Participant
Patrice Lee	Participant
Emily Potter	Participant
Jenni Quakenbush	Great Northwest
Dara	Participant
Heidi	Participant
Kristina W	Participant
LHSCJMO	Participant
LHSCAAS	Participant
Anonymous	Participant

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

3. Approval of the March 19, 2025 Agenda

Motion: To approve the March 19, 2025 Agenda. (Terch/Crass).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

4. Approval of the February 19, 2025 Meeting Minutes

Motion: To approve the February 19, 2025 Meeting Minutes. (Terch/Crass).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

5. Staff/Working Group/Chair Reports (including mid-year Operating Budget review)

- The Interagency Consultation meeting for Air Quality Conformity was conducted with our Federal partners for Transportation Improvement Program (TIP) Amendment #1. Concurrence was received that all the changes were for exempt projects. The TIP was released for a 30-day public comment that began on March 3 and will end April 4, 2025.
- Mr. Fox met three times with FHWA staff regarding the Metropolitan Planning Area boundary, the letters received by FAST Planning and AMATS from the

Commissioners Office on the index of authorities for National Highway System projects, and current Federal actions affecting obligations of certain types of transportation funding.

- The final Steering Committee meeting was held for the Needs Analysis for the High School Access & Circulation Study for West Valley/Hutchison High Schools. At that meeting the consultant team presented a variety of alternatives for improvement to the circulation of traffic and safety of bicyclists and pedestrians.
- Mr. Fox drafted a comment letter on Statewide Transportation Improvement Program (STIP) Amendment #2 which will be discussed on the agenda.
- The FFY2024 Audit is being completed by Alliance CPAs. Their reports and draft tax return will be presented to the Policy Board at a future meeting.
- The annual audit was also started with DOT&PF Internal Review for purposes of establishing a new indirect cost rate for FAST Planning.
- Renewed System Award Management account for Federal grant applications.
- Renewal applications were submitted for all FAST Planning insurances.
- Received all signatures for the new check signers form for Mt. McKinley Bank.
- Kim Sollien is the new Director of the MatSu MPO. The new MPO should be fully independent in April 2025.
- 200 bike helmets and 150 safety vests were distributed to the Fairbanks Native Association Head Start Program.
- Mr. Fox provided a presentation to the Senate Transportation Committee with an overview of who we are and what we do as well as MPO and DOT&PF coordination with development of the TIP and STIP.
- Mr. Fox made a guest appearance on Problem Corner radio show to showcase FAST Planning and discuss TIP Amendment #1 and answer caller questions.
- The three MPOs are working with DOT on performance measures and target setting procedures for our area. The MatSu MPO will be added to the revised Memorandum of Understanding (MOU).
- With the potential closure of Pearl Creek Elementary School and the uncertainty of the Electric Vehicle Infrastructure projects, Mr. Fox put together a list of current nominated projects that are scored to reprogram the funding to other projects.
- Mr. Fox provided a mid-year review of the FAST Planning budget. The report is included in the meeting packet.

6. Public Comment Period (Non-Action Items)

- **Naomi Lasota:** I had a question regarding Pearl Creek. We have been assured by the State that our charter will go through so it is very likely that the school will open. So, I was just wondering, outside of what you said about waiting for the fate

of the school, is there any way to know what the funding would look like for that project?

Mr. Fox: The update on Pearl Creek is that the project is still open and active. We've asked the DOT Project Manager to complete the design so that the project is bid-ready should this school be reopened. The plan set would be put on the shelf for a decision at some point in the future if the school was reopened. One of the challenges with the project is that the federal funding source is air quality mitigation funds and one of the main purposes of the project was to separate the bus traffic from the parent/student pick-up/drop-off. So, if the school is reopened and it doesn't have bus service, it may not qualify for the funding source that we have available for it. So, at this time, we are going to complete the design, we're going to shelf the project, and today the Board is considering reprogramming the construction funding, which is \$4.5M this summer, to other projects while we wait for that outcome. It's possible in the future that the school may be reopened and still have bus service, and it's still an eligible project, and at that time we'll look to restore funding. It's also possible that the project could be rescoped and renominated to us. If the additional access road to the school is not needed because there is no bus traffic, the scope could be modified and we'd have to line up those eligibilities with another federal funding source, but today we are looking at reprogramming this summer's money to other projects while we're in limbo.

Emily: The plan is that the school is going to move forward. At this point, we are set up that there will be a bus service. It might not be to the same level that it currently has but the outline for the Charter is that we will have a form of busing. I think our biggest concern is making sure that this doesn't just get dropped or removed, since there is still the plan that students will be returning hopefully as soon as this next school year. We are in about a 60-day time frame before we know the answer to that. So, I think those of us who are calling in for Pearl Creek are mainly just providing information that the school will move forward, and we hope that the money allocation or plans can stay in place so that the parking lot can be fixed because it is pretty brutal as a parent that picks up.

Patrice Lee: Good afternoon. I have some general comments. I want to thank FAST Planning and the Policy Board for standing up for the vision of FAST and for holding steady for what matters most in our community. As a person who is active in air quality issues, I feel that the projects that are happening in our community on Cowles Street and the Airport/Cushman area are ones that we really need. We stand in support of that even though there may be slight increases in air pollution due to construction or what have you. I do want to say that it's important that historically FAST Planning has had to have legal counsel when things got tricky with relationships with the state situation versus our local situation. So, I'm happy that in the past, legal counsel has been helpful in determining the outcome of our ability

to continue to plan locally. Lastly, I'd like to say that we've been out of compliance with air quality. It has taken us 16 years. We've gotten halfway to the goal we need to meet attainment in the City's implementation plan. But I'm telling you that if PM2.5 and PM10 were bright fluorescent pink and you could see it, everyone would be screaming for help. There's new and expanded research on the role of air pollution inflammation and the development of dementia and other challenges to brain function. I encourage you all to google that, read it, and look at it. It's more consequential than what we think and it's hard to remember it when we can't see what's harming us. The health effects are hardly ever mentioned in terms of national and state news. It always goes straight to the financial situation. But never figured in the actual cost of things is the cost of dealing with the health effects that people have to take care of and the burden that it presents to the community on so many levels. The Conformity Freeze was the penalty for not getting to the goal. We have a lot of ways to get to the goal. I'm not going into those right now. It seems to me at times that with that penalty, the goal is to skirt around it, get rid of it, not deal with it, and pretend it doesn't exist, whatever you can do. Not this Board. I'm talking about at all levels. I think the Board has been very responsive, so this isn't directed towards you or FAST Planning. I want recognition that this Conformity Freeze is supposed to be compelling us to clean up our air. Thank you very much, good work, and I appreciate you.

7. Old Business

a. FFY2023-27 Transportation Improvement Program (TIP) Amendment #1

Public Comment Period – March 3-April 4; Status Update and Review of Comments Received to Date

TIP Amendment #1 was released for public comment from March 3-April 4, 2025. A summary of the changes and public comments is included in the meeting packet.

b. Hiring Independent Legal Counsel to Review State's Proposed Revisions to Intergovernmental Operating Agreement (Action Item)

Mr. Fox explained that he had spoken with and received a letter of engagement from Fred Wagner. He is the attorney who works with the National Association of MPOs. The cost would be a minimum of \$15K. The deliverable would be a written opinion on those edits should it ever come up again. This is also an action item for the Anchorage MPO. They will also consider hiring legal counsel and would consider splitting the bill with FAST Planning if Anchorage wanted a legal opinion as well.

Public Comment:

Donna Gardino: I am concerned about the State's interpretation that the MPOs have no authority regarding the ability to approve or disapprove the projects in the TIP. This is an authority that Policy Boards across the nation have had for over 60 years. Any different interpretation flies in the face of federal law. Any

change to that is a vast departure from precedent setting history. I encourage the Policy Board to get a written legal opinion from counsel who are familiar with MPOs and how they operate. I really encourage you to move forward with hiring legal counsel so that we can protect not just the MPOs in the state but the MPOs and their charter throughout the nation. Thank you.

Motion: To have staff discuss with AMATS following their action item for us to split the cost 50/50 for the legal counsel between AMATS and FAST Planning staff for opinions on the Operating Agreement changes proposed by the Alaska DOT&PF and amendment to the Boundary changes regarding the Governor's necessary signature on it and how those two will dovetail. (Hopkins/Pruhs).

Discussion:

☞ **Mr. Crass:** I think this is a wise choice. Just the changes in our boundary alone would make up the cost several times over while we are waiting for that boundary expansion to be approved by the Governor. Getting some additional clarity on this would I think would keep us all moving forward. I don't view this as This would be a legal opinion for DOT as they are members of the Policy Board as well. I think this will enable us all to move forward with our eyes wide open so I would support it.

☞ **Mr. Crass:** I do know that AMATS is also dealing with similar issues with their MPO boundary and I'm sure they will also be interested.

Amendment to the Motion: To share the cost of legal counsel [with AMATS] and the scope includes independent review and a finite amount of coordination with other legal counsel including DOT and FHWA not to exceed \$15,000. (Keith/Pruhs).

Discussion:

☞ **Mr. Crass:** I would be interested in quantifying "budget provide for" with a question for staff about what kind of range of funding we would be looking at for coordination.

☞ **Mr. Fox:** I would expect this contract to be over \$100,000 at \$700 per hour. We've been through this in the past on our Operating Agreement with all four attorneys, both the state and municipal attorneys. It's extremely time-intensive and it is very difficult to get to a resolution with different attorneys at the table. I feel like this would authorize a tremendous amount of hours to complete that process that we might get in a little bit over our heads on the cost with this effort. It might be a necessary step in the future if we have a discreet task that we would like to bring our legal counsel back to work on, but I am worried about the budget implications of this provided we are a small non-profit.

☞ **Mr. Crass:** Having just heard about fiduciary responsibility, I think that does raise some concerns with leaving an open-ended budget item that could balloon to over \$100,000, so I will not be in support of this.

- ☞ **Ms. Keith:** I believe it's possible to cap the request, even if it includes funding perhaps the original amount of \$15,000 which is then shared with AMATS, but the FAST portion is still \$15,000. We don't have to allow that to be an open ticket to the legal team, but that would certainly allow time for this independent review to be completed along with two additional follow-up meetings with the legal representatives so they can come back and provide a comprehensive report. I believe that coordination is critical to allow us all to move forward together with an agreement. But that I feel is separate than the \$100,000 longer effort which is perhaps a facilitated effort. This is more precise. Looking at the independent review, a couple of follow-up meetings, then reporting back to the Policy Board. I believe that can be done at a capped dollar amount.
- ☞ **Mayor Hopkins:** For resolution of this, I don't think we should put in this specific budget item and motion because that might be resolved by a letter that we receive from the outside counsel. They might say that the letter that the Department of Transportation wrote that we received back in February is accurate and we should move forward with it. Or we don't need to pay \$700 for a mediator from outside. We can certainly find somebody to come in here. I would also be against this motion because I think those need to be two separate items. Additionally, we still have not heard from the Department of Law regarding their opinion on the policy changes that could be in juxtaposition with the outside counsel. I think we should receive those two letters and then if we want them to work together to figure out those differences, that would be another action item once we receive the information from outside counsel. I don't support his motion either. I think this is a follow-up motion once we receive the opinion from outside counsel.
- ☞ **Mr. Cleworth:** I'm not in favor of either of them. I'm not in favor of spending the money on duplicating an effort that AMATS is going to be doing already. If they want to spend their nickel on it, that's fine. I don't think we should be doing that. We should wait and see what they do, and then maybe at a future meeting we could take some kind of action on that. I don't see that this would solve anything, personally.
- ☞ **Mayor Terch:** I agree to be fiscally responsible is super important, but I also think having the right person in the right place doing the right job is worth their money in gold and does pay off in the long run. If Anchorage was to go ahead and move forward with their legal counsel and we were to table this until our next meeting and review it at that time, do you think that would give them enough time to look at what we might actually be involved in with those changes based on that three-week time period?
- ☞ **Mr. Cleworth:** I think it's prudent to wait and see what they do. If they want to spend the money on that, that's fine. The bottom line is, in the end, no matter

what position they render, is that going to be accepted or not? Then we're back to square one. No matter what decision it is, we spent a lot of money getting there.

☞ **Mayor Pruhs:** Mr. Cleworth has always been fiscally prudent. What he is proposing gives us no exposure to funding but lets us see what an answer is and from there we can make a decision too. So, I'll be voting against both amendments to the motion. Let Anchorage spend the money and then have us review the answer.

☞ **Mayor Hopkins:** A question for Ms. Keith. At a previous meeting, the Department of Transportation had stated that they were going to be providing amendments to the Operating Agreements for AMATS and MVP as well. Have those been passed on to either of those MPOs or is there a plan to continue to move forward with those operating agreement changes and what is the timeline for that with MVP and AMATS?

☞ **Ms. Keith:** There hasn't been anything further provided to MVP as the format of their Operating Agreement was more current. That being said, with AMATS I'm going to need to get back with you. I believe it has been sent but let me circle back and confirm that it has.

☞ **Mayor Hopkins:** I'm perfectly happy tabling it. If we wanted to table it and then vote it down, we could certainly do that.

Motion: To postpone to the April meeting. (Pruhs/Terch).

Discussion:

☞ **Mr. Crass:** I guess I understand the idea of hoping somebody else will get this work done. But I don't think that anybody has identified that we don't need it done. So, it seems to me that for us to fulfill our responsibilities, we should move forward with getting this work done. The AMATS being in a similar situation is a happy coincidence that could save us some money, but I don't think we should use that to leverage them to hopefully complete the work that we need done. It still wouldn't refer specifically to our Operating Agreement. We would then be losing out on the ability to cooperate with them. So, if we move forward with this at our May meeting, regardless of what they've done, it will likely cost us more. So, the idea that this is a cost savings measure to wait and then crib their homework. We still have to do our homework. I am against tabling this. I think we should move it forward now.

☞ **Mayor Hopkins:** Are we able to have staff have side conversations with AMATS to see if they would be willing to share so we can just approve a similar one in May so that we know that they are okay with it in an item?

☞ **Mr. Fox:** They are already interested in sharing. Their Board is just going to say yes or no to the expenditure tomorrow.

☞ **Mayor Terch:** May I suggest a friendly edit to the postponement to April instead of May?

Vote on Amendment to the Motion: Six in favor. One opposed. (Crass).
Approved.

c. Call for Project Nominations for Electric Vehicle (EV) Charging Stations (Action Item)

Mr. Fox explained that he had paused the EV Charging Stations Call for Project Nominations due to the recent revocation of the National Electric Vehicle Infrastructure (NEVI) funds and the FHWA could not advise us on the risks in moving forward with these projects.

Public Comment:

☞ No public comment.

Motion: To pause the Call for Project Nominations for Electric Vehicle Charging Stations pending further guidance or direction from FHWA and reprogram those funds to other existing, approved projects until further notice. (Pruhs/Hopkins).

Discussion:

☞ **Mr. Crass:** I have a question for Jackson. So, the sticking point here is the word "EV"? Is that what's going on? Because if we repurpose the funding, that means that we accept that the funding is there and we can spend it on something, but the issue is that it better not say "EV"? Is that what we're looking at?

☞ **Mr. Fox:** Yes. They are flagging projects that have certain words in them. Electric Vehicle Infrastructure has been targeted in multiple orders and flagged. They may obligate the money for us, and we may spend the money, but we may not receive the Federal reimbursement. I feel like there is risk here and the primary risk falls on the State. I don't want to say that we're never going to build these with funding that we have, but at this time I feel uncomfortable moving forward.

☞ **Mr. Crass:** This is a question for Ms. Keith. In past meetings you've said that the State was a bit more comfortable with the risk involved here and moving forward with this project. Is that right?

☞ **Ms. Keith:** Yes. Absolutely. We've had confirmation that Carbon Reduction Funds are available for obligations. So, when we do obligate it and Federal Highways has it approved, then we can move forward and that could be one solution here. If the Policy Board still wants to move forward with the project, we could move to actually get a project opened up which would mean that Federal Highways, at that time, concurs with the language. Then we can move forward getting project nominations back. So, perhaps that is a good sequence. But, yes, we're very comfortable moving forward. We want to obligate these funds. They have their critical role for all this redistribution, and these are typically projects that the community is seeking. That would be my response. The State is

moving forward, obligating all of our funds that we have available for carbon reduction.

- ☞ **Mr. Crass:** Do you have the same view of risks if these projects are for EV Charging Stations, or are you just saying that using those Carbon Reduction Funds feels okay?
- ☞ **Ms. Keith:** We still have an EV project moving forward for Statewide using our Carbon Reduction funds and we'll be moving forward with that project ourselves. It could very well be that it gets rejected and then we have to work back and forth on the scope a little bit. But we are moving forward and would like to have those projects be successful.
- ☞ **Mayor Terch:** Ms. Keith, just to clarify. You can't, with outright certainty, say that it will be covered by the State through the Federal program. Is that correct?
- ☞ **Ms. Keith:** If we are approved with a federal aid agreement, then they're saying that the Federal government will reimburse us for the costs. We would recommend for any of the projects for carbon reduction that we move forward, get an agreement in place, and we just have continual check-ins with Federal Highways as we are on this topic. I'm not sure that answers your question. Things are changing regularly on us, as we all know. But, at this time we are moving forward with carbon reduction including EV related projects. The State is comfortable with that risk once we have an agreement in place that we can move in spending with those funds.
- ☞ **Mayor Terch:** Understood. That answers my question. Thank you.
- ☞ **Mayor Hopkins:** Ms. Keith, if we move forward with this motion and we start building these EV charging stations following these requests for proposals, is it the State general fund that would be required to cover those costs if the Federal government backs out of funding EV charging stations?
- ☞ **Ms. Keith:** Thankfully when we are obligating these funds it is incremental in the sense that we'll go forward first to open up a project. I recommend that we do that prior to going out for public nominations. When that gets approved, yes, we have great confidence. All our projects are spent out of the Treasury, and we get reimbursed by the Federal government for any expenditures. So, that's the normal process. The risk is not that we'll be expending millions and millions first, without knowing or having confidence of getting reimbursed. We'll have that agreement in place first, prior to those expenditures.
- ☞ **Mayor Hopkins:** So just to summarize. Our action here obligates the State to start bringing those nominations and starting down the road of getting us to building EV Charging Stations here locally, and that comes out of the state general fund, and then that's a reimbursement process? So, our action here puts the State on the hook for that risk?

☞ **Ms. Keith:** If we have a federal agreement in place and that agreement has been terminated, we would work with the federal agency on that. It's an unlikely event, but there are times when if there is something that the Department did, with biomedical compliance for example, and the project is then at risk of not getting federally reimbursed, then we do need to go to the Legislature and get approval for funding at that time. I don't want to say that the initial expenditures come out of the general fund. The State's budgetary process is a little bit more nuanced than that. Essentially as we move forward, it's still the State of Alaska. So, the State is at risk. The State is moving forward with similar projects. We're comfortable with that. But we will continue to do so in a staged approach where you open up design phases first, planning phases, and then as we move forward with greater confidence and we go into construction, there shouldn't be any question as to whether or not we're going to get reimbursed once we have those agreements in place.

☞ **Mr. Cleworth:** I'll put in my two cents. I support the original motion.

☞ **Mr. Crass:** Hearing Ms. Keith's vote of confidence towards getting these projects done, it strikes me that we should get a project set up and move forward on this as we intended to originally. They sound confident that they are going to be able to move EV projects along as well as others, I'm going to trust in the experts here.

☞ **Mayor Hopkins:** I agree with Mr. Crass on this. If the State is going to be moving forward with this, then we should be moving forward as well.

Vote on Motion: Three in Favor. (Cleworth, Pruhs, Terch). Four Opposed. (Crass, Hopkins, Keith, Olds). Motion Failed.

Motion: To issue the Call for Project Nominations. (Crass/Hopkins).

Amendment to the Motion: To first open up a project with FHWA, then issue the call for a project nominations. (Keith/Crass).

Discussion

☞ **Mayor Hopkins:** What does that mean to open up a project with the FHWA?

☞ **Mr. Fox:** FAST Planning would ask DOT Planning staff to obligate the design funding for the EV charging stations. If FHWA obligates those funds, then after we have that confirmation, FAST Planning would open up a call for project nominations.

Vote on Amendment to the Motion: Six in favor. One opposed. (Terch).
Approved.

Amended Motion: To open up a project with FHWA and issue the Call for Project Nominations [for Electric Vehicle Charging Stations].

Vote on Amended Motion: Five in favor. (Crass, Hopkins, Keith, Olds, Pruhs). Two opposed. (Cleworth, Terch). Approved.

d. Letter of Support for House Bill No. 26 Relating to Statewide Public & Community Transit Plans (Action Item)

House Bill No. 26 did not proceed in the House this session.

Public Comment: No public testimony.

Motion: No motion was taken.

Discussion: No further discussion.

Vote on Motion: No motion was made or voted on.

8. New Business

a. Alaska DOT&PF Northern Region 2025 Project Delivery and Risk Register

**☞ Presentation by Al Beck, Alaska DOT&PF Northern Region
Preconstruction Engineer**

A presentation was provided by Al Beck with the Alaska DOT&PF.

**b. Statewide Transportation Improvement Program (STIP) Amendment #2
Comment Letter (Action Item)**

Mr. Fox prepared a comment letter for STIP Amendment #2 for review and approval by the Policy Board.

Public Comment:

☞ No public comment.

Motion: To send the letter as drafted by FAST Planning staff forward for delivery to the Alaska DOT&PF. (Hopkins/Terch).

Discussion:

☞ Mayor Hopkins: I think it gives DOT a good opportunity to respond and voice our concerns adequately.

Amendment to the Motion: To allow Mr. Fox to amend the letter to address Mayor Terch's concern of inequality in regional expenditures of Federal Highway funds. (Crass/Terch).

Discussion

☞ Ms. Keith: From the Department's perspective, we concur completely. When we look statewide at where there's a change in projects for construction, specifically it's the Fairbanks area that has seen a decline in construction, so contractors have been reaching out to us. So, we see that as somehow some language in there can move these projects forward with construction in the Fairbanks area that would be excellent.

Vote on Amendment to the Motion: None opposed. Approved.

Amendment to the Motion: To change Comment #3 to read more specifically that the language about coordinating the TIP include sentences recommending how we can coordinate TIP Amendment #1 with STIP Amendment #2 (Keith/Pruhs).

Discussion:

☞ **Mr. Crass:** At the coordination meeting I attended; the coordination calendar was discussed over and over so I think this is a good amendment.

Vote on Amendment to the Motion: None opposed. Approved.

Amendment to the Motion: To change Comment #2 to include specific examples of where the STIP fiscal constraint tables are not consistent so that it can be corrected. (Keith/Olds).

Vote on Amendment to the Motion: None opposed. Approved.

Amended Motion: To send the letter as drafted by FAST Planning staff forward for delivery to the Alaska DOT&PF, allow Mr. Fox to amend the letter to address Mayor Terch's concern of inequality in regional expenditures of Federal highway funds, change Comment #3 to read more specifically that the language about coordinating the TIP include sentences recommending how we can coordinate TIP Amendment #1 with STIP Amendment #2, and change Comment #2 to include specific examples of where the STIP fiscal constraint tables are not consistent so that it can be corrected.

Vote on Amended Motion: None opposed. Approved.

Motion: To extend the meeting to the conclusion of the agenda. (Hopkins/Terch).

Vote on Motion: None opposed. Approved.

c. **CMAQ/CRP Air Quality Program Project List (Action Item)**

☞ ***Consideration of Reprogramming Funding from Pearl Creek Elementary School Access Improvements to Other Existing Scored Projects***

The Technical Committee recommended six projects to reprogram for funding if the Pearl Creek and Electric Vehicle Charging Station Infrastructure projects are de-obligated.

Public Comment: No public comment.

Motion: That FAST Planning staff go through currently scored projects to get estimates so that in the next meeting we can determine programming and make additional decisions about Pearl Creek [Elementary School Access Improvements project]. (Keith/Crass).

Discussion:

☞ **Mr. Pruhs:** I think it works.

☞ **Mayor Terch:** Mr. Fox, how many projects are out there that are already scored that we're asking you to get estimates for?

☞ **Mr. Fox:** Just these six projects listed in the meeting packet.

Amendment to the Motion: To include the purchase of bike racks for Borough buses. (Cleworth/Pruhs).

Discussion:

☞ **Mr. Crass:** Would this preclude us from acting on this item further on down the list here?

- ☞ **Mr. Cleworth:** In my opinion, yes. We'd be changing the funding source for it.
- ☞ **Mr. Crass:** So, the directive for this letter is to get an estimate, right?
- ☞ **Mr. Fox:** The estimate for the bike racks is \$46,000. If I were to program Federal money for the purchase of bike racks, I would use \$50,000 on the estimate.
- ☞ **Mr. Cleworth:** So, we're saving you money.
- ☞ **Mayor Hopkins:** So, we're moving it from the budget and actuals that Jackson went over earlier today to Carbon Reduction Funds?
- ☞ **Mr. Fox:** Or CMAQ. There are two different air quality fund sources that we use.
- ☞ **Mayor Hopkins:** Would that fund source change necessitate the freeing up of either CMAQ or CRP funds from other projects?
- ☞ **Mr. Fox:** I have room in our funding plan. It may have to wait until FY26 to use this money.
- ☞ **Mayor Hopkins:** So, we may not be able to use wide tire bike racks until next fall. What is the pot of money that we would use for that in the interim?
- ☞ **Mr. Fox:** We would use our 501c3 bank account.
- ☞ **Mayor Hopkins:** Have we used that funding before?
- ☞ **Mr. Fox:** We used that funding for improvements on Turner Street.
- ☞ **Ms. Keith:** Would this require a modification to the TIP?
- ☞ **Mr. Fox:** It would not require a modification to the TIP.

Vote on Amendment to the Motion: Five in favor. (Cleworth, Keith, Olds, Pruhs, Terch). Two opposed. (Crass, Hopkins). Approved.

Amended Motion: That FAST Planning staff go through currently scored projects to get estimates so that in the next meeting we can determine programming and make additional decisions about Pearl Creek [Elementary School Access Improvements project] and include the purchase of bike racks for Borough buses.

Vote on Amended Motion: None opposed. Approved.

d. Purchase of Bike Racks for MACS Transit Bus Fleet (Action Items)

☞ **Consideration of Contributing up to \$25K from FAST Planning's Undesignated Fund Balance for Purchase of Bike Racks**

This was included in the motion made in Agenda Item 8.c.

e. Advertising Pre-Policy Board Meetings to be Open to the Public (Action Item)

Public Comment: No public comment.

Motion: To have Pre-Policy Board meetings and that they be publicly noticed. (Keith/Pruhs).

Discussion:

- ☞ **Mayor Terch:** I appreciate the Pre-Policy meeting I attended yesterday, and I appreciate being able to attend and learn in an open forum that isn't so public. As a new Mayor, I am under the spotlight at every turn and every decision. Sitting down and having rational conversations about things that maybe I am not

100 percent up to speed on is very beneficial to me, very beneficial to our city, and very beneficial to this Board so I can speak from a place of education. So, I do appreciate that. I don't know if being publicly noticed would take that away but, in a Pre-Policy, meeting I am able to ask the FNG new guy questions that I am not able to ask in a public forum, so I do appreciate that very much.

Vote on Motion: Four in favor. (Cleworth, Keith, Olds, Pruhs). Three opposed. (Crass, Hopkins, Terch). Approved.

f. Establishing Subcommittee to Review FAST Planning Bylaws (Action Item)

Public Comment: No public comment.

Motion: To have a committee consisting of four members representing all parties of FAST Planning with all meetings [carried out] under the Open Meetings Act to review the FAST Planning Bylaws and come back to the Policy Board with recommendations. (Pruhs/Keith).

Discussion:

Mr. Crass: This is a hammer in search of a nail. There is nothing specific that needs to be looked up. We don't have anything on the table that rises to us needing to change this. In the past, we've had specific guidance and issues that we were looking to address. We don't have anything specific, so I am a little leery to set a working group loose and say, "Make this better," without any specific directives. So, I am against this motion.

Mayor Church: I too appreciate the fact that I am the smallest city entity here. While everyone else has people they can send and appoint other than my attorney, who is a contract attorney, I will be the one here to deal with this. Unless there are specific needs that we need to change or address. I would like to move to postpone any review of this so that we can review what we have here in front of us to our next meeting to decide whether we have any changes that may affect gathering a subcommittee.

Motion. To postpone to the next meeting. (Terch/Crass).

Vote on Motion: None opposed. Approved.

9. Informational Items

a. Monthly Update on Federal Actions Potentially Impacting MPOs

b. FFY2025 Obligations and Offsets

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

10. Other Issues

No other issues.

11. Policy Board Member Comments

- **Mayor Hopkins** wished Mr. Fox luck.
- **Mr. Cleworth** commented that we are under a conformity freeze that is going to be lifted by the end of the year. We have a new EPA Director, and he wondered if it would be prudent to take the letter that Mr. Fox wrote years ago that we have

nothing to do with the PM2.5 issue and do not contribute to that. We already have that letter, and we have the statistics. If we sent it to our Congressional delegation and asked that they have EPA look at it and lift this sooner rather than later, maybe that would help.

- **Mr. Olds** commented that there is a process to lifting the Conformity Freeze. We sent that letter to EPA before. If we asked EPA the same questions, he did not know if they would give us a different answer, or it would change our timeline because they have already started with the Federal Register and noticing the conformity freeze and the timeline for that. It just takes them an inordinate amount of time to do that. It doesn't hurt to send the letter and ask, but he didn't know if it would expedite things.

12. Adjournment

Motion to Adjourn: (Hopkins/Terch). The meeting was adjourned at **3:07 p.m.** The next Policy Board Meeting is scheduled for **Wednesday, April 16, 2025.**

Approved: _____ **Date:** _____

Jerry Cleworth, Chair
FAST Planning Policy Board



STAFF REPORT

April 11, 2025

Regular Meetings

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

Project/Planning Meetings

- Alaska DOT&PF meeting on Statewide Functional Classification Update for public roads
- Planning Committee meeting with Federal Land Management Agencies for annual Alaska Project Coordination Meeting to be held in Fairbanks in October
- Complete Streets Policy Update meetings (X2)
- Project Management meeting for Needs Analysis for High School Access & Circulation Study for joint campus of West Valley and Hutchison High Schools
- Meeting with account manager for Replica software which is providing origin-destination data for the upcoming Travel Demand Model update
- Meeting with consultant team on scope of work for Travel Demand Model update and Replica data inputs
- Meeting with UAF Design & Construction and DOT&PF Planning staff on match payment options for West Tanana Drive resurfacing project

Correspondence & Communication

- ☰ Revised and submitted comment letter from FAST Planning on Statewide Transportation Improvement Program (STIP) Amendment #2
- ☰ Drafted letter to Congressional Delegation and U.S. EPA on transportation sanctions within the Clean Air Act

Organization

- ☰ Submitted monthly invoices to DOT&PF for March 2025
- ☰ Continued work on annual audit with Alliance CPAs
- ☰ Completed work on audit with DOT Internal Review to establish new Indirect Cost Rate

Public Outreach

- ☰ Prepared public comment summary for Transportation Improvement Program (TIP) Amendment #1
- ☰ Attended House Transportation Committee meeting on MPO Boundary Development

Submittals/Reports

- ☰ None

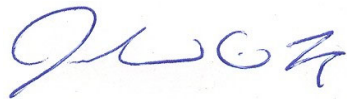
Funding

- ☰ Reviewed current, scored list of air quality projects for consideration of reprogramming funding from Pearl Creek Elementary School Access Improvements to other, existing scored projects

Training

- ☰ Attended Alaska GeoSummit 2025 in Anchorage (Olivia)

Submitted by:



April 11, 2025

Jackson C. Fox

Date



❖ BICYCLE & PEDESTRIAN ADVISORY COMMITTEE ❖
ACTION ITEMS
03.27.2025

Motion: To rename the Bicycle & Pedestrian Advisory Committee (BPAC) to the Walk & Roll Advisory Committee (WRAC). (Naibert/Zervos). None opposed. Approved.

Motion: To add four new seats to the WRAC for representatives from Law Enforcement, School District, Transit, and People with Disabilities. (Layral/Bissel). None opposed. Approved.

Kim Streeter, Chair
 FAST Planning BPAC

Date



TECHNICAL COMMITTEE

Action Items

04.02.2025

Motion: To recommend to the Policy Board to approve TIP [Transportation Improvement Program] Amendment #1 after the public comment period closes. (Galligan/Theurich). None opposed. Approved.

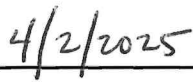
Motion: To recommend to the Policy Board to approve the updated Memorandum of Understanding for Performance Measure Target Setting. (Galligan/Theurich). None opposed. Approved.

Motion: To advance the suggested changes [to FAST Planning’s Bylaws] to the Policy Board. (Galligan/Netardus). None opposed. Approved.

Motion: To recommend to the Policy Board to postpone approval of the letter [to U.S. EPA & Congressional Delegation on Transportation Sanctions in the Clean Air Act] one month to allow FAST Planning staff to review and strengthen the requested changes in law, rule, and regulation with other subject matter experts. (Czarnecki/Galligan). None opposed. Approved.



Jackson C. Fox
Chair, Technical Committee



Date

Jackson Fox

From: Bloom, Tess <bloom.tess@epa.gov>
Sent: Tuesday, April 8, 2025 10:34 AM
To: christina.carpenter@alaska.gov
Cc: Mounce, Christina (FHWA); Oesterling, Leigh (FHWA); Nelson, Brett D (DOT); Jackson Fox; Alimi, Adeyemi S (DEC); Czarnecki, Nick P (DEC); Olds, Jason R (DEC); Jentgen, Matthew; Dugan, Brett; Viswanathan, Krishna
Subject: Adequacy Finding for the PM2.5 Motor Vehicle Emissions Budgets in the Fairbanks North Star Borough 2006 24-hour PM2.5 NAAQS Serious Area and 189(d) Plan
Attachments: Fairbanks Adequacy Letter-R10 eSigned.pdf

Dear Acting Commissioner Carpenter,

Please see the attached letter regarding our adequacy finding for the motor vehicle emissions budgets that were submitted as part of the Fairbanks North Star Borough PM_{2.5} revised 189(d) Plan for the 2006 24-hour PM_{2.5} National Ambient Air Quality Standard. The adequacy finding is separate from any action on the submitted State Implementation Plan (SIP) and allows for the motor vehicle emissions budgets submitted to be used for transportation conformity purposes. Following this letter, a notice will be published in the federal register notifying the public of our finding. Once the effective date of the federal register notice is passed, a conformity finding can be made on the area's transportation improvement program (TIP) and transportation plan. Once the TIP and transportation plan is updated to include a regional emissions analysis that demonstrates conformity with the adequate budgets and an affirmative conformity determination is made on the TIP and transportation plan, the conformity freeze will be effectively lifted. Please see the letter for more detailed information.

Thank you,

Tess Bloom

US EPA Region 10 | Air and Radiation Division

206-553-6362

bloom.tess@epa.gov



REGION 10
SEATTLE, WA 98101

April 4, 2025

Christina Carpenter
Acting Commissioner
Alaska Department of Environmental Conservation
410 Willoughby Avenue, Suite 303
Juneau, Alaska 99801

Re: Adequacy Finding for the PM_{2.5} Motor Vehicle Emissions Budgets in the Fairbanks North Star Borough 2006 24-hour PM_{2.5} NAAQS Serious Area and 189(d) Plan

Dear Acting Commissioner Carpenter:

The purpose of this letter is to inform you of the U.S. Environmental Protection Agency's (EPA's) adequacy finding for the motor vehicle emissions budgets in the Fairbanks North Star Borough PM_{2.5} Revised 189(d) Plan for the 2006 24-hour PM_{2.5} National Ambient Air Quality Standard ("SIP submission"). As a result of our adequacy finding, these budgets must be used when determining conformity of the Fairbanks transportation plan and transportation improvement program.

The EPA received the State Implementation Plan submission on December 4, 2024. On January 8, 2025, the EPA proposed to approve the SIP submission, including the motor vehicle emissions budgets contained therein (90 FR 1600). We also initiated the adequacy review process for the budgets included in the SIP submission. The public comment period on the EPA's finding of adequacy of the motor vehicle budgets closed February 7, 2025. We received three comments during that public comment period. Alaska Department of Environmental Conservation also received one comment in the State's rulemaking related to the adequacy of the State's budgets. The summary of these comments and the EPA's responses are included in Enclosure 1.

The EPA has described its process for determining the adequacy of submitted SIP budgets in the preamble of our July 1, 2004 (69 FR 40004) action starting on page 40038. Pursuant to 40 CFR 93.118(e)(4) of the Transportation Conformity Rule (40 CFR part 93, subpart A), the EPA reviewed the SIP submission, including the motor vehicle emissions budgets contained therein. The budgets were developed using the Motor Vehicle Emissions Simulator version 3 (MOVES3) on-road model. The EPA also considered public comments, as described in Enclosure 1.

Based on our review, we believe it is appropriate to find the motor vehicle emissions budgets included in the SIP submission adequate for transportation conformity purposes. The motor vehicle emissions

budgets contained in the SIP submission, when considered with all other emissions sources in the Fairbanks North Star Borough PM_{2.5} nonattainment area, are consistent with applicable requirements for making progress toward, and attaining, the 2006 24-hour PM_{2.5} National Ambient Air Quality Standard. See 40 CFR 93.118(e)(4)(iv). The motor vehicle emissions budgets also meet the other adequacy criteria found in 40 CFR 93.118(e)(4) as detailed in the Enclosure 2: “Transportation Conformity Adequacy Review.” The budgets we are determining to be adequate for transportation conformity purposes are listed in the following table.

Adequate Motor Vehicle Emissions Budgets¹
For the 24-hour PM_{2.5} NAAQS in the Fairbanks North Star Borough

Budget Years	PM _{2.5} ² On-Road Mobile Source Emissions (tons/day)	Clean Air Act-related Milestone
2023	0.062	Reasonable further progress (RFP)
2026	0.054	RFP
2027	0.052	Attainment
2029	0.049	RFP

The EPA will post a copy of this letter and its enclosure on the Agency’s Office of Transportation and Air Quality website.³ The EPA’s adequacy finding for purposes of transportation conformity is not dispositive of the EPA’s ultimate approval or disapproval of the other portions of the SIP submission. Please note that this adequacy finding is separate from the EPA’s ongoing rulemaking action regarding the SIP submission and should not be used to prejudge the EPA’s approval or disapproval of the SIP submission or any of its elements.

The EPA intends to publish a notice of this adequacy determination in the Federal Register and the determination will become effective 15 days after the Federal Register publication. If you have any questions, please contact Tess Bloom of my staff at (206) 553-6362 or bloom.tess@epa.gov.

Sincerely,

¹ Note, 2020 was included as a base year, not a milestone year, in the SIP Submission and “Table 6 – PM_{2.5} Motor Vehicle Emission Budgets by Milestone Year” in the January 8, 2025, Notice of Proposed Rulemaking. See 90 FR 1600. As such, it is not actually a motor vehicle emissions budget according to the definition in 40 CFR 93.101 and it would not be used in transportation conformity.

² Relevant transportation-related precursor pollutants for nonattainment areas are included under 40 CFR 93.102(b)(2). According to 40 CFR 93.102(b)(2)(iv), NO_x precursor emissions apply for PM_{2.5} areas unless a finding has been made that NO_x is not a significant contributor to the PM_{2.5} nonattainment problem. As explained in the submitted State Air Quality Control Plan, Vol. II, III.D.7.14 (Air Quality Conformity and Motor Vehicle Emission Budget), Alaska DEC only developed budgets for directly-emitted PM_{2.5} as precursor significance modeling found that both total and motor vehicle NO_x emissions concentrations did not exceed EPA-established significance thresholds. The EPA approved Alaska’s NO_x precursor demonstration on December 5, 2023, (88 FR 84626).

³ <https://www.epa.gov/state-and-local-transportation/state-implementation-plans-sip-submissions-epa-has-found-adequate-or>

**Krishna
Viswanathan**
Krishna Viswanathan
Director
Air and Radiation Division

Digitally signed by
Krishna Viswanathan
Date: 2025.04.07
15:30:06 -07'00'

cc: Christina Mounce
Federal Highway Administration

Leigh Oesterling
Federal Highway Administration

Brett Nelson
Alaska Department of Transportation and Public Facilities

Jackson Fox
Fairbanks Area Surface Transportation Planning

Adeyemi Alimi
Alaska Department of Environmental Conservation

Nick Czarnecki
Alaska Department of Environmental Conservation

Jason Olds
Alaska Department of Environmental Conservation

Enclosure 1

Response to Comments related to Motor Vehicle Emission Budgets for Transportation Conformity, Docket No. EPA-R10-OAR-0595

Comment 1: One commenter raised the following concerns regarding motor vehicle emissions in the Fairbanks North Star Borough PM_{2.5} nonattainment area.⁴ The commenter raised these concerns in comments submitted to the Alaska Department of Environmental Conservation (Alaska DEC)⁵ and during EPA's comment period:

1. Fine particulate pollution is a serious health problem in the nonattainment areas that must be addressed.
2. The MOVES3 on-road modeling used to create the budgets is inaccurate because (a) the number of truck trips through the nonattainment areas is unknown, (b) the modeling does not account for a potential exponential increase in truck traffic, and (c) the modeling is not based on measured concentrations of motor vehicle emissions in the nonattainment area. The commenter questioned whether the increased truck traffic associated with ore hauling that the commenter has personally observed is accounted for in the MOVES3 modeling.
3. The commenter also raised concerns about the increased tire emissions associated with observed increased truck traffic and whether the MOVES3 modeling accounts for these emissions.

EPA Response:

1. The EPA agrees that particulate pollution has serious public health impacts. The EPA also recognizes that diesel trucks emit direct PM_{2.5} and PM_{2.5} precursors. The regulation of PM_{2.5} and other pollutants by the EPA and Alaska DEC in the state seeks to address public health issues including breathing disorders, exacerbated heart conditions, pre-term birth, premature mortality, and other illnesses, which may arise from the inhalation of PM_{2.5} pollutants. This action by the EPA is merely to determine that the motor vehicle emissions budgets for the Fairbanks North Star Borough PM_{2.5} nonattainment area are adequate for transportation conformity purposes while continuing to evaluate the State's SIP submission intended to provide for attainment and maintenance of the 2006 24-hour PM_{2.5} NAAQS in the area.
2. The EPA disagrees with the commenter's contention that the MOVES3 modeling is inaccurate.
 - a. Regarding accounting for increased truck traffic, Alaska DEC developed the vehicle activity inputs for the Fairbanks Revised 189(d) Plan's budgets from travel demand model outputs used in the FAST Planning Final 2045 Metropolitan Transportation Plan (MTP) update. The travel demand model accounted for all vehicle travel, including the Kinross ore hauling activities. Also, the 2023 FAST transportation conformity analysis of the 2045 MTP update accounted for the anticipated Kinross ore hauling truck activity during the years 2024 to 2028 (when mining activity is expected to occur) and captured the emission impacts. Specifically, the analysis estimated that mining activity would result in 192 trailer truck roundtrips seven days a week throughout the year. The Alaska

⁴ See comment EPA-R10-OAR-2024-0595-0274.

⁵ Alaska Department of Environmental Conservation, Response to Comments on August 27, 2024, 2024 Amendments to the Fairbanks PM_{2.5} Serious SIP and Responses to Comments on Air Quality Permits included in the SIP, November 4, 2024, pp. 145-147, at <https://dec.alaska.gov/air/anpms/sip/2024-fbks-pm2-5-serious-sip-amends/>.

- DEC analysis estimated these double trailer truck configurations will be 120 feet long and weigh up to 80 tons each. The analysis also accounted for trailer switching at a terminal in Fairbanks that would result in extended idling estimated to be 30 minutes per vehicle per day. Inclusion of the additional truck activity due to the Kinross project resulted in higher emissions by an average eight percent for NO_x and two percent for PM_{2.5} for both 2024 and 2028. The EPA is not aware of any changes in the expected mining activity that would alter these assumptions. Alaska DEC noted that PM_{2.5} and NO_x emissions resulting from the Kinross heavy-duty diesel truck activity remained below the calculated budgets. Thus, the additional estimated emissions from the heavy-duty vehicles are not expected to impact attainment projections.
- b. Regarding accounting for a potential exponential increase in truck traffic, the 2045 MTP Update projects a significant increase in truck traffic based on planned ore hauling activity. We believe this projection is accurate and a reasonable estimate of future activity.
 - c. We disagree with the commenter's contentions regarding the accuracy of the inputs to the MOVES3 model. Alaska DEC evaluates emissions from mobile sources by setting motor vehicle emissions budgets (budgets) in the SIP submission. The budgets are tied to the reasonable further progress and attainment demonstration in the SIP submission and its underlying emissions inventory, as appropriate for a given budget year. Subsequently developed long-range transportation plans and transportation improvement programs (TIPs) demonstrate conformity with the budgets that the EPA has approved or determined to be adequate. Alaska DEC developed budgets based on on-road motor vehicle activity inputs (e.g., vehicle miles traveled (VMT) by vehicle type, speed distributions, and road type VMT distributions), vehicle populations, and temporal profiles using the EPA's Emissions Model (MOVES). Inputs to the MOVES3 model were developed from local data where advisable, in line with the MOVES3 technical guidance.⁶ The EPA has determined that these inputs are accurate for budget purposes in the EPA's adequacy process.
3. Regarding tire wear and emissions, we note that these emission estimates are included in the MOVES model and are based on the type of and average speed of the vehicle. The EPA notes that a number of factors contribute to tire wear, including road surface roughness and a combination of activity factors such as route and style of driving, and seasonal influences. The EPA explains the model assumptions and emission estimates in a technical report.⁷ Alaska DEC concluded that the motor vehicle emissions budgets contained in the SIP submission, when considered with all other emissions sources in the Fairbanks North Star Borough PM_{2.5} nonattainment area, are consistent with applicable requirements for reasonable further progress and attaining the 2006 24-hour PM_{2.5} National Ambient Air Quality Standards. Based on the EPA's review of the updated motor vehicle emissions budgets included in the Fairbanks Revised 189(d) Plan, the EPA is finding the motor vehicle budgets adequate for transportation conformity purposes.

⁶ <https://www.epa.gov/sites/default/files/2020-11/documents/420b20052.pdf>

⁷ See "Brake and Tire Wear Emissions for Onroad Vehicles in MOVES3," U.S. Environmental Protection Agency, EPA-420-R-20-014, November 2020, at: <https://www.epa.gov/sites/default/files/2020-11/documents/420r20014.pdf>.

Comment 2: Another commenter stated that old diesel pickup trucks with no emission systems are a big problem. The commenter also noted semi-trucks are a concern.⁸

EPA Response: As discussed in response to Comment 1, above, the MOVES3 Model and associated budgets account for emissions from vehicles of varying makes, models, and years. The budgets also account for truck traffic. Based on Alaska's updated emission inventory, we note that on-road vehicle emissions account for six percent of total PM_{2.5} emissions, while wood-fired home heating represents over 60 percent of total PM_{2.5} emissions in the nonattainment area.⁹ Thus, the comment does not indicate that the budgets are not adequate for conformity purposes.

Comment 3: Fairbanks Area Surface Transportation (FAST) Planning, the State-designated Metropolitan Planning Organization (MPO) for the Fairbanks and North Pole area, commented that they support the adequacy determination and lifting of the conformity freeze.¹⁰ FAST Planning noted that lifting the conformity freeze is critical to ensuring important infrastructure projects can move forward.

EPA Response: The EPA acknowledges the comment in support of determining the budgets are adequate. The EPA's adequacy finding for the motor vehicle emissions budgets contained in this letter is a step towards lifting the conformity freeze. The consequences of control strategy implementation failures, including conformity freezes, are covered in 40 CFR 93.120. As described in 40 CFR 93.120(a)(2), the transportation planning freeze ends when: (1) another control strategy implementation plan revision fulfilling the same Clean Air Act requirements as the previously disapproved revisions is submitted; (2) the EPA finds its motor vehicle emissions budget adequate pursuant to 40 CFR 93.118 or approves the submission; and finally, (3) conformity to the applicable control strategy implementation plan is determined. This means that the EPA's finding that a motor vehicle emissions budget is adequate does not in itself end a conformity freeze, it just allows conformity to be determined. An affirmative conformity determination for the area's transportation plan and transportation improvement program (TIP) per 40 CFR 93.104(b) and (c), including a regional emissions analysis which demonstrates conformity with the new approved budgets per 40 CFR 93.109(c) and 93.118, will end the conformity freeze.

⁸ See comment EPA-R10-OAR-2024-0595-0231.

⁹ State Air Quality Control Plan, Vol. II, section III.D.7.6, Figure 7.6-6.

¹⁰ See comment EPA-R10-OAR-2024-0595-0081.

Enclosure 2

Transportation Conformity

Adequacy Review

Fairbanks North Star Borough PM_{2.5} Revised

189(d) Plan

Submitted December 4, 2024

Adequacy Determination for Motor Vehicle Emissions Budget under 40 CFR 93.118(e)

40 CFR 93.118(e)(4)

The EPA will not find a motor vehicle emissions budget in a submitted control strategy implementation plan revision or maintenance plan to be adequate for transportation conformity purposes unless the following minimum criteria are satisfied:

<i>Adequacy Review Criteria</i>	<i>Is this Criterion Satisfied?</i>	<i>Reference in SIP Documents/Comments</i>
(i) The submitted control strategy implementation plan revision or maintenance plan was endorsed by the Governor (or his or her designee) and was subject to a State public hearing;	Yes	The plan was filed by the Governor of Alaska's designee, Emma Pokon, Commissioner of the Alaska Department of Environmental Conservation on December 4, 2024. The plan was subject to a public hearing that took place on September 26, 2024. A certification of the public hearing was enclosed with the SIP submission to the EPA.
(ii) Before the control strategy implementation plan or maintenance plan was submitted to EPA, consultation among federal, State, and local agencies occurred; full implementation plan	Yes	Consultation with federal, state and local agencies was undertaken. A draft of the proposed control strategy implementation plan was submitted to EPA Region 10 prior to the state public comment period and state adoption on November 5, 2024. EPA Region 10 provided input on the draft plan prior to the opening of the state public comment period, in addition to comments formally submitted during the state public comment period. Alaska DEC incorporated the EPA's suggestions into the plan.

<p>documentation was provided to EPA; and EPA's stated concerns, if any, were addressed;</p>		<p>Alaska DEC also provided an opportunity for the public to submit comments on the control strategy implementation plan and enclosed comments received along with responses to comments with the SIP submittal to EPA Region 10.</p> <p>Additionally, an interagency consultation meeting to discuss the development of the motor vehicle emissions budgets took place on April 2, 2024. This call included attendees from Alaska DEC, FAST Planning, Alaska Department of Transportation, Fairbanks North Star Borough, the EPA, Federal Highway Administration, and the Federal Transit Administration.</p> <p>Alaska DEC further noted that FAST Planning Policy Board was consulted on June 19, 2024. The State received a Resolution of Support (R2024-30, adopted August 8, 2024) for the 2024 Amendment from the Fairbanks North Star Borough Assembly. See State Air Quality Control Plan, Vol. II, section III.D.7.14.</p>
<p>(iii) The motor vehicle emissions budget(s) is clearly identified and precisely quantified;</p>	<p>Yes</p>	<p>State Air Quality Control Plan, Vol. II, section III.D.7.14 (Air Quality Conformity and Motor Vehicle Emission Budget) of the submitted control plan clearly lists the motor vehicle emissions budgets (budgets). Budgets are established for PM_{2.5}. No budgets were established for NO_x as Alaska DEC made a finding per 40 C.F.R. § 93.102(b)(2)(iv) that NO_x emissions for on-road motor vehicles were not a significant contributor to emissions in the area. The EPA approved Alaska's NO_x precursor demonstration on December 5, 2023, (88 FR 84626). Average winter day emissions represent a daily average of emissions during the three-month time period occurring from December through February, the period of expected highest PM_{2.5} concentrations in Fairbanks.</p>
<p>(iv) The motor vehicle emissions budget(s), when considered together with all other emissions sources, is consistent with applicable requirements for reasonable further progress, attainment, or maintenance (whichever is relevant to the given implementation plan submission);</p>	<p>Yes</p>	<p>For purposes of adequacy, the EPA has determined that the budgets, when considered together with the other emissions in the relevant SIP demonstrations, are consistent with applicable attainment and RFP requirements in applicable years.</p>

<p>(v) The motor vehicle emissions budget(s) is consistent with and clearly related to the emissions inventory and the control measures in the submitted control strategy implementation plan revision or maintenance plan; and</p>	<p>Yes</p>	<p>The budgets are consistent with the emissions inventory and control strategies included in the SIP submission. We note that on-road mobile source emissions represent a small fraction of total PM_{2.5} emissions and are expected to decrease by 30 percent by the State's 2027 projected attainment date. <i>See State Air Quality Control Plan, Vol. II, section III.D.7.6 (Table 7.6-12).</i></p>
<p>(vi) Revisions to previously submitted control strategy implementation plans or maintenance plans explain and document any changes to previously submitted budgets and control measures; impacts on point and area source emissions; any changes to established safety margins (see 40 CFR 93.101 for definition); and reasons for the changes (including the basis for any changes related to emission factors or estimates of vehicle miles traveled).</p>	<p>Yes</p>	<p>The submitted control strategy implementation plan includes revisions to a previously submitted plan that was partially approved and partially disapproved by the EPA. The revised plan submitted to EPA Region 10 on December 4, 2024, included the budgets which the EPA is determining are adequate for transportation conformity purposes. State Air Quality Control Plan, Vol. II, section III.D.7.14, of the submitted plan includes clearly marked revisions to the plan, along with an explanation of the updated modeling protocol and budgets submitted. The SIP submission documents Alaska's changes to control measures and these control measures are considered with the budgets, along with impacts on point and area source emissions. These budgets do not include a safety margin (as defined in 40 CFR 93.101 and 40 CFR 93.124(a)).</p>

40 CFR 93.118(e)(5)

<p>Before determining the adequacy of a submitted motor vehicle emissions budget, EPA will review the State's compilation of public comments and response to comments that are required to be submitted with any implementation plan. EPA will document its consideration of such</p>	<p>Yes</p>	<p>Alaska DEC provided proof of public notice and public hearing. Comments received during the state public comment period and responses to comments were submitted to EPA Region 10 along with the SIP submission. The EPA has reviewed the compilation of comments, and no issues raised in those comments that might have affected our adequacy finding remain unanswered.</p>
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<p>comments and responses in a letter to the State indicating the adequacy of the submitted motor vehicle emissions budget.</p>		
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**Draft Transportation Improvement Program
Amendment #1
30-Day Public Comment Period
March 3 – April 4, 2025**

FAST Planning is pleased to announce the opening of the 30-day Public Comment Period for Amendment #1 to the FFY2023-27 Transportation Improvement Program (TIP). The Amendment includes funding for new safety projects, road and path resurfacing projects, and sidewalk improvements, as well as some cost increases for existing projects. Find the draft Amendment and comment form online at <https://fastplanning.us/tip/>. If you prefer a physical copy or face-to-face conversation, stop by the office at 100 Cushman Street, Suite 205 or call (907) 205-4276. The 30-day Public Comment Period will run from March 3 to April 4, 2025. Follow @fbxroads on Instagram or FAST Planning Facebook for regular reminders.

**To view the document and submit comments online, please go to:
<https://fastplanning.us/tip/>**

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

FAST Planning FFY23-27 Transportation Improvement Program (TIP) Amendment #1
Summary of Changes - February 21, 2025 - DRAFT

Project	Description
1 4th Avenue Reconstruction	Removed project; project constructed in 2024 under Northern Region ADA Improvements Program
2 Advanced Project Definition	Added planning phase funding per request from Technical Committee
3 FAST Improvement Program	Increased construction phase funding for 2025 from \$1 million to \$2.1 million for preventative maintenance/resurfacing projects; approved by Policy Board in November
4 Airport/Cushman Intersection Reconstruction	Removed construction phase funding from FFY24 since construction has been postponed by DOT to FFY28 or later (Beyond year)
5 Chena Pump/Chena Small Tracts Roundabout	Existing HSIP project; updated design and construction phase funding amounts per latest estimate from DOT
6 City of Fairbanks Systematic Signal Upgrades	Existing HSIP project; updated design, utilities, and construction phase funding amounts per latest estimate from DOT
7 FAST ADA Improvements	Updated design, utilities, and construction phase funding amounts per latest estimate from DOT for new project locations for FFY25-27
8 Statewide Pavement & Bridge Preservation Program	Increased construction phase funding for 2025 from \$12 million to \$24.5 million for Chena Ridge & Chena Pump Road Resurfacing project per DOT request
9 Nordale/Peede Road Improvements	Added new HSIP project per DOT request
10 Northern Region Accessible Pedestrian Signals Upgrades	Added new HSIP project per DOT request
11 Northern Region Systematic Signal Upgrades	Existing HSIP project; updated construction phase funding amounts per latest estimate from DOT
12 Parks Highway/Sheep Creek Extension Traffic Signal	Existing HSIP project; updated design and construction phase funding amounts per latest estimate from DOT
13 Peridot Street Crossing at Richardson Highway Road Safety Audit	Added new HSIP project per DOT request
14 Richardson Highway MP 341-362 Variable Speed Limit	Added new HSIP project per DOT request
15 U.S. DOT Discretionary Grants	Added new table for three new discretionary grant projects - City of North Pole Drainage Project (PROTECT), Island Holmes Reconstruction (BUILD), Alternative Fuel Corridor Electric Vehicle Charging Stations (NEVI), and Chena River Watershed Culvert Replacements (NOAA)

FFY23-27 Transportation Improvement Program (TIP) Amendment #1

Public Comment Period: March 3 - April 4, 2025

Public Comment Response Summary - DRAFT

#	Subject	Comment	Response
1	Peede/Nordale Roundabout	I am writing as a resident of the Nordale area. This project is highly flawed. Please see my article at https://mustreadalaska.com/barbara-haney-roundabouts-in-fairbanks-think-through-the-winter-traffic-patterns-first/ . Please consider the first low cost option of cutting the trees at the intersection to make the stop sign visible. Thank you	TBD by Policy Board
2	Peede/Nordale Roundabout	A reduced speed zone with brush clearing, lighting, and a flashing amber signal makes more sense.	TBD by Policy Board
3	Peede/Nordale Roundabout	I have lived on lower Perdue Road since 1985 and have seen many bad accidents at the Peede/Nordale intersection as well as the Peede/Badger intersection. I know speed is a big part of the problem and I don't know if a round-about is the solution but something has to be done to lessen the danger there. Too many past mistakes such as the slope of the roads and the poor location of entrance/exit to badger gas. So if all you are going to give us is a round-about then we will have to wait and see and possibly correct in future	TBD by Policy Board
4	New Road Connection between North Pole & Two Rivers	I strongly OPPOSE a road being built between Two Rivers and North Pole. The traffic is bad enough now as it is, and the roads are NOT maintained as it is on CHSR. Same with Nordale. People chose to live out there for a reason: We do NOT want to be in town, we do NOT want even more traffic than what we already have, and we do NOT want another road with more people out there! However, if this is one of those "we have already made the decision & your input means nothing" situations (like those stupid round-a-bouts we had no say in) please just let us all know ahead of time, so we know not to waste our time giving worthless input.	Thank you for your comment. The location of this proposed new road connection is outside FAST Planning's boundary. We will forward this comment to DOT&PF staff, which are currently working on an update to their Interior Alaska Transportation Plan. See https://interioralaskatransportationplan.com/ .
5	Peede/Nordale Roundabout	Please reconsider the Peede/ Nordale project. Relocating the stop sign to be more visible would drastically reduce the accidents. There is actually at least 1/2 to 3/4 mile visibility in all directions. A roundabout will just impede local residents and cause longer drive times because of the detours. Apply the funding to properly maintain and see what happens.	TBD by Policy Board
6	Peede/Nordale Roundabout	I am very much in favor of the Nordale and Peede roundabout. I was almost t-boned there last summer because someone was flying down Peede and blew through the stop sign. With a roundabout they would have most likely slowed down.	TBD by Policy Board
7	Peede/Nordale Roundabout	We do not need a roundabout in the nordale peede road area it's not necessary for a roundabout.	TBD by Policy Board
8	Peede/Nordale Roundabout	The proposed roundabout at Nordale and Peede. Is a waste. All that intersection needs is lights that flash red for Peede and yellow for Nordale.	TBD by Policy Board
9	Peede/Nordale Roundabout	I am opposed to constructing a roundabout at the intersection of Nordale and Peede Roads. (IRIS # NFWY00948) I recognize that there might be an unusually high number of crashes relative to traffic at this intersection, but I believe less expensive alternatives to alert drivers to this intersection have not been adequately considered. Additionally: I am concerned that it would be difficult for vehicles pulling trailers to navigate this roundabout given the existing right-of-way at this intersection and that it would be more difficult to clean snow from the intersection, which would result in a rough road surface that would damage vehicles. It appears to me that simply cutting brush that obstructs the stop signs and perhaps stringing a flashing yellow light above the intersection would be sufficient to address the crash problem.	TBD by Policy Board
10	Peede/Nordale Roundabout	I fully support a roundabout at the intersection of Peede and Nordale. As a resident in that immediate area I believe it will help reduce accidents at that intersection.	TBD by Policy Board
11	Peede/Nordale Roundabout	I oppose the roundabout construction. It's an unnecessary \$4+ million expense. Our current intersection functions adequately, and those funds could be better allocated to critical community needs.	TBD by Policy Board

12	Peede/Nordale Roundabout	I absolutely do not support the proposed roundabout. The triples in front of Safeway in North Pole are hot garbage, it is nearly impossible to get out of the parking lot. They are of too small of a radius, and the grade of the slope, collects water, in liquid and solid forms. Further, the CHSR & Steese, are just as bad, requiring personnel to open gates to bypass, the visibility is terrible, and the grade of the slope tends to collect snow & ice, resulting in a very, very slippery roadway. I wish AK DOT would explain their reasoning behind their decision to mandate a roundabout. No doubt, it will be built, with very little consideration for the equipment needed to maintain the roundabout, much less the traffic. All resulting in another year of road construction & millions wasted on a roundabout. How about redirecting these funds to maintaining the schools that are now shut down. They will be required to accommodate the kids, when the gas line construction gets the go ahead.	TBD by Policy Board
13	Holmes Road Reconstruction & Badger/Peede/Holmes Intersection	I support Holmes Road Reconstruction (IRIS # NFHWY00816). I would also support widening the shoulders on Holmes from Dennis to Badger road, but would not support constructing a separate bicycle/pedestrian lane. Constructing a roundabout at the Badger/Peede/Holmes intersection should also be considered.	Thank you for your comment. We will share these comments with our Policy Board, the DOT&PF project manager working on Holmes Road, and DOT&PF Traffic & Safety staff analyzing data on Badger Road.
14	Richardson Highway MP 341-362 Variable Speed Limit	Richardson Highway MP 341-362 Variable Speed Limit (IRIS # NFHWY00949) I cannot imagine how it would be possible to spend \$6.3 million dollars to "Construct variable speed limit signs on the Richardson Highway between MP 341-362." If indeed it would cost this much, I would be opposed to this project.	Thank you for your comment. We will share this with our Policy Board. We believe the cost is largely due to the extent of power and communication line connections to DOT's Traffic Control Center, but will verify with DOT&PF staff that developed the estimate for the project.
15	Peede/Nordale Roundabout	We do not need a round about on nordale and peede.	TBD by Policy Board
16	Chena River Watershed Culvert Replacements	Chena River Watershed Culvert Replacements. I am fairly certain that culverts at Peede Road were replaced about 20 years ago for the same fish passage purpose. Please explain why it is necessary to replace them again.	Thank you for your comment. For Peede Road, we do not know the exact age of the culvert but our notes from agency partners indicated the issue at this location is the culvert is "perched" and has a shallow depth at the outlet inhibiting fish passage. We will reach out to our DOT&PF staff, however, to inquire about the history of replacement and any records they have from recent inspections.
17	Peede/Nordale Roundabout	The Nordale-Peede roundabout is a bad idea. There is no need to add a roundabout where it is not needed, and ignoring this is a waste of taxpayer money.	TBD by Policy Board
18	Peede/Nordale Roundabout	I oppose a roundabout here at the Nordale and Peede intersection. This would not help traffic. Brightening up the intersection and making the stop sign more visible would help. A roundabout is not the answer when we are in financial crisis with our schools.	TBD by Policy Board
19	Peede/Nordale Roundabout?	This is far from needed an a waste of funding.	TBD by Policy Board
20	Peede/Nordale Roundabout	I oppose a traffic circle at Nordale/Needed intersection. Nordale is frequently used by big trucks doing work on CHSR. Big trucks and traffic circles are an accident waiting to happen. If the purpose is to prevent accidents, there are stop signs on Peede on both sides of Nordale and, well, you cannot prevent stupid.	TBD by Policy Board

21	Peede/Nordale Roundabout	I am a resident of nordale road and a school bus driver whose route goes down peede and nordale. I strongly object to this roundabout. Nordale is a major thoroughfare with a 50 mph speed limit. It is also icy. Forcing people to slow down for a roundabout would cause more accidents and put our children at risk. The issue is visibility. Put lights on the stop signs at peede like you have in North pole at the intersection of the main rd and 5th and this will address the problem. A street light would also help.	TBD by Policy Board
22	Peede/Nordale Roundabout	I am objecting to the Nordale-Peede roundabout being added to the Transportation Improvement Plan at FAST. I live near Nordale-Peede and travel this intersection almost daily with no problems. This project would be a waste of money.	TBD by Policy Board
23	Peede/Nordale Roundabout	Please reconsider plans to pit a round about at the intersection of Nordale and Peede. This will be an unnecessary and expensive project. Please consider making some changes to the intersection before adding a round about. Add some street lights. Replace the existing stop lights with ones that have flashing red lights on them. Clear the trees that are obstructing the stop sign. I go through that intersection almost on a daily basis and never had understood why there are so many accidents. The accidents seem to be occurring at night because that intersection is so dark. It's simple make it more visible!	TBD by Policy Board
24	Chena Pump/Chena Small Tracts Roundabout & Peede/Nordale Roundabout	We are speaking AGAINST the following unnecessary projects that we feel are a huge waste of money. First # 5 Chena Pump/ Chena Small tracks Roundabout. Second # 9 Nordale/Peede Improvements AKA Roundabout. ROUNDABOUTS suck in Alaska, they are never graded properly due to the angle and they are always a slick ice rink. People can't even merge on a highway now you put a circle and various exits? Don't do it! We have Bentley nightmare, 2 round about's at 5 mph you are sliding into the curbs. Fix the damn roads we have FIRST. Chena Pump near each stop light are full of pot holes. They get half ass fixed constantly and we are tired of calling in and reporting it. Every rain, every season change and temperatures cause these enormous holes and they come out throw some black top fixit and run off! Fix them properly!!! NO MORE SPENDING..... FIX WHAT WE HAVE! Why create more when you can't manage what we have already? Trying to maintain new vehicles due to our crappy maintenance on our roads already and the slurry you dump to corrode our cars! Lets go back to sand and gravel. Enough of the excessive spending.	TBD by Policy Board
25	Peede/Nordale Roundabout	Project #9, Nordale/Peede intersection project is a waste of money. The vehicle accidents are a result of drivers not familiar with the area and cannot see the stop sign due to overgrowth surrounding the signage. Reducing the speed limit and minor work on the overgrowth surrounding the already in place signage would solve this issue.	TBD by Policy Board
26	Peede/Nordale Roundabout	We do not need a Round-about at the intersection of Perdue & Nordale. You could get a turn lane, cut back trees, get a blinking light instead. Nordale & Badger would be a better candidate. This is a waste of money.	TBD by Policy Board
27	Peede/Nordale Roundabout?	This is another idiotic idea from the borough. Stop wasting our money. We need DOGE to look into you self-serving crooks.	TBD by Policy Board
28	Peede/Nordale Roundabout	I'm writing to comment on the proposed roundabout at the intersection of Peede and Nordale Roads. I grew up in that neighborhood and had to cross Nordale on a regular basis. As a kid on foot or on a bike, it was terrifying. Cars routinely sped over the 50MPH speed limit and appeared to come out of nowhere. Peede road comes to a crest at the Nordale intersection and it wasn't unusual to see cars run the stop sign blindly in order to catch air. All of this is to say that, although I no longer live in that neighborhood, I fully and completely support the addition of a roundabout at this intersection. Had it been there when I was growing up, it would have made riding my bike to school or to the slough to go fishing a much safer and more enjoyable experience. I would love to see something similar at the Peede/Holmes/Badger intersection so that children and pedestrians can safely cross Badger to access the bike path.	TBD by Policy Board

29	Peede/Nordale Roundabout	Nordale and Peede does not need a round about. There are two different intersections along Badger road that need to be fixed, Badger/Nordale and Badger/Peede. There are far more accounts at those two intersections than the Nordale/Peede.	TBD by Policy Board
30	Peede/Nordale Roundabout	Peedie and Nordale is not where it's needed! Badger and Peedie is where most accident's are!	TBD by Policy Board
31	Peede/Nordale Roundabout	I am writing to request that a round about at Nordale/Peede not be one of the projects this summer and that a flashing stop sign be put at that intersection instead. The main cause for accidents at this intersection is people not seeing the stop sign due to it being covered by trees. This could be solved with the removal of said trees and the installation of a stop sign with flashing red LED's. This would also keep many homes and even businesses from having to be moved. This would save a lot of money for other projects that need to be done in the borough as well. Thank you for your time.	TBD by Policy Board
32	Peede/Nordale Roundabout & Richardson Hwy/Peridot Road Safety Audit	In favor of Peede-Nordale round about. This is a dangerous intersection and any way to slow down traffic through it is an improvement. Drivers pass through the intersection at a great deal of speed with little regard for safety. Any sort of impediment to this recklessness is appreciated by community members. I, along with many other informed citizens stand behind this proposal. I am also strongly in favor of an overpass or any other improvement to the Peridot-Richardson interchange. That is one of the most dangerous areas of travel on my commute. I would also like to recognize the board for addressing the intersection of Richardson-Old Richardson at 12 mile Roadhouse. Terrible intersection about to get better.	TBD by Policy Board
33	Peede/Nordale Roundabout	If you guys gravel the roads and did a better job at snow removal that would lower the accidents and maybe if you put up some flashing lights before the four-way should solve all the problems we do not need a roundabout	TBD by Policy Board
34	Peede/Nordale Roundabout	Please remove the roundabout planned for the Peede/Nordale intersection. It will take significant property from local landowners to build, it is on a road frequently traveled by large trucks to the Alyeska facility and vehicles with trailers headed to the boat launch, it will likely divert some traffic down smaller side roads in the area as people drive to avoid it, and it doesn't by itself solve the primary problems at that intersection, namely visibility from large amounts of brush and a significant difference in grade between the two roads. It appears that DOT has fudged the numbers on the accidents at that intersection as opposed to accidents in the general area. We would be better off clearing brush and lowering the speed limits on Nordale or both roads before we spend money on a project that will alter traffic patterns for the area and increase time and money required to clear snow and ice in the winter. Focus on the much more dangerous intersections of Nordale/Badger and Peede/Badger.	TBD by Policy Board

April 4, 2025

To: FAST Planning / Alaska Department of Transportation

From: Jeff Whipple
441 Keeling Road
North Pole, Alaska 99705
(907)-590-5915
riverrat@alaska.net

Subject: Opposition to Nordale Road and Peede Road proposed Roundabout

I am writing to voice my opposition to ADOT's proposed Nordale/Peede intersection roundabout HSIP project.

With experience utilizing local roundabouts and as a frequent user of the above-mentioned intersection, it is easy to identify cost-effective improvements to increase the visibility, function and safety of this intersection, without a roundabout.

The statement that DOT "has pretty much exhausted what they can do here," is not true. A roundabout is not the best possible solution for this location. Possible improvements include:

- Peede Road has a 66-ft wide ROW and Nordale Road has a 200-foot wide ROW. There is no reason for the current poor sight distance visibility that exists. Brush clearing needs to be completed on a regular basis. Additionally, clear or push back snow berms in winter months
- Brush clearing around signs with an additional "Stop Ahead" or "Intersection Ahead" and "Reduced Speed" signage on both east and west bound legs of Peede Road will slow traffic and provide additional warning and safety measures for Peede Road Traffic approaching the intersection.
- Additional "Intersection Ahead" warning signs on the north and south bound legs of Nordale Road combined with the existing Peede Road signs will provide additional warning for Nordale Traffic approaching the intersection.
- Raising the elevation and grade of the approach landings for both east bound and west bound legs of Peede Road will enhance the sight distance visibility as well as vastly improve the start-stop of traffic associated with slick road

conditions during winter months. Removal/replacement of asphalt and building up existing road grade is a fraction of the material, work and cost compared to construction and maintenance of a new roundabout.

- Incorporating intersection lighting and/or a flashing warning light is another option that would improve intersection safety for all directions of travel, especially in winter conditions.

"While I do agree that of potential intersection safety improvements, roundabouts are a safer alternative to traffic signals or stop signs. However, all alternative solutions and safety improvements need to be evaluated.

The proposed roundabout at this intersection is not warranted for the following reasons:

- 2017–2021 ADOT Crash Data for this intersection results in only 2 accidents per year with no fatalities of record for this intersection. Other nearby intersections have higher accident data with fatalities.
- The overwhelming number of accidents are Eastbound on Peede Road and caused by a failure to stop at the intersection. This identifies and highlights a specific problem area to implement improvements.
- Nordale Road serves as the only through-fare connector road with no stops crossing the Chena River between Badger Road and Chena Hot Springs Road. Installing an obstacle such as a roundabout disrupts the traffic pattern for a majority of traffic thus creating potential safety problems for north and south bound traffic.
- Other alternative intersection improvements are more cost effective to implement and maintain compared to a roundabout.

For reasons noted above, I respectfully request ADOT and FAST Planning to NOT adopt the Nordale-Peede roundabout project into the transportation plan.

If you have additional questions, comments or concerns, please contact me by phone or email.

Thank you



Jeff Whipple

Jackson Fox

From: Bailey, Randi L (DOT) <randi.bailey@alaska.gov>
Sent: Thursday, February 27, 2025 2:20 PM
To: Jackson Fox
Cc: Fairbanks Area Surface Transportation Log (DOT sponsored)
Subject: TIP Amendment #1 Changes

Jackson, below is a list of edits we would like to have incorporated into TIP Amendment #1. I understand this is short notice, given our Interagency Consultation tomorrow morning and the goal of releasing it for public comment soon after.

- Delete Need ID 29232 for Chena Lake Rec Area Bike/Ped Access
- City of Fairbanks Systemic Signal Upgrades - Update funding
 - Phase 3, FFY24, \$650,000
- Update title - Chena Small Tracts Roundabout
- Update title - Minnie Street Improvements
- NR System Signal Upgrades - delete Ph.7 funding
- Update scope for FAST ADA Improvements: 9th Avenue between Lathrop and *Bonnifield*
- Update scope: *Fairbanks* Airport Area Non-Motorized Path Wayfinding Signage
- Fairbanks Airport Area Non-Motorized Path Wayfinding- move Ph.4 funding from FFY25 to FFY26
- Pioneer Park North Parking Lot & Boat Launch- update funding
 - Ph 7, FFY26, \$75,000
- Holmes Road Rehabilitation - Update title and funding schedule
 - Phase 2, FFY25, \$600,000
 - Phase 2, FFY26, \$328,000
 - Phase 7, FFY26, \$300,000

Let me know if you have questions and would like to discuss any requested changes.

Thanks,
Randi

Randi Bailey

Transportation Planner
 AK Dept. of Transportation & Public Facilities, Fairbanks Field Office
 2301 Peger Rd
 Fairbanks, Alaska 99709
 (907) 451-2386

TIP Amendment #1
DOT&PF Requested Changes 4.8.25

1. Geist / Chena Pump Road Corridor Study
 - a. Add \$300K to Phase 9 in 2025 for a total of \$600K
2. Nordale Road / Peede Road Improvements
 - a. FFY25 Phase 2: \$753.6
 - b. FFY 26 Phase 2: \$188.4
 - c. Remaining Phases stay the same
3. Rich Hwy Variable Speed Limit
 - a. FFY25 Phase 2: \$720K
 - b. FFY26 Phase 2: \$180K
 - c. Remaining phases stay the same
4. Northern Region Accessible Pedestrian Signals Upgrades
 - a. FFY25 Phase 2: \$280K
 - b. FFY26 Phase 2: \$70K
 - c. Remaining phases stay the same
5. FAST Improvement Program
 - a. Add \$200K in Ph2 in FFY25 or FFY26
 - b. Funding needed to design FAST Surface Upgrades FFY26
6. Pioneer Park North Parking Lot & Boat Launch
 - a. Move Ph 2. \$235K to FFY26
7. Add project numbers to the following:
 - a. Geist/Chena Pump Road Corridor Study **NFHWHY01057**
 - b. Northern Region Accessible Pedestrian Signals **NFHWHY01058**
 - c. Peridot Street Crossing at Richardson Highway RSA **NFHWHY01059**
 - d. Electric Vehicle Charging Stations **NFHWHY01060**
8. Advanced Project Definition
 - a. Add \$50K to FFY25
 - b. Leave \$80K in FFY26
9. FAST ADA Improvements
 - a. Reduce Ph.2 from \$650K to \$350K
10. Parks Highway / Sheep Creek Extension Traffic Signal
 - a. Move Phase 7 \$50k from FFY25 to FFY26

CMAQ Table

1. Peger Road Bike & Ped Path
 - a. Move Ph.2 and Phase 7 to FFY26
2. Chena lake Rec Bike Ped
 - a. Ph2 in FFY25 needs additional \$155 for a total of \$375

Future Request

3. New Improvement Program for FFY27-29
 - a. Add Ph 2. in FFY26 \$200K or more
4. Chena River Walk
 - a. Push out Ph.4 past FFY27

**FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Amendment #1 - Revised Draft 04.12.2025**

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond	
Projects Funded with MPO Suballocations within FAST Planning Boundary											
34141-SR-18	TBD	4th Avenue Reconstruction <small>Reconstruct 4th Avenue from Cowles to Barnette Street to provide improved facilities for all users, including ADA-compliant sidewalks, drainage improvements, and roadway resurfacing.</small>	STP	Design						500.3	
			3PF							49.7	
			STP	Right-of-Way							
			3PF								
			STP	Utilities							159.2
			3PF							15.8	
			STP	Construction							909.7
			3PF							90.3	
Project Total					0.0	0.0	0.0	0.0	0.0	1,725.0	
33041-SR-21	NFHWY00445	5th Avenue Reconstruction <small>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.</small>	STP	Design	159.2						
			3PF		15.8						
			STP	Right-of-Way							
			3PF								
			STP	Utilities	363.9						
			3PF		36.1						
			STP	Construction	409.4	2,877.4					
			SW-TAP		454.9						
			AC		2,798.0						
			ACC			-2,798.0					
OFF	103.7	62.2									
3PF	373.8	14.1									
Project Total					4,714.7	155.7	0.0	0.0	0.0	0.0	
21934-SR-5	NFHWY01023	Advanced Project Definition <small>Provide funding to the State and City of Fairbanks to develop new estimates for TIP projects. Project Start Year: 2025 Total Project Cost: \$230,000 Air Quality Status: Exempt</small>	STP	Planning			136.5	72.8			
			FM				13.5	7.2			
Project Total					0.0	0.0	150.0	80.0	0.0	0.0	
32278-SR-23	NFHWY00835	Fairbanks Bike Lane Striping & Signing <small>Signing and striping on City streets of existing paved shoulders within City of Fairbanks to accommodate bicyclists, as designated bike lanes for seasonal use. Locations include Barnette Street from 1st Avenue to Airport Way and 10th Avenue from Steese Highway to 2nd Avenue. Project Start Year: 2023 Total Project Cost: \$900,000 Air Quality Status: Exempt</small>	TAP	Design	91.0	91.0					
			3PF		9.0	9.0					
			TAP	Construction			636.8				
			3PF				63.2				
Project Total					100.0	100.0	700.0	0.0	0.0	0.0	

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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond	
33863 SR-30	NFHWY00844	FAST Carbon Reduction Program	CRP	All	887.0	1,929.2	1,066.6	1,098.6	1,131.6		
	NFHWY00845	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. Project Start Year: 2023 Total Project Cost: \$6,719,700 Air Quality Status: Exempt	SM/3PF		88.0	191.5	105.9	109.1	112.3		
	NFHWY00862										
	NFHWY00891										
NFHWY00922											
Project Total					975.0	2,120.7	1,172.5	1,207.7	1,243.9	0.0	
26708 SR-3	NFHWY00280	Chena River Walk Stage III Construct an approximately 3,200' long segment, multi-use asphalt path that is 10 feet wide with 2-foot gravel shoulders. The proposed path would be constructed on the north side of the Chena River from the existing Chena River pedestrian bridge crossing near Pioneer Park to the east side of Peger Road where the new path turns to a north/south orientation along Peger Road until it terminates at the southeast corner of the Peger Road and Phillips Field Road controlled intersection. Project Start Year: 2017 Total Project Cost: \$3,052,000 Air Quality Status: Exempt	TAP	Design		363.9					
			FM			36.1					
			STP	Right-of-Way							
			FM								
			STP	Utilities							
			FM								
			STP	Construction						161.9	
			TAP							623.0	
			CMAQ							795.3	
			FM							156.9	
Project Total					0.0	400.0	0.0	0.0	1,737.0	0.0	
30012 SR-1	NFHWY00126 NFHWY00883	Cowles Street Reconstruction - Phase I & II 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. 50% local match / 50% state match. Project Start Year: 2019 Total Project Cost: \$15,571,900 Air Quality Status: Exempt	STP	Design		422.7	264.2	1,091.6			
			AC			264.2					
			ACC				-264.2				
			OFF			130.9					
			SM			40.6		54.2			
			3PF			40.6		54.2			
			STP	Right-of-Way							
			SM								
			3PF								
			STP	Utilities							190.4
			SM							9.5	
			3PF							9.5	
			STP							6,992.0	
			CMAQ	Construction			3,210.1				
			3PF				1,793.3			0.0	
			SM				248.3			347.0	
SM				248.3			347.0				
Project Total					0.0	6,399.0	0.0	1,200.0	0.0	7,895.4	

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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond	
38471 SR-7	Z622070000	Cushman Street Bridge Rehabilitation Rehabilitate the Cushman Street Bridge and Cushman Street between the First Avenue and Terminal Street intersections. Project work will include bridge work, roadside hardware, ADA sidewalk and curb ramp improvements.	STP	Construction	4,134.1						
			CMAQ		727.8						
			ACC		-4,861.9						
			Project Total		0.0	0.0	0.0	0.0	0.0	0.0	
34122 SR-14	NFHWY00815	Doughchee Avenue/Beaver Springs Bridge Reconstruct Doughchee Avenue from Badger Road to Beaver Springs Bridge #2132. Project will include bridge work, drainage improvements, intersection improvements, and roadside hardware. <i>Project is planned to be bundled with FFY26 FAST Improvement Program for bid advertisement.</i> Project Start Year: 2023 Total Project Cost: \$626,000 Air Quality Status: Non-Exempt	STP	Design	127.4	84.6					
			3PF		12.6	8.4					
			STP	Right-of-Way							
			3PF								
			STP	Utilities							
			3PF								
			STP	Construction					357.5		
			3PF						35.5		
Project Total		140.0	93.0	0.0	393.0	0.0	0.0	0.0			
19096 SR-28	NFHWY00881 NFHWY00913 NFHWY00914	FAST Improvement Program Perform gravel or asphalt surface maintenance and preservation activities on roads, sidewalks and pathways. Work may also include new or upgraded illumination, signing and striping, storm drains and intersection improvements including nonmotorized crossings, as well as ADA upgrades to sidewalks and curb ramps. <i>State pays design match and local governments pay construction match, per agreement.</i> <i>FFY25 construction includes West Tanana Drive, 8th Avenue (Fairbanks), Chief Thomas Drive, Chief William Drive, Tesoro Avenue, E 4th Avenue (North Pole), NPHS Boulevard, CLRA South Lake Loop & Peninsula Trails, Chena Riverwalk (southside), and Mitchell Expressway, Davis Road, and Farmers Loop Road Paths. FFY26 construction project locations to be determined.</i> Project Start Year: 2022 Total Project Cost: \$5,788,000 Air Quality Status: Exempt	STP	Design			191.7	181.9			
			AC				191.7	181.9			
			ACC				-191.7	-181.9			
			SM				19.0	18.1			
			STP	Utilities							
			SM								
			STP	Construction	1,694.6	261.1	319.5	1,943.5			
			AC		261.1		909.7				
			ACC			-261.1		-909.7			
			CMAQ				681.2				
			SM		20.8						
3PF	173.4		189.6	93.7							
Project Total		2,149.9	210.7	2,300.0	1,127.5	0.0	0.0				
34346 34348 SR-4	NFHWY00830	FAST Planning Office Funding for the FAST Planning office which supports delivery of the FAST Planning's programs. Project Start Year: 2023 Total Project Cost: \$3,946,900 Air Quality Status: Exempt	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	121.6	123.9	127.6	131.4		
			FM		66.8	69.3	71.3	73.4	75.6		
			Project Total		739.5	767.6	789.2	813.0	837.5	0.0	

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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond	
TBD SR-9	NFHWY01057	Geist/Chena Pump Road Corridor Study	STP	Planning			168.3	377.5			
		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. Project Start Year: 2025 Total Project Cost: \$300,000 Air Quality Status: Exempt	AC				377.5				
			ACC					-377.5			
			FM				54.2				
Project Total					0.0	0.0	600.0	0.0	0.0	0.0	
32798 MR-9	NFHWY00816	Holmes Road Reconstruction Rehabilitation	STP	Design	545.8		441.3	402.9			
		Rehabilitate Holmes Road from the Badger/Montgomery intersection to Badger/Peede intersection including consideration of widened shoulders, separated path, sidewalks, or bike lanes. Work includes drainage improvements, roadside hardware, and utilities. 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. Project Start Year: 2023 Total Project Cost: \$14,350,000 Air Quality Status: Non-Exempt	AC				104.5				
			ACC					-104.5			
			OFF		20.0						
			SM	56.2		54.2	29.6				
			STP		Right-of-Way				454.9		
			SM						45.2		
			STP		Utilities				272.9		
			SM						27.1		
			STP		Construction						10,916.4
	SM								1,083.6		
Project Total					622.0	0.0	600.0	1,128.0	0.0	12,000.0	
34309 SR-31	NFHWY00873	Household Travel Survey	STP	Planning		91.0					
		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. Project Start Year: 2024 Total Project Cost: \$100,000 Air Quality Status: Exempt	FM			9.0					
Project Total					0.0	100.0	0.0	0.0	0.0	0.0	
30029 SR-16	TBD	Lacey Street Reconstruction - Planning Study	STP	Planning					136.5		
		Reconstruct Lacey Street from 1st to 12th Avenue. Reconstruction includes drainage improvements, intersection and sidewalk upgrades, utility relocation, signing, striping, and landscaping. 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. Project Start Year: 2027 Total Project Cost: \$150,000 Air Quality Status: Exempt	3PF							13.5	
Project Total					0.0	0.0	0.0	0.0	150.0	0.0	

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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond	
33138 SR-32	NFHWY01022	Metropolitan Transportation Plan Update	STP	Planning			454.9				
		Update FAST Planning Metropolitan Transportation Plan as required under 23 USC 134 (occurs every 4 years). Project Start Year: 2025 Total Project Cost: \$500,000 Air Quality Status: Exempt	FM				45.2				
Project Total					0.0	0.0	500.0	0.0	0.0	0.0	
31389 MR-2	NFHWY00509	Minnie Street Upgrade Improvements	STP	Design		227.4	796.0				
		Reconstruct Minnie Street between Illinois Street and Old Steese Highway. Project will include roadside hardware, drainage improvements, intersection improvements, ADA improvements, and utilities. 50% local match / 50% state match Project Start Year: 2020 Total Project Cost: \$16,300,000 Air Quality Status: Non-Exempt	SM			11.3	39.5				
			3PF			11.3	39.5				
			STP	Right-of-Way				1,364.6			
			SM					67.7			
			3PF					67.7			
			STP	Utilities						272.9	
			SM							13.5	
			3PF							13.5	
			STP	Construction							9,983.9
		CMAQ								727.8	
		SM								531.6	
3PF								531.6			
Project Total					0.0	250.0	875.0	1,500.0	300.0	11,775.0	
34123 SR-19	NFHWY00891	Pioneer Park North Parking Lot & Boat Launch	STP	Design		409.4		213.8			
		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 & Pedestrian Path' and 'Motor Vehicle Plugins #2' from CMAQ/CRP supplemental table. See supplement table for additional funding details for these two projects. Project Start Year: 2024 Total Project Cost: \$3,676,000 Air Quality Status: Non-Exempt	3PF			40.6		21.2			
			STP	Right-of-Way							
			3PF								
			STP	Utilities				68.2			
			3PF					6.8			
			STP	Construction					1,344.0		
			CMAQ						772.1		
			TAP						604.8		
3PF						270.1					
Project Total					0.0	450.0	0.0	3,301.0	0.0	0.0	
34157 SR-33	HFHWY00790	Transit Plan Updates	TPL	Planning	457.7						
		Update the Fairbanks North Star Borough Long & Short Range Transit Plan, Coordinated Human Services Transportation Plan, Fare Pricing & Integration Study, and Operational Efficiency Study using unspent FFY2019-22 Transit Planning Funds.	3PF		45.4						
Project Total					503.2	0.0	0.0	0.0	0.0	0.0	

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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond	
32178 SR-8	NFHWY00448	Woll Road Resurfacing & Widening Resurface and widen Woll Road from Bradway to Schut Road.	STP	Design							
			SM								
			STP	Right-of-Way	181.9						
			SM		18.1						
			STP	Utilities							
			SM								
			STP	Construction		1,508.6	1,083.8				
			AC			1,083.8					
			ACC				-1,083.8				
			SM			257.3					
Project Total					200.0	2,849.8	0.0	0.0	0.0	0.0	
9939 SR-2	NFHWY00139	Yankovich/Miller Hill Road Reconstruction Reconstruct Miller Hill Road and Yankovich Road, and improve existing separated multi-use path as needed. Project work will include roadside hardware, drainage improvements, and utilities. Project Start Year: 2016 Total Project Cost: \$10,069,700 Air Quality Status: Non-Exempt	STP	Design		91.0					
			SM			9.0					
			STP	Right-of-Way		297.1					
			SM			29.5					
			STP	Utilities							
			SM								
			STP	Construction			5,913.1				
SM		587.0									
Project Total					0.0	426.6	6,500.0	0.0	0.0	0.0	

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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
Available Funding - MPO Suballocations										
		Surface Transportation Program	STP	Federal	7,716.3	9,630.3	9,919.2	10,216.8	10,253.3	
		Congestion Mitigation/Air Quality	CMAQ	Federal	727.8	1,793.3	749.6	772.1	795.3	
		Transportation Alternatives Program	TAP	Federal	91.0	454.9	1,292.4	604.8	623.0	
		Carbon Reduction Program	CRP	Federal	887.0	2,598.2	1,066.6	1,098.6	1,131.6	
		Metropolitan Planning	MPL	Federal	584.9	579.2	596.6	614.5	633.0	
		Transit Planning	TPL	Federal	598.1	121.6	123.9	127.6	131.4	
		FAST Planning Offset Funds	OFF	Federal	0.0	0.0	0.0	0.0	0.0	
		State Funding Appropriation	SA	State	0.0	0.0	0.0	0.0	0.0	
					10,605.0	15,177.4	13,748.3	13,434.5	13,567.5	
		<i>State/Local Match</i>								
		Surface Transportation Program	SM/3PF/FM	State/Local	765.9	955.9	984.6	1,014.2	1,017.8	
		Congestion Mitigation/Air Quality	SM/3PF/FM	State/Local	72.2	178.0	74.4	76.6	78.9	
		Transportation Alternatives Program	SM/3PF/FM	State/Local	9.0	45.2	128.3	60.0	61.8	
		Carbon Reduction Program	SM/3PF/FM	State/Local	88.0	257.9	105.9	109.1	112.3	
		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	12.1	12.3	12.7	13.0	
		FAST Planning Offset Funds	SM/3PF/FM	State/Local	0.0	0.0	0.0	0.0	0.0	
					1,052.7	1,506.6	1,364.7	1,333.6	1,346.8	
		TOTAL			11,657.7	16,684.0	15,113.1	14,768.0	14,914.3	
Programmed Funding										
		Surface Transportation Program	STP	Federal	7,716.3	9,630.3	9,919.2	8,296.0	721.3	
		Congestion Mitigation/Air Quality	CMAQ	Federal	727.8	1,793.3	681.2	772.1	795.3	
		Transportation Alternatives Program	TAP	Federal	91.0	454.9	636.8	604.8	623.0	
		Carbon Reduction Program	CRP	Federal	887.0	1,929.2	1,066.6	1,098.6	1,131.6	
		Metropolitan Planning	MPL	Federal	432.4	426.7	444.1	462.0	480.5	
		Transit Planning	TPL	Federal	598.1	121.6	123.9	127.6	131.4	
		FAST Planning Offset Funds	OFF	Federal	123.7	193.2	0.0	0.0	0.0	
		State Funding Appropriation	SA	State	0.0	0.0	0.0	0.0	0.0	
					10,576.2	14,549.1	12,871.8	11,361.2	3,883.0	
		Advanced Construction	AC	Federal	3,059.1	1,539.8	1,573.6	0.0	0.0	
		Advanced Construction Conversion (Payback)	ACC	Federal	-4,861.9	-3,059.1	-1,539.8	-1,573.6	0.0	
State/Local Match										
		State Match	SM	State	95.0	615.1	698.7	223.8	13.5	
		Local Government Match	3PF	Local	666.2	372.3	292.3	549.1	27.1	
		FAST Planning Match	FM	State/Local	66.8	114.5	184.1	80.6	232.5	
					828.0	1,101.9	1,175.2	853.5	273.1	
Illustrative										
		Illustrative (Funding Placeholder)	ILLU	N/A	0.0	0.0	0.0	0.0	0.0	
		TOTAL			11,404.2	15,651.0	14,047.0	12,214.7	4,156.1	

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Projects Funded with Statewide Apportionments within FAST Planning Boundary										
3843 SR-35	Z610780000	Airport Way/Cushman Street Intersection Reconstruction	NHPP	Construction		11,826.1				24,964.2
		Reconstruct the intersection at Airport Way and Cushman Street. Works includes roadside hardware, drainage improvements, intersection improvements, utilities, and ADA improvements. (Funding for future phases, including construction, will be programmed in the TIP under a future Amendment if an air quality exemption is approved and/or the conformity freeze is lifted.) Project Start Year: 2014 Total Project Cost: \$40,940,797 Air Quality Status: TBD	SM			1,173.9				2,478.0
Project Total					0.0	13,000.0	0.0	0.0	0.0	27,442.2
15685 SR-25	Z618720000	Airport Way (West) Improvements	NHPP	Construction	10,729.8					
		Construct intersection improvements along Airport Way between Dale Road and the Parks Highway. Project includes bicycle/pedestrian facilities along Hoselton Road to the Boat Street path.	ACC		-10,729.8					
Project Total					0.0	0.0	0.0	0.0	0.0	
26076 SR-34	NFHWY00124	Aurora Drive / Noyes Slough Bridge Replace the Noyes Slough bridge on Aurora Drive in Fairbanks.	STP-SW	Utilities		154.7				
			AC		154.7					
			ACC		-154.7					
			SM		15.4					
			STP-SW	Construction	6,963.3					
			AC		6,963.3					
			ACC		-6,963.3					
SM	691.2									
Project Total					7,824.5	0.0	0.0	0.0	0.0	
27452 SR-38	NFHWY00289	Chena Hot Spring Road MP 0-6 Rehabilitation	STP-SW	Construction	5,000.0					
		Rehabilitate Chena Hot Spring Road.	ACC		-5,000.0					
Project Total					0.0	0.0	0.0	0.0	0.0	
34685 SR-36	NFHWY00699	Chena Pump/Chena Small Tracts Road Roundabout	HSIP	Design	260.0	138.3	100.0			
		Construct a roundabout at the intersection of Chena Pump Road, Old Chena Ridge Road, and Chena Small Tracts Road. Project will include intersection improvements, roadside hardware, and utilities. Project Start Year: 2022 Total Project Cost: \$6,888,255 Air Quality Status: Exempt		Construction			5,250.0			
Project Total					260.0	138.3	5,350.0	0.0	0.0	
34685 SR-37	NFHWY00592	City of Fairbanks Systematic Signal Upgrades Install overhead signal head for each lane of each approach at 11 intersections around City of Fairbanks. Install retroreflective backplates on all signal heads at 11 additional locations. Project Start Year: 2024 Total Project Cost: \$7,870,000 Air Quality Status: Exempt	HSIP	Design		860.0	500.0			
				Right-of-Way		650.0				
				Construction				5,860.0	3,300.0	
Project Total					0.0	1,510.0	500.0	5,860.0	3,300.0	

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34669	NFHWY00962 NFHWY00964 NFHWY00965 NFHWY01027	FAST ADA Improvements	STP-SW	Design			318.4	454.9	272.9		
		Design and construct improvements recommended by the Northern Region ADA Reconnaissance Study. [FFY26 Construction - 6th and 7th Avenues between Cowles and Barnette Street; FFY27 Construction - 9th Avenue between Lathrop and Barnette/Bonnifield Street & 10th Avenue between Lathrop and Cowles Street]	SM				31.6	45.2	27.1		
		Project Start Year: 2023 Total Project Cost: \$11,076,323 Air Quality Status: Exempt	STP-SW	Utilities						91.0	
			SM						9.0		
			STP-SW	Construction	1,592.0	1,637.5	69.4	1,728.4	3,638.8		
SM	158.0	162.5	6.9		171.6	361.2					
Project Total					1,750.0	1,800.0	426.3	2,400.0	4,400.0		
34302 SR-39	NFHWY00645 NFHWY00838 NFHWY00570 NFHWY01053	Statewide Pavement & Bridge Preservation Program - FAST Planning MPA only	STP-SW	All	8,061.5	2,621.2	22,287.7				
		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. [FFY23 - East College Road Resurfacing; FFY24 - Chena Ridge Road Resurfacing; FFY25 - Chena Ridge & Chena Pump Road Resurfacing, including spinoff to resurface Chena Pump Road from Hidden Drive to Chena Small Tracts to advertise with Chena Small Tracts Roundabout project.] Project Start Year: 2020 Total Project Cost: \$36,243,128 Air Quality Status: Exempt	SM		800.2	260.2	2,212.4				
Project Total					8,861.7	2,881.4	24,500.0	0.0	0.0		
34685	NFHWY00948	Nordale Road/Peede Road Improvements	HSIP	Design			753.6	188.4			
		Construct a roundabout at the intersection of Nordale and Peede Roads. Project Start Year: 2025 Total Project Cost: \$4,851,000 Air Quality Status: Exempt		Right-of-Way					100.0		
		Utilities					200.0				
		Construction							3,609.0		
Project Total					0.0	0.0	753.6	388.4	3,709.0		
34685	NFHWY01058	Northern Region Accessible Pedestrian Signals Upgrades	HSIP	Design			280.0	70.0			
		Install accessible pedestrian signals at State-owned crosswalks to help blind and low-vision pedestrians know when it is safe to cross. Project Start Year: 2025 Total Project Cost: \$1,243,000 Air Quality Status: Exempt		Construction					893.0		
Project Total					0.0	0.0	280.0	963.0	0.0		
27010	Z617630000	Northern Region Signal Interconnect	CMAQ	Construction	4,548.5						
		Improve capabilities of the Northern Region to communicate with signals, allowing for troubleshooting, signal timing modifications, and monitoring at single/multiple location(s). Project will include upgrades at NR Headquarters and incorporate improvements to interconnecting communication systems (for security and reliability), controller upgrades, signal timing plans, and other related items. Provide any related items and Training, Maintenance, and Operational funding as allowed by ITS.	SM		451.5						
Project Total					5,000.0	0.0	0.0	0.0	0.0		

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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond	
34685	NFHWY00531 NFHWY00904	Northern Region Systematic Signal Upgrades Reconstruction signalized intersections at Lathrop St/Van Horn Rd, South Cushman St/Van Horn Rd, Parks Highway/Geist Rd /Chena Pump, and South Cushman St/30th Ave. Work includes roadside hardware and intersection improvements. Project Start Year: 2020 Total Project Cost: \$12,025,171 Air Quality Status: Exempt	HSIP	Right-of-Way		125.0					
				Utilities		176.9					
				Construction		6,400.2	4,100.0	1,620.2			
				Project Total		12025.171	0.0	6,701.2	4,100.0	1,620.2	0.0
26082 SR-38 SR-45	Z624870000	Old Steese Highway Reconstruction Reconstruct the Old Steese Highway from Wendell Avenue Bridge to, and including, the intersection at the Johansen Expressway. (Funding for future phases, including construction, will be programmed in the TIP under a future Amendment if an air quality exemption is approved and/or the conformity freeze is lifted.)	STP-SW SM STP-SW SM	Design	1,728.4						
					171.6						
				Construction							27,323.0
											2,712.2
Project Total		1,900.0	0.0	0.0	0.0	0.0	0.0	30,035.2			
34685	NFHWY00898	Parks Highway/Sheep Creek Extension Traffic Signal Construct a continuous green T signal on the Parks Highway at the intersection with Sheep Creek Extension. Project includes ADA improvements, drainage improvements, intersection improvements, roadside hardware, and utilities. Project Start Year: 2024 Total Project Cost: \$8,500,000 Air Quality Status: Exempt	HSIP	Design		420.0	1,200.0				
				Utilities				50.0			
				Construction				6,830.0			
				Project Total		0.0	420.0	1,200.0	6,880.0	0.0	
34685 MR-59	NFHWY01059	Peridot Street Crossing at Richardson Highway RSA Conduct a road safety audit (RSA) between the Badger interchange at North Pole and the Richardson Highway MP 351 interchange. Project Start Year: 2025 Total Project Cost: \$100,000 Air Quality Status: Exempt	HSIP	Planning			100.0				
					Project Total		0.0	0.0	100.0	0.0	0.0
34685	NFHWY00949	Richardson Highway MP 341-362 Variable Speed Limit Construct variable speed limit signs on the Richardson Highway between MP 341-362. Project will include roadside hardware and utilities. Project Start Year: 2025 Total Project Cost: \$6,300,000 Air Quality Status: Exempt	HSIP	Design			720.0	180.0			
				Utilities				200.0			
				Construction					5,200.0		
				Project Total		0.0	0.0	720.0	380.0	5,200.0	
34685 SR-41	Z615970000	Richardson Highway MP 357-362 Bicycle/Pedestrian Path Construct a multi-use pathway between Badger 6-mile interchange and GARS intersection.	HSIP	Construction	4,112.8	64.7	155.9				
					Project Total		4,112.8	64.7	155.9	0.0	0.0

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34685 SR-50	NFWHY00097	Richardson Highway MP 351 Interchange	HSIP	Construction		21,597.8					
		Construct interchange to replace intersection of the Richardson Highway and the Old Richardson Highway at North Pole, near Richardson Highway MP 351.									
Project Total					0.0	21,597.8	0.0	0.0	0.0		
25598 SR-51	Z607340000	Richardson Highway MP 360-361 (MP 359) Railroad Grade Separated Facility	NHPP	Construction	24,136.1						
		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).	SM		1,705.5						
Project Total					25,841.6	0.0	0.0	0.0	0.0		
29829 SR-40	Z607320000	Steese/Johansen Expressway Interchange 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. (Funding for future phases, including construction, will be programmed in the TIP under a future Amendment if conformity freeze is lifted.) Project Start Year: 2015 Total Project Cost: \$107,149,679 Air Quality Status: Non-Exempt	NHPP	Design	1,819.4						
			SM		180.6						
			NHPP	Utilities				909.7			
			SM				90.3				
			NHPP	Right-of-Way	2,729.1						
			SM		270.9						
			NHPP	Construction							81,873.0
SM								8,127.0			
Project Total					107149679	5,000.0	0.0	0.0	1,000.0	0.0	
32220 MR-70	NFWHY00698	Steese Expressway MP 2-5 Resurfacing Reconstruct the Steese Expressway from the intersection with Farmer's loop Road up to and including the Chena Hot Springs Road interchange. Project Start Year: 2022 Total Project Cost: \$14,550,000 Air Quality Status: Non-Exempt	NHPP	Design	258.4						
			SM		25.6						
			NHPP	Utilities						454.9	
			SM							45.2	
			NHPP	Construction							11,644.2
			SM								1,155.8
Project Total					284.0	0.0	0.0	0.0	0.0	13,300.0	
3821 SR-31 SR-36	Z632130000	University Avenue Widening 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.	NHPP	Construction		6,711.9					
			AC		6,711.9						
			ACC		-6,711.9						
			SM		666.2						
Project Total					7,378.1	0.0	0.0	0.0	0.0		
29655 SR-31	Z632130000	University Avenue Rehabilitation: Wolf Run to DNR BLM Access	NHPP	Construction	14,555.2						
		Widen and reconstruct University Avenue to current standards from Thomas Street to the Chena River, including replacement of University Ave Bridge #0263. This project is associated with NIDs 29656, 33345, and the parent design project NID 3821.	ACC		-14,555.2						
Project Total					0.0	0.0	0.0	0.0	0.0		

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Air Quality Programs within FAST Planning Boundary										
20294 SR-42	HFHWY00211	Air Quality Public Education	CMAQ-SW	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). Project Start Year: Annual Total Project Cost: \$1,000,000 Air Quality Status: Exempt	SM		18.1	18.1	18.1	18.1	18.1	
Project Total					200.0	200.0	200.0	200.0	200.0	
26161 SR-43 SR-44	NFHWY00647	Fairbanks Air Quality Planning Project	CMAQ-SW	All	72.8	72.8	72.8	72.8	72.8	
		Preparation of air quality conformity determination for short and long term transportation plans and individual projects in the entire PM 2.5 non-attainment area and the carbon monoxide maintenance area within the Fairbanks North Star Borough, consisting of FAST Planning, the MPO for the Fairbanks urban area, and the associated donut area within the PM 2.5 boundary. Project Start Year: Annual Total Project Cost: \$400,000 Air Quality Status: Exempt	SM		7.2	7.2	7.2	7.2	7.2	
Project Total					80.0	80.0	80.0	80.0	80.0	
29232	NFHWY00555 NFHWY00612 NFHWY00712 NFHWY00862 NFHWY00874	Committed Measures for the Fairbanks SIP	CMAQ-PM2.5	All	1,960.5	1,960.1	2,060.0	2,121.8	2,185.5	
		Funding for transportation projects and programs that are committed and contingency measures listed in the State Implementation Plan (SIP) for the Fairbanks PM2.5 Non-attainment Area, and non-SIP projects that are evaluated and scored by the Fairbanks area CMAQ Project Evaluation Board. Refer to FAST Planning's CMAQ/CRP supplemental table for project list, descriptions, and locations. Project Start Year: Annual Total Project Cost: \$11,298,100 Air Quality Status: Exempt	SM		183.7	194.6	204.5	210.6	216.9	
Project Total					2,144.2	2,154.6	2,264.5	2,332.4	2,402.4	
18791	NFHWY00612 NFHWY00902 NFHWY00911	Statewide Congestion Mitigation & Air Quality	CMAQ-SW	All	3,211.2	700.3	2,916.5	181.9	6,096.4	
		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. Project Start Year: Annual Total Project Cost: \$14,407,300 Air Quality Status: Exempt	SM		318.8	69.5	289.5	18.1	605.1	
Project Total					3,530.0	769.8	3,206.0	200.0	6,701.5	

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Available Funding - Statewide Apportionments*										
		National Highway Performance Program	NHPP	Federal	369,961.5	377,360.5	384,908.0	392,606.1	400,458.2	
		National Highway Freight Program	NHFP	Federal	17,737.1	18,091.9	18,453.7	18,822.8	19,199.2	
		Bridge Formula Program	BFP	Federal	45,000.0	45,000.0	45,000.0	45,000.0	45,000.0	
		Highway Safety Improvement Program	HSIP	Federal	40,726.0	41,565.9	42,422.6	43,296.5	44,162.4	
		Railway-Highway Crossings Program	RAIL	Federal	1,225.0	1,225.0	1,225.0	1,225.0	1,225.0	
		Promoting Resilient Operations for Transformative, Efficient, & Cost-Saving Transportation Program	PROTECT	Federal	18,248.1	18,613.1	18,985.3	19,365.0	19,752.3	
		National Electric Vehicle Infrastructure Program	NEVI	Federal	10,483.1	10,483.1	10,483.1	10,483.1	10,483.1	
		Surface Transportation Program (including Transportation Alternatives Program)	STP	Federal	179,981.3	183,580.9	187,252.5	190,997.6	194,817.5	
		Congestion Mitigation/Air Quality	CMAQ	Federal	30,584.2	31,195.9	31,819.8	32,456.2	33,105.3	
		Carbon Reduction Program	CRP	Federal	16,048.3	16,369.3	16,696.7	17,030.6	17,371.2	
		State Funding Appropriation	SA	State	0.0	0.0	0.0	0.0	0.0	
					729,994.6	743,485.4	757,246.6	771,282.8	785,574.3	
<i>*Values from Infrastructure Investments & Jobs Act (IIJA) FFY2022-26 apportionment tables; FFY2027 adjusted for 2% increase consistent with annual increases under IIJA apportionments.</i>										
Programmed Funding										
		National Highway Performance Program	NHPP	Federal	54,227.9	18,538.0	0.0	909.7	0.0	
		National Highway Freight Program	NHFP	Federal	0.0	0.0	0.0	0.0	0.0	
		Bridge Formula Program	BFP	Federal	0.0	0.0	0.0	0.0	0.0	
		Highway Safety Improvement Program	HSIP	Federal	4,372.8	23,205.7	3,809.5	438.4	0.0	
		Railway-Highway Crossings Program	RAIL	Federal	0.0	0.0	0.0	0.0	0.0	
		Promoting Resilient Operations for Transformative, Efficient, & Cost-Saving Transportation Program	PROTECT	Federal	0.0	0.0	0.0	0.0	0.0	
		National Electric Vehicle Infrastructure Program	NEVI	Federal	0.0	0.0	0.0	0.0	0.0	
		Surface Transportation Program - Statewide	STP-SW	Federal	16,381.9	11,376.7	22,675.5	2,183.3	4,002.7	
		Congestion Mitigation/Air Quality - Statewide	CMAQ-SW	Federal	3,465.9	955.0	3,171.2	436.6	6,351.1	
		Congestion Mitigation/Air Quality - PM2.5 Area Set Aside	CMAQ-PM2.5	Federal	1,960.5	1,960.1	2,060.0	2,121.8	2,185.5	
		Transportation Alternatives Program	TAP-SW	Federal	0.0	0.0	0.0	0.0	0.0	
		Carbon Reduction Program	CRP-SW	Federal	0.0	0.0	0.0	0.0	0.0	
		State Funding Appropriation	SA	State	0.0	0.0	0.0	0.0	0.0	
					80,409.0	56,035.4	31,716.2	6,089.8	12,539.3	
		Advanced Construction	AC	Federal	13,829.9	0.0	0.0	0.0	0.0	
		Advanced Construction Conversion (Payback)	ACC	Federal	-30,285.0	-13,829.9	0.0	0.0	0.0	
State Match										
		State Match	SM	State	5,664.5	1,886.0	2,770.1	561.0	1,244.7	
Illustrative										
		Illustrative (Funding Placeholder)	ILLU	N/A	0.0	0.0	0.0	0.0	0.0	
					TOTAL	86,073.5	57,921.4	34,486.3	6,650.8	13,783.9

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U.S. DOT Discretionary Grant Projects within FAST Planning Boundary										
N/A	City of North Pole Drainage Project	Awarded: Repair and improve culverts, establish bioswales, increase size of detention basins and drainage ditches, and other resilience-building solutions to combat flooding.	PROTECT				752.1			
			Match				188.0			
Project Total					0.0	0.0	940.2	0.0	0.0	
N/A	Island Holmes Reconstruction	Pending Application: Reconstruct the Island Homes subdivision to provide improved facilities for all users including roadway resurfacing, drainage improvements, ADA-compliant sidewalks and curb ramps, water and sewer utility replacement, signing and striping, traffic calming measures, and street lighting upgrades.	BUILD				18,950.0			
			Match				2,050.0			
Project Total					0.0	0.0	21,000.0	0.0	0.0	
N/A	Alternative Fuel Corridor Electric Vehicle Charging Stations	Awarded: Installation of DC fast-charging stations at Westmark Hotel and Fred Meyer West.	NEVI			1,327.9				
			Match			332.0				
Project Total					0.0	1,659.9	0.0	0.0	0.0	
N/A	Chena River Watershed Culvert Replacements	Pending Application: Replace culverts for fish passage on Cripple Creek at Old Chena Ridge Road and Chena Slough at Peede, Repp, and Mission Road.	NOAA					8,000.0		
			Match							
Project Total					0.0	0.0	0.0	8,000.0	0.0	
TOTAL					0.0	1,659.9	21,940.2	8,000.0	0.0	

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

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19658	Urbanized Area Formula - ARRC	Preventive maintenance.	5337	FTA	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.	5337	FTA		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.	5337	FTA		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.	5337	FTA			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.	5337	FTA				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 24002	Urbanized Area Formula Grant - FNSB	Purchase of approximately four buses and three vans. Additional CMAQ funding provided under 'Committed Measures for the Fairbanks SIP' project in Air Quality Program table.	5307	FTA		408.6				
			Match			81.7				
			Project Total		0.0	490.3	0.0	0.0	0.0	0.0
22007 25001	Urbanized Area Formula Grant - FNSB	Purchase of approximately six buses and three vans. Additional CMAQ funding provided under 'Committed Measures for the Fairbanks SIP' project in Air Quality Program table.	5307	FTA			3,565.6			
			5339						2,494.7	
			Match				891.4		623.7	
Project Total	0.0	0.0	4,457.0	0.0	3,118.4					
24001	Urbanized Area Formula Grant - FNSB	Transit operating assistance and capital.	5307	FTA	2,174.4	2,121.9	2,174.4	2,174.4	2,174.4	2,174.4
			Match		2,174.4	2,121.9	2,174.4	2,174.4	2,174.4	
			Project Total		4,348.8	4,243.8	4,348.8	4,348.8	4,348.8	
25001	Urbanized Area Formula Grant - FNSB	Transit operating assistance and purchase of a transit revenue vehicle.	5307	FTA			952.6			
			Match				881.9			
			Project Total		0.0	0.0	1,834.5	0.0	0.0	
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.	5307	FTA						
			Match							
			Project Total		0.0	0.0	0.0	0.0	0.0	
19120	Rural Transit - FNSB	Operational funding for the gray line.	5311	FTA						
			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.	5310	FTA						
			Match							
			Project Total		0.0	0.0	0.0	0.0	0.0	

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

**FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Amendment #1 - Revised Draft 04.12.2025**

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
21028	Transit Administration & Maintenance Facility - Phase II		5339	FTA						
	Renovation and expansion of the transit maintenance facility, including utility connection and/or storage of CNG.		Match							
Project Total					0.0	0.0	0.0	0.0	0.0	
21038	Van Tran Fleet Transition to CNG		5310	FTA						
	Transition the Van Tran fleet to CNG in accordance with Van Tran Recommended 10-year Bus Replacement Plan 2019-2028.		Match							
Project Total					0.0	0.0	0.0	0.0	0.0	
23002	Bus & Bus Facility Grant		5307	FTA	326.8					
	Capital CNG Transit Van		Match		81.7					
					408.6					
23003	Bus & Bus Facility Grant		5339	FTA	90.5					
	5339(a) FFY23 small urban maintenance facility equipment.		Match		22.6					
					113.1					
23004	Urbanized Area Formula Grant - FNSB		5307	FTA	1,160.0					
	Security camera system and fat bike racks.		Match		290.0					
					1,450.0					
23005	Urbanized Area Formula Grant - FNSB		5307	FTA	2,147.7					
	FNSB CNG fueled transit buses.		Match		536.9					
					2,684.7					
21038	Bus & Bus Facility Allocations - FNSB		5339	FTA						
	5339(a) Purchase of CNG fueled buses.		Match							
Project Total					0.0	0.0	0.0	0.0	0.0	
27969	Buses and Bus Facility Competitive Grant		5339	FTA						
	5339(b)		Match							
Project Total					0.0	0.0	0.0	0.0	0.0	
Programmed FTA & FRA Funding										
		Urbanized Area Formula Program	5307	Federal	6,329.0	7,983.3	12,007.6	7,904.4	16,934.4	
		Enhanced Mobility of Seniors and Individuals with Disabilities Program	5310	Federal	0.0	0.0	0.0	0.0	0.0	
		Formula Grant Program for Rural Areas	5311	Federal	0.0	0.0	0.0	0.0	0.0	
		State of Good Repair Grant Program	5337	Federal	1,320.0	8,416.8	3,170.8	3,280.4	3,182.0	
		Bus & Bus Facilities Grant Program	5339	Federal	90.5	0.0	0.0	0.0	2,494.7	
		Multimodal Project Discretionary Grant Program	MPDG	Federal	0.0	0.0	3,000.0	6,000.0	6,000.0	
		Special Transportation Circumstances Grant Program	STC	Federal	0.0	8,000.0	8,000.0	800.0	800.0	
					7,739.5	24,400.1	26,178.4	17,984.8	29,411.1	
		Advanced Construction	AC	Federal	0.0	0.0	0.0	0.0	0.0	
		Advanced Construction Conversion (Payback)	ACC	Federal	0.0	0.0	0.0	0.0	0.0	
Match										
		ARRC/FNSB Match	Match	State/Local	3,565.7	7,759.1	11,066.6	9,622.0	11,976.1	
Illustrative										
		Illustrative (Funding Placeholder)	ILLU	N/A	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL					11,305.1	32,159.2	37,245.0	27,606.8	41,387.2	

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



MEMORANDUM

Date: April 4, 2025
To: **Policy Board**
Subject: Item 7b: Hiring Independent Legal Counsel

Background

Action on this item was postponed at the March 19th Policy Board meeting to the next meeting (April 16th). The following motions were made:

Motion: To have staff discuss with AMATS following their action item for us to split the cost 50/50 for the legal counsel between AMATS and FAST Planning staff for opinions on the Operating Agreement changes by the Alaska DOT&PF and amendment to the Boundary changes regarding the Governor's necessary signature on it and how those two will dovetail. (Hopkins/Pruhs).

Amendment: To share the cost of legal counsel [with AMATS] and the scope includes independent review and a finite amount of coordination with other legal counsel including DOT and FHWA not to exceed \$15,000. (Keith/Pruhs).

Motion: To postpone to the April meeting. (Pruhs/Terch). Six in favor. One opposed. (Crass). Approved.

Attachment

Katherine Keith asked the February 25th letter from DOT&PF to AMATS be included in the meeting packet. Please find attached on the following pages.



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

Department of Transportation and Public Facilities

OFFICE OF THE COMMISSIONER
Ryan Anderson, P.E., Commissioner

PO Box 112500
Juneau, Alaska 99811-2500
Main: 907.465.3900
dot.alaska.gov

February 25, 2025

Sean Holland, P.E.
Chair, AMATS Policy Committee
4111 Aviation Drive
Anchorage, AK 99519

Delivered via e-mail.

Subject: Response to January 22, 2025, Letter Regarding Anchorage Municipal Area Transportation Solutions (AMATS) Boundary and Operating Agreement Revision

Dear Chair Holland,

On January 22, 2025 Executive Director Jongenelen requested written explanations and clarifications from the Governor and myself regarding the Department of Transportation and Public Facilities (DOT&PF) and the Department of Law's concerns about the AMATS Operating Agreement and boundary changes. We hope the following explanations and clarification satisfy the request of the Policy Committee.

Legal Authorities Governing National Highway System Facilities in the MPA

The attached summary of legal authorities governing National Highway System (NHS) facilities within the Metropolitan Planning Area (MPA) includes controlling state and federal requirements. This document is intended to serve as a readily accessible reference for discussions among the Policy Committee, Technical Committee, and the public. The index is expandable, so please advise if additional topics related to Metropolitan Planning Organization (MPO)-State coordination should be included.

The legal authorities governing the inclusion of NHS projects in planning documents, as well as the selection or rejection of NHS projects within the MPA, are the primary focus of this summary. From the State's perspective, a key source of friction and delay in the planning process is AMATS's assertion of authority to select NHS projects for inclusion in or exclusion from planning documents. This assertion of authority over the selection of the State's NHS projects was in clearest display on November 21, 2024 when the AMATS Policy Committee voted to remove the Safer Seward Highway Project from AMATS's MTP, for the expressly stated purpose of removing the project from the Transportation Improvement Program (TIP) in Amendment 2. As explained in detail below, the selection of the State's NHS projects for inclusion in the TIP and the Statewide Transportation Improvement Program (STIP) is a State authority and not an MPO authority.

"Keep Alaska Moving"

The State’s NHS projects are per se regionally significant by definition in federal regulations, as the State’s NHS projects serve regional transportation needs such as access to and from the area outside the region. 23 CFR 450.104. Regionally significant projects *shall* be incorporated into the MPO’s TIP and STIP in accordance with governing federal regulations. 23 CFR 450.326(f) and 23 CFR 450.218(h), respectively. Thus, the AMATS Policy Committee November 21, 2024 vote to remove the State’s regionally significant NHS project was contrary to the duties imposed on that committee by federal regulations.

While both the State and the MPO have a duty to cooperate in the development of the TIP and STIP, federal law mandates that this cooperation be directed toward ensuring the inclusion of the State’s selected NHS projects in these planning documents, rather than their exclusion. For your situational awareness, federal regulations do not limit the definition of “regionally significant” projects to NHS facilities. As such, MPO projects such as principal arterial highways may also benefit from this classification.

Transportation Management Area (TMA) MPOs, such as AMATS, may select any federally funded project within the MPA *except* projects on the NHS. 23 USC 134(k)(5)(A). NHS projects within the MPA shall be selected for implementation by the State from the approved TIP. 23 USC 134(k)(5)(A). The State and AMATS each have a duty to cooperate in the development of the TIP through a continuing and comprehensive planning process. 23 USC 134(k)(2). The MPO’s selection of all projects excluding NHS projects is done in cooperation with the State and, conversely, the State’s selection of NHS projects within the MPA is done in cooperation with the MPO. Contrary to statements previously made by AMATS staff, the MPO does not have the authority to select or “deselect” NHS projects from the TIP.

Operating Agreement Updates

AMATS’s assertion of authority to include or exclude from the TIP NHS projects located within the MPA has disrupted what was previously a cooperative highway planning process and is impeding the State’s project delivery. To restore clarity regarding decision-making authority over NHS routes within the MPA, the State requires an update to the operating agreement to clarify and come to a common understanding of legal authorities and procedures for coordinated development of planning documents. Federal regulations mandate such an update when there is a substantial change in decision-making authority or responsibility. 23 CFR 450.310(j)(2). The State considers AMATS’s continuing assertion of authority over NHS routes within the MPA to constitute a “substantial change,” necessitating a process to establish and document the procedures governing these newly claimed authorities.

State and federal laws allow the Municipality of Anchorage to assume all or part of the authorities and responsibilities for the NHS routes located within the MPA. The attached index of authorities provides references to the laws and legal standards for the Municipality to assume responsibility for portions of the NHS or specific components of project development, delivery, or maintenance. DOT&PF can collaborate with the MPO and the Municipality to transfer such authorities and obligations or to relinquish, modify, or review NHS routes within the MPA. However, any such changes must be mutually agreed upon and formally documented to delineate responsibilities for specific transportation facilities and the corresponding planning processes.

Given recent challenges in project selection and planning, the Policy Committee may benefit from exploring ways to enhance regulatory clarity, project efficiency, and technical support. Federal law provides flexibility in structuring State-MPO coordination, allowing opportunities to refine processes for better alignment with state and federal requirements while maintaining regional transportation priorities. Clearly defining DOT&PF's role in technical planning and programming could improve coordination and long-term planning outcomes. If the Policy Committee sees value in strengthening technical partnerships, DOT&PF remains committed to offering expertise and support in a way that serves regional needs while respecting the Committee's autonomy.

Concerns Regarding AMATS's Boundary Expansion Proposal

Your January 22, 2025, letter specifically requested clarification on why AMATS's boundary expansion is linked to DOT&PF's request to revisit the operating agreement. The primary reason is that AMATS's proposed expansion includes areas that do not meet federal criteria for MPA expansion.

AMATS's proposal seeks to expand the boundary southward to include an additional mile of the Seward Highway and approximately 1.5 square miles of Chugach State Park. However, 23 CFR 450.312(a)(1) authorizes MPA expansion beyond the existing urbanized area in those areas "expected to become urbanized within a 20-year forecast period." Neither the Seward Highway nor Chugach State Park can reasonably be expected to urbanize within any forecast period. Similarly, AMATS's proposal includes adding 6.25 miles of the Glenn Highway, including the entire Eagle River Loop Road interchange—areas that also do not meet federal urbanization criteria. These segments of the highway system are NHS properties, exclusively managed and operated by DOT&PF.

Since the need to update the operating agreement arises from AMATS's assertion of decision-making authority over NHS facilities, DOT&PF cannot make a recommendation to the Governor on AMATS's proposed boundary expansion until there is a clear, shared understanding of jurisdiction over these facilities.

We also observed that many other areas in AMATS's boundary expansion proposal share common characteristics:

- They are located outside the designated urban area (with a few small exceptions).
- They include properties that cannot be urbanized in the future.
- They are managed and operated by non-municipal agencies (except for the Port of Alaska properties).

The largest portion of the expansion proposal covers Chugach State Park, followed by additional expansions over DOT&PF's NHS properties. The Department of Natural Resources (DNR) and its Division of Parks and Outdoor Recreation reported no prior knowledge of AMATS's expansion proposal. This is concerning, as the expansion would impact all access routes to Chugach State Park from the Anchorage Bowl.

Before DOT&PF can make a recommendation on AMATS's proposal, we require additional information on:

1. AMATS's coordination efforts with DNR.

2. Whether AMATS plans to include DNR representation on its committees (23 CFR 450.310(d)(1)(iii)).
3. DNR's stance on the proposed expansion.

Similarly, the proposal does not clarify coordination efforts with the Alaska Railroad Corporation and the Port of Alaska regarding the inclusion of their facilities in the MPA expansion. Further details on these discussions are also necessary before proceeding.

As part of this review, we also developed a GIS dataset documenting the AMATS boundary as it existed in 2010, the 2014 update, and the proposed 2024 boundary expansion. However, we found no documentation confirming the Governor's approval of the 2014 update. Therefore, we assume the current request for approval will also encompass the 2014 update to ensure compliance with federal and state laws and regulations.

The GIS boundary datasets are available at the following link:

<https://experience.arcgis.com/experience/0cfd6c2623b0426cbe83f9c48a020335/>

Next Steps

To move forward, we recommend a joint effort between AMATS and DOT&PF to:

1. Update the Operating Agreement to clarify legal authorities and ensure compliance.
2. Reevaluate AMATS's proposed boundary expansion in coordination with relevant agencies and with consideration of appropriate authorities.

As the Chair of the AMATS Policy Committee, I'm asking you to lead this effort and prioritize its timely completion. As we work towards the December 29, 2026 MPA expansion deadline, we look forward to continued collaboration to improve communication and coordination in this critical transportation planning process.

Sincerely,



Ryan Anderson, P.E.

Attachments: As Stated

CC Aaron Jongenelen, Executive Director, AMATS
 James Starzek, AMATS Transportation Planner / Coordinator
 Graham Downey, Policy Committee Member
 Jason Olds, Policy Committee Member
 Mark Littlefield, Policy Committee Member
 Daniel Volland, Policy Committee Member
 Meg Zaletel, Policy Committee Member

INDEX OF AUTHORITIES REGARDING NHS FACILITIES WITHIN MPAs

Under State law, the State of Alaska is mandated to maintain full responsibility and authority over the State highway system. The State of Alaska, through DOT&PF, is similarly obligated to plan, construct, and maintain the network of highways linking the cities and communities in the various regions of the State. The highway system linking the various regions of State of Alaska has been designated as part of the National Highway System.

1. State must construct and maintain state highway system – [AS 19.10.030](#)
2. DOT&PF obligated to plan construct and maintain the regional NHS – [AS 19.05.125](#)
3. Alaska’s regional routes have been designated part of NHS – [23 USC 103\(b\)](#) and [Maps](#)

State and Federal laws and regulations mandate a collaborative approach to transportation planning within metropolitan areas. However, these laws and regulations do not grant a Metropolitan Planning Organization power or authority to veto or “de-select” the State’s selected NHS projects that are located within a municipal planning area; nor do these laws and regulations grant the State the power to veto or “de-select” the MPO’s non-NHS projects located within the municipal planning area.

4. MPO selects non-NHS projects in the MPA – [23 USC 134\(k\)\(5\)\(A\)](#)
5. State selects NHS projects in the MPA – [23 USC 134\(k\)\(5\)\(B\)](#)
6. TIP shall contain “All regionally significant projects” – [23 CFR 450.326\(f\)](#)
7. STIP shall contain “All regionally significant projects” – [23 CFR 450.218\(h\)](#)
8. The State’s NHS projects are “regionally significant projects” – [23 CFR 450.104](#)

Re-designation of a MPO, including updates to its operating agreement, is required when there is a substantial change in decision-making authority or responsibility. The MPO’s assertion of selection or “de-selection” authority over NHS projects located in the MPA is a substantial change in decision-making authority. The extent of the MPO’s new change in decision-making authority or responsibility over NHS projects or routes, and the procedures to implement any new authority and responsibility must be documented in writing.

9. Operating agreement must be amended with substantial change in decision-making authority – [23 CFR 450.310\(j\)](#)
10. Periodic review of operating agreement required – [23 CFR 450.314\(b\)](#)
11. Division of responsibility over NHS projects located in the MPA must be in writing – [23 CFR 450.314\(a\)](#)

State law authorizes DOT&PF to delegate planning authority over NHS projects located in the MPA, and Federal law even authorizes the State to propose modifications of the NHS, although both actions must be done by cooperative agreement between the MPO and the State.

12. Municipality may request planning authority for NHS corridors within the MPA— [AS 19.20.015](#)
13. State can delegate NHS planning authority to municipality— [AS 19.15.030](#).
14. State can propose any modification to the NHS, in cooperation with local and regional officials. [23 USC 103\(b\)\(3\)](#).

The MPO's metropolitan transportation plan, from which it selects its projects for inclusion into the TIP, is required to include "major roadways" and smaller transportation facilities to function as an integrated metropolitan transportation system. State and Federal laws and regulations do not contemplate NHS projects, and similar corridor projects that connect rural and urban areas, as the type of transportation facilities for which the MPOs have primary decision making responsibilities.

15. MPO's MTP identifies facilities that function as an integrated metro system that serves regional transportation functions. [23 USC 134\(j\)\(2\)\(A\)](#):
16. MPO's MTP shall include facilities that function as an integrated metro system that serves regional transportation functions. [23 CFR 450.324\(f\)](#):
17. Municipality shall ensure proper integration of State highway connections in municipal highway plan— [AS 19.20.080](#)

1. [AS 19.10.030](#). The department is responsible for the construction and maintenance of the state highway system. [\(Return\)](#)

2. [AS 19.05.125](#). The purpose of AS 19.05 - AS 19.25 is to establish a highway **department capable of carrying out a highway planning, construction, and maintenance program that will provide** a common defense to the United States and the state, **a network of highways linking together cities and communities throughout the state** (thereby contributing to the development of commerce and industry in the state, and aiding the extraction and utilization of its resources), and otherwise improve the economic and general welfare of the people of the state. [\(Return\)](#)

3. [23 USC 103\(b\)](#) National Highway System.-(1) Description.-The National Highway System consists of the highway routes and connections to transportation facilities that shall-(A) serve major population centers, international border crossings, ports, airports, public transportation facilities, and other intermodal transportation facilities and other major travel destinations; (B) meet national defense requirements; and (C) serve interstate and interregional travel and commerce.[\(Return\)](#)

4. [23 USC 134\(k\)\(5\)](#) "Selection of Projects. (A) In general.-**All Federally funded projects** carried out within the boundaries of a metropolitan planning area serving a transportation management area under this title (**excluding projects carried out on the National Highway System**) or under chapter 53 of title 49 **shall be selected for implementation from the approved TIP by the metropolitan planning organization** designated for the area in consultation with the State and any affected public transportation operator." [\(Return\)](#)

5. [23 USC 134\(k\)\(5\)\(B\)](#): "**National Highway System projects**.-Projects carried out within the boundaries of a metropolitan planning area serving a transportation management area on the National Highway System **shall be selected for implementation from the approved TIP by the State** in cooperation with the metropolitan planning organization designated for the area." [\(Return\)](#)

6. [23 CFR 450.326\(f\)](#) "**The TIP shall contain all regionally significant projects** requiring an action by the FHWA or the FTA whether or not the projects are to be funded under title 23 U.S.C. Chapters 1 and 2 or title 49 U.S.C. Chapter 53 (e.g., addition of an interchange to the Interstate System with State, local, and/or private funds and congressionally designated projects not funded under 23 U.S.C. or 49 U.S.C. Chapter

53). For public information and conformity purposes, the TIP shall include all regionally significant projects proposed to be funded with Federal funds other than those administered by the FHWA or the FTA, as well as all regionally significant projects to be funded with non- Federal funds.” [\(Return\)](#)

7. [23 CFR 450.218\(h\)](#): “**The STIP shall contain all regionally significant projects** requiring an action by the FHWA or the FTA whether or not the projects are to be funded with 23 U.S.C. Chapters 1 and 2 or title 49 U.S.C. Chapter 53 funds (e.g., addition of an interchange to the Interstate System with State, local, and/or private funds, and congressionally designated projects not funded under title 23 U.S.C. or title 49 U.S.C. Chapter 53). For informational and conformity purposes, the STIP shall include (if appropriate and included in any TIPs) all regionally significant projects proposed to be funded with Federal funds other than those administered by the FHWA or the FTA, as well as all regionally significant projects to be funded with non-Federal funds.” [\(Return\)](#)
-

8. [23 CFR 450.104](#): “**Regionally significant project means a transportation project** (other than projects that may be grouped in the TIP and/or STIP or exempt projects as defined in EPA's transportation conformity regulations ([40 CFR part 93, subpart A](#))) **that is on a facility that serves regional transportation needs** (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.” [\(Return\)](#)
-

9. [23 CFR 450.310\(j\)](#): “**Redesignation of an MPO** (in accordance with the provisions of this section) **is required** whenever the existing MPO proposes to make: ... (2) A substantial change in the decisionmaking authority or responsibility of the MPO, or in decisionmaking procedures established under MPO by-laws.” [\(Return\)](#)
-

10. [23 CFR 450.314\(b\)](#): “The MPO, the State(s), and the providers of public transportation should periodically review and update the agreement, as appropriate, to reflect effective changes.” [\(Return\)](#)
-

11. [23 CFR 450.314\(a\)](#). The MPO, the State(s), and the providers of public transportation **shall cooperatively determine their mutual responsibilities** in carrying out the metropolitan transportation planning process. These responsibilities shall be **clearly identified in written agreements** among the MPO, the State(s), and the providers of public transportation serving the MPA. [...] [\(Return\)](#)

12. [AS 19.20.015](#). Local control of state transportation corridors. **(a) A municipality, by resolution of its governing body, may request of the department the assumption of the department's responsibilities relating to planning of transportation corridors that are to be located within the boundaries or operating area of the municipality.** ... The parties may by mutual agreement provide for joint or cooperative assumption of responsibilities by the department and the municipality. [\(Return\)](#)
-
13. [AS 19.15.030](#). Participation by municipality in federal highway construction. When a federal-aid highway is routed through a municipality, it may participate in the financing, planning, construction, acquisition of right-of-way, and maintenance of the highway **in the manner and proportion the department determines is reasonable and proper.** [\(Return\)](#)
-
14. [23 USC 103\(b\)\(3\)](#). Modifications to NHS.—(A)In general.—The Secretary may make any modification to the National Highway System, including any modification consisting of a connector to a major intermodal terminal or the withdrawal of a road from that system, that is proposed by a State if the Secretary determines that the modification—
- (i) meets the criteria established for the National Highway System under this title after the date of enactment of the MAP–21; and
 - (ii) (I) enhances the national transportation characteristics of the National Highway System; or
 - (II) in the case of the withdrawal of a road, is reasonable and appropriate.
- (B) Cooperation.—(i) In general.— In proposing a modification under this paragraph, a State shall cooperate with local and regional officials. (ii) Urbanized areas.— In an urbanized area, the local officials shall act through the metropolitan planning organization designated for the area under section 134. [\(Return\)](#)
15. [23 USC 134\(j\)\(2\)\(A\)](#) “Identification of transportation facilities [for the MTP].- (i) In general.-An identification of **transportation facilities** (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities, and intermodal connectors) **that should function as an integrated metropolitan transportation system**, giving emphasis to those facilities that serve important national and regional transportation functions.” [\(Return\)](#)

16. [23 CFR 450.324\(f\)](#): “**The metropolitan transportation plan shall, at a minimum, include: ... (2) Existing and proposed transportation facilities** (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities (e.g., pedestrian walkways and bicycle facilities), and intermodal connectors) **that should function as an integrated metropolitan transportation system**, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan.” [\(Return\)](#)
-

17. [AS 19.20.080](#). A municipality of over 5,000 population, according to the latest available census, together with the department, shall develop and adopt a master highway plan, which **shall insure the proper location and integration of the Alaska highway connections in the municipality**. In selecting and designating the master highway plan, they shall take into account the important principal streets that connect residential areas with business areas and the streets that carry important rural traffic into and across the municipality, in order to ensure a system of highways upon which traffic can be controlled and protected in a manner to provide safe and efficient movement of traffic in the municipality. [\(Return\)](#)

[\(Back to first page\)](#)



MEMORANDUM

Date: April 12, 2025

To: **Policy Board**

Subject: Item 7c: CMAQ/CRP Air Quality Program Project List

Background

At the March 19th Policy Board meeting, the following motion, as amended, was passed:

Amended Motion: That FAST Planning staff go through currently scored projects to get estimates so that in the next meeting we can determine programming and make additional decisions about Pearl Creek [Elementary School Access Improvements project] and include the purchase of bike racks for Borough buses.

If the Pearl Creek Elementary Access Improvements project does not move forward this year, \$4.75 million in FFY24 funds would be deobligated and would need to be reprogrammed to other existing scored projects. In consideration of this scenario, the CMAQ/CRP Air Quality Program Project Table has been updated with the following changes:

- Carryforward deobligated FFY24 funds to fund the construction of Chena Lake Recreation Area Access via Plack Road and Motor Vehicle Plugins at North Pole City Hall and Pioneer Park's main parking lot in FFY26, which frees up funding in FFY25 and FFY26 for the following:
 - Initiating design start for CNG fueling station and purchase of CNG shuttle buses for UAF
 - Increasing funding for initiating North Pole High School access/circulation study in from \$150k to \$300k
 - Increase funding for sidewalk snow removal equipment for City/FNSB/DOT
 - Purchase of bike racks for MACS Transit buses
 - Keep on schedule the purchase of additional CNG buses/vans for MACS Transit
 - Initiating design start for improvements identified in West Valley/Hutchison High Schools access/circulation study – TBD

MTP	IRIS	Priority	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	FFY28	FFY29	FFY30	FFY31	FFY32	Beyond	
SR-46	TBD	[2020] #3	FNSB Transportation CNG Buses	CRP	Equipment						909.7	909.7					
			Purchase of CNG buses. Funds for this project will be transferred from FHWA to FTA.	SM								90.3	90.3				
Project Total						0.0	0.0	0.0	0.0	0.0	1,000.0	1,000.0	0.0	0.0	0.0	0.0	
MR-58	NFHWY00554	[2020] #4	Highway Dynamic Messaging Signs	SW-CMAQ	Operation	127.4	→										
			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.	SM		12.6	FFY23 Fund Carryforward to FFY24										
Project Total						140.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
N/A	NFHWY00555	[2020] #5, #6, #7	Motor Vehicle Plugins Installation of motor vehicle plugins 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	Design			14.4									
				SM			1.4										
				CMAQ	Utilities		54.5	195.7									
				SM			5.4	19.4									
				CMAQ	Construction	154.6											
				SM		15.4											
Project Total						170.0	59.9	230.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
SR-7	NFHWY00712	[2020] #8	Pearl Creek Elementary Access Improvements & Motor Vehicle Plugins 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			Scenario:										
				CMAQ	Construction			Const. Funding									
				SM				Deobligated									
Project Total						75.0	266.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
SR-17	NFHWY00612	[2020] #9	University Avenue South Bicycle & Pedestrian Path 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	Utilities		91.0										
				SM			9.0										
				SW-CMAQ	Construction			2,547.2									
				SM				252.8									
Project Total						99.0	100.0	2,800.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
SR-25	NFHWY00891	[2020] #10	Peger Road Bicycle & Pedestrian Path 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								
				CMAQ	Utilities			68.2									
				SM				6.8									
				CMAQ	Construction			541.3									
				SM				53.7									
Project Total						0.0	175.0	0.0	781.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
SR-6	N/A	[2020] #11	Tanana Lakes Recreation Area South Lathrop Street Extension & Parking Area	CMAQ	Construction	542.1											
			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 FHWA to WFL.	SM		53.8											
Project Total						595.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

MTP	IRIS	Priority	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	FFY28	FFY29	FFY30	FFY31	FFY32	Beyond	
TBD	NFHWY00874	[2023] #1	MACS Transit SaaS (Software as a Service) 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							
Project Total						100.0	100.0	100.0	100.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	
TBD	TBD	[2023] #2	MACS Transit Subsidized Ticketing 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	
Project Total						0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1,000.0
TBD	NFHWY00922	[2023] #3	Fairbanks Morris Thompson Cultural & Visitors Center Enhancements 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	FFY23 Fund Carryforward to FFY24	7.2									
				CMAQ	Construction			463.9									
				SM		46.1											
Project Total						100.0	0.0	80.0	510.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
TBD	NFHWY00911	[2023] #4	Northern Region Signal Interconnect - Stage 2 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			624.1									
				SM			61.9										
				SW-CMAQ	Construction				3,211.7								
				SM		318.8											
Project Total						0.0	0.0	686.0	0.0	3,530.5	0.0	0.0	0.0	0.0	0.0	0.0	
SR-9	NFHWY00846	[2023] #5	University Avenue Rail Crossing Automated Train Switch 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										
Project Total						650.0	150.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
SR-30	NFHWY00922	[2023] #6	Lavery Transportation Center Enhancements Construct improvements in and near the Lavery 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	FFY23 Fund Carryforward to FFY24	10.8									
				CRP	Construction			573.1									
				3PF		56.9											
Project Total						50.0	0.0	120.0	630.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
MR-35	NFHWY00843	[2023] #7	Fairbanks & North Pole Electric Vehicle Infrastructure Deployment Plan 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										
Project Total						150.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
TBD	TBD	[2023] #8	West Valley High School Roundabout 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			
Project Total						0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3,950.0	

MTP	IRIS	Priority	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	FFY28	FFY29	FFY30	FFY31	FFY32	Beyond				
MR-35	NFHYW01060	[2023] #9	Electric Vehicle Charging Stations 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	Construction						1,082.8									
				CMAQ						463.6										
				SM	Operation								181.9							
				CMAQ									18.1							
Project Total						0.0	0.0	300.0	235.0	1,700.0	200.0	0.0	0.0	0.0	0.0	0.0				
TBD	NFHWY00902	[2023] #10	Sheep Creek Road & West Tanana Drive Roundabout 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	909.7												
				SM			50.9	90.3												
				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													
Project Total						0.0	564.0	1,000.0	200.0	3,171.0	0.0	0.0	0.0	0.0	0.0	0.0				
TBD	TBD	[2023] #11	Borough Hybrid Fleet Vehicle Pilot Program Purchase of four hybrid Sport Utility Vehicles (SUVs).	CMAQ	Equipment	204.0	23.4	→												
				AC		23.4	→	FFY23 Fund Carryforward to FFY25												
				ACC			-23.4													
				SM		22.6														
Project Total						250.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0					
SR-15	NFHWY00844	[2023] #12	High School Access & Circulation Plans 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	210.0	293.8												
				SM		13.5	20.8	27.1												
Project Total						150.0	230.8	320.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0					
MR-25	NFHWY00862	[2023] #13	Chena Lake Recreation Area Bike & Pedestrian Access via Plack Road Pave and extend Plack Road from Nelson Road 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	341.1												
				3PF		16.3	6.3	33.9												
				CMAQ	Utilities				22.7											
				3PF					2.3											
				CRP	Construction			1,450.9	→											
				CMAQ				1,321.8	FFY24 Fund Carryforward to FFY26		229.3									
3PF						298.0														
Project Total						180.0	2,842.7	375.0	552.3	0.0	0.0	0.0	0.0	0.0	0.0					

MTP	IRIS	Priority	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	FFY28	FFY29	FFY30	FFY31	FFY32	Beyond		
SR-30	NFHWY00845	[2023] #14	Fairbanks Airport Area Non-Motorized Path Wayfinding Signage 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 Hoselton 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												
				CMAQ	Construction				20.3	70.7								
				AC					70.7									
				ACC						-70.7								
SM						9.0												
Project Total						45.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
TBD	TBD	[2023] #15	Motor Vehicle Plugins #1 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					FFY25 Fund Carryforward to FFY26	111.0								
				CMAQ		Operation					136.5							
SM					13.5													
Project Total						0.0	0.0	1,418.0	153.0	111.0	150.0	0.0	0.0	0.0	0.0	0.0		
SR-30	NFHWY00891	[2023] #16	Motor Vehicle Plugins #2 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									
Project Total						0.0	50.0	0.0	200.0	0.0	0.0	0.0	0.0	0.0	0.0			
SR-13	NFHWY00912	[2023] #17	Sidewalk Snow Removal Equipment 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	→	91.0										
				3PF		40.6	FFY23 Fund Carryforward to FFY24	9.0										
Project Total						450.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
TBD	TBD	[2023] #18	Shuttle Bus CNG Fueling Station Infrastructure 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									
Project Total						0.0	0.0	200.0	100.0	1,700.0	0.0	0.0	0.0	0.0	0.0			
TBD	TBD	[2023] #19	CNG Shuttle Buses 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							
Project Total						0.0	0.0	0.0	500.0	0.0	500.0	0.0	0.0	0.0	0.0			
N/A	NFHWY00269	[2023] #23	North Pole Sidewalk/Road Lighting Enhancements 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												
Project Total						80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
N/A	TBD	[2025] New	FNSB Transportation Bus Bike Racks Purchase of 20 bike racks for MACS Transit buses.	CRP	Equipment			45.5										
				SM				4.5										
Project Total						0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			

MTP	IRIS	Priority	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	FFY28	FFY29	FFY30	FFY31	FFY32	Beyond
			Fund Code Description	Fund Code												
Available PM2.5 Area CMAQ Funding [Need ID 29232]																
			Congestion Mitigation/Air Quality	CMAQ		1,950.6	1,960.1	2,060.0	2,121.8	2,185.5	2,251.0	2,318.5	2,388.1	2,459.7	2,533.5	
			State Match	SM		193.6	194.6	204.5	210.6	216.9	223.4	230.1	237.1	244.2	251.5	
			<i>Funding Total</i>			2,144.2	2,154.6	2,264.5	2,332.4	2,402.4	2,474.5	2,548.7	2,625.2	2,703.9	2,785.0	
Programmed PM2.5 Area CMAQ Funding																
			Congestion Mitigation/Air Quality	CMAQ		1,950.6	1,960.1	2,055.9	2,121.8	2,171.8	773.2	0.0	0.0	0.0	0.0	
			State Match	SM		193.6	194.6	204.1	210.6	215.6	76.8	0.0	0.0	0.0	0.0	
			<i>Funding Total</i>			2,144.2	2,154.6	2,259.9	2,332.4	2,387.4	850.0	0.0	0.0	0.0	0.0	
			<i>Difference (Federal)</i>			0.0	0.0	4.1	0.0	13.7	1,477.8	2,318.5	2,388.1	2,459.7	2,533.5	
Programmed Statewide CMAQ Funding [Need ID 18791]																
			Congestion Mitigation/Air Quality	SW-CMAQ		127.4	513.1	4,080.9	181.9	6,096.4	0.0	0.0	0.0	0.0	0.0	
			State Match	SM		12.6	50.9	405.1	18.1	605.1	0.0	0.0	0.0	0.0	0.0	
			<i>Funding Total</i>			140.0	564.0	4,486.0	200.0	6,701.5	0.0	0.0	0.0	0.0	0.0	
Available CRP Funding [Need ID 33863]																
			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	
			<i>Funding Total</i>			975.0	2,120.7	1,155.4	1,172.7	1,190.3	1,208.2	1,226.3	1,244.7	1,263.4	1,282.3	
Programmed CRP Funding																
			Carbon Reduction Program	CRP		887.0	1,929.2	1,044.3	1,069.8	1,082.8	909.7	909.7	0.0	0.0	0.0	
			State/Local/FAST Planning Match	SM/3PF/FAM		88.0	191.5	103.7	106.2	107.5	90.3	90.3	0.0	0.0	0.0	
			<i>Funding Total</i>			975.0	2,120.7	1,147.9	1,176.0	1,190.3	1,000.0	1,000.0	0.0	0.0	0.0	
			<i>Difference (Federal)</i>			0.0	0.0	6.8	-3.0	0.0	189.4	205.9	1,132.3	1,149.3	1,166.5	
Programmed AC/ACC Funding																
			Advanced Construction	AC		23.4	0.0	0.0	70.7	0.0	0.0	0.0	0.0	0.0	0.0	
			Advanced Construction Conversion (Payback)	ACC		0.0	-23.4	0.0	0.0	-70.7	0.0	0.0	0.0	0.0	0.0	



MEMORANDUM

Date: April 4, 2025
To: **Policy Board**
Subject: Item 7d: FAST Planning Bylaws Review

Background

Action on this item was postponed at the March 19th Policy Board meeting to the next meeting (April 16th). The following motions were made:

Motion: To have a committee consisting of four members representing all parties of FAST Planning with all meetings [carried out] under the Open Meetings Act to review the FAST Planning's bylaws and come back to the Board with recommendations. (Pruhs/Keith).

Motion. To postpone to the next meeting. (Terch/Crass). None opposed. Approved.

Technical Committee Recommendation

To assist the Policy Board with some initial feedback on this item, the Technical Committee reviewed the Bylaws at their April 2nd meeting. They developed a few suggested edits and comments, which are presented on the following pages in the meeting packet.

**FAST PLANNING POLICY BOARD
BYLAWS**

ARTICLE I

Metropolitan Planning Organization

- SECTION 1 The Fairbanks Area Surface Transportation Planning (FAST Planning) Policy Board is designated to be the Metropolitan Planning Organization (MPO) for the Fairbanks Metropolitan Planning Area (MPA) by the Governor of the State of Alaska. As the MPO, the Policy Board is responsible for carrying out the transportation planning process in the metropolitan planning area and to serve as the Board of Directors for FAST Planning. The MPO Coordinator shall serve as the Executive Director of the MPO.
- SECTION 2 FAST Planning board and committee meetings are subject to AS 44.62.310 Government Meetings Public.

ARTICLE II

Members and Officers

- SECTION 1 In accordance with Section 5 of the FAST Planning Inter-Governmental Operating Agreement and Memorandum of Understanding for Transportation and Air Quality Planning, the FAST Planning Policy Board, hereafter referred to as the "Policy Board", shall have as voting members the Northern Region Director of the State of Alaska Department of Transportation and Public Facilities (DOT&PF), the Fairbanks North Star Borough (FNSB) Mayor, the Mayor of the City of Fairbanks, the Mayor of the City of North Pole, a representative of the State of Alaska Department of Environmental Conservation (Air Quality Division), a designated representative of the FNSB Assembly, and a designated representative of the Fairbanks City Council. Each member is authorized one vote.
- SECTION 2 The Policy Board shall elect a board Chair and Vice-Chair from its members annually at its regularly scheduled meeting no later than the end of December.
- SECTION 3 The Policy Board shall appoint an Executive Director, who shall serve as Secretary of the Policy Board and perform other duties as described by these Bylaws or directed by the Policy Board. The Secretary shall provide all administrative support for the Policy Board. ~~The~~ A Transportation Planner ~~Assistant~~ of FAST Planning is designated as Assistant Secretary to serve

in the absence of the Executive Director and to provide additional support to the Policy Board and Technical Committee.

SECTION 4 The Chair, or in their absence or disability, the Vice-Chair, shall preside at all meetings and hearings of the Policy Board. In the absence or disability of both the board Chair and Vice-Chair, an acting Chair shall be selected by the members present for the meeting.

SECTION 5 The Chair shall decide on all points of order and procedure in accordance with Robert's Rules of Order, Newly Revised, unless changed and adopted by the rules agreed upon by the Policy Board.

SECTION 6 The Chair shall nominate, with the exception of the Technical Committee which is established by the Bylaws, all committee members and their respective chairs found necessary for the purpose of expediting the work of the Policy Board. All members nominated shall be confirmed by a majority vote of the Policy Board.

SECTION 7 The Chair shall report on activities taking place that have not come to the attention of the Policy Board at the next regularly scheduled or special meeting of the Policy Board.

SECTION 8 When required, the Chair shall execute on behalf of the Policy Board all documents it authorizes or approves.

ARTICLE III

Policy Board Meetings

SECTION 1 All Meetings must be noticed according to A.S. 44.62.310 Government Meetings Public, which shall be strictly adhered to in conduct of the meeting and agenda schedule.

SECTION 2 Regular meetings of the Policy Board shall be held monthly at a time to be determined by the Policy Board.

SECTION 3 All regular or special meetings shall be open to the public. An agenda schedule for each meeting of the Policy Board shall be prepared by the Secretary to ensure Policy Board business is conducted in an efficient manner.

SECTION 4 Special meetings shall be held at the call of the Chair issued upon his/her own initiative or at the request of one (1) or more members of the Policy Board, when necessary, to act upon matters before the Policy Board, providing notice is given in accordance with all applicable open meeting laws.

SECTION 5 A quorum shall consist of four (4) members of the Policy Board. Four supporting votes are required to approve any action.

Commented [JF1]: Unclear which committee(s) or circumstance this applies to (it's not currently practiced for any committees) - suggest removal

SECTION 6 In the absence of a quorum no meeting shall be held.

SECTION 7 A roll-call vote will be called for on all matters being voted on by the Policy Board unless it passes without objection.

ARTICLE IV

Agenda

SECTION 1 The Secretary shall prepare for each meeting of the Policy Board or its Committees, when appointed, an agenda of the items to be considered.

SECTION 2 Any member of the Policy Board may instruct the Secretary to add any matter to the agenda for discussion or action by the Policy Board.

SECTION 3 All agenda items to be considered by the Policy Board must be submitted no later than the close of business one week before the meeting.

SECTION 4 Informational items not on the agenda may be presented to the Policy Board, so long as no action is taken until the next meeting of the Policy Board.

ARTICLE V

Order of Business

SECTION 1 The order of business of meetings shall be as follows:

- A. Meeting Called to Order
- B. Introduction of Members and Attendees
- C. Approval of the Agenda
- D. Approval of the Minutes of the previous meeting
- E. Committee/Workgroup Reports (including the Chair's report)
- F. Public Comment Period (items not on the agenda)
- G. Old Business
- H. New Business
- I. Other Issues
- J. Informational Items
- K. Committee Member Comments
- L. Adjournment

SECTION 2 Public Comment shall be accepted for all old business and new business items.

SECTION 3 The length of the public comment period, per speaker, may be determined at the discretion of the Chair at the beginning of any public meeting. The public comment period will be closed when all speakers have had an opportunity to comment on the item before the Policy Board.

ARTICLE VI

Records

SECTION 1 The minutes and recordings of all Board and Committee meetings shall be ~~recorded-maintained by the MPO staff and maintained as a public records~~ and in the MPO Coordinator’s office and shall be accessible to the public during regular office hours and posted to FAST Planning’s website within two business days of the meeting occurrence.

ARTICLE VII

Committees

SECTION 1 All Committees shall consist of at least three (3) members each.

SECTION 2 Members of the Policy Board shall be a non-voting member of each Committee.

SECTION 3 Committee meetings may be called at the request of the Committee Chair or at the request of two (2) members. ~~A written or verbal report of Committee business shall be made at the next meeting of the Policy Board by any Committee member or the Executive Director.~~

SECTION 4 All Committee meetings must be noticed according to AS 44.62.310, which shall be strictly adhered to in conduct of the meeting.

ARTICLE VIII

Technical Committee Purpose and Duties

SECTION 1 The MPO shall have a standing Technical Committee to review items of a technical nature.

SECTION 2 The purpose of the Technical Committee shall be to evaluate the technical feasibility of proposed plans and projects, provide technical data and information, and make recommendations to the Policy Board.

Commented [JF2]: Unclear which committee(s) this applies to (our Bicycle & Pedestrian Advisory Committee and Project Enhancement Committee have ‘Roles & Responsibilities’ documents approved by the Policy Board that establishes their meeting frequency) - should we delete the first sentence? Or, if this refers to special, unscheduled meetings, we should specify this and keep the language.

SECTION 3 The Technical Committee shall have approval authority during construction of projects as outlined in the Policies and Procedures.

SECTION 4 Membership of the Technical Committee shall consist of representatives, such as engineer, planner, or other specialist, from the following agencies or transportation organizations and groups:

- City of Fairbanks (Engineering) (x2)
- City of North Pole
- Fairbanks North Star Borough (Planning)
- Fairbanks North Star Borough (Transportation)
- Fairbanks North Star Borough (Rural Services)
- Fairbanks North Star Borough Planning Commission
- State of Alaska Department of Transportation & Public Facilities (Planning)
- State of Alaska Department of Transportation & Public Facilities (Preconstruction)
- State of Alaska Department of Environmental Conservation (Air Quality)
- Fort Wainwright (Planning)
- Eielson Air Force Base (Planning)
- University of Alaska Fairbanks (Design and Construction)
- Fairbanks International Airport
- Freight Industry
- Alaska Railroad Corporation
- Tribal Group
- Public Safety (Law Enforcement)

SECTION 5 The Technical Committee shall elect a Chair and Vice-Chair from its regular members or Staff, including the Executive Director, annually at its regularly scheduled meeting no later than the end of November.

SECTION 6 The Chair shall decide on all points of order and procedure in accordance with Robert's Rules of Order, Newly Revised, unless changed and adopted by the rules agreed upon by the Committee.

SECTION 7 The Chair, or in their absence or disability the Vice-Chair, shall preside at all meetings and hearings of the Technical Committee. In the absence or disability of both the Chair and Vice-Chair, an acting Chair shall be selected by the members present for the meeting.

SECTION 8 The Executive Director shall serve as Secretary of the Technical Committee. The Secretary shall provide all administrative support for the Technical Committee. ~~The~~ A Transportation Planner of FAST Planning is designated as Assistant Secretary to serve in the absence of the Executive Director and to provide additional support to the Technical Committee.

SECTION 9 All committee members shall be entitled to one vote each. The Executive Director and Transportation Planner will not be considered as members and will not get a vote.

SECTION 10 A committee member that will be absent from a meeting may designate a proxy from their organization to participate and vote on their behalf provided notification is made in advance of the meeting from the committee member to the Executive Director or a Transportation Planner of FAST Planning.

SECTION 11~~0~~A quorum of voting members must be present for a vote to take place. A quorum will consist of 7 or more voting members of the Technical Committee. A majority of the voting members present at a meeting are required for an affirmative vote.

SECTION 12~~4~~Voting members of the Technical Committee will comply with Article ~~X~~ and ~~XI~~ of the Policy Board Bylaws regarding conflict of interest and ethics decisions.

SECTION 13~~2~~The Technical Committee may adopt the use of appointed workgroups, if deemed necessary for the continuing transportation planning process. The workgroups will be appointed by the Technical Committee Chair and ratified by the Technical Committee. Workgroup appointments will usually be temporary in nature and will be terminated at the conclusion of the specific project concerned.

SECTION 14~~3~~Regular meetings of the Technical Committee shall be held monthly. The Committee Chair may call special meetings provided public notice is given as provided by AS 44.62.310. Roberts Rules of Order, Newly Revised shall govern the conduct of all meetings of the Committee, except for rules set forth or adopted by the Technical Committee.

SECTION 15~~4~~The Technical Committee shall have the following duties and all additional duties assigned by the Policy Board:

- A. Develop the Draft Unified Planning Work Program (UPWP) for the Policy Board. This includes recommendation of tasks and task priority.
- B. Develop and prioritize transportation projects for inclusion in the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP).
- C. Monitor the development of projects included in the TIP. This includes reporting on the status of projects and recommendations if a project is delayed.
- D. Approve changes during construction in accordance with the FAST Planning Policies and Procedures.

ARTICLE IX

Conflict of Interest

Section 1 Declaration of policy. The Policy Board declares that members operate as a State and Federally mandated Policy Board; and any effort to realize personal gain through official conduct is a violation of that trust. Policy Board and committee members shall not only be impartial and devoted to the best interests of the Policy Board's jurisdiction but also shall act and conduct themselves both inside and outside the Policy Board and committee's service as not to give occasion for distrust of their impartiality or of their devotion to the best interests of the citizens they represent.

Section 2 Definitions. As used in this article:

Conflict of Interest shall mean every member shall vote on all questions unless he has a direct or substantial indirect financial or personal interest in the matter being discussed.

Financial Interest shall mean any interest that shall yield, directly or indirectly, a monetary or other material benefit for services to the Policy Board and committee's jurisdiction to the member or other person retaining the services of the member.

Personal Interest shall mean any direct or substantial indirect interest arising from blood or marriage relationships or from close business or political associations, whether or not any financial interest is involved.

Confidential Information shall mean all information pertaining to City, Borough or State interests that is not available to the public in general including but not limited to information pertaining to any claims or lawsuits pending against the Board and personnel matters.

Section 3 Disclosure of interest. No member who has a direct or indirect financial or personal interest in any matter before the Policy Board or assigned Committees shall use his/her office or position to exert influence on such matter.

If known by the member, a member who participates in the discussion or expresses an opinion to the Policy Board on any matter before it shall disclose the nature and extent of any direct or indirect financial or other personal interest he/she has in such matter to the Policy Board. The Chair will determine whether the member has a conflict of interest and whether the member must recuse him/herself from the discussion and vote on the matter.

If a member has reasonable cause to believe another member has failed to disclose actual or possible conflicts of interest, the member shall inform the Policy Board of the basis for such belief and afford the other member an opportunity to explain the alleged failure to disclose. If, after hearing the member's response and after making further investigation as warranted by the circumstances, the Policy Board determines the member has failed to disclose an actual or possible conflict of interest, the Policy Board shall take appropriate disciplinary and corrective action.

Section 4 Disclosure of information. No member shall disclose any confidential information acquired by him/her in the course of his/her official duties or use such information to further his/her or others' financial, personal or political interests. This section shall not prohibit any such member from acquiring and utilizing any information which is available to the public in general so long as such information is obtained in the same manner as it would be obtained by an ordinary citizen.

Section 5 Compensation. No member of the Policy Board or assigned Committees whose jurisdiction includes compensation matters and who personally receives compensation, directly or indirectly, receives compensation, individually or collectively, from FAST Planning for services may provide information or vote on matters pertaining to that member's compensation.

Section 6 Securing special privileges. No member shall use or attempt to use the member's position to secure privileges, financial gain or exemption for him/herself or others.

No member shall grant any special consideration, treatment or advantage to any citizen beyond that which is available to every other citizen.

Section 7 Annual statements. Each active member of the Policy Board shall annually sign a statement which affirms he/she has read and understands the conflicts of interest policy within this Article, agrees to comply with the policy, and understands FAST Planning is a charitable organization and in order to maintain its federal non-profit tax exemption it must engage primarily in activities which accomplish one or more of its tax-exempt purposes.

ARTICLE X

Policy Board Code of Ethics

Section 1 The Policy Board shall adopt the "American Planning Association (APA) Ethical Principles in Planning AICP Code of Ethics & Professional Conduct" dated ~~May 1992~~ November 2021 as broad, general guidelines for the ethical conduct of its members. The guidelines, while directed to AICP and APA members, reflect the

ethics FAST Planning and its members will use to guide their efforts. This statement is attached and hereby made a part of these bylaws (Attachment #1).

ARTICLE XI

Miscellaneous

Section 1 **Minor Changes to Documents.** In instances when documents are approved by the Policy Board and signed by the Chair which are subsequently discovered to contain unintended or incorrect information or language, and when, in the opinion of the Chair, the document submitted to accomplish their correction will not alter the intent of the Policy Board in its original approval, the Chair is authorized to sign such a document, provided that the Secretary provides written concurrence with this action and the Policy Board is notified at their next meeting. The Secretary documents, which have been approved by a legislative body (i.e. City Council or the Borough Assembly), must be corrected by amended documents or in accordance with applicable State statutes regarding scrivener's errors.

Section 2 **Standards of Conduct.** The Policy Board shall adopt and maintain a written policy prescribing a standard of conduct for its involvement in litigation or potential litigation.

Commented [JF3]: FAST Planning does not have a written policy for this. Does the Policy Board wish to develop a policy?

Section 3 **Attendance.** Attendance shall be in person, virtually, or telephonically. If any member, except ex-officio members, has three consecutive unexcused absences, it shall be cause for an alternative representative to be designated from their organization. If for any reason an alternative representative is not designated, the Policy Board shall instruct the Chair of the Policy Board to inform the proper legislative body of the requirements of this section of the by-laws.

The only exception to the above procedures and requirements shall be in cases of illness or conditions beyond the control of the individual member, as judged by the majority of the Policy Board members. Any member seeking an exception should request an item be placed on the agenda. Said judgment or ruling on the condition beyond the control of a member shall be voted on at a regular or special meeting called for this particular purpose.

Section 5 **Legislative Policy Board Member Appointment.** Upon appointment to the Policy Board and confirmation by the respective Council or Assembly, the members so confirmed will be seated at the next regular or special meeting.

Commented [JF4]: This section could be more appropriately relocated to the Article II - Members & Officers of the Policy Board.

ARTICLE XII

Amendments

Section 1 In accordance with Article II, Section 5, these rules may be amended, rescinded or supplemented by the Policy Board provided such amendments are presented in writing at a regular meeting or special meeting called for this particular purpose and action taken thereon at a subsequent regular meeting.

These Bylaws, as amended, were passed and approved by a duly constituted quorum of the FAST Planning Policy Board on ~~November 15~~ Month XX, 2025~~3~~.

~~Bryce J. Ward~~ Jerry Cleworth, Chair

ATTEST:

Jackson C. Fox, Secretary

PASSED

Yes: ~~Ward, Welch, Kemp, Olds, Crass, Cleworth, Pruhs~~

No: ~~none~~

Absent: ~~none~~



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AICP Code of Ethics and Professional Conduct

Adopted March 19, 2005,
Effective June 1, 2005,
[Revised April 1, 2016](#)
Revised November 2021

This AICP Code of Ethics and Professional Conduct serves three purposes: first, defining the aspirational principles for all those who participate in the planning process, whether as planners, as advisory bodies, or as decision-makers (Section A); second, defining the rules of practice and behavior to which all members of the American Institute of *Certified Planners* are held accountable (Section B); and third, defining the procedures for enforcement of these rules (Sections C, D, and E). Please refer to a [glossary of frequently](#) used terms in the Code located at the bottom of this page.

Our primary obligation as planners and active participants in the planning process is to **serve the public interest** and these principles further that purpose. All who engage in the planning process should seek to achieve high standards of integrity, proficiency, and knowledge. As the basic values of society can come into competition with each other, so can the values we espouse under this Code. For AICP planners, both the principles and the rules are intended to be used together. The aspirational principles, while not enforceable, present the foundation for the profession's shared values, and the basis for the rules.

All those who participate in planning should commit themselves to making ethical judgments in the public interest balancing the many competing agendas with careful consideration of the facts and context, informed by continuous, open debate.

To meet our obligation to the public, we aspire to the following principles:

Section A: Principles to Which We Aspire

1. People who participate in the planning process shall continuously pursue and faithfully serve the public interest.

1. Examine our own cultures, practices, values, and professional positions in an effort to reveal and understand our conscious and unconscious biases and privileges as an essential first step so we can better serve a truly inclusive public interest promoting a sense of belonging.
2. Be conscious of the rights of others. Develop skills that enable better communication and more effective, respectful, and compassionate planning efforts with all communities, especially underrepresented communities and marginalized people, so that they may



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- fully participate in planning. Respect the experience, knowledge, and history of all people.
- 3. Have special concern for the long-range consequences of past and present actions.
- 4. Pay special attention to the interrelatedness of decisions and their unintended consequences.
- 5. Incorporate equity principles and strategies as the foundation for preparing plans and implementation programs to achieve more socially just decision-making. Implement, for existing plans, regulations, policies and procedures, changes which can help overcome historical impediments to racial and social equity. Develop metrics and track plan implementation over time to measure and report progress toward achieving more equitable outcomes.
- 6. Systematically and critically analyze ethical issues in the practice of planning. Strengthen organizational capabilities to apply ethical principles in serving the public, including establishing procedures that promote ethical behavior, mentoring emerging professionals in ethical behavior and holding individuals and organizations accountable for their conduct.

2. People who participate in the planning process shall do so with integrity.

- 1. Provide timely, adequate, clear, accessible, and accurate information on planning issues to all affected persons, to governmental bodies, to the public, to clients and to decision makers.
- 2. Facilitate the exchange of ideas and ensure that people have the opportunity for meaningful, timely, and informed participation in the development of plans and programs that may affect them. Participation should be broad enough to include those who lack formal organization or influence, especially underrepresented communities and marginalized people. Attention and resources should be given to issues of equity, diversity, and inclusion and should reflect the diversity of the community.
- 3. Promote excellence in design. Conserve and preserve the integrity and heritage of the natural and built environment. Use principles of sustainability and resilience as guiding influences in our work.
- 4. Identify the human and environmental consequences of alternative actions including the short and long-term costs and benefits. Identify social and cultural values which should be preserved as well as natural elements.
- 5. Enhance our professional education and training in our career as well as in our ability to work as a participant in the planning process and with allied professionals.
- 6. Educate and seek to empower the public about planning issues and their relevance to everyone's lives.
- 7. Describe and comment on the work and views of other professionals in a fair and professional manner.



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8. Respect the rights of all persons and groups and do not discriminate against or harass others.

3. People who participate in the planning process shall work to achieve economic, social and racial equity.

1. Create plans that ensure equitable access to resources and opportunities which, in turn, structure prospects for upward economic mobility, a sense of belonging, and an enhanced quality of life. Recognize our unique responsibility to eliminate historic patterns of inequity tied to planning decisions represented in documents such as zoning ordinances and land use plans
2. Seek social justice by identifying and working to expand choice and opportunity for all persons, emphasizing our special responsibility to plan with those who have been marginalized or disadvantaged and to promote racial and economic equity. Urge the alteration of policies, institutions, and decisions that do not help meet their needs.
3. Recognize and work to mitigate the impacts of existing plans and procedures that result in patterns of discrimination, displacement, or environmental injustice. Plan for anticipated public and private sector investment in historically low-income neighborhoods to ensure benefits defined by the local community. Promote an increase in the supply and quality of affordable housing and improved services and facilities with equal access for all residents, including people with disabilities.
4. Promote the inherent rights of indigenous people and -work with indigenous peoples on developments affecting them and their lands and resources

4. People who participate in the planning process shall safeguard the public trust.

1. Deal fairly with all participants in the planning process.
2. Exercise fair, honest, skilled, informed and independent professional judgment.
3. Do not let any official action be influenced by personal relationships.
4. Serve as advocates for the public or private sector only when the client's objectives are legal and consistent with the public interest.
5. Avoid a conflict of interest or even the appearance of a conflict of interest in accepting assignments from clients or employers.
6. Disclose to the public all personal and pecuniary interests, considered broadly, that a participant, serving as an advisor or decision-maker, may have regarding any planning process decision to be made. If at all possible, abstain completely from direct or indirect participation as an advisory or decision-maker in any matter in which there is a personal or pecuniary interest, and leave any chamber in which such a matter is under deliberation
7. Neither seek nor accept any gifts or favors, nor offer any, under circumstances in which it might reasonably be inferred that the gifts or favors were intended or expected to



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influence a participant's objectivity as an advisor or decision-maker in the planning process.

8. Do not participate in any matter unless adequately prepared and able to render thorough and diligent services.
9. Do not deliberately commit a wrongful act which reflects adversely on the planning process.
10. Do not seek business by stating or implying the ability or willingness to influence decisions by improper means.
11. Expose corruption wherever discovered.

5. Practicing planners shall improve planning knowledge and increase public understanding of planning activities.

1. Contribute to the development of, and respect for, our profession by improving knowledge and techniques, and sharing the results of experience and research that contribute to the body of planning knowledge. Make work relevant to solving community problems and increase the public's understanding of planning activities.
2. Examine the applicability of planning theories, methods, research, and standards to the facts and analysis of each particular situation and do not accept the applicability of a customary solution without first establishing its appropriateness to the situation.
3. Strive to achieve high standards of professionalism, including integrity, knowledge, and professional development. Obtain professional education throughout one's planning career and for those that are Members of AICP, comply with Certification Maintenance requirements.
4. Expand recognition of the value of AICP and FAICP credentials and acknowledge those who achieve and maintain it.
5. Commit to the advancement of the planning profession. Contribute time and resources to the professional development of students, interns, beginning professionals, and other colleagues. Increase the opportunities for members of underrepresented groups to enter and succeed in the profession, and to achieve AICP certification.
6. Contribute time and effort to our communities, particularly to those groups lacking in adequate planning resources, through pro bono planning activities.

Section B: Our Rules of Conduct

We adhere to the following Rules of Conduct informed by the Aspirational Principles, and we understand that our Institute will enforce compliance with these rules. If we fail to adhere to these Rules we could receive sanctions, the ultimate being the loss of our certification:

Quality and Integrity of Practice



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1. We shall not deliberately fail to provide adequate, timely, clear and accurate information on planning issues.
2. We shall not accept an assignment from a client or employer when the services to be performed involve conduct that we know to be illegal or in violation of this Code.
3. We shall not accept work beyond our professional competence, but may with the understanding and agreement of the client or employer, accept such work to be performed under the direction of, another professional competent to perform the work and acceptable to the client or employer.
4. We shall not accept work for a fee, or pro bono, that we know cannot be performed with the promptness required by the prospective client, or that is required by the circumstances of the assignment.
5. We shall not direct or pressure other professionals to make analyses or reach findings not supported by available evidence.
6. We shall not deliberately commit any wrongful act, whether or not specified in the Rules of Conduct, that reflects adversely on our professional fitness or the planning profession.

Conflict of Interest

7. We shall not, as public officials or employees, accept from anyone other than our public employer any compensation, commission, rebate, or other advantage that may be perceived as related to our public office or employment.
8. We shall not perform work on a project for a client or employer if, in addition to the agreed upon compensation from our client or employer, there is a possibility for direct personal or financial gain to us, our family members, or persons living in our household, unless: a) our client or employer, after full prior written disclosure from us, consents in writing to the arrangement; and b) we make full disclosure of the potential conflict part on the public record at every public meeting and in all written reports related to the work.

Improper Influence/Abuse of Position

9. As public officials or public employees, we shall not engage in private communications with planning process participants if the discussions relate to a matter over which we have authority to make a binding, final determination.
10. We shall not engage in private communications with decision makers in the planning process in any manner prohibited by law or by agency rules, procedures, or custom.
11. We shall not solicit prospective clients or employment through use of false or misleading claims, nor shall we, in the conduct of our work, imply an ability to improperly influence decisions.



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12. We shall not use the power of any office to seek or obtain a special advantage that is not a matter of public knowledge or is not in the public interest.

Honesty and Fair Dealing

13. We shall not disclose or use to our advantage, nor that of a subsequent client or employer, information gained in a professional relationship that the client or employer has requested be held inviolate or that we should recognize as confidential because its disclosure could result in detriment to the client or employer., except when disclosure is required: (1) by process of law, or (2) to prevent a clear violation of law, or (3) to prevent a substantial injury to the public.
14. We shall not deliberately misrepresent the qualifications, views and findings of other professionals.
15. We shall not misstate our education, experience, training, or any other facts which are relevant to our professional qualifications.
16. We shall not use the product of others' efforts to seek professional recognition, credit, or acclaim intended for producers of original work.
17. We shall not fail to disclose the interests of our client or employer when participating in the planning process. Nor shall we participate in an effort to conceal the true interests of our client or employer.

Responsibility to Employer

18. We shall not, as employees, undertake other employment in planning or a related profession, whether or not for financial remuneration, without having made full written disclosure to the employer who furnishes our pay and having received subsequent written permission to undertake additional employment, unless our employer has a written policy permitting such employment without consent. In no case shall a planner engage in any outside work that would create an actual conflict of interest.
19. We shall not accept an assignment from a client or employer to publicly advocate a position on a planning issue that is significantly different to a position we publicly advocated for a previous client or employer within the past three years unless (1) we determine in good faith our change of position will not cause present detriment to our previous client or employer, and (2) we make full written disclosure of the conflict to our previous and current client or employer.

Discrimination/Harassment

20. We shall not commit or ignore an act of discrimination or harassment.

Bringing a Charge/Lack of Cooperation with Ethics Officer



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21. We shall not withhold cooperation or information from the AICP Ethics Officer or the AICP Ethics Committee if a charge of ethical misconduct has been filed against us or if it is determined by the Ethics Officer or Ethics Committee that we have information/knowledge relevant to a charge filed against another AICP member.
22. We shall not harass, retaliate or threaten retaliation against a person who has filed a charge of ethical misconduct against us or another planner, or who is cooperating in the Ethics Officer's investigation of an ethics charge.
23. We shall not use the AICP ethics process for any inappropriate purpose, including threatening to file, or filing an ethics charge against another planner for personal, pecuniary, or professional gain or filing of a meritless complaint against another planner.
24. We shall not fail to immediately notify the Ethics Officer by both receipted Certified and Regular First-Class Mail if we are convicted of a "serious crime" as defined in Section E of the Code; nor immediately following such conviction shall we represent ourselves as Certified Planners or Members of AICP until our membership is reinstated by the AICP Ethics Committee pursuant to the procedures in Section E of the Code.

Section C: Advisory Opinions

1. Introduction

Any person, whether or not an AICP member, may seek informal advice from the Ethics Officer, and any AICP member may seek a formal opinion from the Ethics Committee, on any matter relating to the Code of Ethics and Professional Conduct. In addition, the Ethics Committee may, from time to time, issue opinions applying the Code to ethical matters relating to planning.

2. Informal Advice

- a) Any person with a question about whether specific conduct conforms to the Code of Ethics and Professional Conduct may seek informal advice from the Ethics Officer. Any such person should contact the Ethics Officer to arrange a time to discuss the issue. The Ethics Officer will endeavor to schedule a call promptly and to provide the advice promptly.
- b) Informal advice will be given orally. However, the Ethics Officer will keep a record of the issue raised and the advice given.
- c) Informal advice is intended to assist the person who seeks it, but it is not binding on AICP. Nevertheless, the Ethics Committee will take it into consideration if the Committee is subsequently called upon to consider a charge of misconduct against a Certified Planner who relied on the advice.

3. Formal Advisory Opinions Requested by A Member



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- a) Any AICP member with a question about whether specific conduct conforms to the Code of Ethics and Professional Conduct may seek a formal opinion from the Ethics Committee. Any such member should send a detailed description of the relevant facts and a clear statement of the question to the Ethics Officer.
- b) The Ethics Officer shall review each such request and determine whether there is sufficient information to permit a fully informed response or whether additional information is required.
- c) The Ethics Committee will not issue an Advisory Opinion if it determines that the request concerns past conduct that may be the subject of a charge of misconduct. It may also decline to issue an Advisory Opinion for any other reason. The Committee may, but is not required to, provide a reason for a decision not to issue an opinion.
- d) If the Ethics Committee determines to issue an Advisory Opinion, it will endeavor to do so within ninety (90) days after receiving all information necessary to the provision of the opinion. Every Advisory Opinion will be in writing.
- e) Any member who acts in compliance with a formal Advisory Opinion will have a defense to a charge of misconduct that is based on conduct permitted by the Opinion.
- f) The Ethics Committee, in its sole discretion, shall determine whether, and how, to publish any formal Advisory Opinion. If the Committee determines to publish an Advisory Opinion, the published Opinion will not, without appropriate consent, include the name or other identifying information of any person except to the extent that identifying information is helpful in setting forth the issue or in explaining the Committee's decision.
- g) Any AICP member who believes that a published formal Advisory Opinion is incorrect or incomplete may write to the Ethics Officer explaining the member's thinking and requesting reconsideration. The Ethics Officer shall transmit all such communications to the Ethics Committee. That Committee shall review such communications and determine what, if any, changes to make. The decision of the Committee shall be final.

4. Formal Advisory Opinions Issued Without Request of A Member

- a) The Ethics Committee may from time to time issue, without a request from a member, formal Advisory Opinions relating to the Code of Ethics and Professional Conduct when it believes that an Opinion will provide useful guidance to members.
- b) All formal Advisory Opinions issued under this paragraph shall be in writing and shall be published to the entire membership.
- c) Any AICP member who believes that a formal Advisory Opinion issued under this paragraph is incorrect or incomplete may write to the Ethics Officer explaining the member's thinking and requesting reconsideration. The Ethics Officer shall transmit all such communications to the Ethics Committee. That Committee shall review such



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communications and determine what, if any, changes to make. The decision of the Committee shall be final.

5. Annual Report of the Ethics Officer

- a) Prior to January 31 of each year, the Ethics Officer shall provide to the AICP Commission and to the Ethics Committee an Annual Report of all formal Advisory Opinions and all interpretations of the Code issued during the preceding calendar year. That report need not contain the full text of each formal Advisory Opinion and interpretation of the Code.
- b) The AICP Commission shall publish an Annual Report on ethics matters to the membership.

Section D: Adjudication of Complaints of Misconduct

1. Filing a Complaint

- a) Any person, whether or not an AICP member, may file an ethics complaint against a Certified Planner. An ethics complaint shall be sent to the AICP Ethics Officer on a form developed by the Ethics Officer and posted on the AICP website. The complaint must be signed and include contact information so that the Ethics Committee and the Ethics Officer will know with whom to follow up if questions arise or if the situation otherwise requires follow up. The person making the complaint ("the complainant") may request confidentiality. The AICP will attempt to honor that request. However, it cannot guarantee confidentiality and will disclose the identity of the complainant if disclosure is needed in order to reach an informed result or otherwise to advance the thoughtful consideration of the complaint. The complaint may be accompanied by a brief cover letter.
- b) The complaint shall identify the Certified Planner against whom the complaint is brought, describe the conduct at issue, cite the relevant provision(s) of the Code of Ethics and Professional Conduct, and explain the reasons that the conduct is thought to violate the Code.
- c) The complaint should be accompanied by all relevant documentation available to the complainant.
- d) The Ethics Officer shall determine whether the complaint contains all information necessary to making a fully informed decision. If the complaint does not contain all such information, the Ethics Officer shall contact the complainant to try to obtain the information.
- e) The Ethics Officer shall maintain, for use by the Ethics Committee, a log of all complaints against Certified Planners.

2. Preliminary Review



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- a) The Ethics Officer shall review each complaint, together with any supporting documentation, to make a preliminary determination of whether a violation may have occurred. Before making this determination, the Ethics Officer may request from the complainant any additional information that the Officer deems relevant.
- b) Within thirty (30) days after receiving all information that the Ethics Officer deems necessary to make a preliminary determination, the Ethics Officer shall make a preliminary determination whether a violation may have occurred.
- c) If the preliminary determination of the Ethics Officer is that it is clear that no violation has occurred, the complaint shall be dismissed. The complainant shall be so notified. Appeal of the determination of the Ethics Officer is only available to members of AICP. If the complainant is a member of AICP, the complainant shall have twenty (20) days from the date of notification to appeal the dismissal of the complaint to the Ethics Committee.
- d) If the preliminary determination of the Ethics Officer is that a violation may have occurred — or if, on appeal, the Ethics Committee reverses a preliminary dismissal, the Ethics Officer shall, within thirty (30) days, provide the complaint to the Certified Planner against whom the complaint was made ("the respondent"). The Ethics Officer shall request from the respondent a detailed response to the complaint, and any supporting documentation.

3. Fact Gathering

- a) The respondent shall have thirty (30) days from the date of notification from the Ethics Officer to provide a response to the complaint, as well as any supporting documentation. The Ethics Officer may extend this time, for good cause shown, for a period not to exceed fourteen (14) days.
- b) The Ethics Officer shall provide the response of the respondent to the complainant, and shall give the complainant an opportunity to comment on the response within fourteen (14) days.
- c) If the Ethics Officer determines that additional information is needed from either the complainant or the respondent, the Ethics Officer shall attempt to obtain such information. The parties shall have fifteen (15) days to provide the requested additional information, with up to a fifteen (15) day extension at the discretion of the Ethics Officer if a request is made for additional time.

4. Exploration of Settlement

- a) At any point in the process, the Ethics Officer may, after consultation with the Ethics Committee, attempt to negotiate a settlement of the complaint in accordance with the Code of Ethics and Professional Conduct.



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- b) The Ethics Committee shall be notified of — and permitted to comment on — any potential settlement at an early stage. Any settlement must be approved by the Ethics Committee before becoming final. Upon approval by the Ethics Committee, a settlement agreement shall be signed by the respondent and, where appropriate, by the complainant.
- c) If a negotiated settlement is approved by the Ethics Committee and is signed in accordance with paragraph 4-b, the matter will be concluded, and no further action will be taken by AICP.

5. Decision

- a) If neither the Ethics Officer nor the Ethics Committee determines to explore settlement or if the parties are unwilling to engage in settlement discussions or if a settlement is not reached, the Ethics Officer shall, after considering timely input from the parties, issue a written decision on the complaint. The Ethics Officer, at his or her sole discretion, may determine whether a hearing needs to be held. A hearing will be held by telephone or other electronic means unless all parties and the Ethics Officer agree that it should be held in person. The expenses of each party in connection with any hearing, such as transcripts, travel, and attorneys' fees, will be borne by that party.
- b) The Ethics Officer may determine that there is inadequate evidence of an ethics violation and therefore dismiss the complaint. Alternatively, the Ethics Officer may find that there has been an ethics violation. In either situation, the Ethics Officer shall explain the basis for the decision in a written opinion that cites and discusses the relevant provision(s) of the Code of Ethics and Professional Conduct.
- c) If the decision is that there has been a violation, the Ethics Officer shall impose such discipline as that Officer deems appropriate. The discipline may be: (1) a confidential letter of admonition, (2) a public letter of admonition, (3) suspension of AICP membership, or (4) revocation of AICP membership. The Ethics Officer shall explain the basis for the discipline imposed and may attach such conditions, e.g. requirement to get additional ethics training, as the Officer deems just.
- d) The Ethics Officer shall transmit the decision to the Ethics Committee and shall notify the parties of the decision. However, the Ethics Officer may determine not to disclose the remedy to a complainant who is not a member of AICP.

6. Appeal

- a) Only current members of AICP may appeal a determination of the Ethics Officer. Within thirty (30) days after issuance of the written decision of the Ethics Officer, either the AICP complainant or respondent may appeal the decision to the Ethics Committee by filing a timely written notice of appeal with the Ethics Officer.



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- b) If an appeal is timely filed, the party filing the appeal shall, within fourteen (14) days, provide the Ethics Officer with a written statement as to the basis for the appeal. The Ethics Officer shall, within ten (10) days, transmit that document to the party against whom the appeal is filed. That party shall have thirty (30) days to provide the Ethics Officer with a written statement of his or her position on the appeal. The Ethics Officer shall transmit all written statements of the parties to the Ethics Committee within ten (10) days after the record is complete.
- c) After receiving any timely filed statements of the parties, the Ethics Committee shall issue a written decision on the appeal. Before issuing a decision, the Ethics Committee, in its sole discretion, may consult with the Ethics Officer. The Ethics Committee may also, in its sole discretion, determine whether to hold a hearing at which the parties may present their positions and answer questions posed by the Committee. A hearing will be held by telephone or other electronic means unless all parties and the Ethics Committee agree that it should be held in person. The expenses of each party in connection with any hearing, such as transcripts, travel, and attorneys' fees, will be borne by that party.
- d) The Ethics Committee may (1) affirm the decision of the Ethics Officer; (2) affirm the decision but impose a different remedy; (3) vacate the decision of the Ethics Officer and return the case to the Ethics Officer for additional investigation, consideration of different Code sections or issues, or any other follow up; or (4) vacate the decision of the Ethics Officer and issue its own decision.
- e) A decision to affirm the decision of the Ethics Officer, to impose a different remedy, or to vacate that decision and to issue the Ethics Committee's own decision shall be final.
- f) If the decision is to return the case to the Ethics Officer for follow up, the Ethics Officer may seek to explore settlement or may issue a decision consistent with the decision of the Ethics Committee. Before issuing such a decision, the Ethics Officer may seek additional input from the parties in a manner and format consistent with the Code of Ethics and Professional Conduct.

7. Effect of Dropping of Charges by Complainant or Resignation by Respondent

- a) If charges are dropped by the complainant, the Ethics Committee may, at its sole discretion, either terminate the ethics proceeding or continue the process without the complainant.
- b) If the respondent resigns from AICP or lets membership lapse after a complaint is filed but before the case is finalized, the Ethics Committee may, at its sole discretion, either terminate the ethics proceeding or continue the process. As in any situation, the Ethics Committee may also determine to file a complaint with the appropriate law enforcement authority if it believes that a violation of law may have occurred.

8. Reporting



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- a) Any written decision of the Ethics Committee may, at the discretion of the Committee, be published and titled "Opinion of the AICP Ethics Committee".
- b) Any written decision of the Ethics Officer shall be referenced in the Annual Report of the Ethics Officer.

Section E: Discipline of Members

1. General

AICP members are subject to discipline for certain conduct. This conduct includes (a) conviction of a serious crime as defined in paragraph 3; (b) conviction of other crimes as set forth in paragraph 4; (c) a finding by the Ethics Committee or Ethics Officer that the member has engaged in unethical conduct; (d) loss, suspension, or restriction of state or other governmental professional licensure; (e) failure to make disclosure to AICP of any conviction of a serious crime or adverse professional licensure action; or (f) such other action as the Ethics Committee or the Ethics Officer, in the exercise of reasonable judgment, determines to be inconsistent with the professional responsibilities of a Certified Planner.

2. Forms of Discipline

The discipline available under this Policy includes: (a) a confidential letter of admonition, (b) a public letter of admonition, (c) suspension of AICP membership, or (d) revocation of AICP membership. The Ethics Officer or the Ethics Committee may attach conditions to these disciplinary actions, such as the writing of a letter of apology, the correction of a false statement or statements, the taking of an ethics course, the refunding of money, or any other conditions deemed just in light of the conduct in question.

3. Conviction of a Serious Crime

- a) The membership of a Certified Planner shall be revoked if the Planner has been convicted of a "serious crime". Membership shall be revoked whether the conviction resulted from a plea of guilty or nolo contendere, from a verdict after trial, or otherwise. Membership shall be revoked even if the Planner is appealing a conviction, but it will be reinstated if the conviction is overturned upon appeal.
- b) For purposes of this Policy, the term "serious crime" shall mean any crime that, in the judgment of the Ethics Committee or the Ethics Officer, involves false swearing, misrepresentation, fraud, failure to file income tax returns or to pay tax, deceit, bribery, extortion, misappropriation, theft, or physical harm to another.

4. Conviction of Other Crimes



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- a) Discipline may also be imposed if a Certified Planner has been convicted of a crime not included within the definition of "serious crime," including an action determined by the Ethics Committee or the Ethics Officer to be inconsistent with the professional responsibilities of a Certified Planner.
- b) Before any discipline is imposed under this section, the member shall have a right to set forth his or her position in writing to the Ethics Officer. The Ethics Officer shall, in that Officer's sole discretion, determine whether to give the member a hearing. The Ethics Officer shall notify the member of the decision.
- c) A member who has had discipline imposed by the Ethics Officer shall have thirty (30) days from the date of notification of the adverse decision to file an appeal to the Ethics Committee. The member may do so by filing a timely notice of appeal with the Ethics Officer. The notice shall be accompanied by a statement of the basis for the appeal. The Ethics Officer will transmit any appeal and accompanying notice to the Ethics Committee. That Committee shall determine, in its sole discretion, whether to grant a hearing. The Ethics Committee shall, after considering the relevant information, issue a written opinion on the appeal.

5. Unethical Conduct

The forms of discipline set forth in paragraph 2 shall apply to any member who is found to have engaged in unethical conduct in accordance with the procedures established in the Policy on Adjudication of Complaints of Misconduct.

6. Revocation, Suspension, or Restriction of Licensure

- a) The Ethics Committee or Ethics Officer shall impose such discipline as the Committee or Officer regards as just if a state or other governmentally-issued professional license of a Certified Planner has been revoked, suspended, or restricted for any reason relating to improper conduct by the Planner.
- b) Before any discipline is imposed under this section, the provisions of section 4 (b) and (c) shall apply.

7. Duty to Notify Ethics Officer

- a) A member who has been convicted of a serious crime or who has had his or her state or other governmentally-issued professional license revoked, suspended, or restricted for any reason relating to improper conduct by the member shall promptly report the relevant development to the Ethics Officer.



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- b) Failure of a member to report that he or she has been convicted of a serious crime or has had a professional license revoked, suspended, or restricted for a reason relating to improper conduct by that member may itself result in discipline of that member.

8. Other Conduct Inconsistent with the Responsibilities of a Certified Planner

- a) The Ethics Officer shall have the right to discipline any member for any conduct not otherwise covered by this Policy that the Officer determines to be inconsistent with the responsibilities of a Certified Planner.
- b) Conduct covered by this section shall include, but not be limited to, a finding in a civil case that the member has engaged in defamation or similar unlawful action, has knowingly infringed the copyright or other intellectual property of another, or has engaged in perjury.
- c) Before any discipline is imposed under this section, the provisions of section 4-b and 4-c shall apply.

9. Petition for Reinstatement

- a) Any Certified Planner whose membership or certification is revoked may petition the Ethics Committee for reinstatement no sooner than five years from the time of revocation. The Ethics Committee shall determine, in its sole discretion, whether to afford the petitioner a hearing and/or whether to seek additional information. The Committee shall determine, in its sole judgment, whether reinstatement is appropriate and what, if any, conditions should be applied to any such reinstatement. The Ethics Officer shall transmit the reinstatement determination to the Planner.
- b) If the Ethics Committee denies the Petition, that Officer shall advise the Planner of the opportunity to file a subsequent petition after twelve (12) months have elapsed from the date of the determination.

10. Publication of Disciplinary Actions

The Ethics Committee, in its sole discretion, may publish the names of members who have had disciplinary action imposed and to state the nature of the discipline that was imposed. The authority to publish shall survive the voluntary or involuntary termination or suspension of AICP membership and certification. The Ethics Committee, in its sole discretion, may also determine not to publish such information or to publish only so much of that information as it deems appropriate.



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AICP Code of Ethics and Professional Conduct Draft Glossary

October 2021

Diversity

"Diversity is an inclusive concept which encompasses, but is not limited to, race, ethnicity, class, gender, age, sexuality, ability, educational attainment, spiritual beliefs, creed, culture, tribal affiliation, nationality, immigration status, political beliefs, and veteran status. With greater diversity, we can be more creative, effective, and just, and bring more varied perspectives, experiences, backgrounds, talents, and interests to the practice of planning and to the communities we serve. We recognize that achieving diversity and inclusion is an evolutionary process that requires an ongoing renewal of our commitment."

Source: American Planning Association [Planning for Equity Policy Guide](#), Page 6.

"Diversity is the presence of difference within a given setting. The presence of difference in a system aid in greater productivity, problem solving, enriched perspectives, and efficiency."

Source: PAS Memo May/June 2019. [More and Better: Increasing Diversity, Equity, and Inclusion in Planning](#), By Kendra L. Smith, PhD. Page 2

Diversity is an inclusive concept which encompasses, but not is not limited to race, ethnicity, class, gender, age, sexuality, ability, educational attainment, spiritual beliefs, creed, culture, tribal affiliation, nationality, immigration status, political beliefs and veteran status. With greater diversity, we can be more creative, effective and just, and bring more varied perspectives, experiences, backgrounds, talents and interests to the practice of planning and to the communities we serve.

Source: *APA Equity, Diversity, and Inclusion Vision, Mission and Strategy*. Updated September 2019.

American Planning Association *Equity, Diversity, and Inclusion Vision Statement*.

Original source: Policy Link. "[The Equity Manifesto](#)." 2019.

Equity

Equity is giving attention to the advantages and disadvantages that exist among groups and individuals, correction of the inequities identified, and provision of access to resources and opportunities needed.



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Equity is different from diversity. Diversity invites others in, but equity modifies practices to support inclusion and flourishing. This is why the distinction between diversity and equity is so important. Diversity is largely numbers-driven. It is easier to gauge and apply metrics to. Equity, on the other hand, is largely values-driven.

Source: PAS Memo May/June 2019. [More and Better: Increasing Diversity, Equity, and Inclusion in Planning](#), By Kendra L. Smith, Ph.D. Page 2

Equity is "just and fair inclusion into a society in which all can participate, prosper, and reach their full potential. Unlocking the promise of the nation by unleashing the promise in us all." The inclusive, holistic nature of this definition provides the foundation for considering and applying an equity process in all facets of planning, all levels of planning, all means of planning, and in all planning policies, working to eliminate socio-economic disparities.

APA Equity, Diversity, and Inclusion Vision, Mission and Strategy. Updated September 2019.
American Planning Association Equity, Diversity, and Inclusion Vision Statement.

Environmental Injustice

Environmental justice is defined by the U.S. Environmental Protection Agency as "fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation and enforcement of environmental laws, regulations and policies." The movement toward environmental justice was started primarily by people of color and grew from a recognition that the poor and people of color are those who most often live in or near America's most polluted environments.

Source: American Planning Association [Planning for Equity Policy Guide](#), Page 8. Injustice is the absence of fair treatment and meaningful involvement.

Source: American Planning Association [Planning for Equity Policy Guide](#)

Harassment

According to the EEOC, harassment is unwelcome behavior. It must be relatively severe or pervasive in nature. Petty slights, annoyances, and isolated incidents (unless extremely serious) will not rise to the level of harassment. Most of the unacceptable behaviors noted below are related to the workplace, but planners should make sure that information they communicate on any form of social media respect these norms.

Types of harassment and examples include:

1. Verbal/Written

- Sending emails with offensive jokes or graphics about race or religion



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- Repeatedly requesting dates or sexual favors in person or through other forms of communication.
- Asking about family history of illnesses or genetic disorders
- Making derogatory comments about someone's disability or age
- Imitating someone's foreign accent behind their back.
- Posting information on social media of a derogatory nature.

2. Physical

- Lewd hand gestures or other gestures meant to convey curse words
- Unwanted touching of a person or their clothing
- Frequently following or standing too close to a person on purpose
- Making sexually suggestive facial expressions
- Playing music with offensive or degrading language

3. Visual

- Wearing clothing with offensive or vulgar language
- Displaying posters or pictures of a sexual nature
- Showing other people sexually suggestive text messages or emails or social media posts.
- Watching pornographic or violent videos
- Drawing violent or derogatory images

Source: [3 Types Of Workplace Harassment To Watch Out For](#), Everfi.com

Historic Patterns of Inequity

Low-income residents, communities of color, tribal nations, and immigrant communities have disproportionately experienced some of the greatest environmental burdens and related health problems. This inequity is the result of many factors: inappropriate zoning and negligent land use planning; failure to enforce proper zoning or conduct regular inspections; deed restrictions and other discriminatory housing and lending practices; the prioritization of business interests over public health; development patterns that tend to concentrate pollution and environmental hazards in certain communities; and the like.

Source: American Planning Association [Planning for Equity Policy Guide](#), Page 9 in a citation attributed to [SB 1000 Implementation Toolkit: Planning for Healthy Communities](#), which was published in 2017 by PlaceWorks and the California Environmental Justice Alliance.

Historically marginalized/underrepresented communities — Groups denied full participation in the mainstream cultural, political, and economic activities.



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Groups and communities that experience discrimination and exclusion (social, political and economic) because of unequal power relationships across economic, political, social and cultural dimensions.

Source: [National Collaborating Center for Determinants of Health](#).

Historically marginalized/underrepresented communities include:

- Cultural minorities
- Ethnic minorities
- Indigenous communities
- Low-income individuals
- LGBTQ+
- People of color
- People with health issues that are unseen
- People with disabilities
- People with limited English ability
- People with various political beliefs
- People with uncertain immigration status
- Prisoners
- Senior citizens

Inclusion

Inclusion "demonstrates an environment in which all individuals are treated fairly and respectfully; are valued for their distinctive skills, experiences, and perspectives; have equal access to resources and opportunities; and can contribute fully to the organization's success."

Source: *APA Equity, Diversity, and Inclusion Vision, Mission and Strategy Updated* September 2019. American Planning Association *Equity, Diversity, and Inclusion Vision Statement*.

Original source: American Library Association. "[Equity, Diversity, Inclusion: An interpretation of the Library Bill of Rights](#)." 2007.

Indigenous Peoples

Indigenous Peoples are distinct social and cultural groups that share collective ancestral ties to the lands and natural resources where they live, occupy or from which they have been displaced. The land and natural resources on which they depend are inextricably linked to their identities, cultures, livelihoods, as well as their physical and spiritual well-being. They often subscribe to their customary leaders and organizations for representation that are distinct or separate from



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those of the mainstream society or culture. Many Indigenous Peoples still maintain a language distinct from the official language or languages of the country or region in which they reside.

Source: [World Bank definition](#)

Privilege

A right or benefit that is given to some people and not to others

Source: [Merriam Webster Dictionary](#)

White privilege is an institutional (rather than personal) set of benefits granted to those of us who, by race, resemble the people who dominate the powerful positions in our institutions. One of the primary privileges is that of having greater access to power and resources than people of color do.

Source: [Understanding White Privilege](#) by Francis E. Kendall, Ph.D., © 2002

Social Justice

The goal of social justice is not met when underserved populations shoulder the weight of untenable living conditions, and subsequently experience no material benefit after community improvements are implemented. Instead, social justice requires the examination of both the positive and negative impacts of community improvements on all community members so that all members benefit and no one group or neighborhood is unfairly disadvantaged. This results in "paying it forward," by improving conditions for future residents.

Source: American Planning Association [Planning for Equity Policy Guide](#), Page 5

Substantial Injury

A real and immediate physical injury or a resulting adverse physical condition of a substantial nature to one or more persons.

Source: [Lawinsider.com](#)

The act or practice must cause or be likely to cause substantial injury to consumers. Substantial injury usually involves monetary harm. Monetary harm includes, for example, costs or fees paid by consumers as a result of an unfair practice. 5 An act or practice that causes a small amount of harm to a large number of people may be deemed to cause substantial injury. Actual injury is not required in every case. A significant risk of concrete harm is also sufficient. However, trivial or merely speculative harms are typically insufficient for a finding of substantial injury. Emotional



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impact and other more subjective types of harm also will not ordinarily amount to substantial injury. Nevertheless, in certain circumstances, such as unreasonable debt collection harassment, emotional impacts may amount to or contribute to substantial injury.

Source: Consumer Financial Protection Bureau, [Consumer Laws and Regulations](#), Page 2

Performance Planning Target Setting Procedures

This procedure will ensure standardized information and will assist in improved monitoring and auditing of federal transportation funds, and will ensure the requirements of 23 CFR 450.314 (h) are met.

On May 27, 2016, the final rule for statewide and metropolitan transportation planning was published, based on 2012's Moving Ahead for Progress in the 21st Century (MAP-21) Act and 2015's Fixing America's Transportation System (FAST) Act. As part of this final rule, 23 CFR 450.314 (h) was amended to state:

(1) The MPO(s), State(s), and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see § 450.306(d)), and the collection of data for the State asset management plan for the NHS for each of the following circumstances:

- (i) When one MPO serves an urbanized area;*
- (ii) When more than one MPO serves an urbanized area; and*
- (iii) When an urbanized area that has been designated as a TMA overlaps into an adjacent MPA serving an urbanized area that is not a TMA.*

(2) These provisions shall be documented either:

- (i) As part of the metropolitan planning agreements required under paragraphs (a), (e), and (g) of this section; or*
- (ii) Documented in some other means outside of the metropolitan planning agreements as determined cooperatively by the MPO(s), State(s), and providers of public transportation.*

The following approach is being cooperatively proposed between the Alaska Department of Transportation and Public Facilities (DOT&PF) and the State's Metropolitan Planning Organizations (MPO), the Anchorage Metropolitan Area Transportation Solutions (AMATS), Fairbanks Area Surface Transportation (FAST), and MatSu Valley Planning For Transportation (MVP) to address 23 CFR 450.314 (h).

The DOT&PF, AMATS, FAST, and MVP agree to the following provisions. The communication outlined in these provisions between the DOT&PF and the MPOs will generally be through the DOT&PF MPO Coordinators, DOT&PF Statewide Urban Planning Chief, the AMATS Executive Director, the MVP Executive Director, and the FAST Executive Director.

1) Sharing of transportation performance data

- a. At the request of the MPOs, DOT&PF will provide each MPO with the statewide performance data and will also provide each MPO with subsets of the statewide data, based on their planning area boundaries and population-based classification. Updates of this data will include prior performance data, if applicable.
- b. If MPOs choose to develop their own target for any measure, they will provide DOT&PF with any supplemental data they use in their target setting process.
- c. Providers of public transportation (railroad and bus transit) are represented by the MPOs and will submit their performance data directly to the MPOs. The DOT&PF may request a copy of this data at any time.

2) Selection of performance targets

- a. DOT&PF will develop draft statewide performance targets in coordination with the MPOs. Coordination may include in-person meetings, virtual meetings, conference calls, and/or email communication. The MPOs shall be given an opportunity to provide comments on statewide targets before final statewide targets are adopted by the DOT&PF. Final targets will be communicated to the MPOs.
- b. If an MPO chooses to adopt their own target for any measure, they will develop draft MPO performance targets in coordination with DOT&PF. Coordination methods will be at the discretion of the MPO, but DOT&PF will be provided an opportunity to comment on the draft MPO performance targets prior to final approval by the MPO. Final targets will be communicated to DOT&PF.
- c. Providers of public transportation will be responsible for selecting their own performance targets and submitting them to the MPOs for record-keeping purposes. The MPOs will share these targets with the DOT&PF at their request.
- d. Some performance targets may only be applicable within Transportation Management Areas (TMAs).
- e. Some performance targets may only be applicable within Air Quality Non-Attainment or Maintenance Areas.

3) Reporting of performance targets and data

- a. DOT&PF performance targets will be reported to the FHWA. The MPOs will be notified via email when DOT&PF has reported final statewide targets.
- b. MPO performance targets will be reported to the DOT&PF MPO Coordinators.
 - i. For each target, the MPO will provide the following information no later than 180 days after the date DOT&PF reports performance targets to the FHWA, or the date specified by federal code.
 1. A determination of whether the MPO is 1) agreeing to plan and program projects so that they contribute toward the accomplishment of the DOT&PF performance target, or 2) setting a quantifiable target for that performance measure for the MPO's planning area.
 2. If a quantifiable target is set for the MPO planning area, the MPO will provide any supplemental data used in determining any such target.
 3. Documentation of the MPO's target or support of the statewide target will be provided in the form of a resolution or meeting

minutes of the MPO submitted to the DOT&PF MPO Coordinators.

4. The MPO will identify within the TIP those projects which support the performance targets in accordance with 23 CFR § 450.326.
- c. DOT&PF will include information outlined in 23 CFR 450.216 (f) in any statewide transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.218 (q) in any statewide transportation improvement program amended or adopted after May 27, 2018.
- d. MPOs will include information outlined in 23 CFR 450.324 (f) (3-4) in any metropolitan transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.326 (d) in any transportation improvement program amended or adopted after May 27, 2018.
- e. MPOs will annually report their safety performance targets in the form of a resolution, or meeting minutes of the MPO, or System Performance Report update in accordance with 23 CFR 490.213. MPOs may also include progress toward targets in this annual update.
- f. Reporting of performance targets and data by DOT&PF and the MPOs shall conform to 23 CFR 490.

4) Collection of data

- a. The DOT&PF will be responsible for:
 - i. Safety: Collection of fatality and serious injury data on all public roads.
 - ii. Bridge & Pavement: Collection of condition data on the Interstate & Non-Interstate National Highway System.
 - iii. Travel Time: Download, evaluation and preparation of the National Performance Measure Research Data Set (NPMRDS), the speed and travel time data sets provided by FHWA.
 - iv. Congestion Mitigation and Air Quality: Annual Hours of Peak Hour Excessive Delay Per Capita, also known as PHED; Percent of Non-Single Occupancy Vehicle travel, also known as Non-SOV Travel; and Total Emissions Reduction.
- b. MPO will be responsible for the following:
 - i. Notify the DOT&PF if they choose to use their own performance or condition data and if they choose to start collecting data in response to the federal performance management requirements.
 - ii. If the MPO will be collecting their own data, the MPO will provide an annual update of performance data to the DOT&PF MPO Coordinators for integration into statewide performance reporting requirements.
 - iii. Collecting and recording data from the providers of public transportation represented by the MPOs.

I declare to the best of my knowledge and ability that we will adhere to the above requirements.

Alaska Department of Transportation and Public Facilities:

X

(Sign and Date)

Ben White
Urban Planning Chief

Fairbanks Area Surface Transportation:

X

(Sign and Date)

Jackson Fox
FAST Executive Director

Anchorage Metropolitan Transportation Solutions:

X

(Sign and Date)

Aaron Jongenelen
AMATS Executive Director

MatSu Valley Planning For Transportation:

X

(Sign and Date)

Kim Sollien
MVP Executive Director

MEMORANDUM OF UNDERSTANDING (MOU)

BETWEEN

THE ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES (DOT&PF), THE ANCHORAGE METROPOLITAN AREA TRANSPORTATION SOLUTIONS (AMATS), FAIRBANKS AREA SURFACE TRANSPORTATION (FAST), AND MATSU VALLEY PLANNING FOR TRANSPORTATION (MVP)

1. **PURPOSE AND SCOPE.** The purpose of this MOU is to support a performance-based approach to the metropolitan transportation planning and programming process as specified in 23 USC 134 (h)(2), 23 USC 135(d)(2), 49 USC 5303(h)(2), 49 USC 5304(d)(2), 23 CFR 450.206(c), 23 CFR 450.314(h), and 49 CFR 613.
2. **RESPONSIBILITIES.** To the extent practicable, DOT&PF, AMATS, FAST, and MVP will work cooperatively to:
 - 2.1. Develop and share information related to transportation performance data.
 - 2.2. Select performance targets.
 - 2.3. Promptly report performance targets whenever a target is adopted or changed.
 - 2.4. Follow the specific procedures identified in the most current version of the Performance Planning Target Setting Procedures document. **See Attached**
3. **CONTRACTUAL OBLIGATIONS.** This MOU is not a legally binding agreement and creates no legally binding obligations for any party. Any party may, upon written notice, amend or discontinue its role outlined in the MOU. Because of this mutual desire to proceed, each party fully intends to make a good faith effort to achieve the goals described above, including working together to comply with federal and state laws.
4. **DATA SHARING.** The parties acknowledge that this MOU, as well as any data created, collected, stored, or received under the terms of this MOU, are considered public data, with the exception of personal information protected by law, and shall be openly shared between the two parties for carrying out the purposes of this federal mandate.
5. **EFFECTIVE DATE.** This MOU shall be effective when all appropriate signatures have been obtained by DOT&PF, AMATS, FAST, and MVP.
6. **MODIFICATION.** Any amendments to this MOU must be mutually agreed to in writing.
7. **TERMINATION.** The terms of this MOU may be terminated by any one of the signatory parties by giving 90 days written notice to each of the other parties. This MOU will remain in effect until terminated as provided in this clause, or until amended or replaced by a new MOU.

I concur with this Memorandum of Understanding

**Alaska Department of Transportation
and Public Facilities:**

X

(Sign and Date)

Ben White
Urban Planning Chief

Fairbanks Area Surface Transportation:

X

(Sign and Date)

Jackson Fox
FAST Executive Director

**Anchorage Metropolitan Transportation
Solutions:**

X

(Sign and Date)

Aaron Jongenelen
AMATS Executive Director

**MatSu Valley Planning For
Transportation:**

X

(Sign and Date)

Kim Sollien
MVP Executive Director

Performance Planning Target Setting Procedures

This procedure will ensure standardized information and will assist in improved monitoring and auditing of federal transportation funds, and will ensure the requirements of 23 CFR 450.314 (h) are met.

On May 27, 2016, the final rule for statewide and metropolitan transportation planning was published, based on 2012's Moving Ahead for Progress in the 21st Century (MAP-21) Act and 2015's Fixing America's Transportation System (FAST) Act. As part of this final rule, 23 CFR 450.314 (h) was amended to state:

(1) The MPO(s), State(s), and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see § 450.306(d)), and the collection of data for the State asset management plan for the NHS for each of the following circumstances:

(i) When one MPO serves an urbanized area;

(ii) When more than one MPO serves an urbanized area; and

(iii) When an urbanized area that has been designated as a TMA overlaps into an adjacent MPA serving an urbanized area that is not a TMA.

(2) These provisions shall be documented either:

(i) As part of the metropolitan planning agreements required under paragraphs (a), (e), and (g) of this section; or

(ii) Documented in some other means outside of the metropolitan planning agreements as determined cooperatively by the MPO(s), State(s), and providers of public transportation.

The phase-in deadline for this requirement is May 27, 2018. As of March 2018, rulemakings related to several Federal Highway Administration (FHWA) performance management requirements have not yet been finalized, meaning that processes for performance management coordination and implementation are still being developed. Recognizing that the agreement and process outlined below may change based on future rulemakings and guidance, the following approach is being cooperatively proposed between the Alaska Department of Transportation and Public Facilities (DOT&PF) and the State's Metropolitan Planning Organizations (MPO), the Anchorage Metropolitan Area Transportation Solutions (AMATS) and the Fairbanks Metropolitan Area Transportation System (FMATS) to address 23 CFR 450.314 (h).

The DOT&PF, AMATS and FMATS agree to the following provisions. The communication outlined in these provisions between the DOT&PF and the MPOs will generally be through the DOT&PF MPO Coordinators (AMATS and FMATS), DOT&PF Statewide Planning Chief, the AMATS MPO Coordinator and the FMATS Executive Director.

1) Sharing of transportation performance data

- a. At the request of the MPOs, DOT&PF will provide each MPO with the statewide performance data, and will also provide each MPO with subsets of the statewide data, based on their planning area boundaries. Updates of this data will include prior performance data, if applicable.
- b. If either MPO chooses to develop their own target for any measure, they will provide DOT&PF with any supplemental data they use in their target setting process.
- c. Providers of public transportation (railroad and bus transit) are represented by the MPOs and will submit their performance data directly to the MPOs. The DOT&PF may request a copy of this data at any time.

2) Selection of performance targets

- a. DOT&PF will develop draft statewide performance targets in coordination with the MPOs. Coordination may include in-person meetings, web meetings, conference calls, and/or email communication. The MPOs shall be given an opportunity to provide comments on statewide targets before final statewide targets are adopted by the DOT&PF. Final targets will be communicated to the MPOs.
- b. If an MPO chooses to adopt their own target for any measure, they will develop draft MPO performance targets in coordination with DOT&PF. Coordination methods will be at the discretion of the MPO, but Program Development and Statewide Planning will be provided an opportunity to comment on the draft MPO performance targets prior to final approval by the MPO. Final targets will be communicated to the DOT&PF.
- c. Providers of public transportation will be responsible for selecting their own performance targets and submitting them to the MPOs for record-keeping purposes. The MPOs will share these targets with the DOT&PF at their request.

3) Reporting of performance targets and data

- a. DOT&PF performance targets will be reported to the FHWA. The MPOs will be notified via email when DOT&PF has reported final statewide targets.
- b. MPO performance targets will be reported to the DOT&PF MPO Coordinators.
 - i. For each target, the MPO will provide the following information no later than 180 days after the date DOT&PF reports performance targets to the FHWA, or the date specified by federal code.
 1. A determination of whether the MPO is 1) agreeing to plan and program projects so that they contribute toward the accomplishment of the DOT&PF performance target, or 2) setting a quantifiable target for that performance measure for the MPO's planning area.
 2. If a quantifiable target is set for the MPO planning area, the MPO will provide any supplemental data used in determining any such target.
 3. Documentation of the MPO's target or support of the statewide target will be provided in the form of a resolution or meeting minutes of the MPO submitted to the DOT&PF MPO Coordinators.

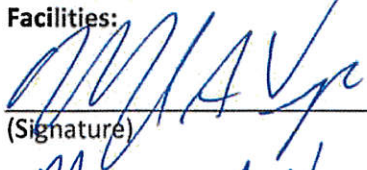
4. If the MPO will be supporting the DOT&PF performance target, the MPO will identify within the TIP those projects which support the performance targets.
 - c. DOT&PF will include information outlined in 23 CFR 450.216 (f) in any statewide transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.218 (q) in any statewide transportation improvement program amended or adopted after May 27, 2018.
 - d. MPOs will include information outlined in 23 CFR 450.324 (f) (3-4) in any metropolitan transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.326 (d) in any transportation improvement program amended or adopted after May 27, 2018.
 - e. MPOs will annually report their safety performance targets in the form of a resolution, or meeting minutes of the MPO, or System Performance Report update in accordance with 23 CFR 490.213. MPOs may also include progress toward targets in this annual update.
 - f. Reporting of performance targets and data by DOT&PF and the MPOs shall conform to 23 CFR 490.

4) Collection of data

- a. The DOT&PF will be responsible for:
 - i. Safety: Collection of fatality and serious injury data on all public roads.
 - ii. Bridge & Pavement: Collection of condition data on the Interstate & Non-Interstate National Highway System.
 - iii. Travel Time: Download, evaluation and preparation of the National Performance Measure Research Data Set (NPMRDS), the speed and travel time data sets provided by FHWA.
- b. MPO will be responsible for the following:
 - i. Notify the DOT&PF if they choose to use their own performance or condition data and if they choose to start collecting data in response to the federal performance management requirements.
 - ii. If the MPO will be collecting their own data, the MPO will provide an annual update of performance data to the DOT&PF MPO Coordinators for integration into statewide performance reporting requirements.
 - iii. Collecting and recording data from the providers of public transportation represented by the MPOs.

I declare to the best of my knowledge and ability that we will adhere to the above requirements.

Alaska Department of Transportation and Public Facilities:



(Signature)

MICHAEL A. VIGUE

(Please Print Name)

DIRECTOR, PROGRAM DEVELOPMENT

(Title)

MARCH 20, 2018

(Date Signed)

Anchorage Metropolitan Area Transportation Solutions:



(Signature)

David M. Kemp

(Please Print Name)

Central Region Director

(Title)

5-14-2018

(Date Signed)

I declare to the best of my knowledge and ability that we will adhere to the above requirements.

Alaska Department of Transportation and Public Facilities:


(Signature)

MICHAEL A. VIGNE
(Please Print Name)

DIRECTOR, PROGRAM DEVELOPMENT
(Title)

MARCH 20, 2018
(Date Signed)

Fairbanks Metropolitan Area Transportation System:


(Signature)

Jackson O Fox
(Please Print Name)

Executive Director
(Title)

March 22, 2018
(Date Signed)

MEMORANDUM OF UNDERSTANDING (MOU)

BETWEEN

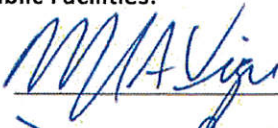
THE ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES (DOT&PF), THE ANCHORAGE METROPOLITAN AREA TRANSPORTATION SOLUTIONS (AMATS) AND THE FAIRBANKS METROPOLITAN AREA TRANSPORTATION SYSTEM (FMATS)

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The remainder of this page intentionally left blank.

I concur with this Memorandum of Understanding

Alaska Department of Transportation
and Public Facilities:

By: 

Title: DIRECTOR, PROGRAM DEVELOPMENT

Date: MARCH 20, 2018

Anchorage Metropolitan Area
Transportation Solutions:

By: 

Title: Central Regio. Director

Date: 5-14-2018

I concur with this Memorandum of Understanding

Alaska Department of Transportation
and Public Facilities:

By: 

Title: DIRECTOR, PROGRAM DEVELOPMENT

Date: MARCH 22, 2018

Fairbanks Metropolitan Area
Transportation System:

By:  (Jackson G. Fox)

Title: Executive Director

Date: March 22, 2018

April 16, 2025

To: **Alaska Congressional Delegation**
 Senator Lisa Murkowski
 Senator Dan Sullivan
 Representative Nick Begich
U.S. Environmental Protection Agency
 Administrator Lee Zeldin
 Regional Administrator Emma Pokon



Subject: **Highway Sanction Penalties under the Clean Air Act**

Fairbanks Area Surface Transportation (FAST) Planning is the State-designated Metropolitan Planning Organization (MPO) for Fairbanks and North Pole, Alaska, which carries out the transportation planning process under 23 CFR 450 Subpart C to develop the region's Short- and Long-range Transportation Plans for Federally funded transportation projects. We are writing to you with the request to have some meaningful dialogue on amending the law and corresponding regulations for Highway Sanction penalties under the Clean Air Act. FAST Planning's Executive Director and a couple members of our Interior Delegation would like to travel to Washington D.C. to have this dialogue in the coming months and look forward to your response in scheduling a meeting date.

Background

Our MPO is located within a PM2.5 Serious Non-attainment Area, which has been subject to a Conformity Freeze imposed by the U.S. Environmental Protection Agency (EPA) since January 2024. This was the start of our Sanction Clock resulting from the partial disapproval of the State Implementation Plan (SIP) for the Non-Attainment Area. Even though Highway Sanctions (withholding Federal funding) have not yet taken effect, the Conformity Freeze in itself has had a significant negative impact on delivery of transportation projects by FAST Planning and the Alaska Department of Transportation & Public Facilities (DOT&PF) over the past year and a half. Several large transportation projects (approximately \$150 million) had to be paused due to the increased need for funding to deliver them to construction and inability to amend our transportation plans due to the Conformity Freeze despite funding being available. This has resulted in loss of work and revenue by local contractors, suppliers, and families and inevitably will result in higher future costs for construction due to inflation.

On-road mobile source emissions in the Non-attainment Area only comprise 6.8% of the area emissions contribution. Implementing a Conformity Freeze and Highway Sanctions on our Federal transportation funding is not correlated to, nor will contribute to, solving the air quality problem. FAST Planning and the Alaska DOT&PF have no control or influence over other emission sources (i.e. woodsmoke) that are actually causing the problem. More simply put, this is a punishment on transportation when transportation did not commit the crime. Efforts in helping solve the problem should be better aligned and focused on where progress can be made in the highest emission source categories.

Clean Air Act & Highway Sanctions

With the rapid increase in numbers of motor vehicles and urbanization through the 1900s, the Clean Air Act of 1970 gave the [newly-formed] EPA the legal authority to regulate pollution from vehicles and other forms of transportation. Over time the EPA has touted major successes in vehicle pollution control in the U.S., including but not limited to:

- New passenger vehicles are 98-99% cleaner for most tailpipe pollutants compared to the 1960s
- New heavy-duty trucks and buses are roughly 99% cleaner than 1970 models
- Fuels are much cleaner—lead has been eliminated, and sulfur levels are more than 90% lower than they were prior to regulation
- U.S. cities have much improved air quality, despite ever increasing population and increasing vehicle miles traveled

Source: <https://www.epa.gov/transportation-air-pollution-and-climate-change/history-reducing-air-pollution-transportation>

Sanctions on Federal highway funding as a penalty for air quality compliance violations were included in the original Clean Air Act of 1970, strengthened in the 1990 Amendments to the Clean Air Act, and still remain in law today. However, the relevancy of these sanctions has clearly diminished over time based on the statistics provided by the EPA. The lack of relevancy is also evident in our situation where on-road mobile source emissions only comprise 6.8% of the area emissions contribution. Transportation is clearly not the problem, nor will withholding Federal highway funding contribute in any way to solving the problem.

Request for Consideration

Provided this information and the impacts our community and other communities across the nation have experienced, FAST Planning is requesting some meaningful dialogue on amending the law and corresponding regulations for Highway Sanction penalties under the Clean Air Act. As a starting point to this dialogue, we would specifically like to discuss the following suggestions with the Congressional Delegation and leadership at EPA:

- Consideration of providing an Exemption to Highway Sanctions under **42 USC 7509** for Non-Attainment Areas where on-road mobile source emissions do not make a significant contribution (i.e. less than XX%) to the air quality problem
- Corresponding regulation changes under **40 CFR 93.120, 52.31, & 52.32** to allow the EPA to issue a Protective Finding for Non-Attainment Areas that qualify for the Exemption
- Broadening the definition of a Protective Finding under **40 CFR 93.101** to include cross-reference to the Exemption

We are open to other suggestions and/or remedies as well. Thank you for your time in listening to our concerns and we look forward to meeting with you in Washington D.C. and working with you on this issue. Please contact me at jackson.fox@fastplanning.us or (907) 205-4276 to help us schedule a meeting date.

Sincerely,

Jackson C. Fox
Executive Director

Copy: **Alaska Office of the Governor**
Governor Mike Dunleavy
Commissioner Ryan Anderson, Alaska Dept. of Transportation & Public Facilities
Acting Commissioner Christina Carpenter, Alaska Dept. of Environmental Conservation

Alaska State Legislature Interior Delegation

Senator Scott Kawasaki
Senator Robert Myers
Senator Mike Cronk
Representative Ashley Carrick
Representative Maxine Dibert
Representative Mike Prax
Representative Frank Tomaszewski
Representative Will Stapp
Representative Rebecca Schwanke

FAST Planning Policy Board

Mayor Grier Hopkins, Fairbanks North Star Borough
Mayor David Pruhs, City of Fairbanks
Mayor Larry Terch, City of North Pole
Jerry Cleworth, Council Member, City of Fairbanks
Scott Crass, Assembly Member, Fairbanks North Star Borough
Jason Olds, Air Quality Division Director, Alaska Dept. of Environmental Conservation
Katherine Keith, Acting Northern Region Director, Alaska Dept. of Transportation & Public
Facilities

T4AMERICA BLOG

News, press releases and other updates

USDOT's new memo requires a review of competitive grant awards (<https://t4america.org/2025/03/14/usdots-new-memo-requires-a-review-of-competitive-grant-awards/>)

14 Mar 2025 Posted by Transportation for America (<https://t4america.org/author/t4admin/>)

A leaked policy memo from leadership at USDOT will add a new layer of extra-legal review of all awarded competitive grant projects without fully signed federal funding obligations, calling for bicycle infrastructure, green infrastructure, and EV chargers to be cut from projects.

What's in USDOT's new memo?

Drawing authority from the President's inaugural slate of executive orders and the Secretary of Transportation's first round of policy memos (<https://t4america.org/2025/02/05/unflooding-the-zone-what-do-the-trump-administrations-latest-actions-signal-for-transportation/>), the Department of Transportation Secretary's office has, according to a leaked policy memo (<https://usa.streetsblog.org/2025/03/12/breaking-u-s-dot-orders-review-of-all-grants-related-to-green-infrastructure-bikes>), issued another round of unprecedented orders, **calling for the removal of all elements of projects related to bike infrastructure, charging infrastructure, climate change or those that take equity into account competitive grant funding**. The memo specifically applies to competitive grants that have not yet completed grant agreements or obligated the funding, including those that have only been partially obligated. Projects with existing and executed grant agreements are not subject to additional review, but any new federal dollars made out to those projects would be.

What's the difference between funding that is announced or obligated?

When the federal government **announces** an award, the awardee does not get that funding as a grant. First, the federal government and the awardee have to negotiate and sign a **funding agreement**, which lays out the project scope, schedule, and budget and demonstrates the availability of required nonfederal funding match.

Funds can be canceled or reclaimed until they are **obligated**, which is a binding commitment to pay out money. Funding cannot be obligated until the grant agreement is signed and all permitting and relevant regulations are complied with. Planning grants that don't have those regulatory requirements are obligated once there is a signed grant agreement. However, capital (ie, construction) projects would need to complete regulatory review and permitting before being obligated.

Once there is a grant agreement and funds are obligated, an awardee must spend their own funding and file for reimbursement from the federal government.

This memo instructs USDOT operating administrations, like The Federal Transit Administration (FTA) and The Federal Highway Administration (FHWA), to conduct a project-by-project analysis to identify any activities that include primary elements of "equity, climate change, environmental justice, green infrastructure, bicycle infrastructure, electric vehicles, and charging infrastructure." Once projects are identified for non-compliance with the administration's priorities, they will be subject to individual scrutiny for a final decision on whether they will be canceled, modified, or continue as planned. Projects that contain "flagged activities" could be revised, even if they meet all requirements of law, to comply with this administration's agenda. This comes full circle from the "Woke Rescission" (https://www.transportation.gov/sites/dot.gov/files/2025-01/Signed%20Secretarial%20Memo_%20Implementation%20of%20Executive%20Orders%20Addressing%20Energy%20Climate%20Change%20Diversity%20and%20Gender.pdf) memo, which we unpacked in a previous blog (<https://t4america.org/2025/02/05/unflooding-the-zone-what-do-the-trump-administrations-latest-actions-signal-for-transportation/>), and follows the episode (<https://amp.org/wp-content/uploads/2025/02/2.20-CLARIFICATION-USDOT-on-STIP-Amendment-Approvals-3-1.pdf>) of STIP and TIP review of obligated projects that were recently walked back (<https://apnews.com/article/trump-duffy-transportation-spending-delays-review-4142a698f51ba6429a2cbadc40a8c49c>) (though the new burdensome review remains an issue for environmental permits, according to a recent letter from AASHTO (<https://drive.google.com/file/d/1he3ZRdWwQlYpcizryx369kVXQnSOQ5A/view?usp=sharing>)).

While it is normal for a new administration to set its own agenda, it has always applied to spending and policy going forward. This administration is setting the precedent that any project not underway can be undone when there is a new president. This memo furthers the agenda laid out in the "Unleashing American Energy" (<https://www.whitehouse.gov/presidential-actions/2025/01/unleashing-american-energy/>) memo, which calls for increased reliance on fossil fuel consumption.

Under this approach, USDOT will reach back to 2022 to defund many projects that Congress specifically defined as eligible activities in the text of the Infrastructure Investment and Jobs Act. Congress defines the scope of what federal programs can fund. Even under the Biden administration—despite its commitments to advancing zero-emission transportation—USDOT still followed congressional intent by awarding the statutorily required 25% of funds to more emitting fossil fuel buses under the Low or No Emission bus program, despite strong demand for zero-emission buses from applicants (<https://t4america.org/2023/05/16/greener-fleets/>).

By nature of being eligible for funding, the bike, green infrastructure, and EV chargers elements of projects already got the okay for funding from Congress on a bipartisan basis. If this becomes precedent, future presidents could make unilateral decisions to freeze funding for any project that does not align with their own priorities. Allowing the pendulum to swing back and forth every four years undermines the rationale of the supposedly stable highway trust fund—perhaps further evidence that the model is no longer sustainable. If funding appropriated years in advance can be arbitrarily revoked, why even plan beyond the next fiscal year?

For an administration that has spoken at length about the elimination of waste, fraud, and abuse, even absent the hugely dangerous and detrimental impact this will have on people's health, safety, and long-term environmental sustainability of the transportation system, these reviews are going to slow down projects they would want to proceed. Actions like these continue to sow confusion and are inefficient, waste staff time, and squander funds and resources at the federal and local levels.

What's at stake

Nearly \$2.9 billion in funding was announced for the Safe Streets and Roads for All (<https://www.transportation.gov/grants/SS4A>) grant program for projects in over 1,700 communities. Only \$515 million has been obligated across 979 grants according to a search of USASpending data (<https://www.usaspending.gov/search/?hash=d44b08c7702293e294ff352becf81291>). The vast majority of this program's funding, **\$2.4 billion**, and hundreds of communities receiving assistance through this program would now be subject to review and renegotiation due to this memo.

About \$7.6 billion was announced under the RAISE/BUILD program for federal fiscal years 2022 through 2025. Still, only \$1.25 billion, or less, of funding has been secured and obligated, leaving the rest of the announced funds, representing potentially hundreds of projects, stuck once again in the grant review process.

Zooming out to the whole program, based on data last updated by the USDOT on January 31 (<https://www.transportation.gov/sites/dot.gov/files/2025-02/IIJA%20Draft%20SOF%20Report%201-31-25%20%28IIJA%20Only%29%20Combined.pdf>), the Federal Highway Administration, the Federal Transit Administration, and the Federal Railroad Administration have a combined **\$51 billion in funds unobligated** for non-formula programs. Much of these funds are now likely subject to review, cuts, and delays.

It likely will not stop there

While the current memo applies to competitive grants, there is good reason to expect that this administration will expand this review to cover other programs, too, if they find they don't agree with how states, regions, localities, and transit agencies are using the funds.

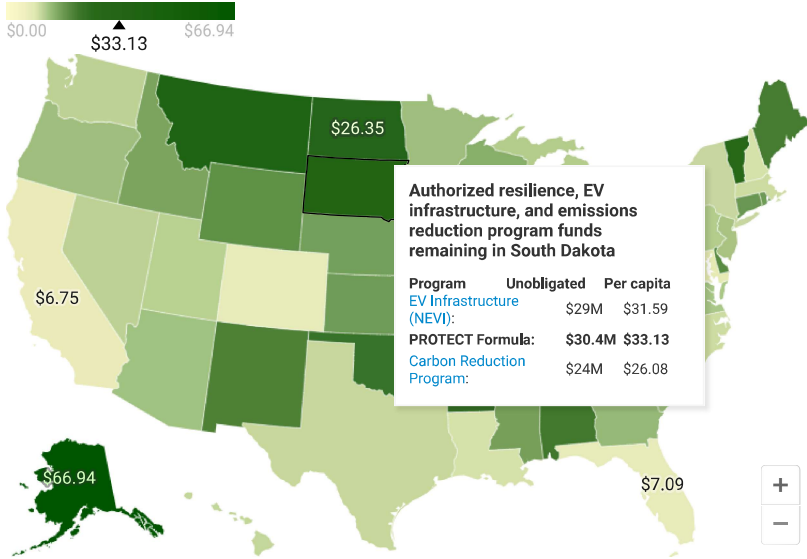
For example, new, flexible formula programs created in the IIJA designed to address infrastructure resiliency, greenhouse gas emissions from transportation, and build out the national network of electric vehicle infrastructure remain at risk and could be the next target for politicized review and freezes. Further, if Congress decides to rescind funds for impounded or frozen climate-related programs, the impacts would disproportionately hit rural states, likely disrupting planned projects of all types. Carbon Reduction Program and PROTECT funds have been programmed for anything from new highway lighting (<https://www.bloomberg.com/news/newsletters/2024-08-07/us-climate-funds-pay-for-highway-expansion-citylab-daily>) to tunnel rehabilitation (https://www.usaspending.gov/award/ASST_NON_693JJ22330000Y800LAH010673_6925/). Members of Congress should be aware of how cuts to these programs may fall hardest on whose constituents.

Rural and midwestern states may have more funds to lose, per person, if transportation climate resilience funds are rescinded

If unobligated [Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program \(PROTECT\) formula](#) program funds are rescinded, rural and midwestern states could disproportionately lose out on existing appropriated and authorized funding. Solicitations of PROTECT competitive grant projects applications were [closed early](#) in February 2025, and certain projects in the program may be at risk of elimination under [Secretary Duffy's new USDOT policies](#).

Beyond the PROTECT program, [Transportation for America](#) estimates over \$13.5 billion dollars in new IIJA programs for infrastructure resilience, efficiency, and emissions reduction projects remain unobligated.

Remaining unobligated PROTECT program funds, per capita



Transportation for America analysis of USASpending data retrieved 03/01/25 and IIJA FHWA formula fund apportionments. Formula flex data from <https://climateandcommunity.org/research/how-are-transportation-dollars-flowing-in-your-state>.

[Get the data](#) • Created with [Datawrapper](#)

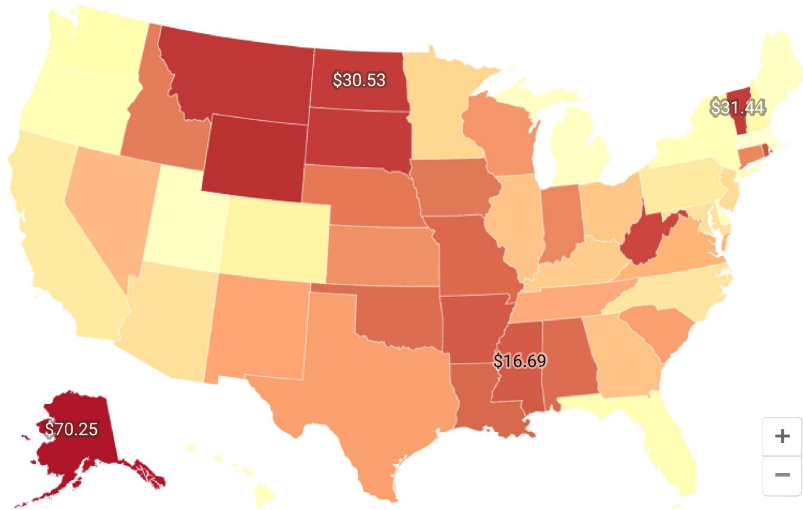
Rural and midwestern states may have more funds to lose, per person, if NEVI funds are rescinded

If unobligated National Electric Vehicle Infrastructure (NEVI) program funds are rescinded, rural and midwestern states would disproportionately lose out on existing appropriated and authorized funding (and subsequent economic development) compared to states that have obligated more funds. All states had plans to deploy chargers, and most were moving toward construction at awarded sites before USDOT halted state's plans.

Beyond the NEVI program, Transportation for America estimates over \$13.5 billion dollars in new IIJA programs for infrastructure resilience, efficiency, and emissions reduction projects remain unobligated.

Remaining unobligated NEVI funds, per capita

\$0.00 \$70.25



Transportation for America analysis of USASpending data retrieved 03/01/25 and IIJA FHWA formula fund apportionments.

[Get the data](#) • Created with [Datawrapper](#)

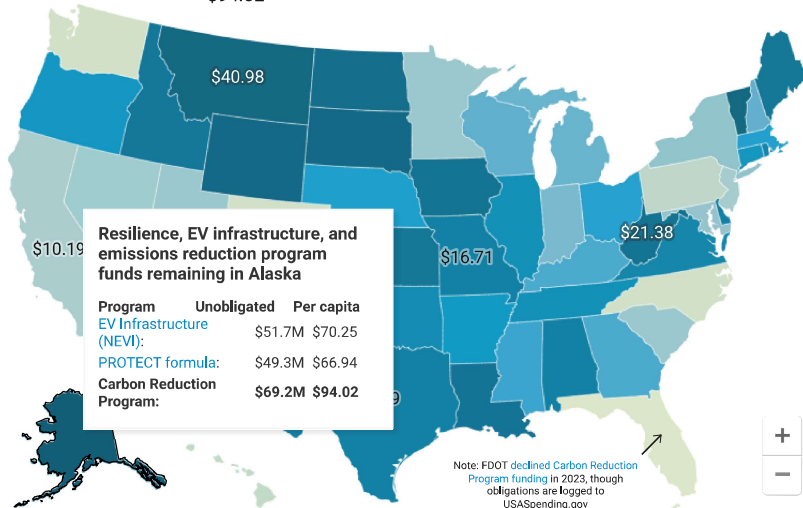
Rural and midwestern states may have more funds to lose, per person, if Carbon Reduction Program funds are rescinded

If unobligated Carbon Reduction Program funds are rescinded, rural and midwestern states would disproportionately lose out on existing appropriated and authorized funding compared to states that have obligated more funds. Greenhouse gas and climate change related elements of the program put it at risk of rescissions or elimination, per Secretary Duffy's new USDOT policies.

Beyond the Carbon Reduction Program, Transportation for America estimates over \$13.5 billion dollars in new IIJA programs for infrastructure resilience, efficiency, and emissions reduction projects remain unobligated.

Remaining unobligated CRP funds, per capita

\$0.00 \$94.02



Resilience, EV infrastructure, and emissions reduction program funds remaining in Alaska

Program	Unobligated	Per capita
EV Infrastructure (NEVI):	\$51.7M	\$70.25
PROTECT formula:	\$49.3M	\$66.94
Carbon Reduction Program:	\$69.2M	\$94.02

Note: FDOT declined Carbon Reduction Program funding in 2023, though obligations are logged to USASpending.gov

Transportation for America analysis of USASpending data retrieved 03/01/25 and IIJA FHWA formula fund apportionments. Formula flex data from <https://climateandcommunity.org/research/how-are-transportation-dollars-flowing-in-your-state>.

[Get the data](#) • Created with [Datawrapper](#)



The National Beat

April 10th, 2025

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Federal Focus

Reviews of MPO Planning Documents

We want to provide an important update regarding recent developments in how some FHWA Division Offices are reviewing MPO planning documents, including Transportation Improvement Programs (TIPs) and Unified Planning Work Programs (UPWPs). While the situation is evolving, we've heard from several MPOs that FHWA Division Offices are **requesting or recommending the removal or modification of certain terms in planning documents**.

These requests appear to reflect a broader shift in policy direction under the current Administration. AMPO is actively tracking these developments and working closely with members to understand the scope, implications, and practical considerations for MPOs nationwide.

 [Read AMPO's summary of the issue *here*.](#)


EO: Protecting American Energy from State Overreach

On April 8, 2025, the Administration issued an Executive Order (EO) titled "[Protecting American Energy from State Overreach](#)." The order is designed to reinforce federal support for expanding and promoting domestic energy production. This order directs the US Attorney General to **identify and challenge state and local laws, policies, and civil actions that the Administration believes unduly burden domestic energy production**—especially those related to climate change, carbon emissions, Environment Social Governance (ESG) criteria, or environmental justice (EJ) frameworks. By highlighting perceived overreach, the order seeks to protect what it calls "American energy dominance" from actions that could hamper interstate commerce or national energy goals.

 [Read AMPO's analysis of the EO *here*.](#)

AASHTO Releases 2026 Vision and Policy Principles for Reauthorization

AASHTO's Board of Directors adopted its 2026 Vision and Core Policy Principles for surface transportation reauthorization. Key elements include prioritizing **formula-based federal funding; indexing investment levels to inflation; and upholding user-pay principles for all vehicles**. AASHTO's core principles also call reducing regulatory burdens to speed project delivery, **increasing flexibility for transferring funds**, and empowering state DOTs to deploy innovative technologies and infrastructure solutions.

 [Read AMPO's summary of AASHTO's priorities *here*.](#)

EO: Zero-Based Regulatory Budgeting to Unleash American Energy

On April 9th, the Administration issued an Executive Order (EO) titled "Zero-Based Regulatory Budgeting to Unleash American Energy." The EO introduces a fundamentally different approach to federal rulemaking by requiring agencies to justify the continued necessity of certain energy-related regulations on a fixed schedule.

[→](#) Read AMPO's analysis of the EO [here](#).

Transportation & Infrastructure Committee Stakeholder Portal

The House Transportation and Infrastructure (T&I) Committee recently launched a **stakeholder portal to collect legislative proposals as part of the 2025 surface transportation reauthorization process**. The deadline for submissions is **Wednesday, April 30, 2025, at 6:00 PM (ET)**. Access the portal [here](#).

AMPO has provided a word document template for submitting AMPO's reauthorization priorities to the House T&I Committee. This document includes **submission instructions, recommended language, and space to tailor proposals** to your region's specific priorities and needs.

[→](#) Access the template [here](#).

AMPO encourages MPOs to begin preparing now—this may include coordinating with your policy boards, securing necessary approvals, and collecting letters of support if desired. Additionally, AMPO is working alongside our partners in the **Local Officials for Transportation (LOT) Coalition** to develop a set of shared principles for reauthorization. The LOT Coalition is composed of organizations that represent local and regional governments and planning bodies across the country, including, The National League of Cities (NLC), The National Association of Counties (NACo), The U.S. Conference of Mayors (USCM), AMPO, The National Association of Regional Councils (NARC), and The National Association of Development Organizations (NADO). Once finalized, **these principles will be shared with AMPO members and may be submitted alongside your individual MPO proposal**.

ADDITIONAL IMPORTANT NOTE: Based on our understanding, **in the coming weeks**, the Senate Environment and Public Works (EPW) Committee will be **opening a reauthorization portal for members on the EPW committee to submit proposals** (i.e., stakeholders will not be able to submit priorities).

please reach out to Katie Economou, AMPO Legislative Director, at keconomou@ampo.org with any questions.

Federal Updates

Congress

[House Republicans Pass Joint-Budget Resolution](#)

Today, the House narrowly passed a joint budget resolution (**216-214**) **unlocking reconciliation and paving the way for the Administration's legislative package**. The budget enables Republicans to bypass a Senate filibuster and pursue a multi-trillion-dollar plan focused on tax cuts, border security, energy policy, and defense. Republican leaders committed to securing at least **\$1.5 trillion in safety-net spending cuts**. The resolution sets a **May 9th deadline for committee proposals**.

[T&I Subcommittee Hearing on Transit](#)

The House Transportation and Infrastructure (T&I) Subcommittee on Highways and Transit held a hearing to examine the current state of transit systems as Congress moves toward reauthorization. Members and panelists discussed a wide range of challenges and opportunities, including **public safety**

concerns, **funding shortfalls**, the importance of **maintaining a state of good repair**, and the need for **innovative solutions** to serve both **urban and rural communities**. Witnesses highlighted successes in ridership recovery, ongoing worker training initiatives, and new technologies such as autonomous vehicles and micro-transit, stressing that flexible federal funding and thoughtful regulations can help address gaps in service. The hearing underscored the critical role of frontline transit employees, the significance of stable operational support, and the importance of balancing capital improvements with safety enhancements to strengthen US transit infrastructure.

Senate Panel Advances Nominees for OMB and OPM

The Senate Homeland Security and Governmental Affairs Committee advanced two key Administration administration nominees: **Eric Ueland for deputy director for management at the Office of Management and Budget (OMB) and Scott Kupor to lead the Office of Personnel Management (OPM)**. Ueland, currently acting OMB chief of staff, pledged to deliver a rescission package to Congress, aligning with the Administration's fiscal agenda. Kupor's nomination comes as OPM manages significant workforce reductions across federal agencies. Both nominees now head to the Senate floor for confirmation.

Upcoming Congressional Hearings, Markups, and Meetings

Senate Schedule

- **(4/10)** Senate Commerce, Science, and Transportation committee hearing on Daylight Savings Time.
- **Expected Hearing Dates:** EPW Committee Hearing on FHWA (*TBD*); EPW Committee Hearing on Reauthorization (5/7).

House Schedule:

- **(4/9)** T&I Subcommittee on Highways and Transit Hearing: "America Builds: A Review of Our Nation's Transit Policies and Programs."
- **(4/9)** Appropriations Subcommittee on Transportation and Housing (T-HUD) Member-day hearing.
- **(4/8)** Homeland Security Subcommittee on Transportation and Maritime Security on securing and improving the transportation system.
- **(4/8)** T&I Subcommittee on Aviation hearing on airport infrastructure and safety initiatives.

Administration & Agencies

90-Day Pause on Tariffs

The Administration announced a 90-day pause on broader reciprocal tariffs, however the President 25% auto import duties remain in place.

Courts

Be sure to check out AMPO's Litigation Tracker [here!](#)

Court Allows Administration to Resume Firings of Probationary Workers

The 4th Circuit Court of Appeals **has lifted an injunction that blocked the Administration from firing thousands of probationary federal employees.** In a 2-1 ruling, the **court found that the Democratic Attorney General who challenged the firings lacked legal standing.** This decision follows a similar Supreme Court ruling, leaving **no current legal barriers to the administration's effort to shrink the federal workforce** across nearly 20 agencies. The ruling overturns U.S. District Judge James Bredar's earlier order requiring reinstatement of affected workers in states that joined the lawsuit.

[Unions File Lawsuit to Halt USDOT from Revoking Bargaining Rights](#)

A coalition of federal labor unions filed a motion seeking to block Transportation Secretary Sean Duffy from using new executive authority to revoke collective bargaining rights at parts of USDOT. The case targets a [recent executive order](#) titled, "Exclusions from Federal Labor-Management Relations Programs" that grants the Secretary of Transportation the power to exclude subagencies (e.g., FHWA, FTA) from protections under the 1978 Civil Service Reform Act. The unions argue the order unlawfully strips protections from thousands of workers at subagencies. They're seeking a temporary restraining order as broader layoffs and policy changes take effect.

[Lawsuit Challenges USDOT Implementation of Executive Orders](#)

A coalition of nonprofits and local governments filed a lawsuit in the US District Court for the District of South Carolina. Among the multiple agencies named in the lawsuit, **USDOT is accused of halting the disbursement of infrastructure and transportation-related grants under the IJJA and IRA.** The complaint notes that USDOT's actions may exceed executive authority and potentially violate the Administrative Procedure Act.

- **Update:** The Judge granted the plaintiff's motion for expedited discovery. Additionally, a hearing on the preliminary injunction is scheduled for **April 23rd**.

Discretionary Program Updates

[Safe Streets and Roads for All \(SS4A\)](#)—Accepting Applications

- **~\$982 million** in grants to support local, regional, and Tribal efforts to improve roadway safety through both planning and implementation activities.
- **Application Deadline:** June 26, 2025, by 5:00 PM (ET)
 - **Note:** Pre-application eligibility review requests must be submitted for Implementation Grants by 5:00 PM (EDT) on May 9, 2025.
- ***Update—USDOT Webinars:**
 - Implementation Grant Webinar: **April 15th, 2:00-3:30 p.m. (ET)** | [Register here.](#)
 - Action Plan Webinar: **April 17th, 12:30-2:00 p.m. (ET)** | [Register here.](#)
 - Supplemental Planning and Demonstration Activities Webinar: **April 23rd, 1:30-3:00 p.m. (ET)** | [Register here.](#)

[➔](#) *AMPO's View AMPO's **updated** analysis on SS4A [here](#)*

AMPO also maintains a NOFO tracker, which is tailored to MPOs and provides details on federal discretionary grant programs. [➔](#) Access **AMPO's NOFO Tracker [here](#).**

Recent Editions & AMPO Analysis

Headers include links to resources.

[April 4th \(2025\)](#)

- [AMPO Analysis \(4/4\)](#): Senate EPW Hearing on Reauthorization, SS4A FY 25 NOFO, Updated FTA Master Agreement, EPA Updated Terms and Conditions

[March 25th \(2025\)](#)

- [AMPO Analysis \(3/25\)](#): USDOT Internal Guidance (*updated)

[March 20th \(2025\)](#)

- [AMPO Analysis \(3/20\)](#): USDOT Internal Memo, Continuing Resolution, TIFIA/STBG Redistribution, EPW Committee Spotlight Hearing on “Federal Funding Freeze”.

[March 6th \(2025\)](#)

- [AMPO Analysis \(3/6\)](#): EPW Hearing on IIJA Case Studies.

[February 20th \(2025\)](#)

- [AMPO Analysis \(2/20\)](#): Commerce Hearing on USDOT Deputy Secretary Nomination, EOs on Federal Agencies, CEQ Removal of NEPA Implementation Regulations, Federal Workforce Cuts, T&I Hearing on Roadway Safety, and FHWA Suspension of State EV Infrastructure Deployment Plans.

[February 6th \(2025\)](#)

- [AMPO Analysis \(2/6\)](#): USDOT Memos on DEI Policies, Implementation of EOs, and Economic Analysis.

[January 24th \(2025\)](#)

- [AMPO Analysis \(1/24\)](#): EO on “Unleashing American Energy”, Senate Confirmation Hearing for Transportation Secretary Sean Duffy, T&I Hearing on IIJA and Reauthorization, and Buy America Requirements.

[January 9th \(2025\)](#)

- [AMPO Analysis \(1/9\)](#): Section 139 Efficient Environmental Reviews and One Federal Decision Guidance, WRDA 2024, and PROWAG rule.

[→](#) View all past editions of the **National Beat** Policy Newsletter [here](#).

FAST Planning FFY2023-27 TIP Admin Mod #5: FFY25 OBLIGATION STATUS REPORT (as of March 28, 2025)

ALLOCATION TOTALS (Federal Share)

ALLOCATIONS	PHASE	AMOUNT	FFY25 OBLIGATIONS	PERCENT OBLIGATED
STP	All	\$8,787.9	\$1,592.1	18%
STP AC	All	\$1,767.4	\$181.9	10%
PL (Metropolitan + Transit)	All	\$568.0	\$568.0	100%
TAP (Transportation Alternatives)	All	\$636.8	\$453.6	71%
CMAQ	All	\$3,553.2	\$187.2	5%
CRP (Carbon Reduction)	All	\$1,279.0	\$0.0	0%
OFFSET	All	\$362.0	\$0.0	0%
TOTAL		\$16,954.3	\$2,982.7	18%

STP FUNDS (Federal Share)

IRIS	STP	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY25 OBLIGATIONS	PERCENT OBLIGATED	COMMENTS
N/A	4th Avenue Reconstruction	Design		\$272.9		0%	To be removed from TIP w/ Amendment 1
NFHWHY00648	Advanced Project Definition	Planning	12/19/2024	\$91.0	\$91.0	100%	
NFHWHY00126	Cowles Street Reconstruction	Design	12/19/2024	\$454.9	\$454.9	100%	FFY24 Carryforward
NFHWHY00881 NFHWHY00913 NFHWHY00914	FAST Improvement Program	Design	11/19/2024	\$181.9	\$181.9	100%	FFY26 AC
		Construction		\$909.7		0%	FFY26 AC
HFHWHY00830	FAST Planning Office	Planning	10/1/2025	\$150.0	\$150.0	100%	
TBD	Geist/Chena Pump Road Corridor Study	Planning		\$272.9		0%	FFY26 AC
NFHWHY00816	Holmes Road Reconstruction	Design	3/19/2025	\$441.3	\$441.3	100%	
				\$402.9		0%	FFY26 AC
NFHWHY01022	Metropolitan Transportation Plan Update	Planning	11/27/2024	\$454.9	\$454.9	100%	
NFHWHY00509	Minnie Street Upgrade	Design		\$796.0		0%	
NFHWHY00891	Pioneer Park North Parking Lot & Boat Launch	Design		\$213.8		0%	
NFHWHY00139	Yankovich/Miller Hill Road Reconstruction	Construction		\$5,913.1		0%	
	TOTAL			\$10,555.3	\$1,774.0	17%	

PL FUNDS (Federal Share)

IRIS	PL	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY25 OBLIGATIONS	Percent Obligated	COMMENTS
HFHWHY00830	FAST Planning Office - Metro PL	Planning	10/1/2024	\$444.1	\$444.1	100%	
HFHWHY00830	FAST Planning Office - Transit PL	Planning	10/1/2024	\$123.9	\$123.9	100%	
	TOTAL			\$568.0	\$568.0	100%	

TAP FUNDS (Federal Share)

IRIS	TAP	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY25 OBLIGATIONS	Percent Obligated	COMMENTS
NFHWHY00835	Fairbanks Bike Lane Signing & Striping	Construction	2/20/2025	\$636.8	\$453.6	71%	
	TOTAL			\$636.8	\$453.6	71%	

FAST Planning FFY25 Offsets*March 28, 2025*

PROJECT OFFSETS	Federal	Total w/ Match
Old Richardson Highway Intersection Improvements - Construction	\$225,317	\$247,683
College Road Bus Pullouts - Multiple	\$52,830	\$58,074
Cowles Street Reconstruction - Construction	\$2,626	\$2,887
Transit Plans Update	\$81,270	\$89,337

Total	\$362,043	\$397,981
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COMMITTED OFFSETS

Total	\$0	\$0
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Remaining Funds to be Obligated	\$362,043	\$397,981
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Pending Deobligations from Project Closures*March 28, 2025*

IRIS	Project	Construction Year	Estimated Federal Deobligation	Notes
NFHWHY00633	FAST Improvement Program FFY23	2023/24	TBD	Pending construction closeout
NFHWHY00448	Woll Road Resurfacing & Widening	2024	TBD	Pending construction closeout
		TOTAL	TBD	