



TECHNICAL COMMITTEE

Meeting Agenda

Wednesday, June 4, 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: 854-4801-0856

1. Call to Order
2. Introduction of Members & Attendees
3. Approval of June 4, 2025 Agenda
4. Approval of May 7, 2025 Meeting Minutes Pg 2-10
5. Literature Review – Inclusive Transportation Inclusive by Veronica Davis
6. Staff/Working Group/Chair Report Pg 11-22
7. Public Comment Period
8. Old Business
 - a. Statewide Transportation Improvement Program (STIP) Amendment #2
 - Status update from Alaska DOT&PF on submittal of STIP Amendment, which includes AMATS and FAST Planning TIP Amendments, to FHWA for approval
9. New Business
 - a. Letter to Governor Dunleavy supporting continuation of Roads & Highways Advisory Board **(Action Item)** Pg 23-36
 - b. Yankovich/Miller Hill Road Reconstruction - Design Increase **(Action Item)** Pg 37-39
 - Consideration of approving \$100,000 increase using offset funds
 - c. FFY2023-27 Transportation Improvement Program (TIP) Administrative Modification #6 **(Action Item)** Pg 40-58
 - Recommendation to Policy Board on approval of minor changes to multiple projects
10. Informational Items
 - a. Monthly Update on Federal Actions potentially impacting MPOs Pg 59-64
 - b. FFY2025 Obligations & Offsets Pg 65-68
11. Other Issues
12. Committee Member Comments
13. Adjournment

Next Scheduled Technical Committee Meeting: Wednesday, July 2, 2025 | 12:00 - 2:00 PM



TECHNICAL COMMITTEE

Meeting Minutes

May 7, 2025 • 12:00 – 2:00 P.M.

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

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

Zoom Meeting Telephone Number: 1 (253) 215-8782 Meeting ID: 824-6970-8306

1. Call to Order

Jackson Fox, Chair called the meeting to order at 12:02 pm.

2. Introduction of Members and Attendees

The following were present:

Name	Representing
*Jackson Fox, Chair	FAST Planning
*Olivia Lunsford, Vice Chair (absent)	FAST Planning
*Corey DiRutigliano (absent)	FAST Planning
*Deborah Todd	FAST Planning
*Randi Bailey (absent)	DOT&PF Planning
*Don Galligan	FNSB Planning
**Michael Bredlie (absent)	FNSB Rural Services
**Justin Burgess (absent)	Odyssey Logistics
**Nick Czarnecki	ADEC Air Quality
**Kate Dueber	Alaska Railroad Corporation
**Alexa Greene	Eielson Air Force Base
**Steven Hoke for Michelle Denton	FNSB MACS Transit
**Brett Nelson	DOT&PF Planning
**John Netardus	DOT&PF Preconstruction
**Robert Pristash	City of Fairbanks Engineering
**Walker Ringstad	FNSB Planning Commission
**Lt. Mike Roberts (absent)	Alaska State Troopers
**William Rogers	City of Fairbanks Engineering
**Kellen Spillman	FNSB Community Planning
**R.J. Stumpf	Fairbanks International Airport
**Jakob Theurich	University of Alaska Fairbanks
**John Weinberger (absent)	Fort Wainwright
Adeyemi Alimi	ADEC Air Quality
Ivet Hall	DOT&PF Preconstruction

Lauren Little	DOT&PF Chief Engineer
Sara Lucey	DOT&PF Planning
Ben White	DOT&PF Planning
Jennifer Wright	DOT&PF Preconstruction
Jack Barnwell	Fairbanks Daily News-Miner
James Marks	HDR
Megan Flory	RESPEC

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

3. Approval of the May 7, 2025 Agenda

Motion: To approve the May 7, 2025 agenda. (Rogers/Nelson).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

4. Approval of the April 2, 2025 Meeting Minutes

Motion: To approve the April 2, 2025 Meeting Minutes. (Rogers/Ringstad).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

5. Staff/Working Group/Chair Report

At the **April 16, 2025** meeting, the **Policy Board**:

- Voted to adopt Transportation Improvement Program (TIP) Amendment #1 as presented including the latest edits in purple by DOT and amend the TIP to add \$200K in STP funds to the design phase of the FAST Improvement Program.
- Voted to reprogram funding from Pearl Creek Elementary School Access Improvements to other existing scored projects as presented.
- Voted to have the Technical Committee review the Bylaws to return to them at a future meeting with recommendations.
- Voted to postpone the letter to the U.S. EPA and Congressional Delegation on transportation sanctions in the Clean Air Act to the next meeting.

At the **April 24, 2025** meeting, the **Bicycle & Pedestrian Advisory Committee**:

- Voted to rename the Committee to the Walk & Roll Advisory Committee (WRAC).
- Voted to add four new seats to the Committee for representatives from Law Enforcement, School District, Transit, and People with Disabilities.
- Vote to change the meeting frequency to every other month with opportunity to have work sessions as needed for project presentations, design reviews, and scoring activities.

FAST Planning received a letter from the U.S. EPA regarding the next steps to lift the Conformity Freeze for the Fairbanks and North Pole areas. The EPA has approved the Serious State Implementation Plan (SIP) motor vehicle emissions budget which are more stringent than the Moderate SIP emissions budget which we used for our regional air quality emissions analysis. We now have to rerun the Travel Demand Model to look at emissions to

see if we will meet those Serious SIP motor vehicle emission budgets. An Interagency Consultation Meeting has been set for May 9th from 11am-12pm. This could take a couple of months to complete.

6. Public Comment Period

No public comment.

7. Old Business

a. Statewide Transportation Improvement Program (STIP) Amendment #2

Presentation by Alaska DOT&PF on Fiscal Constraint of STIP Amendment

Ben White of DOT&PF provided a presentation on fiscal constraint for STIP Amendment #2. Mr. White explained where the additional revenue is coming from and whether this is sufficient match to cover the program using the dashboard on the STIP website.

b. Revisions to FAST Planning Bylaws (Action Item)

Recommendation to Policy Board on Proposed Revisions to Bylaws from Policy Board and Technical Committee Members

The Technical Committee looked at the Bylaws last month and suggested changes. The Policy Board reviewed those changes and want to combine all the edits from both groups and have the Technical Committee recommend approval before advancing it back to them for final approval.

Public Comment: No public comment.

Motion: To recommend to the Policy Board to approve the changes as presented in this document [FAST Planning Bylaws]. (Pristash/Rogers).

Amendment to the Motion: Article VII, Section 5; change the language to read, "Committee chairs will come from the Committee membership with the exception of the Technical Committee." (Pristash/Ringstad).

Discussion:

Mr. Pristash: I think this change makes it consistent with the other committees.

Vote on Amendment to the Motion: Four in favor. (Netardus, Pristash, Rogers Stumpf). Seven opposed. (Czarnecki, Dueber, Hoke, Nelson, Ringstad, Spillman, Theurich). Motion Failed.

Amendment to the Motion: To change the title of Article VII from "Committees" to "Other Standing and Ad Hoc Committees, excluding the Technical Committee." (Spillman/Nelson).

Discussion:

Mr. Spillman: I think this really clears things up. From what I can tell, everything is repeated down lower in the Technical Committee Section. I think this will clear up some confusion in Section 5 in the Technical Committee section. It will show that it does cascade into our two standing committees, the BPAC and Project Enhancement

Committee, plus other ad hoc committees that we've formed over the years that are useful but not clearly covered in there.

Mr. Czarnecki: I'll speak in support of the amendment and in addition to everything that Mr. Spillman just said, Section VI, particularly, has me worried because the Policy Board has the authority to discontinue the committees and I don't know if it's appropriate to give the Policy Board the authority to discontinue the Technical Committee. There are not a lot of sideboards built into Section VI so they could do it with little justification, so that's another reason to support the amendment.

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

Amendment to the Motion: Under Article V, Section 3, change the language to read, "The length of the general public comment period and public comment period on each action item will be five minutes per speaker." (Spillman/Ringstad).

Discussion:

Mr. Spillman: Just to clean up in my mind, I think this was the intention of Mayor Pruhs and Council member Cleworth. As we know, the devil is in the details. We changed our process now so that we take public comments as each action item comes up. It just adds specificity to that.

Mr. Czarnecki: Because it does mention that the Policy Board, specifically at the end, where it says, "Speakers will have to opportunity to speak before the Policy board." Is this only applicable to the Policy Board as written or as amended?

Mr. Fox: That is my understanding.

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

Amendment to the Motion: To support adding Section 10 that keeps proxies [for the Technical Committee]. (Czarnecki/Netardus).

Discussion:

Mr. Czarnecki: I think that from a programmatic and operational point of view, especially from the agencies' perspective that sit on these Technical Committees, we take the work very seriously and as part of that there is not just one person that is kept up to speed on these Technical Committees. We have multiple people at DEC that are kept up to speed so that we can participate and add value to every meeting because it is not realistic to expect just one person to have their schedule so that they can make every one of these meetings. We have it set up on our end so that we can keep folks up to speed and add value to the meeting with the proxies so I think it would be a good idea to keep that.

Ms. Dueber: If we remove Section 10 specifically allowing proxies as has been our practice to allow that, will there be something added that specifically allows an individual from the same organization sit in?

Mr. Fox: I don't believe so. In the past, before we became a 501(c)3 non-profit, we did allow proxies for the Policy Board and it was written in their section. To resolve that,

the Policy Board simply removed that because we cannot have voting members of the Policy Board that are not on the Board of Directors of the corporation.

Ms. Dueber: I understand the desire not to have proxies at the Policy Board. That makes sense to me. But I would echo what Nick (Czarnecki) said as far as Technical Committee representation. I agree it's not reasonable that we can make every single meeting, but we do want to be engaged and represented. While I think most organizations are pretty good about having the same individual at most meetings, it is helpful to know that we can allow someone else to come in our absence. So, I'm also in support of keeping Section 10.

Mr. Netardus: I am in support of keeping Section 10. DOT keeps multiple people up to speed like Nick (Czarnecki) and Kate (Dueber) said. Three potential proxies are behind us right now in the room. They have been proxied. So, they're here now listening and keeping up to speed and it just helps us function more. They cited in the Cleworth letter that there's occasions where proxies are used for political purposes which should be avoided. We're not doing that. We're Technical Committee. We're just here looking at things we're supposed to and getting the work done.

Mr. Spillman: I remember having this section under the Policy Committee, that we called it at the time, then they removed that and changed it to the Policy Board. So, their section is silent on it and our section is silent on it. So, technically right now, per the Bylaws, we probably shouldn't be allowed to have proxies, right?

Mr. Fox: Perhaps not. But it's known, and common practice. There haven't been any objections to date until now. But yes, this is something that we need to have resolved.

Mr. Spillman: I conclude by speaking in support of keeping Section 10 as written.

Mr. Rogers: I've got a can opener for that can of worms.

Mr. Pristash: So, the Policy Board doesn't use proxies?

Mr. Fox: No. They do not.

Vote on Amendment to the Motion: Eleven in favor. One opposed. (Pristash). Approved.

Amendment to the Motion: Under Article 8, Section 16, change the language to read, "Any seat that has not been filled for nine consecutive months shall be reviewed by the Policy Board to consider an alternative member or removal from Technical Committee membership." (Spillman/Rogers).

Discussion:

Mr. Spillman: I just want to make sure we're being deliberate about something. I agree with the intent that Mayor Pruhs and Council Member Cleworth cited. I just don't want to accidentally do something if there's a reason that seat hasn't been filled like maybe we haven't identified the right person for the seat or whatever it may be, I completely get it and agree with removing that. Let's just be deliberate about it, have a conversation, and make sure we want to do that rather than it just disappearing.

Mr. Czarnecki: Question or clarification here. Does the term "filled" in this sense does that mean that there has been a specific person appointed for that seat? Or does this mean that somebody has been appointed but they haven't been able to attend, and that they have nine consecutive months where they haven't attended that this will be considered?

Mr. Fox: Yes. I believe that this refers to seats that have an appointed individual.

Mr. Czarnecki: Okay. So, it's attendance?

Mr. Fox: Yes. That's how I interpret this is that it is related directly to attendance.

Ms. Dueber: For the two seats you had mentioned that this would affect, are there people that have been appointed that don't attend or have there not been people appointed to these seats?

Mr. Fox: The tribal representative has not been appointed at this time. The freight representative has been appointed but that individual has not been able to attend due to some family issues. There is a designated person for that. The person has not yet returned.

Mr. Spillman: As written, if this goes through and that person is not there for nine months, that seat is off the Technical Committee and we would need to do another Bylaw amendment to have that seat back. Again, I just want to be deliberate if we're taking seats.

Vote on Amendment to the Motion: Eleven in favor. One opposed. (Netardus).
Approved.

Amendment to the Motion: To have the AICP [American Institute of Certified Planners] Code of Ethics and Professional Conduct remain in the Bylaws but also keeping the addition [paragraph from Mayor Pruhs and Council Member Cleworth] under that in Section 1 Article X. (Spillman/Nelson).

Discussion:

Mr. Spillman: I'm probably the only one at the table that is governed by the AICP Code of Ethics regardless of this. They are long, but they are pretty simple. It starts off by saying that our number one responsibility is to the public. It's an important document but a lengthy document. Again, there are appeal processes and everything to go through with ethical standards. I've been through several of those. But again, we're a planning organization. I just want to tie it back to that. We have a lot of other responsibilities but first and foremost we're a planning organization and these are planning ethics and professional conduct. If you think they're important, I do like the addition below. It simplifies a lot of things as well, but my preference would be to keep the professional code of ethics in here.

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

Amended Motion: To recommend to the Policy Board to approve the changes as presented in this document [FAST Planning Bylaws] and;

- Change the title of Article VII from “Committees” to “Other Standing and Ad Hoc Committees, excluding the Technical Committee.”
- Under Article V, Section 3, change the language to read, “The length of the general public comment period and public comment period on each action item will be five minutes per speaker.”
- Support adding Section 10 that keeps proxies [for the Technical Committee].
- Under Article 8, Section 16, change the language to read, “Any seat that has not been filled for nine consecutive months shall be reviewed by the Policy Board to consider an alternative member or removal from Technical Committee membership.
- Have the AICP [American Institute of Certified Planners] Code of Ethics and Professional Conduct remain in the Bylaws but also keeping the addition [paragraph from Mayor Pruhs and Council Member Cleworth] under that in Section 1 of Article X.

Vote on Main Motion as Amended: None opposed. Approved.

c. Letter to U.S. EPA & Congressional Delegation on Transportation Sanctions in the Clean Air Act (Action Item)

 **Recommendation to Policy Board on Approval of Letter; Postponed from April Meeting**

Mr. Fox explained that he received assistance with suggested changes to the original letter. The original approach was to ask that some amendments be made to the Clean Air Act itself, and then changes made to the corresponding regulations. This approach delves into the implementation and the rules around the fine particulate air quality implementation standards. That would allow us to qualify our emissions as in “de minimis” in our area and the transportation control measures that need to be in the SIP so that we could qualify for a Protective Finding in the future if there were consideration of another conformity freeze.

Public Comment: No public comment.

Motion: To approve the letter [to U.S. EPA & Congressional Delegation on Transportation Sanctions in the Clean Air Act] and send it to the Policy Board. (Czarnecki/Pristash).

Discussion:

 No discussion.

Vote on Motion: None opposed. Approved.

8. New Business

a. Draft Interior Alaska Transportation Plan

 **Guest Presentation by Alaska DOT&PF**

Sara Lucey, Project Manager for the Interior Alaska Transportation Plan, provided a presentation and answered questions.

b. Bicycle & Pedestrian Committee Roles & Responsibilities (Action Item)

tee Consideration of Committee Name Change, Addition of Member Seats, and Change to Meeting Frequency

Public Comment: No public comment.

Motion: To recommend to the Policy Board to approve the changes made by the Bicycle and Pedestrian Advisory Committee to their Roles and Responsibilities. (Nelson/Pristash).

Discussion:

Mr. Rogers: This might seem picky, but I am not in favor with the name change. I think it detracts from credibility. Like naming your business or your organization or your band something that's credible, especially if you're serious about what you're doing, you need to adhere to that. I think that detracts from people who are opposed to our mission. It might be a small thing. It might not be. I am opposed to the name change.

Amendment to the Motion: To not change the name [of the Bicycle & Pedestrian Advisory Committee]. (Rogers/Spillman).

Mr. Spillman: I appreciate bringing that amendment forward. I really do agree with that too. This committee (BPAC) does a lot. I think, especially if we are bringing this to the Policy Board and in instances where we are bringing it to the State Legislature when we were talking about the AAC changes, it would just bring more credibility if it wasn't a made-up name.

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

Amendment to the Motion: To make the four additional seats non-voting, ex-officio members. (Spillman/Pristash).

Discussion:

Mr. Spillman: I'm open to being convinced. It seems like the Policy Board has been giving us direction to look at the size of some of our committees. This is really kind of going against how we set this committee up with every organization getting specific representatives, which could be all of those proposed seats if those organizations wanted them to. In addition, similar to our law enforcement representative on the Technical Committee. It's very valuable for them to give input on certain things and then we just won't need their input for a long time. I wouldn't want to run into quorum issues because we have new seats, and they don't have a specific interest in what's on the agenda, especially with more specific meetings. But the School District could add a lot of positive input to that 5th Avenue project that we are working on. That's my spiel but I could be convinced otherwise.

Ms. Dueber: Does it say anywhere in here what the number for quorum is?

Mr. Fox: I don't think so, but the majority of the members have to be present. We don't have a specific number. We do have two seat vacancies currently on this committee.

Vote on Amendment to the Motion: All in favor. None opposed. Approved.

Amended Motion: To recommend to the Policy Board to approve the changes made by the Bicycle and Pedestrian Advisory Committee to their Roles and Responsibilities, not change the name [of the Bicycle & Pedestrian Advisory Committee], and make the four additional seats non-voting, ex-officio members.

Vote on Main Motion as Amended: None opposed. Approved.

c. FAST Improvement Program

 **Status Update on 2025 Construction and Look Ahead to 2026-27 Projects**

The Technical Committee discussed the status of the 2025 construction program, bid schedule, and challenges with match and maintenance agreements. Mr. Fox committed to sending out a Doodle Poll for the subcommittee to discuss the projects for the 2026 construction program.

Motion: To postpone the rest of the agenda items to the next meeting and adjourn. (Spillman/Dueber). None opposed. Approved.

9. Informational Items

- a. **Monthly on Federal Actions Potentially Impacting MPOs**
- b. **FFY2025 Obligations & Offsets**

10. Other Issues

11. Committee Member Comments

12. Motion to Adjourn: The meeting was adjourned at **2:05 p.m.**

The next Technical Committee Meeting will be **June 4, 2025**.

Approved: _____ **Date:** _____

Jackson C. Fox, Chair
FAST Planning Technical Committee



POLICY BOARD
Action Items
05.21.2025

Motion: That Jackson Fox sign and authorize the audit and the Tax Return Form 990. (Hopkins/Crass). None opposed. Approved.

Motion: To approve FAST Planning Policy Board Bylaws as presented by Jackson Fox. (Pruhs/Crass).

Amendment: Under Article II [Members & Officers], Section 1, change the language to read "...the Northern Region Director of the State of Alaska Department of Transportation & Public Facilities or the Commissioner's designee, the Fairbanks North Star Borough Mayor or their designee, the City of Fairbanks Mayor or their designee, the City of North Pole Mayor or their designee..." (Hopkins/Pruhs).

Amendment to Amendment: To strike the designee language for the three Mayors and leave only the designee ability for the DOT [Department of Transportation]. (Crass/Pruhs). None opposed. Approved.

Amended Amendment: Under Article II, Section 1, change the language to read "...the Northern Region Director of the State of Alaska Department of Transportation & Public Facilities or the Commissioner's designee..." None opposed. Approved.

Amendment: To strike Section 5 under Article VII - "Committee Chairs will come from Committee membership." (Crass/Hopkins). Three in favor. (Crass, Hopkins, Olds). Three opposed. (Cleworth, Pruhs, Terch). Motion failed.

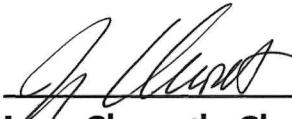
Amendment: To strike in its entirety Section 10 under Article VIII [proxies for Technical Committee]. (Pruhs/Hopkins). Three in favor. (Cleworth, Pruhs, Terch). Three opposed. (Crass, Hopkins, Olds). Motion failed.

Amendment: To strike in its entirety Section 1 under Article X [Policy Board Code of Ethics] and adopt "FAST Planning and its members are required to follow AS 44.62.310 and the FAST Planning Bylaws. Members must adhere to confidentiality requirements and Conflict of Interest rules. Board and Committee members must engage in a civil discourse at all times and treat members of the general public and each other with proper respect." (Hopkins/Pruhs). Five in favor. One opposed. (Crass). Approved.

Amended Motion: To approve FAST Planning Policy Board Bylaws as presented by Jackson Fox; under Article II, Section 1, change the language to read "...the Northern Region Director of the State of Alaska Department of Transportation & Public Facilities or the Commissioner's designee..."; and to strike in its entirety Section 1 under Article X [Policy Board Code of Ethics] and adopt "FAST Planning and its members are required to follow AS 44.62.310 and the FAST Planning Bylaws. Members must adhere to confidentiality requirements and Conflict of Interest rules. Board and Committee members must engage in a civil discourse at all times and treat members of the general public and each other with proper respect." None opposed. Approved.

Motion: To approve the letter [to U.S. EPA & Congressional Delegation on Penalties in the Clean Air Act] as presented. (Crass/Hopkins). None opposed. Approved.

Motion: To split out the West Tanana Drive and the 8th Avenue projects from the FFY25 [FAST Improvement Program] priorities and allow those to move forward at an expedited fashion if our funding allows. (Hopkins/Pruhs). None opposed. Approved.



Jerry Cleworth, Chair
FAST Planning Policy Board

Date

5-22-25

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) or the Commissioner’s designee, 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 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.

SECTION 32 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 43 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 54 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 65 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.

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. The length of the general public comment period and public comment period on each action item will be five minutes per speaker. The public comment period will be closed when all speakers have had an opportunity to comment 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

Other Standing and Ad Hoc Committees, excluding the Technical Committee

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.

SECTION 5 Committee Chairs will come from the Committee membership.

SECTION 6 Every two years, the Policy Board will review the work of the Committees as well as attendance and ascertain if they should be continued, modified, or discontinued.

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.

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, maintenance, 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~~10~~A quorum of voting members must be present for a vote to take place. A quorum will consist of ~~7~~nine or more voting members present at a meeting of the Technical Committee. A majority of the voting members present at a meeting are required for an affirmative vote.

SECTION 12~~14~~Voting members of the Technical Committee will comply with Article ~~IX~~ 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.

SECTION 16 Attendance is important. Any seat that has not been filled for nine consecutive months shall be reviewed by the Policy Board to consider an alternative member or removal from Technical Committee membership.

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~~they have 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 must comply with AS 44.62.310 which pertains to open meetings and executive sessions. The topic discussed in executive session will remain confidential until formal actions are taken by the Policy Board in open session. 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. The Policy Board shall take appropriate disciplinary and corrective action 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” dated May 1992 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). FAST Planning and its members are required to follow AS 44.62.310 and the FAST Planning Bylaws. Members must adhere to confidentiality requirements and Conflict of Interest rules. Board and Committee members must engage in a civil discourse at all times and treat members of the general public and each other with proper respect.~~

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 scriveners 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.~~

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.

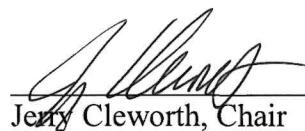
Section 5 ~~Legislative Policy Board Member Appointment. Upon appointment to the Policy Board and confirmation by the respective Council or Assembly, the members so confirmed will be seated at the next regular or special meeting.~~

ARTICLE XII

Amendments

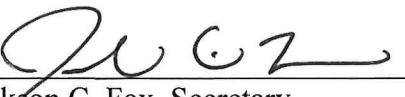
Section 1 In accordance with Article II, Section 5, these rules may be amended, rescinded or supplemented by the Policy Board provided such amendments are presented in writing at a regular meeting or special meeting called for this particular purpose and action taken thereon at a subsequent regular meeting.

These Bylaws, as amended, were passed and approved by a duly constituted quorum of the FAST Planning Policy Board on May 21, 2025.



Jerry Cleworth, Chair

ATTEST:



Jackson C. Fox, Secretary

PASSED

Yes: Terch, Hopkins, Olds, Crass, Cleworth, Pruhs

No: none

Absent: none

June 18, 2025



Honorable Michael J. Dunleavy
 Office of the Governor
 P.O. Box 110001
 Juneau, AK 99811-0001

Subject: **Roads & Highways Advisory Board**

Dear Governor Dunleavy,

Fairbanks Area Surface Transportation (FAST) Planning is the State-designated Metropolitan Planning Organization (MPO) for Fairbanks and North Pole area which develops the region's Short- and Long-range Transportation Plans for Federally funded transportation projects. We are writing to you with the request to consider issuing an Administrative Order to continue and extend the Governor's Board on Roads and Highways (Board) before its sunset date on June 30, 2025. The Board was established by Governor Walker in 2017 and extended by your Office's Administrative Orders in 2020 (No. 316) and 2022 (No. 337). We have learned, however, the June meeting of the Board has been cancelled and future meetings paused in part due to the new restrictions on State-funded travel.

FAST Planning deeply appreciates the work of the Board in providing advice and recommendations to your Office and the Commissioner of the Alaska Department of Transportation & Public Facilities (DOT&PF) on policies, programs, and projects that help guide the priorities and future of the State's transportation system. This is a vitally important time for the Board to continue their work, even if they must meet virtually, considering:

- The recent and significant changes in the Federal workforce, funding programs, and administrative policies
- Continuing resolution of planning findings and corrective actions for the Statewide Transportation Improvement Program (STIP)
- Delays in delivery of Federally funded transportation projects to construction across the State
- And, the recent startup of Alaska DOT&PF's updates to the State's Long Range Transportation Plan, Freight Plan, and Rail Plan, and State's first Transit Plan

We understand several Board members wish to continue their work, including our Fairbanks representative on the Board, and a letter will be forthcoming from their body. Please consider their support, as well as that of FAST Planning, to issue an Administrative Order to continue and extend the Board. Thank you for your time and consideration on this matter.

Sincerely,

Jackson C. Fox
 Executive Director

Copy: **Alaska Dept. of Transportation & Public Facilities**
Commissioner Ryan Anderson

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
Lauren Little, Chief Engineer, Alaska Dept. of Transportation & Public Facilities



Fwd: Appreciation and Pause of Activities

From J T McComas-Roe <jt@scottiesalaska.com>
Date Tue 5/20/2025 9:49 AM
To Jackson Fox <jackson.fox@fastplanning.us>

Sent from my iPhone

Begin forwarded message:

From: Dan Hall <DHALL@lynden.com>
Date: May 19, 2025 at 08:21:32 AKDT
To: "Anderson, Ryan (DOT)" <ryan.anderson@alaska.gov>, "Commissioner, DOT (DOT sponsored)" <dot.commissioner@alaska.gov>, Pkemp <pkemp@gci.net>, "FUGLESTAD, Jon (ANCHO)" <jfuglestad@colaska.com>, "Long, Kodi" <Kodi.Long@uiccs.com>, JasonRoe@my.unt.edu, J T McComas-Roe <jt@scottiesalaska.com>, "Aves Thompson (Port Commissioner) (Aves1941@gmail.com)" <Aves1941@gmail.com>, Andrew Guy <aguy@calistacorp.com>
Cc: "McCarthy, Shannon K (DOT)" <shannon.mccarthy@alaska.gov>, "Mills, Andy J (DOT)" <andy.mills@alaska.gov>, "Tessen, Danielle R (DOT)" <danielle.tessen@alaska.gov>
Subject: RE: Appreciation and Pause of Activities

Ryan is this letter something your team would put together on the RHAB letterhead for the board members to sing or do you have a different suggestion? Dan

Dan Hall | Knik Construction Co., Inc.
6520 Kulis Drive Anchorage, AK 99502
Office (907)245-1865

From: Anderson, Ryan (DOT) <ryan.anderson@alaska.gov>
Sent: Friday, May 16, 2025 10:20 AM
To: Dan Hall <DHALL@lynden.com>; Commissioner, DOT (DOT sponsored) <dot.commissioner@alaska.gov>; Pkemp <pkemp@gci.net>; FUGLESTAD, Jon (ANCHO) <jfuglestad@colaska.com>; Long, Kodi <kodi.long@uiccs.com>; JasonRoe@my.unt.edu; J T McComas-Roe <jt@scottiesalaska.com>; Aves Thompson (Port Commissioner) (Aves1941@gmail.com) <Aves1941@gmail.com>; Andrew Guy <aguy@calistacorp.com>
Cc: McCarthy, Shannon K (DOT) <shannon.mccarthy@alaska.gov>; Mills, Andy J (DOT) <andy.mills@alaska.gov>; Tessen, Danielle R (DOT) <danielle.tessen@alaska.gov>
Subject: **EXTERNAL Re: Appreciation and Pause of Activities**

Caution: This email is from an external sender. Please verify the sender's address, avoid clicking any suspicious links or attachments, and report any

unusual requests to the Lynden IT Help Desk.

Since the Board falls under the executive, an letter to the Governor would be appropriate. Thanks Dan.

From: Dan Hall <DHALL@lynden.com>
Sent: Friday, May 16, 2025 10:01 AM
To: Commissioner, DOT (DOT sponsored) <dot.commissioner@alaska.gov>; Pkemp <pkemp@gci.net>; FUGLESTAD, Jon (ANCHO) <jfuglestad@colaska.com>; Long, Kodi <kodi.long@uiccs.com>; JasonRoe@my.unt.edu <jasonroe@my.unt.edu>; J T McComas-Roe <jt@scottiesalaska.com>; Aves Thompson (Port Commissioner) (Aves1941@gmail.com) <Aves1941@gmail.com>; Andrew Guy <aguy@calistacorp.com>
Cc: Anderson, Ryan (DOT) <ryan.anderson@alaska.gov>; McCarthy, Shannon K (DOT) <shannon.mccarthy@alaska.gov>; Mills, Andy J (DOT) <andy.mills@alaska.gov>; Tessen, Danielle R (DOT) <danielle.tessen@alaska.gov>
Subject: Re: Appreciation and Pause of Activities

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

Commissioner Anderson,

I have received a few calls from the RHAB board members, and we feel the board should continue its work. Would a letter from the RHAB board to Governor Dunleavy or the Legislature be helpful in this request? Please let us know your thoughts.

Thanks Dan

Dan Hall | Knik Construction Co., Inc.

6520 Kulis Drive Anchorage, AK 99502

Office (907)245-1865

From: Commissioner, DOT (DOT sponsored) <dot.commissioner@alaska.gov>
Sent: Thursday, May 15, 2025 8:30:49 PM
To: Dan Hall <DHALL@lynden.com>; Pkemp <pkemp@gci.net>; FUGLESTAD, Jon (ANCHO) <jfuglestad@colaska.com>; Long, Kodi <kodi.long@uiccs.com>; JasonRoe@my.unt.edu <jasonroe@my.unt.edu>; J T McComas-Roe <jt@scottiesalaska.com>; Aves Thompson (Port Commissioner) (Aves1941@gmail.com) <Aves1941@gmail.com>; Andrew Guy <aguy@calistacorp.com>
Cc: Anderson, Ryan (DOT) <ryan.anderson@alaska.gov>; McCarthy, Shannon K (DOT) <shannon.mccarthy@alaska.gov>; Mills, Andy J (DOT) <andy.mills@alaska.gov>; Tessen, Danielle R (DOT) <danielle.tessen@alaska.gov>
Subject: **EXTERNAL** Appreciation and Pause of Activities

Caution: This email is from an external sender. Please verify the sender's address, avoid clicking any suspicious links or attachments, and report any unusual requests to the Lynden IT Help Desk.

Dear Members of the Alaska Roads and Highways Advisory Board,

I want to take a moment to thank each of you for your time, insight, and commitment in serving on the Governor's Advisory Board on Roads and Highways. Your input has been invaluable in guiding transportation infrastructure priorities and shaping future direction for Alaska's surface transportation system.

As we approach the sunset date of Administrative Order 337 on June 30, 2025, we must temporarily pause any future meetings of the Board. Additionally, the recent issuance of Administrative Order 358, which imposes restrictions on state-funded travel, adds another layer of constraint affecting our ability to convene in the near term.

I have requested consideration from the Administration for extending or renewing the Administrative Order that created this Board. Until a decision is made, we will hold off on scheduling further meetings.

Please know that your service to the state and contributions to this Board have been deeply appreciated. We will keep you informed of any developments as the Administration assesses the path forward for the Roads and Highways Advisory Board.

Thank you again for your dedication to improving Alaska's transportation system.

Sincerely,

Ryan Anderson, P.E.
Commissioner
Alaska Department of Transportation and Public Facilities

STATE CAPITOL
P.O. Box 110001
Juneau, AK 99811-0001
907-465-3500
fax: 907-465-3532



**Governor Bill Walker
STATE OF ALASKA**

550 West Seventh Avenue, Suite 1700
Anchorage, AK 99501
907-269-7450
fax 907-269-7461
www.Gov.Alaska.Gov
Governor@Alaska.Gov

ADMINISTRATIVE ORDER NO. 287

I, Bill Walker, Governor of the State of Alaska, under the authority of Article III, Sections 1 and 24, Constitution of the Alaska, and AS 44.19.145(c), establish the Governor's Advisory Board on Roads and Highways (Board).

BACKGROUND

The Legislature has established the Aviation Advisory Board (AS 44.42.200) and a Marine Transportation Advisory Board (AS 19.65.110) to advise the Commissioner of the Department of Transportation and Public Facilities on public policy related to aviation functions assigned by law and to consider and report on matters related to the Alaska Marine Highway System. Although helpful in advising on their respective subjects, there is not a similar advisory board to offer recommendations related to Alaska's roads and highways. I find an advisory board in this area would offer useful advisory information to the Governor and the Commissioner of Transportation and Public Facilities.

PURPOSE

The purpose of the Board is to provide recommendations to the Governor and the Commissioner of Transportation and Public Facilities on public policy related to the Department's powers and duties with respect to State highway functions as requested by the Governor. The Board's areas of focus include:

- highway construction – impacts, methods, efficiencies, and related matters;
- equipment use – construction, maintenance, operations, and related matters;
- deferred maintenance – coordination, process improvement, public outreach, and related matters;
- capital spending – coordination, process improvement, public outreach, and related matters; and
- identification of other critical needs in the State's road and highway transportation infrastructure.

MEMBERSHIP

The Board consists of seven public members who are appointed by and serve at the pleasure of the Governor. Public seats are not specifically assigned, but, to the extent possible, public members

Administrative Order No. 287
Establishing Governor's Advisory
Board on Roads and Highways
Page 2

should be seated to provide geographic diversity and attempt to represent as many of the following constituencies as practicable:

1. the commercial trucking industry;
2. the highway related travel or tourism industry;
3. the heavy construction industry;
4. municipal planning organizations or road service areas;
5. urban areas;
6. rural or tribal areas; and
7. other constituencies the Governor deems appropriate.

The Board shall elect a member to serve as chair.

Initial appointments: Three public seats will expire two years from the effective date of this Order; the other four public seats will expire four years from the effective date of this Order. All seats will have four-year terms thereafter.

A nonvoting representative of the Department will be assigned to this Board by the Commissioner of the Department to provide background and technical support.

ADMINISTRATION

Meetings of the Board must comply with AS 44.62.310 - 44.62.319 (Open Meetings Act). The Board also may hold public hearings and request information from the public and other interested persons necessary to carry out its advisory functions. All records of the Board are subject to AS 40.25.100 - 40.25.295 (Alaska Public Records Act).

The Department will provide the administrative support to the Board.

The Board may set operating procedures as bylaws and establish workgroups as it considers appropriate. A majority of appointed members of the Board constitutes a quorum for conducting business.

The Board shall hold meetings quarterly, at the call of the chair, or at the call of three members. Meetings of the Board or Board committees may be held telephonically or by video conference.

Members of the Board do not receive compensation for their services on the Board, but are entitled to per diem and travel expenses authorized for State boards and commissions under AS 39.20.180. Every effort shall be made to use video and telephone conferencing to the maximum extent possible to minimize travel expenses.

This Order does not limit or modify any existing statutory or regulatory authority of any State agency; nor does it affect any third-party rights or obligations. This Order does not affect laws or policies on federal funding for State transportation projects.

Administrative Order No. 287
Establishing Governor's Advisory
Board on Roads and Highways
Page 3

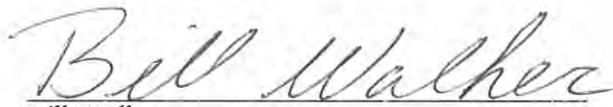
In this Order,

1. "Department" means the Department of Transportation and Public Facilities;
2. "roads and highways" means State highways, but does not include any roads or highways within the boundaries of a rural or international airport or any part of the Alaska Marine Highway System.

The Governor's Advisory Board on Roads and Highways expires on June 1, 2020.

This Order takes effect immediately.

DATED at Juneau, Alaska, this 7th day of September, 2017.



Bill Walker
Governor



Administrative Order No. 316

I, Mike Dunleavy, Governor of the State of Alaska, under the authority of Article III, Sections 1 and 24, Constitution of the Alaska, and AS 44.19.145(c), hereby revoke Administrative Order 287, and issue Administrative Order 316 to continue and extend the Governor's Advisory Board on Roads and Highways (Board).

Background

The Legislature established the Aviation Advisory Board (AS 44.42200) and a Marine Transportation Advisory Board (AS 19.65.110) to advise the Commissioner of the Department of Transportation and Public Facilities on public policy related to aviation functions assigned by law, and to consider and report on matters related to the Alaska Marine Highway. Administrative Order 287 created the Governor's Advisory Board on Roads and Highways, with a sunset date of date of June 1, 2020. Administrative Order 316 continues the Board and extends the sunset date of the Board to June 30, 2022. There are no other changes to the content, and all currently appointed seats will remain in service.

Purpose

The purpose of the Board is to provide recommendations to the Governor and the Commissioner of Transportation and Public Facilities on public policy related to the Department's powers and duties with respect to State highway functions as requested by the Governor. The Board's areas of focus include:

- highway construction — impacts, methods, efficiencies, and related matters;
- equipment use – construction, maintenance, operations, and related matters;
- deferred maintenance — coordination, process improvement, public outreach, and related matters;

- capital spending — coordination, process improvement, public outreach, and related matters;
- identification of other critical needs in the State's road and highway transportation infrastructure.

Membership

The Board consists of seven public members who are appointed by, and serve at the pleasure of, the Governor. Public seats are not specifically assigned, but, to the extent possible, public members should be seated to provide geographic diversity and attempt to represent as many of the following constituencies as practicable:

1. the commercial trucking industry;
2. the highway related travel or tourism industry;
3. the heavy construction industry;
4. municipal planning organizations or road service areas;
5. urban areas;
6. rural or tribal areas; and
7. other constituencies the Governor deems appropriate.

This Administrative Order does not affect the Board composition or change any of the seated members. The Board elects a chair from within its membership and each seat shall continue with currently seated membership.

A nonvoting representative of the Department will be assigned to this Board by the Commissioner of the Department to provide background and technical support.

Administration

Meetings of the Board must comply with AS 44.62.310 – 44.62319 (Open Meetings Act). The Board also may hold public hearings and request information from the public and other interested persons necessary to carry out its advisory functions. All records of the Board are subject to AS 4025.100 40.25295 (Alaska Public Records Act).

The Department of Transportation and Public Facilities shall provide administrative support to the Board.

The Board may set operating procedures as bylaws and establish workgroups as it considers appropriate. A majority of appointed members of the Board constitutes a quorum for conducting business.

The Board shall hold meetings quarterly, at the call of the chair, or at the call of three members. Meetings of the Board or Board committees may be held telephonically or by video conference.

Members of the Board do not receive compensation for their services on the Board, but are entitled to per diem and travel expenses authorized for State boards and commissions under AS 3920.180. Every effort shall be made to use video and telephone conferencing to the maximum extent possible to minimize travel expenses.

This Order does not limit or modify any existing statutory or regulatory authority of any State agency; nor does it affect any third-party rights or obligations. This Order does not affect laws or policies on federal funding for State transportation projects.

In this Order:

1. “Department” means the Department of Transportation and Public Facilities;
2. “roads and highways” means State highways, but does not include any roads or highways within the boundaries of a rural or international airport or any part of the Alaska Marine Highway System.

The Governor’s Advisory Board on Roads and Highways expires on June 30, 2022.

Duration

This Order takes effect immediately.

Dated this 29th day of May, 2020.

/s/Mike Dunleavy

Governor



Administrative Order No. 337

I, Mike Dunleavy, Governor of the State of Alaska, under the authority of Article III, Sections 1 and 24, Constitution of the Alaska, and AS 44.19.145(c), hereby revoke Administrative Order 316, and issue Administrative Order 337 to continue and extend the Governor's Advisory Board on Roads and Highways (Board).

BACKGROUND

The Legislature established the Aviation Advisory Board (AS 44.42200) and the Marine Transportation Advisory Board (AS 19 .65 .110) to advise the Commissioner of the Department of Transportation and Public Facilities on public policy related to aviation functions assigned by law, and to consider and report on matters related to the Alaska Marine Highway. Administrative Order 287 created the Governor's Advisory Board on Roads and Highways, with a sunset date of June 1, 2020. Administrative Order 316 continued the Board and extended the sunset date of the Board to June 30, 2022. AO 337 continues the Board and extends the sunset to June 30, 2025. There are no other changes to the content, and all currently appointed seats will remain in service.

PURPOSE

The purpose of the Board is to provide recommendations to the Governor and the Commissioner of Transportation and Public Facilities on public policy related to the Department's powers and duties with respect to State highway functions as requested by the Governor. The Board's areas of focus include:

- highway construction – impacts, methods, efficiencies, and related matters;
- equipment use – construction, maintenance, operations, and related matters;
- deferred maintenance – coordination, process improvement, public outreach, and related matters;
- capital spending – coordination, process improvement, public outreach, and related matters;

- identification of other critical needs in the State's road and highway transportation infrastructure.

MEMBERSHIP

The Board consists of seven public members who are appointed by, and serve at the pleasure of, the Governor. Public seats are not specifically assigned, but, to the extent possible, public members should be seated to provide geographic diversity and attempt to represent as many of the following constituencies as practicable:

1. the commercial trucking industry;
2. the highway related travel or tourism industry;
3. the heavy construction industry;
4. municipal planning organizations or road service areas;
5. urban areas;
6. rural or tribal areas; and
7. other constituencies the Governor deems appropriate.

This Administrative Order does not affect the Board composition or change any of the seated members. The Board elects a chair from within its membership and each seat shall continue with currently seated membership.

A nonvoting representative of the Department will be assigned to this Board by the Commissioner of the Department to provide background and technical support.

ADMINISTRATION

Meetings of the Board must comply with AS 44.62.310 – 44.62.319 (Open Meetings Act). The Board also may hold public hearings and request information from the public and other interested persons necessary to carry out its advisory functions. All records of the Board are subject to AS 40.25.100 – 40.25.295 (Alaska Public Records Act).

The Department of Transportation and Public Facilities shall provide administrative support to the Board.

The Board may set operating procedures as bylaws and establish workgroups as it considers appropriate. A majority of appointed members of the Board constitutes a quorum for conducting business.

The Board shall hold meetings quarterly, at the call of the chair, or at the call of three members. Meetings of the Board or Board committees may be held telephonically or by video conference.

Members of the Board do not receive compensation for their services on the Board, but are entitled to per diem and travel expenses authorized for State boards and commissions

under AS 39.20.180. Every effort shall be made to use video and telephone conferencing to the maximum extent possible to minimize travel expenses.

This Order does not limit or modify any existing statutory or regulatory authority of any State agency; nor does it affect any third-party rights or obligations. This Order does not affect laws or policies on federal funding for State transportation projects.

In this Order:

1. “Department” means the Department of Transportation and Public Facilities;
2. “roads and highways” means State highways, but does not include any roads or highways within the boundaries of a rural or international airport or any part of the Alaska Marine Highway System.

The Governor’s Advisory Board on Roads and Highways expires on June 30, 2025.

DURATION

This Order takes effect immediately. Dated this 28th day of June, 2022.



NFH WY00139 Yankovich Miller Hill - additional Phase 2 funding please

From Hall, Ivet (DOT) <ivet.hall@alaska.gov>

Date Thu 5/22/2025 2:25 PM

To Jackson Fox <jackson.fox@fastplanning.us>

Cc Fairbanks Area Surface Transportation Log (DOT sponsored) <dot.log.fast@alaska.gov>; Bailey, Randi L (DOT) <randi.bailey@alaska.gov>; Netardus, John J (DOT) <john.netardus@alaska.gov>; Beck, Albert M L (DOT) <albert.beck@alaska.gov>

Hi Jackson,

The Yankovich / Miller Hill Road Reconstruction project needs additional design funds to reimburse utility design cost for relocations and to get the project through advertising and award. Can I please get additional \$100,000 in Phase 2 funds to cover the expenses? The project is currently out of money.

Thank you,

Ivet Hall, P.E.

Design Manager

Alaska DOT&PF

(907) 451-5386

Approval Authority for Project Funding Increases

Approval Authority	Project Phase	
	Planning, Design, Right-of-Way, & Utilities	Construction
Executive Director	\$50,000	\$250,000
Technical Committee	\$150,000	\$500,000
Policy Board	>\$150,000	>\$500,000

Policy Last Updated

August 21, 2019

FAST Planning FFY25 Offsets*May 28, 2025*

PROJECT OFFSETS	Federal	Total w/ Match
Old Richardson Highway Intersection Improvements	\$225,317	\$247,683
College Road Bus Pullouts	\$52,830	\$58,074
Cowles Street Reconstruction	\$2,626	\$2,887
Transit Plans Update	\$81,270	\$89,337
Advance Project Definition	\$40,655	\$44,691
Fairbanks 5th Avenue Reconstruction	\$7,849	\$8,628
Cushman Street Bridge	\$66,175	\$72,744
Total	\$476,722	\$524,043

COMMITTED OFFSETS

Cowles Street Reconstruction	-\$134,200	-\$147,521	Executive Director approved 05.07.2025
5th Avenue Reconstruction	-\$16,265	-\$17,879	Executive Director approved 05.13.2025
Household Travel Survey	-\$1,456	-\$1,600	Executive Director approved 05.15.2025

Total	-\$151,920	-\$167,000
--------------	-------------------	-------------------

Remaining Funds to be Obligated	\$324,802	\$357,043
--	------------------	------------------

FAST Planning FFY23-27 Transportation Improvement Program (TIP) Administrative Modification #6
Summary of Changes - May 30, 2025

Project	Description
1 5th Avenue Reconstruction	Added \$16k offset funding to construction phase for project closeout per DOT request (Executive Director approved 05.13.2025)
2 Fairbanks Bike Lane Signing & Striping	Reduced construction phase funding by \$57k to match obligation at bid award
3 Cowles Street Reconstruction	Moved design phase funding from FFY26 to FFY25 per DOT request (no change to amount); added \$134k offset funding to construction phase for change order per DOT request (Executive Director approved 05.07.2025)
4 FAST Improvement Program	Added project number for spinoff project for FFY2025 construction program (splitting bid package into two bid packages; no change to project site selections)
5 Household Travel Survey	Added \$1.5k offset funding to planning phase to cover ICAP costs per DOT request (Executive Director approved 05.15.2025)
6 Minnie Street Improvements	Moved design phase funding from FFY25 to FFY26 per DOT request (no change to amount)
7 Yankovich/Miller Hill Road Reconstruction	Added \$91k offset funding to design phase to reimburse utility design costs per DOT request (pending Technical Committee approval)
8 FAST ADA Improvements	Increased design phase funding amount by \$2.5M in Statewide CMAQ for future project sites for program per DOT request
9 Statewide Congestion Mitigation & Air Quality	Increased funding amount by \$1M to match programmed funding shown in supplemental CMAQ/CRP table for Statewide CMAQ

FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Administrative Modification #6 - DRAFT 05.30.2025

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
Projects Funded with MPO Suballocations within FAST Planning Boundary										
33041 SR-21	NFHWY00445	5th Avenue Reconstruction Reconstruct 5th Avenue from Barnette to Noble Street to provide improved facilities for all users. Reconstruction includes ADA-compliant sidewalks and shoulders to accommodate bicyclists, wayfinding and bicycle route signs, and landscaping in accordance with FAST Planning's "Complete Streets" Policy.	STP	Design	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	16.3			
			3PF		373.8	14.1	1.6			
Project Total					4,714.7	155.7	17.9	0.0	0.0	0.0
21934 SR-5	NFHWY01023	Advanced Project Definition 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	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 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: \$837,500 Air Quality Status: Exempt	TAP	Design	91.0	91.0				
			3PF		9.0	9.0				
			TAP	Construction			580.0			
			3PF				57.6			
Project Total					100.0	100.0	637.5	0.0	0.0	0.0
33863 SR-30	NFHWY00844 NFHWY00845 NFHWY00862 NFHWY00891 NFHWY00922	FAST Carbon Reduction Program 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	CRP	All	887.0	1,929.2	1,066.6	1,098.6	1,131.6	
			SM/3PF		88.0	191.5	105.9	109.1	112.3	
Project Total					975.0	2,120.7	1,172.5	1,207.7	1,243.9	0.0

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

FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Administrative Modification #6 - DRAFT 05.30.2025

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
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: \$15,719,400 Air Quality Status: Exempt	STP	Design		422.7	1,060.2	295.7		
			AC			264.2	295.7			
			ACC				-264.2	-295.7		
			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			3,210.1				6,992.0
			CMAQ			1,793.3				0.0
			OFF				134.2			
			3PF			248.3	6.7			347.0
			SM			248.3	6.7			347.0
Project Total					0.0	6,399.0	1,347.5	0.0	0.0	7,895.4
38471 SR-7	Z622070000 <i>Completed</i>	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

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

FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Administrative Modification #6 - DRAFT 05.30.2025

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
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
19096 SR-28	NFHWY00881 NFHWY00913 NFHWY00914 NFHWY01088	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	363.9		
			AC			191.7	363.9			
			ACC				-191.7	-363.9		
			SM			19.0	36.1			
			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		
					2,149.9	210.7	2,500.0	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
TBD SR-9	NFHWY01057	Geist/Chena Pump Road Corridor Study Examine safety and access control issues along Geist Road and Chena Pump Road from University Avenue to Chena Small Tracts Road, including driveway density, intersection configuration, and conflicts between motorized and non-motorized users to identify projects that improve safety and address access management for all users. Project Start Year: 2025 Total Project Cost: \$600,000 Air Quality Status: Exempt	STP	Planning			168.3	377.5		
			AC				377.5			
			ACC					-377.5		
			FM				54.2			
				Project Total	0.0	0.0	600.0	0.0	0.0	0.0

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

FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Administrative Modification #6 - DRAFT 05.30.2025

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
32798 MR-9	NFHWY00816	Holmes Road Rehabilitation 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. <i>Due to the amount estimated for construction (\$12 million), the project may need to be phased and/or seek a funding partnership with DOT on this project.</i> Project Start Year: 2023 Total Project Cost: \$14,350,000 Air Quality Status: Non-Exempt	STP	Design	545.8		441.3	402.9		
			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 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: \$101,600 Air Quality Status: Exempt	STP	Planning		91.0				
			OFF				1.5			
			SM			9.0	0.1			
Project Total					0.0	91.0	1.6	0.0	0.0	0.0
30029 SR-16	TBD	Lacey Street Reconstruction - Planning Study Reconstruct Lacey Street from 1st to 12th Avenue. Reconstruction includes drainage improvements, intersection and sidewalk upgrades, utility relocation, signing, striping, and landscaping. <i>Project to be initiated as a planning study to examine feasibility of burying overhead utilities and gain additional feedback from the public on design alternatives.</i> Project Start Year: 2027 Total Project Cost: \$150,000 Air Quality Status: Exempt	STP	Planning						136.5
			3PF							13.5
Project Total					0.0	0.0	0.0	0.0	150.0	0.0
33138 SR-32	NFHWY01022	Metropolitan Transportation Plan Update 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	STP	Planning			454.9			
			FM				45.2			
Project Total					0.0	0.0	500.0	0.0	0.0	0.0

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

FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Administrative Modification #6 - DRAFT 05.30.2025

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
31389 MR-2	NFHWY00509	Minnie Street Improvements 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: \$15,500,000 Air Quality Status: Non-Exempt	STP	Design		227.4		796.0		
			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	0.0	2,375.0	300.0	11,775.0
34123 SR-19	NFHWY00891	Pioneer Park North Parking Lot & Boat Launch Develop an improved entrance and parking area at the north end of Pioneer Park along the river to improve access to the boat launch, Chena Riverwalk, and general access for all park visitors. 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	STP	Design		409.4		213.8		
			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		
						0.0	450.0	0.0	3,301.0	0.0
34157 SR-33	HFHWY00790 <i>Completed</i>	Transit Plan Updates Update the Fairbanks North Star Borough Long & Short Range Transit Plan, Coordinated Human Services Transportation Plan, Fare Pricing & Integration Study, and Operational Efficiency Study using unspent FFY2019-22 Transit Planning Funds.	TPL	Planning	457.7					
			3PF		45.4					
Project Total					503.2	0.0	0.0	0.0	0.0	0.0

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

FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Administrative Modification #6 - DRAFT 05.30.2025

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: \$10,169,700 Air Quality Status: Non-Exempt	STP	Design		91.0				
			OFF				91.0			
			SM			9.0	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	6,600.0	0.0	0.0	0.0

FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Administrative Modification #6 - DRAFT 05.30.2025

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	8,478.0	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	580.0	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	242.9	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	13,057.9	11,543.1	3,883.0			
Advanced Construction	AC	Federal	3,059.1	1,539.8	2,051.2	0.0	0.0			
Advanced Construction Conversion (Payback)	ACC	Federal	-4,861.9	-3,059.1	-1,539.8	-2,051.2	0.0			
State/Local Match										
State Match	SM	State	95.0	624.1	747.3	209.1	13.5			
Local Government Match	3PF	Local	666.2	372.3	309.7	534.5	27.1			
FAST Planning Match	FM	State/Local	66.8	105.4	184.1	80.6	232.5			
			828.0	1,101.9	1,241.1	824.2	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	14,298.9	12,367.3	4,156.1			

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

FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Administrative Modification #6 - DRAFT 05.30.2025

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
Projects Funded with Statewide Apportionments within FAST Planning Boundary										
3843 SR-35	Z640780000	Airport Way/Cushman Street Intersection Reconstruction 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	NHPP SM	Construction						24,964.2 2,478.0
		Project Total			0.0	0.0	0.0	0.0	0.0	27,442.2
15685 SR-25 <i>Completed</i>	Z618720000	Airport Way (West) Improvements Construct intersection improvements along Airport Way between Dale Road and the Parks Highway. Project includes bicycle/pedestrian facilities along Hoselton Road to the Boat Street path.	NHPP ACC	Construction	10,729.8					
		Project Total			-10,729.8					
26076 SR-34 <i>Completed</i>	NFHwy00124	Aurora Drive / Noyes Slough Bridge Replace the Noyes Slough bridge on Aurora Drive in Fairbanks.	STP-SW AC ACC SM STP-SW AC ACC SM	Utilities		154.7				
		Project Total			154.7					
27452 SR-38 <i>Completed</i>	NFHwy00289	Chena Hot Spring Road MP 0-6 Rehabilitation Rehabilitate Chena Hot Spring Road.	STP-SW ACC	Construction	5,000.0					
		Project Total			-5,000.0					
34657 SR-36	NFHwy00699	Chena Small Tracts Road Roundabout 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		HSIP	Design	260.0	138.3	100.0		
		Project Total			Construction			5,250.0		
34657 SR-37	NFHwy00592 NFHwy00905	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		
		Project Total			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	

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

FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Administrative Modification #6 - DRAFT 05.30.2025

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond		
34669	NFHWY00962 NFHWY00964 NFHWY00965 NFHWY01027	FAST ADA Improvements 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 Bonnifield Street & 10th Avenue between Lathrop and Cowles Street] Project Start Year: 2023 Total Project Cost: \$11,076,323 Air Quality Status: Exempt	STP-SW	Design			318.4	454.9	272.9			
			CMAQ-SW				2,274.3					
			SM				257.4	45.2	27.1			
			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	2,926.3	2,400.0	4,400.0			
34302 SR-39	NFHWY00645 NFHWY00838 NFHWY00570 NFHWY01053	Statewide Pavement & Bridge Preservation Program - FAST Planning MPA only 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	STP-SW	All	8,061.5	2,621.2	22,287.7					
			SM		800.2	260.2	2,212.4					
Project Total					8,861.7	2,881.4	24,500.0	0.0	0.0			
HSIP			Design			753.6	188.4					
			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
34657	NFHWY00948	Nordale Road/Peede Road Improvements 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	HSIP	Design			280.0	70.0				
				Right-of-Way					893.0			
				Utilities								
				Construction								
Project Total					0.0	0.0	280.0	963.0	0.0			
HSIP			Design									
			Construction									
			Project Total					0.0	0.0	280.0	963.0	0.0
27010	Z617630000	Northern Region Signal Interconnect 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.	CMAQ	Construction	4,548.5							
					451.5							
			SM									
			Completed									
Project Total					5,000.0	0.0	0.0	0.0	0.0			

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

FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Administrative Modification #6 - DRAFT 05.30.2025

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
34657	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: \$7,925,171 Air Quality Status: Exempt	HSIP	Right-of-Way		125.0				
				Construction		6,400.2		1,620.2		
Project Total					0.0	6,525.2	0.0	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. <i>(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.)</i>	STP-SW	Design	1,728.4					
					171.6					
			STP-SW	Construction						27,323.0
										2,712.2
Project Total					1,900.0	0.0	0.0	0.0	0.0	30,035.2
34657	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	
34657 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	
34657	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	
34657 SR-41	Z615970000 <i>Completed</i>	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	

FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Administrative Modification #6 - DRAFT 05.30.2025

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
34657 SR-50	NFHwy00097 <i>Completed</i>	Richardson Highway MP 351 Interchange Construct interchange to replace intersection of the Richardson Highway and the Old Richardson Highway at North Pole, near Richardson Highway MP 351.	HSIP	Construction		21,597.8				
		Project Total			0.0	21,597.8	0.0	0.0	0.0	
25598 SR-51	Z607340000 <i>Completed</i>	Richardson Highway MP 360-361 (MP 359) Railroad Grade Separated Facility Construct grade-separated facility on the Richardson Highway to improve operations and reduce railroad/vehicle conflicts. Work includes new railroad overpass bridges (#2366 and 2367).	NHPP	Construction	24,136.1					
			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. <i>(Funding for future phases, including construction, will be programmed in the TIP under a future Amendment if conformity freeze is lifted.)</i> 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			5,000.0	0.0	0.0	1,000.0	0.0	90,000.0
32220 MR-70	NFHwy00698	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 <i>Completed</i>	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 <i>Completed</i>	University Avenue Rehabilitation: Wolf Run to DNR BLM Access 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.	NHPP	Construction	14,555.2					
			ACC		-14,555.2					
		Project Total			0.0	0.0	0.0	0.0	0.0	

FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Administrative Modification #6 - DRAFT 05.30.2025

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
Air Quality Programs within FAST Planning Boundary										
20294 SR-42	HFHWY00211	Air Quality Public Education 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	CMAQ-SW SM	All	181.9 18.1	181.9 18.1	181.9 18.1	181.9 18.1	181.9 18.1	
Project Total					200.0	200.0	200.0	200.0	200.0	
26161 SR-43 SR-44	NFHwy00647	Fairbanks Air Quality Planning 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	CMAQ-SW SM	All	72.8 7.2	72.8 7.2	72.8 7.2	72.8 7.2	72.8 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 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	CMAQ-PM2.5 SM	All	1,960.5 183.7	1,960.1 194.6	2,060.0 204.5	2,121.8 210.6	2,185.5 216.9	
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 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	CMAQ-SW SM	All	3,211.2 318.8	700.3 69.5	4,080.9 405.1	181.9 18.1	6,096.4 605.1	
Project Total					3,530.0	769.8	4,486.0	200.0	6,701.5	

FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Administrative Modification #6 - DRAFT 05.30.2025

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
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	
*Values from Infrastructure Investments & Jobs Act (IIJA) FFY2022-26 apportionment tables; FFY2027 adjusted for 2% increase consistent with annual increases under IIJA apportionments.										
Programmed Funding										
		National Highway Performance Program	NHPP	Federal	54,227.9	6,711.9	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	6,609.9	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	44,209.3	35,154.8	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	712.1	3,111.4	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	44,921.4	38,266.3	6,650.8	13,783.9

FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Administrative Modification #6 - DRAFT 05.30.2025

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
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	

FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Administrative Modification #6 - DRAFT 05.30.2025

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
Federal Transit Administration (FTA) & Federal Railroad Administration (FRA) Projects within FAST Planning Boundary										
19635	Multimodal Project Discretionary Grant (MPDG) - ARRC	MPDG		FRA			3,000.0	6,000.0	6,000.0	1,200.0
	Bridge replacement, rehabilitation or upgrade.	Match					2,000.0	4,000.0	4,000.0	800.0
	Project Total				0.0	0.0	5,000.0	10,000.0	10,000.0	2,000.0
19635	FRA - ARRC			FRA			4,000.0	4,000.0	4,000.0	
	Bridge replacement, rehabilitation or upgrade.	Match					1,000.0	1,000.0	1,000.0	
	Project Total				0.0	0.0	5,000.0	5,000.0	5,000.0	
19634	FRA Consolidated Rail Infrastructure and Safety Improvements (CRI\$) Special Transportation Circumstances (STC) Grant - ARRC	STC		FRA		8,000.0	8,000.0	800.0	800.0	800.0
	Track infrastructure replacement, rehabilitation or upgrade.	Match				2,000.0	2,000.0	200.0	200.0	200.0
	Project Total				0.0	10,000.0	10,000.0	1,000.0	1,000.0	1,000.0
21314	Urbanized Area Formula - ARRC	5307		FTA		20.0	20.0	20.0	20.0	80.0
	Associated transit improvements.	Match				5.0	5.0	5.0	5.0	20.0
	Project Total				0.0	25.0	25.0	25.0	25.0	100.0
19634	Urbanized Area Formula - ARRC	5307		FTA	320.0	492.8	335.0	340.0	340.0	800.0
	Track infrastructure replacement, rehabilitation or upgrade.	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	5307		FTA	200.0	200.0	200.0	200.0	200.0	800.0
	Preventive maintenance.	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	5307		FTA		100.0	500.0	500.0		200.0
	Radio system and communication component replacement, installation, rehabilitation, or upgrade.	Match				25.0	125.0	125.0		50.0
	Project Total				0.0	125.0	625.0	625.0	0.0	250.0
19635	Urbanized Area Formula - ARRC	5307		FTA		160.0		160.0		
	Bridge replacement, rehabilitation or upgrade.	Match				40.0		40.0		
	Project Total				0.0	200.0	0.0	200.0	0.0	
33245	Urbanized Area Formula - ARRC	5307		FTA		4,000.0	4,000.0	4,050.0	4,000.0	200.0
	Facility replacement, installation, rehabilitation or upgrade.	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	5307		FTA			20.0			
	Signal, in-track, and communication replacement, rehabilitation, or upgrade.	Match					5.0			
	Project Total				0.0	0.0	25.0	0.0	0.0	
33246	Urbanized Area Formula - ARRC	5307		FTA		240.0	160.0	260.0	10,100.0	1,000.0
	Operations support facility replacement, installation, rehabilitation or upgrade.	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	5307		FTA		240.0	80.0	200.0	100.0	200.0
	Replace or upgrade technology and networking hardware, software, and connectivity components.	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	5337		FTA	840.0	7,946.0	2,700.0	2,620.0	2,620.0	2,400.0
	Bridge replacement, rehabilitation or upgrade.	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

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

FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Administrative Modification #6 - DRAFT 05.30.2025

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
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	Urbanized Area Formula Grant - FNSB		5307	FTA		408.6				
24002	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.		Match			81.7				
		Project Total			0.0	490.3	0.0	0.0	0.0	
22007	Urbanized Area Formula Grant - FNSB		5307	FTA			3,565.6			
25001	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.		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		5307	FTA	2,174.4	2,121.9	2,174.4	2,174.4	2,174.4	
	Transit operating assistance and capital.		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	

FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Administrative Modification #6 - DRAFT 05.30.2025

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond																																																																																																																																																																																					
21028	Transit Administration & Maintenance Facility - Phase II			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			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			FTA	326.8																																																																																																																																																																																										
	Capital CNG Transit Van				Match	81.7																																																																																																																																																																																									
						408.6																																																																																																																																																																																									
23003	Bus & Bus Facility Grant			FTA	90.5																																																																																																																																																																																										
	5339(a) FFY23 small urban maintenance facility equipment.				Match	22.6																																																																																																																																																																																									
						113.1																																																																																																																																																																																									
23004	Urbanized Area Formula Grant - FNSB			FTA	1,160.0																																																																																																																																																																																										
	Security camera system and fat bike racks.				Match	290.0																																																																																																																																																																																									
						1,450.0																																																																																																																																																																																									
23005	Urbanized Area Formula Grant - FNSB			FTA	2,147.7																																																																																																																																																																																										
	FNSB CNG fueled transit buses.				Match	536.9																																																																																																																																																																																									
						2,684.7																																																																																																																																																																																									
21038	Bus & Bus Facility Allocations - FNSB			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			FTA																																																																																																																																																																																											
	5339(b)				Match																																																																																																																																																																																										
Project Total					0.0	0.0	0.0	0.0	0.0																																																																																																																																																																																						
Programmed FTA & FRA Funding																																																																																																																																																																																															
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Urbanized Area Formula Program</td> <td style="width: 10%;">5307</td> <td style="width: 10%;">Federal</td> <td style="width: 10%;">6,329.0</td> <td style="width: 10%;">7,983.3</td> <td style="width: 10%;">12,007.6</td> <td style="width: 10%;">7,904.4</td> <td style="width: 10%;">16,934.4</td> <td colspan="3"></td> </tr> <tr> <td>Enhanced Mobility of Seniors and Individuals with Disabilities Program</td> <td>5310</td> <td>Federal</td> <td>0.0</td> <td>0.0</td> <td>0.0</td> <td>0.0</td> <td>0.0</td> <td colspan="3"></td> </tr> <tr> <td>Formula Grant Program for Rural Areas</td> <td>5311</td> <td>Federal</td> <td>0.0</td> <td>0.0</td> <td>0.0</td> <td>0.0</td> <td>0.0</td> <td colspan="3"></td> </tr> <tr> <td>State of Good Repair Grant Program</td> <td>5337</td> <td>Federal</td> <td>1,320.0</td> <td>8,416.8</td> <td>3,170.8</td> <td>3,280.4</td> <td>3,182.0</td> <td colspan="3"></td> </tr> <tr> <td>Bus & Bus Facilities Grant Program</td> <td>5339</td> <td>Federal</td> <td>90.5</td> <td>0.0</td> <td>0.0</td> <td>0.0</td> <td>0.0</td> <td colspan="3"></td> </tr> <tr> <td>Multimodal Project Discretionary Grant Program</td> <td>MPDG</td> <td>Federal</td> <td>0.0</td> <td>0.0</td> <td>3,000.0</td> <td>6,000.0</td> <td>6,000.0</td> <td colspan="3"></td> </tr> <tr> <td>Special Transportation Circumstances Grant Program</td> <td>STC</td> <td>Federal</td> <td>0.0</td> <td>8,000.0</td> <td>8,000.0</td> <td>800.0</td> <td>800.0</td> <td colspan="3"></td> </tr> <tr> <td></td> <td></td> <td></td> <td>7,739.5</td> <td>24,400.1</td> <td>26,178.4</td> <td>17,984.8</td> <td>29,411.1</td> <td colspan="3"></td> </tr> <tr> <td colspan="11"></td></tr> <tr> <td colspan="11"> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Advanced Construction</td> <td style="width: 10%;">AC</td> <td style="width: 10%;">Federal</td> <td style="width: 10%;">0.0</td> <td colspan="3"></td> </tr> <tr> <td>Advanced Construction Conversion (Payback)</td> <td>ACC</td> <td>Federal</td> <td>0.0</td> <td>0.0</td> <td>0.0</td> <td>0.0</td> <td>0.0</td> <td colspan="3"></td> </tr> </table> </td></tr> <tr> <td colspan="11" style="text-align: center;">Match</td></tr> <tr> <td colspan="4"></td><td>ARRC/FNSB Match</td><td>Match</td><td>State/Local</td><td>3,565.7</td><td>7,759.1</td><td>11,066.6</td><td>9,622.0</td><td>11,976.1</td></tr> <tr> <td colspan="11" style="text-align: center;">Illustrative</td></tr> <tr> <td colspan="4"></td><td>Illustrative (Funding Placeholder)</td><td>ILLU</td><td>N/A</td><td>0.0</td><td>0.0</td><td>0.0</td><td>0.0</td><td>0.0</td></tr> <tr> <td colspan="4"></td><td></td><td></td><td></td><td>TOTAL</td><td>11,305.1</td><td>32,159.2</td><td>37,245.0</td><td>27,606.8</td><td>41,387.2</td></tr> </table>	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	0.0				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															<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Advanced Construction</td> <td style="width: 10%;">AC</td> <td style="width: 10%;">Federal</td> <td style="width: 10%;">0.0</td> <td colspan="3"></td> </tr> <tr> <td>Advanced Construction Conversion (Payback)</td> <td>ACC</td> <td>Federal</td> <td>0.0</td> <td>0.0</td> <td>0.0</td> <td>0.0</td> <td>0.0</td> <td colspan="3"></td> </tr> </table>											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								TOTAL	11,305.1	32,159.2	37,245.0	27,606.8	41,387.2
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	0.0																																																																																																																																																																																								
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																																																																																																																																																																																								
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Advanced Construction</td> <td style="width: 10%;">AC</td> <td style="width: 10%;">Federal</td> <td style="width: 10%;">0.0</td> <td colspan="3"></td> </tr> <tr> <td>Advanced Construction Conversion (Payback)</td> <td>ACC</td> <td>Federal</td> <td>0.0</td> <td>0.0</td> <td>0.0</td> <td>0.0</td> <td>0.0</td> <td colspan="3"></td> </tr> </table>											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																																																																																																																																																																		
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																																																																																																																																																																																				
							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



Outlook

TIP modification requests

From Hall, Ivet (DOT) <ivet.hall@alaska.gov>

Date Fri 5/16/2025 3:59 PM

To Jackson Fox <jackson.fox@fastplanning.us>

Cc Bailey, Randi L (DOT) <randi.bailey@alaska.gov>; Netardus, John J (DOT) <john.netardus@alaska.gov>; Fairbanks Area Surface Transportation Log (DOT sponsored) <dot.log.fast@alaska.gov>; Beck, Albert M L (DOT) <albert.beck@alaska.gov>

Hi Jackson,

I'm requesting to move the obligation for Phase 2 of \$875,000 from FFY25 to FFY26. Obligation of Cowles Street Additional Phase 2 funds can be moved up from FFY26 to FFY25.

Here is an update for the Minnie Street Upgrades project:

The project team designed the proposed utility relocations sufficiently to determine the necessary ROW acquisition. Once we had the proposed ROW acquisition, we started the determination of the project's impact (proposed excavation, improvements and ROW take) to analyze the effect on the adjacent historic district, eligible properties and contributing elements. The Department is currently finalizing the Findings Letter that will be sent to the affected parties, including the State Historic Preservation Office (SHPO). This includes a 30-day public comment period.

Upon receiving SHPO's concurrence on the extent on the project's effect, the environmental staff will need to prepare Section 4(f) De-Minimis Impact Finding for the property/historic district/contributing elements that were agreed upon with the SHPO.

Based on the amount of work anticipated and the current workload of the environmental staff, this work plus completion of the environmental document will not be done in time to obligate the programmed \$875,000 in FFY25.

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



In This Section

Media Contact

Press Office

US Department of Transportation
1200 New Jersey Ave, SE

United States
Email: pressoffice@dot.gov
Phone: [1\(202\) 366-4570](tel:1(202)366-4570)

If you are deaf, hard of hearing, or have a speech disability, please dial 7-1-1 to access telecommunications relay services.

Transportation Secretary Sean P. Duffy Slashes Red Tape Across FHWA, NHTSA, and FMCSA to Unburden Americans of Costly Regulations

Thursday, May 29, 2025

More than 50 burdensome regulations were axed from the Code of Federal Regulations

WASHINGTON, D.C. - Secretary of Transportation Sean P. Duffy announced today 52 deregulatory actions across Federal Highway Administration (FHWA), Federal Motor Carrier Safety Administration (FMCSA), and National Highway Traffic Safety Administration (NHTSA). In total, the deregulatory package will rescind, withdraw, or amend burdensome regulations that do not enhance safety. These actions also help streamline the Code of Federal Regulations by deleting over 73,000 words from the Federal Register.

“Big government has been a big failure. Under President Trump’s leadership, my department is slashing duplicative and outdated regulations that are unnecessarily burdensome, waste taxpayer dollars, and fail to ensure safety,” said U.S. Transportation Secretary Sean P. Duffy. “These are common sense changes that will help us build a more efficient government that better reflects the needs of the American people.”

These sensible deregulatory actions primarily target redundant and decade-old rules that have no real-life application. This includes cutting duplicative provisions at FHWA for construction contracts and axing an outdated rule under FMCSA which requires a paper copy of an Electronic Logging Device’s operator’s manual even when it can be found online. Another FMCSA change would ensure military technicians – who undergo rigorous military driver trainings – are not unfairly burdened by duplicative civilian commercial driver’s license requirements when operating commercial trucks for military purposes.

Other common sense changes to help ensure safety for our children include a proposed amendment to use a properly sized crash test dummy in NHTSA’s car seat side impact tests. The proposed amendments will also help car seat manufacturers streamline development and testing to ensure sufficient availability of car seats for children to travel safely.

Of the 52 deregulatory actions, 43 are at the Notice Proposed Rulemaking (NPRM) stage, seven are final rules, and two are withdrawals of rulemaking actions. All 52 deregulatory actions will increase efficiencies without compromising safety for the American people.

BACKGROUND:

The Department reestablished the Regulatory Reform Task Force (RRTF) and has already made progress on numerous key deregulatory rulemakings as part of the Administration’s deregulatory agenda, as provided in Executive Order 14192, Unleashing Prosperity Through Deregulation,” and Executive Order 14219, “Ensuring Lawful Governance and Implementing the President’s ‘Department of Government Efficiency’ Deregulatory Initiative.”

These rules are grouped by subagencies and divided into “Proposed Recissions,” “Other Deregulatory Actions,” or amendments, and “Withdrawals.”

- Sixteen deregulatory actions were taken at FHWA, including:
 - **RESCINDING:**
 - **Rescinding Regulations on Projects of National and Regional Significance Evaluation and Rating:** FHWA repeals this part of the Code of Federal Regulations (CFR), which concerns funding proposed Projects of National and Regional Significance, a competitive grant program authorized in 2005 by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (Pub. L. 109-59). This program was rescinded by section 1105(c) of the Fixing America’s Surface Transportation (FAST) Act (Pub. L. 114-94) in 2015, making the regulations obsolete.
 - **Rescinding Requirements Regarding Bridges on Federal Dams:** FHWA proposes to remove 23 CFR part 630, subpart H, which implements 23 U.S.C. 320 as it relates to procedures for Federal agencies to construct and finance public highway bridges over dams constructed and owned by or for the United States. FHWA does not believe that regulations beyond the scope of the requirements in 23 U.S.C. 320 are needed, and further notes that Congress has not appropriated funding for such bridges in decades.
 - **Rescinding Requirements Regarding Required Contract Provisions for Federal-Aid Construction Contracts (Other than Appalachian Contracts):** FHWA proposes to remove 23 CFR part 633, Subpart A, which requires that recipients of FHWA financial assistance, contractors, and subcontractors include certain provisions otherwise required by statute and regulation in their construction contracts by physically incorporating Form FHWA-1273. Form FHWA-1273 does not itself impose any additional requirements; it only lists requirements that are found in other statutes and regulations. While FHWA believes that recipients, contractors, and subcontractors can incorporate Form FHWA-1273 voluntarily, FHWA does not believe it necessary to mandate incorporation.
 - **Rescinding Requirements Regarding Federal-aid Contracts for Appalachian Contracts:** FHWA proposes to remove 23 CFR part 633, Subpart B, which establishes policies and procedures for projects under the Appalachian Development Highway System. Current regulations are outdated and generally are duplicative of what otherwise exists in statute. Further, FHWA does not believe it necessary to mandate the use of specific language currently contained in Appendices B, C, and D.
 - **Rescinding Requirements Regarding the Forest Highway Program:** FHWA proposes to remove 23 CFR part 660, Subpart A, which implements the Forest Highway Program. Prior to the enactment of the Surface Transportation Assistance Act of 1982 (1982 STAA) (Pub. L. 97-424), Congress would appropriate funds directly for the Forest Highway Program under what was then 23 U.S.C. 204. The 1982 STAA combined previously separated programs, including the Forest Highway Program, into the general Federal lands highway program. Subsequently, the Moving Ahead for Progress in the 21st Century Act (MAP-21) (Pub. L. 112-141) replaced the single Federal lands highway program with the Tribal Transportation Program, Federal Lands Transportation Program, and Federal Lands Access Program. While forest roads remain eligible under these programs, FHWA does not believe it necessary to keep regulations geared solely towards such projects.
 - **Rescinding Regulations Regarding Management Systems Pertaining to the National Park Service and the Park Roads and Parkways Program:** This part implements a previous version of 23 U.S.C. 204(a)(6), now revised and relocated to 23 U.S.C. 201(c)(5), requiring FHWA and the National Park Service to develop management systems. These regulations are outdated, and FHWA now implements this provision through guidance. Accordingly, FHWA is proposing to remove this rule.
 - **Rescinding Regulations Regarding Management Systems Pertaining to the Forest Service and the Forest Highway Program:** This part implements a previous version of 23 U.S.C. 204(a)(6), now revised and relocated to 23 U.S.C. 201(c)(5), requiring FHWA and the Forest Service to develop management systems. These regulations are outdated, and FHWA now implements this provision through guidance. Accordingly, FHWA is proposing to remove this rule.
 - **Rescinding Regulations Regarding Management Systems Pertaining to the Fish and Wildlife Service and the Refuge Roads Program:** This part implements a previous version of 23 U.S.C. 204(a)(6), now revised and relocated to 23 U.S.C. 201(c)(5), requiring FHWA and the Fish and Wildlife Service to develop management systems. These regulations are outdated, and FHWA now implements this provision through guidance. Accordingly, FHWA is proposing to remove this rule.
 - **Rescinding Regulations Regarding Management Systems Pertaining to the Bureau of Indian Affairs and the Indian Reservation Roads Program:** This part implements a previous version of 23 U.S.C. 204(a)(6), now revised and relocated to 23 U.S.C. 201(c)(5), requiring FHWA and the Bureau of Indian Affairs (BIA) to develop management systems. These regulations are outdated and are no longer relied upon by FHWA and BIA. Accordingly, FHWA is proposing to remove this rule.

- **Rescinding Preliminary Engineering Project 10-Year Repayment Provision:** Prior to the enactment of the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. 117-58), 23 U.S.C. 102(b) required that States pay back preliminary engineering costs if on-site construction or acquisition of right-of-way for a project did not commence within 10 years of the funds being made available for preliminary engineering, known as the 10-Year Repayment Provision. FHWA implemented this provision at 23 CFR 630.112(c)(2). The IIJA, however, rescinded this requirement, and with the authority behind the 10-Year Repayment Provision removed, the regulation is legally inoperative. FHWA will therefore remove it.
- **Rescinding Regulations on Procedures for Advance Construction of Federal-aid Projects:** Currently, 23 CFR 630.705(b) requires that projects using advance construction authority under 23 U.S.C. 115 have their project number be identified in a certain way. This requirement is no longer necessary to identify which projects are using advance construction, and FHWA is proposing to remove it.
- **National Performance Management Measures; Rescinding Requirements for the First Performance Period:** Certain provisions in 23 CFR 490.105 refer to the first performance period for the national performance management measures, which has already ended. For that reason, FHWA is removing these provisions that are currently irrelevant. FHWA implemented this provision at 23 CFR 630.112(c)(2). FHWA will therefore remove it.
- **State Highway Agency Equal Employment Opportunity Program:** FHWA is finalizing a final rule that will remove 23 CFR part 230, Subpart C, which requires State highway agencies to submit to FHWA Equal Employment Opportunity Program plans for FHWA approval, as those regulations are outdated and duplicative of existing law.
- **Rescinding Requirements Regarding Geodetic Markers:** FHWA prescribes procedures for conducting geodetic control surveys using FHWA financial assistance under 23 CFR part 630, Subpart D. Under these regulations, States must conform geodetic marking procedures to the specifications of the National Oceanic and Atmospheric Administration (NOAA). As FHWA believes this regulation largely states that projects need to be compliant with NOAA specifications, which is outside of statutes that FHWA administers, FHWA is proposing to remove it.
- **Rescinding Requirements Regarding Management and Monitoring Systems:** FHWA issued an NPRM on November 13, 2024, that proposed to remove the regulations at 23 CFR part 500 and make revisions to 23 CFR part 515 (89 FR 89506). FHWA will finalize the removal of 23 CFR part 500 and withdraw the proposed changes to 23 CFR part 515.
- **WITHDRAWING:**
 - **Highway Safety Improvement Program:** FHWA previously published an NPRM proposing several changes to its regulations regarding the Highway Safety Improvement Program under 23 CFR part 924 (89 FR 13000). FHWA will withdraw this NPRM.
- Twenty deregulatory actions were taken at FMCSA, including:
 - **RESCINDING:**
 - **Motor Carrier Routing Regulations:** FMCSA repeals this part of the Code of Federal Regulations (CFR), which concerns servicing municipalities and unincorporated communities. This is an obsolete rule left over from the transfer of rules from the Interstate Commerce Commission (ICC) to the Federal Highway Administration (FHWA) in 1995, and carried over to FMCSA in 2000.
 - **Appendix B to 49 CFR Part 386 – Civil Penalties; Paragraph (a)(1) of the Appendix:** FMCSA amends the Federal Motor Carrier Safety Regulations (FMCSRs) to remove the reference to rules under the Department of Transportation’s “Procedures for Transportation Workplace Drug and Alcohol Testing Program” from the civil penalty schedule in the FMCSRs. Instead, the civil penalty schedule will refer solely to the part of the Code of Federal Regulations (CFR) where this program is incorporated into the FMCSRs. Because the rule does not impose any new material requirements or increase compliance obligations, it is issued without prior notice and opportunity for comment, pursuant to the good cause exception in the Administrative Procedure Act (APA).
 - **Parts and Accessories Necessary for Safe Operation; Certification and Labeling Requirements for Rear Impact Protection Guards:** FMCSA proposes to amend the Federal Motor Carrier Safety Regulations (FMCSRs) to rescind the requirement that the rear impact guard be permanently marked or labeled with a certification from the impact guard manufacturer as required by the National Highway Traffic Safety Administration’s (NHTSA) applicable Federal Motor Vehicle Safety Standard (FMVSS). The certification label or marking provides motor carriers purchasing new trailers or new impact guards to replace damaged devices with a means to determine whether the equipment is certified as meeting the FMVSS. However, the labeling or marking requirement has proven problematic for motor carriers when the label or marking becomes illegible or wears off during the service life of the trailer or guard. This proposal would eliminate an unintended regulatory burden on motor carriers without compromising safety, as this NPRM would not affect the applicable FMVSS. The proposal would also rescind a guidance document pertaining to illegible, incomplete, or missing rear impact guard certification labels.
 - **Parts and Accessories Necessary for Safe Operation; Retroreflective Sheeting on Semitrailers and Trailers:** FMCSA proposes to rescind the requirements for retroreflective sheeting on semitrailers and trailers manufactured prior to

December 1, 1993, which is the compliance date for the National Highway Traffic Safety Administration's (NHTSA) conspicuity rules applicable to trailer manufacturers. The retrofitting requirements were adopted by the Federal Highway Administration (FHWA) on March 31, 1999, and require that motor carriers engaged in interstate commerce install retroreflective tape or reflex reflectors on the sides and rear of semitrailers and trailers that were manufactured prior to December 1, 1993, have an overall width of 2,032 mm (80 inches) or more, and a gross vehicle weight rating of 4,536 kg (10,001 pounds) or more. With the passage of more than 30 years since the NHTSA requirements were implemented, FMCSA believes the vast majority of trailers currently in use on the Nation's highways were manufactured after 1993 so the retrofitting rule is no longer necessary. This proposal would eliminate obsolete regulatory text without compromising safety.

- **Parts and Accessories Necessary for Safe Operation; Spare Fuses:** FMCSA proposes to remove the requirement for commercial motor vehicles (CMVs) to be equipped with at least one spare fuse for each type and size of fuse needed for the parts and accessories of the CMV. This proposed change would remove an unnecessary requirement from the Federal Motor Carrier Safety Regulations (FMCSRs).
- **Parts and Accessories Necessary for Safe Operation; Liquid-Burning Flares:** FMCSA proposes to remove references to liquid-burning flares from the warning device requirements in the Federal Motor Carrier Safety Regulations (FMCSRs). This proposed revision would remove outdated language referring to warning devices that FMCSA believes are no longer used.
- **Removal of Self-Reporting Requirement:** FMCSA proposes to revise its regulations requiring commercial driver's license (CDL) holders to self-report motor vehicle violations to their State of domicile. With the implementation of the exclusive electronic exchange of violations between State drivers licensing agencies (SDLAs) in 2024, self-reporting is no longer necessary. This action supports the Administration's deregulatory efforts.
- **Removal of Obsolete References to "Water Carriers":** FMCSA proposes to remove all obsolete references to "water carriers" in the FMCSA regulations (FMCSRs). FMCSA does not specifically regulate water carriers except to the extent that such carriers also engage in motor carrier operations. In such cases, the existing FMCSRs provide appropriate coverage of the carrier's motor carrier operations.
- **Qualifications of Drivers; Vision Standards Grandfathering Provision:** FMCSA proposes to amend the Federal Motor Carrier Safety Regulations to remove the grandfathering provision under the physical qualifications standards for interstate drivers operating under the previously administered vision waiver study program, as this regulation is now obsolete. The waiver study program was terminated prior to the adoption of rules in 1998 implementing the Transportation Equity Act for the 21st Century provision concerning waivers, exemptions and pilot programs.
- **Rescinding the requirement for ELD operator's manual located in Commercial Motor Vehicles:** FMCSA proposes to amend the Federal Motor Carrier Safety Regulations (FMCSRs) to rescind the in-vehicle electronic logging device (ELD) operator's manual requirement for commercial motor vehicles (CMVs). FMCSA currently maintains a list of the ELD vendors who have self-certified their products including submission of the operator's manual. Additionally, drivers are required to understand the operation of the ELD on the vehicle. There is no readily apparent benefit to continuing to require that the users' manual be in the CMV. This proposal would eliminate an unintended regulatory burden on motor carriers without compromising safety.
- **AMENDING:**
 - **Railroad Grade Crossings; Stopping Required; Exception for Railroad Grade Crossing Equipped with Active Warning Device not in Activated State:** FMCSA proposes to amend the regulations related to driving a commercial motor vehicle (CMV) at railroad grade crossings. Currently, drivers of certain CMVs (e.g., buses transporting passengers and CMVs transporting certain hazardous materials) are required to stop before crossing a railroad track unless an exception applies, such as when the railroad grade crossing is controlled by a functioning highway traffic signal transmitting a green indication. The Agency proposes to add a similar exception for a railroad grade crossing equipped with an active warning device that is not in an activated state (e.g., flashing lights or crossing gates down, indicating the arrival of a train), provided that the driver has exercised due caution to ascertain that the course is clear before crossing and local law permits the CMV to proceed across the railroad tracks without stopping.
 - **Electronic Driver Vehicle Inspection Reports:** FMCSA proposes to clarify the requirement to complete a Daily Vehicle Inspection Report (DVIR), based upon a public comment filed by the National Tank Truck Carriers (NTTC). The DVIR may already be completed electronically, however this NPRM proposes explicit language to make this clear. This will encourage motor carriers and drivers to utilize electronic, cost-saving methods when completing DVIRs.
 - **Driver Vehicle Examination Report Disposition Update:** FMCSA proposes to revise the requirement that motor carriers and intermodal equipment providers sign and return a completed roadside inspection form to the issuing State agency. FMCSA is aware that not all issuing State agencies require the return of these reports, and that requiring motor carriers and intermodal equipment providers to submit these reports to a State that does not require, or even request, the return of the form, creates an unnecessary burden. Through this proposed change, completed forms will only be

returned to those States that request them. This action is in response to a petition for rulemaking from the Commercial Vehicle Safety Alliance (CVSA).

- **Parts and Accessories Necessary for Safe Operation; Fuel Tank Overfill Restriction:** FMCSA proposes to remove the requirement in the Federal Motor Carrier Safety Regulations (FMCSRs) that a liquid fuel tank manufactured on or after January 1, 1973, be designed and constructed so that it cannot be filled, in a normal filling operation, with a quantity of fuel that exceeds 95 percent of the tank's liquid capacity. This proposal is in response to a petition for rulemaking from the Commercial Vehicle Safety Alliance (CVSA). The proposed change would remove an unnecessary and outdated requirement from the FMCSRs.
- **Commercial Driver's License Standards; Requirements and Penalties; Applicability to the Exception for Certain Military Personnel:** FMCSA proposes to amend the Federal Motor Carrier Safety regulations (FMCSRs) to allow dual-status military technicians to qualify for the exception for certain military personnel from the commercial driver license (CDL) standards in part 383. This rule responds to a petition for rulemaking submitted by James D. Welch.
- **Parts and Accessories Necessary for Safe Operation; Brakes on Portable Conveyors:** FMCSA proposes to add an exception for portable conveyors used in aggregate industry operations, and manufactured before 2010, from the requirements that each commercial motor vehicle (CMV) be equipped with brakes acting on all wheels, provided certain conditions are satisfied. This proposal is in response to a petition for rulemaking from the Michigan Aggregates Association (MAA). The proposed change would provide relief from a regulatory requirement for certain portable conveyors without impacting safety.
- **Parts and Accessories Necessary for Safe Operation; Auxiliary Fuel Tanks:** FMCSA proposes to add an exception to the prohibition on gravity and siphon feeds for auxiliary pumps with a fuel tank capacity of less than 5 gallons mounted on the trailer chassis frame or trailer bed, for purposes other than operation of the motor vehicle, that are operational only when the motor vehicle is not in motion. This proposal is in response to a petition for rulemaking from the Truck Trailer Manufacturers Association (TTMA). The proposed change would provide relief from a regulatory requirement without impacting safety.
- **Accident Reporting: Modification to the Definition of the Term "Medical Treatment":** FMCSA proposes to amend the Federal Motor Carrier Safety Regulations (FMCSRs) to revise the term "medical treatment" for the purpose of accident reporting to incorporate revised regulatory guidance issued by the Agency regarding medical treatment away from the accident scene.
- **Parts and Accessories Necessary for Safe Operation; License Plate Lamps:** FMCSA proposes to provide an exception from the lamp and reflective device requirements for license plate lamps on the rear of truck tractors while towing a trailer. This proposed change would remove an unnecessary regulatory requirement without impacting safety.
- **Parts and Accessories Necessary for Safe Operation; Tire Load Markings:** FMCSA proposes to revise the requirements for tires on commercial motor vehicles (CMVs) to clarify that the Federal Motor Carrier Safety Regulations (FMCSRs) do not require tire load restriction markings on their sidewalls. This change would eliminate confusion and clarify the scope of FMCSA's authority regarding the requirements for tires in the FMCSRs.

- Sixteen deregulatory actions were taken at NHTSA, including:

- **RESCINDING:**
 - **Removing Obsolete Directives from Phase-In Reporting Requirements:** NHTSA is proposing to remove obsolete directives from the phase-in reporting requirements in Part 585.
 - **Removing Obsolete Procedures from the Consumer Assistance to Recycle and Save Act of 2009:** NHTSA is proposing to remove obsolete regulations related to the Consumer Assistance to Recycle and Save Act of 2009.
 - **Federal Motor Vehicle Safety Standard No. 204; Steering Control Rearward Displacement:** NHTSA is proposing to amend Federal Motor Vehicle Safety Standard No. 204, Steering Control Rearward Displacement- Passenger Cars, so that it no longer applies to vehicles that are certified to the frontal barrier crash protection requirements of Federal Motor Vehicle Safety Standard No. 208, Occupant Crash Protection.
 - **Federal Motor Vehicle Safety Standards No. 205, Glazing Materials; No. 205(a), Glazing equipment manufactured before September 1, 2006 and glazing materials used in vehicles manufactured before November 1, 2006:** NHTSA is proposing to remove the obsolete Federal Motor Vehicle Safety Standard (FMVSS) No. 205(a), Glazing equipment manufactured before September 1, 2006 and glazing materials used in vehicles manufactured before November 1, 2006.
 - **Federal Motor Vehicle Safety Standards No. 206; Door Locks and Door Retention Components:** NHTSA is proposing to remove obsolete requirements from Federal Motor Vehicle Safety Standard (FMVSS) No. 206, Door locks and door retention components.
 - **Federal Motor Vehicle Safety Standards No. 207; Seating systems:** NHTSA is proposing to remove obsolete requirements from Federal Motor Vehicle Safety Standards (FMVSS) No. 207, Seating Systems.

- **Federal Motor Vehicle Safety Standard No. 210; Seat Belt Assembly Anchorages:** NHTSA is proposing to remove unnecessary regulatory text from Federal Motor Vehicle Safety Standard (FMVSS) No. 210, Seat belt assembly anchorages.
- **Federal Motor Vehicle Safety Standards No. 214, Side impact protection:** NHTSA is proposing to remove obsolete requirements from Federal Motor Vehicle Safety Standard (FMVSS) No. 214, Side impact protection.
- **Federal Motor Vehicle Safety Standards; No. 216, Roof Crush Resistance; Applicable Unless a Vehicle is Certified to § 571.216a; and No. 216a, Roof Crush Resistance; Upgraded Standard:** NHTSA is proposing to remove the obsolete Federal Motor Vehicle Safety Standard (FMVSS) No. 216, related to roof crush resistance.
- **Federal Motor Vehicle Safety Standard No. 217; Bus Emergency Exits and Window Retention and Release:** NHTSA is proposing to remove obsolete requirements from Federal Motor Vehicle Safety Standard (FMVSS) No. 217, Bus emergency exits and window retention and release.
- **Federal Motor Vehicle Safety Standards No. 222; School Bus Passenger Seating and Crash Protection:** NHTSA is proposing to remove obsolete requirements from Federal Motor Vehicle Safety Standard (FMVSS) No. 222, School bus passenger seating and crash protection.
- **Removing Obsolete Regulatory Text from Federal Motor Vehicle Safety Standards No. 301, Fuel system integrity:** NHTSA is proposing to remove obsolete requirements from Federal Motor Vehicle Safety Standard (FMVSS) No. 301, Fuel system integrity.
- **Removing Obsolete Regulatory Text from Federal Motor Vehicle Safety Standards No. 303, Fuel system integrity of compressed natural gas vehicles:** NHTSA is proposing to remove obsolete directives from the phase-in reporting requirements for Federal Motor Vehicle Safety Standard (FMVSS) No. 303, Fuel system integrity of compressed natural gas vehicles.
- **Removing Obsolete Regulatory Text from Federal Motor Vehicle Safety Standards No. 304, Compressed natural gas fuel container integrity:** NHTSA is proposing to remove obsolete directives from the phase-in reporting requirements in Federal Motor Vehicle Safety Standard (FMVSS) No. 304, Compressed natural gas fuel container integrity.
- AMENDING:
 - **Federal Motor Vehicle Safety Standard No. 213a; Child Restraint Systems – Side Impact Protection; Federal Motor Vehicle Safety Standard No. 213; Child Restraint Systems, Federal Motor Vehicle Safety Standard No. 213b; Child Restraint Systems:** This document proposes amendments to the safety standards for child restraint systems (CRSs). NHTSA is proposing to amend FMVSS No. 213a, “Child restraint systems—side impact protection,” to exempt school bus CRSs from the standard’s requirements as long as they meet specified labeling requirements; to delay the compliance date from June 30, 2025 to December 5, 2026; and to provide that the Child Restraint Air Bag Interaction twelve-month-old (CRABI)-12MO test dummy will not be used to test forward-facing CRSs. The first two of these amendments are in response to petitions from CRS manufacturers. NHTSA is also proposing to amend FMVSS No. 213, “Child restraint systems” and FMVSS No. 213b, Child restraint systems; Mandatory applicability beginning December 5, 2026, to exclude school bus CRSs from the requirements to provide attachments for connection to the vehicle’s child restraint anchorage system.
- WITHDRAWING:
 - **Federal Motor Vehicle Safety Standards No. 218; Motorcycle Helmets:** This action withdraws the Notice of Proposed Rulemaking (NPRM) published in the Federal Register on May 21, 2015 proposing amendments to Federal Motor Vehicle Safety Standard (FMVSS) No. 218, Motorcycle Helmets. The NPRM proposed three main changes to FMVSS No. 218: (1) Adding a definition of motorcycle helmet, (2) Adding preliminary screening requirements, and (3) Adding an alternate compliance process. Based on NHTSA’s analysis of the comments received and other considerations, the Agency has decided to withdraw the rulemaking proposal.

FAST Planning FFY2023-27 TIP Amendment #1: FFY25 OBLIGATION STATUS REPORT (as of May 28, 2025)

ALLOCATION TOTALS (Federal Share)

ALLOCATIONS	PHASE	AMOUNT	FFY25 OBLIGATIONS	PERCENT OBLIGATED
STP	All	\$8,834.4	\$7,504.9	85%
STP AC	All	\$1,573.6	\$181.9	12%
PL (Metropolitan + Transit)	All	\$568.0	\$568.0	100%
TAP (Transportation Alternatives)	All	\$636.8	\$580.0	91%
CMAQ	All	\$5,863.4	\$187.2	3%
CRP (Carbon Reduction)	All	\$1,601.9	\$0.0	0%
OFFSET	All	\$476.7	\$151.9	0%
TOTAL		\$19,554.8	\$9,173.9	47%

STP FUNDS (Federal Share)

IRIS	STP	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY25 OBLIGATIONS	PERCENT OBLIGATED	COMMENTS
NFHWY00648	Advanced Project Definition	Planning	12/19/2024	\$91.0	\$91.0	100%	
				\$45.5		0%	
NFHWY00126	Cowles Street Reconstruction	Design	12/19/2024	\$454.9	\$454.9	100%	FFY24 Carryforward
NFHWY00881 NFHWY00913 NFHWY00914	FAST Improvement Program	Design	11/19/2024	\$181.9	\$181.9	100%	FFY26 AC
		Design		\$181.9		0%	FFY26 AC
		Construction		\$319.5		0%	
				\$909.7		0%	FFY26 AC
HFHWY00830	FAST Planning Office	Planning	10/1/2025	\$150.0	\$150.0	100%	
TBD	Geist/Chena Pump Road Corridor Study	Planning		\$168.3		0%	
				\$377.5		0%	FFY26 AC
NFHWY00816	Holmes Road Rehabilitation	Design	3/19/2025	\$441.3	\$441.3	100%	
				\$104.5		0%	FFY26 AC
NFHWY01022	Metropolitan Transportation Plan Update	Planning	11/27/2024	\$454.9	\$454.9	100%	
NFHWY00509	Minnie Street Improvements	Design		\$796.0		0%	
NFHWY00139	Yankovich/Miller Hill Road Reconstruction	Construction		\$5,913.1	\$5,912.9	100%	
	TOTAL			\$10,589.9	\$7,686.8	73%	

PL FUNDS (Federal Share)

IRIS	PL	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY25 OBLIGATIONS	Percent Obligated	COMMENTS
HFHWY00830	FAST Planning Office - Metro PL	Planning	10/1/2024	\$444.1	\$444.1	100%	
HFHWY00830	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
NFHWY00835	Fairbanks Bike Lane Signing & Striping	Construction	5/19/2025	\$636.8	\$580.0	91%	
	TOTAL			\$636.8	\$580.0	91%	

CMAQ FUNDS (Federal Share)							
IRIS	CMAQ	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY25 OBLIGATIONS	Percent Obligated	COMMENTS
TBD	Borough Hybrid Fleet Vehicle Pilot Program	Equipment		\$227.4		0%	FFY23 Carryforward
NFHwy00913	FAST Improvement Program	Construction		\$681.2		0%	
NFHwy00922	Morris Thompson Center & Lavery Transportation Center Improvements	Design		\$181.9		0%	
NFHwy00555	Motor Vehicle Plugins (BHRA, CLRA, TLRA, U-Park)	Design		\$14.4		0%	
		Utilities		\$195.7		0%	
TBD	Motor Vehicle Plugins (NP City Hall, Pioneer Park main parking lot)	Design		\$272.9		0%	
TBD	UAF Shuttle Bus CNG Fueling Station	Design		\$181.9		0%	
NFHwy00911	Northern Region Signal Interconnect - Stage II	Design	11/21/2024	\$187.2	\$187.2	100%	SW-CMAQ; FFY24 Carryforward
		Design		\$436.8		0%	SW-CMAQ
NFHwy00902	Sheep Creek Road & West Tanana Drive Roundabout	Design		\$909.7		0%	SW-CMAQ
NFHwy00612	University Avenue South Bicycle & Pedestrian Path	Construction		\$2,574.2		0%	SW-CMAQ
	TOTAL			\$5,863.4	\$187.2	3%	

CRP FUNDS (Federal Share)							
IRIS	CRP	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY25 OBLIGATIONS	Percent Obligated	COMMENTS
NFHwy00862	Chena Lakes Recreation Area Access via Plack Road	Design		\$341.1		0%	
TBD	FNSB Transportation Bus Bike Racks	Equipment		\$45.5		0%	
NFHwy01060	Electric Vehicle Charging Stations	Design		\$272.9		0%	
NFHwy00844	High School Access & Circulation Study - North Pole	Planning		\$272.9		0%	
NFHwy00891	Peger Road Bicycle & Pedestrian Path	Design		\$101.0		0%	
		Utilities		\$68.2		0%	
NFHwy00912	Sidewalk Snow Removal Equipment	Equipment		\$91.0		0%	
		Equipment		\$409.4		0%	FFY23 Carryforward
	TOTAL			\$1,601.9	\$0.0	0%	

OFFSET FUNDS (Federal Share)							
IRIS	OFFSET	PHASE	AMOUNT		FFY25 OBLIGATIONS	OBLIGATION DATE	PROJECT
NFHwy00158	Old Rich Hwy Intersection Improvements	Construction	\$225.3	X	\$134.2	Pending	Cowles Street Reconstruction
NFHwy00290	College Road Bus Pullouts	Multiple	\$52.8	X	\$16.3	Pending	5th Avenue Reconstruction
NFHwy00883	Cowles Street Reconstruction	Construction	\$2.6	X	\$1.5	Pending	Household Travel Survey
NFHwy00790	Transit Plans Update	Planning	\$81.3	X			
NFHwy00648	Advanced Project Definition	Planning	\$40.7	X			
NFHwy00445	5th Avenue Reconstruction	Design	\$7.8	X			
Z622070000	Cushman Street Bridge	Construction	\$66.2	X			
				X			
				X			
	TOTAL		\$476.7		\$151.9	Percent Obligated	32%

FAST Planning FFY25 Offsets

May 28, 2025

PROJECT OFFSETS	Federal	Total w/ Match
Old Richardson Highway Intersection Improvements	\$225,317	\$247,683
College Road Bus Pullouts	\$52,830	\$58,074
Cowles Street Reconstruction	\$2,626	\$2,887
Transit Plans Update	\$81,270	\$89,337
Advance Project Definition	\$40,655	\$44,691
Fairbanks 5th Avenue Reconstruction	\$7,849	\$8,628
Cushman Street Bridge	\$66,175	\$72,744
Total	\$476,722	\$524,043

COMMITTED OFFSETS

Cowles Street Reconstruction	-\$134,200	-\$147,521	Executive Director approved 05.07.2025
5th Avenue Reconstruction	-\$16,265	-\$17,879	Executive Director approved 05.13.2025
Household Travel Survey	-\$1,456	-\$1,600	Executive Director approved 05.15.2025

Total	-\$151,920	-\$167,000
--------------	-------------------	-------------------

Remaining Funds to be Obligated	\$324,802	\$357,043
--	------------------	------------------

Pending Deobligations from Project Closures

May 28, 2025

IRIS	Project	Construction Year	Estimated Federal Deobligation	Notes
NFHwy00633	FAST Improvement Program FFY23	2023/24	TBD	Pending construction closeout
NFHwy00448	Woll Road Resurfacing & Widening	2024	TBD	Pending construction closeout
TOTAL			TBD	