



## ❖ POLICY BOARD ❖

### Meeting Agenda

Wednesday, November 19, 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](http://www.fastplanning.us/keepup/zoom)

**Zoom Meeting Phone Number:** 1 (253) 215-8782, enter Meeting ID: 810-8731-8466

1. Call to Order
2. Introduction of Members & Attendees
3. Approval of November 19, 2025 Agenda
4. Approval of October 22, 2025 Meeting Minutes Pg 2-12
5. Staff/Working Group/Chair Report Pg 13-15
6. Public Comment Period
7. Old Business
  - a. Intergovernmental Operating Agreement & Metropolitan Planning Area Boundary Update **(Action Item)** Pg 16-20
    - ❖ Action postponed from October 22<sup>nd</sup> Policy Board meeting
  - b. FAST Planning Banking & Investment Options **(Action Item)** Pg 21-34
    - ❖ Consideration of options for opening interest-bearing account(s)
  - c. Electric Vehicle Charging Stations - Call for Project Nominations Pg 35-40
    - ❖ Application period open through November 21; discussion of next steps
8. New Business
  - a. FFY2023-27 Transportation Improvement Program (TIP) Administrative Modification #7 and Amendment #2 **(Action Item)** Pg 41-76
    - ❖ Consideration of approval of Administrative Modification and release of Amendment for 30-day public comment period
  - b. Alaska DOT&PF 2026 Safety Performance Measure Targets **(Action Item)** Pg 77-86
    - ❖ Consideration of supporting the State's adopted targets or developing our own targets for the Metropolitan Planning Area
  - c. FAST Planning 2026 Meeting Calendar **(Action Item)** Pg 87
9. Informational Items
10. Other Issues
11. Policy Board Member Comments
12. Adjournment

Next Scheduled Policy Board Meeting: Wednesday, December 17, 2025 | 12:00 - 2:00 PM



## **POLICY BOARD**

### **Meeting Minutes**

**October 22, 2025 • 12:00 – 2:00 P.M.**

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

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

Zoom Meeting Telephone Number: 1 (253) 215-8782 Meeting ID: 883-7814-1635

#### **1. Call to Order**

Jerry Cleworth, Chair, called the meeting to order at 12:03 p.m.

#### **2. Introduction of Members and Attendees**

<b>Attendee</b>	<b>Representative Organization</b>
*Jerry Cleworth, <b>Chair</b>	Fairbanks City Council
*Scott Crass	FNSB Assembly
*Grier Hopkins, <b>Vice Chair</b>	Mayor, Fairbanks North Star Borough
*Lauren Little	DOT&PF
*Nick Czarnecki	DEC Air Quality
*David Pruhs ( <b>absent</b> )	Mayor, City of Fairbanks
*Mindy O'Neall	Mayor Elect, City of Fairbanks
*Larry Terch	Mayor, City of North Pole
**Corey DiRutigliano	FAST Planning
**Jackson Fox	FAST Planning
**Olivia Lunsford	FAST Planning
**Deborah Todd	FAST Planning
**Randi Bailey	DOT&PF Planning
**Don Galligan	FNSB Community Planning
+Kellen Spillman	FNSB Community Planning
+Brett Nelson	DOT&PF Planning
Ben White	DOT&PF Planning
Adam Moser	DOT&PF Program Development
Kaitlin Wilson	FNSB Mayor's Office
Trisha Levasseur	FNSB Parks & Recreation
Phoebe Bredlie	Kinney Engineering
Van Le	R & M Consultants
Bryant Wright	R & M Consultants
Laura Achee	Senator Bjorkman's Office

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Patrick Gilchrist

KUAC

Jack Barnwell

Fairbanks News-Miner

Anonymous

N/A

**\*FAST Planning Policy Board Members, \*\* FAST Planning Staff Members, +FAST Planning Technical Committee Members**

### 3. Approval of the October 22, 2025 Agenda

**Motion:** To approve the October 22, 2025 Agenda as amended.  
(Little/Terch).

**Discussion:** Mr. Cleworth requested that the Letter of Support for the City of Fairbanks be added for consideration under Item 8.b.

**Vote on Motion:** None opposed.

### 4. Approval of the September 24, 2025 Meeting Minutes

**Motion:** To approve the September 24, 2025 Meeting Minutes.  
(Terch/Little).

**Discussion:** No discussion.

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

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

- The quarterly Statewide Metropolitan Planning Organization (MPO) coordination meeting was held in Anchorage on October 7<sup>th</sup>. One of the main topics of discussion was the revenue allocation amounts for each MPO in FFY26. The amount of carryover funds allotted to each MPO from the previous fiscal year is yet to be determined.
- The Seasonal Mobility Task Force met October 6<sup>th</sup> to discuss the format of the 2025 Winter Maintenance Forum which will be held on October 28<sup>th</sup> from 5:30 to 7:30 pm at the Noel Wien Public Library Auditorium.
- With the government shutdown, Mr. Fox continued interagency consultation with the Environmental Protection Agency (EPA) and Federal Highway Administration (FHWA) via email addressing their additional comments on the revised Air Quality Conformity Analysis Report prepared by Trinity Consultants.
- Mr. Fox drafted three Letters of Support, one for the City of Fairbanks grant application to the T-Mobile Hometown Grant Program, and two for the Fairbanks North Star Borough applications to the Alaska Federal Lands Access Program which will be voted on by the Policy Board today.
- The first Open House was held for the Metropolitan Transportation Plan (MTP) Update on October 21<sup>st</sup> from 5:30 to 7:30 pm at the Noel Wien Library Auditorium. Over fifty people attended the Open House. The online public survey for the MTP went live on the FAST Planning website

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concurrently with the Open House with an interactive map to place pins and make specific comments.

- FAST Planning staff volunteered at the 2025 KUAC Fall Fundraiser on Thursday, October 16<sup>th</sup>.
- The October 1<sup>st</sup> Technical Committee meeting was cancelled due to lack of agenda items.

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

No public comment.

## 7. Old Business

### a. Intergovernmental Operating Agreement & Metropolitan Planning Area Boundary Update (Action Item)

#### **Consideration of Forming a Working Group to Review Changes to the Operating Agreement**

At the September meeting, the Technical Committee recommended forming a working group to review the Operating Agreement but only after approval of the Metropolitan Planning Area Boundary Update by the Governor.

#### **Public Comment:**

No public comment.

**Motion:** To approve the Technical Committee recommendation to form a working group to evaluate and recommend changes to the Operating Agreement. (Little/Czarnecki).

#### **Discussion:**

**Ms. Little:** To clarify the discussion yesterday. The motion we tabled was DOT came and we said, "Here's the changes we want," and you all said, "Not happening." This is not that. This is not DOT saying these are the changes. This is DOT saying we have some points that are not clear how we resolve. My goal with asking Technical Committee to operate on this was to have their buy-off and their buy-in on what changes we need to make. We have all been kind of suffering through this fighting over authority. Right? At the end of the day the root cause of the conflict that led to that February motion was who has authority. Well, I don't really care who has authority, FAST or DOT. I want to know how we work through those disagreements in the future. I've said it in a lot of ways. We as the State have responsibility for performance metrics on the National Highway System. We have a responsibility to the entire state in terms of how we program money, how we prioritize things, and what we need to do to keep our infrastructure safe and operating. I don't ever want our bodies to be in the position of having to argue over authority and not be able to



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move forward collaboratively and so I want to see these new resolution procedures in our Operating Agreement. We ultimately agreed to mediation as a solution to these things. Maybe it's the same as it is. At the end of the day, the authority lies with Federal Highways. They ultimately determine whether a project is going to be authorized or not, and the Federal funds used on it. And the Governor, he is ultimately responsible for approving or not approving the TIP. And further, the State is responsible and has the authority on which projects get selected from the TIP. So, the start of a project is ultimately the State's responsibility. There are some differences in the large MPO on that in the CFRs, but those are the authorities. The rest of it is for us to work out as two bodies. I think there's some other things that have come up over the last couple of STIP cycles. Railroad projects. Now things that the Railroad was doing that didn't use to show up in the TIPs, now we've gotten direction from Federal Highways that they need to show up in the TIPs. They don't have a vote at this table at all, yet their program and their ability to release federal funding on their infrastructure is now at the mercy of this Board. Some of the preceding conversations that have been going on. When information needs to be coordinated. How it needs to be coordinated. Let's get that stuff in writing so that we're not, we don't ever put ourselves in this position of fighting and standing up in front of Legislatures and trying to explain ourselves. That's silly. We can do better. Let's just get Technical (Committee) working on this and I think we know where the holes are, and let's just get it clear how we're going to work through these things in the future. This is not DOT saying, "Make these changes." This is DOT asking FAST, "Can we please clear these things up in writing?" The Operating Agreement is the document. The document is our relationship and how we're all going to interact together as bodies. So, that is my speech. I rest.

**Amendment to the Motion:** To table this item to the next meeting.  
(Crass/Hopkins).

**Discussion:**

**Mr. Crass:** I don't know that I will be on this Board at our next meeting. We're going to reorganize. We're appointed by a presiding officer, and we'll have a new mayor. We just heard that a tremendous amount of policy implications will come from this decision and the Board that is going to have to live with them is going to be new faces in a month. So, I think it would be appropriate for that group to undertake this decision.

**Ms. Little:** So, just to be clear. This is simply forming a working group to provide recommendations. The future Policy Board is ultimately the one that would vote to accept those recommendations. This is simply asking

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for the formation and for that group to develop that. This is not binding this group of people or any future group of people to an actual modification to the document.

**Mayor Hopkins:** Did you view this as the Technical Committee creating a working group or the Policy Board creating a working group?

**Ms. Little:** This, to me, is the Policy Board requesting a working group from the Technical Committee. I think we would probably maybe pick who we want on that, but not necessarily. I don't have a strong feeling, but I do think that the initial list of recommendations should come from Technical.

**Mayor Terch:** Per the Technical Committee's recommendation, the bottom half of that is, "The formation of the working group shall only occur after the Metropolitan Planning Area Boundary has been approved by the Governor." These are two, in my mind, two very separate topics of discussion about where the boundary is and then from that, once we have where the boundary is located and that little red line is set for us to discuss, then we can move forward with the remainder of that. So, moving forward if I may request that when this topic comes up that we separate two totally different items that are very much related, and not try and deal with those as one action item.

**Mayor Hopkins:** Does that mean the motion that was recommended by the Technical Committee you would see bifurcating that or keeping it as one together so we can get the boundary off the table and then go forward with the working group like the Technical Committee suggested?

**Mayor Terch:** I agree with what they said in their recommendation but two very difficult items to deal with at the same time. One before the other, as stated in their recommendation.

**Ms. Little:** So, just to be clear on the MPA Boundary. There is no action item for FAST Planning on that. You have made your recommendation on what the boundary should be and you've approved it. It is in the State's court now as to whether or not they approve it. And just for some context, we actually were having this conversation with Law about AMATS and FAST. You all have very different boundary situations. We were just starting to have that conversation about if it is time to just send these up to the Governor and let him approve or deny them when the western Alaska situation came up. So, that is the conversation. It's not being ignored. It's just that the timing was very unfortunate when those conversations started ramping back up again. So, I don't know what ultimately will be decided on those boundaries independent of the Operating Agreements. DOT's legal perspective initially was that what happened with a series of projects ultimately was a change in decision making authority by the MPOs, and

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therefore decisions were made but again, that's a new conversation that we are revisiting and circling back around on.

**Mr. Crass**: Point of order. I'd like to discuss my motion which was to table this to our next meeting.

**Mr. Cleworth**: I would say would you consider doing a postponement rather than tabling it and getting into that hoohah again?

**Mr. Crass**: I have to. Yes.

**Mayor Hopkins**: Amend the motion to postpone it to the next meeting instead of tabling it?

**Mr. Cleworth**: You're withdrawing the original motion?

**Mr. Crass**: Sure.

**Mayor Hopkins**: I'll make the motion to postpone it to the next meeting.

**Amendment to the Motion**: To postpone this item to the next meeting. (Hopkins/Crass).

**Discussion:**

**Mayor Terch**: Not to confuse the situation and maybe we should take a vote on the original postponement before we go back to discussing this. Looking at the boundary, I'm concerned about Eielson Farm Road and the Salcha area because that's the main source of transportation if the highway does get shut down, and their funding structure under this. I don't necessarily want to go way back down that road to 2023, long before I was part of this Board to reevaluate the boundary, but it certainly is a concern that we think about in emergency planning. So, if there's any way that the State would be willing to maintain that better than it has been maintained or find a suitable workaround or maybe that's an action item for a future meeting that we add to the agenda to bring up Eielson Farm Road as a needed concern for the North Pole/Fairbanks area as a main route of transportation. Thank you.

**Mr. Cleworth**: A few of my thoughts here. If we are going to postpone, I'd like to know what we hope to do at the next meeting. Mr. Crass is right. There could be two of us that are not here. That's going to be a lot for people to pick up. I don't have a big problem with forming a committee. My big question today was, who's supposed to be on that thing? You're getting into some very technical and legal stuff and that's why I voted against this back in the early part of the year. When we formed this organization, it was extremely difficult for all the legal entities to get into the same frame of mind that we could actually create FAST Planning. The State of Alaska took some time. The two cities were pretty easy. The Borough, at the time, was kind of the fly in the ointment and they kind of drug their feet but they got in line, and they finally got it done

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but that took a lot of effort and time. Any change you make to the Operating Agreement is going to have to be bought off by each of the four entities that we have here and that's going to be tricky. So, I understand there are problems that we might have that could be ironed out in a more specific Operating Agreement. I just pose one hypothetical and maybe Mr. Fox can respond to this. Let's say the City of Fairbanks goes ahead with Minnie Street. We've got a plan, and we lay it all out and present it to the Board and the Board says, "We don't like your plan. In fact, we don't like it at all, and we question the money on it." So, the city goes its own way, and the City Council says, "No. This is the way we want to do it. This is what Engineering and Public Works want to do. This is how we're going to do it." How is that resolved amicably? What would be the protocol there? Does this power supersede the city? Or can the city go its own way?

**Mr. Fox:** It's the will of this Board, not an individual entity. So, if this Board approves our Long-Range Plan and our Short-Range Plan and it gets down to the specific project title, project scope, and the amount of money that is devoted to that project. So, yes, if there's a modification to a road project that the Board at all disagrees with, they can object to that. If it's already in process or if it's already in design and if an entity deviates from that scope or the price escalates beyond what we could potentially afford, that's a case by case and it's a Board decision on how to modify that as it moves forward.

**Mr. Cleworth:** So, other than the money thing we do control it?

**Mr. Fox:** Yes.

**Mr. Cleworth:** Would it be your opinion that the Board could say, "There's part of the plan we just really object to" and would they trump the city?

**Mr. Fox:** As far as the design. Yes, that could happen. When projects get nominated to us and scored, it's based on a very specific scope. This could say we're going to repave the road, underground the utilities, put in 10-foot wide sidewalks. When you nominate a project, that's what it's scored upon. So, if the scope of that project gets modified during the design process, it's no longer consistent with what was awarded funding. So, you have to lock yourself in early on these projects into what you would like. If the scope changes, then you need to come back to the Board for approval of that modification of the scope and that would be either through administrative modification or an amendment to the TIP. It's not just funding changes that are part of this. It's also scope changes.

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**Mr. Cleworth:** I appreciate that. I always wondered what happens when an entity has an objection to the Policy Board.

**Ms. Little:** I'll just let you know this has played out over and over again and I'll agree with what Mr. Fox said is exactly right that projects can get removed from the TIP if the Policy Board does not agree with the direction it's going anymore. It's really fun when Policy Boards change over and you get new people. The project's been going for several years, and these projects take years to develop. New individuals join Policy and don't like the project and they'll kill it. That's where that federal payback conversation is part of what we've been pushing on with FAST so that we have a clear project killing direction, so we understand who is going to be responsible for that. If the State or the City was paying for local match, that's money that you are out, that your financial authority didn't necessarily make that decision, yet you're stuck with the financial implication.

**Mr. Cleworth:** Question for you Ms. Little. If this is postponed to the next meeting. You recommended possibly Technical Committee forming a committee to do this essentially. What about legal? Are you envisioning legal participation in this?

**Ms. Little:** I would expect that any proposed changes to the Operating Agreement would, at some point, receive a legal review from each body's legal team. But that would be at the time of the changes. So that would be a step in that final recommendation.

**Mr. Cleworth:** Or the members of the Board could seek legal advice if they want to. I just want to be clear for the next meeting what might be on your agenda.

**Ms. Little:** So, we are on the motion to postpone. Part of why I am nervous about postponing this is we're talking about multiple committee members needing to come up to speed on how we got here. That's going to be a lot of education. And, again, this is not a motion to make changes. This is a motion to form a group to recommend changes. I just see that being unproductive, postponing the decision.

**Mr. Cleworth:** I guess what I'd like to see in the motion itself when it comes back is a specific suggestion as to what the composition of that committee is supposed to be and put some thought into that.

**Mayor Hopkins:** As Ms. Little was saying, DOT, the Governor, and legal are relooking at the possibility of the boundary change; and the amendments and the approval as being two separate items like Mayor Terch definitely said, I agree with. I think a postponement to see if that decision is made would be advantageous in the next 30 days. I agree

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with Mayor Terch and the Technical Committee that those should be separate things, and so we should take one off the table before we move forward and we should see what direction the State decides to go in the next 30 days on it.

**Ms. Little:** I'll be honest, I think the State is going to be pretty distracted in the next 30 days with the disaster declaration. That said, I'm totally fine amending my motion to include the formation not occurring until after boundary approval. I don't have strong feelings one way or the other. I do agree for FAST, in particular, that you are a bit more divorced and your boundary is more straightforward. I'd have to circle back the AG to see if there are still some questions about the boundaries with that stretch of the Richardson Highway. AMATS boundaries expanded pretty significantly outside the Census urbanized area, and it has bigger questions.

**Mayor Hopkins:** We've been waiting awhile for the approval of the boundary I think we can wait 30 days. I think it's important to get that approved. Even though ten years ago, it was never exactly approved. There is no evidence that it was signed off by Governor Walker at that time, but it was used in all the funding documents and everything for the last decade. I think it would be important to see what we see from this Administration. There are enough people in Juneau that can walk and chew gum at the same time that they can deal with the flooding in western Alaska and the new boundary change.

**Mr. Cleworth:** The motion is to postpone to the next meeting.

**Ms. Little:** Oh yes. I understand that.

**Vote on Motion:** Four in favor. (Cleworth, Crass, Hopkins, Terch). Two opposed. (Czarnecki, Little). Approved.

## 8. New Business

### a. FAST Planning Banking & Investment Option

#### **Review of Options for Opening Interest-Bearing Account(s)**

Mr. Fox was tasked with researching the various options for investment of a portion of FAST Planning funds and drafted a memo explaining his findings. Mr. Fox agreed to bring two Resolutions back to the Policy Board at their next meeting with options for a 9-month CD and investment into AMLIP.

### b. Letters of Support for FNSB Grant Applications to Alaska Federal Lands Access Program (Action Item)

#### **Consideration of Approval of Letters of Support for Improvements at Chena Lake and Tanana Lakes Recreation Areas**

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Mr. Fox drafted three letters of support. Two for the Borough grant applications to Alaska Federal Lands Access Program and one for the City of Fairbanks grant application to T-Mobile.

**Public Comment:** No public comment.

**Motion:** To support the Letters of Support for the grant applications to the Alaska Federal Lands Access Program. (Terch/Crass).

**Discussion:**

**Mr. Crass:** Just the value that has been found out here to our community is incredible. I absolutely support expanding and upgrading the trail system out there. I went with my kids' class recently and they were biking around in the area. What was once just a blighted area of our community has turned into just a wonderful place for folks to recreate. I fully support this.

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

## 9. Informational Items

### a. FFY2026 Obligations and Offsets

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

## 10. Other Issues

No other issues.

## 11. Policy Board Member Comments

**Mayor Hopkins:** In his absence, please thank Mayor Pruhs, if anybody talks to him, for his service on here. I enjoyed working with him here. I thoroughly enjoyed all the different ways our votes would go over the last twelve months. Never knew who was going to vote for which, what, and how and I think that was healthy democracy. Thank you to Mayor Pruhs and our other two appointed members. If you stay on, see you in a month. If not, I know you all are going to be around for plenty more years.

**Ms. Little:** I think I'll echo Mayor Hopkins. I'll miss Mayor Pruhs' sense of humor here today for sure. He was a fun addition for the short period we overlapped as well as Mr. Crass and Mr. Cleworth. I hope you continue with us and I appreciate Mr. Cleworth's energy and enthusiasm for doing the extra work of being Chair.

**Mayor Terch:** I'd like to echo the previous comments and then thank the Technical Committee. They really are a big driver of our Policy Board and all the effort they do to dive in the deep to recommend good, healthy recommendations for our community. So, thank you to them for that.

**Mr. Crass:** I wish he were here to hear these accolades but thanks to Mayor Pruhs for his work on here. Thanks to Mr. Cleworth and myself as

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well. If I'm not to return, I'm sure I'll come visit. It's been a pleasure this last year. We've tackled some very important issues for our community. I think the work that happens here is vital and often goes overlooked. I look forward to seeing what the next iteration of this Policy Board has in store for us.

**Mr. Cleworth:** Question for Ms. Lunsford. Last year we were creating a cheat sheet with all the acronyms for new members coming in. To Mayor O'Neill, that's a great initiation. We put a lot of time and effort into that. The acronyms are a bit overwhelming but hopefully that can help you. We spent time this year on the Bylaws of the organization and put a lot of effort into that and made some good changes. I certainly don't mind taking a look at these things and seeing if they need any updating but that one is just a heavy thing to tackle to try to make any changes to it. Every now and then I think things need to be looked at. We have a Personnel Policy that Mr. Fox and I created, and I don't think we've ever gone through that. Sometimes we should take a look at that and see if it needs any updates. I think our Public Works Department has possibly found a vehicle for FAST Planning. They need to go take a look. Mayor Pruhs did inform me that they think they have located something. It may save us a few bucks. Maybe not. Finally, I want to go into my rant about brine. So, if you could carry the message back to DOT. As I look at all the white stains on my garage floor and the white stains on the floormats of my car, is there any way we can change what we use?

**Ms. Little:** I don't know what we would change it to.

**Ms. Cleworth:** At the City, we use pea gravel or just use it at the intersection.

**Ms. Little:** What happens if you spray it at the intersection and the cars carry it away with them?

**Mr. Cleworth:** Hope I'm here next time, but who knows? I've enjoyed working with you people.

## **12. Adjournment**

**Motion to Adjourn:** No motion. The meeting was adjourned at **1:25 p.m.** The next Policy Board Meeting is scheduled for **Wednesday, November 20, 2025.**

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

**Jerry Cleworth, Chair**  
**FAST Planning Policy Board**





## STAFF REPORT

November 13, 2025

### Regular Meetings

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

### Project/Planning Meetings

- Metropolitan Transportation Plan (MTP) Update Steering Committee Meeting #2
- Alaska DOT&PF meetings on Statewide Functional Classification Update for public roads
- Meetings (x4) with Alaska DOT&PF and consultant team working on FAST Planning's Travel Demand Model Update
- Meeting with Tanana Chiefs Conference staff regarding Tribal seat on Technical Committee
- Downtown Implementation Working Group meeting
- Attended FNSB Assembly meetings (x2) to support staff for Chena Lake Access via Plack Road project match increase
- National Association of Metropolitan Planning Organizations (AMPO) Intergovernmental Affairs Group meeting
- Biweekly coordination meeting with consultant team working on MTP update

**Correspondence**

- Continued interagency consultation with EPA and FHWA on revised Air Quality Conformity Analysis and lifting Conformity Freeze via email
- Signed and submitted Letters of Support for FNSB applications to Alaska Federal Lands Access Program for Chena and Tanana Lakes Recreation Areas

**Organization**

- Submitted monthly invoice to DOT&PF for October 2025
- Drafted Resolutions for investment options for opening interest-bearing account(s)
- Initiated annual independent CPA audit for FFY2025
- Submitted Change of Officials form to State Division of Corporations

**Public Outreach**

- Hosted Winter Maintenance Forum event on October 28<sup>th</sup> at Noel Wien Library
- Hosted three pop-up events for MTP Update and continued to advertise public survey and interactive map

**Submittals/Reports**

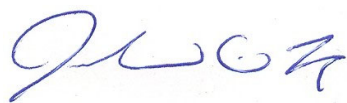
- None

**Funding**

- Prepared Administrative Modification and Amendment for FFY2023-17 Transportation Improvement Program (TIP) for multiple project changes
- Received new CMAQ/CRP project nomination from UAF for sidewalk snow removal equipment
- Meeting with Alaska DOT&PF Federal Aid staff on monthly obligation and offset reports

**Training**

- None

**Submitted by:**

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Jackson C. Fox

November 13, 2025

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Date



## TECHNICAL COMMITTEE

### Action Items

11.05.2025

**Motion:** To recommend to the Policy Board to approve TIP [Transportation Improvement Program] Administrative Modification #7 and recommend release of TIP Amendment #2 for a 30-day public comment period following completion of an Interagency Consultation for air quality conformity with our Federal partners. (Olds/Nelson). None opposed. Approved.

**Motion:** To recommend to the Policy Board to support the State's 2026 Safety Targets. (Spillman/Ringstad). None opposed. Approved.


**Motion:** To recommend to the Policy Board to approve the FAST Planning 2026 Meeting Calendar as presented. (Nelson/Theurich). None opposed. Approved.

**Motion:** To nominate Jackson Fox as Chair. (Rogers).

**Motion:** To nominate Olivia Lunsford as Vice Chair. (Pristash).

**Vote on Nominations:** Mr. Fox selected as Chair, and Ms. Lunsford as Vice Chair.

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

  
 Date



## TECHNICAL COMMITTEE

### Action Items

09.03.2025

**Motion:** To request the Policy Board approve the formation of a Working Group to draft edits and recommend changes to the Operating Agreement to address project coordination, 3C commitments, and STIP, TIP, and MTP coordination. (Netardus/Denton).

**Amendment:** That the formation of the Working Group shall only occur after the Metropolitan Planning Area Boundary has been approved by the Governor. (Spillman/Denton). Fourteen in Favor. One abstention. (Nelson). Approved.

**Amended Motion:** To request the Policy Board approve the formation of a Working Group to draft edits and recommend changes to the Operating Agreement to address project coordination, 3C commitments, and STIP, TIP, and MTP coordination; and that the formation of the Working Group shall only occur after the Metropolitan Planning Area Boundary has been approved by the Governor. None opposed. Approved.

**Motion:** To recommend to the Policy Board to proceed with the Call for Project Nominations [for Electric Vehicle Charging Stations] with a 45-day application period beginning October 1, 2025. (Pristash/Denton). None opposed. Approved.

**Motion:** To forward these three projects [Ballaine Path Improvements, Sheep Creek Extension Shared Use Path, & Gaffney Road Parking Lot] to the Policy Board for their approval to be funded with the CMAQ [Congestion Mitigation & Air Quality] statewide funding source. (Pristash/Denton). None opposed. Approved.

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

9/5/2025  
 Date



## ❖ POLICY BOARD ❖

### Action Items 10.22.2025

**Motion:** To approve the Technical Committee recommendation to form a working group to evaluate and recommend changes to the Operating Agreement. (Little/Czarnecki).

**Amendment:** To postpone this item to the next meeting. (Crass/Hopkins). Four in favor. (Hopkins, Cleworth, Crass, Terch). Two opposed. (Little, Czarnecki). Approved.

**Motion:** To support the Letters of Support for the grant applications to the Alaska Federal Lands Access Program. (Terch/Crass). None opposed. Approved.

---

**Jerry Cleworth, Chair**  
**FAST Planning Policy Board**

---

**Date**

## Alaska DOT&PF STIP Amendment #2: Findings and Federal Actions

### 1. 23 CFR 450.218 Development and content of the statewide transportation improvement program (STIP)

#### *STIP Amendment #1 Findings:*

The DOT&PF STIP Amendment #2 provides over 1400 pages of material relevant to the planning, prioritization and selection of projects programmed for Federal funds from Federal Fiscal Year (FFY) 2024 through 2027. A Narrative document provides details relevant to the development and execution of the STIP while the data and programming of projects is documented in four subsequent Volumes.

Project data and information is provided in multiple ways, including numerical order and alphabetical order. The STIP Amendment #2 Online Dashboard provides additional ways to search projects programmed in the STIP. Additionally, the Dashboard includes multiple features to view changes from Amendment #1 to Amendment #2.

It is clear the DOT&PF is interested in transparency and has made significant improvements to consistency in information across the Dashboard and the documentation. The changes were identified within STIP Amendment #2 Volume 3 submitted to FHWA and FTA but there is no publicly available document or tool to see changes between the final Amendment #1 and the Amendment #2 submitted for approval until the STIP Amendment #2 is approved.

The FAST Planning MPO TIP Amendment #1 covers a period of five years, 2023 through 2027. A TIP may only be approved for a period of four years; however, there is no issue – and may, in fact, provide a benefit for public transparency – with including additional years to outline intentions for future programming. The approved FAST Planning MPO TIP Amendment #1 will only cover the period of 2023 through 2026 and the period covering 2027 is considered to be informational.

#### *Corrective Actions:*

None.

#### *Recommendations:*

- a. We continue to recommend significant simplification of the STIP to ensure requirements are met and to ensure information remains transparent but is easy for the general public to access and use.
- b. To support an expedited review process and make modifications more easily identifiable to all stakeholders, including the general public, any proposed STIP amendment should only include those projects that are being amended along with the fiscal constraint demonstration to support the amendment.

#### *Commendations:*

- a. The Amendment #2 Online Dashboard is an effective way to provide an overview of the STIP, project details, geographic region and a simple way to show changes between amendments. The dashboard is intuitive and easy for the general public to access and use.

## 2. 23 CFR 450.208 Coordination of Planning Process Activities

### *STIP Amendment #2 Findings:*

The DOT&PF held a working session with three MPOs, FHWA, and FTA, to help develop an internal Alaska DOT&PF document that describes collaborative efforts between the DOT&PF and the MPOs in the development and management of the STIP. This document is described as part of the DOT&PF Planning Manual. The DOT&PF and MPOs are working on developing this finalized 3C process. At the June DOT&PF/MPO Quarterly meeting, which FTA and FHWA attended, DOT&PF identified September as a target date to get a final document out for consideration by the MPOs. It is clear there is commitment from DOT&PF and the MPOs to have clear, agreed to expectations to promote all transportation planning within Alaska which FTA and FHWA support. In development of STIP Amendment #2, it is not clear whether the coordination process is currently inculcated throughout the DOT&PF.

To this point, the DOT&PF has not taken action on the FAST Planning MPO's or AMATS MPO's revised Metropolitan Planning Area (MPA) boundaries which were submitted to DOT&PF in December 2023 to reflect the 2020 Census revised Urban Area Boundaries (approved by FHWA on March 5, 2024) and the area forecasted to become urbanized within the next 20 years. There has been interest to update the MPO Operating Agreements simultaneously with the MPA boundary updates. MPA boundary updates do not require any changes to the MPO Operating Agreements and requiring the Operating Agreement to be updated could unnecessarily delay the MPA boundary update. While DOT&PF may like to see improvements to the Operating Agreement, those could be pursued as an ongoing effort after the MPA boundary is updated which would allow for the time to negotiate thoughtfully and considerately. At a minimum, the revised MPA boundaries must be approved by December 29, 2026; however, the MPOs may not perform planning efforts for the revised area until they are finalized. The updated MPA boundaries are critical to the MPOs' ability to update their metropolitan transportation plans currently underway.

STIP Amendment #2 incorporates TIP Amendments for both the FAST Planning and AMATS MPOs. These TIP Amendments were approved by the MPOs in April 2025; however, they were not submitted to FHWA and FTA for approval until July 2025. The delay in the approval for these TIPs can lead to delays in projects advancing in a timely manner.

### *Corrective Actions:*

None.

### *Recommendations:*

c. The State DOT should develop processes and limitations on changes between the public version and the final submittal. If these changes are significant and meet the amendment guidelines, the DOT&PF should provide the opportunity for public review and comment of the most recent amended version.

*As an example, the STIP Amendment #2 submitted to FTA and FHWA indicates an overall program change of \$229.5M in less revenue and \$214.2M in less programming from the draft version posted for public review. The Change Log in Volume 3 outlines all of these changes and includes 9 new projects and 26 removed projects, and a total of 140 project changes between the public draft and the STIP Amendment #2 submitted to FTA and FHWA for approval.*

d. Through the STIP Working Group, DOT&PF and the MPOs should develop an agreed-to process for timely development and completion of Amendments and new STIPs.

e. FHWA and FTA recommend including the MPOs as signatories to the 3C Process document and finalize with concurrence from all parties. As the 3C Process is implemented, continuous monitoring of effectiveness should be incorporated for all parties to provide feedback.

f. The DOT&PF must develop and implement processes and procedures for a continuing, cooperative, and comprehensive planning process that meets the requirements of 23 CFR 450.208. These documented procedures should result in a tangible demonstration of coordination among the MPOs and the DOT&PF such that information is coordinated among the agencies in the development of documents including the STIP and STIP amendments. In addition, this coordination must provide for timely resolution of differences to ensure MPO processes are supported and before draft documents are released for public review.

*Commendations:*

None.

### 3. 23 CFR 450.210 Interested Parties, Public Involvement, and Consultation.

*STIP Amendment #1 Finding:*

STIP Amendment #2, Volume 3, Engagement Summary, provides an overview of the public engagement procedures used for STIP Amendment #2 and the DOT&PF's process to involve and coordinate with affected local and appointed officials. Many improvements to public involvement have been made since STIP Amendment #1.

Volume 3 references a Change Log on page 58 and the change log is included starting on page 654. The Change Log is a very helpful document to clearly see the changes from STIP Amendment #1 to public draft to the submitted STIP Amendment #2 and also identifies any changes made as a result of public comment. The public was not given the opportunity to comment on the final STIP Amendment #2 prior to submittal for Federal approval.

The documented DOT&PF's public participation process does not address how the public will be engaged when significant changes take place prior to adoption or submittal for Federal approval or how project comments are considered. Volume 3 identifies 222 comments received for STIP Amendment #2 and the Change Log identifies two project changes occurring as a result of public comment. The Change Log identifies 9 projects as added following public review with one attributed to a change as a result of public comment. Additionally, 26 projects were removed following public review. It is noted that of those 26, 16 were removed as a correction because they are programmed in the Tribal TIP which is incorporated by reference, and should not be duplicated into the STIP. Overall, 140 project changes were identified following public review ranging from seemingly minor funding adjustments to new/removed projects.

*Corrective Actions:*

None.





## MEMORANDUM

Date: November 14, 2025  
 To: **Policy Board**  
 Subject: FAST Planning Banking & Investment Options

### **Action Requested**

Continued discussion and potential decision on investing in a 9-month Certificate of Deposit (CD) and/or the Alaska Municipal League (AML) Investment Pool and at what amount(s).

### **Background**

FAST Planning currently operates with a single bank account, which is non-profit checking account that is not interest-bearing. Since opening the account in 2019 the balance has risen to nearly \$1 million, which includes a \$696k designated fund balance and ~\$300k undesignated fund balance. The designated fund balance was generated by membership dues paid by each of the local governments and must be paid back to those governments within 60 days if the Corporation were ever to dissolve. The undesignated fund balance can be used at the discretion of the Policy Board during the annual budgeting process in coordination with the organization's Fiscal Policy and 501(c)3 tax exempt status.

At the September 24<sup>th</sup> Policy Board meeting, staff were asked to research options for opening interest-bearing bank account(s) to invest some of these funds to generate additional revenue. Staff conducted their research by speaking with officials at the City of Fairbanks, City of North Pole, AML, and two banking institutions about different investment options. At the October 22<sup>nd</sup> Policy Board meeting, staff presented their key assumptions in conducting the research (maintaining a healthy cash flow reserve, low risk investment, principal projection, and liquidity) and range of investment options. Two options were favored by the Board:

- 1) Opening a 9-month CD with a 3.6% interest rate at our current banking institution
- 2) Participating in the AML Investment Pool with a 4% to 4.5% interest rate through a different banking institution

At the end of the discussion, staff proposed to bring forward two competing/complimentary Resolutions to the Policy Board at their November 19<sup>th</sup> meeting to decide which option(s) the Board would like to proceed with and at what investment amount(s).

**Additional Information**

FAST Planning's primary revenue source is a Consolidated Planning Grant funded by the Federal Highway Administration and Federal Transit Administration. The grant is billed for reimbursement on a monthly basis, and the organization averages \$60k in expenditures per month. Considering the above parameters, staff generated the following key assumptions prior to researching banking and investment options:

- FAST Planning should reserve four to six months of operational costs (cash flow) in an accessible account for day-to-day and month-to-month expenditures should there be any unforeseen delay in monthly grant reimbursements
- Provided the stipulation above for the membership dues/designated funds, which is 70% or the organization's fund balance, any investment sought should be low risk and protect the principal investment
- Liquidity of the investment(s) is important should any of the aforementioned circumstances arise

No other key assumptions were identified by Policy Board members. The investment decision is not time sensitive, however, so staff could accommodate conducting additional research and/or consulting with an independent Financial Advisor if the Board requests.

November 19, 2025

**FAIRBANKS AREA SURFACE TRANSPORTATION (FAST) PLANNING****RESOLUTION TO OPEN CERTIFICATE OF DESPOSIT (CD) INVESTMENT ACCOUNT**

WHEREAS, FAST Planning currently operates with a single bank account, which is a non-profit checking account that is not interest-bearing; and

WHEREAS, FAST Planning has excess funds in their bank account beyond what is needed to cover monthly operating costs (cash flow) in advance of monthly grant reimbursements; and

WHEREAS, FAST Planning's Board of Directors wishes to invest some of these excess funds to generate additional revenue to be used at the discretion of the Board during the annual budgeting process in coordination with the organization's Fiscal Policy and 501(c)3 tax exempt status; and

WHEREAS, it is desirable for FAST Planning to invest these funds in a Certificate of Deposit (CD) investment account to earn interest and safeguard capital.

NOW, THEREFORE, BE IT RESOLVED that \_\_\_\_\_ Bank is hereby authorized to draft all documents, agreements, and instruments necessary to open and manage a nine-month CD investment account in the amount of \$ \_\_\_\_\_; and

BE IT FURTHER RESOLVED that this Resolution authorizes FAST Planning's Executive Director to coordinate with \_\_\_\_\_ Bank, but all documents, agreements, and instruments must be brought forward to FAST Planning's Board of Directors for approval and execution.

PASSED AND APPROVED THIS 19TH DAY OF NOVEMBER 2025.

\_\_\_\_\_  
Mayor Grier Hopkins  
Vice Chair, FAST Planning Policy Board

ATTEST:

\_\_\_\_\_  
Jackson C. Fox  
Executive Director, FAST Planning

AYES:

NOES:

ABSENT:

ABSTAIN:

November 19, 2025

**FAIRBANKS AREA SURFACE TRANSPORTATION (FAST) PLANNING****RESOLUTION TO PARTICIPATE IN ALASKA MUNICIPAL LEAGUE INVESTMENT POOL**

WHEREAS, Fairbanks Area Surface Transportation (FAST) Planning is the State-designated Metropolitan Planning Organization (MPO) for the urbanized area of Fairbanks and North Pole;

WHEREAS, FAST Planning is a public entity that was jointly established in 2019 by the Fairbanks North Star Borough, City of Fairbanks, City of North Pole, and State of Alaska under an Intergovernmental Operating Agreement; and

WHEREAS, FAST Planning currently operates with a single bank account, which is a non-profit checking account that is not interest-bearing; and

WHEREAS, FAST Planning has excess funds in their bank account beyond what is needed to cover monthly operating costs (cash flow) in advance of monthly grant reimbursements; and

WHEREAS, FAST Planning's Board of Directors wishes to invest some of these excess funds to generate additional revenue to be used at the discretion of the Board during the annual budgeting process in coordination with the organization's Fiscal Policy and 501(c)3 tax exempt status; and

WHEREAS, the Alaska Municipal League Investment Pool was established pursuant to Alaska Statute (AS) 37.23.010 of the Alaska Investment Pool Act by the Alaska Municipal League to provide investment management and other services to public entities; and

WHEREAS, FAST Planning is a public entity as defined in the Alaska Investment Pool Act and wishes to become a member and participate in the investment and other services provided through the Alaska Municipal League.

NOW, THEREFORE, BE IT RESOLVED that FAST Planning wishes to enter into a Common Investment Agreement with the Alaska Municipal League Investment Pool with an initial investment of \$\_\_\_\_\_ ; and

BE IT FURTHER RESOLVED that this Resolution authorizes FAST Planning's Executive Director to draft the Agreement with the Alaska Municipal League Investment Pool, but that Agreement must be brought forward to FAST Planning's Board of Directors for approval and execution.

PASSED AND APPROVED THIS 19TH DAY OF NOVEMBER 2025.

---

Mayor Grier Hopkins  
Vice Chair, FAST Planning Policy Board

ATTEST:

---

Jackson C. Fox  
Executive Director, FAST Planning

AYES:

NOES:

ABSENT:

ABSTAIN:

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**Quarterly Letter to Members**

## **The Fed Cut Rates, But Didn't Cut Loose**

**By KeyBank Institutional Advisors**

The Federal Reserve's September meeting delivered what markets expected – but the real story is the nuance. With a 0.25% rate cut bringing the federal funds target range to 4.00% - 4.25%, policymakers opened the door to further easing but deliberately avoided over-committing.

### **Powell's Balanced Approach**

In his press conference, Chair Jerome Powell leaned heavily on the phrase "balanced approach." He framed the move as a response to cooling job growth and rising downside risks to employment – but he was quick to remind markets that inflation is still above the 2% goal and could flare back if policy gets too loose. The message was clear: the Fed is ready to cut more if conditions warrant, but it will proceed one meeting at a time.

### **The SEP Speaks: Lower, Slower**

The Fed's latest projections reinforce its patient stance. The median policy path now shows the federal funds rate ending 2025 at 3.6%, down from 3.9% in June, with a further drift lower to 3.4% in 2026 and 3.1% in 2027. Growth expectations have actually ticked up slightly, with real GDP now projected to expand 1.6% in 2025 and rising toward 1.9% by 2027, suggesting the Fed believes it can deliver rate relief without derailing expansion. Unemployment is expected to edge up to 4.5% before gradually drifting lower in later years – a sign the Fed is comfortable with modest labor market softening if it helps bring inflation

back to target. Inflation projections remain above the 2% goal for some time. With PCE inflation at 3.0% in 2025, easing to 2.6% in 2026 and near 2% by 2027. Together, the projections signal a measured glide path: lower rates, but not a rush to the bottom.

### **Investor Implications**

For investors, the combination of a modest rate cut, and lower projected path is supportive of risk assets – but the “careful step” message tempers expectations for a rapid cutting cycle. Front-end duration stands to benefit the most, while tight credit spreads argue for selectivity. Equity multiples may get a gentle tailwind from lower discount rates, but slower growth means earnings quality matters.

### **Bottom Line**

This is the Fed’s opening move, not its endgame. The central bank is cutting, but not cutting loose. Aiming to thread the needle between keeping the expansion alive and avoiding an inflation resurgence. Powell’s emphasis on balance suggests each meeting will be a fresh decision, and markets will have to trade the data, not the dots.

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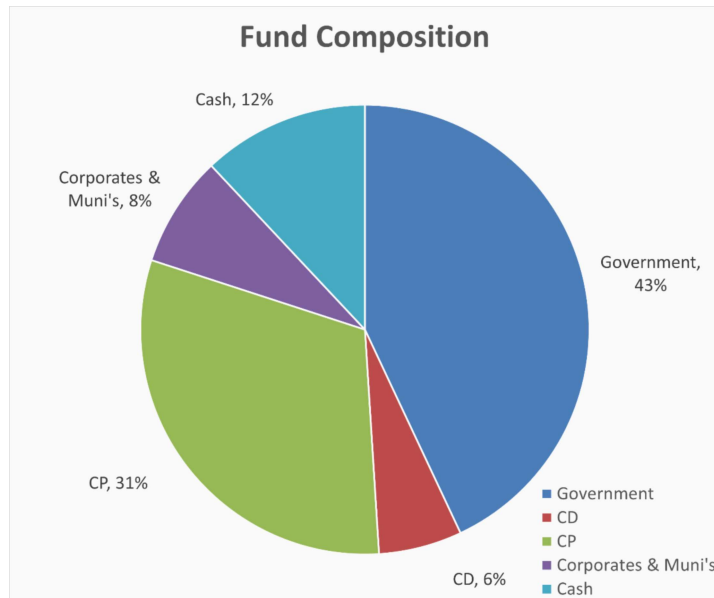
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## **Series I Recap**

The month opened with a \$896,807,133 share balance and closed with a balance of \$903,641,902. The seven-day effective yield ended the month at 4.09%. The monthly seven-day average yield in September was 4.20%. Average maturity ended the month at 17 days.

As of September 30th, 2025, the Series I portfolio had 12% of its portfolio assets allocated to overnight investments/cash, corporate securities made up 8% of the assets, Commercial Paper represented 31%, CDs represented 6%, and Treasury & Agency represented 43%.



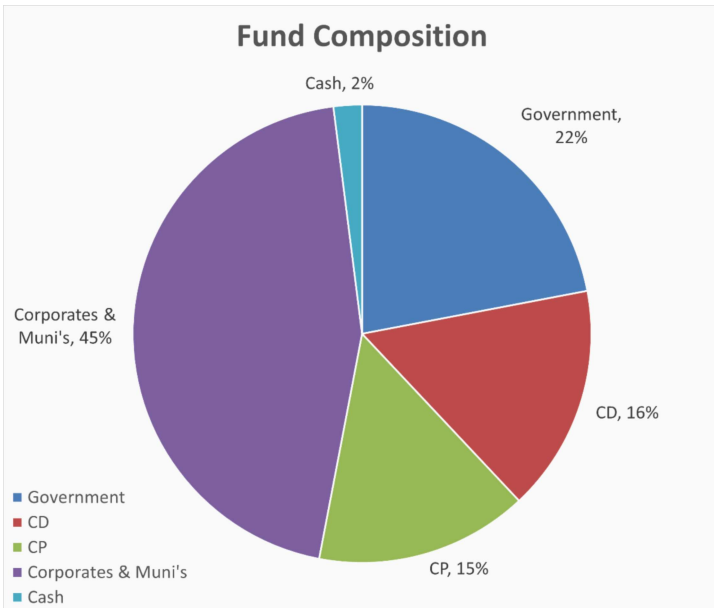
Data: KeyBank, NA

Series I Fact Sheet

Series II Recap

The month opened with a \$116,321,088 share balance and closed with a balance of \$122,082,694. The thirty-day SEC yield ended the month at 4.35%.

On September 30th, 2025, the Series II portfolio had 2% of its portfolio assets allocated to overnight investments/cash, corporate securities made up 45% of the assets, Commercial Paper represented 15%, CDs represented 16%, and Treasury & Agency represented 22%.



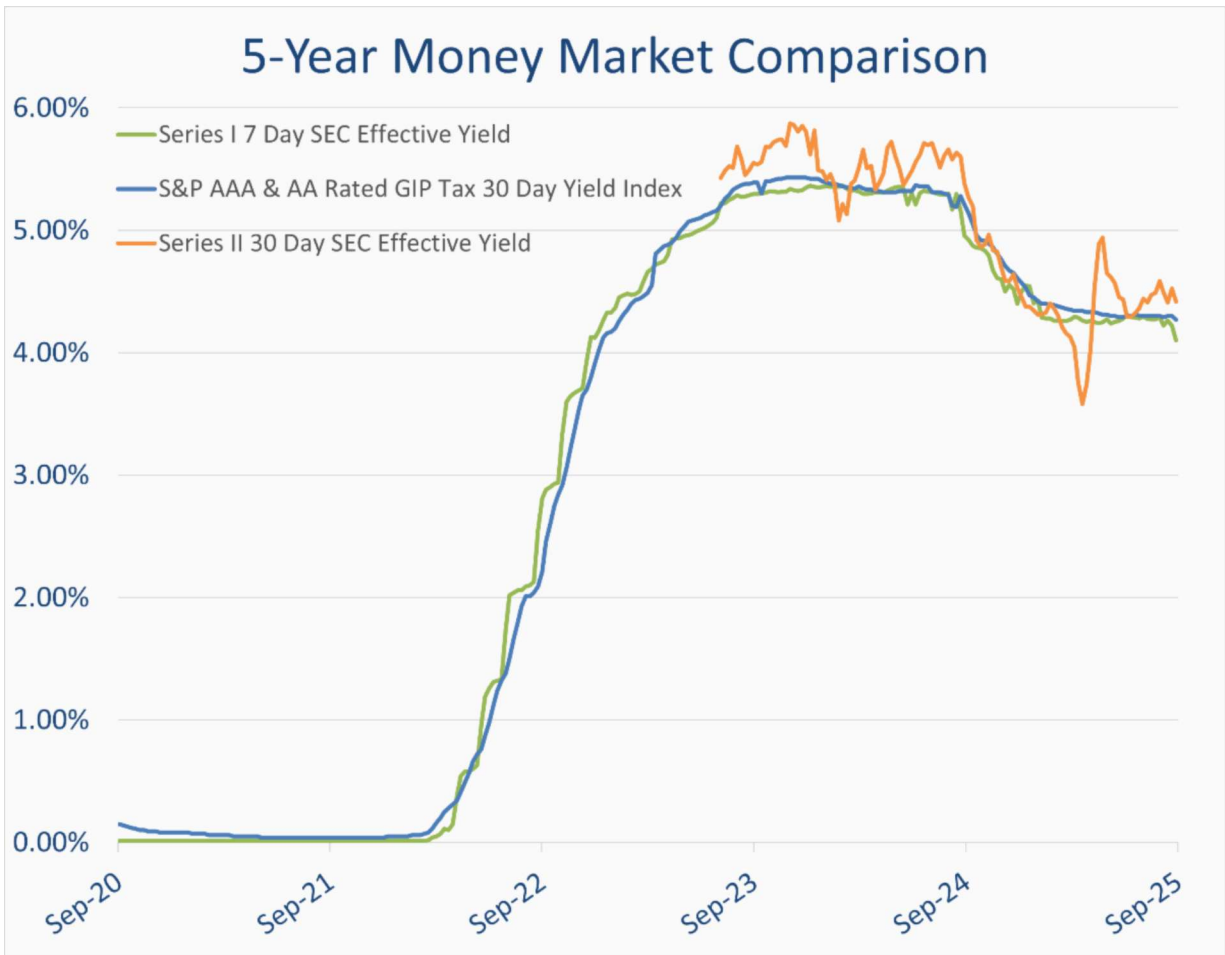
Data: KeyBank, NA

SERIES II Fact Sheet

Comparisons



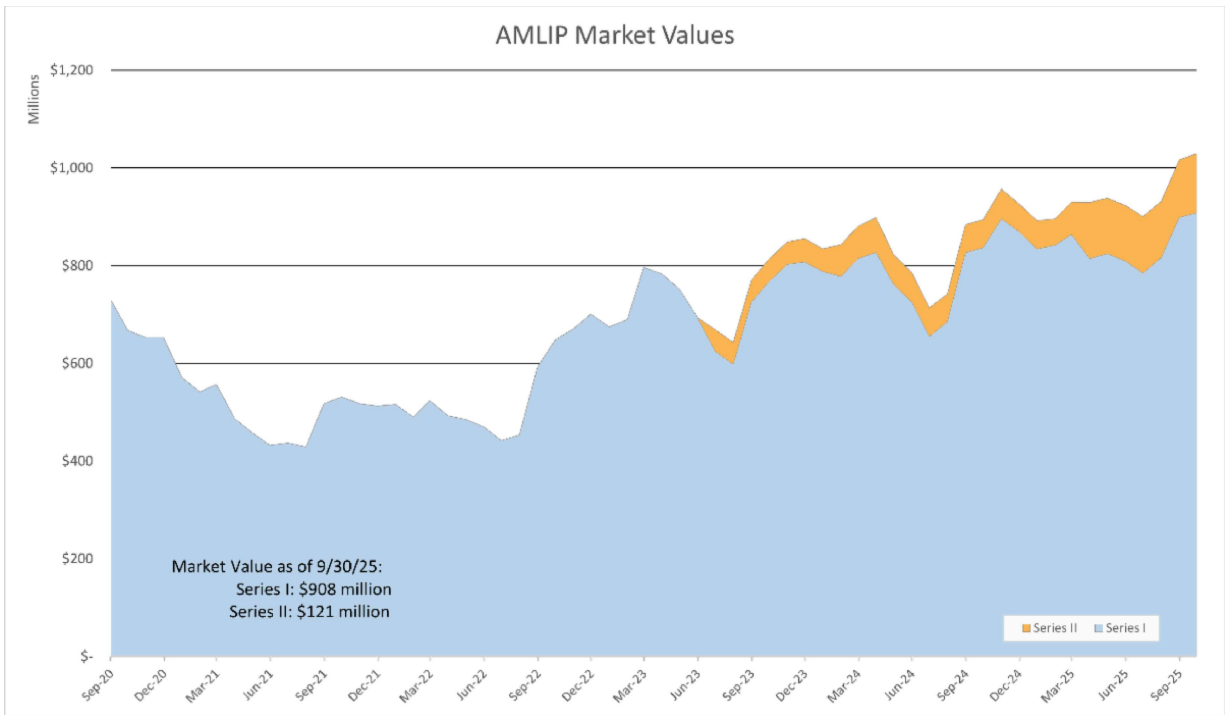
On September 30th, 2025, the S&P AAA & AA Rated GIP Tax 30 Day Yield Index was 4.27%, the Series I Pool's 7-day SEC effective rate was 4.10%, and the Series II Pool's 30-day SEC effective rate was 4.42%. *All Pool rates are quoted net of fees and expenses.*



Data: KeyBank, NA & S&P

Portfolio Comparison

## AMLIP Market Values



**WWW.AMLIP.ORG**

## AMLIP Board Members

**Cheyenne Heindel - President**  
 Matanuska-Susitna Borough

**Philip Hulett**  
 Galena City School District

**Mason Villarma**  
 City & Borough of Wrangell

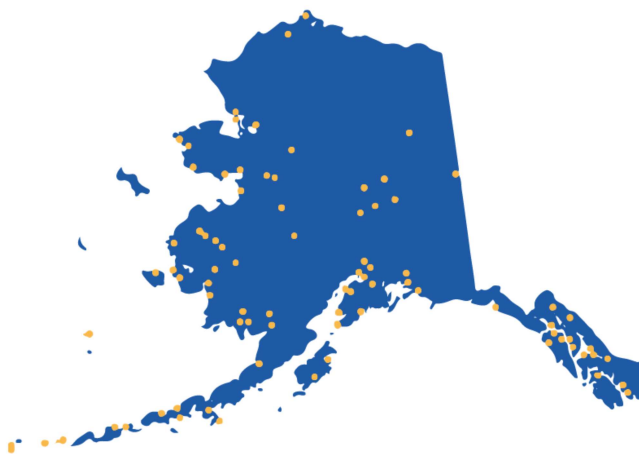
**Kris Erchinger**  
 City of Whittier

**Angie Flick - Vice President**  
 City & Borough of Juneau

**Jody Tow - Treasurer**  
 Petersburg Borough

**Brennan Hickok**  
 APRA

**Nils Andreassen - Executive Director**  
 Alaska Municipal League



## AMLIP Membership

If any of your local school districts or municipal agencies are interested in enrolling, please reach out to [info@amlip.org](mailto:info@amlip.org).

### 90 Members Representing 234 Total Accounts

Adak, City of	Fairbanks, City of	Nulato, City of
AIDEA	False Pass, City of	Old Harbor, City of
Akutan, City of	Fort Yukon, City of	Palmer, City of
Alaska Association of Municipal Clerks	Galena, City of	Pelican City School District
Alaska Govt Finance Officers Association	Gustavus, City of	Pelican, City of
Alaska Municipal League	Haines, City and Borough	Petersburg School District
Alaska Municipal Management Association	Homer, City of	Petersburg Borough
Aleknagik, City of	Hoonah, City of	Pilot Station, City of
Aleutians East Borough	Huslia, City of	Pribilof School District
AML/JIA	Juneau, City and Borough	Quinhagak, City of
Anderson, City of	Kachemak, City of	Sand Point, City of
Angoon, City of	Kake City School District	Selawik, City of
Annette Island School District	Kenai Peninsula Borough	Seldovia, City of
Atka, City of	Kenai, City of	Seward, City of
Atkasuk, City of	Ketchikan Gateway Borough	Sitka, City and Borough
Bethel, City of	King Cove, City of	Soldotna, City of
Brevig Mission, City of	Kodiak Island Borough	Southwest Alaska Municipal Conference
Bristol Bay Borough	Kodiak, City of	St. Paul, City of
Chevak, City of	Kotzebue, City of	Tenakee Springs, City of
Chuathbaluk, City of	Koyuk, City of	Toksook Bay
Cold Bay, City of	Manakotak, City of	Unalakleet, City of
Cordova, City of	Marshall, City of	Unalaska, City of
Delta Junction, City of	Matanuska-Susitna Borough	Upper Kalskag, City of
Denali Borough	McGrath, City of	Utqiagvik, City of
Dillingham, City of	Mekoryuk, City of	Wasilla, City of
Eagle, City of	Mekoryuk, Village of	Whale Pass, City of
Eek, City of	New Stuyahok, City of	Whittier, City of
Egegik, City of	Nome, City of	Wrangell School District
Elim, City of	North Pole, City of	Wrangell, City and Borough
	Northwest Arctic Borough	Yakutat, City and Borough
	Nulato, City of	
	Old Harbor, City of	

Fairbanks North Star  
Borough

## Interested in enrolling one of your municipal agencies or school districts?

Contact us at [info@amlip.org](mailto:info@amlip.org)!

### Account information:

**Brian Crosby**

Vice President and Sr. Relationship  
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216-689-5190  
[brian\\_crosby@keybank.com](mailto:brian_crosby@keybank.com)

**Kris Nedwick**

Vice President and Sr. Relationship  
Manager  
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[kris\\_nedwick@keybank.com](mailto:kris_nedwick@keybank.com)

### Investment Related Questions:

**Blake Phillips**

Director of Institutional Solutions  
907-646-3505  
[blake@apcm.net](mailto:blake@apcm.net)

**Lindsey Cashman**

Client Relationship Manager  
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# Series I & II

## Characteristic Comparison

The Alaska Municipal League Investment Pool (AMLIP) is a non-profit corporation formed by the Alaska Municipal League to provide investment services under the Alaska Investment Pool Act of 1992. The purpose of AMLIP is to provide a safe short-term investment option to maximize revenue for boroughs, cities, school districts and other state government entities.

### Series I: Cash Highlights

- No minimum deposit
- Same day access to capital
- Stable Net Asset Value
- 7 day SEC yield of 4.27%
- Market Value of \$898 million
- S&P rated since May 2009

### Series II: Cash Enhancement Highlights

- No minimum deposit
- Three day access to capital
- Variable Net Asset Value
- 30 day SEC yield of 4.30%
- Market Value of \$118 million

### Portfolio Characteristics

Average Credit Quality	A-1+
Weighted Average Maturity (WAM)	18 days
Weighted Average Life (WAL)	51 days
7 day SEC Yield	4.27%

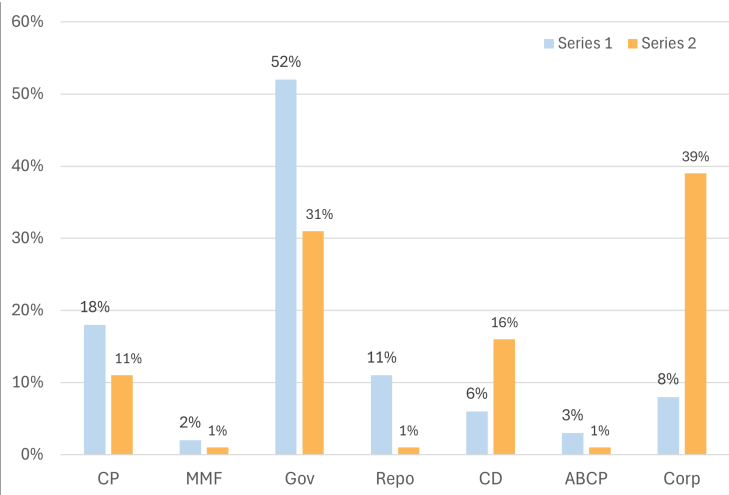
As of 8/31/2025

### Portfolio Characteristics

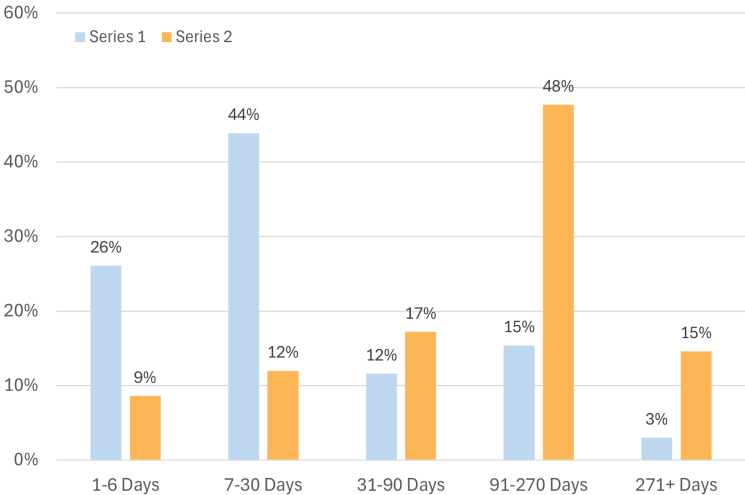
Average Credit Quality	A-1+
Weighted Average Maturity (WAM)	55 days
Weighted Average Life (WAL)	146 days
30 day SEC Yield	4.30%

As of 8/31/2025

### Portfolio Composition



### Liquidity Summary



As of 8/31/2025

# Series I & II Comparison

## Investment Strategy and Objectives for Series I

The pool is to invest in short dated high-quality securities with the intent to maintain a stable \$1.00 net asset value and an AAAm stability rating by S&P, while meeting three objectives:

- 1) **Preservation of capital**—seek to preserve the capital investment of all participants through prudent management
- 2) **Liquidity**—seek to meet the needs of participants for cash providing a high level of portfolio liquidity and investing in readily marketable securities
- 3) **Return**—seek to attain the highest level of return consistent with the objectives of preservation of capital and liquidity

## Investment Strategy and Objectives for Series II

The strategy of the Series is to invest in high-quality securities with greater risk and potential return than AMLIP Series 1, having a portfolio target weighted average life 120-180 days with a variable rate net asset value, while meeting three objectives:

- 1) **Preservation of capital**—seek to preserve the capital investment of all participants through prudent management
- 2) **Liquidity**—seek to meet the needs of participants for cash providing a high level of portfolio liquidity and investing in readily marketable securities
- 3) **Return**—seek to attain the highest level of return consistent with the objectives of preservation of capital and liquidity

## Redemption Policy:

Redemptions of all, or any part, of a participant's units may be made on Pool business days during the hours of 8:00 a.m. and 5:00 p.m. EST. A participant may redeem any amount it wishes, and have it transferred to any predesignated bank account by contacting the custodian.

For Series II, all redemption requests are subject to a 3-business-day hold period. The 3-business-day period becomes effective upon the receipt of an executed trade request form received by 10:30am AKST.

## Risks to the Pool:

**Interest Rate Risk:** When short-term interest rates fall, the series yield is likely to fall. When interest rates increase the series net asset value could decline.

**Credit Risk:** The issuer of a security could fail to pay interest or principle in a timely manner. The default or decline in credit quality of individual securities within the pool could pressure the net asset value.

**Liquidity Risk:** The series net asset value could decrease during times when there are abnormal levels of redemption requests or markets are illiquid.

## Disclosures:

All data is as of the date indicated and subject to change. The information in this fact sheet is based on data obtained from recognized sources and is believed to be reliable. Past performance is not indicative of future results. The series attempts to maintain a stable net asset value of \$1.00 per share but there is no assurance that it will be successful in doing so. The pool's sponsor has no legal obligation to provide financial support to the pool, and you should not expect that the sponsor will provide financial support to the pool at any time. Redemption is at the then current net asset value which may be more or less than the original cost. Please visit [www.amlip.org](http://www.amlip.org) for daily rates, monthly updates, and membership and operations information.

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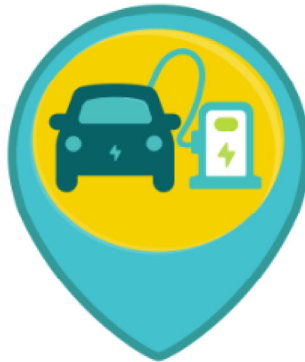
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Welcome to the home page of the new Fairbanks and North Pole **Electric Vehicle (EV)** Infrastructure Deployment **Plan**. The FAST Planning Policy Board voted (6 – 1) to approve the plan in December 2024.



**FINAL PLAN**  
[click here](#)

**Call for Project Nominations | Fairbanks and North Pole**  
**CLOSES NOVEMBER 21, 2025**

FAST Planning has issued a call for ⚡ **PUBLICLY ACCESSIBLE** ⚡ Electric Vehicle Charging Station Project Nominations! There is a total of \$2.4 million in funding through a combination of Congestion Mitigation and Air Quality (CMAQ) and Carbon Reduction Program (CRP) funds.

**Funding  
Information**

**Frequently Asked  
Questions Sheet**

**Online  
Application**



## Call for Project Nominations

### Publicly Accessible Electric Vehicle Charging Stations

#### Fairbanks & North Pole

Fairbanks Area Surface Transportation Planning (FAST Planning) is pleased to announce a new Call for Project Nominations for Publicly Accessible Electric Vehicle Charging Stations in Fairbanks and North Pole. A total of **\$2.4 million** is available through a combination of Congestion Mitigation & Air Quality (CMAQ) and Carbon Reduction Program (CRP) funds. Priority for this funding is anticipated to be provided for publicly-owned properties since Federal funding is involved, but consideration may be given to private and non-profit entities who are willing to host a publicly accessible charging station(s) within the [FAST Planning Area](#). Project nominations must also meet the following criteria:

1. ADA accessible and publicly available for at least the hours of operation for the site
2. Level 2 or 3 (DC Fast) charging station within a minimum of four ports
3. Meet Build America, Buy America requirements
4. Remain networked and operational for at least five years
5. Commitment to pay a 9.03% match for the total project cost

Additional frequently asked questions (FAQs) are attached. FAST Planning's Technical Committee will score and rank all nominations received, and awards will be made by FAST Planning's Policy Board. Provided the funding source is Title 23 federal funds, the Alaska Department of Transportation & Public Facilities (DOT&PF) will manage the design and construction phases of awarded projects. Once installed, a public or private contractor(s) will be responsible for operation, maintenance, and submitting charging data on a quarterly basis.

Applications can be found online at <https://fastplanning.us/evplan/> for the following information:

1. Entity and applicant contact information
2. Project description, including type of charging station(s), anticipated use/users served, and any site amenities for users to access while charging their vehicle
3. Figures showing project location and site layout for proposed station(s)
4. Understanding of site infrastructure needs, including utility improvements
5. Safety considerations, including ADA accessibility, security, and site illumination
6. Cold climate design considerations and any other known risks identified
7. Commitment to operation and maintenance requirements, or if the site host intends to rely on a third-party contractor to meet requirements



8. Documentation of preliminary commitment to paying 9.03% non-Federal match

The Application Period is open October 6 to November 21, 2025. Applications should be submitted online. Questions can be directed to [jackson.fox@fastplanning.us](mailto:jackson.fox@fastplanning.us) at FAST Planning or call (907) 205-4276.

### General Contract Administration Requirements:

1. My site is privately owned – am I still required to meet federal highway construction contracting requirements (i.e., prevailing wage)?
  - a. Yes. Projects will be required to meet *all* Title 23 construction requirements (Ch. 1 of Title 23 USC and 2 CFR Part 200) including 23 USC 113 (prevailing wage) and Title VI of the Civil Rights Act of 1964.
2. Are project sites required to meet American with Disabilities Act (ADA) requirements?
  - a. Yes, EV charging stations and sites must comply with ADA and Section 504 requirements so that all infrastructure can be accessible to and usable by individuals with disabilities.
3. Are projects required to meet Build America, Buy America requirements?
  - a. Yes, per the [Waiver of Buy America Requirements for Electric Vehicle Chargers](#) published by the Federal Highway Administration, EV charging equipment is subject to Build America, Buy America requirements.

### Eligible Project Funds:

1. Can I use project funds to cover any necessary electrical equipment and upgrades (e.g., transformers, switchgears, etc.)?
  - a. Yes. Costs to acquire and install on-site electric service equipment (e.g., power meter, transformer, switch gears) are eligible. Minor grid upgrades, defined as *“the work necessary to connect a charging station to the electric grid distribution network”* are also covered. It’s recommended that applicants explore whether these costs can be covered (either partially or entirely) by electrical utilities.

### Technical Requirements:

1. How many charging stations are required? Do I need to install Level 3 (DC Fast) charging stations or can I install Level 2 charging stations?
  - a. Projects are required to provide four (4) ports – this can be achieved through installing four (4) single-port charging stations or two (2) dual-port charging stations. As long as the project proposes four (4) total charging ports, these ports can be Level 2, DC Fast, or a mix of both.
2. What are the minimum power requirements I need to provide?
  - a. Level 2 ports must provide a speed of at least 6kW. While Title 23 states that DC Fast ports *along Alternative Fuel Corridors* must provide at least 150kW, there isn’t a defined minimum for community fast charging; at least 50 kW is recommended. The identified minimum power requirement must be provided simultaneously across all ports. For example: if your project proposes installing 4 Level 2 ports, all 4 ports must be capable of providing the full 6kW simultaneously for a site minimum of 24 kW.

3. What types of connectors do I need to provide? Do I need to provide North American Charging Standard (NACS) connectors?
  - a. Each Level 2 port must have a permanently attached J1772 connector and each DC Fast port must have at least one permanently attached CCS Type 1. While providing the NACS connector is not required, as long as the J1772 and CCS Type 1 connector requirements are met, NACS connectors can be installed as well.

**Operational Requirements:**

1. Do the charging stations need to be available 24/7?
  - a. Charging stations need to be physically accessible to the public for *at least* the hours of operation for the site. To ensure reliability, it's required that charging stations are up, working, and available *at least 97%* of the time.
2. Are there any other things my site needs to have or provide (e.g., public restrooms)?
  - a. Potential charging sites must have elements that ensure the safety of both the potential driver as well as the charging infrastructure itself. This includes physical security elements (e.g., video surveillance, sufficient site lighting, siting that ensures visibility from onlookers, locks to provide equipment tampering, etc.) as well as cybersecurity elements like third-party cybersecurity testing and certification.
3. Am I required to provide any data or information on the charging stations once they're up and running?
  - a. Yes. Projects are required to submit charging data on a quarterly and annual basis for each charging station. The following data is to be provided:

Quarterly	Annually
Charging Station ID	Maintenance & Repair Cost per Station
Charging Port ID	For private entities, identification of & participation in any state or local business opportunity certification programs (e.g., WBE, DBE, etc.)
Charging Session Start & End Time, Error Codes by Port	
Energy (in kWh) dispensed, per charging station, per port	
Peak session power in kW by port	
Payment method for each session	
Charging station port uptime for the quarter	
Duration (in minutes) of any outages	
Charging Session Zip Code	

4. How long am I required to meet these requirements?
  - a. Charging stations must remain networked and operational for at least five years.
5. What level of matching funds must I provide?
  - a. FAST Planning requires that a 9.03% funding match of the total project cost be provided.
6. Where can I find out more about the requirements.
  - a. The NEVI Standards and Requirements, which apply to all Title 23 projects like Carbon Reduction Program and Congestion Mitigation and Air Quality funds, can be found in [23 CFR Part 680](#).



## MEMORANDUM

Date: October 31, 2025

To: **Technical Committee**

Subject: FFY2023-27 Transportation Improvement Program (TIP) Administrative Modification #7 and Amendment #2

### **Action Requested**

Recommendation to the Policy Board for:

- 1) Approval of TIP Administrative Modification #7
- 2) Release of TIP Amendment #2 for a 30-day public comment period following completion of an Interagency Consultation for air quality conformity with our Federal partners (EPA, FHWA, & FTA)

### **Background**

Included in the meeting packet is a Draft TIP document showing the combined changes for the Administrative Modification (minor changes) and Amendment (major changes). The cover/summary page highlights which changes fall under the Administrative Modification and which fall under the Amendment.

The Technical Committee is welcome to comment on and make any recommendations for revisions to this document. Administrative Modifications only require Policy Board approval. Amendments, however, are required to be published for a 30-day public comment period; and prior to release for public comment, an Interagency Consultation for air quality conformity needs to be completed.

### **Attached**

- Summary of Changes for TIP Administrative Modification and Amendment
- Combined Draft TIP document for Administrative Modification and Amendment
- Updated CMAQ/CRP Program [Supplemental] Table
- New CMAQ/CRP Program Project Nomination from UAF for purchase of Sidewalk Snow Removal Equipment

FAST Planning FFY23-27 Transportation Improvement Program (TIP) Administrative Modification #7 & Amendment #2: SUMMARY OF CHANGES - November 14, 2025 - DRAFT

Project		Description	Admin Mod	Amendment	Notes
1	Advanced Project Definition	Added \$73k STP funding in FFY2026 per DOT request	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2	Fairbanks Bike Lane Signing & Striping	Added \$43k offset funding to FFY2025 construction phase for change order per DOT request (Executive Director approved 08.07.2025)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
3	Chena Riverwalk Stage III	Added \$800k TAP funding <b>placeholder</b> for FFY2026 right-of-way phase ( <b>amount still TBD</b> ); moved construction phase from FFY2027 to Beyond Year per DOT request (updated construction estimate forthcoming)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
4	Cowles Street Reconstruction	Added \$149k STP (FFY2026 AC) and \$78k offset funding to FFY2025 construction phase for change order per DOT request (Technical Committee approved 08.13.2025)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
5	FAST Carbon Reduction Program	<i>See CMAQ/CRP supplemental table</i> : Added \$23k to design phase, added \$1k to construction phase, and moved construction phase from FFY2026 to FFY2027 for Motor Vehicle Plugins #2 per DOT request; moved planning phase for North Pole High School Access & Circulation Plan from FFY2025 to FFY2026	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
6	FAST Improvement Program	Added \$121k offset funding to FFY2025 construction phase for change order per DOT request (Executive Director approved 08.01.2025); added \$273k STP funding to FFY2026 design phase per DOT request; added \$1.3M STP and CMAQ funding to FFY2026 construction phase per Policy Board request for 2026 construction program; added \$40k STP funding to FFY2026 construction phase for change order per DOT request (Executive Director approved 10.22.2025); added \$456k to FFY2026 construction phase for low bid award for second bid package for 2025 construction program	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	The \$1.3M increase to 2026 construction phase triggers an Amendment; all other changes qualify under an Administrative Modification
7	Pioneer Park North Parking Lot & Boat Launch	Added \$468k STP funding to design phase, added \$1.3M STP and CMAQ to construction phase, reduced \$64k STP funding from utilities phase, and moved utilities and construction phase from FFY2026 to FFY2027 per DOT request	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The \$1.3M increase to the construction phase is programmed beyond the first 4 years (fiscally constrained portion) of the TIP (2027 is an informational year)
8	Yankovich/Miller Hill Road Reconstruction	Added \$237k STP funding to FFY2026 construction phase for overruns per DOT request	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9	Funding Summary - MPO Suballocations	Updated FFY2026 available funding amounts (revenue) for STP, CMAQ, TAP, and CRP including carryforward amount for TAP	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
10	City of Fairbanks Systematic Signal Upgrades	Added \$1.7M HSIP funding to FFY2027 construction phase per latest HSIP funding plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The \$1.7M increase to the construction phase is programmed beyond the first 4 years (fiscally constrained portion) of the TIP (2027 is an informational year)
11	FAST ADA Improvements Program	Updated project scope to identify new project locations; added \$32k STP funding to FFY2026 utilities phase; added \$173k STP funding to FFY2026 right-of-way phase; added \$9.9M CMAQ-SW to FFY2026 construction phase per DOT request for project numbers NFHWY01102, 1103, 1104, & 1105 (Steese Hwy between Johansen Expy and Airport Way, Chena Spur Rd between Old Chena Pump and Chena Pump Rd, Phillips Field Rd between Noyes Slough and Peger Rd, Parks Hwy/Old Nenana Rd between Village and Geist Rd, Birch Hill Rd between Fairhill and East Birch Hill Rd, Hurst Rd between Badger and Nelson Rd, and Farmers Loop Rd between College Rd and Steese Hwy); moved NFHWY00965 (10th Ave between Lathrop and Cowles St) construction phase from FFY2027 to Beyond Year per DOT request	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	The \$9.9M increase to the 2026 construction phase triggers an Amendment; all other changes qualify under an Administrative Modification
12	Nordale Road/Peede Road Improvements	Moved construction phase from FFY2027 to Beyond Year per latest HSIP funding plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
13	N.R. Accessible Pedestrian Signals Upgrades	Moved construction phase from FFY2026 to FFY2027 per latest HSIP funding plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
14	Old Steese Reconstruction	<b>Waiting on State match commitment and construction phase funding amount for FFY2026/27</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Funding for this project is also contingent upon the Air Quality Conformity Freeze being lifted
15	Parks Hwy/Sheep Creek Ext Traffic Signal	Added \$470K to design phase, \$250k to utilities phase, and \$2.3M to construction phase per latest HSIP funding plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The \$2.3M increase to the 2026 construction phase triggers an Amendment; all other changes qualify under an Administrative Modification
16	Parks Highway MP 356 Auxiliary Lane	Added new project per DOT request (will be constructed with Parks Hwy/Sheep Creek Ext Traffic Signal project)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	New project not previously included in the TIP
17	Committed Measures for the Fairbanks SIP	<i>See CMAQ/CRP supplemental table</i> : Changed design phase funding from CRP to CMAQ and increased amount from \$101k CRP to \$182k CMAQ, added \$23k CMAQ funding to utilities phase, added \$99k CMAQ funding to construction phase, and moved utilities and construction phase from FFY2026 to FFY2027 for Peger Road Bicycle & Pedestrian Path per DOT request; removed funding for MACS Transit SaaS (Software as a Service); reduced utilities phase from \$25k to \$5k and increased construction phase from \$3.3M to \$3.4M for Chena Lake Rec Area Access via Plack Road; added \$455k CMAQ funding to Sidewalk Snow Removal Equipment for recent funding requests from UAF and DOT	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
18	Statewide Congestion Mitigation & Air Quality	<i>See CMAQ/CRP supplemental table</i> : Updated FFY2026, FFY2027, and Beyond Year funding amounts for the addition of three new projects - Gaffney Road Parking Lot, Sheep Creek Road Extension Shared-Use Path, and Ballaine Path Improvements (Policy Board approved 09.24.2025)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The \$1.2M increase to the 2026 design and construction phases qualifies under an Administrative Modification; the \$4.1M increase for the 2027 and 2028 design, utilities, and construction phases are programmed beyond the first 4 years (fiscally constrained portion) of the TIP (2027 and 2028 are informational years)

**FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM**  
**Administrative Modification #7 and Amendment #2 - Draft 11.14.2025**

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	STP	Design	159.2					
		Reconstruct 5th Avenue from Barnette to Noble Street to provide improved facilities for all users. Reconstruction includes ADA-compliant sidewalks and shoulders to accommodate bicyclists, wayfinding and bicycle route signs, and landscaping in accordance with FAST Planning's "Complete Streets" Policy.	3PF		15.8					
			STP	Right-of-Way						
			3PF							
			STP	Utilities	363.9					
			3PF		36.1					
			STP	Construction	409.4	2,877.4				
			SW-TAP		454.9					
			AC		2,798.0					
			ACC			-2,798.0				
			OFF		103.7	62.2	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	STP	Planning			136.5	145.6		
		Provide funding to the State and City of Fairbanks to develop new estimates for TIP projects. Project Start Year: 2025 Total Project Cost: \$310,000 Air Quality Status: Exempt	FM				13.5	14.4		
Project Total					0.0	0.0	150.0	160.0	0.0	0.0
32278 SR-23	NFHWY00835	Fairbanks Bike Lane Striping & Signing	TAP	Design	91.0	91.0				
		3PF	9.0		9.0					
		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: \$884,728 Air Quality Status: Exempt	TAP	Construction			580.0			
		OFF				43.0				
		3PF				61.8				
Project Total					100.0	100.0	684.8	0.0	0.0	0.0
33863 SR-30	NFHWY00844	FAST Carbon Reduction Program	CRP	All	887.0	1,929.2	1,066.6	1,077.7	1,099.2	
	NFHWY00845	Projects that support the reduction of transportation emissions, including evaluations, plans, and the design and construction of projects in accordance with 23 USC §175, within the FAST Planning Metropolitan Planning Area. Refer to FAST Planning's CMAQ/CRP supplemental table for project list, descriptions, and locations. Project Start Year: 2023 Total Project Cost: \$6,719,700 Air Quality Status: Exempt	SM/3PF							
	NFHWY00862									
	NFHWY00891									
	NFHWY00922									
	NFHWY01060									
	NFHWY01085									
NFHWY00885										
Project Total					975.0	2,120.7	1,172.5	1,184.6	1,208.3	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 #7 and Amendment #2 - Draft 11.14.2025**

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
26708 SR-3	NFHWY00280	Chena River Walk Stage III	TAP	Design		363.9				
		FM			36.1					
		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: \$3,852,000 Air Quality Status: Exempt	TAP	Right-of-Way				727.8		
			FM					72.2		
		STP	Utilities							
		FM								
		STP	Construction							1,580.2
		TAP								
		CMAQ								
		FM								156.9
Project Total					0.0	400.0	0.0	800.0	0.0	1,737.0
30012 SR-1	NFHWY00126 NFHWY00883	Cowles Street Reconstruction - Phase I & II	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								
		SM	Utilities							190.4
		3PF								9.5
		STP								9.5
		AC	Construction		3,210.1		163.6		6,992.0	
		ACC				163.6				
						-163.6				
		CMAQ			1,793.3				0.0	
		OFF				204.9				
		3PF			248.3	17.6			347.0	
		SM			248.3	17.6			347.0	
Project Total					0.0	6,399.0	1,603.7	0.0	0.0	7,895.4
38471 SR-7	Z622070000	Cushman Street Bridge Rehabilitation	STP	Construction	4,134.1					
		CMAQ	727.8							
		ACC	-4,861.9							
Project Total					0.0	0.0	0.0	0.0	0.0	0.0

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**FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM**  
**Administrative Modification #7 and Amendment #2 - Draft 11.14.2025**

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond		
34122 SR-14	NFHWY00815	Doughchee Avenue/Beaver Springs Bridge	STP	Design	127.4	84.6						
		Reconstruct Doughchee Avenue from Badger Road to Beaver Springs Bridge #2132. Project will include bridge work, drainage improvements, intersection improvements, and roadside hardware. Project is planned to be bundled with FFY26 FAST Improvement Program for bid advertisement. Project Start Year: 2023 Total Project Cost: \$626,000 Air Quality Status: Non-Exempt	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	STP	Design			191.7	636.8				
		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. State pays design match and local governments pay construction match, per agreement. 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. Project Start Year: 2022 Total Project Cost: \$8,048,181 Air Quality Status: Exempt	AC			191.7	363.9					
			ACC				-191.7	-363.9				
			SM			19.0	36.1	27.1				
			STP	Utilities								
			SM									
			STP		Construction	1,694.6	261.1	319.5	3,145.6			
			AC			261.1		909.7				
			ACC			-261.1		-909.7				
			CMAQ				681.2	460.8				
			OFF				120.6					
			SM	20.8								
			3PF	173.4			201.6	258.7				
		Project Total					2,149.9	210.7	2,632.6	3,255.4	0.0	0.0
34346 34348 SR-4	NFHWY00830	FAST Planning Office	STP	Planning	100.0	150.0	150.0	150.0	150.0			
		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	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	STP	Planning			168.3	377.5				
		Examine safety and access control issues along Geist Road and Chena Pump Road from University Avenue to Chena Small Tracts Road, including driveway density, intersection configuration, and conflicts between motorized and non-motorized users to identify projects that improve safety and address access management for all users. Project Start Year: 2025 Total Project Cost: \$600,000 Air Quality Status: Exempt	AC				377.5					
			ACC					-377.5				
			FM				54.2					
Project Total					0.0	0.0	600.0	0.0	0.0	0.0		

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**FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM**  
**Administrative Modification #7 and Amendment #2 - Draft 11.14.2025**

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
32798 MR-9	NFHWY00816	Holmes Road Rehabilitation	STP	Design	545.8		441.3	402.9		
		Rehabilitate Holmes Road from the Badger/Montgomery intersection to Badger/Peede intersection including consideration of widened shoulders, separated path, sidewalks, or bike lanes. Work includes drainage improvements, roadside hardware, and utilities. <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>	AC				104.5			
		ACC					-104.5			
		OFF	20.0							
		SM	56.2			54.2	29.6			
		Project Start Year: 2023 Total Project Cost: \$14,350,000 Air Quality Status: Non-Exempt	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
34309 SR-31	NFHWY00873	Household Travel Survey	STP	Planning		91.0				
		Complete new Household Travel Survey (last completed 2013) to collect data regarding origins and destinations, trip length, time of day, mode of transportation, and other household characteristics for more up-to-date trip data for the Travel Demand Model for future MTPs. Project Start Year: 2024 Total Project Cost: \$101,600 Air Quality Status: Exempt	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	STP	Planning					136.5	
		Reconstruct Lacey Street from 1st to 12th Avenue. Reconstruction includes drainage improvements, intersection and sidewalk upgrades, utility relocation, signing, striping, and landscaping. <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	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	STP	Planning			454.9			
		Update FAST Planning Metropolitan Transportation Plan as required under 23 USC 134 (occurs every 4 years). Project Start Year: 2025 Total Project Cost: \$500,000 Air Quality Status: Exempt	FM				45.2			
		Project Total			0.0	0.0	500.0	0.0	0.0	0.0

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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond	
31389 MR-2	NFHWY00509	Minnie Street Improvements	STP	Design		227.4		796.0			
		Reconstruct Minnie Street between Illinois Street and Old Steese Highway. Project will include roadside hardware, drainage improvements, intersection improvements, ADA improvements, and utilities. 50% local match / 50% state match Project Start Year: 2020 Total Project Cost: \$15,500,000 Air Quality Status: Non-Exempt	SM			11.3		39.5			
		3PF			11.3		39.5				
				STP	Right-of-Way				1,364.6		
			SM					67.7			
			3PF					67.7			
			STP	Utilities						272.9	
			SM							13.5	
			3PF							13.5	
			STP	Construction							9,983.9
			CMAQ								727.8
			SM								531.6
			3PF								531.6
Project Total					0.0	250.0	0.0	2,375.0	300.0	11,775.0	
34123 SR-19	NFHWY00891	Pioneer Park North Parking Lot & Boat Launch	STP	Design		409.4		682.3			
		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: \$5,641,000 Air Quality Status: Non-Exempt	3PF			40.6		67.7			
			STP	Right-of-Way							
			3PF								
			STP	Utilities						4.5	
			3PF							0.5	
			STP	Construction						3,307.7	
			CMAQ							727.8	
			TAP								
			3PF							400.6	
Project Total					0.0	450.0	0.0	750.0	4,441.0	0.0	
34157 SR-33	HFHWY00790	Transit Plan Updates	TPL	Planning	457.7						
		Update the Fairbanks North Star Borough Long & Short Range Transit Plan, Coordinated Human Services Transportation Plan, Fare Pricing & Integration Study, and Operational Efficiency Study using unspent FFY2019-22 Transit Planning Funds.	3PF		45.4						
Project Total					503.2	0.0	0.0	0.0	0.0	0.0	

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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond	
32178 SR-8	NFHWY00448	Woll Road Resurfacing & Widening  Resurface and widen Woll Road from Bradway to Schut Road.	STP	Design							
			SM								
			STP	Right-of-Way	181.9						
			SM		18.1						
			STP	Utilities							
			SM								
			STP	Construction		1,508.6	1,083.8				
			AC			1,083.8					
			ACC				-1,083.8				
			SM			257.3					
Project Total					200.0	2,849.8	0.0	0.0	0.0	0.0	
9939 SR-2	NFHWY00139	Yankovich/Miller Hill Road Reconstruction	STP	Design		91.0					
		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: \$10,430,000 Air Quality Status: Non-Exempt	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	136.5	100.3			
		AC					100.3				
		ACC						-100.3			
		SM				587.0	23.5				
Project Total					0.0	426.6	6,600.0	260.3	0.0	0.0	

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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
<b>Available Funding - MPO Suballocations</b>										
		Surface Transportation Program	STP	Federal	7,716.3	9,630.3	9,919.2	9,382.1	9,569.7	
		Congestion Mitigation/Air Quality	CMAQ	Federal	727.8	1,793.3	727.8	727.8	727.8	
		Transportation Alternatives Program	TAP	Federal	91.0	454.9	580.0	1,309.4	608.9	
		Carbon Reduction Program	CRP	Federal	887.0	2,598.2	1,066.6	1,077.7	1,099.2	
		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	
		<i>State/Local Match</i>			<b>10,605.0</b>	<b>15,177.4</b>	<b>13,014.1</b>	<b>13,239.0</b>	<b>12,770.0</b>	
		Surface Transportation Program	SM/3PF/FM	State/Local	765.9	955.9	984.6	931.3	949.9	
		Congestion Mitigation/Air Quality	SM/3PF/FM	State/Local	72.2	178.0	72.2	72.2	72.2	
		Transportation Alternatives Program	SM/3PF/FM	State/Local	9.0	45.2	57.6	130.0	60.4	
		Carbon Reduction Program	SM/3PF/FM	State/Local	88.0	257.9	105.9	107.0	109.1	
		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	
					<b>1,052.7</b>	<b>1,506.6</b>	<b>1,291.8</b>	<b>1,314.2</b>	<b>1,267.6</b>	
		<b>TOTAL</b>			<b>11,657.7</b>	<b>16,684.0</b>	<b>14,305.9</b>	<b>14,553.2</b>	<b>14,037.6</b>	
<b>Programmed Funding</b>										
		Surface Transportation Program	STP	Federal	7,716.3	9,630.3	9,919.2	9,382.1	3,971.9	
		Congestion Mitigation/Air Quality	CMAQ	Federal	727.8	1,793.3	681.2	460.8	727.8	
		Transportation Alternatives Program	TAP	Federal	91.0	454.9	579.971	727.8	0.0	
		Carbon Reduction Program	CRP	Federal	887.0	1,929.2	1,066.6	1,077.7	1,099.2	
		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	477.2	0.0	0.0	
		State Funding Appropriation	SA	State	0.0	0.0	0.0	0.0	0.0	
					<b>10,576.2</b>	<b>14,549.1</b>	<b>13,292.2</b>	<b>12,237.9</b>	<b>6,410.8</b>	
		Advanced Construction	AC	Federal	3,059.1	1,539.8	2,214.8	100.3	0.0	
		Advanced Construction Conversion (Payback)	ACC	Federal	-4,861.9	-3,059.1	-1,539.8	-2,214.8	-100.3	
<b>State/Local Match</b>										
		State Match	SM	State	95.0	624.1	758.2	259.7	13.5	
		Local Government Match	3PF	Local	666.2	372.3	336.8	469.2	428.1	
		FAST Planning Match	FM	State/Local	66.8	105.4	184.1	160.1	75.6	
					<b>828.0</b>	<b>1,101.9</b>	<b>1,279.1</b>	<b>888.9</b>	<b>517.3</b>	
<b>Illustrative</b>										
		Illustrative (Funding Placeholder)	ILLU	N/A	0.0	0.0	0.0	0.0	0.0	
		<b>TOTAL</b>			<b>11,404.2</b>	<b>15,651.0</b>	<b>14,571.3</b>	<b>13,126.8</b>	<b>6,928.0</b>	

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Projects Funded with Statewide Apportionments within FAST Planning Boundary											
3843 SR-35	Z640780000	Airport Way/Cushman Street Intersection Reconstruction	NHPP	Construction						24,964.2	
		Reconstruct the intersection at Airport Way and Cushman Street. Works includes roadside hardware, drainage improvements, intersection improvements, utilities, and ADA improvements. (Funding for future phases, including construction, will be programmed in the TIP under a future Amendment if an air quality exemption is approved and/or the conformity freeze is lifted.) Project Start Year: 2014 Total Project Cost: \$40,940,797 Air Quality Status: TBD	SM							2,478.0	
Project Total					0.0	0.0	0.0	0.0	0.0	27,442.2	
15685 SR-25	Z618720000	Airport Way (West) Improvements	NHPP	Construction	10,729.8						
		Construct intersection improvements along Airport Way between Dale Road and the Parks Highway. Project includes bicycle/pedestrian facilities along Hoselton Road to the Boat Street path.	ACC		-10,729.8						
Project Total					0.0	0.0	0.0	0.0	0.0		
26076 SR-34	NFHWY00124	Aurora Drive / Noyes Slough Bridge  Replace the Noyes Slough bridge on Aurora Drive in Fairbanks.	STP-SW	Utilities		154.7					
			AC		154.7						
			ACC			-154.7					
			SM		15.4						
			STP-SW	Construction		6,963.3					
			AC		6,963.3						
			ACC			-6,963.3					
			SM		691.2						
Project Total					7,824.5	0.0	0.0	0.0	0.0		
27452 SR-38	NFHWY00289	Chena Hot Spring Road MP 0-6 Rehabilitation	STP-SW	Construction	5,000.0						
		Rehabilitate Chena Hot Spring Road.	ACC		-5,000.0						
Project Total					0.0	0.0	0.0	0.0	0.0		
34657 SR-36	NFHWY00699	Chena Small Tracts Road Roundabout	HSIP	Design	260.0	138.3	100.0				
		Construct a roundabout at the intersection of Chena Pump Road, Old Chena Ridge Road, and Chena Small Tracts Road. Project will include intersection improvements, roadside hardware, and utilities. Project Start Year: 2022 Total Project Cost: \$6,888,255 Air Quality Status: Exempt	HSIP	Construction			5,250.0				
Project Total					260.0	138.3	5,350.0	0.0	0.0		
34657 SR-37	NFHWY00592 NFHWY00905 NFHWY01098	City of Fairbanks Systematic Signal Upgrades	HSIP	Design		860.0	500.0				
		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: \$9,540,000 Air Quality Status: Exempt	HSIP	Right-of-Way		650.0					
			HSIP	Construction				5,860.0	4,970.0		
Project Total					0.0	1,510.0	500.0	5,860.0	4,970.0		

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34669	NFHWY00962	FAST ADA Improvements Program	STP-SW	Design			318.4	454.9	272.9	
	NFHWY00964	Design and construct improvements recommended by the Northern Region ADA Reconnaissance Study. Construct ADA improvements in the Fairbanks Metropolitan Planning Area. Project will include drainage improvements, intersection improvements, widening, replacing, roadside hardware, and utilities. [FFY26 - 6th and 7th Ave between Cowles and Barnette St, Steese Hwy between Johansen Expy and Airport Way, Chena Spur Rd between Old Chena Pump and Chena Pump Rd, Phillips Field Rd between Noyes Slough and Peger Rd, Parks Hwy/Old Nenana Rd between Village and Geist Rd, Birch Hill Rd between Fairhill and East Birch Hill Rd, Hurst Rd between Badger and Nelson Rd, and Farmers Loop Rd between College Rd and Steese Hwy; FFY27 - 9th Ave between Lathrop and Bonnifield St; FFY28 - 10th Ave between Lathrop and Cowles St] Project Start Year: 2023 Total Project Cost: \$23,906,300 Air Quality Status: Exempt	CMAQ-SW				2,274.3			
	NFHWY00965		SM				257.4	45.2	27.1	
	NFHWY01027		STP-SW	Right-of-Way			172.8			
	NFHWY01102		SM				17.2			
	NFHWY01103		STP-SW	Utilities			31.8	91.0		
	NFHWY01104		SM				3.2	9.0		
	NFHWY01105		STP-SW	Construction	1,592.0	1,637.5	69.4	2,001.3	1,728.4	1,637.5
			CMAQ-SW					9,924.8		
			SM		158.0	162.5	6.9	1,183.8	198.7	162.5
Project Total					1,750.0	1,800.0	2,926.3	13,835.0	2,327.1	1,800.0
34302 SR-39	NFHWY00645	Statewide Pavement & Bridge Preservation Program - FAST Planning MPA only	STP-SW	All	8,061.5	2,621.2	22,469.6	2,547.2		
	NFHWY00838	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, and Lathrop Pedestrian Overcrossing Bridge repairs; FFY26 - Parks Highway MP 355 Resurfacing.] Project Start Year: 2020 Total Project Cost: \$39,243,128 Air Quality Status: Exempt	SM		800.2	260.2	2,230.4	252.8		
Project Total					8,861.7	2,881.4	24,700.0	2,800.0	0.0	
34657	NFHWY00948	Nordale Road/Peede Road Improvements	HSIP	Design			753.6	188.4		
		Construct a roundabout at the intersection of Nordale and Peede Roads. Project Start Year: 2025 Total Project Cost: \$4,851,000 Air Quality Status: Exempt	HSIP	Right-of-Way					100.0	
		HSIP	Utilities				200.0			
		HSIP	Construction						3,609.0	
Project Total					0.0	0.0	753.6	388.4	100.0	3,609.0
34657	NFHWY01058	Northern Region Accessible Pedestrian Signals Upgrades	HSIP	Design			280.0	70.0		
		Install accessible pedestrian signals at State-owned crosswalks to help blind and low-vision pedestrians know when it is safe to cross. Project Start Year: 2025 Total Project Cost: \$1,243,000 Air Quality Status: Exempt	HSIP	Construction					893.0	
Project Total					0.0	0.0	280.0	70.0	893.0	

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27010	Z617630000	Northern Region Signal Interconnect	CMAQ	Construction	4,548.5					
		SM	451.5							
Project Total					5,000.0	0.0	0.0	0.0	0.0	
34657	NFHWY00531 NFHWY00904	Northern Region Systematic Signal Upgrades	HSIP	Right-of-Way		125.0				
		HSIP	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	STP-SW	Design	1,728.4					
		SM	171.6							
		Reconstruct the Old Steese Highway from Wendell Avenue Bridge to, and including, the intersection at the Johansen Expressway. (Funding for future phases, including construction, will be programmed in the TIP under a future Amendment if an air quality exemption is approved and/or the conformity freeze is lifted.)	STP-SW	Construction						27,323.0
			SM							2,712.2
Project Total					1,900.0	0.0	0.0	0.0	0.0	30,035.2
34657 LR-36	NFHWY00898	Parks Highway/Sheep Creek Extension Traffic Signal	HSIP	Design		420.0	1,200.0	470.0		
		HSIP	Utilities				300.0			
		HSIP	Construction				9,127.0			
Project Total					0.0	420.0	1,200.0	9,897.0	0.0	
34657 LR-36	NFHWY01140	Parks Highway MP 356 Auxiliary Lane	NHPP	Design				591.3		
		SM					58.7			
		Extend the two lane on Mitchell Expressway from the Geist exit past the Little Shot Road to provide auxiliary lane for the slower traffic that will be required to stop at the new traffic signal on the Parks Highway at Sheep Creek Road Extension Intersection (being constructed with the current HSIP project NFHWY00898). Project Start Year: 2026 Total Project Cost: \$3,500,000 Air Quality Status: Non-Exempt	NHPP	Utilities				91.0		
			SM					9.0		
			NHPP	Construction				2,501.7		
			SM					248.3		
Project Total					0.0	0.0	0.0	3,500.0	0.0	0.0
34657 MR-59	NFHWY01059	Peridot Street Crossing at Richardson Highway RSA	HSIP	Planning			100.0			
		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								
Project Total					0.0	0.0	100.0	0.0	0.0	

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34657	NFHWY00949	<b>Richardson Highway MP 341-362 Variable Speed Limit</b>	HSIP	Design			720.0	180.0		
		Construct variable speed limit signs on the Richardson Highway between MP 341-362. Project will include roadside hardware and utilities.	HSIP	Utilities				200.0		
		Project Start Year: 2025 Total Project Cost: \$6,300,000 Air Quality Status: Exempt	HSIP	Construction					5,200.0	
		<b>Project Total</b>			0.0	0.0	720.0	380.0	5,200.0	
34657 SR-41	2615970000	<b>Richardson Highway MP 357-362 Bicycle/Pedestrian Path</b>	HSIP	Construction	4,112.8	64.7	155.9			
		Construct a multi-use pathway between Badger 6-mile interchange and GARS intersection.								
		<b>Project Total</b>			4,112.8	64.7	155.9	0.0	0.0	
34657 SR-50	NFHWY00097	<b>Richardson Highway MP 351 Interchange</b>	HSIP	Construction		21,597.8				
		Construct interchange to replace intersection of the Richardson Highway and the Old Richardson Highway at North Pole, near Richardson Highway MP 351.								
		<b>Project Total</b>			0.0	21,597.8	0.0	0.0	0.0	
25598 SR-51	2607340000	<b>Richardson Highway MP 360-361 (MP 359) Railroad Grade Separated Facility</b>	NHPP	Construction	24,136.1					
		Construct grade-separated facility on the Richardson Highway to improve operations and reduce railroad/vehicle conflicts. Work includes new railroad overpass bridges (#2366 and 2367).	SM		1,705.5					
		<b>Project Total</b>			25,841.6	0.0	0.0	0.0	0.0	
29829 SR-40	2607320000	<b>Steese/Johansen Expressway Interchange</b> Construct a grade separated interchange at the intersection of Steese Expressway and Johansen Expressway. Realign adjacent access as necessary to accommodate the selected interchange configuration. Work includes a new bridge. (Funding for future phases, including construction, will be programmed in the TIP under a future Amendment if conformity freeze is lifted.) Project Start Year: 2015 Total Project Cost: \$107,149,679 Air Quality Status: Non-Exempt	NHPP	Design	1,819.4					
			SM		180.6					
			NHPP	Utilities				909.7		
			SM					90.3		
			NHPP	Right-of-Way	2,729.1					
			SM		270.9					
			NHPP	Construction						81,873.0
			SM							8,127.0
		<b>Project Total</b>			5,000.0	0.0	0.0	1,000.0	0.0	90,000.0
32220 MR-70	NFHWY00698	<b>Steese Expressway MP 2-5 Resurfacing</b> 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
		<b>Project Total</b>			284.0	0.0	0.0	0.0	0.0	13,300.0

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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
3821 SR-31 SR-36 <div>Completed</div>	Z632130000	University Avenue Widening	NHPP	Construction		6,711.9				
		Widen and reconstruct University Avenue to current standards. NID's associated with this parent design project: 29655, 29656, and 33345. This is the final segment of construction of the project, with work occurring from Airport Way to Holden Road.	AC		6,711.9					
			ACC		-6,711.9					
			SM		666.2					
Project Total					7,378.1	0.0	0.0	0.0	0.0	
29655 SR-31 <div>Completed</div>	Z632130000	University Avenue Rehabilitation: Wolf Run to DNR BLM Access	NHPP	Construction	14,555.2					
		Widen and reconstruct University Avenue to current standards from Thomas Street to the Chena River, including replacement of University Ave Bridge #0263. This project is associated with NIDs 29656, 33345, and the parent design project NID 3821.	ACC		-14,555.2					
Project Total					0.0	0.0	0.0	0.0	0.0	

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Air Quality Programs within FAST Planning Boundary										
20294 SR-42	HFHWY00211	Air Quality Public Education	CMAQ-SW	All	181.9	181.9	181.9	181.9	181.9	
		The statewide air quality public education project will focus on a number of air quality issues of concern to Alaska including, but not limited to: air pollution health/environmental impacts and ways local citizens can mitigate air pollution from sources like motor vehicles, unpaved roads, diesel engines/heavy duty vehicles, wood smoke, residential heating, etc. There may also be a focus on transportation alternatives that can assist in improving air quality (pedestrian, bike, transit, car/van pool). Project Start Year: Annual Total Project Cost: \$1,000,000 Air Quality Status: Exempt	SM		18.1	18.1	18.1	18.1	18.1	
Project Total					200.0	200.0	200.0	200.0	200.0	
26161 SR-43 SR-44	NFHWY00647	Fairbanks Air Quality Planning	CMAQ-SW	All	72.8	72.8	72.8	72.8	72.8	
		Preparation of air quality conformity determination for short and long term transportation plans and individual projects in the entire PM 2.5 non-attainment area and the carbon monoxide maintenance area within the Fairbanks North Star Borough, consisting of FAST Planning, the MPO for the Fairbanks urban area, and the associated donut area within the PM 2.5 boundary. Project Start Year: Annual Total Project Cost: \$400,000 Air Quality Status: Exempt	SM		7.2	7.2	7.2	7.2	7.2	
Project Total					80.0	80.0	80.0	80.0	80.0	
29232	NFHWY00555 NFHWY00612 NFHWY00712 NFHWY00862 NFHWY00874 NFHWY01086 NFHWY01087 NFHWY01097	Committed Measures for the Fairbanks SIP	CMAQ-PM2.5	All	1,960.5	1,960.1	2,060.0	2,121.8	2,185.5	
		Funding for transportation projects and programs that are committed and contingency measures listed in the State Implementation Plan (SIP) for the Fairbanks PM2.5 Non-attainment Area, and non-SIP projects that are evaluated and scored by the Fairbanks area CMAQ Project Evaluation Board. Refer to FAST Planning's CMAQ/CRP supplemental table for project list, descriptions, and locations. Project Start Year: Annual Total Project Cost: \$11,298,100 Air Quality Status: Exempt	SM		183.7	194.6	204.5	210.6	216.9	
Project Total					2,144.2	2,154.6	2,264.5	2,332.4	2,402.4	
18791	NFHWY00612 NFHWY00902 NFHWY00911 NFHWY01108 NFHWY01109 NFHWY01110	Statewide Congestion Mitigation & Air Quality	CMAQ-SW	All	3,211.2	700.3	4,080.9	1,273.6	7,074.3	2,751.8
		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: \$20,987,300 Air Quality Status: Exempt	SM		318.8	69.5	405.1	126.4	702.2	273.2
Project Total					3,530.0	769.8	4,486.0	1,400.0	7,776.5	3,025.0

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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
<b>Available Funding - Statewide Apportionments*</b>										
		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	
					<b>729,994.6</b>	<b>743,485.4</b>	<b>757,246.6</b>	<b>771,282.8</b>	<b>785,574.3</b>	
*Values from Infrastructure Investments & Jobs Act (IIJA) FFY2022-26 apportionment tables; FFY2027 adjusted for 2% increase consistent with annual increases under IIJA apportionments.										
<b>Programmed Funding</b>										
		National Highway Performance Program	NHPP	Federal	54,227.9	6,711.9	0.0	4,093.7	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	30,255.9	9,059.5	18,215.6	11,163.0	
		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	22,857.4	5,208.0	2,092.3	
		Congestion Mitigation/Air Quality - Statewide	CMAQ-SW	Federal	3,465.9	955.0	6,609.9	11,453.1	7,329.0	
		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	
					<b>80,409.0</b>	<b>51,259.5</b>	<b>40,586.8</b>	<b>41,092.2</b>	<b>22,769.8</b>	
		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	
<b>State Match</b>										
		State Match	SM	State	<b>5,664.5</b>	<b>712.1</b>	<b>3,129.5</b>	<b>2,270.8</b>	<b>1,179.2</b>	
<b>Illustrative</b>										
		Illustrative (Funding Placeholder)	ILLU	N/A	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
		<b>TOTAL</b>			<b>86,073.5</b>	<b>51,971.6</b>	<b>43,716.3</b>	<b>43,363.0</b>	<b>23,949.0</b>	

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U.S. DOT Discretionary Grant Projects within FAST Planning Boundary										
N/A	City of North Pole Drainage Project		PROTECT				752.1			
	Awarded: Repair and improve culverts, establish bioswales, increase size of detention basins and drainage ditches, and other resilience-building solutions to combat flooding.		Match				188.0			
Project Total					0.0	0.0	940.2	0.0	0.0	
N/A	Island Holmes Reconstruction		BUILD				18,950.0			
	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.		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		NEVI			1,327.9				
	Awarded: Installation of DC fast-charging stations at Westmark Hotel and Fred Meyer West.		Match			332.0				
Project Total					0.0	1,659.9	0.0	0.0	0.0	
N/A	Chena River Watershed Culvert Replacements		NOAA					8,000.0		
	Pending Application: Replace culverts for fish passage on Cripple Creek at Old Chena Ridge Road and Chena Slough at Peede, Repp, and Mission Road.		Match							
Project Total					0.0	0.0	0.0	8,000.0	0.0	
TOTAL					0.0	1,659.9	21,940.2	8,000.0	0.0	

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Federal Transit Administration (FTA) & Federal Railroad Administration (FRA) Projects within FAST Planning Boundary										
19635	Multimodal Project Discretionary Grant (MPDG) - ARRC		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 (CRISI) 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

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19658	<b>Urbanized Area Formula - ARRC</b>		5337	FTA	480.0	170.8	170.8	160.4	162.0	200.0
	Preventive maintenance.		Match		120.0	130.8	40.2	37.6	38.0	40.0
	<b>Project Total</b>				<b>600.0</b>	<b>301.6</b>	<b>211.0</b>	<b>198.0</b>	<b>200.0</b>	<b>240.0</b>
19634	<b>Urbanized Area Formula - ARRC</b>		5337	FTA		200.0	200.0	200.0	200.0	800.0
	Track infrastructure replacement, rehabilitation or upgrade.		Match			50.0	50.0	50.0	50.0	200.0
	<b>Project Total</b>				<b>0.0</b>	<b>250.0</b>	<b>250.0</b>	<b>250.0</b>	<b>250.0</b>	<b>1,000.0</b>
31091	<b>Urbanized Area Formula - ARRC</b>		5337	FTA		100.0	80.0	100.0	100.0	60.0
	Radio system and communication component replacement, installation, rehabilitation, or upgrade.		Match			25.0	20.0	25.0	25.0	15.0
	<b>Project Total</b>				<b>0.0</b>	<b>125.0</b>	<b>100.0</b>	<b>125.0</b>	<b>125.0</b>	<b>75.0</b>
33243	<b>Urbanized Area Formula - ARRC</b>		5337	FTA			20.0			50.0
	Signal, in-track, and communication replacement, rehabilitation, or upgrade.		Match				5.0			10.0
	<b>Project Total</b>				<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>60.0</b>
33246	<b>Urbanized Area Formula - ARRC</b>		5337	FTA				200.0	100.0	200.0
	Operations support facility replacement, installation, rehabilitation or upgrade.		Match					50.0	25.0	50.0
	<b>Project Total</b>				<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>250.0</b>	<b>125.0</b>	<b>250.0</b>
24001 24002	<b>Urbanized Area Formula Grant - FNSB</b>		5307	FTA		408.6				
	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				
	<b>Project Total</b>				<b>0.0</b>	<b>490.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
22007 25001	<b>Urbanized Area Formula Grant - FNSB</b>		5307	FTA			3,565.6			
	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	
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>4,457.0</b>	<b>0.0</b>	<b>3,118.4</b>	
24001	<b>Urbanized Area Formula Grant - FNSB</b>		5307	FTA	2,174.4	2,121.9		2,174.4	2,174.4	
	Transit operating assistance and capital.		Match		2,174.4	2,121.9		2,174.4	2,174.4	
	<b>Project Total</b>				<b>4,348.8</b>	<b>4,243.8</b>	<b>0.0</b>	<b>4,348.8</b>	<b>4,348.8</b>	
25001 26001	<b>Urbanized Area Formula Grant - FNSB</b>		5307	FTA			2,163.0	809.9		
	Transit operating assistance, purchase of a transit revenue vehicle, and Software as a Service (SaaS) maintenance, support, and licensing.		Match				2,031.8	202.5		
	<b>Project Total</b>				<b>0.0</b>	<b>0.0</b>	<b>4,194.8</b>	<b>1,012.4</b>	<b>0.0</b>	
20028	<b>MACS Fleet Transition to CNG</b>		5307	FTA						
	Transition the MACS fleet to Compressed Natural Gas in accordance with MACS Recommended 10-year Bus Replacement Plan 2019-2028.		Match							
	<b>Project Total</b>				<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
19120	<b>Rural Transit - FNSB</b>		5311	FTA						
	Operational funding for the gray line.		Match							
	<b>Project Total</b>				<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
19119	<b>Enhanced Mobility for Seniors &amp; Individuals with Disabilities</b>		5310	FTA						
	Funding for VanTran service.		Match							
	<b>Project Total</b>				<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	

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**FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM**  
**Administrative Modification #7 and Amendment #2 - Draft 11.14.2025**

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
21028	Transit Administration & Maintenance Facility - Phase II		5339	FTA						
	Renovation and expansion of the transit maintenance facility, including utility connection and/or storage of CNG.		Match							
Project Total					0.0	0.0	0.0	0.0	0.0	
21038	Van Tran Fleet Transition to CNG		5310	FTA						
	Transition the Van Tran fleet to CNG in accordance with Van Tran Recommended 10-year Bus Replacement Plan 2019-2028.		Match							
Project Total					0.0	0.0	0.0	0.0	0.0	
23002	Bus & Bus Facility Grant		5307	FTA	326.8					
	Capital CNG Transit Van		Match		81.7					
					408.6					
23003	Bus & Bus Facility Grant		5339	FTA	90.5					
	5339(a) FFY23 small urban maintenance facility equipment.		Match		22.6					
					113.1					
23004	Urbanized Area Formula Grant - FNSB		5307	FTA	1,160.0					
	Security camera system and fat bike racks.		Match		290.0					
					1,450.0					
23005	Urbanized Area Formula Grant - FNSB		5307	FTA	2,147.7					
	FNSB CNG fueled transit buses.		Match		536.9					
					2,684.7					
21038	Bus & Bus Facility Allocations - FNSB		5339	FTA						
	5339(a) Purchase of CNG fueled buses.		Match							
Project Total					0.0	0.0	0.0	0.0	0.0	
27969	Buses and Bus Facility Competitive Grant		5339	FTA						
	5339(b)		Match							
Project Total					0.0	0.0	0.0	0.0	0.0	
Programmed FTA & FRA Funding										
Urbanized Area Formula Program			5307	Federal	6,329.0	7,983.3	11,043.7	8,714.3	16,934.4	
Enhanced Mobility of Seniors and Individuals with Disabilities Program			5310	Federal	0.0	0.0	0.0	0.0	0.0	
Formula Grant Program for Rural Areas			5311	Federal	0.0	0.0	0.0	0.0	0.0	
State of Good Repair Grant Program			5337	Federal	1,320.0	8,416.8	3,170.8	3,280.4	3,182.0	
Bus & Bus Facilities Grant Program			5339	Federal	90.5	0.0	0.0	0.0	2,494.7	
Multimodal Project Discretionary Grant Program			MPDG	Federal	0.0	0.0	3,000.0	6,000.0	6,000.0	
Special Transportation Circumstances Grant Program			STC	Federal	0.0	8,000.0	8,000.0	800.0	800.0	
					7,739.5	24,400.1	25,214.5	18,794.7	29,411.1	
Advanced Construction			AC	Federal	0.0	0.0	0.0	0.0	0.0	
Advanced Construction Conversion (Payback)			ACC	Federal	0.0	0.0	0.0	0.0	0.0	
Match										
ARRC/FNSB Match			Match	State/Local	3,565.7	7,759.1	10,042.1	9,824.5	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	35,256.5	28,619.2	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



MTP	IRIS	Priority	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	FFY28	FFY29	FFY30	FFY31	FFY32	Beyond
SR-46	TBD	[2020] #3	FNSB Transportation CNG Buses	CRP	Equipment						909.7	909.7				
			Purchase of CNG buses. Funds for this project will be transferred from FHWA to FTA.	3PF							90.3	90.3				
Project Total						0.0	0.0	0.0	0.0	0.0	1,000.0	1,000.0	0.0	0.0	0.0	0.0
MR-58	NFWHY00554	[2020] #4	Highway Dynamic Messaging Signs	SW-CMAQ	Operation	127.4	→									
			Install highway dynamic messaging signs along the Richardson Highway and Badger Road to inform drivers of air quality alerts, hazardous road conditions, and detours and delays. Includes 5 years of operating costs.	SM		12.6	FFY23 Fund Carryforward to FFY24									
Project Total						140.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
N/A	NFWHY00555	[2020] #5, #6, #7	Motor Vehicle Plugins	CMAQ	Design			14.4								
			SM				1.4									
			Installation of motor vehicle plugins at Birch Hill Recreation Area, Chena Lakes Recreation Area, Tanana Lakes Recreation Area (TLRA), and UAF's U-Park Facility. Includes 5 years of operating costs. Phase 4 (construction) funds for TLRA will be transferred from FHWA to WFL.	CMAQ	Utilities		54.5	195.7								
				SM			5.4	19.4								
				CMAQ	Construction	154.6										
				SM		15.4										
Project Total						170.0	59.9	230.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
SR-7	NFWHY00712	[2020] #8	Pearl Creek Elementary Access Improvements & Motor Vehicle Plugins	CMAQ	Design	68.2	242.0									
			Construct a new driveway, reconfigure and repave existing parking lots and access roads, and install new electrical plug-ins at Pearl Creek Elementary School in Fairbanks. Project work also includes roadside hardware, drainage improvements and ADA improvements.	SM		6.8	24.0									
				CRP	Construction											
				CMAQ												
				SM												
Project Total						75.0	266.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
SR-17	NFWHY00612	[2020] #9	University Avenue South Bicycle & Pedestrian Path	CMAQ	Design	90.1										
			Construct a year-round non-motorized path on the east side of University Avenue South from the Mitchell Expressway to Armistead Way (1.8 miles) to accommodate bicycles and pedestrians to/from Fairbanks International Airport East Ramp charter flight operators.	SM		8.9										
				CMAQ	Utilities		91.0									
				SM			9.0									
				SW-CMAQ	Construction			2,547.2								
				SM				252.8								
Project Total						99.0	100.0	2,800.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
SR-25	NFWHY00891	[2020] #10	Peger Road Bicycle & Pedestrian Path	CRP	Design		159.2									
			Construct a 1,400-foot bicycle/pedestrian path on the east side of Peger Road from the Chena River bridge to Airport Way through Pioneer Park with a direct connection to the Chena Riverwalk path. Transfer funds to Pioneer Park North Parking Lot & Boat Launch project to coordinate design and bundle bid package.	CMAQ					181.9							
				SM			15.8		18.1							
			CMAQ	Utilities					91.0							
			SM						9.0							
			CMAQ	Construction					640.4							
			SM						63.6							
Project Total						0.0	175.0	0.0	200.0	804.0	0.0	0.0	0.0	0.0	0.0	0.0
SR-6	N/A	[2020] #11	Tanana Lakes Recreation Area South Lathrop Street Extension & Parking Area	CMAQ	Construction	542.1										
			Provide asphalt pavement for South Lathrop Street Extension Road project, and pave the existing Non-Motorized Boat Launch/Trailhead parking lot and a portion of the Motorized Boat Launch/Trailhead. Funds for this project will be transferred from FHWA to WFL.	SM		53.8										
Project Total						595.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

MTP	IRIS	Priority	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	FFY28	FFY29	FFY30	FFY31	FFY32	Beyond
TBD	NFWHY00874	[2023] #1	MACS Transit SaaS (Software as a Service)	CMAQ	Misc/Other											
			Purchase of annual subscription(s) to a suite of SaaS technologies with public facing apps: trip planning, route tracking (real-time bus locations, estimated time of arrival, text notifications), purchasing electronic tickets, and booking on-demand transport rides (VanTran, Uber, Lyft, Taxis, etc).	SM												
Project Total						0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TBD	TBD	[2023] #2	MACS Transit Subsidized Ticketing	ILLU	Misc/Other											1,000.0
			Free ticketing for University of Alaska students and staff, seniors, and primary school students up to age 19; and subsidized ticketing for all other riders at nominal fee. FAST Planning Policy Board removed funding for this project 06.21.2023.													
Project Total						0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1,000.0
TBD	NFWHY00922	[2023] #3	Fairbanks Morris Thompson Cultural & Visitors Center Enhancements	CMAQ	Design	91.0	→	72.8								
			SM	9.0		FFY23 Fund Carryforward to FFY24	7.2									
			CMAQ	Construction				463.9								
			SM					46.1								
Project Total						100.0	0.0	80.0	510.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TBD	NFWHY00911	[2023] #4	Northern Region Signal Interconnect - Stage 2	SW-CMAQ	Design			624.1								
			SM				61.9									
			SW-CMAQ	Construction					3,211.7							
			SM					318.8								
Project Total						0.0	0.0	686.0	0.0	3,530.5	0.0	0.0	0.0	0.0	0.0	0.0
SR-9	NFWHY00846	[2023] #5	University Avenue Rail Crossing Automated Train Switch	CMAQ	Utilities	591.3	136.5									
			Replacement of the Fairbanks main rail yard manually operated lead switch with a remote control, power-operated switch to allow trains to continue into/out of the rail yard without stopping. To be funded under a Utility Agreement with ARRC.	SM		58.7	13.5									
Project Total						650.0	150.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SR-30	NFWHY00922	[2023] #6	Lavery Transportation Center Enhancements	CMAQ	Design	45.5	→	109.2								
			SM	4.5		FFY23 Fund Carryforward to FFY24	10.8									
			CRP	Construction				573.1								
			3PF					56.9								
Project Total						50.0	0.0	120.0	630.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MR-35	NFWHY00843	[2023] #7	Fairbanks & North Pole Electric Vehicle Infrastructure Deployment Plan	CRP	Planning	136.5										
			Development of a locally-coordinated plan to address the introduction of Electric Vehicle charging infrastructure to the Fairbanks and North Pole area.	OFF			27.3									
			FAM	13.5		2.7										
Project Total						150.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TBD	TBD	[2023] #8	West Valley High School Roundabout	ILLU	Design											750.0
			Utilities												200.0	
			Construction												3,000.0	
Project Total						0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3,950.0	

MTP	IRIS	Priority	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	FFY28	FFY29	FFY30	FFY31	FFY32	Beyond
MR-35	NFHYW01060	[2023] #9	Fairbanks & North Pole Electric Vehicle Charging Stations	CRP	Design			272.9	213.8							
			SM				27.1	21.2								
			CRP	Construction				1,082.8								
			CMAQ					463.6								
			SM					153.5								
			CMAQ	Operation					181.9							
			SM						18.1							
Project Total						0.0	0.0	300.0	235.0	1,700.0	200.0	0.0	0.0	0.0	0.0	
TBD	NFHWY00902	[2023] #10	Sheep Creek Road & West Tanana Drive Roundabout	SW-CMAQ	Design		513.1	909.7								
			SM			50.9	90.3									
			SW-CMAQ	Right-of-Way				181.9								
			SM					18.1								
			SW-CMAQ	Utilities					272.9							
			SM						27.1							
			SW-CMAQ	Construction					2,611.7							
			SM						259.3							
Project Total						0.0	564.0	1,000.0	200.0	3,171.0	0.0	0.0	0.0	0.0	0.0	
TBD	NFHWY01087	[2023] #11	FNSB Hybrid Fleet Vehicle Pilot Program	CMAQ	Equipment	204.0	23.4	→								
			Purchase of four hybrid Sport Utility Vehicles (SUVs).	AC		23.4	→	FFY23 Fund Carryforward to FFY25								
			ACC			-23.4										
			SM	22.6												
Project Total						250.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
SR-15	NFHWY00844	[2023] #12	High School Access & Circulation Plans	CRP	Planning	136.5	210.0	293.8	→							
			Evaluate access, circulation, and safety for all modes (bike, ped, bus and automobile) and identify improvements to address delay and modal conflicts at the following high school campuses: West Valley/Hutchinson High Schools, Lathrop High School, North Pole High School, and any other schools identified as a need. First study to be initiated for West Valley/Hutchinson High Schools campus to support Project #8 [2023].	SM		13.5	20.8	27.1	FFY25 Fund Carryforward to FFY26							
Project Total						150.0	230.8	320.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MR-25	NFHWY00862	[2023] #13	Chena Lake Recreation Area Bike & Pedestrian Access via Plack Road	CRP	Design	163.7	63.7	341.1								
			3PF	16.3		6.3	33.9									
			CMAQ	Utilities				4.5								
			3PF					0.5								
			CRP	Construction		1,450.9	→									
			CMAQ			1,412.8	FFY24 Fund Carryforward to FFY26	229.3								
			3PF					307.0								
Project Total							180.0	2,933.6	375.0	541.4	0.0	0.0	0.0	0.0	0.0	0.0
SR-30	NFHWY00845	[2023] #14	Fairbanks Airport Area Non-Motorized Path Wayfinding Signage	CRP	Design	40.9										
			SM	4.1												
			CMAQ	Construction				91.0								
			SM					9.0								
Project Total						45.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	

MTP	IRIS	Priority	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	FFY28	FFY29	FFY30	FFY31	FFY32	Beyond
TBD	NFHWY01086	[2023] #15	Motor Vehicle Plugins #1: North Pole City Hall & Pioneer Park Plug-ins	CMAQ	Design			272.9	139.2							
			SM				27.1	13.8								
			CMAQ	Construction			1,118.0	→								
			SM					FFY25 Fund Carryforward to FFY26	111.0							
			CMAQ	Operation						136.5						
			SM						13.5							
Project Total						0.0	0.0	1,418.0	153.0	111.0	150.0	0.0	0.0	0.0	0.0	0.0
SR-30	NFHWY00891	[2023] #16	Motor Vehicle Plugins #2	CRP	Design		45.5		22.7							
			3PF			4.5		2.3								
			CRP	Construction				182.8	→							
			3PF					18.2	FFY26 Fund Carryforward to FFY27							
Project Total						0.0	50.0	0.0	226.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SR-13	NFHWY00912 NFHWY00885	[2023] #17	Sidewalk Snow Removal Equipment	CRP	Equipment	409.4	→	91.0								
			CMAQ					454.9								
			SM					45.2								
			3PF	40.6		FFY23 Fund Carryforward to FFY24	9.0									
Project Total						450.0	0.0	100.0	500.0	0.0	0.0	0.0	0.0	0.0	0.0	
TBD	NFHWY01097	[2023] #18	University of Alaska CNG Fueling Station	CMAQ	Design			181.9	91.0							
			SM				18.1	9.0								
			CMAQ	Construction				1,546.5								
			SM					153.5								
Project Total						0.0	0.0	200.0	100.0	1,700.0	0.0	0.0	0.0	0.0	0.0	0.0
TBD	TBD	[2023] #19	CNG Shuttle Buses	CMAQ	Equipment				454.9		454.9					
			Conversion of the UAF shuttle bus fleet from Diesel to CNG; purchase of up to 5 buses.	SM					45.2		45.2					
Project Total						0.0	0.0	0.0	500.0	0.0	500.0	0.0	0.0	0.0	0.0	0.0
N/A	NFHWY00269	[2023] #23	North Pole Sidewalk/Road Lighting Enhancements	CMAQ	Construction	72.8										
			Replacement of HPS (high-pressure sodium) bulb "candy cane" streetlights with LED lights. To be funded under a Change Order with contractor selected for North Pole Streetlight Standardization Phase I project.	SM		7.2										
Project Total						80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SR-41	NFHWY01108	[2025] New	Gaffney Road Parking Lot	SW-CMAQ	Design				91.0	91.0						
			SM					9.0	9.0							
			SW-CMAQ	Construction				682.3								
			SM					67.7								
Project Total						0.0	0.0	0.0	100.0	850.0	0.0	0.0	0.0	0.0	0.0	0.0
LR-36	NFHWY01109	[2025] New	Sheep Creek Road Extension Shared-Use Path	SW-CMAQ	Design				227.4							
			SM					22.6								
			SW-CMAQ	Construction				591.3								
			SM					58.7								
Project Total						0.0	0.0	0.0	900.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

MTP	IRIS	Priority	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	FFY28	FFY29	FFY30	FFY31	FFY32	Beyond
VLR-11	NFHWY01110	[2025] New	Ballaine Path Improvements	SW-CMAQ	Design				181.9	204.7						
			Widen and resurface non-motorized pathway along the Ballaine Road between Yankovich Road and Goldstream Road.Project will include ADA improvements, drainage improvements and roadside hardware.	SM					18.1	20.3						
			SW-CMAQ	Utilities					22.7							
			SM						2.3							
			SW-CMAQ	Construction					2,729.1							
			SM						270.9							
Project Total						0.0	0.0	0.0	200.0	225.0	3,025.0	0.0	0.0	0.0	0.0	0.0

MTP	IRIS	Priority	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	FFY28	FFY29	FFY30	FFY31	FFY32	Beyond
			Fund Code Description	Fund Code												
Available PM2.5 Area CMAQ Funding [Need ID 29232]																
			Congestion Mitigation/Air Quality	CMAQ		1,950.6	1,960.1	2,060.0	2,121.8	2,185.5	2,251.0	2,318.5	2,388.1	2,459.7	2,533.5	
			State Match	SM		193.6	194.6	204.5	210.6	216.9	223.4	230.1	237.1	244.2	251.5	
			Funding Total			2,144.2	2,154.6	2,264.5	2,332.4	2,402.4	2,474.5	2,548.7	2,625.2	2,703.9	2,785.0	
Programmed PM2.5 Area CMAQ Funding																
			Congestion Mitigation/Air Quality	CMAQ		1,859.6	1,960.1	1,964.9	2,110.6	2,741.5	773.2	0.0	0.0	0.0	0.0	
			State Match	SM		184.6	194.6	195.0	209.5	272.1	76.8	0.0	0.0	0.0	0.0	
			Funding Total			2,044.2	2,154.6	2,159.9	2,320.1	3,013.7	850.0	0.0	0.0	0.0	0.0	
			Difference (Federal)			91.0	0.0	95.1	11.2	-556.1	1,477.8	2,318.5	2,388.1	2,459.7	2,533.5	
Programmed Statewide CMAQ Funding [Need ID 18791]																
			Congestion Mitigation/Air Quality	SW-CMAQ		127.4	513.1	4,080.9	1,273.6	7,074.3	2,751.8	0.0	0.0	0.0	0.0	
			State Match	SM		12.6	50.9	405.1	126.4	702.2	273.2	0.0	0.0	0.0	0.0	
			Funding Total			140.0	564.0	4,486.0	1,400.0	7,776.5	3,025.0	0.0	0.0	0.0	0.0	
Available CRP Funding [Need ID 33863]																
			Carbon Reduction Program	CRP		887.0	1,929.2	1,051.1	1,077.7	1,099.2	1,121.2	1,143.6	1,166.5	1,189.8	1,213.6	
			State/Local/FAST Planning Match	SM/3PF/FAM		88.0	191.5	104.3	107.0	109.1	111.3	113.5	115.8	118.1	120.5	
			Funding Total			975.0	2,120.7	1,155.4	1,184.6	1,208.3	1,232.5	1,257.1	1,282.3	1,307.9	1,334.1	
Programmed CRP Funding																
			Carbon Reduction Program	CRP		887.0	1,929.2	998.8	992.5	1,082.8	909.7	909.7	0.0	0.0	0.0	
			State/Local/FAST Planning Match	SM/3PF/FAM		88.0	191.5	99.1	98.5	107.5	90.3	90.3	0.0	0.0	0.0	
			Funding Total			975.0	2,120.7	1,097.9	1,091.0	1,190.3	1,000.0	1,000.0	0.0	0.0	0.0	
			Difference (Federal)			0.0	0.0	52.3	85.2	16.4	211.5	233.9	1,166.5	1,189.8	1,213.6	
Programmed AC/ACC Funding																
			Advanced Construction	AC		23.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
			Advanced Construction Conversion (Payback)	ACC		0.0	-23.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	





## Fairbanks & North Pole Area CMAQ/CRP PROJECT NOMINATION FORM

Fairbanks Area Surface Transportation Planning (FAST Planning) is pleased to announce Congestion Mitigation & Air Quality (CMAQ) and Carbon Reduction Program (CRP) funding is available to State and local governments for transportation projects and programs that help reduce congestion and improve air quality in the Fairbanks and North Pole area. To be considered for funding, projects must:

1. Be a transportation project, plan, or program
2. Contribute to a reduction in PM2.5 and/or CO2 emissions
3. Be in the Fairbanks PM2.5 Non-attainment Area and/or Metropolitan Planning Area

Project nominations may be submitted by government agencies, outside organizations, and the public. See "Call for Project Nominations" information sheet for a list of CMAQ and CRP eligible activities and other helpful resources. Each project nomination will undergo an eligibility review in coordination with the Federal Highway Administration. Please also note project nominations may be disqualified if a preliminary maintenance commitment has not been made by a local government agency. The CMAQ and CRP funding is being made available through the Alaska Statewide Transportation Improvement Program (STIP – Need IDs 29232 & 33863).

NAME: <u>Amber McKirgan</u>	DATE: <u>10/28/25</u>
AGENCY/ORGANIZATION: <u>University of Alaska Fairbanks Grounds Department</u>	
ADDRESS: <u>803 Alumni Drive</u>	
PHONE: <u>907-474-2481</u>	
EMAIL: <u>almckirgan@alaska.edu</u>	

*Name of Proposed Project:* Winter Maintenance Equipment

*Project Scope/Description:*

We are seeking this grant to upgrade and replace our aging fleet of small snow removal equipment used across the University of Alaska Fairbanks campus. Much of our current fleet consists of older diesel-powered units that are less efficient and emit higher levels of pollutants. This grant will fund the purchase of new, cleaner Tier 4 equipment designed for improved performance and lower emissions. These machines will be used for clearing ADA parking spaces, walkways, and other high-traffic areas during the winter season. The project directly supports community health and sustainability by lowering localized emissions during temperature inversions, improving air quality, and maintaining safe, accessible transportation routes throughout the campus.



## Fairbanks & North Pole Area CMAQ/CRP PROJECT NOMINATION FORM

### POLLUTANT REDUCTION

FAST Planning has a consultant under contract to calculate the pollutant reduction (emission benefit) for each project nomination. For this section, please describe the anticipated pollutant reduction and FAST Planning will enter the calculated emission benefit after the nomination form is submitted.

#### PARTICULATE MATTER(PM) 2.5 – WINTER SEASON

1. Will the project result in a reduction of PM2.5 and/or precursor pollutant (SO<sub>2</sub>, NO<sub>x</sub>, VOC, NH<sub>3</sub>) emissions during the winter season (October to March)?

☒

Yes

☐

No

Explain:

Yes. Updated equipment will significantly reduce winter-season emissions by replacing older, less efficient units that require more fuel and maintenance. Modern Tier 4-compliant engines produce fewer PM2.5 and precursor pollutants such as SO<sub>2</sub>, NO<sub>x</sub>, and VOCs. This upgrade will also cut down on idling time and improve operational efficiency, as new equipment can clear snow and ice faster and more effectively. With fewer breakdowns and less need for backup machines, we'll see a noticeable reduction in overall fuel use and emissions during the coldest months.

Calculated PM2.5 emission benefit during winter season: TBD lbs per day

Calculated precursor pollutant emission benefit during winter season: TBD lbs per day

#### PARTICULATE MATTER(PM) 2.5 – SUMMER SEASON

2. Will the project result in a reduction of PM2.5 and/or precursor pollutant (SO<sub>2</sub>, NO<sub>x</sub>, VOC, NH<sub>3</sub>) emissions during the summer season (April to September)?

☒

Yes

☐

No

Explain:

Yes. While the majority of use will occur in winter months, this equipment will be used during summer for trail work, landscaping, and grounds maintenance. Replacing older diesel units with newer low-emission Tier 4 models will still reduce PM2.5 and precursor pollutants during these operations, helping to support year-round air quality improvements in the Fairbanks area.

Calculated PM2.5 emission benefit during summer season: TBD lbs per day

Calculated precursor pollutant emission benefit during summer season: TBD lbs per day





## Fairbanks & North Pole Area CMAQ/CRP PROJECT NOMINATION FORM

### CARBON MONOXIDE (CO)

3. Will the project result in a reduction of CO emissions?

☒

Yes

☐

No

Explain:

Replacing our older, inefficient machines with new equipment that has Tier 4 or cleaner engines, will reduce CO emissions through better fuel combustion and improved engine efficiency. A machine such as the MT7 trackless, uses a John Deere 4.5L engine, which meets strict EPA emission standards by reducing particulates and nitrogen oxides.

Calculated CO emission benefit: TBD lbs per day

### CARBON DIOXIDE (CO<sub>2</sub>)

4. Will the project result in a reduction of CO<sub>2</sub> emissions?

☒

Yes

☐

No

Explain:

Newer small equipment is designed for improved fuel efficiency, idle reduction, and cleaner combustion, which directly cuts down on overall CO<sub>2</sub> emissions. Additionally, the reduction in run time due to improved performance will further decrease total CO<sub>2</sub> emissions over the winter season.

Calculated CO<sub>2</sub> emission benefit: TBD lbs per day

### OTHER AIR POLLUTANTS (PM-10, OZONE/GREEHOUSE GASES, LEAD)

5. Will the project result in a reduction of other air pollutant emissions?

☒

Yes

☐

No

Explain:

Updated equipment will help lower PM<sub>2.5</sub> and related pollutants like NO<sub>x</sub>, SO<sub>2</sub>, VOCs, and NH<sub>3</sub>. Upgrading older diesel units to modern, low-emission models supports Fairbanks' ongoing efforts to meet PM<sub>2.5</sub> air quality standards.



## Fairbanks & North Pole Area CMAQ/CRP PROJECT NOMINATION FORM

### CONGESTION MITIGATION

#### REDUCTION IN TRAVEL DELAY

6. Will the project result in a reduction in travel delay?

☒

Yes

☐

No

If yes, explain and provide the estimated reduction in Vehicle Hours of Delay (VHD):

More efficient and reliable snow removal equipment will allow for faster and more effective clearing of walkways, parking areas, and roads during snowfall events. This will reduce travel delays for campus users, emergency vehicles, and maintenance operations, particularly during heavy snowfall or freezing conditions when mobility is critical.

#### TRANSPORTATION ALTERNATIVES

7. Will the project provide new multimodal connections/options? (Choose One)

☒

Provides new multimodal connections/options to major employment centers, schools, essential services, and/or serves a low income/minority population

☐

Provides new multimodal connections/options to other areas

☐

Does not provide new multimodal connections/options

Explain:

Updating our equipment with better and more efficient tools supports our mission to provide safe and accessible pedestrian routes that connect residential areas to the University of Alaska Fairbanks campus; a major employment and education center. New equipment means enhanced ability for us to service our walkways, bike paths, and bus stops. Keeping these areas and surfaces clear and safe during the winter, improves access for those who walk or rely on public transit to reach their destination safely and reliably.

8. Does the project implement a Transportation Demand Management strategy?

See [https://ops.fhwa.dot.gov/plan4ops/trans\\_demand.htm](https://ops.fhwa.dot.gov/plan4ops/trans_demand.htm).

☐

Yes

☒

No

Explain:

There is no formal TDM strategy, however, it does support TDM goals indirectly, by maintaining safe pedestrian and transit access during the winter months, thereby encouraging non-vehicle and non-single occupancy vehicle travel.



## Fairbanks & North Pole Area CMAQ/CRP PROJECT NOMINATION FORM

### ALTERNATIVE FUEL/ADVANCED TECHNOLOGIES

#### ALTERNATIVE FUEL

9. Will the project provide alternative fuel options? (Check all that Apply)

- ☐ Provides publicly accessible electric vehicle charging infrastructure or natural gas, or propane vehicle fueling infrastructure
- ☐ Purchase or lease of zero-emission construction equipment or vehicles
- ☒ Replaces/retrofits diesel engines to reduce emissions

Explain:

We are hoping to replace our older diesel-powered small equipment with cleaner Tier 4 emission models. This will help in the reduction of wintertime exhaust emissions.

#### ADVANCED TECHNOLOGIES

10. Will the project provide advanced technologies? (Check all that Apply)

- ☐ Establishes a traffic monitoring, management, or control facility or program
- ☒ Deploys infrastructure-based intelligent transportation systems
- ☐ Replaces streetlighting or traffic control devices with energy-efficient alternatives

Explain:

Many newer models of small equipment now include technology that reduces idling, tracks performance, optimizes routes, and minimizes unnecessary engine hours and emissions. The Trackless MT7 is equipped with several of these features, including an advanced diagnostic system and a "Work Mode" that automatically adjusts power output to reduce fuel consumption and improve overall efficiency.





## Fairbanks & North Pole Area CMAQ/CRP PROJECT NOMINATION FORM

### OTHER FACTORS

#### SAFETY (MOTORIZED & NON-MOTORIZED USERS)

11. Will the project result in safety improvements for motorized and/or non-motorized users?

☒

Yes

☐

No

Explain:

Updating our equipment will help reduce modal conflicts by ensuring that pedestrian walkways remain clear and accessible, preventing individuals from being forced to walk in roadways shared with vehicles. Consistently maintained and unobstructed pathways improve separation between motorized and non-motorized users, greatly improving safety for everyone. This is especially important for individuals who are vision impaired and rely on tactile warning plates and other accessibility features to safely navigate campus. By keeping these surfaces free of snow ice, and debris, we ensure they remain usable and effective, supporting safe, independent movement for all pedestrians. A new piece of equipment, such as the Trackless MT7, and its attachments will improve year-round safety for pedestrians, cyclists, and drivers by keeping sidewalks, pathways, and road edges clear of brush, ice, and snow buildup. Better visibility and traction help prevent slips, falls, and vehicle-pedestrian conflicts, creating a safer, more accessible environment for the entire community.

#### PLAN APPROVAL

12. Does the project support measures included in the Fairbanks PM2.5 Non-attainment Area State Implementation Plan (SIP)?

See <https://dec.alaska.gov/air/anpms/communities/fbks-pm2-5-nonattainment-air-quality-plan/>

☒

Yes

☐

No

Explain:

Yes. The project supports SIP goals by reducing emissions through the use of new, cleaner Tier 4 equipment and by improving surface maintenance to limit dust and debris that contribute to PM2.5 levels. A newer, more efficient machine would help reduce fuel use and idle time, supporting Fairbanks' air quality improvement measures.

13. Does the project support measures included in the State's Carbon Reduction Strategy?

*The State of Alaska is required to develop a Carbon Reduction Strategy by May 2023 [23 CFR 175(d)], which may or may not be published by the date of project nomination. If the State has developed draft measures for their Strategy that support your project, please document those measures here.*

☒

Yes

☐

No

Explain:

Acquiring newer, more efficient equipment aligns with the State's Carbon Reduction Strategy by investing in cleaner, fuel-efficient equipment that replaces older, high-emission units. Reduced fuel consumption, fewer engine hours, and the potential for alternative-fuel compatibility directly support statewide carbon reduction goals.



## Fairbanks & North Pole Area CMAQ/CRP PROJECT NOMINATION FORM

14. Is the project in an approved Plan other than the SIP?

*Examples: 2045 Metropolitan Transportation Plan, FFY19-23 Transportation Improvement Program, FNSB Comprehensive Plan, Fairbanks Downtown Plan, etc.*

☐

Yes

☒

No

Explain:

No the acquisition of new equipment is not currently listed in another approved plan.

### PROJECT READINESS

15. Within how many years can the project be completed?

☒

2 years

☐

3 years

☐

4 years

☐

>4 years

Explain:

Acquiring updated equipment can be completed as soon as funding is available and remains an ongoing priority.

16. Does the project have preliminary match and maintenance commitments?

☒

Yes

☐

No

Explain:

Maintenance commitments are in place. Any new equipment will be maintained by existing technicians in our Vehicle Repair shop, using current service and repair budgets.



## Fairbanks & North Pole Area CMAQ/CRP PROJECT NOMINATION FORM

### OPERATIONS & MAINTENANCE COSTS

17. Will the project result in a decrease or increase to operations and maintenance costs?

Include estimate costs and explain:

A new machine will be more fuel-efficient and require less maintenance than older units. Its multi-use attachments allow one machine to replace several single-purpose pieces of equipment, reducing overall operating hours, fuel costs, and maintenance expenses. Estimated annual savings are projected at 10–15% compared to current equipment costs.

### POPULATION SERVED

18. What population will the project serve? (Choose One)

- ☒ Regional/areawide users  
☐ Multiple neighborhoods/destinations  
☐ Single neighborhood/destination

Explain:

New equipment would benefit campus users and nearby community areas by maintaining safe access to roads, sidewalks, trails, and parking areas used by students, staff, and visitors year-round.

19. Will the project serve major employment centers, schools, essential services, and/or a low income/minority population?

- ☒ Yes      ☐ No

Explain:

The University of Alaska Fairbanks is one of the area's largest employment and education centers. Maintaining safe, accessible routes benefits students, faculty, staff, and the public, including those who rely on public transportation or walk to work.



## Fairbanks & North Pole Area CMAQ/CRP PROJECT NOMINATION FORM

20. Does the project support efforts to reduce the environmental and community impacts of freight movement?

☒

Yes

☐

No

Explain:

By keeping roadsides and pathways clear and well-maintained, updating our equipment supports safe and efficient vehicle movement, reducing congestion and idling around loading and delivery areas. Cleaner, more efficient equipment also reduces emissions that impact nearby neighborhoods and freight corridors.

### PUBLIC SUPPORT

21. Indicate the public support for the project. (Choose all that Apply)

	Broad public support and included in an approved Plan
	Has resolution of support from a local government
	Has letters of support or petition
✓	Has documented public comments supporting project
	Has documented public comments opposing project

Explain:

Updating out equipment fleet has strong support from the campus community and local partners who rely on well-maintained, safe pedestrian and vehicle routes throughout the year. We receive frequent complaints and comments regarding ADA accessibility, particularly from individuals with mobility challenges who need better access to campus walkways. Much of our current equipment is aging and in need of repair, which limits our ability to respond quickly and maintain consistent accessibility. Updating our fleet would significantly improve our capacity to keep walkways clear and safe, ensuring reliable access for all campus users, especially those who rely on ADA compliant routes and services.

### PROJECT COST

22. What is the estimated cost of the project? \$323, 930.05

Explain why this cost is reasonable and should be allocated to this project:

This cost is reasonable for a multi-purpose, year-round piece of equipment that replaces several older machines. The investment supports air quality goals, reduces maintenance costs, and provides long-term operational savings through improved efficiency and reliability. Updating our equipment would improve efficiency across multiple maintenance tasks; snow and ice removal, brush cutting, and mowing, using a single modern platform. The investment supports air quality goals by reducing fuel use and emissions, lowers maintenance costs, and provides long-term operational savings through improved reliability and performance.

In addition, a new unit would greatly enhance ADA accessibility and pedestrian safety. Its ice-breaking attachment allows for faster removal of ice buildup on sidewalks and pathways, reducing slip hazards and maintaining clear, compliant routes for individuals with mobility challenges. The brush-cutting and mowing attachments will also improve sightlines and trail edges, helping keep pedestrian routes safer and easier to navigate throughout all seasons.





## Fairbanks & North Pole Area CMAQ/CRP PROJECT NOMINATION FORM

**Things to attach:** Project figures, photos of existing conditions, public support documentation, plan documentation, and other supporting documents.

**For more information, please contact:**

Jackson Fox, Executive Director

FAST Planning

100 Cushman Street, Suite 205, Fairbanks, Alaska 99701

[jackson.fox@fastplanning.us](mailto:jackson.fox@fastplanning.us)

(907) 205-4276

**Please submit completed form and attachments to staff member above via email, mail, or in person.**





## MEMORANDUM

Date: October 31, 2025

To: **Technical Committee**

Subject: Alaska DOT&PF 2026 Safety Performance Measure Targets

### **Action Requested**

Recommendation to the Policy Board to support the State's 2026 Safety Targets <or> developing our own Safety Targets for the Metropolitan Planning Area

### **Background**

The Alaska DOT&PF is required annually to submit five (5) Safety Targets to FHWA for fatalities, fatality rates, serious injuries, serious injury rate, and non-motorized fatalities and serious injuries. The basis for the targets are 5-year rolling averages of the most recent crash data. The targets are applicable to all public roads statewide. DOT&PF invited all three MPOs' Directors to participate in the target setting process. The targets were directly coordinated with and support the goals set forth in the State's Strategic Highway Safety Plan. The MPOs have 180 days (starting from August 29, 2025) to adopt/support the State's targets or establish their own for their Metropolitan Planning Area.

The crash data (2013 to 2022) for the Fairbanks Metropolitan Planning Area can be viewed at [Crash Data \(2024\) - Google My Maps](#). For the past seven years (since 2018) the Technical Committee and Policy Board have chosen each year to support the State's targets rather than establish our own. Historically this decision was based on the relatively low contribution from Fairbanks and North Pole to the total number of fatalities and serious injuries statewide and the lack of penalties to the MPO if the State's targets were not met in any given year. The penalties would only be to the State, which may include restrictions on the flexibility of use of their Highway Safety Improvement Program funding.

### **Attached**

- Email notification of State's submittal to FHWA and signed Target Setting Memo
- Strategic Highway Safety Plan excerpt showing Goals for Performance Targets
- Summary of Safety Targets set annually for 2018 to 2026



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**RE: Safety Performance Measure 2025 Targets: DOT&PF submitted 2024 HSIP Annual Report with targets 8/30/2024**

---

**From** Golden, Pamela K (DOT) <pamela.golden@alaska.gov>

**Date** Fri 10/10/2025 11:30 AM

**To** Jongenelen, Aaron M. <aaron.jongenelen@anchorageak.gov>; Kim Sollien <kim.sollien@matsugov.us>; Jackson Fox <jackson.fox@fastplanning.us>

**Cc** Langley, Christine M (DOT) <christine.langley@alaska.gov>; Starzec, James A (DOT) <james.starzec@alaska.gov>; Bradway, Adam R (DOT) <adam.bradway@alaska.gov>; Bailey, Randi L (DOT) <randi.bailey@alaska.gov>; Chapman, Judy (DOT) <judy.chapman@alaska.gov>

 2 attachments (700 KB)

Approved\_26\_Safety\_Target\_Recommendations.pdf; Target Setting Procedures Agreement\_Final Signed.pdf;

Aaron, Kim and Jackson:

This email is to inform you DOT&PF submitted their 2025 HSIP Annual Report with its five 2026 safety performance measure targets on August 29, 2025. This action initiated the 180-day timeframe set in 23 CFR 490 for MPOs to either adopt the State's targets or establish their own. These are the targets we worked together to develop this spring that support the goals set forth in the Strategic Highway Safety Plan.

I have attached the Target Setting Procedures Agreement that dates to 2018 (predates the formation of MVP).

Thanks for all the efforts y'all champion towards improving highway safety!

Pam Golden, P.E. | State Traffic and Safety Engineer  
Alaska Department of Transportation & Public Facilities  
Office of Data Modernization and Innovation  
Fairbanks, AK | (907) 451-2283 | [pamela.golden@alaska.gov](mailto:pamela.golden@alaska.gov)



**Department of Transportation & Public Facilities**  
**Data Modernization & Innovation Office**  
 Phone: 907-451-2283

**MEMORANDUM**

**TO:** Ryan Anderson, P.E.  
 Commissioner

**DATE:** June 30, 2025

**THRU:** Katherine Keith <sup>Initial</sup> KK  
 Deputy Commissioner

Christine Langley <sup>DS</sup> CL  
 Director, Data Modernization & Innovation Office

**FROM:** Pam Golden, P.E.  
 State Traffic & Safety Engineer

**SUBJECT:** 2026 HSIP Safety  
 Performance Measure  
 Target Recommendations

The Performance Measure Target work group, comprised of regional planning staff, regional and statewide traffic & safety staff, and representatives of Alaska's three Municipal Planning Organizations have completed their review of external factors, trend analysis, conformance to federal regulations<sup>1</sup>, and the Strategic Highway Safety Plan. The work group is once again recommending the Highway Safety Improvement Program (HSIP) targets be set to be consistent with the goal of the Strategic Highway Safety Plan of zero Alaska roadway fatalities by 2050. The following safety performance management targets are recommended by the work group for inclusion in the 2026 HSIP annual report:

Performance Measures	2026 HSIP Target
Fatalities	≤ 59.3
Fatality Rate (per HMVMT*)	≤ 1.074
Serious Injuries	≤ 264.7
Serious Injury Rate (per HMVMT*)	≤ 4.819
Non-motorized fatalities and non-motorized serious injuries (combined)	≤ 45.8

\*HMVMT – hundred million vehicles miles traveled

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

<sup>1</sup> Namely: "States must set performance targets that demonstrate constant or improved performance."

Approved:  Signed by:  
Ryan Anderson, P.E. Commissioner

Date: 7/23/2025

cc: Anna Bosin, P.E. Regional Traffic & Safety Engineer, Central Region  
Chris Goins, P.E., Regional Director, Southcoast Region  
Sean Holland, P.E., Regional Director, Central Region  
Katherine Keith, Deputy Commissioner, Acting Regional Director, Northern Region  
Tammy Kramer, Administrator, Alaska Highway Safety Office  
Nathan Purves, P.E. Regional Traffic & Safety Engineer, Southcoast Region  
Sarah Riopelle, P.E. Traffic & Safety, Statewide  
Nathan Stephan, P.E. Regional Traffic & Safety Engineer, Northern Region

Safety Performance Measures	2018 Targets	2019 Targets	2020 Targets	2021 Targets	2022 Targets	2023 Targets	2024 Targets	2025 Targets	2026 Targets
<b>Fatalities</b>	75	75	80	75	70	70	75	<b>62</b>	<b>59.3</b>
<b>Fatality Rate</b>	1.5	1.5	1.5	1.4	1.3	1.3	1.25	<b>1.12</b>	<b>1.07</b>
<b>Serious Injuries</b>	375	350	400	330	325	325	300	<b>276.4</b>	<b>264.7</b>
<b>Serious Injury Rate</b>	7.5	7	7.5	6	5.9	5.9	5.5	<b>5.03</b>	<b>4.82</b>
<b>Non-motorized Fatalities &amp; Serious Injuries</b>	55	55	70	60	58	58	55	<b>48</b>	<b>45.8</b>

## VISION AND MISSION

Alaska's vision and mission guide the actions we will take to move *Toward Zero Deaths* and serious injuries.

**VISION:** Towards zero deaths and serious injuries so all surface transportation users arrive safely at their destination.



**MISSION:** To improve the safety of all surface transportation users throughout Alaska through effective and equitable solutions using a Safe System Approach.



## PERFORMANCE TARGETS

Alaska uses the following five federally mandated performance measures to track progress on improving safety on our roads:

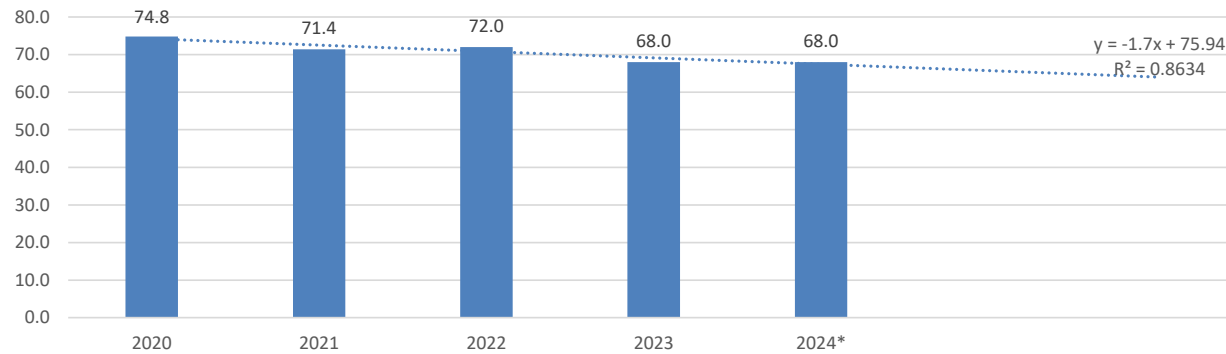
- » **Number of fatalities**
- » **Number of serious injuries**
- » **Fatality rate per 100 million vehicle miles traveled (VMT)**
- » **Serious injury rate per 100 million VMT**
- » **Number of non-motorized fatalities and serious injuries**

To select measurable goals to reduce fatalities and serious injuries on Alaska's roadways, the SHSP Steering Committee reviewed current crash, fatality, and serious injury trends. The Steering Committee selected the goal to decrease fatalities and serious injuries on Alaska's roadways by 3.5 percent per year, in support of the *Toward Zero Deaths* vision.



# Fatality Trends

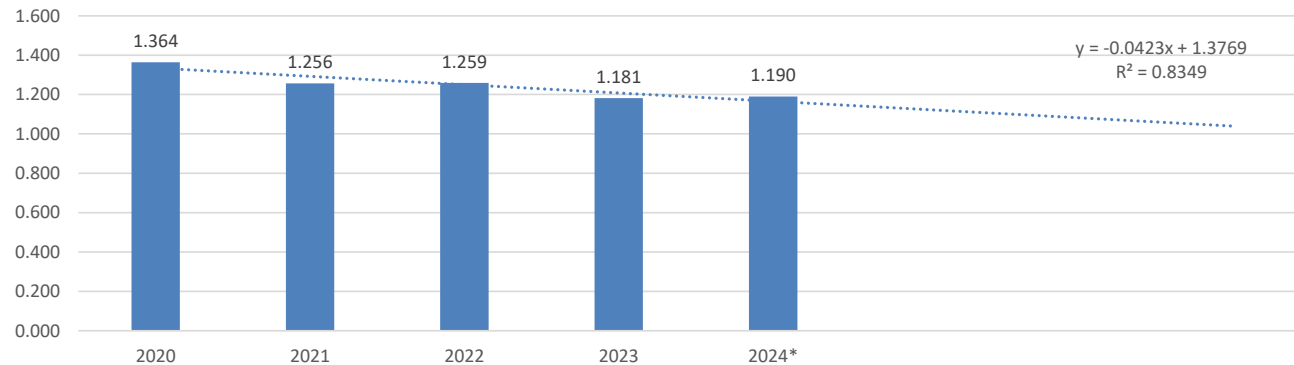
Rolling Avg - Number of fatalities (CY2026 prediction slope)



## Trendline Prediction: Rolling Avg # Fatalities

2025	67.4
2026	65.7

Rolling Avg - Fatality rate (per 100 MVMT – CY2026 prediction slope)



## Trendline Prediction: Rolling Avg Fatality Rate

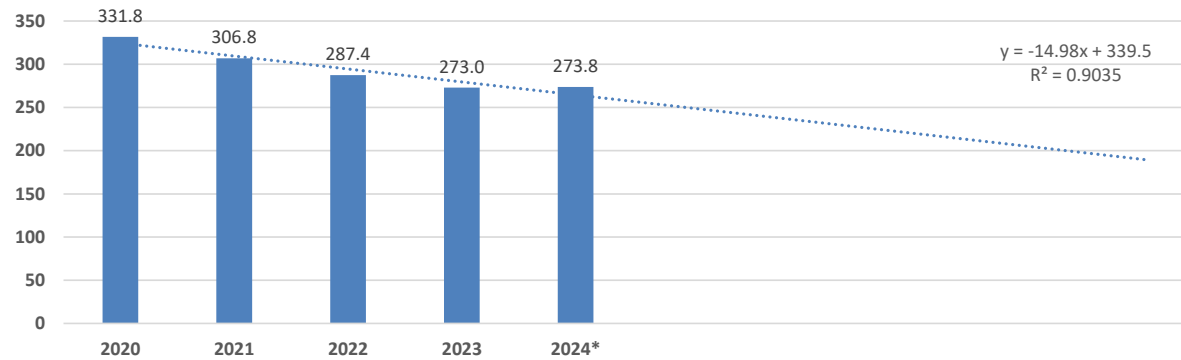
2025	1.165
2026	1.123

\*Estimated; awaiting FARS certification.



# Serious Injury Trends

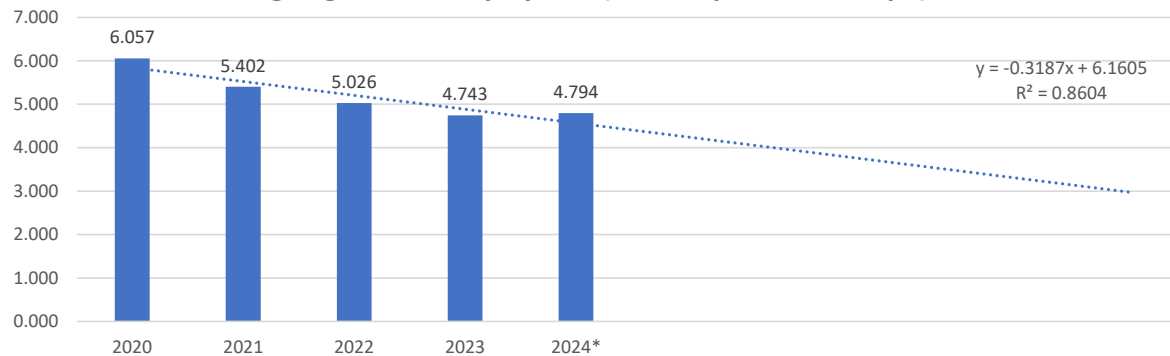
Rolling Avg - Number of serious injuries (CY2026 prediction slope)



## Trendline Prediction: Rolling Avg # Serious Injuries

2025	264.6
2026	249.6

Rolling Avg - Serious injury rate (CY2026 prediction slope)



## Trendline Prediction: Rolling Avg Serious Injury Rate

2025	4.567
2026	4.248

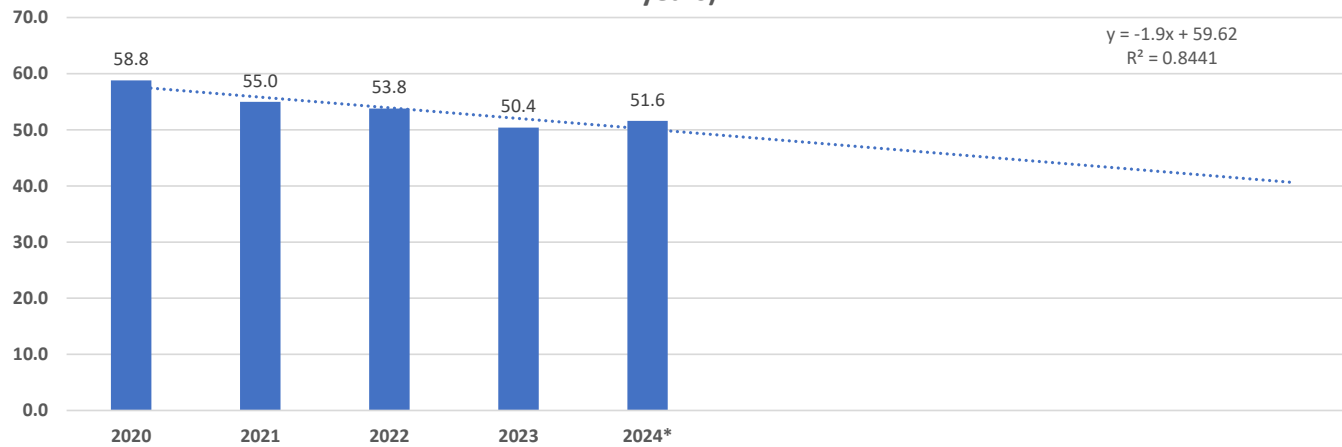
\*Estimated; awaiting certification in CARE database.





## Non-motorized Trend

Rolling Avg - Non-Motorized Fatal+Serious Injury (trendline based on 5 most recent years)



### Trendline Prediction: Rolling Avg # Serious Injuries

2025	50.1
2026	48.2

\* Estimated; awaiting FARS and CARE certification.





## Where do we go from here? (5 year rolling averages)

	CY25 Trendline Prediction	CY2025 (2021-2025) Target	CY26 Trendline Prediction	2020-2024 BASELINE (significant progress determination)	CY2026 SHSP Target recommendation (3.5% reduction / yr since 2020)	CY2026 (2022-2026) Proposed Targets
Fatalities	67.4	≤ 62.0	65.7	68.0	≤ 59.3	≤ 59.3
Fatality Rate (per HMVMT)	1.165	≤ 1.120	1.123	1.181	≤ 1.074	≤ 1.074
Serious Injuries	264.6	≤ 276.4	249.6	273.0	≤ 264.7	≤ 264.7
Serious Injury Rate (per HMVMT)	4.567	≤ 5.033	4.248	4.743	≤ 4.819	≤ 4.819
Non-motorized serious injuries and fatalities	50.1	≤ 48.0	48.2	50.4	≤ 45.8	≤ 45.8



## FAST Planning 2026 Meeting Dates

	Technical Committee	Policy Board	Walk, Ride, & Roll Advisory Committee	Project Enhancement Committee
Meeting Timing*	1 <sup>st</sup> Wednesday Monthly 12 - 2pm	3 <sup>rd</sup> Wednesday Monthly 12 - 2pm	Last Thursday Every Other Month 5 - 7pm	1 <sup>st</sup> Thursday Quarterly 11am - 1pm
January	7	21	29	8
February	4	25*		
March	4	18	26	
April	1	15		2
May	6	20	Bike Month	
June	3	17		
July	1	15	30	2
August	5	19		
September	2	23*	24	
October	7	21		8
November	4	18	19	
December	2	16		

All meetings will be hybrid unless otherwise specified. You can attend in-person at FAST Planning's office located in the KeyBank Building at 100 Cushman Street, Suite 215, Fairbanks, Alaska. To attend via computer/tablet/smartphone and/or join via phone, go to <https://www.fastplanning.us/calendar> the day of the meeting for login/call-in info.

\*Meeting dates/timing may vary due to holidays, conferences, etc. | See website for details