

MEMORANDUM

State of Alaska

Department of Transportation & Public Facilities
Project Delivery

TO: Adam Moser, Program Management
Chief, Program Management and
Administration

DATE: February 26, 2026

THRU: Ben White
Urban Planning, Urban Planning Chief
Project Delivery



FROM: Randi Bailey
DOT&PF Transportation Planner,
Project Delivery



SUBJECT: Recommend Approval of FAST
2023-2027 TIP Amendment #2

The Fairbanks Area Surface Transportation (FAST) Planning Policy Board approved Amendment #2 to the FAST FFY 2023-2027 Transportation Improvement Program (TIP) on February 25, 2026.

The FAST Planning FFY 2023-2027 TIP Amendment #2 meets all the requirements of U.S. Code Title 23, Section 134, and is fiscally constraint by the allocations made in the 2024-2027 Statewide Transportation Improvement Program (STIP). An interagency consultation for air quality conformity was held on December 11, 2025.

Staff recommends approval and requests that appropriate action be taken to incorporate the FAST Planning FFY2023-2027 TIP Amendment #2 into the 2024-2027 STIP.

Attachments:

FAST Planning FFY 2023-2027 TIP Amendment #2
Transmittal Memo
Summary of Changes
Policy Board Actions

Cc: Brett Nelson, Planning Chief, Fairbanks Field Office, DOT&PF
Jackson Fox, FAST Planning Executive Director
Judy Chapman, Deputy Director, Project Delivery, DOT&PF
Karin McCoy, STIP Manager, Project Delivery, DOT&PF
Erica Ruerup, Project Control Chief, Northern Region, DOT&PF



February 26, 2026

Brett Nelson, Planning Chief, Fairbanks Field Office
Alaska Department of Transportation & Public Facilities
2301 Peger Road
Fairbanks, Alaska 99709

Subject: **Transmittal of FAST Planning FFY2023-27 TIP Amendment #2**

Dear Mr. Nelson,

Attached for inclusion in the Statewide Transportation Improvement Program (STIP) is Fairbanks Area Surface Transportation Planning (FAST Planning) FFY2023-27 Transportation Improvement Program (TIP) Amendment #2. FAST Planning's Policy Board approved this Amendment on February 25, 2026. Please incorporate TIP Amendment #2 into the STIP as required under 23 U.S.C. 135 at your earliest convenience. Thank you in advance, and if you have any questions or need additional information, please contact me at jackson.fox@fastplanning.us or (907) 590-1618.

Sincerely,

Jackson C. Fox
Executive Director

Attachment: FFY2023-27 TIP Amendment #2, including Summary of Changes
Interagency Consultation for Air Quality Conformity Meeting Notes – December 11, 2025
FAST Planning Policy Board Action Items – February 25, 2026
Public Comment Response Summary – December 21, 2025 to January 30, 2026

Copy: Randi Bailey, MPO Coordinator, Fairbanks Field Office



FAIRBANKS METROPOLITAN AREA FFY23-27 Transportation Improvement Program (TIP)

AMENDMENT #2

APPROVED FEBRUARY 25, 2026



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This plan was prepared by Fairbanks Area Surface Transportation (FAST) Planning staff with funding from a Consolidated Planning Grant from the Federal Highway Administration, an agency of the U.S. Department of Transportation. The views and opinions of FAST Planning expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.

INTRODUCTION

This is Amendment #2 to Fairbanks Area Surface Transportation (FAST) Planning's FFY2023-27 Transportation Improvement Program (TIP). **The purpose of Amendment is to add funding for the FAST Improvement Program, ADA Improvements Program, Old Steese Highway Reconstruction project, and Parks Highway/Sheep Creek Road Extension Intersection projects.**

This Amendment was reviewed at the November 5 and December 3, 2025 FAST Planning Technical Committee meetings and approved for release for public comment at the December 17, 2025 FAST Planning Policy Board meeting. An interagency consultation for air quality conformity was also held for this Amendment on December 11, 2025 with the U.S. Environmental Protection Agency (EPA), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Alaska Department of Environmental Conservation (ADEC), Alaska Department of Transportation & Public Facilities (DOT&PF), and Fairbanks North Star Borough (FNSB). The agencies present at the meeting concurred that a new air quality conformity analysis would likely not be required for the proposed changes to the TIP, but a final conformity determination will be made by FHWA and FTA following the close of the public comment period. In consideration of the holiday season, the standard 30-day Public Comment Period was extended to 40 days from December 21, 2025 to January 30, 2026, and a total of 17 comments were received. A comment response summary is attached to this Amendment. Revisions to the Amendment were made based on the comments received and new information about project schedules and funding estimates from Alaska DOT&PF during the comment period. The final draft of the Amendment was reviewed by the Technical Committee on February 4 and approved by the Policy Board on February 25. The TIP continues to be fiscally constrained.

FAST Planning's TIP is a five-year funding plan for prioritized transportation projects, plans, and programs for the Fairbanks and North Pole area. The TIP was developed in direct coordination with the projects, plans, and programs and associated timelines listed in the region's 20-year, long-range Metropolitan Transportation Plan (MTP) and FAST Planning's Public Participation Plan (PPP). It was adopted by FAST Planning's Policy Board on March 15, 2023, and approved by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) on May 12, 2023.

TIP DEVELOPMENT PROCESS

Development of the FFY2023-27 TIP began in June 2022 with review and revision of the project scoring criteria and nomination form from the previous FFY2019-23 TIP. The revisions primarily reflected new project eligibilities and FHWA planning emphasis areas from the Infrastructure Investment & Jobs Act (IIJA) and were approved by FAST Planning's Technical Committee and Policy Board in July 2022. This was followed by a call for project nominations from local agencies and the public, which was held July 29 to August 30. In addition to asking for new project nominations, FAST Planning requested updated cost estimates for active and illustrative projects in the current FFY2019-23 TIP and input on the list of previously scored high-priority (illustrative) projects that still await funding, as well as newly identified planning efforts and studies cited in the FFY23-24 Unified Planning Work Program. A workshop was held during the open call for project nominations for local agencies and the public to explain the nomination

process, scoring criteria, and project selection process for funding. At the close of the nomination period, FAST Planning Technical Committee members scored and ranked the newly nominated projects in order of priority for consideration of funding in the new TIP. Concurrently, the Alaska Department of Transportation & Public Facilities (DOT&PF) prepared scopes, schedules, and estimates (SSEs) for all active, illustrative, and new projects nominated. Once the SSEs and project rankings were completed, FAST Planning developed a fiscally constrained Draft TIP providing a funding plan for all active/ongoing projects, top ranked illustrative projects and planning efforts/studies, and the top scored new projects for release for public comment. The rankings for newly nominated projects were as follows:

Road/Multimodal Projects

1. 4th Avenue Reconstruction – Cowles to Barnette Street (*funded in FFY2023-27 TIP*)
2. Doughchee Avenue / Beaver Springs Bridge (*funded in FFY2023-27 TIP*)

Non-Motorized Projects

1. Pioneer Park North Parking Lot & Boat Launch (*funded in FFY2023-27 TIP*)
2. Chena Lakes Recreation Area Entrance via Plack Road
3. FNSB Parking & Pathway Improvements & Community Access
 - Fifth Avenue Park (North Pole), Nussbaumer Park, South Fairbanks Park
4. South Davis Park Pathways
5. Tanana Lakes Recreation Area – Cushman Lake Loop Trail

Due to funding limitations with carrying forward projects from the FFY2019-23 TIP, only two new road/multimodal projects and one new non-motorized project were incorporated into the Draft TIP. The Draft TIP was reviewed on November 2, 2022, by the FAST Planning Technical Committee, and approved on November 16 by the FAST Planning Policy Board for release for public review and comment from November 20 to December 20. In total, 117 comments were received on the Draft TIP during the public comment period. Revisions were then made to the TIP based on comments received, new information about project schedules, and updated estimates prepared by the Alaska DOT&PF. The revised Draft of the TIP was then reviewed again by the Technical Committee on January 4, 2023, and the Policy Board on January 18. The Final Draft of the TIP was adopted by the Policy Board on March 15.

The original TIP and Administrative Modifications #1, #2, #3, #4, #5, #6, and #7 and Amendment #1 and #2 are fiscally constrained and were developed in conformance with 23 USC 134, 49 USC 5303, 23 CFR Part 450, sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 USC 7504, 7506 (c) and (d)), 40 CFR Part 93, Title VI of the Civil Rights Act as amended (42 2000d-1) and 49 CFR Part 21, 49 USC 5332, Section 1101(b) of the SAFETEA-LU (Pub. L 109-59 and 49 CFR part 26, 23 CFR part 230, provisions of the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.,) 49 CFR parts 27, 37, and 38, the Older Americans Act as amended (42 USC 6101), 23 USC 324, Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and 49 CFR 27 and all other applicable federal requirements for Metropolitan Planning Organizations.

ADMINISTRATIVE MODIFICATIONS & AMENDMENTS

FAST Planning’s policy and procedure on Administrative Modifications and Amendments to the TIP are summarized as follows:

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

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

PERFORMANCE MEASURES

The table below summarizes the anticipated benefit of each project in the FFY2023-27 TIP making progress towards achieving the performance measures included in the in the region's 20-year, long-range 2045 MTP Update. FAST Planning has adopted the Alaska DOT&PF's targets for each the following measures:

- Safety (Fatalities & Serious Injuries; Motorized & Non-motorized)
- Pavement & Bridge Condition
- Travel Time Reliability
- On-Road Mobile Source Emissions

	Project	Safety	Pavement & Bridge Condition	Travel Time Reliability	Mobile Source Emissions
1	4 th Avenue Reconstruction	X	X		X
2	5 th Avenue Reconstruction	X	X		X
3	Advance Project Definition				
4	Barnette Street Reconstruction	X		X	X
5	Bike Lane Signing & Striping - Pilot Program				X
6	FAST Carbon Reduction Program			X	X
7	Chena River Walk Stage III				X
8	Cowles Street Reconstruction - Phase I	X	X	X	X
9	Cushman Street Bridge Rehabilitation		X		X
10	Doughchee Avenue/Beaver Springs Bridge		X		
11	FAST Improvement Program	X	X		X
12	FAST Planning Office				
13	Geist/Chena Pump Road Corridor Study	X		X	X
14	Holmes Road Reconstruction	X	X	X	X
15	Household Travel Survey				
16	Lacey Street Reconstruction	X	X		X
17	Metropolitan Transportation Plan Update				
18	Minnie Street Upgrade	X	X		X
19	Nelson Road Bicycle & Pedestrian Facility	X			X
20	North Pole Streetlight Standardization - Phase II	X			X
21	Peger Road/Airport Way Intersection Study	X		X	X
22	Pioneer Park North Parking Lot & Boat Launch				X
23	Transit Plan Updates	X		X	X
24	Woll Road Resurfacing & Widening	X	X	X	X
25	Yankovich/Miller Hill Road Reconstruction	X	X	X	X

FAST Planning annually updates a System Performance Report to document actions taken and progress achieved over time that directly support the State's efforts to achieve their targets. A copy of the latest version of the System Performance Report from December can be made available by contacting FAST Planning's office. Actions taken by FAST Planning supporting the State's targets include the following:

Safety (Fatalities & Serious Injuries; Motorized & Non-motorized)

- FAST Planning revised its project scoring criteria for the TIP making safety the highest weighted criteria in evaluating projects, including both motorized and non-motorized projects.
- For the MTP, safety is also the highest weighted screening criteria for evaluating projects for inclusion into the MTP and prioritization into short, medium, long, and very long ranges.
- FAST Planning staff actively participate in the development of Alaska's Strategic Highway Safety Plan, which is updated every five years.
- Safe Routes to School Plans were developed for 18 elementary and middle schools within the Metropolitan Planning Area, and approximately 50-percent of the safety improvements identified in those plans have been implemented with funding from FAST Planning.
- FAST Planning also supports Alaska's "Roundabout First" Policy, which has led to the construction of 13 roundabouts within the Metropolitan Planning Area (MPA), and three more are programmed to be constructed within the next five years.

Pavement & Bridge Condition

- FAST Planning continues to collaborate on Interstate and National Highway System (NHS) pavement and NHS bridge projects that fall within the Metropolitan Planning Area and include them in information tables in the TIP.
- As needed, FAST Planning also has the opportunity to fund projects that are on Interstate and NHS routes as well as projects that may connect to these routes. In recent years, for example, FAST Planning has funded projects for rehabilitation of the non-motorized facilities (i.e. multi-use paths) on NHS routes.

Travel Time Reliability

- Connectivity/Alternative Routes – Although FAST Planning's mainly focus funding on preservation/rehabilitation/reconstruction projects rather than new/added facilities, FAST Planning's MTP has identified a couple of projects that will extend existing roads to provide better connectivity and alternative routes.
- Traffic Incidents – When FAST Planning provides funding for reconstruction of a roadway and the existing roadway does not have shoulders, adding shoulders always considered and often added to the scope of work. With shoulders, if a traffic incident occurs, this gives vehicles space to pull out of the travel lane to allow regular traffic flow to continue.

- Maintenance – FAST Planning hosts annual meetings of the Seasonal Mobility Task Force to discuss issues, lessons learned, and possibilities of partnerships among Alaska DOT&PF, City of Fairbanks, City of North Pole, and Borough Road Service Areas, particularly with winter maintenance. This allows the agencies to respond more efficiently to extreme weather events that may cause an unreliable travel time.

On-Road Mobile Source Emissions

- FAST Planning oversees the Congestion Mitigation & Air Quality (CMAQ) Program for the PM2.5 non-attainment area under an agreement with the State. Under this program, \$2 million per year is invested for transportation projects that improve air quality.
- FAST Planning’s Technical Committee and Policy Board serves as the project evaluation board for these projects. See <https://fastplanning.us/cmaq/> to view the scoring criteria, nomination form, and more detailed funding information.

Transit Performance Measures

In addition to the Alaska DOT&PF’s targets described above, the Alaska Railroad Corporation and MACS Transit have Transit performance measure targets. While FAST Planning does not take any specific actions to support their targets, their target setting procedures and progress towards achieving those targets are tracked annually for informational purposes. The Alaska Railroad Corporation has targets for equipment (non-revenue service vehicles), rolling stock, infrastructure (rail fixed-guideway, signals, systems), and facilities. Similarly, MACS Transit has targets for equipment, facilities, heavy and light duty buses, and service vehicles. Annually the Alaska Railroad Corporation and MACS Transit submit to FAST Planning updates to their respective Transit Asset Management Plans, which includes their targets and progress towards achieving those targets.

AIR QUALITY CONFORMITY

The FFY2023-27 TIP was developed in direct coordination with projects and timelines listed in the 2045 MTP Update for which an Air Quality Conformity Analysis was completed that found the following key determinations:

- Total regional vehicle-related PM2.5 and NOx precursor emissions associated with implementation of the 2045 MTP for the required analysis years of 2022, 2024, 2035, and 2045 have been estimated and found to be below the applicable motor vehicle emission budgets established under the Moderate State Implementation Plan.
- All CO conformity requirements are met.
- Interagency consultation was conducted in accordance with federal requirements.

The Draft Air Quality Conformity Analysis was issued for public comment January 22 to February 21, 2023. No public comments were received during the comment period. An Interagency Consultation on

this analysis was also conducted on February 8 with Federal and the local air quality planning agencies, including the FHWA, FTA, Alaska Department of Environmental Conservation (ADEC), and Fairbanks North Star Borough (FNSB) during the public comment period and no issues were raised with the findings of the analysis. Minor comments were provided by FHWA staff, however, to include a map comparing the boundaries of PM2.5 Non-attainment Area, CO Maintenance Area, and Metropolitan Planning Area, and identify all regionally significant projects on the project list. Corresponding revisions were made prior to adoption of the Air Quality Conformity Analysis by the Policy Board on March 15.

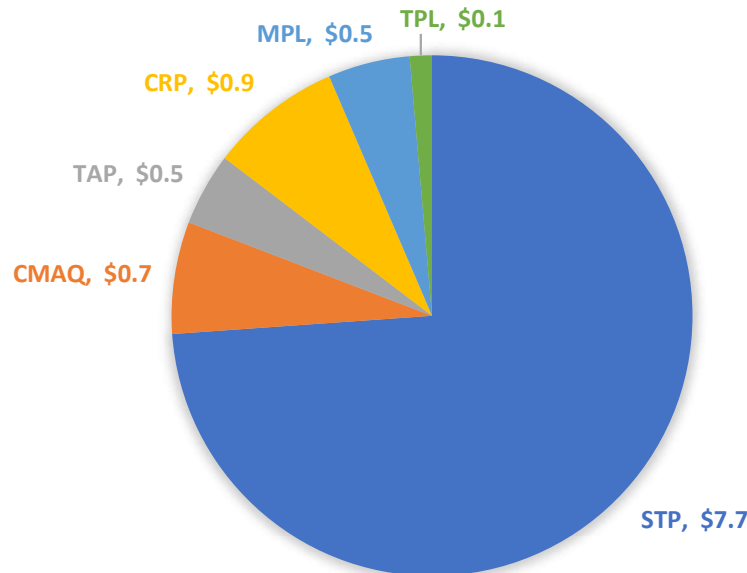
The FHWA and FTA reviewed the Air Quality Conformity Analysis and approved the conformity determination on May 12, 2023. Since the FFY2023-27 TIP was based on the projects and timelines listed in the 2045 MTP, 40 CFR 93.122(g) permits reliance on the regional emissions analysis from the MTP. Every project in the FFY2023-27 TIP was included in the 2045 MTP and associated Air Quality Conformity Analysis. Based on this information, FAST Planning determined the FFY2023-27 TIP meets air quality conformity requirements, and FHWA and FTA concurred with this determination on May 12.

On January 4, 2024, the U.S. Environmental Protection Agency (EPA) issued an Air Plan Partial [189(d) Plan] Approval and Partial Disapproval for the Fairbanks North Star Borough 2006 24-Hour PM2.5 Serious Non-Attainment Area. This rule placed the Non-Attainment Area under a Conformity Freeze. During the Conformity Freeze, FHWA and FTA are prohibited from approving new air quality conformity determinations for the Non-Attainment Area, and FAST Planning is prohibited from amending their MTP and TIP. All new projects proposed for Federal funding within the Non-Attainment Area that were not considered during the last compliant conformity review must now be considered through the Interagency Consultation process. This process is used to determine whether projects meet the requirements for exemption for air quality conformity (40 CFR 93.126-128) prior to including these projects in the TIP, or for projects outside the MPA but within Non-Attainment Area, prior to putting the projects into the Statewide Transportation Improvement Program (STIP). According to the timeline of ADEC's resubmittal of Amended Air Plan (next six months) and EPA's anticipated review period and approval (18 months following resubmittal), the Non-Attainment Area is expected to be subject to the Conformity Freeze for a minimum of 24 months (2 years).

FINANCIAL PLAN

As a Metropolitan Planning Organization, FAST Planning receives an annual allocation of Federal funding for transportation projects, plans, and programs under a population-based formula through the Alaska DOT&PF. The Federal funding received includes multiple fund categories, including Surface Transportation Program (STP), CMAQ, Transportation Alternatives Program (TAP), Carbon Reduction Program (CRP), Metropolitan Planning (MPL), and Transit Planning (TPL) funds. The TIP programs the annual allocation of each funding category to projects, plans, and programs that are nominated to FAST Planning, reviewed and scored by the Technical Committee, and approved by the Policy Board. FAST Planning receives a combined allocation of approximately \$10.5 million per year as shown on the figure on the next page.

ANNUAL ALLOCATION OF FEDERAL FUNDING (MILLIONS)



To remain fiscally constrained, the TIP only programs the amount of Federal funding anticipated to be received on an annual basis through the Alaska DOT&PF, as published in the STIP. FAST Planning does use the “Advance Construction” (AC) tool, however, which is a financing tool used to borrow funding from a future fiscal year prior to the regularly scheduled availability of those funds to accelerate project delivery and/or provide more flexibility (2-year window) to initiate project phases. Repayment of AC funding is subsequently made in the year from which the funds were borrowed.

PROJECT PROGRAMMING

CONSISTENCY WITH LONG RANGE TRANSPORTATION PLAN

The FFY2023-27 TIP was developed concurrently and in direct coordination with the 2045 MTP Update. All the projects listed in the TIP are included in the short-range list of projects in the 2045 MTP Update. The MTP can be found at <https://fastplanning.us/plans/required/>.

STATUS OF MAJOR PROJECTS FROM PREVIOUS TIP

Major projects from the previous [FFY2019-23] TIP that were completed include the Gillam Way Reconstruction, Tanana Loop & South Chandalar Drive Intersections, McGrath Road Upgrade, Cushman Street Bridge Rehabilitation projects. One major project that was planned to be constructed under the previous TIP, but has experienced delays due to right-of-way acquisition, is the Yankovich/Miller Hill Road Reconstruction project. This project is currently planned to be constructed in FFY2024 in the FFY2023-27 TIP. Other major projects in this TIP that are planned to be completed include the 5th

Avenue Reconstruction, Cowles Street Reconstruction - Phase I, Minnie Street Upgrade, and Pioneer Park North Parking Lot & Boat Launch projects.

ILLUSTRATIVE PROJECTS

In accordance with 23 CFR 450.326(j), the TIP may include illustrative projects that may be funded should additional revenue become available. FAST Planning's Technical Committee and Policy Board have identified four illustrative projects (listed below) to include in the TIP. Previously these projects were shown in the TIP tables, but have now been relocated to the narrative at the request of Alaska DOT&PF. These illustrative projects are considered to be of high priority for FAST Planning for project starts should additional revenue become available within the years of the current TIP and/or next TIP cycle. All illustrative projects have been previously nominated and scored by the Technical Committee and do not need to be renominated or rescored unless there is a significant change in scope from what is written below.

- **Barnette Street Reconstruction** – Reconstruct Barnette Street from 1st Avenue to Airport Way to include signal upgrades, decorative lighting, a dedicated bike lane, drainage improvements, intersection and sidewalk upgrades, utility relocation, signing and striping and landscaping.
- **Nelson Road Bicycle & Pedestrian Facility** – Construct a bicycle and pedestrian facility along Nelson Road by adding shoulders or a separated multiuse path.
- **North Pole Streetlight Standardization, Phase II** – Upgrade the streetlights in older subdivisions and illuminate several areas in the city currently not illuminated. Consolidate the streetlights on to one or a few circuits. Phase II focuses on Highway Park Subdivision. Future project phases may include Ford and Morning Star subdivisions.
- **Peger Road/Airport Way Intersection Study** – Coordinate existing plans and proposed improvements (Pioneer Park Master Plan, Airport Way Design Toolkit & Site-Specific Recommendations, Kinross trucking plan, Peger Road Bicycle/Pedestrian Path, etc.) to develop concept-level alternatives for public feedback on proposed improvements to the intersection that meet the intent of current plans, improve safety, limit conflicts between users, and improve traffic flow.

REGIONALLY SIGNIFICANT PROJECTS

In accordance with 23 CFR 450.326(f), the TIP must list all “regionally significant” projects within the Metropolitan Planning Area for public information and air quality conformity purposes. Federal regulations define these as transportation projects that are on a facility that services regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. For the Metropolitan Planning Area, FAST Planning further defines regionally significant projects as follows:

- Transportation projects that are not exempt from project-level air quality conformity review under 40 CFR 93.126; and are
 - located on existing Interstate and NHS routes (principal arterials) that provide regional connections between communities or major activity centers (regional hospital, retail centers, central business district, university campus, military bases, and the airport) that,
 - adds capacity for vehicles (additional travel lanes, typically greater than one mile), or
 - constructs a new interchange with roadway grade separation that is not just a railroad/highway crossing separation (exempt under 40 CFR 93.126); or
 - extension of, or new, collector or arterial roads that provide regional connections between communities or major activity centers; or
 - a new bridge over a river (not sloughs) where a bridge does not currently exist; or
 - a major expansion of fixed railroad lines

In the FFY2023-27 TIP the only project considered regionally significant is the Steese/Johansen Interchange (funded with National Highway Performance Program dollars), which is a roadway grade separation project (not involving a railroad crossing). This project is included in the TIP table titled “Statewide Transportation Improvement Program Projects within FAST Planning Boundary.”

ANNUAL LISTING OF OBLIGATED PROJECTS

The obligation of funds programmed in the TIP are tracked monthly through the close of each Federal Fiscal Year. Within one to two months following the yearend closure, an annual listing of all federally funded projects and their obligated project phase (design, right-of-way, utilities, and construction) amounts are published on FAST Planning’s website for public viewing. The annual listing can be found at <https://fastplanning.us/plans/operatingdocs/>.

PUBLIC PARTICIPATION & TITLE VI

Development of the FFY2023-27 TIP followed the public involvement process outlined in FAST Planning’s Public Participation Plan (PPP) (May 2022) and Title VI Non-discrimination Implementation Plan (October 2020). The PPP is a guiding document that outlines the goals, strategies, and implementation plan for involvement of the public in the development of plans, programs, and policies, including the MTP and TIP. The Title VI Non-discrimination Implementation Plan is integral to the PPP and provides specific goals, objectives, and strategies for reaching low-income, minority, and Limited English Proficiency populations to help mitigate barriers to public participation in the transportation planning process.

Both the PPP and Title VI Plans were recently updated and adopted by FAST Planning’s Policy Board in December 2023. The updates included new language detailing how FAST Planning records, summarizes, and responds to public comments for both required and supplemental plans, as well as what steps FAST Planning takes in the event the public review version of a plan differs significantly from the final version. The new language included is as follows:

For all required and supplemental plans, dispositions of public comments (comments, responses, and actions/plan revisions) are prepared and shared with the MPO's Technical Committee and Policy Board in open public meetings prior to adoption of the plans. The dispositions of public comments are then included in an appendix to the plans and/or made available for public review on the MPO website or by request from the MPO Office. If the final version of any plan differs significantly from the version made available for public comment, the plan will be re-released for a new 30/45-day public comment period.

PUBLIC PARTICIPATION IN TIP DEVELOPMENT PROCESS

The TIP development process was carried out through various FAST Planning meetings from July 2022 to January 2023. All of FAST Planning's meetings are open to the public and advertised through the local newspaper, State and local online public notices, and in print media, and allow three methods of participation – in person, telephone, and virtually via an online web platform. The following is a summary of the meetings held during the TIP development process:

- **July 2022** – Technical Committee & Policy Board Meetings: Review of funding availability, revisions to project scoring criteria and nomination form, and call for project nominations
- **August** – Applicant Workshop, Technical Committee, & Policy Board Meetings: Held during open call for project nominations
- **September** – Bicycle & Pedestrian Advisory Committee, Technical Committee, & Policy Board Meetings: Scoring of newly nominated projects and statements of support for illustrative projects and planning efforts/studies included in FFY2023-24 UPWP
- **October** – Project Enhancement Committee, Technical Committee, & Policy Board Meetings: Review of project scores, Draft TIP funding plan, and continued discussion of illustrative projects and planning efforts/studies included in FFY2023-24 UPWP
- **November** – Technical Committee, & Policy Board Meetings: Release of Draft TIP for 30-day public review and comment
- **December** – Technical Committee, & Policy Board Meetings: Review of public comments received to date and minor revisions to the Draft TIP based on updated schedules and estimates from Alaska DOT&PF
- **January 2023** – Technical Committee, & Policy Board Meetings: Adoption of final, revised TIP

In addition to these public meetings, the applicant workshop and 30-day public comment period were also advertised separately through the local newspaper, State and local online public notices, social media, and print media. See next section below for more detailed information on public involvement efforts. FAST Planning also sent consultation invitation emails to the two Federal land management agencies that manage Federal public lands with the Metropolitan Planning Area (U.S. Army and Bureau of Land Management) and the three Alaska Native Corporations that have offices in Fairbanks. All agency, organization, and public comments and responses, Title VI reports, and meeting materials for the list of meetings held and the open public comment opportunity are available from FAST Planning's office upon request.

TITLE VI COMPLIANCE & ENVIRONMENTAL JUSTICE

In addition to meetings outlined in the previous section, FAST Planning executed a variety of techniques to increase access to the project for underserved groups during the 30-day public comment period. People with low income, seniors, young people, limited-English speakers, and people with disabilities are all traditionally underserved. The following techniques were used to make reasonable accommodations for people in underserved groups:

- Collected comments on an online interactive map at all hours
- Increased availability of project information by posting documents on the project website
- Used social media to reach both younger and older people
- Allowed participation by phone
- Developed visualization tools that allowed residents, especially for whom English is a second language, to understand technical concepts
- Distributed 200 4x6 flyer cards around the Fairbanks and North Pole area
- Submitted public service announcement to local radio station
- Posted public comment period to local newspaper events calendar
- Various social media posts (Facebook, Instagram, LinkedIn, Twitter), including boosting posts
- Banner on website home page
- Physical copy and comment box with blank comment forms placed at the Noel Wien Public Library for 14 days
- MailChimp Newsletter sent to all committees and individuals who have signed up

SELF-CERTIFICATION

See Appendix for Self-Certification statement and supporting information.

TIP ACRONYMS & DEFINITIONS

3PF	Third Party Funds	Non-Federal funding contributed by local governments/institutions other than the State; typically for the purpose of providing matching funds for Federally funded projects/plans/programs.
AC	Advance Construction	A financing tool used to borrow funding from a future fiscal year prior to the regularly scheduled availability of those funds to accelerate project delivery and/or provide more flexibility (2-year window) to initiate project phases.
ACC	Advance Construction Conversion (Payback)	Repayment of Advance Construction (AC) funding in the year from which the funds were borrowed.
CMAQ	Congestion Mitigation & Air Quality	Federal funding for transportation projects designed to reduce traffic congestion and improve air quality, particularly in areas of the country that do not meet national air quality standards.
CRP	Carbon Reduction Program	Federal funding for transportation projects that reduce carbon dioxide emissions.
FM	FAST Planning Match	Non-Federal funding contributed by FAST Planning for the purpose of providing matching funds for Federally funded projects/plans/programs.
HSIP	Highway Safety Improvement Program	Federal funding for transportation projects designed to reduce traffic fatalities and serious injuries on public roadways.
ILLU	Illustrative (Funding Placeholder)	Indicates high priority projects that still await funding; projects can be advanced if funding becomes available through receipt of additional funds or because another project cannot be advanced.
MPL	Metropolitan Planning	Federal planning funds designated for Metropolitan Planning Organizations (MPOs) to meet the procedural requirements and core responsibilities for multimodal transportation planning in urbanized areas of the State.
NHPP	National Highway Performance Program	Federal funding for transportation projects that support the condition and performance of the National Highway System (NHS), including new facilities and achievement of performance targets established in the State's Asset Management Plan for the NHS.
OFF	Offset Funds	Federal funding from project phase closures with leftover/unspent funding, reductions to low bid award amounts, and other funding de-obligations.
SA	State Funding Appropriation	State funding for transportation projects; typically from a legislative appropriation or grant.

SM	State Match	Non-Federal funding contributed by the State for the purpose of providing matching funds for Federally funded projects/plans/programs.
STP	Surface Transportation Block Grant Program	Flexible Federal funding for transportation projects that address State and local transportation needs for both motorized and non-motorized users.
TAP	Transportation Alternatives Program	Federal funding for generally smaller-scale transportation projects such as pedestrian and bicycle facilities, construction of turnouts/overlooks/viewing areas, recreational trails, safe routes to school projects, and other community improvements.
TPL	Transit Planning	Federal planning funds designated for Transit Agencies and/or Metropolitan Planning Organizations (MPOs) for long- and short-range planning activities and programs that support the public transportation system.
5307	Urbanized Area Formula Program	Federal funding for capital projects, planning, and operating costs of equipment and facilities for use in public transportation in urbanized areas of the State.
5310	Capital Investment Grants Program	Federal funding for capital projects and operating assistance for the enhanced mobility of seniors and individuals with disabilities.
5311	Rural Area Formula Program	Federal funding for capital projects, planning, and operating costs of equipment and facilities for use in public transportation in rural areas of the State.
5337	State of Good Repair Grants Program	Federal funding for capital projects that replace, rehabilitate, and maintain public transportation systems in a state of good repair.
5339(a)	Bus & Bus Facilities Formula Program	Federal funding for capital projects that replace, rehabilitate, and purchase buses and related equipment, and/or construct bus-related facilities.
5339(b)	Bus & Bus Facilities Grants Program	Federal funding for capital projects that replace, rehabilitate, purchase, or lease buses or related equipment, and/or rehabilitate, purchase, construct, or lease bus-related facilities.



**FAST Planning FFY23-27 Transportation Improvement Program (TIP) Amendment #2
SUMMARY OF CHANGES - February 25, 2026**

Project	Description
1 Chena Riverwalk Stage III	Added \$66k TAP funding to FFY2026 right-of-way phase per request from DOT during public comment period
2 Committed Measures for the Fairbanks SIP	Added \$91k CMAQ funding to FFY2026 construction phase for Fairbanks Airport Area Non-Motorized Wayfinding Signage per request from DOT during public comment period; added \$68k CMAQ funding to FFY2026 design phase for Lavery Transportation Center Enhancements per request from DOT during public comment period; added \$82k CMAQ funding to FFY2026 design phase for Fairbanks Morris Thompson Cultural & Visitors Center Enhancements per request from DOT during public comment period; added \$73k CMAQ funding to FFY2026 utilities phase for Fairbanks Morris Thompson Cultural & Visitors Center Enhancements per request from DOT following public comment period
3 FAST ADA Improvements Program	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); increased utilities phase for Steese Hwy between Johansen Expy and Airport Way (NFHWY01102) from \$35k to \$105k per request from DOT during public comment period; increased utilities phase for Steese Hwy from \$105k to \$150k per request from DOT following public comment period
4 FAST Improvement Program	Added \$2M STP and CMAQ funding to FFY2026 construction phase per latest estimate from DOT for 2026 construction program; added \$182k STP funding to FFY2026 design phase and \$910k STP funding to FFY2027 construction phase for 2027 construction program; added \$45k STP funding to FFY2026 design phase per request from DOT during public comment period; added \$90k STP AC funding to FFY2026 construction phase for Trainor Gate Road/F Street intersection per Policy Board motion at February 25th meeting
5 FAST Carbon Reduction Program	Added \$23k CRP funding to FFY2026 design phase for Fairbanks Airport Area Non-Motorized Wayfinding Signage per request from DOT during public comment period
6 Holmes Road Rehabilitation	Added \$657k STP AC funding to FFY2026 design phase per request from DOT during public comment period
7 Old Steese Reconstruction	Moved construction phase funding from Beyond year to FFY2027 and updated amount per new estimate provided by DOT
8 Parks Hwy/Sheep Creek Ext Traffic Signal	Added \$2.3M to construction phase per latest HSIP funding plan; added \$333k to construction phase and reduced utilities phase by \$100k per request from DOT following public comment period
9 Parks Highway MP 356 Auxiliary Lane	Added new project per DOT request (will be constructed with Parks Hwy/Sheep Creek Ext Traffic Signal project); moved construction phase from FFY2026 to FFY2027 and updated scope description per request from DOT following public comment period
10 Statewide Congestion Mitigation & Air Quality	Added \$455k CMAQ-SW funding to design phase and removed funding for right-of-way phase for Sheep Creek Road & West Tanana Drive Roundabout per request from DOT following public comment period
11 Steese/Johansen Expy Interchange	Added \$382k NHPP funding to FFY2026 design phase per request from DOT during public comment period; added \$2.7M NHPP funding to FFY2026 utilities phase per request from DOT following public comment period
12 Funding Summary - MPO Suballocations	Updated FFY2026 available funding amounts for STP and TAP, including carryforward, per new calculations provided by DOT
13 FTA & FRA Projects Table	Added 5339(c) 'Low or No Emission Grant' recently awarded to FNSB per their request during public comment period

**FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Amendment #2 - Approved 02.25.2026**

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond			
Projects Funded with MPO Suballocations within FAST Planning Boundary													
33041 SR-21	NFHWY00445	5th Avenue Reconstruction Reconstruct 5th Avenue from Barnette to Noble Street to provide improved facilities for all users. Reconstruction includes ADA-compliant sidewalks and shoulders to accommodate bicyclists, wayfinding and bicycle route signs, and landscaping in accordance with FAST Planning's "Complete Streets" Policy.	STP	Design	159.2								
			3PF		15.8								
			STP	Right-of-Way									
			3PF										
			STP	Utilities	363.9								
			3PF		36.1								
			STP	Construction	409.4	2,877.4							
			SW-TAP		454.9								
			AC		2,798.0								
			ACC			-2,798.0							
			OFF		103.7	62.2	16.3						
3PF	373.8	14.1	1.6										
Project Total					4,714.7	155.7	17.9	0.0	0.0	0.0			
21934 SR-5	NFHWY01023	Advanced Project Definition Provide funding to the State and City of Fairbanks to develop new estimates for TIP projects. Project Start Year: 2025 Total Project Cost: \$310,000 Air Quality Status: Exempt	STP	Planning			136.5	145.6					
			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 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	Design	91.0	91.0							
			3PF		9.0	9.0							
			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 NFHWY00845 NFHWY00862 NFHWY00891 NFHWY00922 NFHWY01060 NFHWY01085 NFHWY00885	FAST Carbon Reduction Program Projects that support the reduction of transportation emissions, including evaluations, plans, and the design and construction of projects in accordance with 23 USC §175, within the FAST Planning Metropolitan Planning Area. Refer to FAST Planning's CMAQ/CRP supplemental table for project list, descriptions, and locations. Project Start Year: 2023 Total Project Cost: \$6,719,700 Air Quality Status: Exempt	CRP	All	887.0	1,929.2	1,066.6	1,077.7	1,099.2				
			SM/3PF		88.0	191.5	105.9	107.0	109.1				
			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
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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				
		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: \$3,924,000 Air Quality Status: Exempt	FM			36.1				
			TAP	Right-of-Way				793.3		
			FM					78.7		
			STP	Utilities						
			FM							
			STP	Construction						1,580.2
			TAP							
			CMAQ							
	FM							156.9		
Project Total					0.0	400.0	0.0	872.0	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		
		Reconstruct Cowles Street from Airport Way to East Cowles Street. Project work will include roadside hardware, drainage improvements, intersection improvements, ADA improvements and utilities. Phase II will reconstruct Cowles Street from 1st Avenue to Airport Way. 50% local match / 50% state match. Project Start Year: 2019 Total Project Cost: \$15,960,784 Air Quality Status: Exempt	AC			264.2	295.7			
			ACC				-264.2	-295.7		
			OFF			130.9				
			SM			40.6	54.2			
			3PF			40.6	54.2			
			STP	Right-of-Way						
			SM							
			3PF							
			STP	Utilities						190.4
			SM						9.5	
			3PF						9.5	
			STP	Construction			3,210.1		163.6	6,992.0
			AC					163.6		
			ACC						-163.6	
			CMAQ			1,793.3				
			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					
		Rehabilitate the Cushman Street Bridge and Cushman Street between the First Avenue and Terminal Street intersections. Project work will include bridge work, roadside hardware, ADA sidewalk and curb ramp improvements.	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
Amendment #2 - Approved 02.25.2026**

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. <i>Project is planned to be bundled with FFY26 FAST Improvement Program for bid advertisement.</i> Project Start Year: 2023 Total Project Cost: \$626,000 Air Quality Status: Non-Exempt	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	836.9	27.3		
		Perform gravel or asphalt surface maintenance and preservation activities on roads, sidewalks and pathways. Work may also include new or upgraded illumination, signing and striping, storm drains and intersection improvements including nonmotorized crossings, as well as ADA upgrades to sidewalks and curb ramps. <i>State pays design match and local governments pay construction match, per agreement.</i> 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. <i>FFY26 construction includes Shannon Drive, Doyon Estates roads, Cary Avenue, 8th Avenue path, Old Richardson Highway pedestrian crosswalk, BHRA access road, Vue Crest subdivision roads, TLRA Westlake Lane, UAF Taku parking lot paths, Tanana Loop, Ballaine Road trail access, Old Airport Way shoulder, Van Horn Road, and Trainor Gate Road/F Street intersection. FFY27 construction locations TBD.</i> Project Start Year: 2022 Total Project Cost: \$10,162,800 Air Quality Status: Exempt	AC			191.7	363.9	27.3			
			ACC				-191.7	-363.9	-27.3		
			SM	Utilities		19.0	36.1	49.7			
			STP								
			SM	Construction	STP	1,694.6	261.1	319.5	3,482.9	1,000.7	
			AC			261.1	909.7	91.0			
			ACC				-261.1	-909.7			
			CMAQ					681.2	727.8		
			OFF					120.6			
			SM			20.8			72.2		
	3PF		173.4		201.6	255.5	90.3				
Project Total					2,149.9	210.7	2,632.6	4,269.6	1,091.0	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. <i>Project Start Year: 2023</i> 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. <i>Project Start Year: 2025</i> 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
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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	656.8		
		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	656.8			
			ACC						-104.5	-656.8	
			OFF		20.0						
			SM		56.2		54.2	94.8			
			STP		Right-of-Way				454.9		
			SM						45.2		
					Utilities				272.9		
									27.1		
					Construction						10,916.4
											1,083.6
Project Total					622.0	0.0	600.0	1,850.0	0.0	12,000.0	
34309 SR-31	NFHWY00873	Household Travel Survey	STP	Planning		91.0					
		Complete new Household Travel Survey (last completed 2013) to collect data regarding origins and destinations, trip length, time of day, mode of transportation, and other household characteristics for more up-to-date trip data for the Travel Demand Model for future MTPs. <i>Project Start Year: 2024</i> 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> <i>Project Start Year: 2027</i> 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). <i>Project Start Year: 2025</i> 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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**FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond	
31389 MR-2	NFHWY00509	Minnie Street Improvements Reconstruct Minnie Street between Illinois Street and Old Steese Highway. Project will include roadside hardware, drainage improvements, intersection improvements, ADA improvements, and utilities. 50% local match / 50% state match Project Start Year: 2020 Total Project Cost: \$15,500,000 Air Quality Status: Non-Exempt	STP	Design		227.4		796.0			
			SM			11.3		39.5			
			3PF			11.3		39.5			
			STP	Right-of-Way					1,364.6		
			SM					67.7			
			3PF					67.7			
			STP	Utilities						272.9	
			SM						13.5		
			3PF						13.5		
			STP	Construction							9,983.9
			CMAQ							727.8	
			SM							531.6	
			3PF							531.6	
Project Total					0.0	250.0	0.0	2,375.0	300.0	11,775.0	
34123 SR-19	NFHWY00891	Pioneer Park North Parking Lot & Boat Launch Develop an improved entrance and parking area at the north end of Pioneer Park along the river to improve access to the boat launch, Chena Riverwalk, and general access for all park visitors. Parent project includes 'Peger Road Bicycle & Pedestrian Path' and 'Motor Vehicle Plugins #2' from CMAQ/CRP supplemental table. See supplement table for additional funding details for these two projects. Project Start Year: 2024 Total Project Cost: \$5,641,000 Air Quality Status: Non-Exempt	STP	Design		409.4		682.3			
			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 Update the Fairbanks North Star Borough Long & Short Range Transit Plan, Coordinated Human Services Transportation Plan, Fare Pricing & Integration Study, and Operational Efficiency Study using unspent FFY2019-22 Transit Planning Funds.	TPL	Planning	457.7						
			3PF		45.4						
Project Total					503.2	0.0	0.0	0.0	0.0	0.0	

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**FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond	
32178 SR-8	NFHWY00448	Woll Road Resurfacing & Widening Resurface and widen Woll Road from Bradway to Schut Road.	STP	Design							
			SM								
			STP	Right-of-Way	181.9						
			SM		18.1						
			STP	Utilities							
			SM								
			STP	Construction		1,508.6	1,083.8				
			AC			1,083.8					
			ACC				-1,083.8				
			SM			257.3					
Project Total					200.0	2,849.8	0.0	0.0	0.0	0.0	
9939 SR-2	NFHWY00139	Yankovich/Miller Hill Road Reconstruction Reconstruct Miller Hill Road and Yankovich Road, and improve existing separated multi-use path as needed. Project work will include roadside hardware, drainage improvements, and utilities. Project Start Year: 2016 Total Project Cost: \$10,430,000 Air Quality Status: Non-Exempt	STP	Design		91.0					
			OFF			91.0					
			SM			9.0	9.0				
			STP	Right-of-Way		297.1					
			SM			29.5					
			STP	Utilities							
			SM								
			STP	Construction			5,913.1	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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**FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
Available Funding - MPO Suballocations										
		Surface Transportation Program	STP	Federal	7,716.3	9,630.3	9,919.2	9,919.5	10,117.9	
		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	1,545.3	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	
					10,605.0	15,177.4	13,014.1	14,012.4	13,318.2	
		<i>State/Local Match</i>								
		Surface Transportation Program	SM/3PF/FM	State/Local	765.9	955.9	984.6	984.6	1,004.3	
		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	153.4	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	
					1,052.7	1,506.6	1,291.8	1,390.9	1,322.0	
		TOTAL			11,657.7	16,684.0	14,305.9	15,403.3	14,640.2	
Programmed Funding										
		Surface Transportation Program	STP	Federal	7,716.3	9,630.3	9,919.2	9,919.5	5,656.7	
		Congestion Mitigation/Air Quality	CMAQ	Federal	727.8	1,793.3	681.2	727.8	727.8	
		Transportation Alternatives Program	TAP	Federal	91.0	454.9	579.971	793.3	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	
					10,576.2	14,549.1	13,292.2	13,107.8	8,095.5	
		Advanced Construction	AC	Federal	3,059.1	1,539.8	2,214.8	875.4	0.0	
		Advanced Construction Conversion (Payback)	ACC	Federal	-4,861.9	-3,059.1	-1,539.8	-2,214.8	-784.4	
State/Local Match										
		State Match	SM	State	95.0	624.1	758.2	419.7	13.5	
		Local Government Match	3PF	Local	666.2	372.3	336.8	465.9	518.4	
		FAST Planning Match	FM	State/Local	66.8	105.4	184.1	166.6	75.6	
					828.0	1,101.9	1,279.1	1,052.2	607.6	
Illustrative										
		Illustrative (Funding Placeholder)	ILLU	N/A	0.0	0.0	0.0	0.0	0.0	
		TOTAL			11,404.2	15,651.0	14,571.3	14,160.0	8,703.1	

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**FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
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. <i>(Funding for future phases, including construction, will be programmed in the TIP under a future Amendment if an air quality exemption is approved and/or the conformity freeze is lifted.)</i> 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 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	Design		860.0	500.0			
			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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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond	
34669	NFHWY00962 NFHWY00964 NFHWY00965 NFHWY01027 NFHWY01102 NFHWY01103 NFHWY01104 NFHWY01105	FAST ADA Improvements Program	STP-SW	Design			318.4	454.9	272.9		
		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 Bonfield St; FFY28 - 10th Ave between Lathrop and Cowles St]	CMAQ-SW				2,274.3				
			SM				257.4	45.2	27.1		
				STP-SW	Right-of-Way				172.8		
				SM					17.2		
				STP-SW	Utilities				136.5	91.0	
				SM					13.5	9.0	
				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	13,950.0	2,327.1	1,800.0	
34302 SR-39	NFHWY00645 NFHWY00838 NFHWY00570 NFHWY01053 NFHWY01092 NFHWY01056	Statewide Pavement & Bridge Preservation Program - FAST Planning MPA only	STP-SW	All	8,061.5	2,621.2	22,469.6	2,547.2			
		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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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
27010	Z617630000	Northern Region Signal Interconnect	CMAQ	Construction	4,548.5					
		Improve capabilities of the Northern Region to communicate with signals, allowing for troubleshooting, signal timing modifications, and monitoring at single/multiple locations. Project will include upgrades at NR Headquarters and incorporate improvements to interconnecting communication systems (for security and reliability), controller upgrades, signal timing plans, and other related items. Provide any related items and Training, Maintenance, and Operational funding as allowed by ITS.	SM		451.5					
Project Total					5,000.0	0.0	0.0	0.0	0.0	
34657	NFHWY00531 NFHWY00904	Northern Region Systematic Signal Upgrades	HSIP	Right-of-Way		125.0				
		Reconstruct signalized intersections at Lathrop St/Van Horn Rd, South Cushman St/Van Horn Rd, Parks Highway/Geist Rd /Chena Pump, and South Cushman St/30th Ave. Work includes roadside hardware and intersection improvements. Project Start Year: 2020 Total Project Cost: \$7,925,171 Air Quality Status: Exempt	HSIP	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					
		Reconstruct the Old Steese Highway from Wendell Avenue Bridge to, and including, the intersection at the Johansen Expressway. Project Start Year: 2014 Total Project Cost: \$38,281,000 Air Quality Status: Non-Exempt	SM		171.6					
			STP-SW	Construction					28,211.1	
			SM						2,800.3	
Project Total					1,900.0	0.0	0.0	0.0	31,011.4	
34657 LR-36	NFHWY00898	Parks Highway/Sheep Creek Extension Traffic Signal	HSIP	Design		420.0	1,200.0	470.0		
		Construct a continuous green T signal on the Parks Highway at the intersection with Sheep Creek Extension. Project includes ADA improvements, drainage improvements, intersection improvements, roadside hardware, and utilities. Project Start Year: 2024 Total Project Cost: \$11,790,000 Air Quality Status: Exempt	HSIP	Utilities					200.0	
			HSIP	Construction				9,500.0		
Project Total					0.0	420.0	1,200.0	10,170.0	0.0	
34657 LR-36	NFHWY01140	Parks Highway MP 356 Auxiliary Lane	NHPP	Design				591.3		
		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). Construct auxiliary lane for the Parks Highway/Sheep Creek Road intersection. Project includes reconstruction, drainage, roadside hardware, utilities and ADA improvements. Project Start Year: 2026 Total Project Cost: \$3,500,000 Air Quality Status: Non-Exempt	SM						58.7	
			NHPP	Utilities					91.0	
			SM						9.0	
			NHPP	Construction						2,501.7
			SM							248.3
Project Total					0.0	0.0	0.0	750.0	2,750.0	

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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond	
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		
34657	NFHWY00949	Richardson Highway MP 341-362 Variable Speed Limit	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. Project Start Year: 2025 Total Project Cost: \$6,300,000 Air Quality Status: Exempt	HSIP	Utilities				200.0			
			HSIP	Construction						5,200.0	
Project Total					0.0	0.0	720.0	380.0	5,200.0		
34657 SR-41	2615970000	Richardson Highway MP 357-362 Bicycle/Pedestrian Path	HSIP	Construction	4,112.8	64.7	155.9				
<i>Completed</i>		Construct a multi-use pathway between Badger 6-mile interchange and GARS intersection.									
Project Total					4,112.8	64.7	155.9	0.0	0.0		
34657 SR-50	NFHWY00097	Richardson Highway MP 351 Interchange	HSIP	Construction			21,597.8				
<i>Completed</i>		Construct interchange to replace intersection of the Richardson Highway and the Old Richardson Highway at North Pole, near Richardson Highway MP 351.									
Project Total					0.0	21,597.8	0.0	0.0	0.0		
25598 SR-51	Z607340000	Richardson Highway MP 360-361 (MP 359) Railroad Grade Separated Facility	NHPP	Construction							
		<i>Completed</i>	SM								24,136.1
Project Total					25,841.6	0.0	0.0	0.0	0.0		
29829 SR-40	Z607320000	Steese/Johansen Expressway Interchange Construct a grade separated interchange at the intersection of Steese Expressway and Johansen Expressway. Realign adjacent access as necessary to accommodate the selected interchange configuration. Work includes a new bridge. (Funding for future phases, including construction, will be programmed in the TIP under a future Amendment if conformity freeze is lifted.) Project Start Year: 2015 Total Project Cost: \$110,899,679 Air Quality Status: Non-Exempt	NHPP	Design				682.3			
			SM								180.6
			NHPP	Utilities					3,638.8		
			SM								
			NHPP	Right-of-Way							
			SM								
			NHPP	Construction							81,873.0
SM	8,127.0										
Project Total					5,000.0	0.0	0.0	4,750.0	0.0	90,000.0	

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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond	
32220 MR-70	NFHWY00698	Steese Expressway MP 2-5 Resurfacing Reconstruct the Steese Expressway from the intersection with Farmer's loop Road up to and including the Chena Hot Springs Road interchange. Project Start Year: 2022 Total Project Cost: \$14,550,000 Air Quality Status: Non-Exempt	NHPP	Design	258.4						
			SM		25.6						
			NHPP	Utilities							454.9
			SM							45.2	
			NHPP	Construction							11,644.2
			SM								1,155.8
Project Total					284.0	0.0	0.0	0.0	0.0	13,300.0	
3821 SR-31 SR-36 <i>Completed</i>	Z632130000	University Avenue Widening Widen and reconstruct University Avenue to current standards. NID's associated with this parent design project: 29655, 29656, and 33345. This is the final segment of construction of the project, with work occurring from Airport Way to Holden Road.	NHPP	Construction		6,711.9					
			AC		6,711.9						
			ACC			-6,711.9					
			SM		666.2						
Project Total					7,378.1	0.0	0.0	0.0	0.0		
29655 SR-31 <i>Completed</i>	Z632130000	University Avenue Rehabilitation: Wolf Run to DNR BLM Access Widen and reconstruct University Avenue to current standards from Thomas Street to the Chena River, including replacement of University Ave Bridge #0263. This project is associated with NIDs 29656, 33345, and the parent design project NID 3821.	NHPP	Construction	14,555.2						
			ACC		-14,555.2						
Project Total					0.0	0.0	0.0	0.0	0.0		

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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
Air Quality Programs within FAST Planning Boundary										
20294 SR-42	HFHWY00211	Air Quality Public Education	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	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 determinations 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	7.2
Project Total					80.0	80.0	80.0	80.0	80.0	
29232	NFHWY00555 NFHWY00612 NFHWY00712 NFHWY00862 NFHWY00874 NFHWY01086 NFHWY01087 NFHWY01097 NFHWY01169	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	1,546.5	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: \$21,287,300 Air Quality Status: Exempt	SM		318.8	69.5	405.1	153.5	702.2	273.2
Project Total					3,530.0	769.8	4,486.0	1,700.0	7,776.5	3,025.0

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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
Available Funding - Statewide Apportionments*										
		National Highway Performance Program	NHPP	Federal	369,961.5	377,360.5	384,908.0	392,606.1	400,458.2	
		National Highway Freight Program	NHFP	Federal	17,737.1	18,091.9	18,453.7	18,822.8	19,199.2	
		Bridge Formula Program	BFP	Federal	45,000.0	45,000.0	45,000.0	45,000.0	45,000.0	
		Highway Safety Improvement Program	HSIP	Federal	40,726.0	41,565.9	42,422.6	43,296.5	44,162.4	
		Railway-Highway Crossings Program	RAIL	Federal	1,225.0	1,225.0	1,225.0	1,225.0	1,225.0	
		Promoting Resilient Operations for Transformative, Efficient, & Cost-Saving Transportation Program	PROTECT	Federal	18,248.1	18,613.1	18,985.3	19,365.0	19,752.3	
		National Electric Vehicle Infrastructure Program	NEVI	Federal	10,483.1	10,483.1	10,483.1	10,483.1	10,483.1	
		Surface Transportation Program (including Transportation Alternatives Program)	STP	Federal	179,981.3	183,580.9	187,252.5	190,997.6	194,817.5	
		Congestion Mitigation/Air Quality	CMAQ	Federal	30,584.2	31,195.9	31,819.8	32,456.2	33,105.3	
		Carbon Reduction Program	CRP	Federal	16,048.3	16,369.3	16,696.7	17,030.6	17,371.2	
		State Funding Appropriation	SA	State	0.0	0.0	0.0	0.0	0.0	
					729,994.6	743,485.4	757,246.6	771,282.8	785,574.3	
<i>*Values from Infrastructure Investments & Jobs Act (IIJA) FFY2022-26 apportionment tables; FFY2027 adjusted for 2% increase consistent with annual increases under IIJA apportionments.</i>										
Programmed Funding										
		National Highway Performance Program	NHPP	Federal	54,227.9	6,711.9	0.0	5,003.4	2,501.7	
		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	18,488.6	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	5,312.6	30,303.4	
		Congestion Mitigation/Air Quality - Statewide	CMAQ-SW	Federal	3,465.9	955.0	6,609.9	11,726.0	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	
					80,409.0	51,259.5	40,586.8	42,652.4	53,482.5	
		Advanced Construction	AC	Federal	13,829.9	0.0	0.0	0.0	0.0	
		Advanced Construction Conversion (Payback)	ACC	Federal	-30,285.0	-13,829.9	0.0	0.0	0.0	
State Match										
		State Match	SM	State	5,664.5	712.1	3,129.5	2,398.6	4,227.9	
Illustrative										
		Illustrative (Funding Placeholder)	ILLU	N/A	0.0	0.0	0.0	0.0	0.0	
TOTAL					86,073.5	51,971.6	43,716.3	45,051.0	57,710.4	

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

**FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Amendment #2 - Approved 02.25.2026**

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
U.S. DOT Discretionary Grant Projects within FAST Planning Boundary										
N/A	City of North Pole Drainage Project Awarded: Repair and improve culverts, establish bioswales, increase size of detention basins and drainage ditches, and other resilience-building solutions to combat flooding.	PROTECT					752.1			
		Match					188.0			
Project Total					0.0	0.0	940.2	0.0	0.0	
N/A	Island Holmes Reconstruction Pending Application: Reconstruct the Island Homes subdivision to provide improved facilities for all users including roadway resurfacing, drainage improvements, ADA-compliant sidewalks and curb ramps, water and sewer utility replacement, signing and striping, traffic calming measures, and street lighting upgrades.	BUILD					18,950.0			
		Match					2,050.0			
Project Total					0.0	0.0	21,000.0	0.0	0.0	
N/A	Alternative Fuel Corridor Electric Vehicle Charging Stations Awarded: Installation of DC fast-charging stations at Westmark Hotel and Fred Meyer West.	NEVI				1,327.9				
		Match				332.0				
Project Total					0.0	1,659.9	0.0	0.0	0.0	
N/A	Chena River Watershed Culvert Replacements Pending Application: Replace culverts for fish passage on Cripple Creek at Old Chena Ridge Road and Chena Slough at Peede, Repp, and Mission Road.	NOAA						8,000.0		
		Match								
Project Total					0.0	0.0	0.0	8,000.0	0.0	
TOTAL					0.0	1,659.9	21,940.2	8,000.0	0.0	

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

**FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Amendment #2 - Approved 02.25.2026**

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

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**FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
19658	Urbanized Area Formula - ARRC	Preventive maintenance.	5337	FTA	480.0	170.8	170.8	160.4	162.0	200.0
			Match		120.0	130.8	40.2	37.6	38.0	40.0
			Project Total		600.0	301.6	211.0	198.0	200.0	240.0
19634	Urbanized Area Formula - ARRC	Track infrastructure replacement, rehabilitation or upgrade.	5337	FTA		200.0	200.0	200.0	200.0	800.0
			Match			50.0	50.0	50.0	50.0	200.0
			Project Total		0.0	250.0	250.0	250.0	250.0	1,000.0
31091	Urbanized Area Formula - ARRC	Radio system and communication component replacement, installation, rehabilitation, or upgrade.	5337	FTA		100.0	80.0	100.0	100.0	60.0
			Match			25.0	20.0	25.0	25.0	15.0
			Project Total		0.0	125.0	100.0	125.0	125.0	75.0
33243	Urbanized Area Formula - ARRC	Signal, in-track, and communication replacement, rehabilitation, or upgrade.	5337	FTA			20.0			50.0
			Match				5.0			10.0
			Project Total		0.0	0.0	25.0	0.0	0.0	60.0
33246	Urbanized Area Formula - ARRC	Operations support facility replacement, installation, rehabilitation or upgrade.	5337	FTA				200.0	100.0	200.0
			Match					50.0	25.0	50.0
			Project Total		0.0	0.0	0.0	250.0	125.0	250.0
24001 24002	Urbanized Area Formula Grant - FNSB	Purchase of approximately four buses and three vans. Additional CMAQ funding provided under 'Committed Measures for the Fairbanks SIP' project in Air Quality Program table.	5307	FTA		408.6				
			Match			81.7				
			Project Total		0.0	490.3	0.0	0.0	0.0	0.0
22007 25001	Urbanized Area Formula Grant - FNSB	Purchase of approximately six buses and three vans. Additional CMAQ funding provided under 'Committed Measures for the Fairbanks SIP' project in Air Quality Program table.	5307	FTA			3,565.6			
			5339						2,494.7	
			Match				891.4		623.7	
Project Total	0.0	0.0	4,457.0	0.0	3,118.4					
24001	Urbanized Area Formula Grant - FNSB	Transit operating assistance and capital.	5307	FTA	2,174.4	2,121.9		2,174.4	2,174.4	
			Match		2,174.4	2,121.9		2,174.4	2,174.4	
			Project Total		4,348.8	4,243.8	0.0	4,348.8	4,348.8	
25001 26001	Urbanized Area Formula Grant - FNSB	Transit operating assistance, purchase of a transit revenue vehicle, and Software as a Service (SaaS) maintenance, support, and licensing.	5307	FTA			2,163.0	809.9		
			Match				2,031.8	202.5		
			Project Total		0.0	0.0	4,194.8	1,012.4	0.0	
20028	MACS Fleet Transition to CNG	Transition the MACS fleet to Compressed Natural Gas in accordance with MACS Recommended 10-year Bus Replacement Plan 2019-2028.	5307	FTA						
			Match							
			Project Total		0.0	0.0	0.0	0.0	0.0	0.0
19120	Rural Transit - FNSB	Operational funding for the gray line.	5311	FTA						
			Match							
			Project Total		0.0	0.0	0.0	0.0	0.0	0.0
19119	Enhanced Mobility for Seniors & Individuals with Disabilities	Funding for VanTran service.	5310	FTA						
			Match							
			Project Total		0.0	0.0	0.0	0.0	0.0	0.0

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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					
Project Total					408.6					
23003	Bus & Bus Facility Grant		5339	FTA	90.5					
	5339(a) FFY23 small urban maintenance facility equipment.		Match		22.6					
Project Total					113.1					
23004	Urbanized Area Formula Grant - FNSB		5307	FTA	1,160.0					
	Security camera system and fat bike racks.		Match		290.0					
Project Total					1,450.0					
23005	Urbanized Area Formula Grant - FNSB		5307	FTA	2,147.7					
	FNSB CNG fueled transit buses.		Match		536.9					
Project Total					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	
26002	Buses and Bus Facility Competitive Grant		5339	FTA				3,150.4		
	5339(c) Low or No Emission Grant for purchase of three (3) CNG fueled buses.		Match						787.6	
Project Total					0.0	0.0	0.0	3,938.0	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	3,150.4	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	21,945.1	29,411.1	
Match										
ARRC/FNSB Match			Match	State/Local	3,565.7	7,759.1	10,042.1	10,612.1	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	32,557.2	41,387.2	

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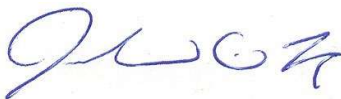
APPENDIX

Self-Certification Statement

METROPOLITAN PLANNING ORGANIZATION (MPO) SELF-CERTIFICATION

In accordance with 23 CFR 450.336, Fairbanks Area Surface Transportation (FAST) Planning hereby certifies for the Fairbanks Urbanized Area that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements of:

1. 23 U.S.C. Section 134, 49 U.S.C. Section 5303, and 23 CFR Part 450;
2. In nonattainment and maintenance areas, Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d) and 40 CFR Part 93);
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR Part 21;
4. 49 U.S.C. Section 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37, and 38;
8. Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. 23 U.S.C. Section 324, regarding prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.



FAST Planning

Jackson C. Fox, Executive Director

March 15, 2023

Date

MPO DESIGNATION & STRUCTURE

All Urbanized Areas over 50,000 in population must have a Metropolitan Planning Organization (MPO) to carry out a continuing, cooperative and comprehensive (3C) transportation planning process, as stipulated in the Federal Highway Act of 1962. On May 1, 2002, the U.S. Census Bureau published a notice in the Federal Register identifying an area surrounding Fairbanks and North Pole as a Qualifying Urbanized Area for Census 2000. The Metropolitan Planning Area (MPA) boundary was finalized in December 2002, and the Fairbanks MPO was subsequently established in April 2003 under an Intergovernmental Operating Agreement signed by the Governor. [49 USC 5303(d)(1); 23 USC 134(d)(1); 23 CFR 450.310]

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

FAST Planning has a Technical Committee and Policy Board that hold regularly scheduled meetings each month to guide the MPO's transportation planning process and make decisions for plans, programs, and policies. The Technical Committee consists of representatives, such as engineers, planners, and other specialists from the City of Fairbanks, City of North Pole, FNSB, Alaska DOT&PF, Alaska Department of Environmental Conservation (DEC) Air Quality, Fort Wainwright, University of Alaska Fairbanks (UAF), Alaska Railroad Corporation, Fairbanks International Airport, transit, public safety, local freight industry, and local Tribal entities. The Policy Board consists of elected/appointed officials and has as members, a designated representative of the Alaska DOT&PF Northern Region, FNSB Mayor, City of Fairbanks Mayor, City of North Pole Mayor, a designated representative of Alaska DEC Air Quality Division, a designated representative of the FNSB Assembly, and a designated representative of the Fairbanks City Council. The Technical Committee is an advisory body to the Policy Board, which is the decision-making body. [49 USC 5303(d)(2)&(3); 23 USC 134(d)(2)&(3); 23 CFR 450.310]

In addition to the Technical Committee and Policy Board, FAST Planning also has a Bicycle & Pedestrian Advisory Committee that meets monthly, Project Enhancement Committee that meets quarterly, and Seasonal Mobility Task Force that meets biannually. The Bicycle & Pedestrian Advisory Committee consists primarily of representatives from local organizations and citizens that advise the Technical Committee on issues related to bicyclist and pedestrian mobility and provides insight on how to better serve those users. The Project Enhancement Committee consists of architects/designers, engineers, and maintenance managers that advise the Technical Committee on opportunities for streetscape beautification that balances design and aesthetics with roadway safety and function. The Seasonal Mobility Task Force consists of road maintenance managers from the Alaska DOT&PF, City of Fairbanks,

City of North Pole, FNSB Rural Services, FNSB Parks & Recreation, FNSB School District, and UAF that share with each other seasonal maintenance plans and priorities. These constituents also collectively participate in an annual “Winter Maintenance Forum” public event.

Metropolitan Planning Area (MPA) Boundary

Every 10 years the U.S. Census Bureau performs a count of the population and from this data collection effort Urbanized Area boundaries are established. The original MPA boundary from the 2000 Census was established in December 2002 and the boundary was adjusted in February 2013 under the 2010 Census. Publication of the 2020 Urbanized Area boundaries across every state in the U.S. is expected by December 2022. MPOs are subsequently tasked with examining these boundaries in cooperation with State and other, local public transportation system operators to adjust them as necessary to develop a new MPA boundary. The MPA boundary shall encompass the entire Urbanized Area (as defined by the U.S. Census Bureau) plus the contiguous area expected to become urbanized within a 20-year forecast period for the Metropolitan Transportation Plan (MTP). As appropriate, additional adjustments should be made to reflect the most comprehensive MPA boundary to foster an effective planning process that ensures connectivity between modes, improves access to modal systems, and promotes efficient overall transportation investment strategies. [49 USC 5303(e); 23 USC 134(e); 23 CFR 450.312]

Metropolitan Planning Agreements

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

- FAST Planning Articles of Incorporation (June 2018) and Bylaws, as amended (October 2021)
- Memorandum of Understanding for the Operation of the FAST Planning Office (March 2019)
- Intergovernmental Operating Agreement & Memorandum of Understanding for Transportation & Air Quality Planning in the Fairbanks Metropolitan Planning Area (April 2019)
- Memorandum of Agreement for the Selection & Funding of CMAQ Projects within the Fairbanks PM^{2.5} Non-attainment Area, as amended (August 2019)
- Memorandum of Understanding & Performance Planning Target Setting Procedures [between Alaska DOT&PF, AMATS, & FAST Planning to support a performance-based approach to the metropolitan transportation planning and programming process] (May 2018)
- FAST Planning Policies & Procedures, as amended (February 2022)
- FAST Planning Title VI [Non-Discrimination] Plan (October 2020)

[23 CFR 450.314]

PLANNING & PROGRAMMING PROCESS

The scope of the MPO's planning process incorporates the following Federal planning factors in all long- and short-range planning efforts:

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

In addition to the planning factors noted above, State DOTs and MPOs are required to conduct performance-based planning by tracking performance measures and setting data-driven targets to improve those measures. Performance-based planning ensures the efficient investment of federal transportation funds by increasing accountability of local agencies receiving the funds, prioritizing transparency to the public, and providing insight for better investment decisions that focus on key outcomes which relate to the seven national goals of:

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

State DOTs are required to establish statewide targets and MPOs have the option to support the statewide targets or adopt their own. To date, FAST Planning has chosen to accept and support all the statewide targets for safety, pavement condition, bridge condition, on-road mobile source emissions, and travel time reliability within the timelines established by Federal legislation.

[49 USC 5303(h); 23 USC 134(h); 23 CFR 450.306]

Unified Planning Work Program (UPWP)

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

The current, approved UPWP covers Federal Fiscal Years 2023 and 2024 (FFY2023-24). The Alaska DOT&PF is responsible for providing the management oversight of the UPWP. FAST Planning and the FNSB prepare and submit quarterly reports to the Alaska DOT&PF, which document the planning activities performed and expenditures by FAST Planning and the FNSB in accordance with the tasks listed in the UPWP. The Alaska DOT&PF reviews and compiles the quarterly reports into annual reports at the end of each fiscal year. [23 CFR 450.104&308]

Transportation Planning Studies & Project Development

Included in each UPWP is a list of Supplemental Plans and Contingency Plans/Studies, which may include multimodal plan, corridor studies, and/or subarea plans. Examples of recently completed plans include, but are not limited to, FAST Planning's Road/Rail Crossing Reduction/Realignment Plan, Non-Motorized Plan, Road Service Area Expansion Plan, and Freight Mobility Plan. Each of these planning efforts include involvement of a steering committee of agency and public representatives, various FAST Planning Committees as appropriate, presentations to stakeholder groups, and robust public involvement efforts in coordination with FAST Planning's Public Participation Plan (PPP). This process greatly assists project development through identification of purpose and need, goals, and objectives, as well as the identification and preliminary screening of project alternatives. [23 CFR 450.318]

Metropolitan Transportation Plan (MTP)

The MTP is a multimodal transportation plan that addresses a 20-year planning horizon that the MPO develops, adopts, and updates every four to five years. For the Fairbanks Urbanized Area, the MTP is required to be updated every four years because the MPA is within a Serious PM²⁻⁵ Non-attainment Area and CO Maintenance Area subject to provisions in the Clean Air Act. The current 2045 MTP was approved and adopted in December 2018. An update is currently underway and includes collection of existing traffic data, analysis of the existing transportation network, evaluation of land use and supporting transportation scenarios for travel demand model forecasts, outreach to local agencies and the public to confirm project needs outlined in the 2045 MTP and new project needs not yet identified, prioritization and cost estimates for all projects considered for inclusion in the new MTP, an air quality conformity analysis and interagency consultation on the updated project list, and development of the draft and final MTP. The draft MTP has been released for public comment, and after resolution of public

comments and an air quality conformity determination is made, the final MTP will then be presented to the FAST Planning Technical Committee and Policy Board for consideration of adoption. Following adoption, the final MTP will be transmitted to FHWA and FTA for approval. Based on the adoption and approval date of the current MTP, the updated MTP will need to be adopted and approved by January 2023. [49 USC 5303(i); 23 USC 134(i); 23 CFR 450.324]

Transportation Improvement Program (TIP)

The TIP is a prioritized listing/program of transportation projects covering a period of four years that is developed, adopted, and implemented by the MPO in coordination with the MTP. The current FFY2019-23 TIP was approved and adopted in January 2019 and is required to be replaced every four years. The obligation of funds programmed in the TIP and receipt of offsets from project closures, reductions to bid award, and other de-obligations are tracked monthly. Administrative Modifications and Amendments to the TIP are made on an as-needed basis for project schedule and funding adjustments. Development of a new FFY2023-27 TIP by FAST Planning staff is currently underway concurrent with the update of the MTP. The initial effort involved review and revision of project scoring criteria and nomination form by the FAST Planning Technical Committee and Policy Board, and was followed by a call for project nominations from local agencies and the public. The project nominations often, but are not all required to, come from the short-range list of projects included in the updated MTP. A workshop was held for local agencies and the public to explain the nomination process, scoring criteria, and project selection process for funding. At the close of the nomination period, FAST Planning Technical Committee members scored and ranked the projects in order of priority for consideration of funding in the new TIP. Concurrently, Alaska DOT&PF staff will prepared scopes, schedules, and estimates (SSEs) for each project nominated. Once the SSEs and project rankings were completed, FAST Planning developed a fiscally constrained draft TIP providing a funding plan for the top ranked projects for release for public comment. During the public comment period an air quality conformity analysis and interagency consultation will also be completed. After public comments are addresses and/or resolved, and an air quality conformity determination is made, the final TIP will then be presented to the FAST Planning Technical Committee and Policy Board for consideration of being adopted. Following adoption, the final TIP will be transmitted to FHWA and FTA for approval and to Alaska DOT&PF for inclusion into the Statewide Transportation Improvement Program (STIP). Based on the adoption and approval date of the current TIP, a new TIP will need to be adopted and approved by January 2023. [49 USC 5303(j); 23 USC 134(j); 23 CFR 450.326-332]

Annual Listing of Obligated Projects

The obligation of funds programmed in the TIP are tracked monthly through the close of each Federal Fiscal Year. Within one to two months following the yearend closure, an annual listing of all federally funded projects and their obligated project phase (design, right-of-way, utilities, and construction) amounts are published on FAST Planning's website for public viewing. [23 CFR 450.334]

Air Quality Conformity

The MPA is within a Serious PM^{2.5} Non-attainment Area and CO Maintenance Area as designated by the U.S. Environmental Protection Agency. The FNSB and Alaska DEC have joint responsibility to develop and implement a PM_{2.5} State Implementation Plan and CO Maintenance Plan to work towards attainment of air quality standards. FAST Planning, FNSB, and Alaska DOT&PF staff support these efforts with travel demand modeling to forecast contributing vehicle emissions and assist with identification of transportation projects and programs that reduce emissions. The Alaska DOT&PF also annually sets aside Congestion Mitigation & Air Quality (CMAQ) funds for these projects and programs. FAST Planning serves as the Project Evaluation Board for development of project scoring criteria, carrying out the project nomination process, and scoring and prioritizing the projects for the Alaska DOT&PF to consider programming and executing the projects. The most recent project nomination process was held in FFY2020 for which a 10-year funding plan was developed for 19 eligible projects under this program. FAST Planning will annually review the status of these projects in late FFY2022 and issue a call for new project nominations in early FFY2023 as additional CMAQ funding and new Carbon Reduction Program funding becomes available under the Infrastructure Investment & Jobs Act (IIJA) and/or there is heightened need for more timely progress towards attainment of air quality standards. [23 CFR 450.324&326]

PUBLIC INVOLVEMENT, TITLE VI, & RELATED REQUIREMENTS

Public Participation Plan (PPP)

The PPP is a guiding document that outlines the goals, strategies, and implementation plan for involvement of the public in the development of MPO plans, programs, and policies, including the MTP and TIP. FAST Planning adopted an updated PPP in May 2022. With the recent COVID-19 pandemic and social distancing guidelines mandated by State and local governments, new provisions for public meetings are actively being implemented and were included in the update to this plan. The purpose of the PPP is to set procedures for FAST Planning to engage residents of the MPO in transportation planning process in a meaningful way. Key elements of this plan include the following:

- Maintaining a FAST Planning website with staff and committee member contact information, operating documents, plans and policies, project information, meeting calendar and agenda packets and minutes, online public comment submission form, and an interactive map for the MPA that shows the transportation network with comment form that welcomes any and all comments to the MPO
- Hosting all FAST Planning committee meetings open to and accessible by the public, including Technical Committee, Policy Board, Seasonal Mobility Task Force, Bicycle & Pedestrian Advisory Committee, Project Enhancement Committee and all other subcommittee, work session, and project-specific meetings
- Preparing meeting agendas, packets, and minutes for all FAST Planning committee meetings

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

[49 USC 5303(i)(6); 23 USC 134(i)(6);23 CFR 450.316]

Title VI Plan

The Title VI Non-discrimination Implementation Plan is integral to the PPP and provides specific goals, objectives, and strategies for reaching low-income, minority, and Limited English Proficiency populations to help mitigate barriers to public participation in the transportation planning process. FAST Planning adopted an updated Title VI Plan in October 2020. As a Federal Aid recipient, FAST Planning has the responsibility to ensure that its programs, plans, and policies are carried out in a manner that is not discriminatory, regardless of race, color, national origin, or sex (gender) in accordance with Title VI of the Civil Rights Act of 1964, as amended. Measures currently being implemented include:

- Hosting all meetings open to the public and broad advertisement of meetings, events, and public comment opportunities in accordance with the PPP to reach different demographics of the population within the MPA
- Holding meetings virtually and in person at a location familiar and comfortable to the public, accessible by non-motorized travel and transit, and in ADA-accessible buildings
- Providing contact information on all public notices and advertisements for individuals to request special accommodations for translation (language barriers) and hearing and sight impairments
- Preparing Title VI Reports for the Alaska DOT&PF Civil Rights Office for every FAST Planning meeting and event held open to the public and public comment periods
- Advertisement of Title VI complaint procedures and complaint form for any person who believes they have been excluded from or denied the benefits of, or subjected to discrimination on the basis of race, color, national origin, or sex (gender) under any FAST Planning plan, program, or activity
- Annual participation by all FAST Planning staff in Title VI training

[42 U.S.C. 2000d-1, 6101, & 12101; 49 CFR 21, 27, 37, & 38; 23 USC 324; 29 U.S.C. 794]

Contracting Requirements

For all federal funding received by the MPO, the Alaska DOT&PF is the fiscal steward and provides the oversight of expenditure of those funds in compliance with CFR Title 23. In particular, the Alaska DOT&PF manages the design, right-of-way, utilities, and construction phases for every project funded by the MPO, including the procurement of contracts for planning efforts and projects under all applicable State and Federal laws and regulations. The only procurement FAST Planning manages is small procurement (less than \$50,000) using non-Federal funds. [49 CFR 26; 23 CFR 230]



Interagency Consultation for Air Quality Conformity Transportation Improvement Program (TIP) Amendment #2

Meeting Summary

December 11, 2025 – 11:00 am to 12:00 pm (AK Time)

Attendees

FAST Planning – Jackson Fox

Federal Highway Administration (FHWA) – Christina Mounce, Christopher Dresser

Federal Transit Administration (FTA) – Danielle Casey

U.S. Environmental Protection Agency (EPA) – Tess Bloom

Alaska Department of Transportation & Public Facilities (DOT&PF) – Brett Nelson,
Randi Bailey, Ivet Hall, Al Beck

Alaska Department of Environmental Conservation (ADEC) – Adeyemi Alimi

Fairbanks North Star Borough (FNSB) – Don Galligan, Steven Hoke

Trinity Consultants – Thomas Carlson, Suriya Vallamsundar

Other Attendees – none

Introduction & Public Comment

Jackson Fox (FAST Planning) led the attendee introductions/roll call. He then stated the purpose of the meeting is to review the changes FAST Planning's TIP that are being proposed under Amendment #2. The Amendment has been reviewed by FAST Planning's Technical Committee and Policy Board and authorized to be released for public comment. However, there have been some additional funding changes that have come in since last month and recently been added to the Amendment, so it is being cycled back through the Technical Committee and Policy Board at their December meetings. The Amendment will be back before the Policy Board on December 17th for its final approval for release for public comment. Mr. Fox added that he believes the changes do not trigger the need to redemonstrate air quality conformity, but that is what everyone is here to discuss today to see if there are any flags or concerns from our Federal partners before it is released. Mr. Fox then stated the meeting was open to the public, but no members of the general public were present for the public comment period, so he moved the discussion to the main agenda item.

TIP Amendment #2

Mr. Fox provided an overview of each of the proposed changes in the TIP Amendment, which includes additional funding for the FAST Improvement Program, ADA Improvements Program, Old Steese Reconstruction, and Parks Highway/Sheep Creek Road Extension Intersection projects. He also introduced the memo prepared by Trinity Consultants for the auxiliary lane along the Parks Highway supporting the Parks Highway/Sheep Creek Road Extension Intersection projects. The memo concluded that based on a project-level evaluation, the auxiliary lane is not a project of air quality concern and therefore does not require a PM [particulate matter] hot spot analysis.

Christopher Dresser [FHWA] stated he agreed the Parks Highway auxiliary lane does not need a PM hot spot analysis.

Danielle Casey [FTA] stated there were no comments from FTA and thanked Mr. Fox for including her.

Tess Bloom [EPA] stated she agreed with Mr. Dresser that the new project [auxiliary lane] does not need an air quality analysis. She wanted to clarify, however, the TIP still needs a new conformity determination even if it does not require a new air quality analysis. She added that the Old Steese Reconstruction project was frozen due to the Conformity Freeze and funding that needed to be added to the project, which requires a new conformity determination but could not happen under the Conformity Freeze since it is a non-Exempt project. She added that it was her understanding that there has not been any change to the design, which would require a new air quality analysis, but that there would still need to be a new conformity determination on the TIP.

Mr. Fox responded that he thought that was what FAST Planning had received on November 20th with the joint FHWA/FTA letter issuing a new transportation conformity determination for the MTP [Metropolitan Transportation Plan] and TIP.

Ms. Bloom asked if the funding was updated for that project [Old Steese Reconstruction] for that determination?

Mr. Dresser said this seemed like an administrative or minor change for the TIP in moving some funding around and asked if that project was included in the emissions analysis.

Mr. Fox stated yes, it was included in the emissions analysis.

Mr. Dresser added that he was also curious if the Parks Highway was included in the approved plan or was this a new project being added?

Mr. Fox stated yes, the Parks Highway project was a new project being added to the TIP that previously was not there, but it was included in the MTP under a project titled 'Parks

Highway MP 349-356' to construct safety and mobility improvements along the Parks Highway including the intersections at Sheep Creek Road and Cripple Creek Road.

Mr. Dresser responded that would be the one piece that he would be concerned about – if that auxiliary lane could trigger a new conformity demonstration.

Ms. Bloom said she was also wondering the same thing because it is a non-Exempt project that is being added to the TIP. That would require a new conformity determination, but she did not think it would require a new air quality analysis because there is no capacity being added.

Mr. Dresser stated that clearly the Parks Highway/Sheep Creek Road Extension Intersection project that is being funded with safety dollars and could fall under the safety exemption, but for the auxiliary lane it would be harder to make that argument.

Tom Carlson [Trinity Consultants] stated that one of the things they looked at for the auxiliary lane was there was some precedence in Federal guidance about an auxiliary lane under certain conditions qualifying as safety project. But where they got a little stuck was the length of the lane and the guidance indicated it was up to a mile.

Suriya Vallamsundar [Trinity Consultants] stated that one part of the auxiliary lane on the east end is 0.73 mile. The west end, however, is greater than a mile [1.32 miles], so we were not sure if it would qualify. But, they looked at the traffic metrics to make sure it was not a project of air quality concern showing no changes in the volumes and traffic percentages.

Mr. Dresser confirmed there is an exemption for auxiliary lanes as long as they are less than one mile. But, he would have to get back to everyone on this and hopefully FHWA can just issue a new letter saying these amendments are covered in the TIP and no emissions analysis is needed. He said he agreed with Ms. Bloom that he thought none of these projects are going to need a new emissions analysis.

Mr. Fox stated he heard clearly that a new conformity determination letter is needed for the TIP so that could follow after the close of the public comment period. He then asked if any of the Federal partners had concerns about releasing the TIP Amendment for public comment later this month?

Mr. Dresser asked if we typically do get the letter from FHWA before releasing for public comment?

Mr. Fox responded no, typically we get the letter after the fact. But, we state as FAST Planning what our preliminary determination is that these changes will not trigger a new conformity analysis to advertise as part of the public comment opportunity. At that time, however, it is just our opinion and FHWA and FTA will make the final determination at the end of the process.

Mr. Dresser asked if Christina Mounce [FHWA] was good with that plan.

Ms. Mounce stated she was good with the plan. She added that it did not really sound like the auxiliary lane fell under the exemption so we should do a new conformity determination but that no further air quality analysis was needed.

Mr. Fox then opened the floor for any comments or questions from the State and Borough attendees in the meeting.

Adeyemi Alimi [ADEC] stated he agreed with the Federal partners that the auxiliary lane project does not need a PM hot spot analysis, but getting a letter from FHWA clarifying the project does not require a new conformity analysis would benefit everybody.

Next Steps & Adjournment

Mr. Fox thanked everyone for their attendance and input. He reminded everyone the TIP Amendment will go back before FAST Planning's Policy Board for review on December 17th. He added that FAST Planning typically releases Amendments for a 30-day public comment period but with the upcoming holidays he would extend up to 40 days. Following close of the comment period, comments will be resolved and responded to and the final, revised Amendment will go back through the Technical Committee and Policy Board in February for approval and then transmitted to FHWA and FTA for the new conformity determination letter, likely in March. He then asked if there were any final comments or questions and there were none. The meeting ended at 11:29 am (Alaska Time).



❖ POLICY BOARD ❖

Action Items 02.25.2026

Motion: To approve Amendment #2 for the Transportation Improvement Program [TIP]. (O’Neill/Crass). None opposed. Approved.

Motion: To postpone Item 7b Electric Vehicle Charging Station Nominations to the March agenda. (Terch/Hopkins). Five in favor. Two opposed. (O’Neill, Tidwell). Approved.

Motion: To refer this [next steps for the Chena Riverwalk project] to the Walk, Ride, & Roll Advisory Committee [WRRAC]. (Crass/Terch). None opposed. Approved.

Motion: To include the safety improvements for the Trainor Gate Road/F Street Intersection in the FFY2026 FAST Improvement Program. (O’Neill/Crass). None opposed. Approved.

DocuSigned by:

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Lauren Little, P.E., Vice Chair
FAST Planning Policy Board

2/26/2026

Date

FFY23-27 Transportation Improvement Program (TIP) Amendment #2 - Public Comment Response Summary

Public Comment Period: December 21, 2025 - January 30, 2026

#	From	Subject	Comment	Response
1	Alaska DOT&PF	Steese/Johansen Interchange	Is it possible to increase the Steese/Johansen Expressway Interchange Project Phase 2 by \$750,000 in FFY2026 as part of this Amendment? I understand it just went through Policy Board yesterday for release of public comment. If not, I believe we would need to wait until the next Administrative Modification in January or February, correct?	Provided this funding increase qualifies under the threshold for an Administrative Modification, we can accommodate this change as part of the Amendment without having to restart the public comment period. This change will be made to the TIP document and presented to the Technical Committee and Policy Board for approval at their February meetings.
2	Alaska DOT&PF	Chena Riverwalk Stage III	I received the updated Phase 3 estimate for the Chena River Walk NFWY00280 project. I see that we have \$800,000 programmed for FFY 26 on the Admin. Mod. #7, I'm requesting this amount to be increased to \$872,000 per the latest Phase 3 estimate I received this month.	Provided this funding increase qualifies under the threshold for an Administrative Modification, we can accommodate this change as part of the Amendment.
3	Alaska DOT&PF	MTCVC & Lavery Transportation Center Enhancements	The City is working on designing the remainder of the scope for these two projects. To deliver the project to construction, I am requesting additional design funding as follows: - For Priority #3 of the CMAQ/CRP, Fairbanks Morris Thompson Cultural & Visitor Center Enhancements NFWY00922, I am requesting to add in FFY26 for Design in the amount of \$90,000 - For Priority # 6, Lavery Transportation Center Enhancements (also NFWY00922), I am requesting to add for Design in FFY26, for the amount of \$75,000.	Provided this funding increase qualifies under the threshold for an Administrative Modification, we can accommodate this change as part of the Amendment.
4	Alaska DOT&PF	ADA Improvements Program - Steese Highway Path	For the Steese Hwy path (NFWY01102) project, please replace the current Utilities phase amount which I think is around \$35,000 (we found more utility poles and guy wires that would be in the way of widening the existing path) with our new estimate of \$105,000. This is based on adjusting four poles and some underground utilities.	Provided this funding increase qualifies under the threshold for an Administrative Modification, we can accommodate this change as part of the Amendment.
5	Alaska DOT&PF	FAST Improvement Program	Please add \$50k to Design phase for the FFY2026 program. The survey work for identifying and clearing encroachments has been prolonged and is using slightly more funding than anticipated.	Provided this funding increase qualifies under the threshold for an Administrative Modification, we can accommodate this change as part of the Amendment.
6	Alaska DOT&PF	Fairbanks Airport Area Non-Motorized Path Wayfinding Signage	I would like to request \$25k for FY2026 for phase 2b. Phase 2 we only asked for one lump sum of \$45k upon project start up. We have used approximately 70% of that funding and will require an additional amount to bring it to the finish line now that the environmental document is signed and detailed design is a little more in-depth than previously anticipated.	Provided this funding increase qualifies under the threshold for an Administrative Modification, we can accommodate this change as part of the Amendment.
7	Alaska DOT&PF	Fairbanks Airport Area Non-Motorized Path Wayfinding Signage	I am requesting an increase of \$100k in phase 4 funding for FY2026.	Provided this funding increase qualifies under the threshold for an Administrative Modification, we can accommodate this change as part of the Amendment.
8	Alaska DOT&PF	Holmes Road Rehabilitation	I am asking to increase the phase 2b amount expected in FY2026 from \$328k to \$1,050k, an increase of \$722k. Our current design funding is at \$1,222k, this would bring the total phase 2 to \$2,272k, which is 18% of ~\$13m in construction/utilities/ROW. That percent of design/construction/utilities/ROW is a very reasonable amount given the design is being consulted out. Additional reasons for the design cost escalation (and likely some increase to construction in the future) include what the project has developed into through our extensive public outreach as well as additional items being incorporated through our context-sensitive design approach including a mini roundabout and traffic calming measures. Extensive surveying and 106 historical efforts have played a part in the large project design cost as well.	Provided this funding increase qualifies under the threshold for an Administrative Modification, we can accommodate this change as part of the Amendment.
9	FNSB	FTA & FRA Projects Table	Please add 5339(c) 'Low or No Emission Grant' recently awarded to FNSB in November to the TIP for the purchase of three (3) CNG fueled buses.	This grant award has been added to the TIP.

↓ Comments received after close of Public Comment Period ↓

10	Alaska DOT&PF	Parks Highway MP 356 Auxiliary Lane	Please move all Phase 4 [construction] for the Parks Highway MP 356 Auxiliary Lane project from 2026 to 2027.	This was a new project included in the Amendment, so the original request was modified to address this comment.
11	Alaska DOT&PF	Parks Highway MP 356 Auxiliary Lane	Please change the NFWY01140 Parks Highway MP 356 Auxiliary Lane project's scope to read "Construct auxiliary lane for the Parks Highway/Sheep Creek Road intersection. Project includes reconstruction, drainage, roadside hardware, utilities and ADA improvements."	This was a new project included in the Amendment, so the original request was modified to address this comment.
12	Alaska DOT&PF	Parks Hwy/Sheep Creek Ext Traffic Signal	I just had a discussion with construction and I need to update the construction estimate for the Parks/Sheep Creek signal project. Can you please update the estimate from the listed \$9,127,000 to be \$9,500,000? I also received updated Phase 7 (utilities) estimate. The estimate can be lowered to \$200,000. In summary, I would like the following changes to NFWY00898 in the proposed TIP: - Decrease the Utilities amount from \$300,000 to \$200,000 - Increase the Construction amount from \$9,127,000 to \$9,500,000	Provided these funding changes qualify under the threshold for an Administrative Modification, we can accommodate this change as part of the Amendment.
13	Alaska DOT&PF	Steese/Johansen Expy Interchange	Please increase the Steese/Jo Expressway Interchange Phase 7 from 1M to 4M per project manager request.	Provided this funding increase qualifies under the threshold for an Administrative Modification, we can accommodate this change as part of the Amendment.
14	Alaska DOT&PF	ADA Improvements Program - Steese Highway Path	I just received an updated estimate for Phase 7 for NFWY01102, FAST ADA Improvements (parent project is NFWY01027). I previously asked for this amount to be \$105,000, however we just identified additional utility companies that we will need to relocate, hence please increase the Ph 7 from \$105,000 to \$150,000.	Provided this funding increase qualifies under the threshold for an Administrative Modification, we can accommodate this change as part of the Amendment.
15	Alaska DOT&PF	Sheep Creek Road & West Tanana Drive Roundabout	Would you support one more project or a scope increase of our existing roundabout project to finish the shared use connection between Goldhill road and the roundabout? I feel like this is a good opportunity with this project to get this connectivity with all the project work in the area. In terms of costs, I think we are looking at an additional \$500k in phase 2 for additional consultant design and environmental work but will know more once I start negotiations with the consultant. Also, Alternative 3 is now our preferred alternative. With that it appears that a phase 3 will not be needed. At best DOT will need to get TCE's in the future to support construction activities and that work can be performed under phase 2 efforts.	Provided these funding changes qualify under the threshold for an Administrative Modification, we can accommodate this change as part of the Amendment.
16	Alaska DOT&PF	CLRA Bike & Pedestrian Access via Plack Road	We need to reduce the CMAQ/CRP TIP for the Chena Lakes Rec Area from \$3,400,000 to \$3,130,275 for a total decrease of \$269,725.	Provided this funding decrease qualifies under the threshold for an Administrative Modification, we can accommodate this change as part of the Amendment.
17	Alaska DOT&PF	MTCVC & Lavery Transportation Center Enhancements	I need to request a Phase 7 to be added to the Fairbanks Morris Thompson Cultural and Visitors Center Enhancements project, NFWY00922. It is listed in the CMAQ table. To bring the power to the proposed RRFB, the planned original power drop was not determined feasible during the site visit (conflict with existing landscaping and no place to put in the guy wire for the proposed pole. We will need to replace/relocate a pole to bring the power in underground (the pole from which we will be connecting is in a curb ramp landing and the pole was estimated to be replaced during the preliminary site visit inspection. The utility pole has several utility companies using it, and it has lines in both directions. It is likely that relocation of other pole(s) will be necessary. This utility relocation, if relocated as desired, should also make the curb ramp landing ADA compliant. Please add Phase 7 to NFWY00922 for FFY26 in the amount of \$80,000.	Provided this funding increase and phase addition qualifies under the threshold for an Administrative Modification, we can accommodate this change as part of the Amendment.