



TECHNICAL COMMITTEE

Meeting Agenda

Wednesday, May 6, 2026, 12:00 – 2:00 PM
100 Cushman Street, Suite 215 (Key Bank Building)

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

Zoom Meeting Phone Number: 1 (253) 215-8782, enter Meeting ID: 839-3092-4554

1. Call to Order
2. Introduction of Members & Attendees
3. Approval of May 6, 2026 Agenda
4. Approval of April 1, 2026 Meeting Minutes | Pg 2-4
5. Staff/Working Group/Chair Report | Pg 5-6
6. Public Comment Period
7. Old Business
 - a. Chena Riverwalk Stage III Project Alternatives **(Action Item)** | Pg 7-25
 - Review of newly developed project alternatives and recommendation to Policy Board
 - b. FFY2027 FAST Improvement Program - Project Selection **(Action Item)** | Pg 26-29
 - Review of Subcommittee's proposed project list and recommendation to Policy Board
8. New Business
 - a. FFY2023-27 Transportation Improvement Program (TIP) Administrative Modification #8 **(Action Item)** | Pg 30-54
 - Review of minor changes to multiple projects for approval by Policy Board
 - b. Highway Safety Improvement Program (HSIP) - New Projects | Pg 55-56
 - Airport Way Connected Corridor **(Action Item)** | Pg 57-61
 - Consideration of TIP Amendment to add new project funded under 2026 HSIP
 - College Road 3-lane Configuration **(Action Item)** | Pg 62-72
 - Recommendation to Policy Board on support for potential new project nomination
 - Badger Road Roundabouts **(Action Item)** | Pg 73-75
 - Recommendation to Policy Board on support for potential new project nomination
 - c. Federal Transit Administration (FTA) Section 5307 Funding Split **(Action Item)** | Pg 76-81
 - Consideration of funding split between MACS Transit and Alaska Railroad Corporation
9. Informational Item - FFY2026 Obligations & Offsets | Pg 82-85
10. Other Issues
11. Committee Member Comments
12. Adjournment

Next Scheduled Technical Committee Meeting: Wednesday, June 3, 2026 | 12:00 - 2:00 PM



TECHNICAL COMMITTEE

Meeting Minutes

April 1, 2026 • 12:00 – 2:00 P.M.

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

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

Zoom Meeting Telephone Number: 1 (253) 215-8782 Meeting ID: 894-3714-2155

1. Call to Order

Jackson Fox, Chair called the meeting to order at 12:00 pm.

2. Introduction of Members and Attendees

The following were present:

Name	Representing
*Jackson Fox, Chair	FAST Planning
*Olivia Lunsford, Vice Chair	FAST Planning
*Corey DiRutigliano	FAST Planning
*Deborah Todd	FAST Planning
*Randi Bailey	DOT&PF Planning
*Don Galligan	FNSB Community Planning
**Michael Bredlie	FNSB Rural Services
**Jennifer Campbell	FNSB Planning Commission
**Michelle Denton	FNSB MACS Transit
**Kate Dueber	Alaska Railroad Corporation
**Tim Glidden	City of North Pole
**Alexa Greene	Eielson Air Force Base
**Brett Nelson	DOT&PF Planning
**John Netardus	DOT&PF Preconstruction
**Jason Olds	ADEC Air Quality
**Tim Zinza for Robert Pristash	City of Fairbanks Engineering
**Corey Richardson	Tanana Chiefs Conference
**Lt. Mike Roberts	Alaska State Troopers
**William Rogers	City of Fairbanks Engineering
**Kellen Spillman	FNSB Community Planning
**R.J. Stumpf	Fairbanks International Airport
**Jakob Theurich	University of Alaska Fairbanks
**John Weinberger	Fort Wainwright
Albert Beck	DOT&PF Preconstruction
Clay Anderson	FNSB School District
Jack Barnwell	Fairbanks Daily News-Miner

James Marks

HDR Inc.

Bryant Wright

R & M Consultants

Megan Flory

RESPEC

Kim Sollien

MatSu MVP

Anjie Goulding

MatSu MVP

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

3. Approval of the April 1, 2026 Agenda

Motion: To approve the April 1, 2026 agenda. (Rogers/Zinza).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

4. Approval of the March 4, 2026 Meeting Minutes

Motion: To approve the March 4, 2026 Meeting Minutes. (Campbell/Nelson).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

5. Staff/Working Group/Chair Report

At the March 18, 2026 meeting, the Policy Board:

- Approved the Community Transportation Grant Program. The application advertisement period is open April 1st to 28th. A special meeting of the Project Enhancement Committee (PEC) will be held after the application period is closed to review and select the applications. Application awards will be confirmed on May 20th by the Policy Board.
- Eliminated the 10% match requirement for the Program, added bonus match/in-kind services to the scoring rubric, and made the Program available boroughwide.
- Approved the revised Letter of Support to the Congressional Delegation for the BASICS Act.
- Approved the recommended bundle of projects for the Electric Vehicle (EV) Charging Stations.
- Postponed discussion of the Chena Riverwalk Stage III project with the public comment period still open to the April meeting.

6. Public Comment

No public comment.

7. Old Business

a. Chena Riverwalk Stage III Project Update

Review of Recommendations from Walk, Ride, & Roll Advisory Committee and Discussion of Next Steps for Advancing Project

The Policy Board will continue with public comments for the Chena Riverwalk Stage III project at their April meeting. They will also decide on the maintenance and match funding responsibility for the project.

8. New Business

a. Airport Way the 'Ugliest Road' in Fairbanks

☰ Refresher on Recommendation from Airport Way Improvements Reconnaissance Study (2007), Airport Way Functional Features Analysis (2018), and Airport Way Design Toolkit & Site-Specific Recommendations (2018) to Assist with Identification of Specific Projects to Include in Metropolitan Transportation Plan (MTP) Update

Mr. Fox provided background for the previous plans and recommendations that have been made that could help improve the aesthetic of the Airport Way corridor.

b. FFY2027 FAST Improvement Program Project Selection

☰ Review of Previously Nominated Projects (Not Yet Funded) for FAST Improvement Program and Next Steps for Subcommittee Meeting

The Technical Committee was asked to hold a subcommittee meeting to review the list of projects included in the meeting packet for the FFY27 FAST Improvement Program. The projects need to be simple projects that do not require permits or right-of-way acquisition to be constructed.

c. Draft FFY2027-28 Unified Planning Work Program (UPWP) Task List

☰ Review of Draft Task List and Opportunity for Input

Mr. Fox explained that at the May 2026 meeting he will present a draft of the FFY27-28 UPWP for their review and recommendations to the Policy Board.

9. Informational Items

a. Highway Safety Improvement Program (HSIP) Workshop, April 8, 2026 12-2pm

b. Fairbanks Area 2026 Construction Projects

c. FFY2026 Obligations & Offsets

Mr. Fox explained the FFY2026 Obligations and Offsets.

10. Other Issues

No other issues.

11. Committee Member Comments

Ms. Campbell: I wanted to say that I read the letter to the Delegation and I really liked all the changes. I hope the Policy Board appreciated the thoughtfulness that went into it.

12. Motion to Adjourn: (Netardus/Campbell). The meeting was adjourned at 1:49 p.m.

The next Technical Committee Meeting is Wednesday, May 6, 2026.

Approved: _____ **Date:** _____

Jackson C. Fox, Chair
FAST Planning Technical Committee



POLICY BOARD

Action Items

04.15.2026

Motion: To approve the purchase of the land [from the Alaska Railroad for the Chena Riverwalk project]. (Crass/Terch). Four in favor. (Hopkins, Crass, Terch, O’Neill). Three opposed. (Little, Tidwell, Czarnecki). Approved.

Motion: To have DOT come back with a range of options [design alternatives for the Chena Riverwalk project] within the right-of-way for around \$3.6 million [construction cost] by the next meeting. (Hopkins/Little). None opposed. Approved.

Motion: To adopt the changes [to the Walk, Ride, & Roll Advisory Committee (WRRAC) Roles & Responsibilities] as outlined on Pages 37-38 of the meeting packet. (Crass/Little). None opposed. Approved.

Motion: To table this item [Metropolitan Planning Area Boundary] to the next Policy Board meeting. (Crass/Terch). None opposed. Approved.

Motion: That the Project Enhancement Committee (PEC) meetings go from quarterly to bimonthly starting April 2026. (Crass/Little). None opposed. Approved.

Motion: To delete Section 5 [of Bylaws Article VII] to allow flexibility for FAST Planning staff to serve as non-voting Chair and Vice Chair for the WRRAC and PEC. (Crass/Little). None opposed. Approved.

**Mayor Grier Hopkins, Chair
FAST Planning Policy Board**

Date

FAST Planning
Community Transportation Grant Program Applications

May 2026

Applicant	Project	Type	Amount
Randy Smith PTSA	Reflective Tape for 300+ Students (for backpacks, jackets, etc.)	Supplies	\$ 200
Yellow Bird Yoga Healing Collective / Golden Healing Collective	"Breathe, Hydrate, Move" engaging, movement-based program designed to help children build awareness of their bodies through breath, hydration, and play	Program	\$ 5,000
Fairbanks Children's Museum	Forget-Me-Not Steel Drums in Alley between Children's Museum and Post Office	Equipment	\$ 4,560
Bread Line Inc	"Josh Hanson Memorial Bicycle Clinic" mini-fixit workshop	Program	<i>(application withdrawn)</i>
Ester Volunteer Fire Department / Ester Communiyt Association	Ester Park Bike Rack and Bike Repair Station	Equipment	\$ 2,000
Festival Fairbanks	Paint artistic crosswalks and sidewalk art at the intersection of 1st Ave and Lacey Street	Supplies	\$ 5,000
FairBikes / Festival Fairbanks	FairBikes Starter Block Rental Fleet Expansion & Repair	Program	\$ 5,000
North Star Community Foundation / Fairbanks Skatepark Coalition	Lacey Street Mobile Skatepark at the Starter Bock	Equipment	\$ 5,000
			\$ 26,760

Project Enhancement Committee will review and score nominations on May 7th

Policy Board will award grants on May 20th



POLICY BOARD

Action Items

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**Mayor Grier Hopkins, Chair
FAST Planning Policy Board**

Date



Fairbanks North Star Borough

DEPARTMENT OF THE ASSEMBLY
Boards and Commissions Clerks

clerks@fnsb.gov
Main: (907) 459-1401
Fax: (907) 459-1224

April 23, 2026

Re: Chena Riverwalk – Phase III Project

Dear Mayor Hopkins, Mayor O’Neill, Borough Assembly members, City Council members, and FAST Planning Policy Board members:

The purpose of this letter is to reiterate the continued support of the Chena Riverfront Commission (CRFC) for the Chena Riverwalk – Phase III Project, and to emphasize the project design should focus on the riverfront.

We are encouraged that progress has been made to acquire the pathway corridor and to develop a design. However, there appears to be quite a few on-going conversations regarding the location and design of the project. Currently the Commission is not taking a position on the actual design, such as an elevated walkway, but rather the location of the pathway should be as close to the riverfront as feasible, and not an alternative like Chena Landing Loop Road.

The idea and concept drawing of the Chena Riverwalk project for the north side of the Chena River originated at the Chena Riverfront Commission level. We feel it is important to consider the Chena Riverwalk – Phase III Project as a piece of the larger concept. As such, the Commission would like to support not only the continued project progress, but also to emphasize a priority for keeping the riverwalk on the riverfront. This portion of the Riverwalk is more than a shared-use path from point A to point B; it is the only area left in the Fairbanks City core with native trees adjacent to the Chena River for residents and visitors to enjoy the natural beauty of the river in town as well as being part of Pioneer Park’s viewshed across the river.

Developing a path along the river has historical support from the Assembly and the City Council. Additionally, developing riverfront paths is a key component in the Chena Riverfront Plan, which is an adopted element of the Borough’s Comprehensive Plan, as supported by the following goals, policies, and objectives:

- Goal II: Develop and integrate the river’s multiple orientations to create an integrated whole.
 - Policy 6: Build upon and increase the recreational opportunities of the river for individual, public, and commercial purposes.



- Objective B: Provide linkages between parks through use of greenbelts, designated pathways, conservation easements or consistent landscaping.
- Goal IV: Create and enhance physical and visual access to the river for all people.
 - Policy 1: Incorporate the river into the community's daily life by increasing visual and physical access to and along the river when it is compatible with riverfront habitat sustainability.
 - Objective D: Construct new paths along, above, and as close as possible to the riverbank in order to take full advantage of river views.
 - Policy 2: Encourage public and private partnerships that facilitate appropriate access to, on and along the river.
 - Objective G: Work to enhance the connection between Pioneer Park and downtown along the river corridor.
 - Policy 3: Ensure that the urban riverfront corridor is pedestrian friendly.
 - Objective A: Encourage riverfront development that gives aesthetic consideration to all new and existing facilities within the riverfront corridor, including transportation projects.

The Commission thanks you for your continued support for the project and would be happy to assist in any means possible. Attached to this letter are recent communications and involvements from the Commission involving the Chena Riverwalk – Phase III Project.

Sincerely,



Wade Binkley, Chair
Chena Riverfront Commission

Attachments:

Letter from CRFC, January 22, 2025
FNSB Resolution No. 2021 – 10
Letter from CRFC, November 13, 2019

Cc: Kellen D. Spillman, Director Department of Community Planning, FNSB
Anduin K. McElroy, Planner III/Staff to the Chena Riverfront Commission
Festival Fairbanks



Fairbanks North Star Borough

DEPARTMENT OF THE ASSEMBLY
Boards and Commissions Clerks

clerks@fnsb.gov
Main: (907) 459-1401
Fax: (907) 459-1224

January 22, 2025

Dear Mayor Hopkins, Mayor Pruhs, Borough Assembly members, and City Council members,

The Chena Riverfront Commission is reaching out to highlight the continued need for collaboration and support for the Chena Riverwalk project. This initiative has been a priority for our community for over 30 years and has been actively promoted by this commission since 2008. The project reflects the community vision of enhancing pedestrian and recreational access along the north bank of the Chena River.

As of the latest updates, progress has been met with challenges in the right-of-way acquisition phase of the project. While there has been past support from key stakeholders, securing the necessary agreements to move forward has proven complex. Despite these challenges, the project remains an important opportunity to enhance public access to the riverfront and support the broader vision for community development.

We encourage the parties involved to resolve outstanding issues and finalize the steps required to secure a long-term land lease or purchase the land outright and move toward construction. The availability of federal funding presents a critical opportunity to bring this project to fruition, and delays could put this funding and the project at risk.

The Chena Riverfront Commission requests that both Mayors, the Borough Assembly, and the City Council reaffirm their support for the Chena Riverwalk project and actively engage in discussions with ARRC. Specifically, we request that you encourage AKDOT&PF and the ARRC Board to highlight a path to move this project forward.

This project aligns with longstanding community goals and offers a transformative opportunity for our riverfront. We urge you to act swiftly and collaboratively to help make this vision a reality.

If you have any questions or need additional information, please contact me at Wade.Binkley@bc.fnsb.gov or Jackson Fox at FAST Planning at jackson.fox@fastplanning.us.

Thank you for your consideration and continued support.

Sincerely,

Wade Binkley, Chair
Fairbanks North Star Borough Chena Riverfront Commission

Attachments: Attachment A: Resolution No. 2021-10



By: Bryce J. Ward, Mayor
 Referred to the Chena
 Riverfront Commission: 03/25/2021
 Introduced: 04/22/2021
 Adopted: 04/22/2021

FAIRBANKS NORTH STAR BOROUGH

RESOLUTION NO. 2021 – 10

A RESOLUTION ENCOURAGING CONTINUED WORK ON THE CHENA RIVERWALK
 PHASE III PROJECT AND CONSIDERATION FROM THE ALASKA RAILROAD
 CORPORATION TO GRANT A LONG-TERM LAND INTEREST FOR THE PROJECT

WHEREAS, The Fairbanks North Star Borough (Borough) has been working with the State of Alaska, City of Fairbanks, and Alaska Railroad Cooperation (ARRC) since the late 1980's to construct a Riverwalk on the North side of the Chena River; and

WHEREAS, The Chena Riverfront Commission is a joint Commission of the Borough and City of Fairbanks charged with, "planning and fostering the development of riverfront property along the Chena River;" and

WHEREAS, The Borough has adopted a Chena Riverfront Plan as an element of the Borough Regional Comprehensive Plan; and

WHEREAS, The Chena Riverfront Plan states, "Construct new paths along, above, and as close as possible to the riverbank in order to take full advantage of river views;" and

WHEREAS, In 1987, the Borough Assembly passed Resolution 87-099 requesting "local public interest in Alaska Railroad Land located along the North Bank of the Chena River;" and

WHEREAS, In 1990, the ARRC offered in a letter to the Borough, "to transfer control to the FNSB this area along the river designated for greenbelt, trails, and public amenities by entering into a rent-free, long-term ground lease for this property" which was accepted by the signature of Borough Mayor Juanita Helms, but never transferred; and

WHEREAS, In 1993, the ARRC stated in a letter to the Borough they, "agreed to provide the land needed for the trail system for only a small administrative fee and accept the ongoing maintenance responsibility for the bridge and the portion of the trail system site on the 80-acre parcel;" and

44 WHEREAS, In 1994, the ARRC restated this commitment in a letter to the
45 Borough with, "...the Railroad will ensure land is available for the construction of the trail
46 at no cost to the community..." and "ARRC will accept the ongoing maintenance
47 responsibility for the bridge and the portion of the trail system site on the 80-acre parcel;"
48 and

49
50 WHEREAS, From 1994 to 2006, the project did not make substantial
51 progress due to lack of construction funding, but the effort was renewed with
52 development of a Conceptual Master Plan by Festival Fairbanks and the Chena Riverfront
53 Commission passed Chena Riverfront Resolution 2006-2 "...strongly support[ing] the
54 Festival Fairbanks Conceptual Master Plan for the development of a pedestrian walkway
55 and bike path on the north side of the Chena River from Peger Road to the William
56 Ransom Wood Centennial Bridge;" and

57
58 WHEREAS, In 2010, the Borough and City of Fairbanks, respectively, passed
59 Resolutions 2010-44 and 4456 encouraging the Alaska Legislature to transfer the parcels
60 of ARRC land to the Borough; and

61
62 WHEREAS, In 2011, the ARRC sent a letter to Senator Joe Thomas stating
63 their commitment and support for the project and offered to issue a long-term land use
64 permit at no cost to the community, and the City of Fairbanks applied for the permit; and

65
66 WHEREAS, In 2014, the ARRC granted a 5-year Land Use Permit and the
67 City of Fairbanks accepted its terms and conditions by Resolution, including the
68 maintenance responsibility for the path and ownership and maintenance responsibility for
69 the pedestrian bridge over the Chena River; and

70
71 WHEREAS, In 2014, the City of Fairbanks received State funds to initiate
72 design of the Chena Riverwalk Stage III project; and

73
74 WHEREAS, In 2017, the Fairbanks Metropolitan Area Transportation System
75 (FMATS) provided Federal funds to complete the design and construction of the project;
76 and

77
78 WHEREAS, During the design process it was realized by the City of
79 Fairbanks and Alaska Department of Transportation and Public Facilities (ADOT&PF) that
80 the permit was not adequate to meet Federal requirements for an investment in a public
81 transportation facility since a revocable, near-term permit (expiring January 31, 2019) is
82 not a secure land interest; and

83
84 WHEREAS, In July 2020, FAST Planning (formerly FMATS) sent a letter to
85 the ARRC Board of Directors summarizing the project's history and discussions with ARRC
86 over the past 30 years and requested a long-term interest in the land for the past as an

87 easement or long-term lease (preferably 50 years) at nominal or no cost to the
88 community; and

89
90 WHEREAS, The ARRC expressed concerns about the width of the footprint
91 needed for the project and the City of Fairbanks and ADOT&PF reduced the width to 20
92 feet and submitted new design drawings to the ARRC, but the ARRC Board of Directors
93 decided to, "...not proceed with the project at this time..." to watch development of the
94 subdivision over the next year; and

95
96 WHEREAS, The City of Fairbanks and ADOT&PF are in the final design phase
97 of the project and FAST Planning has programmed \$1.7 million in Federal funds for
98 construction of the project in 2022; and

99
100 WHEREAS, Time is of the essence to secure a long-term land interest on
101 ARRC's property to finish the design and right-of-way negotiations to get the project out
102 to bid in the next 12 months, and the Borough does not want to risk losing this
103 construction funding opportunity for the Community; and

104
105 WHEREAS, Expanding the Chena Riverwalk to the North side of the Chena
106 River is consistent with the Borough Comprehensive Plan and the Borough Chena
107 Riverfront Plan; and

108
109 WHEREAS, On July 28, 2020, the Borough Planning Commission voted to
110 approve Chena Riverwalk Stage III project as being consistent with the Borough Regional
111 Comprehensive Plan; and

112
113 WHEREAS, This project has long been supported by the Chena Riverfront
114 Commission, Borough Assembly, and City Council for over 30 years, and the Community
115 continues to support this project.

116
117 NOW, THEREFORE BE IT RESOLVED, that the Assembly of the Fairbanks
118 North Star Borough encourages all parties involved to continue working on securing a
119 long-term land interest from the ARRC for the Chena Riverwalk Phase III project to bring
120 the project to construction as soon as practical.

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ADOPTED THE 22ND DAY OF APRIL 2021.


Mindy O'Neall
Presiding Officer

ATTEST:


April Trickey, CMC
Borough Clerk

Yeses: Sanford, Tomaszewski, Wilson, Cash, Lyke, Williams, Cooper, Lojewski, O'Neall
Noes: None



November 13, 2019

Robert H. Pristash, P.E.
 City of Fairbanks
 800 Cushman Street
 Fairbanks, AK 99701

Re: Chena Riverwalk Phase III, Non-Motorized Vehicle Trail Path

Dear Robert Pristash,

The Chena Riverfront Commission is a joint City of Fairbanks / Fairbanks North Star Borough commission. The Chena Riverfront Commission plan calls for more public paths along the Chena River. The language in our adopted plan calls for recreational opportunities on and along the Chena River and to create and enhance physical and visual access to the river for all people through pedestrian friendly riverfront corridors.

The non-motorized vehicle trail path from Peger Road to the pedestrian bridge across the Chena River has three areas for pedestrians to rest and lookout on the Chena River. Educational boards can also be displayed in these areas. The pathway proposed by City of Fairbanks in Chena Riverwalk Phase III meets both of these needs very well. In addition, it improves public safety for pedestrians and cyclists along Peger Road that is often used by these non-motorized users.

For these reasons, the Chena Riverfront Commission hereby advises the Fairbanks North Star Borough Assembly and the City of Fairbanks that it supports that City of Fairbanks plan for the Chena Riverwalk Phase III non-motorized vehicle trail path.

This is a much needed project and does, in fact, have our support.

Sincerely,

Buki Wright
 Chair
 Fairbanks North Star Borough
 Chena Riverfront Commission

Cc: Mayor Bryce Ward, FNSB
 Mayor Jim Matherly, COF

Chena River Walk Stage III – Segment 1

Alternatives

April 2026



KEEP ALASKA MOVING

Chena River Walk Alternatives

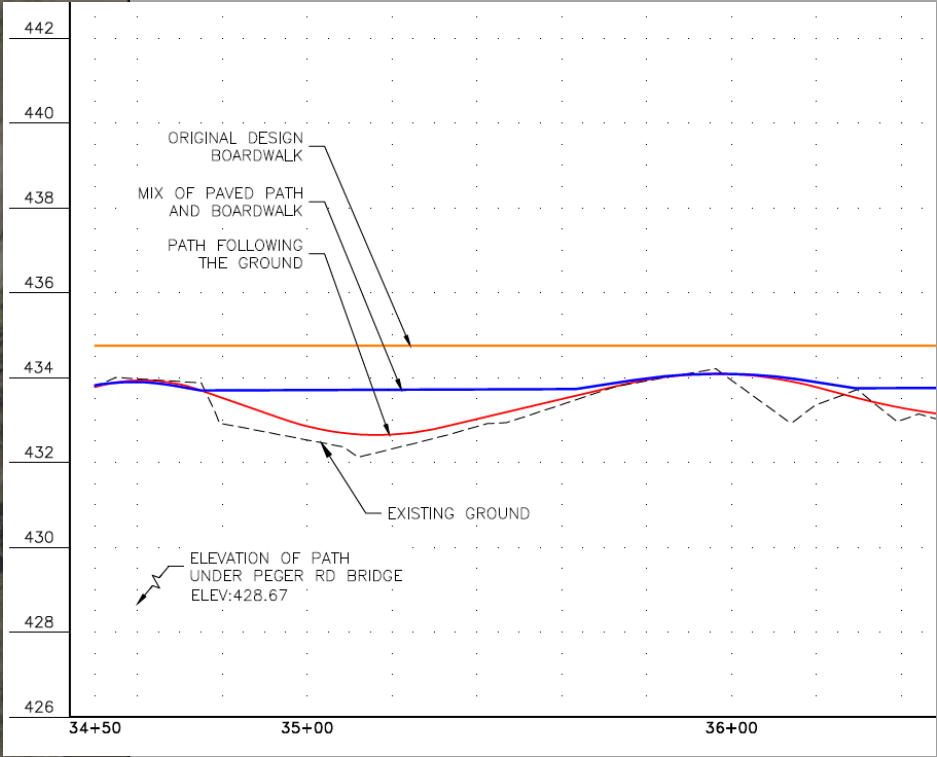
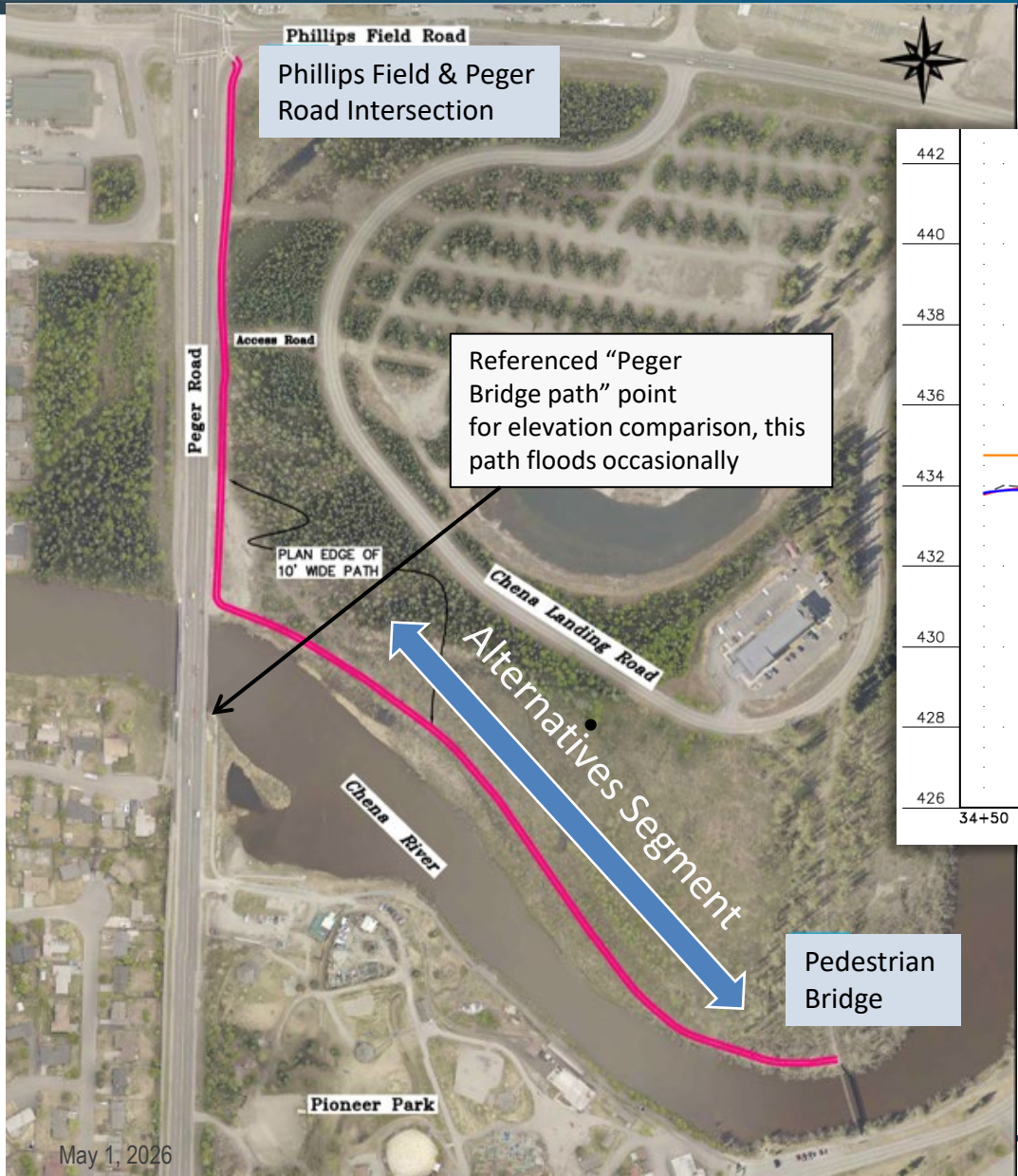
Alternatives keeping the pathway along the Chena River, alternatives vary based on the section within the floodplain:

1. Elevated boardwalk in the floodplain area
2. Mix of paved path embankment and boardwalk
3. Minimum fill, following the existing ground elevations

Alternative with different routes to connect Phillips Field/Peger intersection to existing pathways near Chena River

4. Chena Landing Road route
5. Peger Road route along a new bridge

THREE OPTIONS WITHIN THE FLOODPLAIN



Photos taken on April 30, 2026

Referenced "Peger Bridge path" point for elevation comparison



Water level



1. Elevated Boardwalk in the Floodplain Area

- Boardwalk designed to above the FEMA Base Flood Elevation, and 6 feet above the “Peger Bridge Path” elevation.
- Requires a continuous 1,400 feet of boardwalk.

Estimated construction cost: \$7,100,000

(boardwalk cost is based on 2022 year bid prices from Anchorage – “AMATS: Chugach Foothills Connector, Phase II”, CFHWY00387).

Assumptions:

- Geotechnical investigation
- H&H analysis
- Environmental permits

2. Mix of Paved Path Embankment and Boardwalk

- Lowered the minimum design elevation (minimum elevation about 4.5ft above the “Peger Bridge Path” elevation)
- Maintenance entity would need to accept that portions of the path may be flooded for short period of time during high water events

Estimated construction cost: \$3,400,000

Boardwalk or embankment lengths to be refined after H&H analysis

Assumptions:

- Estimate includes 25% of the Option 1 boardwalk
- H&H analysis to refine the design elevation and boardwalk lengths, this cost estimate assumed some fill can be placed in the floodway/flood fringe
- Geotechnical investigation may be needed
- Environmental permits can be obtained

3. Minimum Embankment Paved Path

- Path follows existing ground with minimal fill (minimum elevation ~3.5 feet above the “Peger Bridge Path” elevation)
- Maintenance entity would need to accept that portions of the path may be flooded for short period of time during high water events

Estimated construction cost: \$1,700,000

Final design elevation may be higher after H&H modeling of allowable fill, estimate would increase

Assumptions:

- Assumes 30 inches of excavation/structural pavement with geotextile
- Geotechnical investigation preferred to confirm assumed excavation limits
- H&H analysis to determine flood frequency/desired minimum elevation
- Estimate may increase if minimum elevation increases to lower flood frequency/duration
- Environmental permits can be obtained

TWO ALTERNATIVE ALIGNMENT OPTIONS

The following two alternatives provide alternative route between the intersection of Peger Road and Phillips Field and the existing Chena River Walk on the south side of the Chena River.

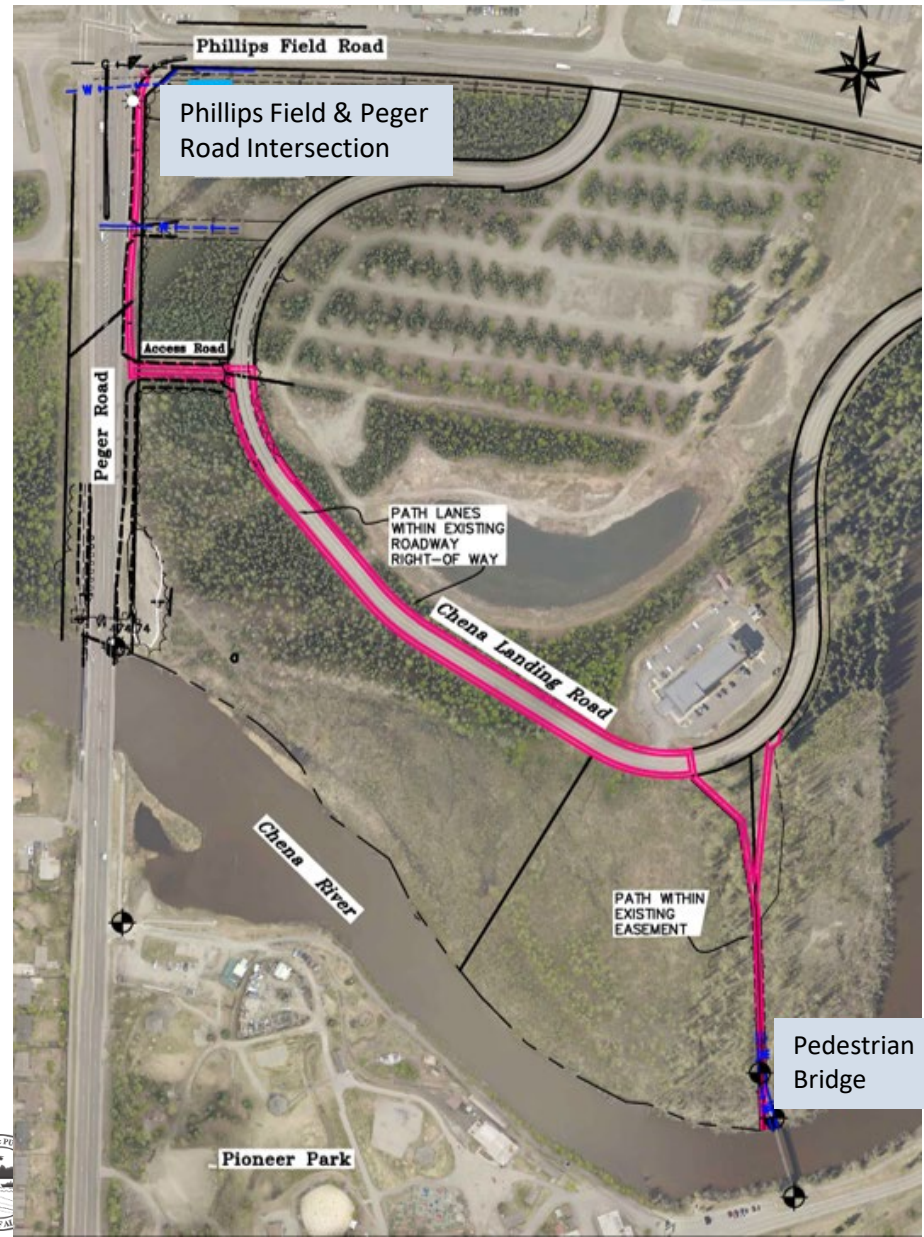
These two alternatives would not use the ROW Acquisition from ARRC which was approved to be purchased by FAST Planning in April, 2026.

DOT&PF has informed ARRC of FAST Planning Policy Board's approval to move forward with the acquisition for the project with the terms agreed upon by DOT&PF and ARRC.

4. Chena Landing Road Route

- Dedicated new path along Peger Road between Phillips Field Road and Access Road
- Shoulders along Access Road and Chena Landing Road
- Repave existing path between Chena Landing Road and Chena River
- Existing non-motorized bridge across the Chena River

Construction cost: \$500,000



5. Peger Road Route Along a New Bridge

- Dedicated new path along Peger Road between Phillips Field Road and the Chena River
- Rebuilding the existing Peger Road bridge to provide a separated shared use path on both sides of the bridge
 - Both sides of the path would be widened (the existing path is currently 7 feet wide)
- Connect to the newly proposed path on the east side of the Chena River

Construction cost: \$23,000,000

Assumptions:

- Utility relocation (estimates at \$1M)
- Environmental permits will be required



MEMORANDUM

Date: May 1, 2026
To: **Technical Committee**
Subject: FFY2027 FAST Improvement Program

Background

A subcommittee meeting was held on April 30, 2026 to identify projects for 2027 for the FAST Improvement Program. Nominations were received at this meeting from the City of Fairbanks, City of North Pole, FNSB Parks & Recreation Department, University of Alaska Fairbanks, and Alaska DOT&PF. The only missing entity from the meeting was the FNSB Rural Services Department, which manages Road Service Area roads. FAST Planning staff will follow up with this Department to see if there are any projects they would like to nominate.

Attached is the preliminary list of project nominations from each entity present at the meeting in priority order. There are more nominations than funding available, but the subcommittee generally supported increasing the funding available from \$1 to \$2 million for 2027 construction and reserving the remainder of the projects (that do not get funded) for 2028 construction.

John Netardus with Alaska DOT&PF will perform site visits at each location and develop cost estimates for viable projects during the month of May. At the June Technical Committee and Policy Board meetings a refined list of what can be funded for 2027 construction will be presented.

Action Requested

With the limited information on hand, we are only seeking a motion at this time on increasing the funding available from \$1 to \$2 million for 2027 construction and general support for the project list with the understanding a refined list will be provided at the June meetings for approval. A second, follow-up subcommittee meeting may also be needed after estimates are prepared to help develop that refined list of projects. Consideration also needs to be given for cost share between entities and the 80/20 funding split for roadways vs. sidewalks/paths.

Nominations from April 30, 2026 Subcommittee Meeting

FAST Improvement Program	Road	Path/ Sidewalk	FFY2027	Notes
City of Fairbanks				
Craig & Eureka Ave mill & pave - B to C St	X		\$ 304,000	To follow City-funded storm drain improvements
B Street mill & pave - Dunbar to Adak Ave	X		\$ 200,000	
Gaffney Road sidewalk replacement - Barnette to Cushman St		X	\$ 275,000	North side of street
Doyon Estates remaining roads mill & pave	X		TBD	
5th Ave mill & pave - Badger St to Bonnifield Rd	X		\$ 155,000	
Myrtle Thomas Park sidewalk on 12th Ave		X	TBD	Utility poles in middle of sidewalk
City of North Pole				
Blanket Blvd path mill & pave		X	\$ 67,000	
Psalms Way path mill & pave		X	\$ 93,000	
Andrea Dr gravel-to-pavement	X		\$ 88,000	
N Santa Claus Lane mill & pave	X		\$ 465,000	
N Santa Claus Lane pedestrian refuge @ Safeway entrance		X	TBD	
8th Avenue bike/ped facility for slough crossing		X	TBD	
NPMS crosswalks (x2) higher visibility		X	TBD	
Bus Stop/Shelter @ Three bears in North Pole		X	TBD	
NPMS sidewalk replacement -Snowman Ln & 4th St		X	TBD	
Fairbanks North Star Borough				
TLRA South Cushman St gravel-to-pavement	X		\$ 332,000	
TLRA Northlake Lane gravel-to-pavement	X		\$ 669,000	
South Davis Park - 25th Ave gravel-to-pavement	X		TBD	
Hamilton Acres Park - access road & parking area gravel-to-pavement	X	X	TBD	
Lions Club Rec Area - access road gravel-to-pavement	X	X	TBD	
TLRA loop trail gravel-to-pavement		X	TBD	Flicker Trail is top priority
Borough RSA roads?? Chek w/ Michael Bredlie	X		TBD	
University of Alaska Fairbanks				
Tanana Loop West mill & pave - roundabout to Yukon Dr	X	X	TBD	Maintain wide shoulder or install sidewalk
Tanana Loop mill & pave south of Bunnell parking Lot	X		TBD	
Tanana Loop extension path mill & pave - end of Tanana Loop to Farmers Loop		X	TBD	

Alaska DOT&PF		
Birch Hill Rd mill & pave - bottom of 90° bend to circle	X	TBD
Lawlor Rd mill & pave - at end of Yankovich Rd	X	TBD
Van Horn Rd mill & pave - Peger Rd to University Ave	X	TBD
Badger Rd mill & pave (west end) - Richardson Hwy to Holmes Rd	X	TBD
Badger Rd mill & pave (west end) - St. Patricia Ct to Richardson Hwy	X	TBD
Resurface bridge decks (Mitchell @ Chena, Johansen @ RR)	X	\$ 933,000
Dale Road mill & pave - Western Ave to Industrial Airport Rd	X	\$ 786,000
Geist Rd path mill & pave - Fairbanks St to Mitchell Expy	X	TBD
TOTAL		\$ 4,367,000

Roadway	
Path/Sidewalk	

TIP FUNDING TABLE

80% of the FAST Planning STP allocation should be used for roads and associated appurtenances and 20% should fund Non-Motorized projects, averaged over four years. The following programs and projects are funded with these allocations listed above.

Surface Transportation Program (STP) Projects

1. All items listed as STP Projects, except the FAST Planning Improvement Program and planning efforts, will be ranked and scored with the approved scoring criteria and projects will be prioritized according to score.
2. Once a project has been initiated, it will remain a TIP priority until it is complete or otherwise closed.
3. STP Projects may include other items besides specific road projects that benefit the road network, landscaping, beautification or may include planning efforts.

FAST Planning Improvement Program

1. The FAST Planning Improvement Program projects will not be scored. It is the intended goal of the FAST Planning Improvement Program to aim to allocate 80% of the funding to roadway projects and 20% of the funding to non-motorized projects, with the understanding that this could vary from year to year.
2. The scope of the Program is to “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.”
3. Projects nominated to the Program shall meet the following criteria:
 - a. Limited design effort in order for projects to be delivered for construction within a 1-2 year timeframe
 - b. No right-of-way impacts
 - c. Limited/no utility impacts
4. A subcommittee will meet annually to develop a list of projects to include in the following year’s program.
5. DOT&PF will develop estimates for the projects nominated based on the scope of work cost.
6. After Scope, Schedule’s and Estimate’s (SSE’s) are developed, the Technical Committee will review the list and make recommendations as to which projects to bring forth to the Policy Board for approval. All projects will be brought forth with the recommendations clearly identified.

**FAST Planning FFY23-27 Transportation Improvement Program (TIP) Administrative Modification #8
SUMMARY OF CHANGES - May 1, 2026**

Project	Description
1 Doughchee Avenue/Beaver Springs Bridge	Increased construction phase funding from \$393k to \$430.6k using offset funds per latest estimate from DOT
2 Committed Measures for the Fairbanks SIP	Moved construction phase funding for 'Motor Vehicle Plugins #1: North Pole City Hall & Alaskaland Plugins' from 2026 to 2027 per DOT request; reduced construction phase funding from \$1.7 to \$1.0 million for 'Fairbanks & North Pole Electric Vehicle Charging Stations' for first bundle of stations approved by Policy Board; increased construction phase funding from \$3.1 to \$3.8 million to award low bid for 'Chena Lake Recreation Area Bike & Pedestrian Access via Plack Road'; AC'd construction phase funding for 'University of Alaska CNG Fueling Station' to free up CMAQ funding for increase on 'Chena Lake Recreation Area Bike & Pedestrian Access via Plack Road'; increased equipment purchase budget from \$500k to \$600k for 'Sidewalk Snow Removal Equipment' per latest estimate from DOT
3 FAST ADA Improvements Program	Moved multiple projects within program from 2027 to 2026 construction and one project out from 2026 to 2027; no funding changes
4 FAST Improvement Program	Increased construction phase funding from \$3.2 to \$3.7 million for 2026 bid package per latest estimate from DOT
5 Holmes Road Rehabilitation	Moved right-of-way phase funding from 2026 to 2027 per DOT request
6 Old Steese Reconstruction	Reduced construction phase funding from \$31 to \$28.6 million, changed funding type from STP to STP and CMAQ, and AC'd funding from 2027 to 2026 per DOT request
7 Minnie Street Improvements	Moved utilities phase funding from 2027 to Beyond year per DOT request
8 Parks Hwy/Sheep Creek Ext Traffic Signal	Increased utilities phase funding from \$200k to \$300k per DOT request
9 Parks Highway MP 356 Auxiliary Lane	Moved utilities phase funding from 2026 to 2027 year per DOT request
10 Statewide Congestion Mitigation & Air Quality	Added \$500k to design phase for 'Sheep Creek Road & West Tanana Drive Roundabout' per DOT request
11 Yankovich/Miller Hill Road Reconstruction	Added \$184k to right-of-way phase per DOT request
12 FTA & FRA Projects Table	Updated FFY2026 funding amounts for Section 5307 Urbanized Area Formula Grant for operating assistance and capital (purchase of paratransit vans) for MACS Transit; added 5339(b) 'Bus and Bus Facilities Competitive Grant' recently awarded to UAF for expanding and rehabilitating their bus maintenance facility
13 General	Update various project numbers and need IDs per DOT requests

**FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Administrative Modification #8 - Approved 05.01.2026**

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- 34665 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
Administrative Modification #8 - Approved 05.01.2026**

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond	
26708 SR-3	NFHWY00280	Chena River Walk Stage III Construct an approximately 3,200' long segment, multi-use asphalt path that is 10 feet wide with 2-foot gravel shoulders. The proposed path would be constructed on the north side of the Chena River from the existing Chena River pedestrian bridge crossing near Pioneer Park to the east side of Peger Road where the new path turns to a north/south orientation along Peger Road until it terminates at the southeast corner of the Peger Road and Phillips Field Road controlled intersection. Project Start Year: 2017 Total Project Cost: \$3,924,000 Air Quality Status: Exempt	TAP	Design		363.9					
			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 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	STP	Design		422.7	1,060.2	295.7			
			AC			264.2	295.7				
			ACC				-264.2	-295.7			
			OFF			130.9					
			SM			40.6	54.2				
			3PF		40.6	54.2					
			STP	Right-of-Way							
			SM								
			3PF								
			STP	Utilities							190.4
			SM							9.5	
			3PF							9.5	
			STP	Construction			3,210.1		163.6		6,992.0
			AC					163.6			
			ACC						-163.6		
			CMAQ			1,793.3					0.0
			OFF				204.9				
			3PF			248.3	17.6				347.0
			SM			248.3	17.6				347.0
Project Total					0.0	6,399.0	1,603.7	0.0	0.0	7,895.4	
38471 SR-7	Z622070000	Cushman Street Bridge Rehabilitation Rehabilitate the Cushman Street Bridge and Cushman Street between the First Avenue and Terminal Street intersections. Project work will include bridge work, roadside hardware, ADA sidewalk and curb ramp improvements.	STP	Construction	4,134.1						
			CMAQ		727.8						
			ACC		-4,861.9						
Project Total					0.0	0.0	0.0	0.0	0.0	0.0	

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**FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Administrative Modification #8 - Approved 05.01.2026**

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		
			OFF						34.2		
	3PF						38.9				
Project Total					140.0	93.0	0.0	430.6	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, Tesora Avenue, E 4th Avenue (North Pole), NPHS Boulevard, CLRA South Lake Loop & Peninsula Trails, Chena Riverwalk (southside), and Mitchell Expressway, Davis Road, and Farmers Loop Road Paths. FFY26 construction includes Shannon Drive, Dayon 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. 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	3,937.7	1,000.7		
			AC		261.1		909.7	91.0			
			ACC			-261.1		-909.7	-91.0		
			CMAQ				681.2	727.8			
			OFF					120.6			
			SM					72.2			
	3PF			20.8							
				173.4		201.6	300.6	90.3			
Project Total					2,149.9	210.7	2,632.6	4,769.6	1,000.0	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
Administrative Modification #8 - Approved 05.01.2026**

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	1,350.0	500.0	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> <i>Total Project Cost: \$101,600</i> <i>Air Quality Status: Exempt</i>	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> <i>Total Project Cost: \$150,000</i> <i>Air Quality Status: Exempt</i>	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> <i>Total Project Cost: \$500,000</i> <i>Air Quality Status: Exempt</i>	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
Administrative Modification #8 - Approved 05.01.2026**

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond	
31389 MR-2	NFHWY00509	Minnie Street Improvements	STP	Design		227.4		796.0			
		Reconstruct Minnie Street between Illinois Street and Old Steese Highway. Project will include roadside hardware, drainage improvements, intersection improvements, ADA improvements, and utilities. 50% local match / 50% state match Project Start Year: 2020 Total Project Cost: \$15,500,000 Air Quality Status: Non-Exempt	SM			11.3		39.5			
			3PF			11.3		39.5			
				STP	Right-of-Way				1,364.6		
			SM					67.7			
			3PF					67.7			
				STP	Utilities						272.9
			SM							13.5	
			3PF							13.5	
				STP	Construction						9,983.9
			CMAQ							727.8	
			SM							531.6	
				3PF							531.6
Project Total					0.0	250.0	0.0	2,375.0	0.0	12,075.0	
34123 SR-19	NFHWY00891	Pioneer Park Alaskaland North Parking Lot & Boat Launch	STP	Design		409.4		682.3			
		Develop an improved entrance and parking area at the north end of Pioneer Park Alaskaland along the river to improve access to the boat launch, Chena Riverwalk, and general access for all park visitors. Parent project includes 'Peger Road Bicycle & Pedestrian Path' and 'Motor Vehicle Plugins #2' from CMAQ/CRP supplemental table. See supplement table for additional funding details for these two projects. Project Start Year: 2024 Total Project Cost: \$5,641,000 Air Quality Status: Non-Exempt	3PF			40.6		67.7			
			STP	Right-of-Way							
			3PF								
			STP	Utilities						4.5	
			3PF							0.5	
			STP	Construction						3,307.7	
			CMAQ							727.8	
			TAP								
		3PF						400.6			
Project Total					0.0	450.0	0.0	750.0	4,441.0	0.0	
34157 SR-33	HFHWY00790	Transit Plan Updates	TPL	Planning	457.7						
		Update the Fairbanks North Star Borough Long & Short Range Transit Plan, Coordinated Human Services Transportation Plan, Fare Pricing & Integration Study, and Operational Efficiency Study using unspent FFY2019-22 Transit Planning Funds.	3PF		45.4						
Project Total					503.2	0.0	0.0	0.0	0.0	0.0	

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**FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Administrative Modification #8 - Approved 05.01.2026**

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					
			OFF					167.4			
			SM			29.5		16.6			
			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	444.3	0.0	0.0	

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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
Available Funding - MPO Suballocations										
		Surface Transportation Program	STP	Federal	7,716.3	9,630.3	9,919.2	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	5,838.6	
		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	201.6	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	13,309.4	8,277.4	
		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	-875.4	
State/Local Match										
		State Match	SM	State	95.0	624.1	758.2	391.2	45.2	
		Local Government Match	3PF	Local	666.2	372.3	336.8	514.5	504.9	
		FAST Planning Match	FM	State/Local	66.8	105.4	184.1	166.6	75.6	
					828.0	1,101.9	1,279.1	1,072.2	625.6	
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	14,381.6	8,903.1	

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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 Barnett St, 9th Ave between Lathrop and Bonnifield St, 10th Ave between Lathrop and Cowles 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, and Hurst Rd between Badger and Nelson Rd, and Farmers Loop Rd between College Rd and Steese Hwy; FFY27 - Farmers Loop Rd between College Rd and Steese Hwy 9th Ave between Lathrop and Bonnifield 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	5,367.2		
				CMAQ-SW					4,989.7	3,852.6	
				SM			158.0	162.5	6.9	1,028.1	382.4
Project Total					1,750.0	1,800.0	2,926.3	12,225.0	4,635.0	0.0	
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.]	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	HSIP	Right-of-Way					100.0		
		Total Project Cost: \$4,851,000	HSIP	Utilities				200.0			
		Air Quality Status: Exempt	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	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					17,339.8	
			CMAQ-SW						8,642.5	
			AC					25,982.3		
			ACC							-25,982.3
	SM					2,579.1				
Project Total					1,900.0	0.0	0.0	28,561.4	0.0	
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					300.0	
		HSIP	Construction				9,500.0			
Project Total					0.0	420.0	1,200.0	10,270.0	0.0	
34657- 34946 LR-36	NFHWY01140	Parks Highway MP 356 Auxiliary Lane	NHPP	Design				591.3		
		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	650.0	2,850.0	

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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	Z615970000	Richardson Highway MP 357-362 Bicycle/Pedestrian Path	HSIP	Construction	4,112.8	64.7	155.9			
		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				
		Construct interchange to replace intersection of the Richardson Highway and the Old Richardson Highway at North Pole, near Richardson Highway MP 351.								
Project Total					0.0	21,597.8	0.0	0.0	0.0	
25598 SR-51	Z607340000	Richardson Highway MP 360-361 (MP 359) Railroad Grade Separated Facility	NHPP	Construction	24,136.1					
		Construct grade-separated facility on the Richardson Highway to improve operations and reduce railroad/vehicle conflicts. Work includes new railroad overpass bridges (#2366 and 2367).	SM		1,705.5					
Project Total					25,841.6	0.0	0.0	0.0	0.0	
29829 SR-40	Z607320000	Steese/Johansen Expressway Interchange Construct a grade separated interchange at the intersection of Steese Expressway and Johansen Expressway. Realign adjacent access as necessary to accommodate the selected interchange configuration. Work includes a new bridge. (Funding for future phases, including construction, will be programmed in the TIP under a future Amendment if conformity freeze is lifted.) Project Start Year: 2015 Total Project Cost: \$110,899,679 Air Quality Status: Non-Exempt	NHPP	Design	1,819.4			682.3		
			SM		180.6			67.7		
			NHPP	Utilities				3,638.8		
			SM					361.2		
			NHPP	Right-of-Way	2,729.1					
			SM		270.9					
			NHPP	Construction					81,873.0	
SM						8,127.0				
Project Total					5,000.0	0.0	0.0	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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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	7,529.1	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	747.4	273.2
Project Total					3,530.0	769.8	4,486.0	1,700.0	8,276.5	3,025.0

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Available Funding - Statewide Apportionments*										
		National Highway Performance Program	NHPP	Federal	369,961.5	377,360.5	384,908.0	392,606.1	400,458.2	
		National Highway Freight Program	NHFP	Federal	17,737.1	18,091.9	18,453.7	18,822.8	19,199.2	
		Bridge Formula Program	BFP	Federal	45,000.0	45,000.0	45,000.0	45,000.0	45,000.0	
		Highway Safety Improvement Program	HSIP	Federal	40,726.0	41,565.9	42,422.6	43,296.5	44,162.4	
		Railway-Highway Crossings Program	RAIL	Federal	1,225.0	1,225.0	1,225.0	1,225.0	1,225.0	
		Promoting Resilient Operations for Transformative, Efficient, & Cost-Saving Transportation Program	PROTECT	Federal	18,248.1	18,613.1	18,985.3	19,365.0	19,752.3	
		National Electric Vehicle Infrastructure Program	NEVI	Federal	10,483.1	10,483.1	10,483.1	10,483.1	10,483.1	
		Surface Transportation Program (including Transportation Alternatives Program)	STP	Federal	179,981.3	183,580.9	187,252.5	190,997.6	194,817.5	
		Congestion Mitigation/Air Quality	CMAQ	Federal	30,584.2	31,195.9	31,819.8	32,456.2	33,105.3	
		Carbon Reduction Program	CRP	Federal	16,048.3	16,369.3	16,696.7	17,030.6	17,371.2	
		State Funding Appropriation	SA	State	0.0	0.0	0.0	0.0	0.0	
					729,994.6	743,485.4	757,246.6	771,282.8	785,574.3	
<i>*Values from Infrastructure Investments & Jobs Act (IIJA) FFY2022-26 apportionment tables; FFY2027 adjusted for 2% increase consistent with annual increases under IIJA apportionments.</i>										
Programmed Funding										
		National Highway Performance Program	NHPP	Federal	54,227.9	6,711.9	0.0	4,912.4	2,592.6	
		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	18,588.6	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	8,678.5	17,703.7	
		Congestion Mitigation/Air Quality - Statewide	CMAQ-SW	Federal	3,465.9	955.0	6,609.9	6,790.9	20,279.0	
		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	41,092.2	53,923.7	
		Advanced Construction	AC	Federal	13,829.9	0.0	0.0	25,982.3	0.0	
		Advanced Construction Conversion (Payback)	ACC	Federal	-30,285.0	-13,829.9	0.0	0.0	-25,982.3	
State Match										
		State Match	SM	State	5,664.5	712.1	3,129.5	4,812.9	1,665.5	
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	45,905.1	55,589.2	

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**FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Administrative Modification #8 - Approved 05.01.2026**

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
Administrative Modification #8 - Approved 05.01.2026**

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		MPDG	FRA			3,000.0	6,000.0	6,000.0	1,200.0
	Bridge replacement, rehabilitation or upgrade.		Match				2,000.0	4,000.0	4,000.0	800.0
Project Total					0.0	0.0	5,000.0	10,000.0	10,000.0	2,000.0
19635	FRA - ARRC			FRA			4,000.0	4,000.0	4,000.0	
	Bridge replacement, rehabilitation or upgrade.		Match				1,000.0	1,000.0	1,000.0	
Project Total					0.0	0.0	5,000.0	5,000.0	5,000.0	
19634	FRA Consolidated Rail Infrastructure and Safety Improvements (CRISI) Special Transportation Circumstances (STC) Grant - ARRC		STC	FRA		8,000.0	8,000.0	800.0	800.0	800.0
	Track infrastructure replacement, rehabilitation or upgrade.		Match				2,000.0	2,000.0	200.0	200.0
Project Total					0.0	10,000.0	10,000.0	1,000.0	1,000.0	1,000.0
21314	Urbanized Area Formula - ARRC		5307	FTA		20.0	20.0	20.0	20.0	80.0
	Associated transit improvements.		Match				5.0	5.0	5.0	5.0
Project Total					0.0	25.0	25.0	25.0	25.0	100.0
19634	Urbanized Area Formula - ARRC		5307	FTA	320.0	492.8	335.0	340.0	340.0	800.0
	Track infrastructure replacement, rehabilitation or upgrade.		Match			80.0	123.2	83.7	85.0	85.0
Project Total					400.0	616.0	418.7	425.0	425.0	1,000.0
19658	Urbanized Area Formula - ARRC		5307	FTA	200.0	200.0	200.0	200.0	200.0	800.0
	Preventive maintenance.		Match			50.0	50.0	50.0	50.0	50.0
Project Total					250.0	250.0	250.0	250.0	250.0	1,000.0
31091	Urbanized Area Formula - ARRC		5307	FTA		100.0	500.0	500.0		200.0
	Radio system and communication component replacement, installation, rehabilitation, or upgrade.		Match				25.0	125.0	125.0	
Project Total					0.0	125.0	625.0	625.0	0.0	250.0
19635	Urbanized Area Formula - ARRC		5307	FTA		160.0		160.0		
	Bridge replacement, rehabilitation or upgrade.		Match				40.0		40.0	
Project Total					0.0	200.0	0.0	200.0	0.0	
33245	Urbanized Area Formula - ARRC		5307	FTA		4,000.0	4,000.0	4,050.0	4,000.0	200.0
	Facility replacement, installation, rehabilitation or upgrade.		Match				1,000.0	1,000.0	1,010.0	1,000.0
Project Total					0.0	5,000.0	5,000.0	5,060.0	5,000.0	250.0
33243	Urbanized Area Formula - ARRC		5307	FTA			20.0			
	Signal, in-track, and communication replacement, rehabilitation, or upgrade.		Match					5.0		
Project Total					0.0	0.0	25.0	0.0	0.0	
33246	Urbanized Area Formula - ARRC		5307	FTA		240.0	160.0	260.0	10,100.0	1,000.0
	Operations support facility replacement, installation, rehabilitation or upgrade.		Match				60.0	40.0	65.0	2,020.0
Project Total					0.0	300.0	200.0	325.0	12,120.0	1,200.0
33244	Urbanized Area Formula - ARRC		5307	FTA		240.0	80.0	200.0	100.0	200.0
	Replace or upgrade technology and networking hardware, software, and connectivity components.		Match				60.0	20.0	50.0	25.0
Project Total					0.0	300.0	100.0	250.0	125.0	250.0
19635	Urbanized Area Formula - ARRC		5337	FTA	840.0	7,946.0	2,700.0	2,620.0	2,620.0	2,400.0
	Bridge replacement, rehabilitation or upgrade.		Match			210.0	1,986.5	675.0	655.0	655.0
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 26003	Urbanized Area Formula Grant - FNSB	Transit operating assistance and capital (purchase of paratransit vans).	5307	FTA	2,174.4	2,121.9		2,245.8	2,174.4	
			Match		2,174.4	2,121.9		2,061.4	2,174.4	
			Project Total		4,348.8	4,243.8	0.0	4,307.2	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	
19120	Rural Transit - FNSB	Operational funding for the gray line.	5311	FTA						
			Match							
			Project Total		0.0	0.0	0.0	0.0	0.0	
19119	Enhanced Mobility for Seniors & Individuals with Disabilities	Funding for VanTran service.	5310	FTA						
			Match							
			Project Total		0.0	0.0	0.0	0.0	0.0	

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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
21028	Transit Administration & Maintenance Facility - Phase II		5339	FTA						
	Renovation and expansion of the transit maintenance facility, including utility connection and/or storage of CNG.		Match							
Project Total					0.0	0.0	0.0	0.0	0.0	
21038	Van Tran Fleet Transition to CNG		5310	FTA						
	Transition the Van Tran fleet to CNG in accordance with Van Tran Recommended 10-year Bus Replacement Plan 2019-2028.		Match							
Project Total					0.0	0.0	0.0	0.0	0.0	
23002	Bus & Bus Facility Grant		5307	FTA	326.8					
	Capital CNG Transit Van		Match		81.7					
					408.6					
23003	Bus & Bus Facility Grant		5339	FTA	90.5					
	5339(a) FFY23 small urban maintenance facility equipment.		Match		22.6					
					113.1					
23004	Urbanized Area Formula Grant - FNSB		5307	FTA	1,160.0					
	Security camera system and fat bike racks.		Match		290.0					
					1,450.0					
23005	Urbanized Area Formula Grant - FNSB		5307	FTA	2,147.7					
	FNSB CNG fueled transit buses.		Match		536.9					
					2,684.7					
21038	Bus & Bus Facility Allocations - FNSB		5339	FTA						
	5339(a) Purchase of CNG fueled buses.		Match							
Project Total					0.0	0.0	0.0	0.0	0.0	
TBD	Buses and Bus Facility Competitive Grant		5339	FTA				5,440.0		
	5339(b) Expand and rehabilitate bus maintenance facility at UAF.		Match						1,360.0	
Project Total					0.0	0.0	0.0	6,800.0	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	8,785.7	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	8,590.4	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	27,456.5	29,411.1	
Match										
ARRC/FNSB Match			Match	State/Local	3,565.7	7,759.1	10,042.1	11,859.1	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	39,315.6	41,387.2	

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CMAQ/CRP 10-year Funding Plan for Fairbanks PM2.5 Non-attainment Area - Revised 05.01.2026

MTP	IRIS	Priority	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	FFY28	FFY29	FFY30	FFY31	FFY32	Beyond	
SR-46	TBD	[2020] #3	FNSB Transportation CNG Buses Purchase of CNG buses. Funds for this project will be transferred from FHWA to FTA.	CRP	Equipment						909.7	909.7					
				3PF						90.3	90.3						
Project Total						0.0	0.0	0.0	0.0	0.0	1,000.0	1,000.0	0.0	0.0	0.0	0.0	
MR-58	NFHWY00554	[2020] #4	Highway Dynamic Messaging Signs Install highway dynamic messaging signs along the Richardson Highway and Badger Road to inform drivers of air quality alerts, hazardous road conditions, and detours and delays. Includes 5 years of operating costs.	SW-CMAQ	Operation	127.4	→										
				SM		12.6	FFY23 Fund Carryforward to FFY24										
Project Total						140.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
N/A	NFHWY00555	[2020] #5, #6, #7	Motor Vehicle Plugins Installation of motor vehicle plugins at Birch Hill Recreation Area, Chena Lakes Recreation Area, Tanana Lakes Recreation Area (TLRA), and UAF's U-Park Facility. Includes 5 years of operating costs. Phase 4 (construction) funds for TLRA will be transferred from FHWA to WFL.	CMAQ	Design			14.4									
				SM			1.4										
				CMAQ	Utilities			54.5	195.7								
				SM			5.4	19.4									
				CMAQ	Construction	154.6											
				SM		15.4											
Project Total						170.0	59.9	230.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
SR-7	NFHWY00712	[2020] #8	Pearl Creek Elementary Access Improvements & Motor Vehicle Plugins Construct a new driveway, reconfigure and repave existing parking lots and access roads, and install new electrical plug-ins at Pearl Creek Elementary School in Fairbanks. Project work also includes roadside hardware, drainage improvements and ADA improvements.	CMAQ	Design	68.2	242.0										
				SM		6.8	24.0										
				CRP													
				CMAQ	Construction												
				SM													
Project Total						75.0	266.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
SR-17	NFHWY00612	[2020] #9	University Avenue South Bicycle & Pedestrian Path Construct a year-round non-motorized path on the east side of University Avenue South from the Mitchell Expressway to Armistead Way (1.8 miles) to accommodate bicycles and pedestrians to/from Fairbanks International Airport East Ramp charter flight operators.	CMAQ	Design	90.1											
				SM		8.9											
				CMAQ	Utilities			91.0									
				SM			9.0										
				SW-CMAQ	Construction				2,547.2								
				SM					252.8								
Project Total						99.0	100.0	2,800.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
SR-25	NFHWY00891	[2020] #10	Peger Road Bicycle & Pedestrian Path Construct a 1,400-foot bicycle/pedestrian path on the east side of Peger Road from the Chena River bridge to Airport Way through Pioneer Park with a direct connection to the Chena Riverwalk path. Transfer funds to Pioneer Park North Parking Lot & Boat Launch project to coordinate design and bundle bid package.	CRP	Design		159.2										
				CMAQ				181.9									
				SM		15.8	18.1										
				CMAQ	Utilities					91.0							
				SM					9.0								
				CMAQ	Construction					640.4							
SM				63.6													
Project Total						0.0	175.0	0.0	200.0	804.0	0.0	0.0	0.0	0.0	0.0		
SR-6	N/A	[2020] #11	Tanana Lakes Recreation Area South Lathrop Street Extension & Parking Area Provide asphalt pavement for South Lathrop Street Extension Road project, and pave the existing Non-Motorized Boat Launch/Trailhead parking lot and a portion of the Motorized Boat Launch/Trailhead. Funds for this project will be transferred from FHWA to WFL.	CMAQ	Construction	542.1											
				SM		53.8											
Project Total						595.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		

MTP	IRIS	Priority	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	FFY28	FFY29	FFY30	FFY31	FFY32	Beyond	
TBD	NFHWHY00874	[2023] #1	MACS Transit SaaS (Software as a Service) Purchase of annual subscription(s) to a suite of SaaS technologies with public facing apps: trip planning, route tracking (real-time bus locations, estimated time of arrival, text notifications), purchasing electronic tickets, and booking on-demand transport rides (VanTran, Uber, Lyft, Taxis, etc).	CMAQ	Misc/Other												
				SM													
Project Total						0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
TBD	TBD	[2023] #2	MACS Transit Subsidized Ticketing Free ticketing for University of Alaska students and staff, seniors, and primary school students up to age 19; and subsidized ticketing for all other riders at nominal fee. FAST Planning Policy Board removed funding for this project 06.21.2023.	ILLU	Misc/Other											1,000.0	
Project Total						0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1,000.0
TBD	NFHWHY00922	[2023] #3	Fairbanks Morris Thompson Cultural & Visitors Center Enhancements Construct improvements on the grounds of and near the MTCVC. Project includes utilities, roadside hardware, and ADA improvements. Improvements include the addition of dual bike lockers, installing a rectangular rapid flash beacon, constructing a pedestrian pathway between the bus stop and parking lot, and replacing and upgrading the display panel within the existing digital welcome sign. Combine design and construction effort with Downtown Parking Garage Enhancements, Project #6 [2023].	CMAQ	Design	91.0	→	154.6	→								
				SM			9.0	FFY23 Fund Carryforward to FFY24	15.4	\$90k FFY25 Carryforward to FFY26							
				CMAQ	Utilities				72.8								
				SM					7.2								
				CMAQ	Construction				463.9								
				SM					46.1								
Project Total						100.0	0.0	170.0	590.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
TBD	NFHWHY00911	[2023] #4	Northern Region Signal Interconnect - Stage 2 Construct a signal interconnect system to communicate with six traffic signals (Van Horn/Lathrop, Van Horn/Cushman, Badger/Holmes/Montgomery, Badger/Hurst, Richardson/Dawson, and Richardson/Buzby) to the Traffic Operations Center (TOC) on the DOT&PF complex on Peger Road.	SW-CMAQ	Design			624.1									
				SM					61.9								
				SW-CMAQ	Construction					3,211.7							
				SM						318.8							
Project Total						0.0	0.0	686.0	0.0	3,530.5	0.0	0.0	0.0	0.0	0.0	0.0	
SR-9	NFHWHY00846	[2023] #5	University Avenue Rail Crossing Automated Train Switch Replacement of the Fairbanks main rail yard manually operated lead switch with a remote control, power-operated switch to allow trains to continue into/out of the rail yard without stopping. To be funded under a Utility Agreement with ARRC.	CMAQ	Utilities	591.3	136.5										
				SM			58.7	13.5									
Project Total						650.0	150.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
SR-30	NFHWHY00922	[2023] #6	Lavery Transportation Center Enhancements Construct improvements in and near the Lavery Transportation Center parking garage. Project includes utilities, roadside hardware, and ADA improvements. Improvements include restriping and resigning the parking garage, installation of wayfinding signs, enhancement of bicycle parking area, installation of a transit notification system for pedestrians waiting inside, and several building enhancements including replacement of the building's awning and installation of a new illuminated sign. Project also includes public outreach campaign to promote the use of the parking garage. Combine design and construction effort with MTCVC.	CMAQ	Design	45.5	→	109.2	68.2								
				SM			4.5	FFY23 Fund Carryforward to FFY24	10.8	6.8							
				CRP	Construction				573.1								
				3PF					56.9								
Project Total						50.0	0.0	120.0	705.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
MR-35	NFHWHY00843	[2023] #7	Fairbanks & North Pole Electric Vehicle Infrastructure Deployment Plan Development of a locally-coordinated plan to address the introduction of Electric Vehicle charging infrastructure to the Fairbanks and North Pole area.	CRP	Planning	136.5											
				OFF				27.3									
				FAM			13.5	2.7									
Project Total						150.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
TBD	TBD	[2023] #8	West Valley High School Roundabout Construction of a roundabout at the Sandvik Street and Gradelle Avenue intersection on West Valley High School's campus. Design start to be initiated after completion of Access/Circulation Study for West Valley and Hutchison High Schools under Project #12 [2023].	ILLU	Design											750.0	
					Utilities												200.0
					Construction												3,000.0
Project Total						0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3,950.0

MTP	IRIS	Priority	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	FFY28	FFY29	FFY30	FFY31	FFY32	Beyond		
MR-35	NFHYW01060	[2023] #9	Fairbanks & North Pole Electric Vehicle Charging Stations Installation of electric vehicle charging stations at North Pole City Hall, Pioneer Park, FNSB Administrative Building, North Pole Library, Noel Wein Library, Carlson Center, UAF Bunnel & Arctic Health Research Buildings, Morris Thompson Cultural & Visitors Center, and Downtown Parking Garage. Includes 5 years operations/maintenance assistance.	CRP	Design			272.9	213.8									
				SM				27.1	21.2									
				CRP	Construction					909.7								
				SM						90.3								
				CMAQ	Operation								181.9					
				SM									18.1					
Project Total						0.0	0.0	300.0	235.0	1,000.0	200.0	0.0	0.0	0.0	0.0	0.0		
TBD	NFHWY00902	[2023] #10	Sheep Creek Road & West Tanana Drive Roundabout Construct a roundabout at the intersection of Sheep Creek Road and West Tanana Drive. Work will include intersection and adjacent pathway improvements, drainage improvements and roadside hardware. Work will also include relocation of parking for UAF trails access to the opposite side of West Tanana Drive to eliminate mid block pedestrian crossings adjacent to the new roundabout, and completion of the shared use path connection between Goldhill Road and the roundabout.	SW-CMAQ	Design		513.1	909.7	454.9	454.9								
				SM			50.9	90.3	45.2	45.2								
				SW-CMAQ	Right-of-Way													
				SM														
				SW-CMAQ	Utilities							272.9						
				SM								27.1						
				SW-CMAQ	Construction								2,611.7					
SM									259.3									
Project Total						0.0	564.0	1,000.0	500.0	3,671.0	0.0	0.0	0.0	0.0	0.0	0.0		
TBD	NFHWY01087	[2023] #11	FNSB Hybrid Fleet Vehicle Pilot Program Purchase of four hybrid Sport Utility Vehicles (SUVs).	CMAQ	Equipment	204.0	23.4	→										
				AC		23.4	→	FFY23 Fund Carryforward to FFY25										
				ACC			-23.4											
				SM		22.6												
Project Total						250.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
SR-15	NFHWY00844 NFHWY01195	[2023] #12	High School Access & Circulation Plans Evaluate access, circulation, and safety for all modes (bike, ped, bus and automobile) and identify improvements to address delay and modal conflicts at the following high school campuses: West Valley/Hutchinson High Schools, Lathrop High School, North Pole High School, and any other schools identified as a need. First study to be initiated for West Valley/Hutchinson High Schools campus to support Project #8 [2023]. Second study to be initiated for North Pole High School [2026].	CRP	Planning	136.5	210.0	293.8	→									
				SM		13.5	20.8	27.1	FFY25 Fund Carryforward to FFY26									
Project Total						150.0	230.8	320.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
MR-25	NFHWY00862	[2023] #13	Chena Lake Recreation Area Bike & Pedestrian Access via Plack Road Pave and extend Plack Road from Nelson Road intersection past Gordon Rd intersection, construct new parking pad, and add a pedestrian/bike bath. Work will include intersection improvements, drainage work, and roadside hardware additions.	CRP	Design	163.7	63.7	341.1										
				3PF		16.3	6.3	33.9										
				CMAQ	Utilities					4.5								
				SM						0.5								
				CRP	Construction			1,450.9	→									
				CMAQ				1,396.7	FFY24 Fund Carryforward to FFY26			655.1						
				AC						655.1								
				ACC								-655.1						
				3PF								144.0						
SM								197.8										
Project Total						180.0	2,917.6	375.0	1,002.0	0.0	0.0	0.0	0.0	0.0	0.0			

MTP	IRIS	Priority	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	FFY28	FFY29	FFY30	FFY31	FFY32	Beyond			
SR-30	NFHWY00845	[2023] #14	Fairbanks Airport Area Non-Motorized Path Wayfinding Signage Installation of non-motorized wayfinding signage for the Fairbanks International Airport Main Terminal area along the newly installed path that runs from the terminal entrance to Dale and Hoselton roads. The scope includes the design and installation of: physical signage along the corridor, two semi-mobile kiosks for use inside the	CRP	Design	40.9			22.7										
				SM		4.1			2.3										
				CMAQ	Construction			181.9											
				SM				18.1											
				Project Total						45.0	0.0	0.0	225.0	0.0	0.0	0.0	0.0	0.0	0.0
TBD	NFHWY01086	[2023] #15	Motor Vehicle Plugins #1: North Pole City Hall & Pioneer Park/Alaskaland Plugins Installation of motor vehicle plugins for at North Pole City Hall and Pioneer Park/Alaskaland's main parking lot. Includes 3 years operations/maintenance assistance.	CMAQ	Design			272.9	139.2										
				SM				27.1	13.8										
				CMAQ	Construction			1,118.0											
				SM									111.0						
				CMAQ	Operation								136.5						
SM									13.5										
Project Total						0.0	0.0	1,418.0	153.0	0.0	261.0	0.0	0.0	0.0	0.0	0.0			
SR-30	NFHWY00891	[2023] #16	Motor Vehicle Plugins #2 Installation of motor vehicle plugins at the future north parking lot at Pioneer Park. Transfer funding to Pioneer Park North Parking Lot & Boat Launch project.	CRP	Design		45.5		22.7										
				3PF			4.5		2.3										
				CRP	Construction					182.8									
				3PF						18.2									
Project Total						0.0	50.0	0.0	226.0	0.0	0.0	0.0	0.0	0.0	0.0				
SR-13	NFHWY00912 NFHWY00885 NFHWY01194	[2023] #17	Sidewalk Snow Removal Equipment Purchase of sidewalk snow removal equipment for City of Fairbanks, MACS Transit, UAF, and Alaska DOT&PF	CRP	Equipment	409.4		91.0											
				CMAQ				454.9	91.0										
				AC				91.0											
				ACC															
				SM															
				3PF			40.6		9.0										
Project Total						450.0	0.0	100.0	600.0	0.0	0.0	0.0	0.0	0.0	0.0				
TBD	NFHWY01097	[2023] #18	University of Alaska CNG Fueling Station Construction of a CNG fueling station at UAF campus to support the conversion of the shuttle bus fleet from Diesel to CNG.	CMAQ	Design			181.9	91.0										
				SM				18.1	9.0										
				CMAQ	Construction							1,546.5							
				AC						1,546.5									
				ACC															
SM							153.5												
Project Total						0.0	0.0	200.0	100.0	1,700.0	0.0	0.0	0.0	0.0	0.0				
TBD	NFHWY01169	[2023] #19	CNG Shuttle Buses Conversion of the UAF shuttle bus fleet from Diesel to CNG; purchase of up to 5 buses.	CMAQ	Equipment				454.9		454.9								
				SM				45.2		45.2									
Project Total						0.0	0.0	0.0	500.0	0.0	500.0	0.0	0.0	0.0	0.0				
N/A	NFHWY00269	[2023] #23	North Pole Sidewalk/Road Lighting Enhancements Replacement of HPS (high-pressure sodium) bulb "candy cane" streetlights with LED lights. To be funded under a Change Order with contractor selected for North Pole Streetlight Standardization Phase I project.	CMAQ	Construction	72.8													
				SM		7.2													
Project Total						80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				

MTP	IRIS	Priority	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	FFY28	FFY29	FFY30	FFY31	FFY32	Beyond		
SR-41	NFHWY01108	[2025] New	Gaffney Road Parking Lot Construct a parking lot at the east end of the Gaffney Road. The parking lot will be available in the summer and may be used for Park and Ride. The access will be via Gaffney Road. The project will include roadside hardware and drainage and ADA improvements.	SW-CMAQ	Design				91.0	91.0								
				SM					9.0	9.0								
				SW-CMAQ	Construction					682.3								
				SM						67.7								
				Project Total						0.0	0.0	0.0	100.0	850.0	0.0	0.0	0.0	0.0
LR-36	NFHWY01109	[2025] New	Sheep Creek Road Extension Shared-Use Path Construct a new shared-use path along Sheep Creek Road Extension to connect existing non-motorized facilities along the Goldhill Road and the Parks Highway. Work includes ADA improvements, drainage improvements and roadside hardware.	SW-CMAQ	Design				227.4									
				SM					22.6									
				SW-CMAQ	Construction					591.3								
				SM						58.7								
				Project Total						0.0	0.0	0.0	900.0	0.0	0.0	0.0	0.0	0.0
VLR-11	NFHWY01110	[2025] New	Ballaine Path Improvements Widen and resurface non-motorized pathway along the Ballaine Road between Yankovich Road and Goldstream Road. Project will include ADA improvements, drainage improvements and roadside hardware.	SW-CMAQ	Design				181.9	204.7								
				SM					18.1	20.3								
				SW-CMAQ	Utilities							22.7						
				SM								2.3						
				SW-CMAQ	Construction							2,729.1						
				SM								270.9						
Project Total						0.0	0.0	0.0	200.0	225.0	3,025.0	0.0	0.0	0.0	0.0	0.0		

MTP	IRIS	Priority	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	FFY28	FFY29	FFY30	FFY31	FFY32	Beyond
			Fund Code Description	Fund Code												
Available PM2.5 Area CMAQ Funding [Need ID 29232]																
			Congestion Mitigation/Air Quality	CMAQ		1,950.6	1,960.1	2,060.0	2,121.8	2,185.5	2,251.0	2,318.5	2,388.1	2,459.7	2,533.5	
			State Match	SM		193.6	194.6	204.5	210.6	216.9	223.4	230.1	237.1	244.2	251.5	
			Funding Total			2,144.2	2,154.6	2,264.5	2,332.4	2,402.4	2,474.5	2,548.7	2,625.2	2,703.9	2,785.0	
Programmed PM2.5 Area CMAQ Funding																
			Congestion Mitigation/Air Quality	CMAQ		1,859.6	1,944.0	2,046.8	2,113.2	1,477.5	2,319.7	0.0	0.0	0.0	0.0	
			State Match	SM		184.6	193.0	203.2	209.8	146.7	230.3	0.0	0.0	0.0	0.0	
			Funding Total			2,044.2	2,137.0	2,249.9	2,323.0	1,624.2	2,550.0	0.0	0.0	0.0	0.0	
			<i>Difference (Federal)</i>			<i>91.0</i>	<i>16.0</i>	<i>13.2</i>	<i>8.6</i>	<i>707.9</i>	<i>-68.7</i>	<i>2,318.5</i>	<i>2,388.1</i>	<i>2,459.7</i>	<i>2,533.5</i>	
Programmed Statewide CMAQ Funding [Need ID 18791]																
			Congestion Mitigation/Air Quality	SW-CMAQ		127.4	513.1	4,080.9	1,546.5	7,529.1	2,751.8	0.0	0.0	0.0	0.0	
			State Match	SM		12.6	50.9	405.1	153.5	747.4	273.2	0.0	0.0	0.0	0.0	
			Funding Total			140.0	564.0	4,486.0	1,700.0	8,276.5	3,025.0	0.0	0.0	0.0	0.0	
Available CRP Funding [Need ID 33863]																
			Carbon Reduction Program	CRP		887.0	1,929.2	1,051.1	1,077.7	1,099.2	1,121.2	1,143.6	1,166.5	1,189.8	1,213.6	
			State/Local/FAST Planning Match	SM/3PF/FAM		88.0	191.5	104.3	107.0	109.1	111.3	113.5	115.8	118.1	120.5	
			Funding Total			975.0	2,120.7	1,155.4	1,184.6	1,208.3	1,232.5	1,257.1	1,282.3	1,307.9	1,334.1	
Programmed CRP Funding																
			Carbon Reduction Program	CRP		887.0	1,929.2	998.8	1,015.2	909.7	909.7	909.7	0.0	0.0	0.0	
			State/Local/FAST Planning Match	SM/3PF/FAM		88.0	191.5	99.1	100.8	90.3	90.3	90.3	0.0	0.0	0.0	
			Funding Total			975.0	2,120.7	1,097.9	1,116.0	1,000.0	1,000.0	1,000.0	0.0	0.0	0.0	
			<i>Difference (Federal)</i>			<i>0.0</i>	<i>0.0</i>	<i>52.3</i>	<i>62.4</i>	<i>189.5</i>	<i>211.5</i>	<i>233.9</i>	<i>1,166.5</i>	<i>1,189.8</i>	<i>1,213.6</i>	
Programmed AC/ACC Funding																
			Advanced Construction	AC		23.4	0.0	0.0	746.1	1,546.5	0.0	0.0	0.0	0.0	0.0	
			Advanced Construction Conversion (Payback)	ACC		0.0	-23.4	0.0	0.0	-746.1	-1,546.5	0.0	0.0	0.0	0.0	



MEMORANDUM

Date: May 1, 2026

To: **Technical Committee**

Subject: Highway Safety Improvement Program (HSIP) - New Projects

Background

Included in the meeting packet are background materials for three (3) new projects proposed for HSIP funding by Alaska DOT&PF:

1. **Airport Way Connected Corridor** – this project was approved by the Alaska DOT&PF Commissioner’s Office for the FFY2026 HSIP Funding Plan in December 2025. In April 2026 the Alaska DOT&PF requested the project be added to FAST Planning’s FFY2023-27 Transportation Improvement Program (TIP) so funds can be obligated to move the project forward. Provided this is new project being added to the TIP, this triggers an Amendment to the TIP and a 30-day public comment period. Does the Technical Committee and Policy Board want staff to proceed with the Amendment?
2. **College Road 3-lane Configuration** – at the April 8, 2026 HSIP Workshop at FAST Planning’s office, Alaska DOT&PF presented their latest crash data for our Metropolitan Planning Area and screening results for high crash locations and corridors. College Road was one of the high crash corridors identified during their screening process. A previous corridor study for College Road completed in 2014 recommended reconfiguring the roadway from four to three lanes with a center two-way left turn lane to improve safety, access, and mobility for all users. A recent road safety audit completed in 2025 also recommended the implementation of the three-lane configuration as a short-term action. This safety project could potentially be funded in the 2027 HSIP funding plan. Does the Technical Committee and Policy Board support this new project?
3. **Badger Road Roundabouts** – at the same HSIP Workshop, Alaska DOT&PF identified multiple intersections on Badger Road as high crash locations. The Alaska DOT&PF would like to implement safety projects at these intersections, and since the State has a ‘Roundabout First’ policy they would like to explore this option first at each location. A design start could be potentially funded in the 2027 HSIP funding plan. Does the Technical Committee and Policy Board support this new project?

Action Requested

Below are suggested motions for each of the proposed new HSIP projects for the Technical Committee's consideration:

1. **Airport Way Connected Corridor** – To recommend to the Policy Board to direct staff to prepare an Amendment to the TIP to add the Airport Way Connected Corridor project, conduct an interagency consultation for air quality conformity, and release the Amendment for a 30-day public comment period.
2. **College Road 3-lane Configuration** – To recommend the Policy Board support implementation of the three-lane configuration for College Road.
3. **Badger Road Roundabouts** – To recommend the Policy Board support consideration of roundabouts at the high crash intersections identified along Badger Road.



New HSIP Project- Airport Way Connected Corridor

From Bailey, Randi L (DOT) <randi.bailey@alaska.gov>

Date Mon 4/13/2026 11:23 AM

To Jackson Fox <jackson.fox@fastplanning.us>; Golden, Pamela K (DOT) <pamela.golden@alaska.gov>

Cc Langley, Christine M (DOT) <christine.langley@alaska.gov>; Glenn, Benjamin J (DOT) <benjamin.glenn@alaska.gov>; Nelson, Brett D (DOT) <brett.nelson@alaska.gov>

 1 attachment (350 KB)

26HN01 Airport Way Connected Corridor 1.pdf;

Hi Jackson, could you please add the following project to the agenda for the next FAST meeting for discussion of adding this project in the TIP?

Project Name: Airport Way Connected Corridor

Scope: Update state-owned signals on Airport Way to create a connected corridor for V2X

Phase: 0

FFY: 2026

Funding Amount: \$1,850,000

Thanks,
Randi

Randi Bailey

Transportation Planner

AK Dept. of Transportation & Public Facilities, Fairbanks Field Office

2301 Peger Rd

Fairbanks, Alaska 99709

(907) 451-2386

FFY 2026 Approved HSIP Projects - Statewide (HQ)

Project Name:	Project Type	IRIS No.	HSIP Project Number	B/C	Safety Index	Crashes Susc. to Corr.					Region	Phase	Federal Fiscal Year			FFY26 Quarter	Bundle?	In MPO?	In TIP?	Project Description	Regional Response/Adjustment
						PDO	POS	MIN	MJR	FAT			26	27	28						
Rural/Remote School Zone Safety Audit Project	Funded Old	HFHWY00402	24HN01	N/C	N/A	0	0	0	0	0	H	0				0	N/A	FALSE	Multi-year project that provides immediate assessment and priority funding of Rural and Remote School Zone safety projects to produce rapid-deployment, low-cost safety improvements for children attending schools located on state highways.	0	
												2	\$ 1,000,000	\$ 1,000,000							
												3									
												4	\$ 1,000,000	\$ 1,000,000							
												7									
												8									
												9									
												Total	\$ -	\$ 2,000,000	\$ 2,000,000						
Numbered Highways MEDEVAC Sites	Funded Old	HFHWY00404	24HN03	N/C	N/A	0	0	0	0	0	H	0				0	N/A	FALSE	Identify, improve, and catalog MEDEVAC sites on the numbered highway system in locations with narrow roadways, insufficient pull outs, and similar issues that prevent air access.	0	
												2									
												3									
												4		\$ 5,000,000							
												7									
												8									
												9									
												Total	\$ -	\$ -	\$ 5,000,000						
Airport Way Connected Corridor	New	pend	26HN01	N/C	N/A	0	0	0	0	0	H	0	\$ 1,500,000		Q2	0	FAST	No	Update state-owned signals on Airport Way to create a connected corridor for V2X.	All signals are DOT&PF owned and operated signals, with no COF participation. A non-construction project as defined by FHWA. Not in the FAST TIP since it is a new project, will coordinate with FAST Planning to include it if required.	
												2									
												3									
												4									
												7									
												8									
												9									
												Total	\$ 1,500,000	\$ -	\$ -						

0	\$ 1,500,000	\$ -	\$ -
2	\$ -	\$ 1,000,000	\$ 1,000,000
3	\$ -	\$ -	\$ -
4	\$ -	\$ 1,000,000	\$ 6,000,000
7	\$ -	\$ -	\$ -
8	\$ -	\$ -	\$ -
9	\$ -	\$ -	\$ -
Total	\$ 1,500,000	\$ 2,000,000	\$ 7,000,000

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
Statewide Traffic & Safety Section

FFY26 Highway Safety Improvement Program Candidate Projects
Project Description and Cost Estimate

Candidate Project Name:

26HN01 Airport Way Connected Corridor

Candidate Project Location:

Proposed improvements are located at the 12 signalized intersections along Airport Way in Fairbanks, Alaska.

1. Richardson Hwy/Steese Expwy (also known as GARS)
2. Noble St
3. Cushman St
4. Barnette St/ Gillam Way
5. Cowles St
6. Lathrop St
7. Wilbur St
8. Peger Rd
9. Market St
10. Washington Dr
11. University Ave
12. Old Airport Rd/Sportsman Way

Background:

The signals at the intersections along Airport Way were upgraded over the last 5-10 years to include flashing yellow arrow left turns and signal heads for each approach lane along with retroreflective backplates. Signal control equipment at these locations is modern and can support updating to provide Signal Phase and Timing (SPaT) and Intersection Geometry (MAP) messaging to connected vehicles.

Safety Problem Description:

Connected vehicles are an ever-increasing part of the vehicle fleet and currently, there are no intersections in Alaska that communicate safety messages to connected vehicles. SPaT messages enhance driver awareness, support decision-making, and reduce the likelihood of crashes through technologies including red light violation warnings and pedestrian in signalized crosswalk warnings.

Because the signal equipment along the Airport Way corridor is modern, the corridor is well suited for the first installation of vehicle-to-everything (V2X)

technologies. The corridor also supports transit and emergency service providers commonly access Airport Way due to the proximity of two fire stations and the regional hospital.

Proposed Mitigation:

This project proposes the construction of connected vehicle infrastructure at the 12 signalized intersections. The work would include:

- Roadside Units (RSUs) to enable SPaT/MAP broadcasting and V2X message relay
- Onboard Units (OBUs) in select transit, snowplow, and emergency vehicles to request signal priority or preemption
- Pedestrian and cyclist detection systems that adjust signal timing (e.g., LPIs, extended walk phases) and log presence data
- Necessary systems to ensure security and operation of the system such as Security Credential Management System, Connected Intersections Message Monitoring System, and Connected Vehicle Management System

Conformance with the Strategic Highway Safety Plan:

Installation of vehicle-to-infrastructure communication equipment is identified in 23 U.S. Code § 148 as HSIP eligible. Implementing HSIP eligible projects is Roadways Strategy 4 of the Alaska Strategic Highway Safety Plan (SHSP).

Program Information:

Indicate below if the proposed project is 1) only eligible if funded through the Specified Safety Project designation or 2) able to be applied to any applicable penalties (HRRR, VRU, or Older Drivers & Pedestrians).

<input type="checkbox"/> Specified Safety Project (<i>project eligibility requires use of SSP funds</i>)	
<input type="checkbox"/> HRRR Penalty Eligible Project	<input type="checkbox"/> VRU Penalty Eligible Project
<input type="checkbox"/> Older Drivers & Pedestrians Penalty Eligible Project	

This project supports VRU through deployment of pedestrian and bicycle detection and warnings.

Proven Safety Countermeasures:

Connected vehicle technologies are not currently on the list of Proven Safety Countermeasures.

Benefit/Cost Ratio:

This project is being nominated as non-ranked as there are no known crash reductions for implementing connected vehicle technologies.

Cost Estimate:

PHASE	AMOUNT	Estimated Start Date
Other (Phase 0):	\$1,850,000	FFY 2026

TOTAL: \$1,850,000

(Note: All phases include an Indirect Cost Allocation Plan (ICAP) rate of 5.37%)

Attachments:

- HQ Reporting Information
- Cost Estimate

College Road & Badger Road

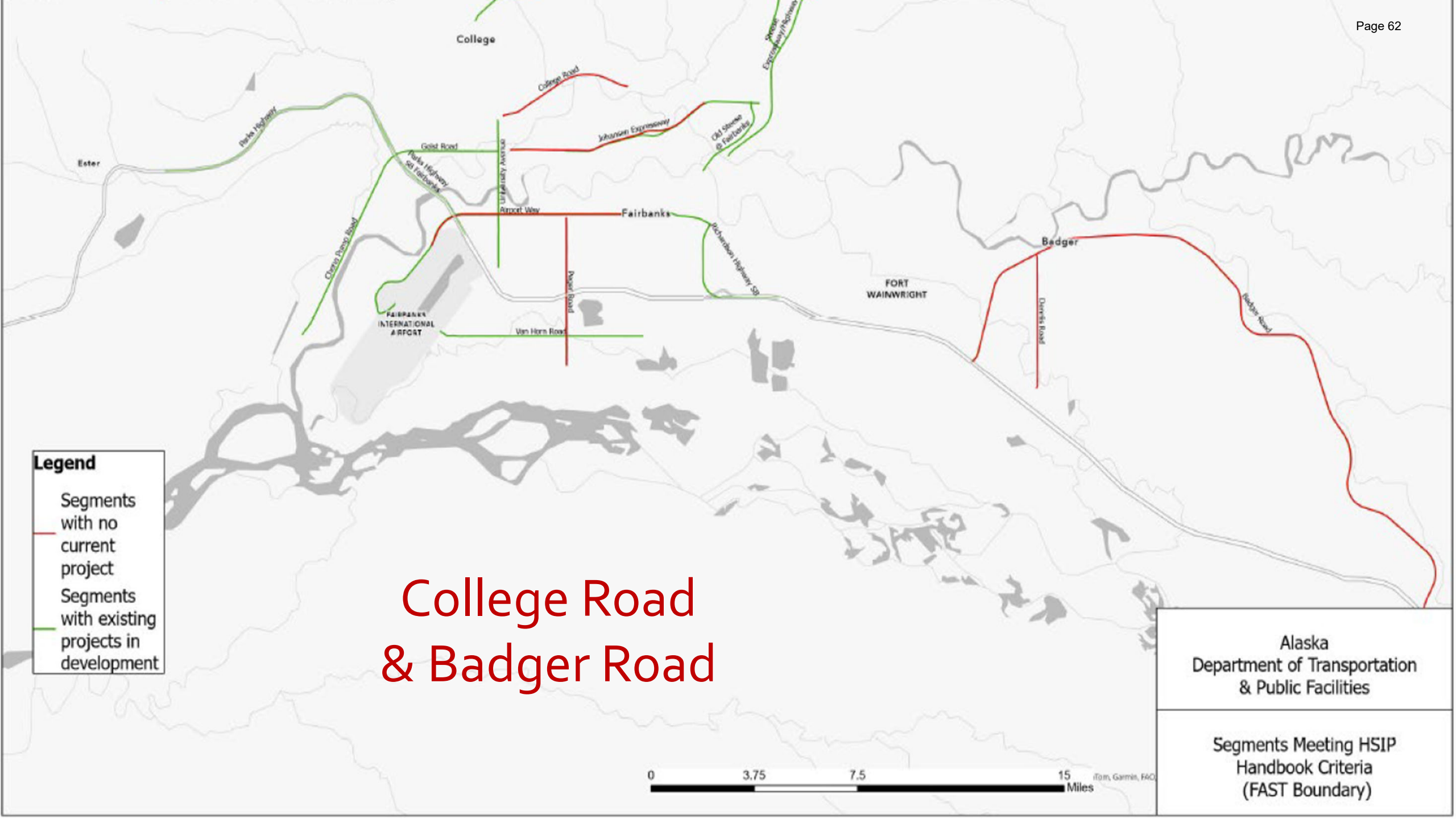
Legend

- Segments with no current project
- Segments with existing projects in development



Alaska
Department of Transportation
& Public Facilities

Segments Meeting HSIP
Handbook Criteria
(FAST Boundary)

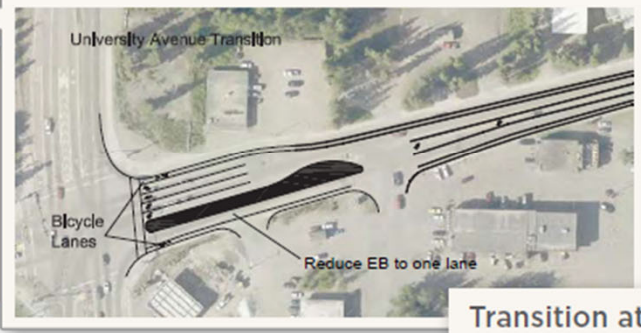
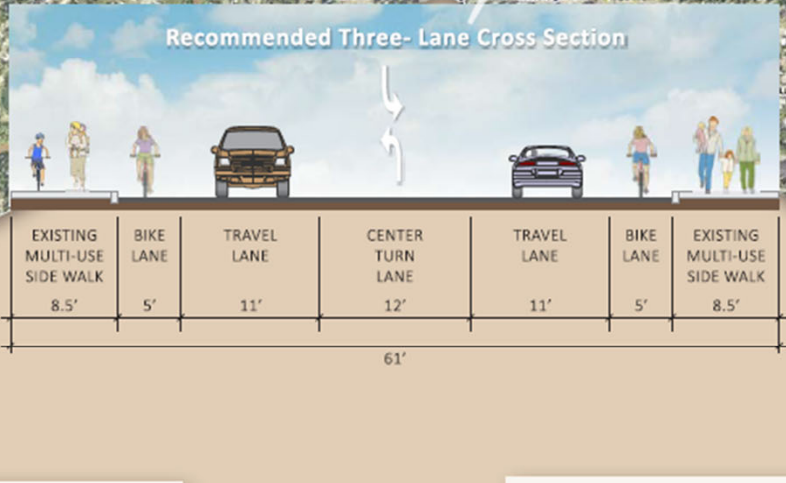




Legend:

- North Side Access Points (49)
- South Side Access Points (55)
- DOT_RoadSystem_031518





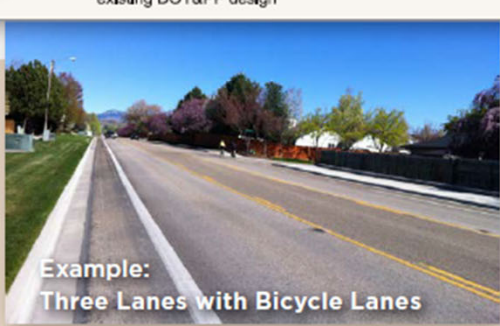
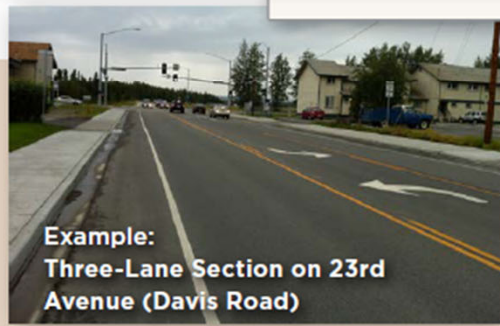
Transition at University Avenue



Interim Transition at Margaret Avenue



Example Pedestrian Crossing Treatments (If Warranted)



Example Three-Lane Cross Section

College Road – Summary of Discussion & Actions on Lane Reconfiguration

Prepared by FAST Planning, last updated September 2023

2013 – FMATS initiated a Corridor Study for College Road from University Avenue to the Steese Expressway with the goal of establishing “a long-term plan for College Road through the identification of feasible improvements that will consider access and mobility for all transportation modes (vehicles, pedestrians, bicycles, and transit).” A timeline summary for the study (February 2013 to July 2014) is attached.

2014 – the Draft College Road Corridor Study recommended reallocating the “existing four travel lanes into two vehicle travel lanes, a center turn lane, and a bike lane in each direction” from University Avenue to Blanche Avenue (east of Margaret Avenue) and leaving the remainder of College Road (Johansen Expressway to Steese Highway) as four vehicle travel lanes. In March 2014, the FMATS Policy Board passed a motion “To accept the College Road Corridor Study Recommendations which will be used to scope projects within the corridor.” Later, in July 2014, the FMATS Technical Committee recommended approval of the College Road Corridor Study Final Report, including the 3-lane option. Following this meeting, the FMATS Policy Board rescinded their original motion from March to accept the College Road Corridor Study Recommendations and made new motions to approve the Final Report with an amendment to exclude the 3-lane option (based on public testimony made at the Policy Board meeting). The final vote on the amended Policy Board motion was Four in favor, Three opposed. The minutes and action items from these meetings are attached.

2015 – The final version of the 2040 Metropolitan Transportation Plan (MTP) (approved by FMATS Policy Board in January 2015) removed the recommendation to make College Road a 3-lane configuration.

2018 – The 2045 MTP (approved by FMATS Policy Board in December 2018) added the project back into the MTP under the name “College Road Complete Street” in response to public comments received in support of the 3-lane configuration to reduce crashes along the corridor and provide a shoulder on the roadway so vehicles don’t travel so close to the sidewalk, which makes pedestrians and bicyclists uncomfortable. The Technical Committee and Policy Board acknowledged, however, that not much time has passed since the 3-lane option was removed in 2014, so it was decided to make this project a Medium Range project in the MTP (5-10 years out) for future discussion with the public. In coordination with the original Corridor Study, the 2045 MTP also moved forward the “College Road Bus Pullouts” project to Short Range (construction is scheduled for this summer) and added in the “College Road Pedestrian Crossings” project as a Medium Range project with the thought that new crosswalks could be installed at Farmer’s Market, Creamer’s Field, and other locations warranted in coordination with the “College Road Complete Street” project. Pedestrians counts at the Farmer’s Market crossing location were done in 2020.

2021 – At the February 2021 Bicycle & Pedestrian Advisory Committee meeting, the Committee passed a motion “To move the College Road Complete Street Project from medium to high priority in the Draft Non-motorized Plan.” Both the “College Road Complete Street” and “College Road Pedestrian Crossings” projects are now listed in the Non-motorized Plan as High Priority projects. Concurrent with these discussions, in April 2021 a map was created by DOT&PF showing the driveway density along

College Road. At the May 2021 Technical Committee meeting a motion was passed to rename the “College Road Complete Street” project as the “College Road Safety & Access Improvements” project in the Non-motorized Plan. And, at the May 2021 Policy Board meeting a motion was passed to accept the Non-motorized Plan Update with an amendment to replace the phrase “...with three vehicle lanes...” with “...to address safety and access management...” in the College Road project description to ensure all options were on the table for the project. The minutes and action items from these meetings are attached.

2022 – At the January 2022 Project Enhancement Committee meeting an informational agenda item was included for the “College Road Resurfacing” project (Johansen Expressway to Steese Highway), which is unrelated to the “College Road Safety & Access Improvements” project (University Avenue to Johansen Expressway) but generated public testimony and Committee discussion on the project. A Committee member subsequently asked for the “College Road Safety & Access Improvements” project be put on the April agenda, but will now be absent, so this has been moved to a future meeting. However, an update to the 2045 MTP is also currently underway. Later this year (late summer/fall) the Technical Committee and Policy Board will have to decide whether to keep the “College Road Safety & Access Improvements” project in Medium Range, move to Short Range in coordination with the Non-motorized Plan, move to Long Range, or remove the project entirely from the MTP. Discussions will be ongoing through the summer of 2022 on this topic, but there is no funding allocated by FAST Planning or DOT&PF to this project at this time to begin any work.

2022 (Update) – The “College Road Safety & Access Improvements” project was added to the July 2022 Project Enhancement Committee agenda for discussion. FAST Planning staff provided a history of the project, studies, and actions from 2013 to present. Committee members asked this project be added to the October 2022 agenda as an Action Item to provide a recommendation to the Technical Committee and Policy Board. Concurrently, the Bicycle & Pedestrian Advisory Committee asked this item be placed on their September 2022 as an Action Item as well to provide a recommendation to the Technical Committee and Policy Board. At these meetings, both Committees stated their support for a new public involvement effort and planning study for the “College Road Safety & Access Improvements” project. This recommendation was shared with the Technical Committee and Policy Board at their November 2022 meetings, at which time they were considering releasing the Draft FFY2023-27 Transportation Improvement Program (TIP) and 2045 MTP Update for a 30-day public comment period. The Technical Committee affirmed keeping the “College Road Safety & Access Improvements” project in both documents as a Short Range, high priority project. The Policy Board, however, decided to remove the project from funding consideration in the TIP and move the project to the Medium Range in the MTP. The motion was made by Jerry Cleworth. Mr. Cleworth and Mayor Pruhs commented it was too soon to restart this conversation on College Road with the public; more time needs to pass before we bring this back to the table. The minutes and action items from these meetings are attached.

MR-51	College Road Safety & Access Improvements Planning Study	Perform a new public involvement and planning effort to restart the conversation about alternatives for this roadway from University Avenue to Johansen Expressway to improve safety and mobility for all users, including special consideration for driveway density, intersection configuration, and conflicts between motorized and non-motorized users to identify alternatives that improve safety and address access management.
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2023 – As of September, the “College Road Safety & Access Improvements” project has not been actively discussed in 2023 by any FAST Planning Committee or the Policy Board.



Vulnerable Road User Road Safety Audit

COLLEGE ROAD AND GEIST ROAD
FAIRBANKS, AK
OCTOBER 8-9, 2025

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5. COLLEGE ROAD RECOMMENDATIONS

Based on the observations above, the RSA team identified the following potential improvements:

Corridor Configuration and Access Management

- **Three-lane roadway configuration (TWLTL):** One lane in each direction with a center two-way left-turn lane. This would organize turning movements, reduce passing-on-the-right behavior, and provide space for pedestrian refuge islands where appropriate.
- **Access consolidation:** Reduce redundant driveways and curb cuts where feasible, including neighborhood access points such as Deborah, Hayes, and Hess. Consider closures or consolidation to reduce cut-through traffic.
- **Eastern and western corridor strategies:** Apply access management at both ends to reduce unnecessary access points and improve traffic flow.

Pedestrian Crossing and VRU Enhancements

- **Additional crossings:** Install crossings mid-block in high-demand segments, particularly between the Farmer's Market and University Avenue.
- **Pedestrian refuge islands:** Use center lanes to provide safe mid-block crossing areas in long segments between signalized intersections.
- **Enhanced crossing treatments:** Stripe durable crosswalks, install RRFBs, and add signage to improve driver yielding behavior.
- **Aurora intersection improvements:** Stripe a defined crosswalk and install a stop bar for the right-turn lane.
- **Bus stop crossings:** Evaluate and improve pedestrian crossings near transit stops to reduce unprotected crossings.
- **Curb radius and driveway adjustments:** Tighten curb radii to reduce turning speeds and improve pedestrian visibility.

Traffic Operations and Signal Improvements

- **Rest-on-red operations:** Implement at existing signals to moderate vehicle speeds.
- **Signal head upgrades:** Upgrade the Fairgrounds intersection from a three-section to a five-section signal head and provide a dedicated left-turn lane for vehicles exiting the site.
- **Intersection striping and stop bars:** Install durable stop bars and improve lane markings, especially in locations with wide turning movements or unclear lane geometry.
- **Signal timing review:** Adjust signal timing during peak periods to reduce driver "racing" behavior through multiple lights.

Speed Management and Driver Awareness

- **Preserve corridor character:** Maintain vegetation and built environment to encourage naturally lower speeds rather than expanding sight distance for higher-speed travel.
- **Enhanced signage and wayfinding:** Add speed limit signage, enforcement messaging, and directional wayfinding to reinforce intended operating speeds and highlight destinations.

Intersection and Localized Improvements

- **Fish and Game area striping:** Improve lane definition and pedestrian visibility.
- **Drainage improvements:** Address bird baths and standing water near approaches.
- **Roundabout evaluation:** Consider at Hayes Street for long-term operational and safety benefits.
- **Mid-block refuge islands:** Where TWLTL is unnecessary, repurpose center lanes to support safe pedestrian crossings.

Similar observations were identified along the Geist Road corridor and are summarized below.

6. GEIST ROAD CORRIDOR FINDINGS

The Geist Road corridor presents multiple safety concerns related to roadway geometry, pedestrian and bicycle activity, and traffic operations. Key observations from the field review include:

Sight Distance and Roadway Geometry

Sight distance along Geist Road is limited in several locations, particularly near the horizontal curve at Riverstone Way. Drivers may not recognize the curve, and combined with offset lanes and confusing markings at intersections, this increases the potential for conflicts with both vehicles and vulnerable road users. Superelevation at the Chena Ridge turn onto Geist, as well as the northbound Parks Highway turn, further complicates vehicle control.

Right-turn lanes and slip lanes along the corridor also contribute to visual and operational challenges. At the northbound Parks Highway slip lane, the configuration appears to have been modified to a yielding slip lane without corresponding adjustments to the existing queue lane. As a result, the lane is frequently used as an acceleration lane rather than as intended, which may create confusion for drivers and increase the potential for conflicts. Bridge pavement alignment and certain intersection markings, such as the “gore-chop” (striped median island), adjacent to the southbound parks on ramp, may further contribute to driver uncertainty along the corridor.

Winter Operations and Maintenance Considerations

- **Durable materials:** Use pavement markings that remain visible during winter conditions.
- **Snow storage and buffer space:** Evaluate opportunities to provide additional space for snow storage and safer winter operations.
- **Year-round usability:** Ensure pedestrian and bicycle facilities are designed for maintenance and use in winter conditions.

Intelligent Transportation System (ITS) Enhancements

- **Passive detection systems:** Install systems to detect pedestrians and bicyclists approaching crossings.
- **Integrated warning and signal systems:** Connect detection to warning devices or signal timing adjustments to improve driver awareness.

8. POTENTIAL IMPLEMENTATION TIMELINES

The recommended improvements for the College Road and Geist Road corridors vary in complexity, cost, and level of coordination required. As such, they can be implemented over multiple timeframes. The following categories represent general implementation horizons and are intended to help prioritize actions based on feasibility and impact.

College Road

Short-Term Actions (0–2 years / Low Cost / Operational Improvements)

- **Corridor Configuration:** Implement three-lane TWLTL configuration (one lane each direction, center two-way left-turn lane); re-stripe to organize turning movements.
- **Signal Operations:** Adjust pedestrian signal timing at key intersections; implement rest-on-red operations to moderate vehicle speeds.
- **Pavement Markings and Signage:** Refresh crosswalk markings; add stop bars and “Stop Here on Red” signage; enhance pedestrian crossing signage and speed limit signage; add designated left hand turn at the Fairgrounds.
- **Pedestrian Visibility and Lighting:** Install RRFBs at high-demand crossings.
- **Minor Operational Adjustments:** Improve intersection striping at locations with large turning movements; adjust signal timing during peak periods.

Medium-Term Actions (2–5 years / Moderate Design or Construction)

- **Access Management:** Consolidate redundant driveways and curb cuts; review and close or consolidate neighborhood access points (Deborah, Hayes, Hess).
- **Pedestrian and Bicycle Infrastructure:** Add pedestrian refuge islands; install additional marked crossings mid-block where demand exists; tighten curb radii and driveway returns to improve visibility.

- **Localized Improvements:** Address bird baths or standing water; improve striping near Fish and Game; enhance lane definition where necessary.

Long-Term Actions (5+ years / Capital Improvements)

- **Intersection and Geometric Improvements:** Evaluate roundabouts at key intersections (e.g., Hayes Street); modify medians to eliminate unsafe left-turn movements.
- **Corridor Context and Planning:** Reevaluate roadway classification and long-term configuration to better align with land use, pedestrian activity, and multimodal safety priorities.

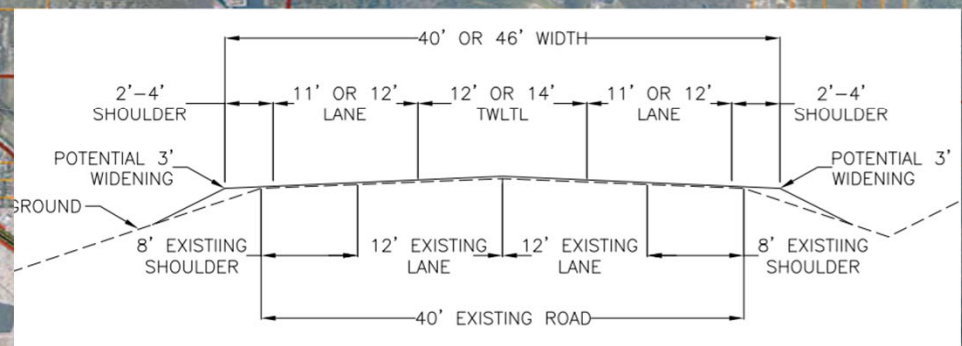
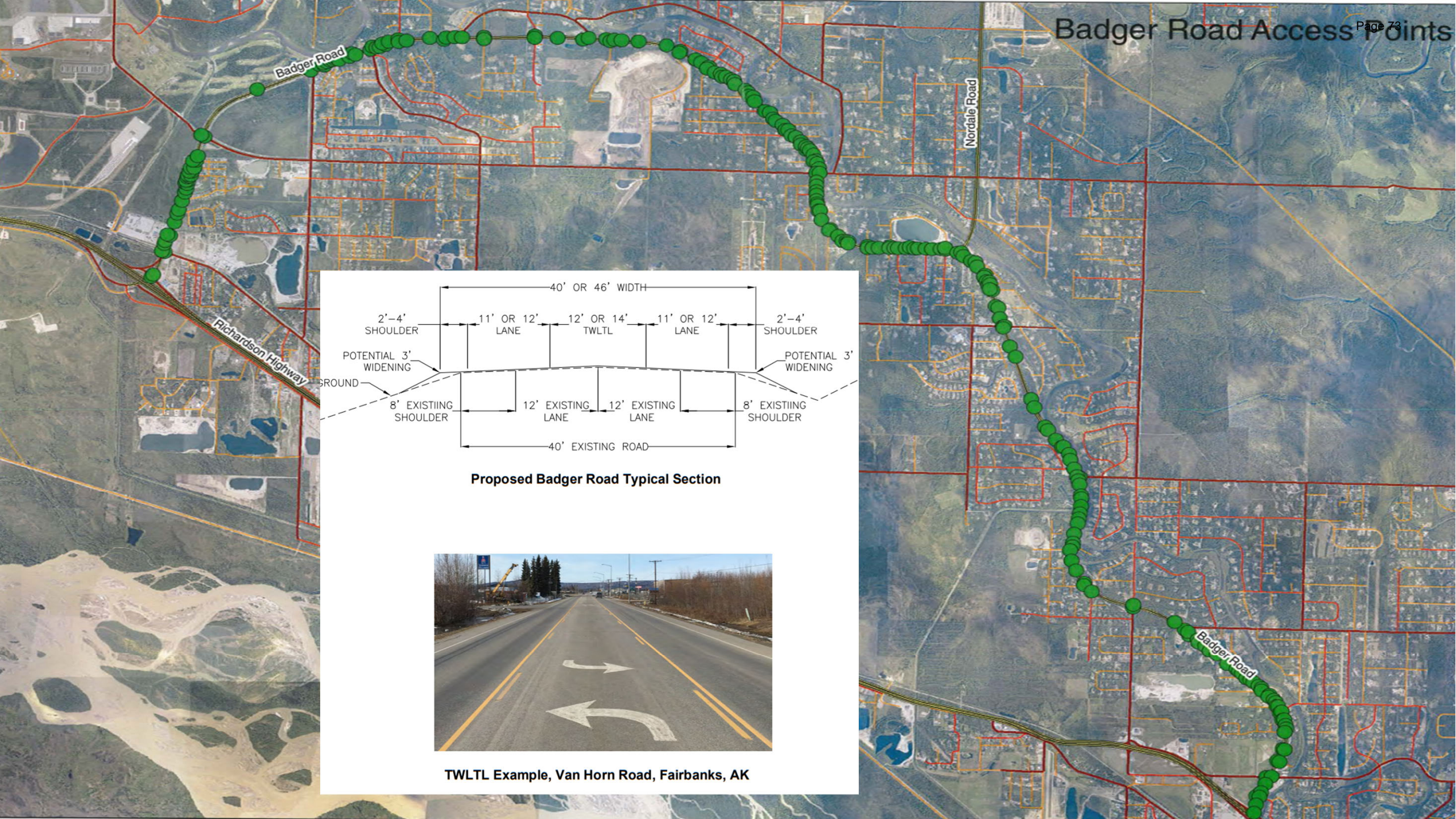
Geist Road

Short-Term Actions (0–2 years / Low Cost / Operational Improvements)

- **Signal Operations and Traffic Control:** Install LPs at all signals; adjust signal timing during peak periods; install “No Right Turn on Red” with dedicated right-turn arrows at high-conflict slip lanes.
- **Pavement Markings and Signage:** Refresh crosswalk markings; improve striped gore and ramp markings; install enhanced crossing signage.
- **Pedestrian Visibility and Lighting:** Improve crosswalk lighting (soffit/additional crosswalk lighting); install RRFBs at high-demand crossings.
- **Minor Operational Adjustments:** Realign pedestrian pathways to improve visibility at slip lanes (e.g., southbound Parks Highway on-ramp).

Medium-Term Actions (2–5 years / Moderate Design or Construction)

- **Slip Lane and Corridor Geometry:** Shorten slip lane at Riverstone Way; correct southbound Parks Highway slip lane configuration; tighten turning radii at key intersections.
- **Access Management:** Evaluate right-in/right-out access at Riverstone and Just-A Store; consider closure or median restrictions to reduce conflicts.
- **Pedestrian and Bicycle Infrastructure:** Construct continuous sidewalks where feasible; formalize “goat trails” into hardened pathways; rehabilitate existing bike facilities; replace rolled curbs with vertical curbs.
- **Speed Management:** Review posted speeds (45 mph near Parks Highway interchange, 40 mph in commercial areas); implement context-sensitive speed management measures.
- **Safety Enhancements:** Provide median islands, buffers, or barriers (e.g., F-shape) where appropriate; manage slip lane conflicts through metering or geometric improvements.
- **Maintenance Improvements:** Use durable pavement materials visible in winter; consider snow storage buffers to maintain safe corridor widths.



Proposed Badger Road Typical Section



TWLTL Example, Van Horn Road, Fairbanks, AK

Intersection Issues

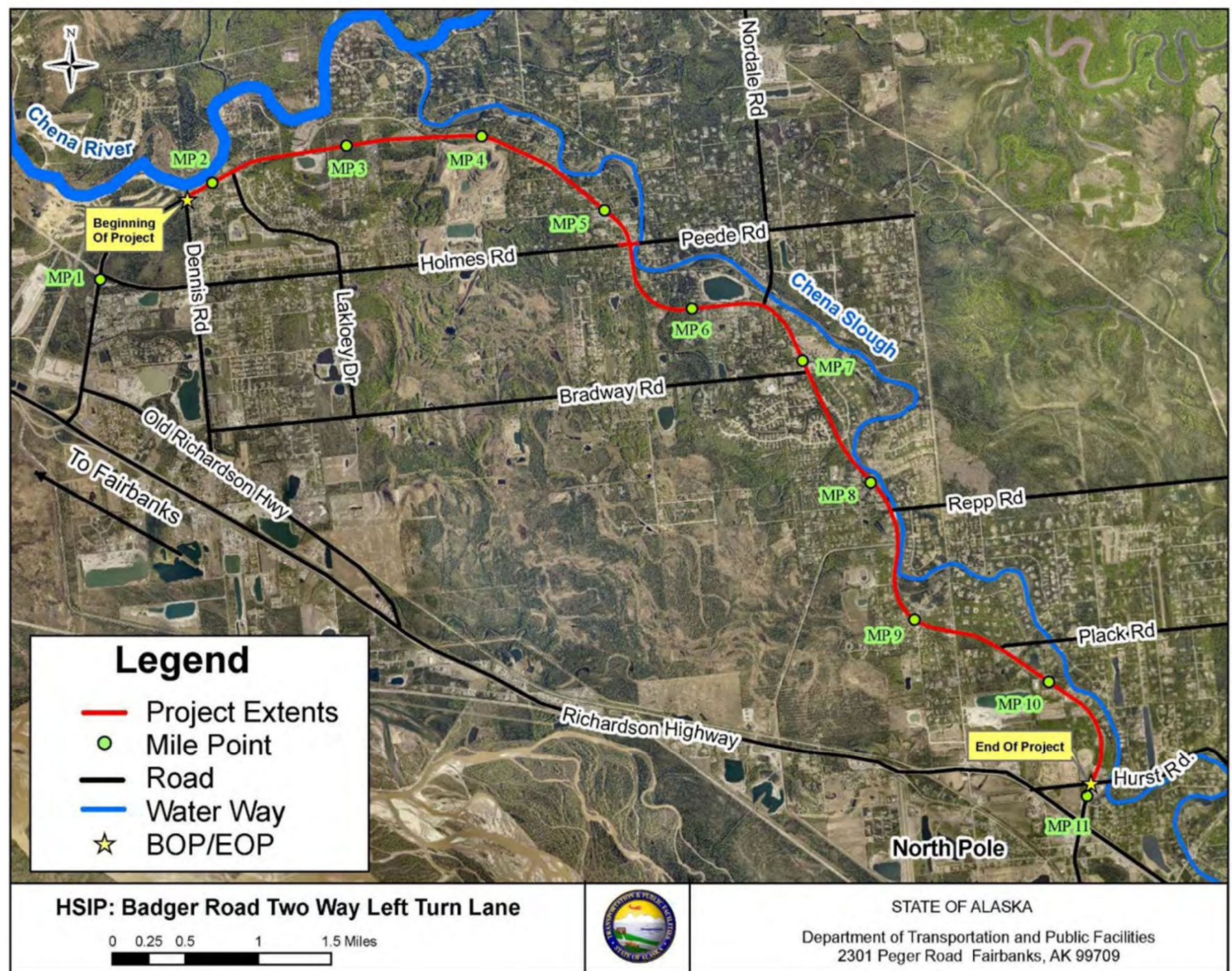
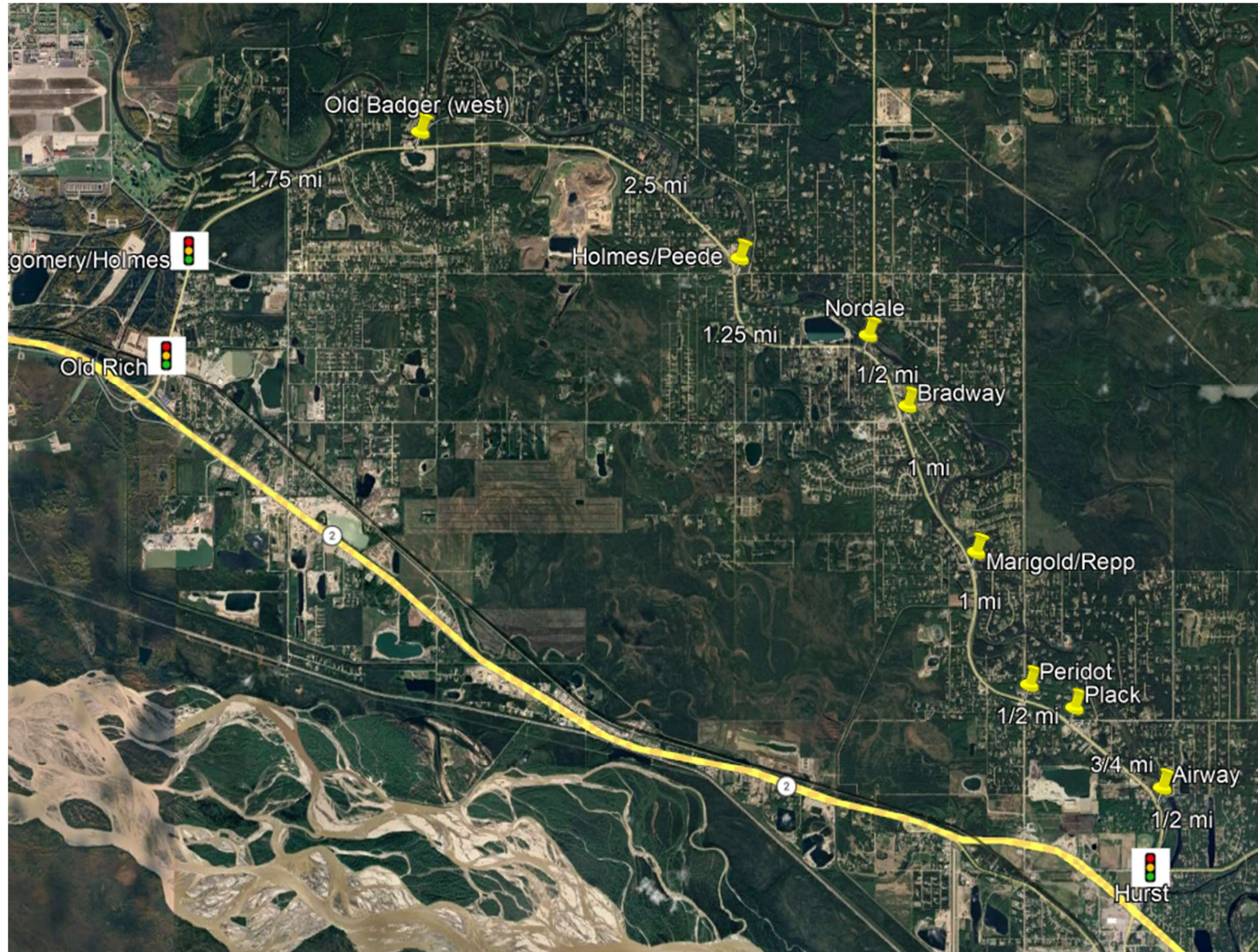


Figure 2: HSIP: Badger Road Two Way Left Turn Lane Project Extents



Potential Roundabout Locations and # of mitigatable crashes

Old Badger – 2 (1 fatal)
 Holmes/Peede – 9
 Nordale – 15 (1 SI)
 Bradway – 4
 Marigold/Repp – 12
 Peridot – 4
 Plack – 12 (1 SI)
 Airway – 2 (1 fatal)

SI = Serious Injury

*Distances between intersections are approximate




ALASKA RAILROAD CORPORATION

December 10, 2025

MEMORANDUM

To: Commissioner Ryan Anderson

Cc: Bill O' Leary, Michelle Maddox, Christina Isabelle

From: Brian Lindamood
Chief Engineer 

Subject: Proposed Formulaic Calculation of the Split for Direct Recipients of FTA 5307 funds for small MPO's

The Alaska Railroad Corporation (ARRC) is a direct recipient of Federal Transit Administration (FTA) 5307 funds for regularly scheduled year-round public passenger service. ARRC is dependent upon these funds to continue to make necessary capital investments in our fixed and mobile infrastructure to ensure the safety and viability of service. The amount of annual 5307 funds available is calculated by FTA in two ways depending upon the size of the Metropolitan Planning Organization (MPO).

For large MPO's (population over 200,000), the apportionments are calculated by FTA substantially upon Direct Route Mileage (DRM) maintained by the National Transit Database (NTD). The "split" between the Direct Recipients, is established by a letter signed by the Direct Recipients within the MPO, directing the FTA what portion of 5307 funds is to be allocated to each Direct Recipient ("Split Letter"). Typically, the mileage used for these calculations is within the MPO's boundary.

However, ARRC receives additional formula funds for providing year-round, regularly scheduled, fixed-guideway passenger service between Seward, Whittier, Anchorage, and Fairbanks. This additional mileage, calculated at 27% of DRM outside any MPO boundary, is added to ARRC's contribution to the Anchorage MPO (AMATS)¹. ARRC has long insisted, and it has been standard practice, for the Split Letter for 5307 funds in AMATS to be based upon the dollars "earned" by the respective Direct Recipients because the amount of 5307 funds that ARRC receives through AMATS is substantially generated through passenger rail operations outside the AMATS boundary.

¹ 49 United States Code 5336(b)(2)(E)

For small MPO's (under 200,000 people), FTA uses a population-based formula, allocated at the state level, from which it is impossible to calculate a "split" between different transit provider's contributions to the 5307 funds distributed to a specific MPO. FTA uses an Apportionment Letter from ADOT&PF Commissioner's Office to distribute all state small MPO 5307 funds between the small MPOs, and further incorporates a Split Letter generated by ADOT&PF distributing funding between Direct Recipients in those small MPOs. The difference is that the Split Letter for small MPOs comes directly from the Commissioner's Office, not a joint letter from the Direct Recipients from within a large MPO.

Until 2024, the only small MPO within which ARRC operated passenger service was Fairbanks (FAST). The route mileage attributable to ARRC within the FAST boundary pales in comparison to the Fairbanks transit provider, and for this reason, ARRC has not attempted to recoup any of these funds in the past, outside of special circumstances. The creation of the Mat-Su Valley MPO (MVP) has resulted in a larger portion of ARRC route miles being shifted from AMATS to MVP, and a subsequent amount of 5307 funding that ARRC received through AMATS will now have to come through the smaller MPOs.

Due to this shift in funding distribution, ARRC has been actively working to address this issue to both recover critical capital funds needed for the railroad's state of good repair, and that the solution needs to be applied evenly to both small MPO's (and future ones as they develop). Further, it is critical for this process to be standardized and predictable such that each entity can reasonably plan for future funding without time-consuming negotiations on an annual basis.

ARRC is respectfully requesting that, for 2024, 2025, and all future years, the "Split Letter" submitted by ADOT&PF to FTA for the distribution of 5307 funds to Direct Recipients in small MPOs be based upon the formulaic approach outlined below. The result would be that ARRC would be "made whole" for the 5307 funds we have historically received through AMATS that are no longer in the AMATS 5307 split calculation.

Route Miles, from NTD, used by FTA, by MPO:

MPO	NTD DRM
AMATS, within boundary	40.2
AMATS, outside boundary	891.4
MVP	20.4
FAST	8.0

For 2024, the calculations would be as follows:

The value of the route mile in the small MPOs is based upon the value of the route mile in AMATS. From FTA Region 10, the ARRC split of 5307 in AMATS is \$14,995,962.00². The calculation of 5307 funding per route-mile is:

$$\$14,995,962.00 \div (40.2 \text{ miles} + 27\% \times 891.4 \text{ miles}) = \$53,389.59$$

The apportionment for each small MPO then becomes 27% of the DRM within each small MPO boundary, multiplied by the AMATS 5307 apportionment per DRM. This represents what ARRC would receive through AMATS if the DRM in the small MPOs had remained outside of any MPO boundary.

MPO	Route Miles	27% of NTD DRM	2024 ARRC 5307 Share
MVP	20.4	5.5	\$293,642.75
FAST	8.0	2.2	\$117,457.10

For 2025 (NTD DRM remain unchanged):

From FTA Region 10, the ARRC split of 5307 in AMATS is \$15,342,576.00³. The calculation of 5307 funding per route-mile is:

$$\$15,342,576.00 \div (40.2 \text{ miles} + 27\% \times 891.4 \text{ miles}) = \$54,584.76$$

MPO	Route Miles	27% of NTD DRM	2025 ARRC 5307 Share
MVP	20.4	5.5	\$300,216.20
FAST	8.0	2.2	\$120,086.48

² FTA Apportionment Table 3 with supplementary split table from FTA Region 10 used for AMATS 2024 Split Letter.

³ FTA Apportionment Table 3 with supplementary split table from FTA Region 10 used for AMATS 2025 Split Letter.



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

Department of Transportation and Public Facilities

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

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

March 31, 2026

Re: Section 5307 Allocation – Mat-Su Small Urbanized Area

Mr. Mike Brown
Borough Manager
Matanuska-Susitna Borough

Mr. Brian Lindamood
Vice President, Chief Engineer
Alaska Railroad Corporation

Gentlemen:

Thank you for your recent correspondence regarding the allocation of Federal Transit Administration (FTA) Section 5307 Urbanized Area Formula funds within the Mat-Su Urbanized Area. As the designated recipient for small, urbanized areas, the Department is responsible for allocating Section 5307 funds in a manner consistent with federal requirements, available data, and the need for timely obligation of funds.

After reviewing the federal framework, prior allocation practice, and the Department's responsibilities as designated recipient for small, urbanized areas, the Department is issuing the following determinations for FFY2024 and FFY2025, along with direction for future policy development.

1. FFY2024 Allocation – Interim Continuity Action

The Department has fully allocated the remaining FFY2024 Section 5307 funds within the Wasilla–Knik–Fairview–North Lakes small, urbanized area to the Matanuska-Susitna Borough. This action was taken to ensure continuity of transit service, avoid disruption to existing contractual obligations, and provide stability during the startup phase of the Borough's urban transit program following its new Census designation.

At the time of allocation, sufficient information and agreement on a replicable methodology were not available to support a formula-based distribution. This decision was limited to FFY2024 and did not establish precedent for subsequent fiscal years.

"Keep Alaska Moving."

2. FFY2025 Allocation – Formula-Based Split

For FFY2025, the Department will allocate Section 5307 funds within the Mat-Su small, urbanized area based on a policy determination endorsed by the Matanuska-Susitna Valley Planning MPO (MVP) Policy Board.

Specifically:

- The FFY2025 apportionment will be distributed 90 percent to the Matanuska-Susitna Borough and 10 percent to the Alaska Railroad Corporation.
- This allocation reflects the outcome of discussions among the Department, MVP Policy Board, and eligible recipients, and represents a consensus-based resolution for FFY2025 funding.

This approach enables timely programming and obligation of FFY2025 funds while recognizing both the Borough's role as the primary provider of local transit services and ARRC's continued eligibility as a regional transit provider.

This allocation is adopted for FFY2025 based on MPO concurrence and does not constitute a final statewide policy determination or establish a binding precedent for future allocations.

The Department will issue a formal FFY2025 split letter consistent with this approach.

3. Eligibility

Both the Matanuska-Susitna Borough and the Alaska Railroad Corporation have asserted eligibility to receive Section 5307 funds within the Mat-Su Urbanized Area.

ARRC has historically administered Section 5307 funds and maintains passenger rail operations that have previously been treated as eligible under FTA determinations. The Borough serves as the designated recipient for the small, urbanized area and administers local transit services and federal compliance responsibilities.

The Department recognizes both entities as eligible participants under Section 5307, subject to applicable federal guidance. This decision distinguishes between eligibility determinations, which are governed by federal law, and allocation framework, which is a policy determination assigned to the Department.

4. Policy Development for FFY2026 and Forward

Beginning in FFY2026, DOT&PF will implement a formal statewide policy governing allocation of Section 5307 funds within small MPOs. The Department's Planning and Transit staff are hereby directed to immediately initiate development of this policy.

This effort will include direct engagement with:

- The Alaska Railroad Corporation
- The Matanuska-Susitna Borough
- Fairbanks North Star Borough
- The relevant MPOs
- FTA Region 10

The policy will:

- Establish a predictable, transparent, and replicable allocation framework.
- Address treatment of eligible rail providers.
- Be grounded in confirmed federal guidance from FTA Region 10.
- Apply consistently across current and future small MPOs.
- Eliminate the need for annual negotiation-based allocation decisions.

As part of this process, the Department will also evaluate whether a limited performance- or outcome-based component should supplement base formula allocation in future years, provided that such criteria can be applied objectively and prospectively.

The Department recognizes the importance of both maintaining continuity of local transit services and ensuring that eligible regional providers are treated consistently across urbanized areas. Service considerations, including potential changes in service levels, may be evaluated separately as part of future planning discussions and are not determined in this allocation decision.

The Department appreciates the engagement of both organizations and looks forward to working constructively toward a durable and equitable long-term framework.

Sincerely,

A handwritten signature in black ink, appearing to read "Ryan Anderson".

Ryan Anderson, P.E.
Commissioner

Cc:

Katherine Keith, Deputy Commissioner, Acting Central Region Director
Lauren Little, Chief Engineer, Acting Northern Region Director

FAST Planning FFY2023-27 TIP Amendment #2: FFY2026 OBLIGATION STATUS REPORT (as of April 29, 2026)

ALLOCATION TOTALS (Federal Share)

ALLOCATIONS	PHASE	AMOUNT	FFY26 OBLIGATIONS	PERCENT OBLIGATED
STP	All	\$8,135.1	\$1,115.8	14%
STP AC	All	\$875.4	\$0.0	0%
PL (Metropolitan + Transit)	All	\$589.6	\$589.6	100%
TAP (Transportation Alternatives)	All	\$793.3	\$0.0	0%
CMAQ	All	\$17,668.6	\$2,079.0	12%
CRP (Carbon Reduction)	All	\$2,556.1	\$1,450.9	57%
OFFSET	All	\$528.1	\$0.0	0%
TOTAL		\$31,146.2	\$5,235.3	17%

STP FUNDS (Federal Share)

IRIS	STP	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY26 OBLIGATIONS	PERCENT OBLIGATED	COMMENTS
NFHWY01023	Advanced Project Definition	Planning	3/9/2026	\$145.6	\$145.6	100%	
NFHWY00815	Doughchee Ave/Beaver Springs Bridge	Construction		\$357.5		0%	
NFWHY00913 NFWHY00914 NFHWY01088	FAST Improvement Program	Design	2/17/2026	\$473.0	\$363.8	77%	
				\$27.3		0%	FFY2027 AC
		Construction	3/10/2026	\$456.4	\$456.4	100%	FFY2025 Program
				\$2,547.2		0%	
				\$91.0		0%	FFY2027 AC
HFHWY00830	FAST Planning Office	Planning	10/1/2025	\$150.0	\$150.0	100%	
NFHWY00816	Holmes Road Rehabilitation	Design		\$298.4		0%	
				\$656.8		0%	FFY2027 AC
		Right-of-Way		\$454.9		0%	
		Utilities		\$272.9		0%	
NFHWY00509	Minnie Street Improvements	Design		\$796.0		0%	
		Right-of-Way		\$1,364.6		0%	
NFHWY00891	Pioneer Park North Parking Lot & Boat Launch	Design		\$682.3		0%	
NFHWY00139	Yankovich/Miller Hill Road Reconstruction	Construction		\$136.5		0%	
				\$100.3		0%	FFY2027 AC
	TOTAL			\$9,010.5	\$1,115.8	12%	

PL FUNDS (Federal Share)

IRIS	PL	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY26 OBLIGATIONS	Percent Obligated	COMMENTS
HFHWY00830	FAST Planning Office - Metro PL	Planning	10/1/2025	\$462.0	\$462.0	100%	
HFHWY00830	FAST Planning Office - Transit PL	Planning	10/1/2025	\$127.6	\$127.6	100%	
	TOTAL			\$589.6	\$589.6	100%	

TAP FUNDS (Federal Share)							
IRIS	TAP	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY26 OBLIGATIONS	Percent Obligated	COMMENTS
NFHWWY00280	Chena Riverwalk Stage III	Right-of-Way		\$793.3		0%	
	TOTAL			\$793.3	\$0.0	0%	
CMAQ FUNDS (Federal Share)							
IRIS	CMAQ	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY26 OBLIGATIONS	Percent Obligated	COMMENTS
NFHWWY00862	Chena Lakes Recreation Area Access via Plack Road	Utilities		\$4.5		0%	
		Construction	3/16/2026	\$1,396.7	\$1,396.7	100%	FFY24 Carryforward
NFHWWY00891	Peger Road Bicycle & Pedestrian Path	Design		\$181.9		0%	
NFHWWY00845	Fairbanks Airport Area Non-Motorized Path Wayfinding Signage	Construction		\$181.9		0%	
NFHWWY01088	FAST Improvement Program	Construction		\$727.8		0%	
NFHWWY00922	Lavery Transportation Center Enhancements	Design		\$68.2		0%	
NFHWWY00922	Morris Thompson Cultural & Visitors Center Enhancements	Design		\$81.9		0%	FFY25 Carryforward
		Utilities		\$72.8		0%	
		Construction		\$463.9		0%	
NFHWWY01086	Motor Vehicle Plugins #1 (NP City Hall, Pioneer Park main parking lot)	Design		\$139.2		0%	
		Construction		\$1,118.0		0%	FFY25 Carryforward
NFHWWY00912 NFHWWY00885	Sidewalk Snow Removal Equipment	Equipment		\$454.9		0%	
NFHWWY01097	UAF Shuttle Bus CNG Fueling Station	Design		\$91.0		0%	
NFHWWY01169	UAF CNG Shuttle Buses	Equipment		\$454.9		0%	
NFHWWY01109	Sheep Creek Road Extension Shared Use Path	Design	2/1/2026	\$227.4	\$227.4	100%	SW-CMAQ
		Construction		\$591.3		0%	SW-CMAQ
NFHWWY00902	Sheep Creek Road & West Tanana Drive Roundabout	Design	4/17/2026	\$454.9	\$454.9	100%	SW-CMAQ
NFHWWY01108	Gaffney Road Parking Lot	Design		\$91.0		0%	SW-CMAQ
NFHWWY01110	Ballaine Path Improvements	Design		\$181.9		0%	SW-CMAQ
NFHWWY01102 NFHWWY01103 NFHWWY01104 NFHWWY01105	FAST ADA Improvements Program	Design		\$454.9		0%	SW-CMAQ
		Right-of-Way		\$172.8		0%	SW-CMAQ
		Utilities		\$136.5		0%	SW-CMAQ
		Construction		\$9,924.8		0%	SW-CMAQ
	TOTAL			\$17,668.6	\$2,079.0	12%	

CRP FUNDS (Federal Share)							
IRIS	CRP	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY26 OBLIGATIONS	Percent Obligated	COMMENTS
NFHWWY00862	Chena Lakes Recreation Area Access via Plack Road	Construction	3/16/2026	\$1,450.9	\$1,450.9	100%	FFY24 Carryforward
NFHWWY00845	Fairbanks Airport Area Non-Motorized Path Wayfinding Signage	Design		\$22.7		0%	
NFHWWY00922	Lavery Transportation Center Enhancements	Construction		\$573.1		0%	
NFHWWY00891	Motor Vehicle Plugins #2 (Pioneer Park North Parking Lot)	Design		\$22.7		0%	
NFHWWY01060	Fairbanks & North Pole Electric Vehicle Charging Stations	Design		\$213.8		0%	
NFHWWY01195	High School Access & Circulation Study - North Pole	Planning		\$272.9		0%	FFY25 Carryforward
TOTAL				\$2,556.1	\$1,450.9	57%	
OFFSET FUNDS (Federal Share)							
IRIS	OFFSET	PHASE	AMOUNT		FFY25 OBLIGATIONS	OBLIGATION DATE	PROJECT
NFHWWY00139	Yankovich/Miller Hill Road Reconstruction	Construction	\$528.1	XXXXXX			
				XXXXXX			
				XXXXXX			
				XXXXXX			
				XXXXXX			
				XXXXXX			
TOTAL			\$528.1		\$0.0	Percent Obligated	0%

FAST Planning FFY26 Offsets*April 29, 2026***PROJECT OFFSETS**

	Federal	Total w/ Match
Yankovich/Miller Hill Road Reconstruction	\$528,075	\$580,494

Total	\$528,075	\$580,494
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COMMITTED OFFSETS

Doughchee Avenue/Beaver Springs Bridge - Construction phase	-\$34,204	-\$37,599
Yankovich/Miller Hill Road Reconstruction - Right-of-Way phase	-\$167,385	-\$184,000

Total	-\$201,589	-\$221,599
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Remaining Funds to be Obligated
\$326,486**\$358,895**