



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

AMENDMENT #3

DRAFT | JUNE 2026



FFY2023-27 TIP Amendment #3

Proposed New Projects

Airport Way Connected Corridor – this project proposes to install connected vehicle infrastructure at the 12 signalized intersections on Airport Way, including:

- Roadside Units to enable SPaT/MAP broadcasting and V2X message relay
- Onboard Units 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

This project was approved by the Alaska DOT&PF Commissioner's Office for the FFY2026 Highway Safety Improvement Program (HSIP) Funding Plan in December 2025. In April 2026 the Alaska DOT&PF requested the project be added to FAST Planning's TIP so funds can be obligated to move the project forward.

FAST Planning believes this is an Exempt project under 40 CFR 93.126, Table 2, 'Safety - Highway Safety Improvement Program implementation,' and no further air quality conformity analysis is required.

North Pole 5th Avenue Park Improvements – this project proposes to pave the gravel access roads and parking area, add ADA parking stalls, and pave the gravel trails throughout the park to make the park fully ADA accessible, including to and from the playground equipment area. This project was nominated to FAST Planning for funding in 2023, scored by the Technical Committee, and is next in line for funding based on its score. The proposed funding for this project is Transportation Alternatives Program (TAP) funding.

FAST Planning believes this is an Exempt project under 40 CFR 93.126, Table 2, 'Air Quality - Bicycle and pedestrian facilities' and 'Safety - Projects that correct, improve, or eliminate a hazardous location or feature,' and no further air quality conformity analysis is required.

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INTRODUCTION

This is Amendment #3 to Fairbanks Area Surface Transportation (FAST) Planning's FFY2023-27 Transportation Improvement Program (TIP). **The purpose of this Amendment is to add two new projects proposed for funding – the Airport Way Connected Corridor (technology upgrades to 12 traffic signals) and North Pole 5th Avenue Park Access Improvements (gravel to pavement and ADA accessibility improvements to parking area and trails throughout park).**

This Amendment was reviewed at the May 6 and June 3, 2026 FAST Planning Technical Committee meetings and pre-approved for release for public comment at the May 20, 2026 FAST Planning Policy Board meeting. An interagency consultation for air quality conformity was also held for this Amendment on June 15, 2026 with the U.S. Environmental Protection Agency (EPA), Federal Highway Administration (FHWA), Alaska Department of Environmental Conservation (ADEC), and Alaska Department of Transportation & Public Facilities (DOT&PF). The agencies present at the meeting concurred that a new air quality conformity analysis would likely not be required for the proposed changes to the TIP because both projects appear to be Exempt activities listed under 40 CFR 93.126. However, a final conformity determination will be made by FHWA and federal Transit Administration (FTA) following the close of the public comment period. The 30-day Public Comment Period will be open June 21 to July 24, 2026. The TIP continues to be fiscally constrained.

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

TIP DEVELOPMENT PROCESS

Development of the FFY2023-27 TIP began in June 2022 with review and revision of the project scoring criteria and nomination form from the previous FFY2019-23 TIP. The revisions primarily reflected new project eligibilities and FHWA planning emphasis areas from the Infrastructure Investment & Jobs Act (IIJA) and were approved by FAST Planning's Technical Committee and Policy Board in July 2022. This was followed by a call for project nominations from local agencies and the public, which was held July 29 to August 30. In addition to asking for new project nominations, FAST Planning requested updated cost estimates for active and illustrative projects in the current FFY19-23 TIP and input on the list of previously scored high-priority (illustrative) projects that still await funding, as well as newly identified planning efforts and studies cited in the FFY23-24 Unified Planning Work Program. A workshop was held during the open call for project nominations for local agencies and the public to explain the nomination process, scoring criteria, and project selection process for funding. At the close of the nomination period, FAST Planning Technical Committee members scored and ranked the newly nominated projects in order of priority for consideration of funding in the new TIP. Concurrently, the Alaska Department of Transportation & Public Facilities (DOT&PF) prepared scopes, schedules, and estimates (SSEs) for all

active, illustrative, and new projects nominated. Once the SSEs and project rankings were completed, FAST Planning developed a fiscally constrained Draft TIP providing a funding plan for all active/ongoing projects, top ranked illustrative projects and planning efforts/studies, and the top scored new projects for release for public comment. The rankings for newly nominated projects were as follows:

Road/Multimodal Projects

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

Non-Motorized Projects

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

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

The original TIP and Administrative Modifications #1, #2, #3, #4, #5, #6, #7, and #8 and Amendments #1, #2, and #3 are fiscally constrained and were developed in conformance with 23 USC 134, 49 USC 5303, 23 CFR Part 450, sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 USC 7504, 7506 (c) and (d)), 40 CFR Part 93, Title VI of the Civil Rights Act as amended (42 USC 2000d-1) and 49 CFR Part 21, 49 USC 5332, Section 1101(b) of the SAFETEA-LU (Pub. L 109-59 and 49 CFR part 26, 23 CFR part 230, provisions of the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.), 49 CFR parts 27, 37, and 38, the Older Americans Act as amended (42 USC 6101), 23 USC 324, Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and 49 CFR 27 and all other applicable federal requirements for Metropolitan Planning Organizations.

ADMINISTRATIVE MODIFICATIONS & AMENDMENTS

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

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

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

PERFORMANCE MEASURES

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

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

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

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

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

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

Pavement & Bridge Condition

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

Travel Time Reliability

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

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

On-Road Mobile Source Emissions

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

Transit Performance Measures

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

AIR QUALITY CONFORMITY

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

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

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

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

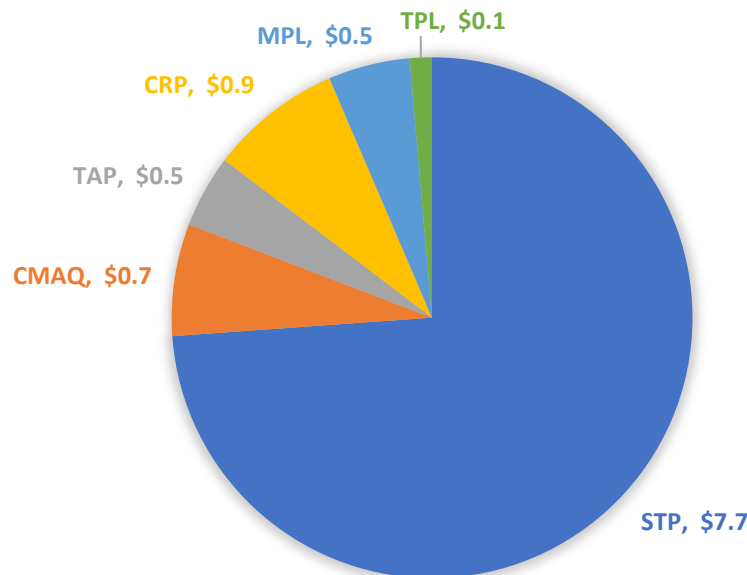
The FHWA and FTA reviewed the Air Quality Conformity Analysis and approved the conformity determination on May 12, 2023. Since the FFY2023-27 TIP was based on the projects and timelines listed in the 2045 MTP, 40 CFR 93.122(g) permits reliance on the regional emissions analysis from the MTP. Every project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

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

FINANCIAL PLAN

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

ANNUAL ALLOCATION OF FEDERAL FUNDING (MILLIONS)



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

PROJECT PROGRAMMING

CONSISTENCY WITH LONG RANGE TRANSPORTATION PLAN

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

STATUS OF MAJOR PROJECTS FROM PREVIOUS TIP

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

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

ILLUSTRATIVE PROJECTS

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

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

REGIONALLY SIGNIFICANT PROJECTS

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

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

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

ANNUAL LISTING OF OBLIGATED PROJECTS

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

PUBLIC PARTICIPATION & TITLE VI

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

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

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

PUBLIC PARTICIPATION IN TIP DEVELOPMENT PROCESS

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

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

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

TITLE VI COMPLIANCE & ENVIRONMENTAL JUSTICE

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

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

SELF-CERTIFICATION

See Appendix for Self-Certification statement and supporting information.

TIP ACRONYMS & DEFINITIONS

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

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



FAST Planning FFY23-27 Transportation Improvement Program (TIP) Amendment #3
SUMMARY OF CHANGES - June 19, 2026

Project	Description
1 Airport Way Connected Corridor	Add new HSIP-funded new project included in the most recently approved State Highway Safety Improvement Program funding plan
2 North Pole 5th Avenue Park Improvements	Add new TAP-funded project which has been scored by FAST Planning's Technical Committee and next in line for funding

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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond	
Projects Funded with MPO Suballocations within FAST Planning Boundary											
33041 SR-21	NFHWY00445	5th Avenue Reconstruction	STP	Design	159.2						
		Reconstruct 5th Avenue from Barnette to Noble Street to provide improved facilities for all users. Reconstruction includes ADA-compliant sidewalks and shoulders to accommodate bicyclists, wayfinding and bicycle route signs, and landscaping in accordance with FAST Planning's "Complete Streets" Policy.	3PF		15.8						
			STP	Right-of-Way							
			3PF								
			STP	Utilities	363.9						
			3PF		36.1						
			STP	Construction	409.4	2,877.4					
			SW-TAP		454.9						
			AC		2,798.0						
			ACC			-2,798.0					
			OFF		103.7	62.2	16.3				
			3PF		373.8	14.1	1.6				
Project Total					4,714.7	155.7	17.9	0.0	0.0	0.0	
F0001 SR-20	TBD	5th Avenue Park Access Improvements (North Pole)	TAP	Design				91.0	91.0		
		Gravel to pavement and ADA accessibility improvements to parking area and trails throughout park. Project Start Year: 2026 Total Project Cost: \$700,000 Air Quality Status: Exempt	3PF					9.0	9.0		
			TAP	Construction						454.9	
			3PF							45.2	
Project Total					0.0	0.0	0.0	100.0	600.0	0.0	
21934 SR-5	NFHWY01023	Advanced Project Definition	STP	Planning			136.5	145.6			
		Provide funding to the State and City of Fairbanks to develop new estimates for TIP projects. Project Start Year: 2025 Total Project Cost: \$310,000 Air Quality Status: Exempt	FM				13.5	14.4			
Project Total					0.0	0.0	150.0	160.0	0.0	0.0	
32278 SR-23	NFHWY00835	Fairbanks Bike Lane Striping & Signing	TAP	Design	91.0	91.0					
		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	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

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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond	
34665 SR-30	NFHWY00844	FAST Carbon Reduction Program	CRP	All	887.0	1,929.2	1,066.6	1,077.7	1,099.2		
	NFHWY00845	Projects that support the reduction of transportation emissions, including evaluations, plans, and the design and construction of projects in accordance with 23 USC §175, within the FAST Planning Metropolitan Planning Area. Refer to FAST Planning's CMAQ/CRP supplemental table for project list, descriptions, and locations. Project Start Year: 2023 Total Project Cost: \$6,719,700 Air Quality Status: Exempt	SM/3PF								
	NFHWY00862										
	NFHWY00891										
	NFHWY00922										
	NFHWY01060										
	NFHWY01085										
	NFHWY00885										
NFHWY01194											
NEHWY01195											
Project Total					975.0	2,120.7	1,172.5	1,184.6	1,208.3	0.0	
26708 SR-3	NFHWY00280	Chena River Walk Stage III	TAP	Design		363.9					
		Construct an approximately 3,200' long segment, multi-use asphalt path that is 10 feet wide with 2-foot gravel shoulders. The proposed path would be constructed on the north side of the Chena River from the existing Chena River pedestrian bridge crossing near Pioneer Park to the east side of Peger Road where the new path turns to a north/south orientation along Peger Road until it terminates at the southeast corner of the Peger Road and Phillips Field Road controlled intersection. Project Start Year: 2017 Total Project Cost: \$3,924,000 Air Quality Status: Exempt	FM			36.1					
		TAP	Right-of-Way					793.3			
		FM						78.7			
		STP	Construction							1,580.2	
		TAP									
		FM								156.9	
		Project Total					0.0	400.0	0.0	872.0	0.0
30012 SR-1	NFHWY00126 NFHWY00883	Cowles Street Reconstruction - Phase I & II Reconstruct Cowles Street from Airport Way to East Cowles Street. Project work will include roadside hardware, drainage improvements, intersection improvements, ADA improvements and utilities. Phase II will reconstruct Cowles Street from 1st Avenue to Airport Way. 50% local match / 50% state match. Project Start Year: 2019 Total Project Cost: \$15,960,784 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

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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
38471 SR-7	Z622070000	Cushman Street Bridge Rehabilitation	STP	Construction	4,134.1					
		Rehabilitate the Cushman Street Bridge and Cushman Street between the First Avenue and Terminal Street intersections. Project work will include bridge work, roadside hardware, ADA sidewalk and curb ramp improvements.	CMAQ		727.8					
			ACC		-4,861.9					
		Project Total			0.0	0.0	0.0	0.0	0.0	0.0
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: \$663,600 Air Quality Status: Exempt	3PF		12.6	8.4				
			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 FFY23-26	STP	Design			191.7	655.0	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> <i>FFY25 construction includes West Tanana Drive, 8th Avenue (Fairbanks), Chief Thomas Drive, Chief William Drive, Tesoro Avenue, E 4th Avenue (North Pole), NPHS Boulevard, CLRA South Lake Loop & Peninsula Trails, Chena Riverwalk (southside), and Mitchell Expressway, Davis Road, and Farmers Loop Road Paths. FFY26 construction includes Shannon Drive, Doyon Estates roads, Cary Avenue, 8th Avenue path, Old Richardson Highway pedestrian crosswalk, BHRA access road, Vue Crest subdivision roads, TLRA Westlake Lane, UAF Taku parking lot paths, Tanana Loop, Ballaine Road trail access, Old Airport Way shoulder, Van Horn Road, and Trainor Gate Road/F Street intersection.</i> Project Start Year: 2022 Total Project Cost: \$9,562,800 Air Quality Status: Exempt	AC			191.7	363.9	27.3		
			ACC				-191.7	-363.9	-27.3	
			SM			19.0	36.1	31.6		
			STP	Utilities						
			SM							
			STP	Construction	1,694.6	261.1	319.5	3,937.7	91.0	
			AC		261.1		909.7	91.0		
			ACC			-261.1		-909.7	-91.0	
			CMAQ				681.2	727.8		
			OFF				120.6			
			SM		20.8			72.2		
			3PF		173.4		201.6	300.6		
		Project Total			2,149.9	210.7	2,632.6	4,569.6	0.0	0.0
19096 SR-28	NFHWY01221	FAST Improvement Program FFY27-29	STP	Design				181.9		
		Perform gravel or asphalt surface maintenance and preservation activities on roads, sidewalks and pathways. Work may also include new or upgraded illumination, signing and striping, storm drains and intersection improvements including nonmotorized crossings, as well as ADA upgrades to sidewalks and curb ramps. <i>State pays design match and local governments pay construction match, per agreement.</i> <i>FFY27 construction locations TBD.</i> Project Start Year: 2027 Total Project Cost: \$1,200,000 Air Quality Status: Exempt	SM					18.1		
			STP	Construction					909.7	
			3PF						90.3	
		Project Total			0.0	0.0	0.0	200.0	1,000.0	0.0

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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
34346 34348 SR-4	NFHWY00830	FAST Planning Office Funding for the FAST Planning office which supports delivery of the FAST Planning's programs. Project Start Year: 2023 Total Project Cost: \$3,946,900 Air Quality Status: Exempt	STP	Planning	100.0	150.0	150.0	150.0	150.0	
			MPL		432.4	426.7	444.1	462.0	480.5	
			TPL		140.3	121.6	123.9	127.6	131.4	
			FM		66.8	69.3	71.3	73.4	75.6	
Project Total					739.5	767.6	789.2	813.0	837.5	0.0
TBD SR-9	NFHWY01057	Geist/Chena Pump Road Corridor Study Examine safety and access control issues along Geist Road and Chena Pump Road from University Avenue to Chena Small Tracts Road, including driveway density, intersection configuration, and conflicts between motorized and non-motorized users to identify projects that improve safety and address access management for all users. Project Start Year: 2025 Total Project Cost: \$600,000 Air Quality Status: Exempt	STP	Planning			168.3	377.5		
			AC				377.5			
			ACC					-377.5		
			FM				54.2			
Project Total					0.0	0.0	600.0	0.0	0.0	0.0
32798 MR-9	NFHWY00816	Holmes Road Rehabilitation Rehabilitate Holmes Road from the Badger/Montgomery intersection to Badger/Peede intersection including consideration of widened shoulders, separated path, sidewalks, or bike lanes. Work includes drainage improvements, roadside hardware, and utilities. Due to the amount estimated for construction (\$12 million), the project may need to be phased and/or seek a funding partnership with DOT on this project. Project Start Year: 2023 Total Project Cost: \$15,072,000 Air Quality Status: Exempt	STP	Design	545.8		441.3	675.8	383.9	
			AC				104.5	383.9		
			ACC					-104.5	-383.9	
			OFF		20.0					
			SM	Right-of-Way	56.2		54.2	94.8		
			STP						454.9	
			SM						45.2	
			STP						272.9	
			SM	Utilities					27.1	
			STP							10,916.4
			SM	Construction						1,083.6
			SM							
Project Total					622.0	0.0	600.0	1,050.0	800.0	12,000.0
34309 SR-31	NFHWY00873	Household Travel Survey Complete new Household Travel Survey (last completed 2013) to collect data regarding origins and destinations, trip length, time of day, mode of transportation, and other household characteristics for more up-to-date trip data for the Travel Demand Model for future MTPs. Project Start Year: 2024 Total Project Cost: \$101,600 Air Quality Status: Exempt	STP	Planning		91.0				
			OFF				1.5			
			SM			9.0	0.1			
Project Total					0.0	91.0	1.6	0.0	0.0	0.0

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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
30029 SR-16	TBD	Lacey Street Reconstruction - Planning Study	STP	Planning					136.5	
		Reconstruct Lacey Street from 1st to 12th Avenue. Reconstruction includes drainage improvements, intersection and sidewalk upgrades, utility relocation, signing, striping, and landscaping. Project to be initiated as a planning study to examine feasibility of burying overhead utilities and gain additional feedback from the public on design alternatives. Project Start Year: 2027 Total Project Cost: \$150,000 Air Quality Status: Exempt	3PF						13.5	
		Project Total				0.0	0.0	0.0	0.0	150.0
33138 SR-32	NFHWY01022	Metropolitan Transportation Plan Update	STP	Planning			454.9			
		Update FAST Planning Metropolitan Transportation Plan as required under 23 USC 134 (occurs every 4 years). Project Start Year: 2025 Total Project Cost: \$500,000 Air Quality Status: Exempt	FM				45.2			
		Project Total				0.0	0.0	500.0	0.0	0.0
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: 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

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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond	
34123 SR-19	NFHWY00891	Pioneer Park Alaskaland North Parking Lot & Boat Launch 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	STP	Design		409.4		682.3			
			3PF			40.6		67.7			
			STP	Right-of-Way							
			3PF								
			STP	Utilities						4.5	
			3PF							0.5	
			STP	Construction						3,307.7	
			CMAQ							727.8	
			TAP								
			3PF							400.6	
Project Total					0.0	450.0	0.0	750.0	4,441.0	0.0	
34157 SR-33	HFHWY00790	Transit Plan Updates	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	
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	

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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond	
9939 SR-2	NFHWY00139	Yankovich/Miller Hill Road Reconstruction	STP	Design		91.0					
		Reconstruct Miller Hill Road and Yankovich Road, and improve existing separated multi-use path as needed. Project work will include roadside hardware, drainage improvements, and utilities.	OFF				91.0				
		Project Start Year: 2016 Total Project Cost: \$10,614,000 Air Quality Status: Non-Exempt	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	580.0	884.2	545.8	
		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	13,400.4	8,823.3	
		Advanced Construction	AC	Federal	3,059.1	1,539.8	2,214.8	602.5	0.0	
		Advanced Construction Conversion (Payback)	ACC	Federal	-4,861.9	-3,059.1	-1,539.8	-2,214.8	-602.5	
State/Local Match										
		State Match	SM	State	95.0	624.1	758.2	364.1	72.2	
		Local Government Match	3PF	Local	666.2	372.3	336.8	523.5	559.0	
		FAST Planning Match	FM	State/Local	66.8	105.4	184.1	166.6	75.6	
					828.0	1,101.9	1,279.1	1,054.2	706.9	
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	14,454.5	9,530.2	

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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. (Funding for future phases, including construction, will be programmed in the TIP under a future Amendment if an air quality exemption is approved and/or the conformity freeze is lifted.) Project Start Year: 2014 Total Project Cost: \$40,940,797 Air Quality Status: TBD	SM							2,478.0	
Project Total					0.0	0.0	0.0	0.0	0.0	27,442.2	
TBD	TBD	Airport Way Connected Corridor	HSIP	Equipment				1,500.0			
		Update state-owned signals on Airport Way at 12 signalized intersections to create a connected corridor for V2X.									
Project Total					0.0	0.0	0.0	1,500.0	0.0		
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	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		

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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
34657 SR-37	NFHWY00592 NFHWY00905 NFHWY01098	City of Fairbanks Systematic Signal Upgrades	HSIP	Design		860.0	500.0			
		Install overhead signal head for each lane of each approach at 11 intersections around City of Fairbanks. Install retroreflective backplates on all signal heads at 11 additional locations. Project Start Year: 2024 Total Project Cost: \$9,540,000 Air Quality Status: Exempt	HSIP	Right-of-Way		650.0				
			HSIP	Construction				5,860.0	4,970.0	
Project Total					0.0	1,510.0	500.0	5,860.0	4,970.0	
34669	NFHWY00962 NFHWY00964 NFHWY00965 NFHWY01027 NFHWY01102 NFHWY01103 NFHWY01104 NFHWY01105	FAST ADA Improvements Program	STP-SW	Design			318.4	454.9	272.9	
		Construct ADA improvements in the Fairbanks Metropolitan Planning Area. Project will include drainage improvements, intersection improvements, widening, replacing, roadside hardware, and utilities. [FFY26 - 6th and 7th Ave between Cowles and Barnette St, 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; FFY27 - Farmers Loop Rd between College Rd and Steese Hwy Project Start Year: 2023 Total Project Cost: \$24,553,400 Air Quality Status: Exempt	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
34302 SR-39	NFHWY00645 NFHWY00838 NFHWY00570 NFHWY01053 NFHWY01092 NFHWY01056	Statewide Pavement & Bridge Preservation Program - FAST Planning MPA only	STP-SW	All	8,061.5	2,621.2	22,469.6	2,547.2		
		Crack sealing, surface treatment drainage, signage, guardrail, illumination, and other refurbishments to prolong the life of road pavement and bridges and their safety related structures. Project includes NHS Lane Delineators, Destination & Distance Signing, Pavement Markings and Signalization, Abandoned Vehicle Program, Road Surfacing and Transfer, and Road Surface Treatments. [FFY23 - East College Road Resurfacing; FFY24 - Chena Ridge Road Resurfacing; FFY25 - Chena Ridge & Chena Pump Road Resurfacing, including spinoff to resurface Chena Pump Road from Hidden Drive to Chena Small Tracts to advertise with Chena Small Tracts Roundabout project, and Lathrop Pedestrian Overcrossing Bridge repairs; FFY26 - Parks Highway MP 355 Resurfacing.] Project Start Year: 2020 Total Project Cost: \$39,243,128 Air Quality Status: Exempt	SM		800.2	260.2	2,230.4	252.8		
Project Total					8,861.7	2,881.4	24,700.0	2,800.0	0.0	
34657	NFHWY00948	Nordale Road/Peede Road Improvements	HSIP	Design			753.6	188.4		
		Construct a roundabout at the intersection of Nordale and Peede Roads. Project Start Year: 2025 Total Project Cost: \$4,851,000 Air Quality Status: Exempt	HSIP	Right-of-Way					100.0	
		HSIP	Utilities				200.0			
		HSIP	Construction						3,609.0	
Project Total					0.0	0.0	753.6	388.4	100.0	3,609.0

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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
34657	NFHWY01058	Northern Region Accessible Pedestrian Signals Upgrades	HSIP	Design			280.0	70.0		
		Install accessible pedestrian signals at State-owned crosswalks to help blind and low-vision pedestrians know when it is safe to cross. Project Start Year: 2025 Total Project Cost: \$1,243,000 Air Quality Status: Exempt	HSIP	Construction					893.0	
		Project Total			0.0	0.0	280.0	70.0	893.0	
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 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	STP-SW	Design	1,728.4					
			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 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: \$11,890,000 Air Quality Status: Exempt	HSIP	Design		420.0	1,200.0	470.0		
			HSIP	Utilities				300.0		
			HSIP	Construction				9,500.0		
			Project Total		0.0	420.0	1,200.0	10,270.0	0.0	

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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		
34657 MR-59	NFHWY01059	Peridot Street Crossing at Richardson Highway RSA	HSIP	Planning			100.0				
		Conduct a road safety audit (RSA) between the Badger interchange at North Pole and the Richardson Highway MP 351 interchange. Project Start Year: 2025 Total Project Cost: \$100,000 Air Quality Status: Exempt									
Project Total					0.0	0.0	100.0	0.0	0.0		
34657	NFHWY00949	Richardson Highway MP 341-362 Variable Speed Limit	HSIP	Design			720.0	180.0			
		Construct variable speed limit signs on the Richardson Highway between MP 341-362. Project will include roadside hardware and utilities. Project Start Year: 2025 Total Project Cost: \$6,300,000 Air Quality Status: Exempt	HSIP	Utilities				200.0			
			HSIP	Construction						5,200.0	
Project Total					0.0	0.0	720.0	380.0	5,200.0		
34657 SR-41	2615970000	Richardson Highway MP 357-362 Bicycle/Pedestrian Path	HSIP	Construction	4,112.8	64.7	155.9				
Completed	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.									
Completed	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		

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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
29829 SR-40	Z607320000	Steese/Johansen Expressway Interchange	NHPP	Design	1,819.4			682.3		
		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.)	SM		180.6			67.7		
		Project Start Year: 2015 Total Project Cost: \$110,899,679 Air Quality Status: Non-Exempt	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
32220 MR-70	NFHWY00698	Steese Expressway MP 2-5 Resurfacing	NHPP	Design	258.4					
		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	SM		25.6					
		Total Project Cost: \$14,550,000 Air Quality Status: Non-Exempt	NHPP	Utilities						454.9
			SM							45.2
			NHPP	Construction						11,644.2
			SM							1,155.8
Project Total					284.0	0.0	0.0	0.0	0.0	13,300.0
3821 SR-31 SR-36	Z632130000	University Avenue Widening	NHPP	Construction		6,711.9				
		Widen and reconstruct University Avenue to current standards. NID's associated with this parent design project: 29655, 29656, and 33345. This is the final segment of construction of the project, with work occurring from Airport Way to Holden Road.	AC		6,711.9					
			ACC			-6,711.9				
			SM		666.2					
Project Total					7,378.1	0.0	0.0	0.0	0.0	
29655 SR-31	Z632130000	University Avenue Rehabilitation: Wolf Run to DNR BLM Access	NHPP	Construction	14,555.2					
		Widen and reconstruct University Avenue to current standards from Thomas Street to the Chena River, including replacement of University Ave Bridge #0263. This project is associated with NIDs 29656, 33345, and the parent design project NID 3821.	ACC		-14,555.2					
Project Total					0.0	0.0	0.0	0.0	0.0	

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Air Quality Programs within FAST Planning Boundary										
20294 SR-42	HFHWY00211	Air Quality Public Education	CMAQ-SW	All	181.9	181.9	181.9	181.9	181.9	
		The statewide air quality public education project will focus on a number of air quality issues of concern to Alaska including, but not limited to: air pollution health/environmental impacts and ways local citizens can mitigate air pollution from sources like motor vehicles, unpaved roads, diesel engines/heavy duty vehicles, wood smoke, residential heating, etc. There may also be a focus on transportation alternatives that can assist in improving air quality (pedestrian, bike, transit, car/van pool). Project Start Year: Annual Total Project Cost: \$1,000,000 Air Quality Status: Exempt	SM		18.1	18.1	18.1	18.1	18.1	
Project Total					200.0	200.0	200.0	200.0	200.0	
26161 SR-43 SR-44	NFHWY00647	Fairbanks Air Quality Planning	CMAQ-SW	All	72.8	72.8	72.8	72.8	72.8	
		Preparation of air quality conformity 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	
Project Total					80.0	80.0	80.0	80.0	80.0	
29232	NFHWY00555	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	
	NFHWY00612 NFHWY00712 NFHWY00862 NFHWY00874 NFHWY01086 NFHWY01087 NFHWY01097 NFHWY01169	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	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
	NFHWY00902 NFHWY00911 NFHWY01108 NFHWY01109 NFHWY01110	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	
*Values from Infrastructure Investments & Jobs Act (IIJA) FFY2022-26 apportionment tables; FFY2027 adjusted for 2% increase consistent with annual increases under IIJA apportionments.										
Programmed Funding										
		National Highway Performance Program	NHPP	Federal	54,227.9	6,711.9	0.0	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	20,088.6	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	42,592.2	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	47,405.1	55,589.2	

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

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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	200.0
Project Total					0.0	10,000.0	10,000.0	1,000.0	1,000.0	1,000.0
21314	Urbanized Area Formula - ARRC		5307	FTA		20.0	20.0	20.0	20.0	80.0
	Associated transit improvements.		Match			5.0	5.0	5.0	5.0	20.0
Project Total					0.0	25.0	25.0	25.0	25.0	100.0
19634	Urbanized Area Formula - ARRC		5307	FTA	320.0	492.8	335.0	340.0	340.0	800.0
	Track infrastructure replacement, rehabilitation or upgrade.		Match		80.0	123.2	83.7	85.0	85.0	200.0
Project Total					400.0	616.0	418.7	425.0	425.0	1,000.0
19658	Urbanized Area Formula - ARRC		5307	FTA	200.0	200.0	200.0	200.0	200.0	800.0
	Preventive maintenance.		Match		50.0	50.0	50.0	50.0	50.0	200.0
Project Total					250.0	250.0	250.0	250.0	250.0	1,000.0
31091	Urbanized Area Formula - ARRC		5307	FTA		100.0	500.0	500.0		200.0
	Radio system and communication component replacement, installation, rehabilitation, or upgrade.		Match			25.0	125.0	125.0		50.0
Project Total					0.0	125.0	625.0	625.0	0.0	250.0
19635	Urbanized Area Formula - ARRC		5307	FTA		160.0		160.0		
	Bridge replacement, rehabilitation or upgrade.		Match			40.0		40.0		
Project Total					0.0	200.0	0.0	200.0	0.0	
33245	Urbanized Area Formula - ARRC		5307	FTA		4,000.0	4,000.0	4,050.0	4,000.0	200.0
	Facility replacement, installation, rehabilitation or upgrade.		Match			1,000.0	1,000.0	1,010.0	1,000.0	50.0
Project Total					0.0	5,000.0	5,000.0	5,060.0	5,000.0	250.0
33243	Urbanized Area Formula - ARRC		5307	FTA			20.0			
	Signal, in-track, and communication replacement, rehabilitation, or upgrade.		Match				5.0			
Project Total					0.0	0.0	25.0	0.0	0.0	
33246	Urbanized Area Formula - ARRC		5307	FTA		240.0	160.0	260.0	10,100.0	1,000.0
	Operations support facility replacement, installation, rehabilitation or upgrade.		Match			60.0	40.0	65.0	2,020.0	200.0
Project Total					0.0	300.0	200.0	325.0	12,120.0	1,200.0
33244	Urbanized Area Formula - ARRC		5307	FTA		240.0	80.0	200.0	100.0	200.0
	Replace or upgrade technology and networking hardware, software, and connectivity components.		Match			60.0	20.0	50.0	25.0	50.0
Project Total					0.0	300.0	100.0	250.0	125.0	250.0
19635	Urbanized Area Formula - ARRC		5337	FTA	840.0	7,946.0	2,700.0	2,620.0	2,620.0	2,400.0
	Bridge replacement, rehabilitation or upgrade.		Match		210.0	1,986.5	675.0	655.0	655.0	600.0
Project Total					1,050.0	9,932.5	3,375.0	3,275.0	3,275.0	3,000.0

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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
19658	Urbanized Area Formula - ARRC		5337	FTA	480.0	170.8	170.8	160.4	162.0	200.0
	Preventive maintenance.		Match		120.0	130.8	40.2	37.6	38.0	40.0
	Project Total				600.0	301.6	211.0	198.0	200.0	240.0
19634	Urbanized Area Formula - ARRC		5337	FTA		200.0	200.0	200.0	200.0	800.0
	Track infrastructure replacement, rehabilitation or upgrade.		Match			50.0	50.0	50.0	50.0	200.0
	Project Total				0.0	250.0	250.0	250.0	250.0	1,000.0
31091	Urbanized Area Formula - ARRC		5337	FTA		100.0	80.0	100.0	100.0	60.0
	Radio system and communication component replacement, installation, rehabilitation, or upgrade.		Match			25.0	20.0	25.0	25.0	15.0
	Project Total				0.0	125.0	100.0	125.0	125.0	75.0
33243	Urbanized Area Formula - ARRC		5337	FTA			20.0			50.0
	Signal, in-track, and communication replacement, rehabilitation, or upgrade.		Match				5.0			10.0
	Project Total				0.0	0.0	25.0	0.0	0.0	60.0
33246	Urbanized Area Formula - ARRC		5337	FTA				200.0	100.0	200.0
	Operations support facility replacement, installation, rehabilitation or upgrade.		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		5307	FTA		408.6				
	Purchase of approximately four buses and three vans. Additional CMAQ funding provided under 'Committed Measures for the Fairbanks SIP' project in Air Quality Program table.		Match			81.7				
	Project Total				0.0	490.3	0.0	0.0	0.0	
22007 25001	Urbanized Area Formula Grant - FNSB		5307	FTA			3,565.6			
	Purchase of approximately six buses and three vans. Additional CMAQ funding provided under 'Committed Measures for the Fairbanks SIP' project in Air Quality Program table.		5339						2,494.7	
			Match				891.4		623.7	
Project Total					0.0	0.0	4,457.0	0.0	3,118.4	
24001 26003	Urbanized Area Formula Grant - FNSB		5307	FTA	2,174.4	2,121.9		2,245.8	2,174.4	
	Transit operating assistance and capital (purchase of paratransit vans).		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		5307	FTA			2,163.0	809.9		
	Transit operating assistance, purchase of a transit revenue vehicle, and Software as a Service (SaaS) maintenance, support, and licensing.		Match				2,031.8	202.5		
	Project Total				0.0	0.0	4,194.8	1,012.4	0.0	
20028	MACS Fleet Transition to CNG		5307	FTA						
	Transition the MACS fleet to Compressed Natural Gas in accordance with MACS Recommended 10-year Bus Replacement Plan 2019-2028.		Match							
	Project Total				0.0	0.0	0.0	0.0	0.0	
19120	Rural Transit - FNSB		5311	FTA						
	Operational funding for the gray line.		Match							
	Project Total				0.0	0.0	0.0	0.0	0.0	
19119	Enhanced Mobility for Seniors & Individuals with Disabilities		5310	FTA						
	Funding for VanTran service.		Match							
	Project Total				0.0	0.0	0.0	0.0	0.0	

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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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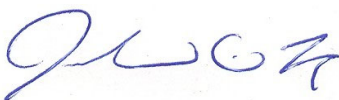
APPENDIX

Self-Certification Statement

METROPOLITAN PLANNING ORGANIZATION (MPO) SELF-CERTIFICATION

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

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



FAST Planning

Jackson C. Fox, Executive Director

March 15, 2023

Date

MPO DESIGNATION & STRUCTURE

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

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

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

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

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

Metropolitan Planning Area (MPA) Boundary

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

Metropolitan Planning Agreements

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

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

[23 CFR 450.314]

PLANNING & PROGRAMMING PROCESS

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

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

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

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

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

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

Unified Planning Work Program (UPWP)

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

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

Transportation Planning Studies & Project Development

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

Metropolitan Transportation Plan (MTP)

The MTP is a multimodal transportation plan that addresses a 20-year planning horizon that the MPO develops, adopts, and updates every four to five years. For the Fairbanks Urbanized Area, the MTP is required to be updated every four years because the MPA is within a Serious PM^{2.5} Non-attainment Area and CO Maintenance Area subject to provisions in the Clean Air Act. The current 2045 MTP was approved and adopted in December 2018. An update is currently underway and includes collection of existing traffic data, analysis of the existing transportation network, evaluation of land use and supporting transportation scenarios for travel demand model forecasts, outreach to local agencies and the public to confirm project needs outlined in the 2045 MTP and new project needs not yet identified, prioritization and cost estimates for all projects considered for inclusion in the new MTP, an air quality conformity analysis and interagency consultation on the updated project list, and development of the draft and final MTP. The draft MTP has been released for public comment, and after resolution of public

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

Transportation Improvement Program (TIP)

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

Annual Listing of Obligated Projects

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

Air Quality Conformity

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

PUBLIC INVOLVEMENT, TITLE VI, & RELATED REQUIREMENTS

Public Participation Plan (PPP)

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

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

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

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

Title VI Plan

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

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

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

Contracting Requirements

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



Interagency Consultation for Air Quality Conformity

Draft Meeting Summary

June 15, 2026 – 1:00 to 2:30 pm (AK Time)

Attendees

FAST Planning – Jackson Fox

Federal Highway Administration (FHWA) – Christina Mounce

Federal Transit Administration (FTA) – none

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

Alaska Department of Transportation & Public Facilities (DOT&PF) – Brett Nelson, Ivet Hall, John Netardus, Dave Fischer, Kerri Martin

Alaska Department of Environmental Conservation (ADEC) – Adeyemi Alimi, Jason Olds, Nick Czarnecki

Fairbanks North Star Borough (FNSB) – none

Trinity Consultants – Thomas Carlson, Suriya Vallamsundar

DOWL – Gary Jenkins

Michael Baker International – Sarah Schacher

Other Attendees – none

Introduction & Public Comment

Jackson Fox (FAST Planning) led the attendee introductions/roll call. He then stated the purpose of the meeting is to review two new projects proposed to be added to FAST Planning's Transportation Improvement Program (TIP) Amendment #3 and a series of project level conformity reviews as questions have come up from our Federal partners about their air quality status. Mr. Fox then stated the meeting was open to the public, but no members of the public were present for the public comment period, so he moved the discussion to the main agenda items.

TIP Amendment #3

Mr. Fox provided an overview of each of the proposed projects to be added to the TIP Amendment, which includes the Airport Way Connected Corridor and North Pole 5th

Avenue Park Access Improvements projects. The Airport Way Connected Corridor project has already been funded under the State's Highway Safety Improvement Program funding plan but needs to be included in the TIP for the funding to be obligated and project advance. The 5th Avenue Park Access Improvements project is being added at the request of FAST Planning's Policy Board and being funded with Transportation Alternatives Program funding. This project was previously nominated to FAST Planning, scored by their Technical Committee, and is next in line for funding. Mr. Fox then described the scope of work for both projects.

Mr. Fox stated FAST Planning believes the Airport Way Connected Corridor project is an Exempt project under 40 CFR 93.126, Table 2, 'Safety - Highway Safety Improvement Program implementation,' and no further air quality conformity analysis is required. FAST Planning also believes the 5th Avenue Park Access Improvements project is an Exempt project under 40 CFR 93.126, Table 2, 'Air Quality - Bicycle and pedestrian facilities' and 'Safety - Projects that correct, improve, or eliminate a hazardous location or feature,' and no further air quality conformity analysis is required.

Tess Bloom [EPA] stated these projects seemed clearly Exempt to her.

Christina Mounce [FHWA] stated he agreed with Ms. Bloom that these projects seem Exempt under 40 CFR 93.126.

Adeyemi Alimi [ADEC] stated he concurred with the Federal partners and agrees those projects are Exempt under 40 CFR 93.126.

Mr. Fox thanked everyone for their input and said that is all he needs at this time to proceed with releasing TIP Amendment #3 for a 30-day public comment period and will include this preliminary determination these two projects are considered Exempt.

Doughchee Avenue Rehabilitation

Mr. Fox invited the Alaska DOT&PF project manager to present the scope of work for the Doughchee Avenue Rehabilitation project and describe why they think it is an Exempt project type/activity.

Dave Fischer [Alaska DOT&PF] described the project as a 200-foot segment of road in North Pole between Badger Road and Beaver Springs bridge. He stated the road is falling apart due to poor drainage and erosion is occurring at the bridge abutments. This project will simply correct the drainage issue with a new crown on the road and divert the drainage to vegetated swales, so it is just pavement rehabilitation, ditching, and shoulder work. He added there is no traffic capacity increase with the project and the projected growth in traffic counts is not due to the project but rather the projected population growth in the area. Alaska DOT&PF believes this is an Exempt project type under the CFR.

Ms. Bloom said she did not have any concerns with the project and it seemed like a safety improvement project type and the traffic counts are pretty low. She said she would not assume this would be a project of air quality concern.

Ms. Mounce stated she did not have any concerns either, but this did come up on FHWA's radar because it was listed as Non-Exempt in FAST Planning's TIP.

Mr. Fox stated that he was responsible for listing this project as Non-Exempt in the TIP, but he believes that was in error and it should be shown as Exempt. He said that due to the nature of this project he had a hard time determining whether it was Exempt.

Brett Nelson [Alaska DOT&PF] added that during the air quality conformity freeze we tried to identify projects that were clearly Exempt, but there were some projects that were not clearly defined and would need to be run through the interagency consultation team to make that determination. In the future I think we will categorize them as Exempt, Non-Exempt, and To-Be-Determined by the interagency consultation team.

Ms. Mounce stated that was helpful to have that information because sometimes these projects that have multiple components have activities that are not expressly in [40 CFR 93.126] Table 2. An example would be a boat launch that is not in there, so it is good to be cautious and include every project activity so we can look at everything. She then added that she did not have any concerns with the activities for this project and they all seem Exempt to her.

Mr. Alimi stated he agreed with the Federal partners looking at the scope of the project it seems to fall under Exempt, and with the traffic count it does not need a hot spot analysis.

Old Steese Highway Reconstruction

Mr. Fox then introduced the Old Steese Highway Reconstruction project, which has been before the interagency consultation group in the past. He said that due to the nature of expansion of the roadway for the north segment we feel confident in our TIP this is a Non-Exempt project. However, parts of the project could be considered Exempt such as the southern portion which is resurfacing the existing roadway and replacement of sidewalks. So, we are running this through the interagency consultation for project level review to see if the project is of air quality concern and whether a hot spot analysis is required.

Gary Jenkins [DOWL] described the scope of work and activities for both the south and north segments of the project. He then presented the traffic numbers for pre- and post-construction.

Mr. Fox added that this project was included in the travel demand model that was used for the planning level air quality conformity determination for the current Metropolitan Transportation Plan (MTP) and TIP. But this project still needs a project level air quality conformity review.

Ms. Bloom asked how the traffic numbers matched up with the segments of the project.

Mr. Jenkins stated that the traffic numbers in the meeting packet were only for the southern segment, but for some reason the packet does not include the traffic numbers for the north segment but that he provided them to the Alaska DOT&PF project manager. He did have the numbers, however, and read them out loud to the interagency consultation group.

Ms. Bloom asked what percentage in the increase in traffic numbers is attributable to the project and was the increase also attributable to the growth in population and activity in the area.

Mr. Jenkins stated there was a growth factor in that but he would have to pull up the design designation for that.

Ms. Bloom thanked Mr. Jenkins for answering her questions. She said that she thinks those numbers that are projected are not to the level where we would require a hot spot analysis. Usually that is required for projects that are more in the 100,000+ average daily traffic volume numbers. But, this is not Exempt from project level conformity, so it does need a letter determination saying it conforms to the conformity rule and requirements. The letter would come from FHWA.

Ms. Mounce said typically what happens is Alaska DOT&PF will send an email to the interagency consultation group with an explanation of project activities and saying the project is not Exempt, why it is not Exempt, and ask if a hot spot analysis is needed. Following that email the interagency consultation group talks amongst each other and FHWA responds with a letter. That letter serves as the conformity determination for the project, and you include that in the NEPA document.

Mr. Jenkins thanks Ms. Mounce for clarifying the process and said he would coordinate with the Alaska DOT&PF project manager to move that forward.

Holmes Road Rehabilitation

Mr. Fox invited the Alaska DOT&PF project manager to present the scope of work for the Holmes Road Rehabilitation project.

John Netardus [Alaska DOT&PF] presented an overview of the project which includes a separated bicycle/pedestrian path throughout the length of the project and some traffic calming measures including a roundabout and chicanes to reduce speeds.

Mr. Jenkins added that the traffic volumes are not forecasted to change much into the future. He added that the roundabout eliminates a stop-controlled intersection so that helps keep vehicles moving there.

Ms. Bloom asked if all the pieces of this project are being considered Exempt, and there are no pieces that are Non-Exempt.

John Netardus stated that is how they show it in the table that they think all the parts of this project are Exempt.

Ms. Bloom thanked Mr. Netardus his response and said she did not think this was a project of concern and that would be fine to consider the project Exempt.

Mr. Fox said this would be another example of a project where the TIP needs to be updated to reflect it being Exempt. The current TIP shows it as Non-Exempt, but it should have been To-Be-Determined.

Mr. Jenkins asked if this project would need a letter similar to the Old Steese Highway Reconstruction project.

Ms. Bloom said no, if the interagency consultation group agrees the project is Exempt, then the project does not need a formal air quality conformity determination. If the project is not Exempt, then it would need a determination letter.

Ms. Mounce stated she agreed with Ms. Bloom that this project appears to be Exempt.

Mr. Alimi stated he agreed with the Federal partners looking at the scope of the project, it is an Exempt project under 40 CFR 93.126.

Minnie Street Improvements

Mr. Fox invited the Alaska DOT&PF project manager to present the scope of work for the Minnie Street Improvements project.

Ivet Hall [Alaska DOT&PF] an overview of the project which includes reconstructing the roadway but maintaining the existing two lanes of traffic, widening the sidewalks on the north side of the road, adding sidewalks on the south side, striping shoulders on the pavement, relocating overhead utilities underground for obstruction-free travel for non-motorized users, and storm drain improvements. She added that the project will not increase capacity for traffic and the increase in traffic forecasted is just based on the expected growth in the area.

Ms. Bloom said she did not have any concerns about this project and it seemed Exempt to her.

Ms. Mounce said she agrees this project seems Exempt under 40 CFR 93.126.

Mr. Alimi stated agreed this is a safety project and of air quality benefit and is Exempt.

Pioneer Park North Parking Lot & Boat Launch

Mr. Fox invited the Alaska DOT&PF project manager to present the scope of work for the Pioneer Park North Parking Lot & Boat Launch project.

Mr. Netardus introduced Sarah Schacher [Michael Baker International] to present the project.

Ms. Schacher said this project has a lot of components, some of which are not cleanly in Table 2 of 40 CFR 93.126 that we have discussed today. She then walked through each of the components of the project which includes expanding an existing gravel parking lot and paving it, relocating the driveway on Peger Road for safety, relocating an existing picnic pavilion, incorporating new sidewalks into the existing bicycle/pedestrians path system, constructing drainage swales and culverts, formalizing an existing non-motorized boat launch, removing a float dock, and adding a turn lane on Peger Road into the parking lot less than one mile in length. With each project component she explained which were clearly listed in Table 2 and which were not. She added that by doubling the parking lot size they projected it would increase traffic on Peger Road by 0.8% or 103 vehicles/day immediately following construction.

Mr. Netardus added that the entire project is for the benefit of non-motorized users that would use the paths, recreate in the park, or use the non-motorized boat launch.

Ms. Bloom thanked Ms. Schacher for providing all that information. She added that this project does not seem like a project of air quality concern, but if there are activities that do not fit under Table 2 she recommends a rough estimation of emissions from those activities and compare that to the general conformity threshold. That would help provide the documentation under general conformity that it would be considered *de minimis* and nothing further is required. She did not think this project would go over that threshold, but it is best practice to have done those emission calculations and have that documentation on hand.

Ms. Schacher asked for clarification on things that are not clearly in Table 2 such as the non-motorized boat launch how they would estimate emissions for that other than the additional trips generated to/from the parking lot.

Ms. Bloom said she was thinking more of emissions related to construction of that boat launch and if that would trigger anything related to general conformity.

Ms. Mounce said she agreed with Ms. Bloom and this was the project she was referring to earlier when she asked if every component of the project was clearly in Table 2 of 40 CFR 93.126 or in 93.127 or 93.128. She said Ms. Bloom had a very great suggestion that if there are activities that are not explicitly listed it would be prudent to do a *de minimis* calculation

and make sure you are under that threshold and have that documentation. At a programmatic level you can put that in your NEPA document to show that you had *de minimis*.

Ms. Schacher asked for clarification that this is just a backup in the NEPA document and there is no back and forth or concurrence that needs to happen with FHWA.

Ms. Mounce said that was her understanding that if you meet the *de minimis* threshold rates there is no conformity determination required so you would not have to do the interagency consultation.

Ms. Bloom said that was correct that if you are under the *de minimis* threshold you just keep that documentation for your records.

Ms. Mounce added that at a programmatic view with NEPA assignment FHWA does audits and monitoring events so we need that clear documentation included in the NEPA document so it does not get flagged.

Mr. Alimi stated he agreed with the Federal partners that while most of the components of the project fell under the Exempt category, but the parking lot and boat launch do not fall under the Exempt category. Hence, we would need to determine if these two components would not trigger the requirements of 40 CFR 93.123(a)(1) or contribute to any localized air quality violations. As mentioned here today though that does not seem to be the case so what would be required is preparing an applicability determination that Ms. Bloom and Ms. Mounce alluded to for projected emissions for construction for the boat launch and parking lot. The *de minimis* threshold is 70 tons per year for PM2.5 and CO. Preparing such documentation must be sent from Alaska DOT&PF to ADEC for their records as part of the NEPA process per 40 CFR 93.107.

Mr. Netardus asked for clarification this documentation was just for the Non-Exempt items.

Mr. Alimi said yes, that is correct.

Discussion of Procedure for Future Project Level Air Quality Conformity Reviews

Mr. Fox asked the interagency consultation group for feedback on the meeting today with respect to process for project level conformity determinations and how we should approach future conformity reviews such as a meeting similar to today or handled via email and documentation in NEPA documents.

Ms. Mounce said she would encourage Alaska DOT&PF and FAST Planning to work together to get some policies and procedures written down for project level air quality conformity reviews. She said if something was drafted, she would be happy to review and

provide feedback. For example, it would be good to have a procedure written down for who to email for the review and what to include in that email such as listing all of the project activities and providing figures, referencing the CFRs, and how you are determining certain activities are Exempt.

Tom Carlson [Trinity Consultants] said a couple weeks ago he had emailed out a flowchart from Caltrans that showed all the branches of project level air quality conformity review, and asked Ms. Bloom and Ms. Mounce if that was something they were comfortable with or if they had some other flowchart they would recommend.

Ms. Bloom said it was different for each state as to what the consultation procedures are, and Alaska has written in its code their interagency consultation procedures. She added, so, she was not sure it would reflect Alaska's procedures.

Ms. Mounce put a link in the chat to Alaska's procedures. She said Alaska has some State-specific requirements such as for public involvement so you need to ensure you are following both the State and Federal process and requirements.

Mr. Nelson said he thinks a modified flowchart for Alaska would be useful for Alaska DOT&PF's project team moving forward.

Mr. Alimi said that as part of the NEPA process Alaska DOT&PF sends out scoping documents to ADEC and they review the project scopes to see if they are actually Exempt or not Exempt and check with our Federal partners on that determination and whether the project needs a hot spot analysis or a call for interagency consultation.

Ms. Mounce said she wanted to add a quick clarification that if a project is Non-Exempt that is not a project level determination. Rather, it is pre-project scoping. She added that may have been confused in the past.

Next Steps & Adjournment

Mr. Fox thanked everyone for their attendance and input. He said he would email out Draft Meeting Notes to everyone by Friday and provide a week to review and send edits back. He then asked if there were any final comments or questions.

Mr. Netardus thanked everyone for getting together so fast on these projects. He said that he now has clear direction on two of his projects and really appreciated that.

The meeting adjourned at 2:12 pm (AK Time).