POLICY BOARD

Meeting Agenda

Wednesday, July 15, 2026, 12:00 – 2:00 PM

100 Cushman Street, Suite 215 (Key Bank Building)

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

Zoom Meeting Phone Number: 1 (253) 215-8782, enter Meeting ID: 840-4224-1413

1. Call to Order
2. Introduction of Members & Attendees
3. Approval of July 15, 2026 Agenda
4. Approval of June 17, 2026 Meeting Minutes | Pg 2-9
5. Staff/Working Group/Chair Report | Pg 10-13
6. Public Comment Period
7. Old Business
   a. Metropolitan Planning Area (MPA) Boundary | Pg 14
      - Update on Governor's approval of new MPA Boundary
8. New Business
   a. FFY2027-28 FAST Improvement Program - Project Selection **(Action Item)** | Pg 15-17
      - Consideration of approval of project selections for 2027 and 2028
   b. FFY2023-27 Transportation Improvement Program (TIP) Administrative Modification #9 **(Action Item)** | Pg 18-43
      - Consideration of approval of Administrative Modification for minor changes to multiple projects
   c. Planning for Traffic Impacts during Construction | Pg 44-61
9. Informational Items
   a. FFY2026 Obligations & Offsets | Pg 62-66
10. Other Issues
11. Policy Board Member Comments
12. Adjournment

Next Scheduled Policy Board Meeting: Wednesday, August 19, 2026 | 12:00 - 2:00 PM

POLICY BOARD

Meeting Minutes

June 17, 2026 • 12:00 – 2:00 P.M.

FAST Planning Office, KeyBank Building, 100 Cushman Street, Suite 215, Fairbanks, AK
Web Conference at: https://fastplanning.us/keepup/zoom/
Zoom Meeting Telephone Number: 1 (253) 215-8782 Meeting ID: 898-5002-7701

1. **Call to Order**

   Mayor Hopkins, Chair, called the meeting to order at 12:04 p.m.

2. **Introduction of Members and Attendees**

Attendee	Representative Organization
*Scott Crass	FNSB Assembly
*Nick Czarnecki	DEC Air Quality
*Grier Hopkins, **Chair**	Mayor, Fairbanks North Star Borough
*Lauren Little, **Vice Chair** (absent)	DOT&PF
*Mindy O'Neall	Mayor, City of Fairbanks
*Larry Terch	Mayor, City of North Pole
*Crystal Tidwell	Fairbanks City Council
**Corey DiRutigliano	FAST Planning
**Jackson Fox	FAST Planning
**Olivia Lunsford	FAST Planning
**Deborah Todd	FAST Planning
**Randi Bailey (absent)	DOT&PF Planning
**Don Galligan	FNSB Community Planning
+Brett Nelson	DOT&PF Planning
+Kellen Spillman	FNSB Community Planning
Ben White	DOT&PF Planning
Al Beck	DOT&PF preconstruction
Jerry Cleworth	City of Fairbanks
Beezy Bentzen	Participant
Alex Gagne-Hawes	Participant
Janelle Narron	Participant

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

3. **Approval of the June 17, 2026 Agenda**

   Motion: To approve the June 17, 2026 Agenda. (Terch/Crass).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

4. Approval of the May 20, 2026 Meeting Minutes

Motion: To approve the May 20, 2026 Meeting Minutes. (Terch/Czarnecki).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

5. Staff/Working Group/Chair Report

- Meetings have continued with the City of Fairbanks and officials at Fort Wainwright regarding the installation of safety improvements at the intersection of Trainor Gate and F Street intersection to include delineators, speed tables, and asphalt art.
- Mr. Fox has been developing a new policy and procedure for the development of the Transportation Improvement Program (TIP) document. FAST Planning will host the Statewide MPO quarterly meeting on Monday, June 24, 2026 in Fairbanks. All three of the MPOs and FHWA will be at that meeting, and Mr. Fox will present the new draft policy and procedure for their review.
- The Interagency Consultation for Air Quality Conformity on TIP Amendment #3 was held on June 15, 2026. The TIP Amendment was approved for release for public comment for June 21-July 24, 2026.
- The annual bike/pedestrian counts were held May 25-28, 2026 and had the largest amount of participants and intersections ever counted.
- At the June 3, 2026 meeting, the Technical Committee:
  - Continued discussion of the proposed Section 5307 Funding Split between Fairbanks North Star Borough MACS Transit and the Alaska Railroad Corporation. Action was postponed to the July meeting at the request of the Borough.
  - Recommended the Policy Board approve the release of the Draft FFY2027-28 Unified Planning Work Program (UPWP) for a 30-day public comment period, and the addition of an Airport Way Audit under Task 300.
- A copy of the April 14, 2026 letter from the FHWA Chief Counsel was included in the meeting packet reiterating their joint FHWA/FTA position that Metropolitan Planning Organizations (MPOs) have the sole authority to decide which projects to include in a TIP regardless of whether those projects are regionally significant or located on the National Highway System.

6. Public Comment Period (Non-Action Items)

Alex Gagne-Hawes: Hello. Thank you for letting me publicly comment. The first thing I would note is that when I went for meeting materials, I couldn't find out anything later than April on the website but looking at this meeting, they seem to be pretty up to date. It's just that nothing has happened since April. And it comes back to the sort of originating question of, "How does the MPO directly benefit me?"

Somebody who tries to bike and walk across Fairbanks without being hit by any cars and how roads so often become barriers as these recent projects have exposed. I believe wholeheartedly that nothing really has happened since April. I don't see a lot of movement. Looking at the April movement, I guess the big update is that there's a five-minute limit on public comments. Some of us have finally run over on you, which I intend not to do. I'm more pithy. I'm concise. Thank you. So, I guess twenty, thirty years later, we're about next year to have a Tanana Valley railroad walk. Awesome. You know. I guess next year will be awesome though this year it's still not built. Maybe that'll happen. Maybe biking improvements will happen. I see pushback already against the thought of reducing the lanes on College Road which we try to preserve as a sort of state highway. A two-lane fast highway at certain hours of the day and then some children and elderly people try to make their way along these wide shoulders that have been cemented in as sidewalks, nominally, but they function kind of as shoulders because there's nothing keeping you off of them and the people are flying by. It's unsafe. Another notable issue is congestion in Fairbanks. You've got all this backup on the highway. Somehow it seems like there aren't alternative routes. That's bad. Commerce needs alternative routes. One thing that jumped out at me from the reports was the idea that MatSu has never had a TIP. I think they're worse off than us. I think they are poorly designed. Just trying to drive through their main strip of a town, there's nothing there. It's bad. But also, how much have they saved on TIPs. For a long time, that was the MatSu contention. We don't have to pay all these fancy engineers to get these fancy designs. We can just build whatever we want and if the endangered newt gets squashed, well we never studied for him in the first place. There was no newt there. Are they ahead of us? Hard to say. I'd say they're behind us. But maybe we did spend a whole lot more money on offices, on engineers, and design on things that were never ever built and never done like the Barnette extreme corner which just disappeared from your memos. I guess you fixed it. Barnette is fixed. I know that's not true personally. Even the Siberian pea hedges that I complained about; they're still there. They obstruct over half the sidewalk. You don't maintain the corridors you do have. And yet, it's not on the agenda. Maintenance is never on the agenda. Another interesting thing to me is how recently the frontage road next to Airport was redone. They were putting in sewer pipes or something. I was never noticed and I don't see anything in your agendas about this project. Clearly the city can do some amount of work on its own. Clearly, the city could actually put some of these private contractors out of business by simply doing the work on its own with its own people cheaper than private enterprise could ever compete. So why don't you? Our roads need help. We need more work. And we need to fix what we have and not build new roads. Thank you.

Mayor Hopkins: Thank you Mr. Gagne-Hawes. The staff were reviewing the materials for the meeting. It is there for this meeting. For 6/17/26, you go to

FASTPlanning.us, you go to the drop-down menu for meetings up at the top, and then you click on the start time sort button at the top of all of those, it does show the 6/17 agenda items. So, they are there. Just wanted to let you know. I'm sure that's exactly how you managed to get all the other materials you've got but it's being shared on the screen there now, so it is available. Just wanted to let you know. Thank you for your input.

Beezy Bentzen, Henderson Road: I have comments of two types. First, I will comment as a resident of Henderson Road, which will be significantly impacted by the construction of the North Star Resort. There are a lot of neighborhood concerns about what will happen to Henderson Road. It is regularly subject to breakdown. It's been patched twice already this season and still significant potholes remain. The residents of this neighborhood are interested in having some interaction with FAST Planning about what your anticipation is as to what will happen with Henderson Road if we do have this construction and some sort of operation of a major resort on Ester Dome accessed by Henderson Road. The other reason that I'm here is more for professional interest. I'm conducting research for a small organization called "Accessible Design for the Blind." We work extensively on the national level on transportation policy including transportation engineering, particularly traffic control devices such as signals and markings. I'm a member of the National Committee on Traffic Control Devices helping to shape the manual on uniform traffic control devices and I've also had significant input into the recently released public rights-of-way access guides, implementing the ADA for public rights-of-way. So, I have considerable interest as a professional involved in transportation in what happens to transportation in Fairbanks so I'm trying to learn more. Thank you.

Mayor Terch: In your role as a member of Access for the Blind, I think is what you said. Is that correct?

Ms. Bentzen: Accessible Design for the Blind. Yes.

Mayor Terch: Do you have a plan that would cover the Fairbanks area or Fairbanks North Star Borough area to help in planning access for the blind?

Ms. Bentzen: We don't have a plan; however, we could act as consultants. The bulk of our research is not locally specific. It is development of federal policy, human factors research that looks at a treatment that is intended to make street crossings more accessible to blind people and evaluate whether that in fact works prior to making any kind of recommendation for a regulatory change.

Mayor Terch: Okay. Thank you.

Mayor Hopkins: Just a quick note Ms. Benson. As I'm sure you're aware, FAST Planning deals with transportation issues and infrastructure within our metropolitan boundaries. Henderson Road is outside of those boundaries but myself, Mr. Crass, and the Department of Transportation all do work with that area despite the Borough's lack of road powers. So, I'd be happy to meet with you to discuss those

further. I've met with a number of residents in that area about those issues so I'm familiar with them, but FAST Planning doesn't have a lot of wherewithal with that so I'm happy to continue that discussion in a different capacity.

7. Old Business

a. Metropolitan Planning Area (MPA) Boundary Update

Update from Alaska DOT&PF on Governor's Approval of New MPA Boundary and Consideration for Action from Policy Board on Next Steps

There were no updates from FAST Planning staff. Ms. Little of DOT&PF emailed that there were no updates on her end.

Mayor Hopkins: I talked to Commissioner Anderson and texted with the Governor. It has been moved to the Governor's desk. That was confirmed. The Governor will be working with Rachael and his staff to get it signed. Commissioner Anderson indicated that it was not pressing because the impacts don't go into effect until December. I responded that I'd rather not have this go to another Governor and have another Governor to bring up to speed on this issue would be cumbersome to say the least. I think at this point, I would like to have somebody entertain a motion or draft an OpEd from the Policy Board and get that drafted in the next couple weeks and give them a couple weeks notice that that is the timeline for this thing. I think that's a valid motion at this time. I think something like that could make this go more public and let the public know what's happening out there would be a step in the right direction.

Public Comment:

Alex Gagne-Hawes: Hello. Yeah. So cumbersome is a good choice of words for the Dunleavy EOG. Unfortunately, he stopped getting credit for any improvements to anything long ago and decided obstructionism was a better legacy than building anything that could help anyone. In general, I support expanding MPA boundaries. I think the larger we can make the tax base and the sharper we can make the divide too. I'd start looking at things like moats and gates. Toll gates at the MPO boundaries to ensure that people outside of them don't get the benefit and inside we have safety, security, and transportation improvements. Let's just say though 'JKT,' Johnathan Kreiss-Tomkins, he will approve smart transportation funding. If he gets to be governor, there's not going to be any question about 'can we build this bridge?' It's only some of these other reactionaries that we gotta worry about. People that would rather just obstruct, be cumbersome, and not build anything because they know they will not get credit for it.

Mayor Hopkins:Thank you very much Mr. Gagne-Hawes. You had me at building moats.

Motion: The Policy Board will author an OpEd for submission [to the Fairbanks Daily News-Miner] by July 1. (Crass/Tidwell).

Discussion:

Mr. Crass: Thank you Mr. Chair. This issue has drug on and on. I've authored OpEds on this, I think a year ago. I think highlighting the importance of local control and the ways our community is able to influence how federal transportation dollars are spent in the MPA. I think this is an important issue in the fact that it keeps getting kicked down the road, we should probably make some noise about it. Appreciate it.

Mayor Hopkins: I think that around the first would be good if we wanted it to get in the Sunday paper it might be valuable. More readership. I think that's a fine date to target in general. I do understand that Ms. Little and Mr. Czarnecki would probably have to abstain from that, but I think that's okay. We can manage that in the byline for what that looks like. Can I appoint you, Mr. Fox, to take a stab at an OpEd for people who want to could edit by committee?

Mr. Fox: I think by Friday next week I could send a few paragraphs of information that you could utilize and edit from there.

Mr. Czarnecki: I just wanted to back up what you said for the State employees, that they will be abstaining and not having our names on the OpEd, so thank you for mentioning that.

Mayor Terch: I'd like to keep this item on the agenda so we can have an update on that.

Vote on Motion: Five in favor. (Crass, Hopkins, O'Neall Terch, Tidwell). One abstention. (Czarnecki).

8. New Business

a. Draft FFY2027-28 Unified Planning Work Program (Action Item)

Consideration of Releasing Draft UPWP for 30-Day Public Comment Period

This is the FAST Planning staff work plan for planning activities for the next two fiscal years. It includes all the tasks, development of plans and programs, funding, and updates to plans and programs.

***Note:** Ms. Tidwell left the meeting at 1:00 p.m.

Public Comment:

Alex Gagne-Hawes: Thank you. I'd like to start with a quote from the presentation that just happened. Quote: "We've already studied Airport Way." We don't want another study." "Nothing has been implemented." Everyone agrees we need to make some movement on Airport Way. And it's true. So, imagine ten years ago when I was starting to enter this process, a little more than that, and about a year away or maybe two years away, you were going to start working on those bike lanes. There has been some improvement. Then about five-six years into that project we said, okay, we will show up to this public process. We'll go to all these Lacey Street listening sessions. We'll talk about this downtown we want to build and we're back to studies. It seems like nothing gets

built. I didn't think I'd miss the previous generation of political people, but this goes back to the question of how do we make change. It was a great question coming from a mayor. "How do we make change?" You take over the process that you're in charge of, reclaim the work from obstructionism, you amend the plans, and propose actions. You can. Yes, you can. You can propose specific projects. You can make things happen. In the past, we had a lot of specific projects because the mayors were sort of bottom up. Anyone who would come to them, they'd make that project always be an action item. But the action items never happened. They just turned into more studies. It sounds like you had a lot of studies saying build a Peger bike route that connects with the Tanana Lakes, and have a parkway somewhere else too, so that downtown is livable. It turns into five years of studies, and nothing gets built. Without you amending this program, or this TIP right now, when you don't build something, then you'll have two years of nothing. Then another governor might or might not help you. For example, bike routes are still in this plan. The same bike route can gets kicked down the road again and again and again. Yes. You've done some work on Airport Way, but the process is there so that you can have the vision. You, the politicians. These engineers are almost procedurally prohibited from having opinions and visions. Without prodding, without initiative, you're just spinning these wheels with surveys and we have enough surveys. It's time to build but not new roads. Build improvements on the roads you already have. Why is this Barnette thing not in here. Time to build.

Motion: To release the Draft UPWP [Unified Planning Work Program] for the 30-day public comment period. (Crass/O'Neall).

Discussion:

No discussion.

Vote on Motion: None opposed. Approved.

9. Informational Items

a. FFY2026 Obligations and Offsets

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

10. Other Issues

No other issues.

11. Policy Board Member Comments

Mr. Crass: He commented that he's been hearing a lot from his friends and neighbors about the traffic on Chena Pump and asked if they could get an agenda item for information from DOT about how the traffic plan decisions were made and who is responsible for that.

Mayor Hopkins: He commented that he had heard horror stories about the backup. The Borough is working with DOT to designate a detour for people who

live on the back side of Chena Ridge to be able to use Cripple Creek to alleviate some of the traffic problems.

Mayor O'Neall: She commented that she just wanted to take the opportunity to invite anyone who is living outside of the city limits to consider moving into the city to avoid terrible traffic and upgrades outside of the city limits.

12. Adjournment

Motion to Adjourn: (Crass/Hopkins). The meeting was adjourned at 1:22 pm. The next Policy Board Meeting is scheduled for Wednesday, July 15, 2026.

Approved: _____**Date:** _____

Mayor Grier Hopkins, Chair
FAST Planning Policy Board

STAFF REPORT

July 10, 2026

Regular Meetings

- Hosted the Technical Committee and Policy Board meetings; prepared meeting packets, minutes, and action items; posted advertisements in the newspaper, social media, and on the State and FNSB online public notice systems; and prepared and submitted Title VI reports to DOT&PF
- Attended the following other regularly scheduled meetings:
  - Weekly FAST Planning Staff Meetings
  - Biweekly Downtown Implementation Working Group Meetings
  - Monthly Project Coordination Meeting with DOT&PF Preconstruction
  - Quarterly Statewide MPO Coordination Meeting

Project/Planning Meetings

- Congestion Mitigation & Air Quality (CMAQ) Target Setting meeting for PM2.5 and PM10 with DOT&PF and other two MPOs
- FFY2027-28 FAST Improvement Program Subcommittee Meeting #2
- FAST Planning 101 with City of Fairbanks Mayor's Office, Engineering, and Public Works
- Meetings (x2) with MatSu MPO staff on Transportation Improvement Program (TIP) development, policies, and procedures
- Meeting with FNSB Parks & Recreation on scope of 5th Avenue Park Improvements in North Pole
- Interagency Consultation Meeting for Metropolitan Transportation Plan (MTP) Transportation Conformity Checklist
- Meeting with DOT&PF and consultant team working on FAST Planning's Travel Demand Model Update

- Biweekly coordination meeting with consultant team working on Metropolitan Transportation Plan (MTP) update

Correspondence

- None

Organization

- Submitted monthly invoice to DOT&PF for June 2026

Public Outreach

- Hosted free Bike Valet at Midnight Sun Festival event
- Hosted luncheon for Girls Who Weld in North Pole
- Issued call for volunteers for paint day at Trainor Gate Road & F Street intersection

Submittals/Reports

- Released Draft FFY2027-28 Unified Planning Work Program and TIP Amendment #3 for concurrent 30-day public comment periods (June 21 to July 24)
- Drafted new TIP template and Policy & Procedure and presented to Technical Committee for feedback; will be action item in August

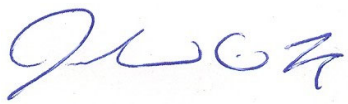
Funding

- Meetings with Alaska DOT&PF Project Managers on status of FFY2026 funding obligations and TIP revision requests
- Prepared TIP Administrative Modification #9 based on revision requests from DOT&PF Project Managers

Training

- None

Submitted by:



Jackson C. Fox, Executive Director

July 10, 2026

Date

TECHNICAL COMMITTEE

Action Items

07.01.2026

Motion: To move this [FFY2027-28 FAST Improvement Program] project list forward as written as a recommendation to the Policy Board. (Zinza/Netardus).

> **Amendment:** To amend the motion to add a note that projects could be removed from the FFY2028 list when the new TIP comes out if other large projects have a funding need. (Spillman/Campbell). Twelve in favor. One abstention. (Weinberger). Approved.
>
> **Amended Motion:** To move this [FFY2027-28 FAST Improvement Program] project list forward as written to the Policy Board, and add a note that projects could be removed from the FFY2028 list when the new TIP comes out if other large projects have a funding need. None opposed. Approved.

Motion: To move [FFY2023-27 Transportation Improvement Program (TIP) Administrative Modification #9] forward as written. (Zinza/Nelson). None opposed. Approved.

Jackson C. Fox
Chair, Technical Committee

7/2/2026
Date

FFY2023-27 Transportation Improvement Program (TIP) Amendment #3
30-Day Public Review and Comment
June 21 – July 24, 2026

FAST Planning is pleased to announce the opening of the public comment period for Amendment #3 to the FFY2023-27 Transportation Improvement Program (TIP). The Amendment proposes to add two new projects – Airport Way Connected Corridor and North Pole 5th Avenue Park Access Improvements. Find TIP Amendment #3 and the comment form online at **https://fastplanning.us/tip/.** If you prefer a physical copy or face-to-face conversation, stop by the office at 100 Cushman Street, Suite 205 or call (907) 205-4276. The Public Comment Period will run from June 21, 2026 to July 24, 2026. Follow @fbxroads on Instagram or FAST Planning Facebook for regular reminders.

To view the document and submit comments online, please go to: https://fastplanning.us/tip/

FFY2027-28 Unified Planning Work Program (UPWP)
Available for 30-Day Public Review and Comment
June 21, 2026 – July 24, 2026

The Fairbanks Area Surface Transportation (FAST) Planning Unified Planning Work Program (UPWP) for Federal Fiscal Years 2027 and 2028 has been released for 30-day public review and comment.

The UPWP serves as a management tool that identifies the work tasks, timeline, staffing needs, costs, and funding sources for all FAST Planning transportation planning and programming activities within the Fairbanks and North Pole area. The primary funding for FAST Planning work tasks comes from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) of the U.S. Department of Transportation.

To view the document and submit comments online, please go to: https://fastplanning.us/upwp

The Fairbanks Area Surface Transportation (FAST) Planning public hearing requirements agree to use the TIP development process to satisfy the public hearing requirements of Section 5307(c). The public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the program-of-projects requirements of the Urbanized Area Formula Program. See 23 C.F.R. Part 450 and 49 C.F.R. Part 613 (specifically Subpart B, “Statewide Transportation Planning,” and Subpart C, “Metropolitan Transportation Planning and Programming”). The public involvement process is described at 23 C.F.R. Section 450.316(b). FAST Planning complies with the AKDOT&PF Title VI Nondiscrimination Policy, and operates Federal Programs without regard to race, religion, color, gender, age, marital status, ability, or national origin. To view the full Title VI Nondiscrimination Policy or to file a complaint, go to: www.fastplanning.us/civilrights. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in this public meeting should contact Jackson Fox at (907) 205-4276 or email: jackson.fox@fastplanning.us.

00089067

STATE OF ALASKA
Department of Transportation & Public Facilities
Office of the Commissioner

APPROVAL

Subject: FAST Planning Metropolitan Planning Area Boundary Update

Pursuant to 23 CFR 450.312, the FAST Planning Metropolitan Planning Area (MPA) boundary, as recommended by the Alaska Department of Transportation & Public Facilities, is hereby approved.

The approved boundary is defined by the DOT&PF geospatial dataset titled:

2023_FASTPLANNING_MPA

This dataset serves as the authoritative and controlling record of the FAST Planning Metropolitan Planning Area boundary and is available at:

The boundary may be viewed online at: FAST Boundary Map (ArcGIS)

On this site, the layer labeled **FAST Boundary 2023** reflects the boundary submitted for approval.

Governor Mike Dunleavy

June 18, 2026
Date

FAST Improvement Program	Road	Path/ Sidewalk	FFY2027	% Share of Funding	FFY2028	% Share of Funding
City of Fairbanks						
Craig & Eureka Ave mill & pave - B to C St	X				$ 260,000	
B Street mill & pave - Dunbar to Adak Ave	X			8%	$ 162,000	30%
Doyon Estates mill & pave - remaining roads	X				$ 240,000	
5th Ave mill & pave - Badger St to Bonnifield Rd	X		$ 176,000			
City of North Pole						
Blanket Blvd path mill & pave		X			$ 90,000	
Psalms Way path mill & pave		X			$ 161,000	
N Santa Claus Lane pedestrian refuge @ Safeway entrance		X	$ 59,000	6%		11%
NPHS crosswalks (x2) higher visibility		X	$ 46,000			
NPES sidewalk replacement -Snowman Ln & 4th St		X	$ 25,000			
Placeholder for new nomination to replace Andrea Dr	X					
Fairbanks North Star Borough						
TLRA South Cushman St gravel-to-pavement	X	X	$ 220,000			
TLRA Northlake Lane gravel-to-pavement	X	X	$ 415,000			
South Davis Park - 25th Ave gravel-to-pavement	X	X	$ 397,000			
Lions Club Rec Area - access road gravel-to-pavement	X	X			$ 436,000	
TLRA loop trail gravel-to-pavement		X		59%	$ 100,000	24%
College RSA - Ivanof Dr, Berea Ct, Piedmont Ct gravel-to- pavement	X		$ 110,000			
Anne Wien/Randy Smith Schools paths mill & pave		X	$ 100,000			
Ticusuk Brown School driveway apon mill & pave	X					
North Pole Transfer Site road mill & pave	X					
University of Alaska Fairbanks						
Tanana Loop West mill & pave - roundabout to Yukon Dr	X	X			$ 352,000	
Tanana Loop mill & pave south of Bunnell parking Lot	X			3%	$ 112,000	21%
Tanana Loop extension path mill & pave - end of Tanana Loop to Farmers Loop		X	$ 54,000			
Alaska DOT&PF						
Birch Hill Rd mill & pave - bottom of 90˚ bend to circle	X		$ 519,000	24%		14%
Lawlor Rd mill & pave - at end of Yankovich Rd	X				$ 316,000	
	TOTAL		**$ 2,121,000**	**100%**	**$ 2,229,000**	**100%**
		Roadway	*$ 1,321,000*	*62%*	*$ 1,484,000*	*67%*
		Path/Sidewalk	*$ 800,000*	*38%*	*$ 745,000*	*33%*

	Motorized	Non		2027	2028	
COF				$ 176,000	$ 662,000	21%
Craig and Eureka	x		$ 260,000		$ 260,000	*2028?*
B St Dunbar to Adak	x		$ 162,000		$ 162,000	*2028?*
Gaffney Sidewalk						*Removed in Subcommittee*
Doyon Estates	x		$ 240,000		$ 240,000	*Estimate from COF*
5th Ave Mill and Pave	x		$ 176,000	$ 176,000		
Myrtle Thomas Park Sidewalk						*Removed in Subcommittee*
CONP				$ 130,000	$ 251,000	10%
Blanket Blvd Path		x	$ 90,000		$ 90,000	
Psalms Blvd		x	$ 161,000		$ 161,000	*2028, if selected*
Andrea Drive	x			$ -		*Deleted @ subcommittee 6/24 (road has ice lens)*
N Santa Claus Lane Mill & Pave	x		$1,041,000			
N Santa Claus Lane Ped Refuge		x	$ 59,000	$ 59,000		
8th Ave Path Slough Crossing						
NPHS Crosswalks		x	$ 46,000	$ 46,000		
Bus Stop/Shelters at 3 Bears						*Possible 2028, need site visit*
NPES Sidewalk Snowman Ln/4th				$ 25,000		*Could not determine need*
FNSB				$ 1,24[illegible]	$ 536,000	44%
TLRA South Cushman	x		$ 220,000	$ 110,000	$ 110,000	
TLRA Northlake	x		$ 415,000	$ 207,500	$ 207,500	
S Davis Park	x	x	$ 397,000	$ 198,500	$ 198,500	
Hamilton Park		x	$1,161,000			*2028, if selected, Costly unknowns*
Lions Club Rec Area		x	$ 436,000		$ 436,000	
TLRA Paths		x	$ 375,000		$100,000	
Anne Wien/Randy Smith School Path(s)		X	$ 100,000	$ 100,000		
Borough RSA Roads [Ivanof, Berea Ct, Piedemont]	X			$ 110,000		*????*
CoNP Transfer Site Road	X		TBD			*FNSB Facility*
Ticasuk Brown Elementary	X		TBD			*Driveway Apron*
UAF				$ 54,000	$ 514,000	14%
Tanana Lp West (up the hill)	x		$ 352,000		$ 352,000	
Tanana Lp East Bunnell			$ 112,000		$ 112,000	
Tanana Lp Ext Path		x	$ 54,000	$ 54,000		
Sheep Creek Path at Lake		X			$ 50,000	
DOT & PF				$ 519,000	$ 316,000	21%
Birch Hill Mill & Pave	x		$ 519,000	$ 519,000		
Lawlor Rd Mill & Pave	x		$ 316,000		$316,000	
Van Horn Peger to University	x		$2,003,000			*Can be 1/2*
Badger Rd West	x		$2,152,000			
Badger Rd East	x		$ 934,000			
Fbks Bridge Deck Resurfacing	x		$ 953,000			*Can be 1/2*
Dale Rd Mill & Pave	x		$ 971,000			*Can be 1/2*
Geist Rd Path		x	$ 278,000			*New temple, may want to wait*
				$1,321,000 | $ 800,000	$1,442,000 | $ 837,000	
				62% 38%	63% 37%	
			Total	$2,121,000	$2,279,000	

TIP FUNDING TABLE

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

Surface Transportation Program (STP) Projects

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

FAST Planning Improvement Program

1. The FAST Planning Improvement Program projects will not be scored. It is the intended goal of the FAST Planning Improvement Program to aim to allocate 80% of the funding to roadway projects and 20% of the funding to non-motorized projects, with the understanding that this could vary from year to year.
2. The scope of the Program is to "Perform gravel or asphalt surface maintenance and preservation activities on roads, sidewalks and pathways. Work may also include new or upgraded illumination, signing and striping, storm drains and intersection improvements including nonmotorized crossings, as well as ADA upgrades to sidewalks and curb ramps."
3. Projects nominated to the Program shall meet the following criteria:
    a. Limited design effort in order for projects to be delivered for construction within a 1-2 year timeframe
    b. No right-of-way impacts
    c. Limited/no utility impacts
4. A subcommittee will meet annually to develop a list of projects to include in the following year's program.
5. DOT&PF will develop estimates for the projects nominated based on the scope of work cost.
6. After Scope, Schedule's and Estimate's (SSE's) are developed, the Technical Committee will review the list and make recommendations as to which projects to bring forth to the Policy Board for approval. All projects will be brought forth with the recommendations clearly identified.

FAST Planning FFY23-27 Transportation Improvement Program (TIP) Administrative Modification #9
SUMMARY OF CHANGES - June 26, 2026

	Project	Description
1	Chena River Walk Stage III	Moved right-of-way phase from FFY26 to FFY27 per DOT request
2	Committed Measures for the Fairbanks SIP	Deleted utilities phase ($80k) and increased construction phase from $510k to $735k for Morris Thompson Cultural & Visitors Center Enhancements (NFHWY00922) per latest estimate from DOT; deleted utilities phase placeholder ($5k) for Chena Lake Recreation Area Bike & Pedestrian Access via Plack Road (NFHWY00862) per DOT request
3	FAST ADA Improvements Program	Moved design phase funding from FFY26 to FFY27 per DOT request; increased construction phase from $15.6M to $17.2M for FFY26-27 per latest estimate from DOT; updated program description to reflect updated timeline for list of projects scheduled for construction obligation in FFY26 and FFY27
5	FAST Improvement Program	Updated construction phase amounts for FFY27 and FFY28 (informational years in TIP) to reflect $2M/year investment per Technical Committee motion 05.06.2026
6	Parks Highway/Sheep Creek Extension Traffic	Increased construction phase from $9.5M to $10.2M per latest estimate from DOT
7	Pioneer Park (Alaskaland) North Parking Lot & Boat Launch	Increased design phase from $750k to $775k per latest estimate from DOT
8	Statewide Congestion Mitigation & Air Quality	Decreased construction phase from $650k to $350k for Sheep Creek Road Extension Shared-Use Path (NFHWY01109) per latest estimate from DOT
9	Statewide Pavement & Bridge Preservation Program	Increased construction phase from $2.8M to $3.3M for Parks Highway MP 355 Resurfacing (NFHWY01092) per latest estimate from DOT
10	Yankovich/Miller Hill Road Reconstruction	Added $232k offset funds to construction phase for contractor change order per DOT request

RED Text - TIP Administrative Modification #9 changes

PURPLE Text - TIP Amendment #3 changes (out for public comment June 21 - July 24)

FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Administrative Modification #9 - Draft 06.26.2026

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
Projects Funded with MPO Suballocations within FAST Planning Boundary										
33041 **SR-21**	**NFHWY00445**	**5th Avenue Reconstruction** Reconstruct 5th Avenue from Barnette to Noble Street to provide improved facilities for all users. Reconstruction includes ADA-compliant sidewalks and shoulders to accommodate bicyclists, wayfinding and bicycle route signs, and landscaping in accordance with FAST Planning's "Complete Streets" Policy. Completed	STP	Design	159.2					
			3PF		15.8					
			STP	Right-of-Way						
			3PF							
			STP	Utilities	363.9					
			3PF		36.1					
			STP	Construction	409.4	2,877.4				
			SW-TAP		454.9					
			AC		2,798.0					
			ACC			-2,798.0				
			OFF		103.7	62.2	16.3			
			3PF		373.8	14.1	1.6			
		Project Total			**4,714.7**	**155.7**	**17.9**	**0.0**	**0.0**	**0.0**
F0001 **SR-20**	**TBD**	**5th Avenue Park Access Improvements (North Pole)** 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	TAP	Design				91.0	91.0	
			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** Provide funding to the State and City of Fairbanks to develop new estimates for TIP projects. **Project Start Year:** 2025 **Total Project Cost**: $310,000 **Air Quality Status:** Exempt	STP	Planning			136.5	145.6		
			FM				13.5	14.4		
		Project Total			**0.0**	**0.0**	**150.0**	**160.0**	**0.0**	**0.0**
32278 **SR-23**	**NFHWY00835**	**Fairbanks Bike Lane Striping & Signing** Signing and striping on City streets of existing paved shoulders within City of Fairbanks to accommodate bicyclists, as designated bike lanes for seasonal use. Locations include Barnette Street from 1st Avenue to Airport Way and 10th Avenue from Steese Highway to 2nd Avenue. **Project Start Year:** 2023 **Total Project Cost:** $884,728 **Air Quality Status:** Exempt Completed	TAP	Design	91.0	91.0				
			3PF		9.0	9.0				
			TAP	Construction			580.0			
			OFF				43.0			
			3PF				61.8			
		Project Total			**100.0**	**100.0**	**684.8**	**0.0**	**0.0**	**0.0**

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

FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Administrative Modification #9 - Draft 06.26.2026

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
34665 SR-30	NFHWY00844 NFHWY00845 NFHWY00862 NFHWY00891 NFHWY01060 NFHWY01085 NFHWY00885 NFHWY01195	**FAST Carbon Reduction Program** Projects that support the reduction of transportation emissions, including evaluations, plans, and the design and construction of projects in accordance with 23 USC §175, within the FAST Planning Metropolitan Planning Area. Refer to FAST Planning's CMAQ/CRP supplemental table for project list, descriptions, and locations. **Project Start Year:** 2023 **Total Project Cost:** $6,719,700 **Air Quality Status:** Exempt	CRP	All	887.0	1,929.2	1,066.6	1,077.7	1,099.2	
			SM/3PF		88.0	191.5	105.9	107.0	109.1	
		Project Total			**975.0**	**2,120.7**	**1,172.5**	**1,184.6**	**1,208.3**	**0.0**
26708 SR-3	NFHWY00280	**Chena River Walk Stage III** Construct an approximately 3,200' long segment, multi-use asphalt path that is 10 feet wide with 2-foot gravel shoulders. The proposed path would be constructed on the north side of the Chena River from the existing Chena River pedestrian bridge crossing near Pioneer Park to the east side of Peger Road where the new path turns to a north/south orientation along Peger Road until it terminates at the southeast corner of the Peger Road and Phillips Field Road controlled intersection. **Project Start Year:** 2017 **Total Project Cost:** $3,924,000 **Air Quality Status:** Exempt	TAP	Design		363.9				
			FM			36.1				
			TAP	Right-of-Way					793.3	
			FM						78.7	
			STP	Construction						1,580.2
			TAP							
			FM							156.9
		Project Total			**0.0**	**400.0**	**0.0**	**0.0**	**872.0**	**1,737.0**
30012 SR-1	NFHWY00126 NFHWY00883	**Cowles Street Reconstruction - Phase I & II** Reconstruct Cowles Street from Airport Way to East Cowles Street. Project work will include roadside hardware, drainage improvements, intersection improvements, ADA improvements and utilities. Phase II will reconstruct Cowles Street from 1st Avenue to Airport Way. *50% local match / 50% state match.* **Project Start Year:** 2019 **Total Project Cost:** $15,960,784 **Air Quality Status:** Exempt	STP	Design		422.7	1,060.2	295.7		
			AC			264.2	295.7			
			ACC				-264.2	-295.7		
			OFF			130.9				
			SM			40.6	54.2			
			3PF			40.6	54.2			
			STP	Right-of-Way						
			SM							
			3PF							
			STP	Utilities						190.4
			SM							9.5
			3PF							9.5
			STP	Construction		3,210.1		163.6		6,992.0
			AC				163.6			
			ACC					-163.6		
			CMAQ			1,793.3				0.0
			OFF				204.9			
			3PF			248.3	17.6			347.0
			SM			248.3	17.6			347.0
		Project Total			**0.0**	**6,399.0**	**1,603.7**	**0.0**	**0.0**	**7,895.4**

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

FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Administrative Modification #9 - Draft 06.26.2026

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
38471 SR-7	Z622070000 Completed	**Cushman Street Bridge Rehabilitation** Rehabilitate the Cushman Street Bridge and Cushman Street between the First Avenue and Terminal Street intersections. Project work will include bridge work, roadside hardware, ADA sidewalk and curb ramp improvements.	STP	Construction	4,134.1					
			CMAQ		727.8					
			ACC		-4,861.9					
		Project Total			**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
34122 SR-14	NFHWY00815	**Doughchee Avenue/Beaver Springs Bridge** Reconstruct Doughchee Avenue from Badger Road to Beaver Springs Bridge #2132. Project will include bridge work, drainage improvements, intersection improvements, and roadside hardware. *Project is planned to be bundled with FFY26 FAST Improvement Program for bid advertisement.* **Project Start Year:** 2023 **Total Project Cost:** $663,600 **Air Quality Status:** Exempt	STP	Design	127.4	84.6				
			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** Perform gravel or asphalt surface maintenance and preservation activities on roads, sidewalks and pathways. Work may also include new or upgraded illumination, signing and striping, storm drains and intersection improvements including nonmotorized crossings, as well as ADA upgrades to sidewalks and curb ramps. *State pays design match and local governments pay construction match, per agreement. FFY25 construction includes West Tanana Drive, 8th Avenue (Fairbanks), Chief Thomas Drive, Chief William Drive, Tesoro Avenue, E 4th Avenue (North Pole), NPHS Boulevard, CLRA South Lake Loop & Peninsula Trails, Chena Riverwalk (southside), and Mitchell Expressway, Davis Road, and Farmers Loop Road Paths. FFY26 construction 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.* **Project Start Year:** 2022 **Total Project Cost:** $9,562,800 **Air Quality Status:** Exempt	STP	Design			191.7	655.0	27.3	
			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** Perform gravel or asphalt surface maintenance and preservation activities on roads, sidewalks and pathways. Work may also include new or upgraded illumination, signing and striping, storm drains and intersection improvements including nonmotorized crossings, as well as ADA upgrades to sidewalks and curb ramps. *State pays design match and local governments pay construction match, per agreement.* *FFY27 construction locations TBD.* **Project Start Year:** 2027 **Total Project Cost:** $4,600,000 **Air Quality Status:** Exempt	STP	Design				181.9	363.9	
			SM					18.1	36.1	
			STP	Construction					1,819.4	1,819.4
			3PF						180.6	180.6
		Project Total			**0.0**	**0.0**	**0.0**	**200.0**	**2,400.0**	**2,000.0**

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

FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Administrative Modification #9 - Draft 06.26.2026

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. **Project Start Year:** 2023 **Total Project Cost:** $15,072,000 **Air Quality Status:** Exempt	STP	Design	545.8		441.3	653.0	406.6	
			AC				104.5	406.6		
			ACC					-104.5	-406.6	
			OFF		20.0					
			SM		56.2		54.2	94.8		
			STP	Right-of-Way					454.9	
			SM						45.2	
			STP	Utilities					272.9	
			SM						27.1	
			STP	Construction						10,916.4
			SM							1,083.6
		Project Total			**622.0**	**0.0**	**600.0**	**1,050.0**	**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				
Completed			OFF				1.5			
			SM			9.0	0.1			
		Project Total			**0.0**	**91.0**	**1.6**	**0.0**	**0.0**	**0.0**

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

FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Administrative Modification #9 - Draft 06.26.2026

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**	**0.0**
33138 SR-32	NFHWY01022	**Metropolitan Transportation Plan Update**	STP	Planning			454.9			
		Update FAST Planning Metropolitan Transportation Plan as required under 23 USC 134 (occurs every 4 years). **Project Start Year:** 2025 **Total Project Cost:** $500,000 **Air Quality Status:** Exempt	FM				45.2			
		Project Total			**0.0**	**0.0**	**500.0**	**0.0**	**0.0**	**0.0**
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**

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

FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Administrative Modification #9 - Draft 06.26.2026

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:** $5,666,000 **Air Quality Status:** Non-Exempt	STP	Design		409.4		705.0		
			3PF			40.6		70.0		
			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**	**775.0**	**4,441.0**	**0.0**
34157 SR-33	HFHWY00790	**Transit Plan Updates**	TPL	Planning	457.7					
Completed		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**	STP	Design						
		Resurface and widen Woll Road from Bradway to Schut Road.	SM							
			STP	Right-of-Way	181.9					
			SM		18.1					
Completed			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**

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

FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Administrative Modification #9 - Draft 06.26.2026

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
9939 SR-2	NFHWY00139	**Yankovich/Miller Hill Road Reconstruction** Reconstruct Miller Hill Road and Yankovich Road, and improve existing separated multi-use path as needed. Project work will include roadside hardware, drainage improvements, and utilities. **Project Start Year:** 2016 **Total Project Cost:** $10,846,270 **Air Quality Status:** Non-Exempt	STP	Design		91.0				
			OFF				91.0			
			SM			9.0	9.0			
			STP	Right-of-Way		297.1				
			OFF					167.4		
			SM			29.5		16.6		
			STP	Utilities						
			SM							
			STP	Construction			5,913.1	136.5	100.3	
			OFF					211.3		
			AC					100.3		
			ACC						-100.3	
			SM				587.0	44.5		
		Project Total			**0.0**	**426.6**	**6,600.0**	**676.6**	**0.0**	**0.0**

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

FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Administrative Modification #9 - Draft 06.26.2026

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**	
		State/Local Match								
		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	7,134.9	
		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	91.0	1,339.1	
		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	412.9	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**	**12,818.4**	**10,912.8**	
		Advanced Construction	**AC**	Federal	3,059.1	1,539.8	2,214.8	625.2	0.0	
		Advanced Construction Conversion (Payback)	**ACC**	Federal	-4,861.9	-3,059.1	-1,539.8	-2,214.8	-625.2	
State/Local Match										
		State Match	**SM**	State	95.0	624.1	758.2	385.0	108.4	
		Local Government Match	**3PF**	Local	666.2	372.3	336.8	525.8	649.3	
		FAST Planning Match	**FM**	State/Local	66.8	105.4	184.1	87.9	154.4	
					828.0	**1,101.9**	**1,279.1**	**998.7**	**912.1**	
Illustrative										
		Illustrative (Funding Placeholder)	**ILLU**	N/A	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	
				TOTAL	**11,404.2**	**15,651.0**	**14,571.3**	**13,817.1**	**11,824.9**	

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

FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Administrative Modification #9 - Draft 06.26.2026

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					
Completed		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				
		Replace the Noyes Slough bridge on Aurora Drive in Fairbanks.	AC		154.7					
			ACC			-154.7				
Completed			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					
Completed		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**	

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

FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Administrative Modification #9 - Draft 06.26.2026

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** Install overhead signal head for each lane of each approach at 11 intersections around City of Fairbanks. Install retroreflective backplates on all signal heads at 11 additional locations. **Project Start Year:** 2024 **Total Project Cost:** $9,540,000 **Air Quality Status:** Exempt	HSIP	Design		860.0	500.0			
			HSIP	Right-of-Way		650.0				
			HSIP	Construction				5,860.0	4,970.0	
		Project Total			**0.0**	**1,510.0**	**500.0**	**5,860.0**	**4,970.0**	
34669	NFHWY00962 NFHWY00964 NFHWY00965 NFHWY01027 NFHWY01102 NFHWY01103 NFHWY01104 NFHWY01105 NFHWY01229 NFHWY01232	**FAST ADA Improvements Program** 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, 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, and Hurst Rd between Badger and Nelson Rd; FFY27 - Farmers Loop Rd between College Rd and Steese Hwy, 9th Ave between Lathrop and Bonnifield St, Birch Hill Rd between Fairhill and East Birch Hill Rd, Parks Hwy/Sheep Creek Rd Ext area] **Project Start Year:** 2023 **Total Project Cost:** $24,962,400 **Air Quality Status:** Exempt	STP-SW	Design			318.4		727.9	
			CMAQ-SW				2,274.3			
			SM				257.4		72.2	
			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	1,728.4	2,001.3	
			CMAQ-SW					4,922.4	7,036.5	
			SM		158.0	162.5	6.9	660.2	897.1	
		Project Total			**1,750.0**	**1,800.0**	**2,926.3**	**7,651.0**	**10,835.1**	**0.0**
34302 SR-39	NFHWY00645 NFHWY00838 NFHWY00570 NFHWY01053 NFHWY01092 NFHWY01056	**Statewide Pavement & Bridge Preservation Program - FAST Planning MPA only** Crack sealing, surface treatment drainage, signage, guardrail, illumination, and other refurbishments to prolong the life of road pavement and bridges and their safety related structures. Project includes NHS Lane Delineators, Destination & Distance Signing, Pavement Markings and Signalization, Abandoned Vehicle Program, Road Surfacing and Transfer, and Road Surface Treatments. [FFY23 - East College Road Resurfacing; FFY24 - Chena Ridge Road Resurfacing; FFY25 - Chena Ridge & Chena Pump Road Resurfacing, including spinoff to resurface Chena Pump Road from Hidden Drive to Chena Small Tracts to advertise with Chena Small Tracts Roundabout project, and Lathrop Pedestrian Overcrossing Bridge repairs; FFY26 - Parks Highway MP 355 Resurfacing.] **Project Start Year:** 2020 **Total Project Cost:** $39,702,800 **Air Quality Status:** Exempt	STP-SW	All	8,061.5	2,621.2	22,469.6	2,965.3		
			SM		800.2	260.2	2,230.4	294.3		
		Project Total			**8,861.7**	**2,881.4**	**24,700.0**	**3,259.6**	**0.0**	
34657	NFHWY00948	**Nordale Road/Peede Road Improvements** Construct a roundabout at the intersection of Nordale and Peede Roads. **Project Start Year:** 2025 **Total Project Cost:** $4,851,000 **Air Quality Status:** Exempt	HSIP	Design			753.6	188.4		
			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**

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

FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Administrative Modification #9 - Draft 06.26.2026

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					
Completed		Improve capabilities of the Northern Region to communicate with signals, allowing for troubleshooting, signal timing modifications, and monitoring at single/multiple locations. Project will include upgrades at NR Headquarters and incorporate improvements to interconnecting communication systems (for security and reliability), controller upgrades, signal timing plans, and other related items. Provide any related items and Training, Maintenance, and Operational funding as allowed by ITS.	SM		451.5					
		Project Total			**5,000.0**	**0.0**	**0.0**	**0.0**	**0.0**	
34657	NFHWY00531 NFHWY00904	**Northern Region Systematic Signal Upgrades**	HSIP	Right-of-Way		125.0				
		Reconstruct signalized intersections at Lathrop St/Van Horn Rd, South Cushman St/Van Horn Rd, Parks Highway/Geist Rd /Chena Pump, and South Cushman St/30th Ave. Work includes roadside hardware and intersection improvements. **Project Start Year:** 2020 **Total Project Cost:** $7,925,171 **Air Quality Status:** Exempt	HSIP	Construction		6,400.2		1,620.2		
		Project Total			**0.0**	**6,525.2**	**0.0**	**1,620.2**	**0.0**	
26082 SR-38 SR-45	Z624870000	**Old Steese Highway Reconstruction**	STP-SW	Design	1,728.4					
		Reconstruct the Old Steese Highway from Wendell Avenue Bridge to, and including, the intersection at the Johansen Expressway. **Project Start Year:** 2014 **Total Project Cost:** $38,281,000 **Air Quality Status:** Non-Exempt	SM		171.6					
			STP-SW	Construction					17,339.8	
			CMAQ-SW						8,642.5	
			AC					25,982.3		
			ACC						-25,982.3	
			SM					2,579.1		
		Project Total			**1,900.0**	**0.0**	**0.0**	**28,561.4**	**0.0**	
34657 LR-36	NFHWY00898	**Parks Highway/Sheep Creek Extension Traffic Signal**	HSIP	Design		420.0	1,200.0	470.0		
			HSIP	Utilities				300.0		
		Construct a continuous green T signal on the Parks Highway at the intersection with Sheep Creek Extension. Project includes ADA improvements, drainage improvements, intersection improvements, roadside hardware, and utilities. **Project Start Year:** 2024 **Total Project Cost:** $12,590,000 **Air Quality Status:** Exempt	HSIP	Construction				10,200.0		
		Project Total			**0.0**	**420.0**	**1,200.0**	**10,970.0**	**0.0**	

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

FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Administrative Modification #9 - Draft 06.26.2026

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
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 Completed	~~Z615970000~~	**Richardson Highway MP 357-362 Bicycle/Pedestrian Path**	HSIP	Construction	4,112.8	64.7	155.9			
		Construct a multi-use pathway between Badger 6-mile interchange and GARS intersection.								
		Project Total			**4,112.8**	**64.7**	**155.9**	**0.0**	**0.0**	
~~34657~~ SR-50 Completed	~~NFHWY00097~~	**Richardson Highway MP 351 Interchange**	HSIP	Construction		21,597.8				
		Construct interchange to replace intersection of the Richardson Highway and the Old Richardson Highway at North Pole, near Richardson Highway MP 351.								
		Project Total			**0.0**	**21,597.8**	**0.0**	**0.0**	**0.0**	
25598 SR-51 Completed	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**	

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

FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Administrative Modification #9 - Draft 06.26.2026

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
29829 SR-40	Z607320000	**Steese/Johansen Expressway Interchange** Construct a grade separated interchange at the intersection of Steese Expressway and Johansen Expressway. Realign adjacent access as necessary to accommodate the selected interchange configuration. Work includes a new bridge. *(Funding for future phases, including construction, will be programmed in the TIP under a future Amendment if conformity freeze is lifted.)* **Project Start Year:** 2015 **Total Project Cost:** $110,899,679 **Air Quality Status:** Non-Exempt	NHPP	Design	1,819.4			682.3		
			SM		180.6			67.7		
			NHPP	Utilities				3,638.8		
			SM					361.2		
			NHPP	Right-of-Way	2,729.1					
			SM		270.9					
			NHPP	Construction						81,873.0
			SM							8,127.0
		Project Total			**5,000.0**	**0.0**	**0.0**	**4,750.0**	**0.0**	**90,000.0**
32220 MR-70	NFHWY00698	**Steese Expressway MP 2-5 Resurfacing** Reconstruct the Steese Expressway from the intersection with Farmer's loop Road up to and including the Chena Hot Springs Road interchange. **Project Start Year:** 2022 **Total Project Cost:** $14,550,000 **Air Quality Status:** Non-Exempt	NHPP	Design	258.4					
			SM		25.6					
			NHPP	Utilities						454.9
			SM							45.2
			NHPP	Construction						11,644.2
			SM							1,155.8
		Project Total			**284.0**	**0.0**	**0.0**	**0.0**	**0.0**	**13,300.0**
3821 SR-31 SR-36	Z632130000	**University Avenue Widening** Widen and reconstruct University Avenue to current standards. NID's associated with this parent design project: 29655, 29656, and 33345. This is the final segment of construction of the project, with work occurring from Airport Way to Holden Road.	NHPP	Construction		6,711.9				
			AC		6,711.9					
			ACC			-6,711.9				
			SM		666.2					
		Project Total			**7,378.1**	**0.0**	**0.0**	**0.0**	**0.0**	
29655 SR-31	Z632130000	**University Avenue Rehabilitation: Wolf Run to DNR BLM Access** Widen and reconstruct University Avenue to current standards from Thomas Street to the Chena River, including replacement of University Ave Bridge #0263. This project is associated with NIDs 29656, 33345, and the parent design project NID 3821.	NHPP	Construction	14,555.2					
			ACC		-14,555.2					
		Project Total			**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	

Completed

Completed

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

FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Administrative Modification #9 - Draft 06.26.2026

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
Air Quality Programs within FAST Planning Boundary										
20294 SR-42	HFHWY00211	**Air Quality Public Education**	CMAQ-SW		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	All	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		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	All	7.2	7.2	7.2	7.2	7.2	
		Project Total			**80.0**	**80.0**	**80.0**	**80.0**	**80.0**	
29232	NFHWY00555 NFHWY00612 NFHWY00712 NFHWY00862 NFHWY00874 NFHWY00922 NFHWY01086 NFHWY01087 NFHWY01097 NFHWY01169 NFHWY01194	**Committed Measures for the Fairbanks SIP**	CMAQ-PM2.5		1,960.5	1,960.1	2,060.0	2,121.8	2,185.5	
		Funding for transportation projects and programs that are committed and contingency measures listed in the State Implementation Plan (SIP) for the Fairbanks PM2.5 Non-attainment Area, and non-SIP projects that are evaluated and scored by the Fairbanks area CMAQ Project Evaluation Board. Refer to FAST Planning's CMAQ/CRP supplemental table for project list, descriptions, and locations. **Project Start Year:** Annual **Total Project Cost:** $11,298,100 **Air Quality Status:** Exempt	SM	All	183.7	194.6	204.5	210.6	216.9	
		Project Total			**2,144.2**	**2,154.6**	**2,264.5**	**2,332.4**	**2,402.4**	
18791	NFHWY00612 NFHWY00902 NFHWY00911 NFHWY01108 NFHWY01109 NFHWY01110	**Statewide Congestion Mitigation & Air Quality**	CMAQ-SW		3,211.2	700.3	4,080.9	1,273.6	7,529.1	2,751.8
		The Department will work with DEC and appropriate local authorities to develop sub-allocations. Provide CMAQ funds to address non-attainment and maintenance measures in the Air Quality Statewide Improvement Program. Refer to FAST Planning's CMAQ/CRP supplemental table for project list, descriptions, and locations. **Project Start Year:** Annual **Total Project Cost:** $21,287,300 **Air Quality Status:** Exempt	SM	All	318.8	69.5	405.1	126.4	747.4	273.2
		Project Total			**3,530.0**	**769.8**	**4,486.0**	**1,400.0**	**8,276.5**	**3,025.0**

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

FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Administrative Modification #9 - Draft 06.26.2026

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
Available Funding - Statewide Apportionments*										
		National Highway Performance Program	NHPP	Federal	369,961.5	377,360.5	384,908.0	392,606.1	400,458.2	
		National Highway Freight Program	NHFP	Federal	17,737.1	18,091.9	18,453.7	18,822.8	19,199.2	
		Bridge Formula Program	BFP	Federal	45,000.0	45,000.0	45,000.0	45,000.0	45,000.0	
		Highway Safety Improvement Program	HSIP	Federal	40,726.0	41,565.9	42,422.6	43,296.5	44,162.4	
		Railway-Highway Crossings Program	RAIL	Federal	1,225.0	1,225.0	1,225.0	1,225.0	1,225.0	
		Promoting Resilient Operations for Transformative, Efficient, & Cost-Saving Transportation Program	PROTECT	Federal	18,248.1	18,613.1	18,985.3	19,365.0	19,752.3	
		National Electric Vehicle Infrastructure Program	NEVI	Federal	10,483.1	10,483.1	10,483.1	10,483.1	10,483.1	
		Surface Transportation Program (including Transportation Alternatives Program)	STP	Federal	179,981.3	183,580.9	187,252.5	190,997.6	194,817.5	
		Congestion Mitigation/Air Quality	CMAQ	Federal	30,584.2	31,195.9	31,819.8	32,456.2	33,105.3	
		Carbon Reduction Program	CRP	Federal	16,048.3	16,369.3	16,696.7	17,030.6	17,371.2	
		State Funding Appropriation	SA	State	0.0	0.0	0.0	0.0	0.0	
					729,994.6	**743,485.4**	**757,246.6**	**771,282.8**	**785,574.3**	
**Values from Infrastructure Investments & Jobs Act (IIJA) FFY2022-26 apportionment tables; FFY2027 adjusted for 2% increase consistent with annual increases under IIJA apportionments.*										
Programmed Funding										
		National Highway Performance Program	NHPP	Federal	54,227.9	6,711.9	0.0	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	20,788.6	11,163.0	
		Railway-Highway Crossings Program	RAIL	Federal	0.0	0.0	0.0	0.0	0.0	
		Promoting Resilient Operations for Transformative, Efficient, & Cost-Saving Transportation Program	PROTECT	Federal	0.0	0.0	0.0	0.0	0.0	
		National Electric Vehicle Infrastructure Program	NEVI	Federal	0.0	0.0	0.0	0.0	0.0	
		Surface Transportation Program - Statewide	STP-SW	Federal	16,381.9	11,376.7	22,857.4	5,003.0	20,159.9	
		Congestion Mitigation/Air Quality - Statewide	CMAQ-SW	Federal	3,465.9	955.0	6,609.9	6,450.7	23,462.9	
		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**	**39,276.5**	**59,563.9**	
		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**	**4,414.3**	**2,225.4**	
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**	**43,690.8**	**61,789.3**	

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

FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Administrative Modification #9 - Draft 06.26.2026

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
U.S. DOT Discretionary Grant Projects within FAST Planning Boundary										
N/A	**City of North Pole Drainage Project**		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**	

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

FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Administrative Modification #9 - Draft 06.26.2026

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
Federal Transit Administration (FTA) & Federal Railroad Administration (FRA) Projects within FAST Planning Boundary										
19635	**Multimodal Project Discretionary Grant (MPDG) - ARRC**		MPDG	FRA			3,000.0	6,000.0	6,000.0	1,200.0
	Bridge replacement, rehabilitation or upgrade.		Match				2,000.0	4,000.0	4,000.0	800.0
	Project Total				**0.0**	**0.0**	**5,000.0**	**10,000.0**	**10,000.0**	**2,000.0**
19635	**FRA - ARRC**			FRA			4,000.0	4,000.0	4,000.0	
	Bridge replacement, rehabilitation or upgrade.		Match				1,000.0	1,000.0	1,000.0	
	Project Total				**0.0**	**0.0**	**5,000.0**	**5,000.0**	**5,000.0**	
19634	**FRA Consolidated Rail Infrastructure and Safety Improvements (CRISI) Special Transportation Circumstances (STC) Grant - ARRC**		STC	FRA		8,000.0	8,000.0	800.0	800.0	800.0
	Track infrastructure replacement, rehabilitation or upgrade.		Match			2,000.0	2,000.0	200.0	200.0	200.0
	Project Total				**0.0**	**10,000.0**	**10,000.0**	**1,000.0**	**1,000.0**	**1,000.0**
21314	**Urbanized Area Formula - ARRC**		5307	FTA		20.0	20.0	20.0	20.0	80.0
	Associated transit improvements.		Match			5.0	5.0	5.0	5.0	20.0
	Project Total				**0.0**	**25.0**	**25.0**	**25.0**	**25.0**	**100.0**
19634	**Urbanized Area Formula - ARRC**		5307	FTA	320.0	492.8	335.0	340.0	340.0	800.0
	Track infrastructure replacement, rehabilitation or upgrade.		Match		80.0	123.2	83.7	85.0	85.0	200.0
	Project Total				**400.0**	**616.0**	**418.7**	**425.0**	**425.0**	**1,000.0**
19658	**Urbanized Area Formula - ARRC**		5307	FTA	200.0	200.0	200.0	200.0	200.0	800.0
	Preventive maintenance.		Match		50.0	50.0	50.0	50.0	50.0	200.0
	Project Total				**250.0**	**250.0**	**250.0**	**250.0**	**250.0**	**1,000.0**
31091	**Urbanized Area Formula - ARRC**		5307	FTA		100.0	500.0	500.0		200.0
	Radio system and communication component replacement, installation, rehabilitation, or upgrade.		Match			25.0	125.0	125.0		50.0
	Project Total				**0.0**	**125.0**	**625.0**	**625.0**	**0.0**	**250.0**
19635	**Urbanized Area Formula - ARRC**		5307	FTA		160.0		160.0		
	Bridge replacement, rehabilitation or upgrade.		Match			40.0		40.0		
	Project Total				**0.0**	**200.0**	**0.0**	**200.0**	**0.0**	
33245	**Urbanized Area Formula - ARRC**		5307	FTA		4,000.0	4,000.0	4,050.0	4,000.0	200.0
	Facility replacement, installation, rehabilitation or upgrade.		Match			1,000.0	1,000.0	1,010.0	1,000.0	50.0
	Project Total				**0.0**	**5,000.0**	**5,000.0**	**5,060.0**	**5,000.0**	**250.0**
33243	**Urbanized Area Formula - ARRC**		5307	FTA			20.0			
	Signal, in-track, and communication replacement, rehabilitation, or upgrade.		Match				5.0			
	Project Total				**0.0**	**0.0**	**25.0**	**0.0**	**0.0**	
33246	**Urbanized Area Formula - ARRC**		5307	FTA		240.0	160.0	260.0	10,100.0	1,000.0
	Operations support facility replacement, installation, rehabilitation or upgrade.		Match			60.0	40.0	65.0	2,020.0	200.0
	Project Total				**0.0**	**300.0**	**200.0**	**325.0**	**12,120.0**	**1,200.0**
33244	**Urbanized Area Formula - ARRC**		5307	FTA		240.0	80.0	200.0	100.0	200.0
	Replace or upgrade technology and networking hardware, software, and connectivity components.		Match			60.0	20.0	50.0	25.0	50.0
	Project Total				**0.0**	**300.0**	**100.0**	**250.0**	**125.0**	**250.0**
19635	**Urbanized Area Formula - ARRC**		5337	FTA	840.0	7,946.0	2,700.0	2,620.0	2,620.0	2,400.0
	Bridge replacement, rehabilitation or upgrade.		Match		210.0	1,986.5	675.0	655.0	655.0	600.0
	Project Total				**1,050.0**	**9,932.5**	**3,375.0**	**3,275.0**	**3,275.0**	**3,000.0**

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

FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Administrative Modification #9 - Draft 06.26.2026

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	**Urbanized Area Formula Grant - FNSB**		5307	FTA		408.6				
24002	Purchase of approximately four buses and three vans. Additional CMAQ funding provided under 'Committed Measures for the Fairbanks SIP' project in Air Quality Program table.		Match			81.7				
		Project Total			**0.0**	**490.3**	**0.0**	**0.0**	**0.0**	
22007	**Urbanized Area Formula Grant - FNSB**		5307	FTA			3,565.6			
25001	Purchase of approximately six buses and three vans. Additional CMAQ funding provided under 'Committed Measures for the Fairbanks SIP' project in Air Quality Program table.		5339						2,494.7	
			Match				891.4		623.7	
		Project Total			**0.0**	**0.0**	**4,457.0**	**0.0**	**3,118.4**	
24001	**Urbanized Area Formula Grant - FNSB**		5307	FTA	2,174.4	2,121.9		2,245.8	2,174.4	
26003	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	**Urbanized Area Formula Grant - FNSB**		5307	FTA			2,163.0	809.9		
26001	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**	

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

FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Administrative Modification #9 - Draft 06.26.2026

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
21028	**Transit Administration & Maintenance Facility - Phase II**		5339	FTA						
	Renovation and expansion of the transit maintenance facility, including utility connection and/or storage of CNG.		Match							
		Project Total			**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	
21038	**Van Tran Fleet Transition to CNG**		5310	FTA						
	Transition the Van Tran fleet to CNG in accordance with Van Tran Recommended 10-year Bus Replacement Plan 2019-2028.		Match							
		Project Total			**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	
23002	**Bus & Bus Facility Grant**		5307	FTA	326.8					
	Capital CNG Transit Van		Match		81.7					
					408.6					
23003	**Bus & Bus Facility Grant**		5339	FTA	90.5					
	5339(a) FFY23 small urban maintenance facility equipment.		Match		22.6					
					113.1					
23004	**Urbanized Area Formula Grant - FNSB**		5307	FTA	1,160.0					
	Security camera system and fat bike racks.		Match		290.0					
					1,450.0					
23005	**Urbanized Area Formula Grant - FNSB**		5307	FTA	2,147.7					
	FNSB CNG fueled transit buses.		Match		536.9					
					2,684.7					
21038	**Bus & Bus Facility Allocations - FNSB**		5339	FTA						
	5339(a) Purchase of CNG fueled buses.		Match							
		Project Total			**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	
TBD	**Buses and Bus Facility Competitive Grant**		5339	FTA				5,440.0		
	5339(b) Expand and rehabilitate bus maintenance facility at UAF.		Match					1,360.0		
		Project Total			**0.0**	**0.0**	**0.0**	**6,800.0**	**0.0**	
26002	**Buses and Bus Facility Competitive Grant**		5339	FTA				3,150.4		
	5339(c) Low or No Emission Grant for purchase of three (3) CNG fueled buses.		Match					787.6		
		Project Total			**0.0**	**0.0**	**0.0**	**3,938.0**	**0.0**	
Programmed FTA & FRA Funding										
		Urbanized Area Formula Program	**5307**	Federal	6,329.0	7,983.3	11,043.7	8,785.7	16,934.4	
		Enhanced Mobility of Seniors and Individuals with Disabilities Program	**5310**	Federal	0.0	0.0	0.0	0.0	0.0	
		Formula Grant Program for Rural Areas	**5311**	Federal	0.0	0.0	0.0	0.0	0.0	
		State of Good Repair Grant Program	**5337**	Federal	1,320.0	8,416.8	3,170.8	3,280.4	3,182.0	
		Bus & Bus Facilities Grant Program	**5339**	Federal	90.5	0.0	0.0	8,590.4	2,494.7	
		Multimodal Project Discretionary Grant Program	**MPDG**	Federal	0.0	0.0	3,000.0	6,000.0	6,000.0	
		Special Transportation Circumstances Grant Program	**STC**	Federal	0.0	8,000.0	8,000.0	800.0	800.0	
					7,739.5	**24,400.1**	**25,214.5**	**27,456.5**	**29,411.1**	
Match										
		ARRC/FNSB Match	**Match**	State/Local	**3,565.7**	**7,759.1**	**10,042.1**	**11,859.1**	**11,976.1**	
Illustrative										
		Illustrative (Funding Placeholder)	**ILLU**	N/A	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	
				TOTAL	**11,305.1**	**32,159.2**	**35,256.5**	**39,315.6**	**41,387.2**	

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

CMAQ/CRP 10-year Funding Plan for Fairbanks PM2.5 Non-attainment Area - Revised 06.26.2026

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

CMAQ: Congestion Mitigation Air Quality, SW-CMAQ: Statewide CMAQ, CRP: Carbon Reduction Program, SM: State Match, 3PF: 3rd Party Funding (match), ILLU: Illustrative, AC: Adv. Constr., ACC: Adv. Constr. Conversion, FAF/FAM: FAST Approp. Funds/Match

CMAQ/CRP 10-year Funding Plan for Fairbanks PM2.5 Non-attainment Area - Revised 06.26.2026

MTP	IRIS	Priority	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	FFY28	FFY29	FFY30	FFY31	FFY32	Beyond
TBD	NFHWY00874	[2023] #1	**MACS Transit SaaS** (Software as a Service)	CMAQ	Misc/Other											
			Purchase of annual subscription(s) to a suite of SaaS technologies with public facing apps: trip planning, route tracking (real-time bus locations, estimated time of arrival, text notifications), purchasing electronic tickets, and booking on-demand transport rides (VanTran, Uber, Lyft, Taxis, etc).	SM												
			Project Total			**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
TBD	TBD	[2023] #2	**MACS Transit Subsidized Ticketing**	ILLU	Misc/Other											1,000.0
			Free ticketing for University of Alaska students and staff, seniors, and primary school students up to age 19; and subsidized ticketing for all other riders at nominal fee. FAST Planning Policy Board removed funding for this project 06.21.2023.													
			Project Total			**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**1,000.0**
TBD	NFHWY00922	[2023] #3	**Fairbanks Morris Thompson Cultural & Visitors Center Enhancements**	CMAQ	Design	91.0	→	154.6	→							
			Construct improvements on the grounds of and near the MTCVC. Project includes utilities, roadside hardware, and ADA improvements. Improvements include the addition of dual bike lockers, installing a rectangular rapid flash beacon, constructing a pedestrian pathway between the bus stop and parking lot, and replacing and upgrading the display panel within the existing digital welcome sign. Combine design and construction effort with Downtown Parking Garage Enhancements, Project #6 [2023].	SM		9.0	**FFY23 Fund Carryforward to FFY24**	15.4	**$90k FFY25 Carryforward to FFY26**							
				CMAQ	Utilities											
				SM												
				CMAQ	Construction				549.8	118.8						
				AC					118.8							
				ACC						-118.8						
				SM					66.4							
			Project Total			**100.0**	**0.0**	**170.0**	**735.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
TBD	NFHWY00911	[2023] #4	**Northern Region Signal Interconnect - Stage 2**	SW-CMAQ	Design			624.1								
			Construct a signal interconnect system to communicate with six traffic signals (Van Horn/Lathrop, Van Horn/Cushman, Badger/Holmes/Montgomery, Badger/Hurst, Richardson/Dawson, and Richardson/Buzby) to the Traffic Operations Center (TOC) on the DOT&PF complex on Peger Road.	SM				61.9								
				SW-CMAQ	Construction					3,211.7						
				SM						318.8						
			Project Total			**0.0**	**0.0**	**686.0**	**0.0**	**3,530.5**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
SR-9	NFHWY00846	[2023] #5	**University Avenue Rail Crossing Automated Train Switch**	CMAQ	Utilities	591.3	136.5									
			Replacement of the Fairbanks main rail yard manually operated lead switch with a remote control, power-operated switch to allow trains to continue into/out of the rail yard without stopping. To be funded under a Utility Agreement with ARRC.	SM		58.7	13.5									
			Project Total			**650.0**	**150.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
SR-30	NFHWY00922	[2023] #6	**Lavery Transportation Center Enhancements**	CMAQ	Design	45.5	→	109.2	68.2							
			Construct improvements in and near the Lavery Transportation Center parking garage. Project includes utilities, roadside hardware, and ADA improvements. Improvements include restriping and resigning the parking garage, installation of wayfinding signs, enhancement of bicycle parking area, installation of a transit notification system for pedestrians waiting inside, and several building enhancements including replacement of the building's awning and installation of a new illuminated sign. Project also includes public outreach campaign to promote the use of the parking garage. Combine design and construction effort with MTCVC	SM		4.5	**FFY23 Fund Carryforward to FFY24**	10.8	6.8							
				CRP	Construction				573.1							
				3PF					56.9							
			Project Total			**50.0**	**0.0**	**120.0**	**705.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
MR-35	NFHWY00843	[2023] #7	**Fairbanks & North Pole Electric Vehicle Infrastructure Deployment Plan**	CRP	Planning	136.5										
			Development of a locally-coordinated plan to address the introduction of Electric Vehicle charging infrastructure to the Fairbanks and North Pole area.	OFF			27.3									
				FAM		13.5	2.7									
			Project Total			**150.0**	**30.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
TBD	TBD	[2023] #8	**West Valley High School Roundabout**	ILLU	Design											750.0
			Construction of a roundabout at the Sandvik Street and Gradelle Avenue intersection on West Valley High School's campus. Design start to be initiated after completion of Access/Circulation Study for West Valley and Hutchison High Schools under Project #12 [2023].		Utilities											200.0
					Construction											3,000.0
			Project Total			**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**3,950.0**

CMAQ: Congestion Mitigation Air Quality, SW-CMAQ: Statewide CMAQ, CRP: Carbon Reduction Program, SM: State Match, 3PF: 3rd Party Funding (match), ILLU: Illustrative, AC: Adv. Constr., ACC: Adv. Constr. Conversion, FAF/FAM: FAST Approp. Funds/Match

CMAQ/CRP 10-year Funding Plan for Fairbanks PM2.5 Non-attainment Area - Revised 06.26.2026

MTP	IRIS	Priority	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	FFY28	FFY29	FFY30	FFY31	FFY32	Beyond
MR-35	NFHYW01060	[2023] #9	**Fairbanks & North Pole Electric Vehicle Charging Stations** Installation of electric vehicle charging stations at North Pole City Hall, Pioneer Park, FNSB Administrative Building, North Pole Library, Noel Wein Library, Carlson Center, UAF Bunnel & Arctic Health Research Buildings, Morris Thompson Cultural & Visitors Center, and Downtown Parking Garage. Includes 5 years operations/maintenance assistance.	CRP	Design			272.9	213.8							
				SM				27.1	21.2							
				CRP	Construction					909.7						
				SM						90.3						
				CMAQ	Operation						181.9					
				SM							18.1					
			Project Total			**0.0**	**0.0**	**300.0**	**235.0**	**1,000.0**	**200.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
TBD	NFHWY00902	[2023] #10	**Sheep Creek Road & West Tanana Drive Roundabout** Construct a roundabout at the intersection of Sheep Creek Road and West Tanana Drive. Work will include intersection and adjacent pathway improvements, drainage improvements and roadside hardware. Work will also include relocation of parking for UAF trails access to the opposite side of West Tanana Drive to eliminate mid block pedestrian crossings adjacent to the new roundabout, and completion of the shared use path connection between Goldhill Road and the roundabout.	SW-CMAQ	Design		513.1	909.7	454.9	454.9						
				SM			50.9	90.3	45.2	45.2						
				SW-CMAQ	Right-of-Way											
				SM												
				SW-CMAQ	Utilities					272.9						
				SM						27.1						
				SW-CMAQ	Construction					2,611.7						
				SM						259.3						
			Project Total			**0.0**	**564.0**	**1,000.0**	**500.0**	**3,671.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
TBD	NFHWY01087	[2023] #11	**FNSB Hybrid Fleet Vehicle Pilot Program** Purchase of four hybrid Sport Utility Vehicles (SUVs).	CMAQ	Equipment	204.0	23.4	→								
				AC		23.4	→	**FFY23 Fund Carryforward to FFY25**								
				ACC			-23.4									
				SM		22.6										
			Project Total			**250.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
SR-15	NFHWY00844 NFHWY01195	[2023] #12	**High School Access & Circulation Plans** Evaluate access, circulation, and safety for all modes (bike, ped, bus and automobile) and identify improvements to address delay and modal conflicts at the following high school campuses: West Valley/Hutchinson High Schools, Lathrop High School, North Pole High School, and any other schools identified as a need. First study to be initiated for West Valley/Hutchinson High Schools campus to support Project #8 [2023]. Second study to be initiated for North Pole High School [2026].	CRP	Planning	136.5	210.0	293.8	→							
				SM		13.5	20.8	27.1	**FFY25 Fund Carryforward to FFY26**							
			Project Total			**150.0**	**230.8**	**320.8**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
MR-25	NFHWY00862	[2023] #13	**Chena Lake Recreation Area Bike & Pedestrian Access via Plack Road** Pave and extend Plack Road from Nelson Road intersection past Gordon Rd intersection, construct new parking pad, and add a pedestrian/bike bath. Work will include intersection improvements, drainage work, and roadside hardware additions.	CRP	Design	163.7	63.7	341.1								
				3PF		16.3	6.3	33.9								
				CMAQ	Utilities											
				SM												
				CRP	Construction		1,450.9	→								
				CMAQ			1,396.7	**FFY24 Fund Carryforward to FFY26**		596.0						
				AC					596.0							
				ACC						-596.0						
				3PF					144.0							
				SM					192.5							
			Project Total			**180.0**	**2,917.6**	**375.0**	**932.5**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

CMAQ: Congestion Mitigation Air Quality, SW-CMAQ: Statewide CMAQ, CRP: Carbon Reduction Program, SM: State Match, 3PF: 3rd Party Funding (match), ILLU: Illustrative, AC: Adv. Constr., ACC: Adv. Constr. Conversion, FAF/FAM: FAST Approp. Funds/Match

CMAQ/CRP 10-year Funding Plan for Fairbanks PM2.5 Non-attainment Area - Revised 06.26.2026

MTP	IRIS	Priority	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	FFY28	FFY29	FFY30	FFY31	FFY32	Beyond
SR-30	NFHWY00845	[2023] #14	**Fairbanks Airport Area Non-Motorized Path Wayfinding Signage**	CRP	Design	40.9			22.7							
			Installation of non-motorized wayfinding signage for the Fairbanks International Airport Main Terminal area along the newly installed path that runs from the terminal entrance to Dale and Hoselton roads. The scope includes the design and installation of: physical signage along the corridor, two semi-mobile kiosks for use inside the	SM		4.1			2.3							
				CMAQ	Construction				181.9							
				SM					18.1							
			Project Total			**45.0**	**0.0**	**0.0**	**225.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
TBD	NFHWY01086	[2023] #15	**Motor Vehicle Plugins #1: North Pole City Hall & Pioneer Park (Alaskaland) Plugins**	CMAQ	Design			272.9	139.2							
			Installation of motor vehicle plugins for at North Pole City Hall and Pioneer Park (Alaskaland) main parking lot. Includes 3 years operations/maintenance assistance.	SM				27.1	13.8							
				CMAQ	Construction			1,118.0	→							
				SM					**FFY25 Fund Carryforward to FFY27**		111.0					
				CMAQ	Operation						136.5					
				SM							13.5					
			Project Total			**0.0**	**0.0**	**1,418.0**	**153.0**	**0.0**	**261.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
SR-30	NFHWY00891	[2023] #16	**Motor Vehicle Plugins #2**	CRP	Design		45.5		22.7							
			Installation of motor vehicle plugins at the future north parking lot at Pioneer Park. Transfer funding to Pioneer Park North Parking Lot & Boat Launch project.	3PF			4.5		2.3							
				CRP	Construction				182.8	→						
				3PF					18.2	**FFY26 Fund Carryforward to FFY27**						
			Project Total			**0.0**	**50.0**	**0.0**	**226.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
SR-13	NFHWY00912 NFHWY00885 NFHWY01194	[2023] #17	**Sidewalk Snow Removal Equipment**	CRP	Equipment	409.4	→	91.0								
			Purchase of sidewalk snow removal equipment for City of Fairbanks, MACS Transit, UAF, and Alaska DOT&PF	CMAQ					454.9	91.0						
				AC					91.0							
				ACC						-91.0						
				SM					54.2							
				3PF		40.6	**FFY23 Fund Carryforward to FFY24**	9.0								
			Project Total			**450.0**	**0.0**	**100.0**	**600.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
TBD	NFHWY01097	[2023] #18	**University of Alaska CNG Fueling Station**	CMAQ	Design			181.9	91.0							
			Construction of a CNG fueling station at UAF campus to support the conversion of the shuttle bus fleet from Diesel to CNG.	SM				18.1	9.0							
				CMAQ	Construction						1,546.5					
				AC						1,546.5						
				ACC							-1,546.5					
				SM						153.5						
			Project Total			**0.0**	**0.0**	**200.0**	**100.0**	**1,700.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
TBD	NFHWY01169	[2023] #19	**CNG Shuttle Buses**	CMAQ	Equipment				454.9		454.9					
			Conversion of the UAF shuttle bus fleet from Diesel to CNG; purchase of up to 5 buses.	SM					45.2		45.2					
			Project Total			**0.0**	**0.0**	**0.0**	**500.0**	**0.0**	**500.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
N/A	NFHWY00269	[2023] #23	**North Pole Sidewalk/Road Lighting Enhancements**	CMAQ	Construction	72.8										
	Completed		Replacement of HPS (high-pressure sodium) bulb "candy cane" streetlights with LED lights. To be funded under a Change Order with contractor selected for North Pole Streetlight Standardization Phase I project.	SM		7.2										
			Project Total			**80.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

CMAQ: Congestion Mitigation Air Quality, SW-CMAQ: Statewide CMAQ, CRP: Carbon Reduction Program, SM: State Match, 3PF: 3rd Party Funding (match), ILLU: Illustrative, AC: Adv. Constr., ACC: Adv. Constr. Conversion, FAF/FAM: FAST Approp. Funds/Match

CMAQ/CRP 10-year Funding Plan for Fairbanks PM2.5 Non-attainment Area - Revised 06.26.2026

MTP	IRIS	Priority	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	FFY28	FFY29	FFY30	FFY31	FFY32	Beyond
SR-41	**NFHWY01108**	**[2025] New**	**Gaffney Road Parking Lot**	SW-CMAQ	Design				91.0	91.0						
			Construct a parking lot at the east end of the Gaffney Road. The parking lot will be available in the summer and may be used for Park and Ride. The access will be via Gaffney Road. The project will include roadside hardware and draianage and ADA improvements.	SM					9.0	9.0						
				SW-CMAQ	Construction					682.3						
				SM						67.7						
			Project Total			**0.0**	**0.0**	**0.0**	**100.0**	**850.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
LR-36	**NFHWY01109**	**[2025] New**	**Sheep Creek Road Extension Shared-Use Path**	SW-CMAQ	Design				227.4							
			Construct a new shared-use path along Sheep Creek Road Extension to connect existing non-motorized facilities along the Goldhill Road and the Parks Highway. Work includes ADA improvements, drainage improvements and roadside hardware.	SM					22.6							
				SW-CMAQ	Construction				318.4							
				SM					31.6							
			Project Total			**0.0**	**0.0**	**0.0**	**600.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
VLR-11	**NFHWY01110**	**[2025] New**	**Ballaine Path Improvements**	SW-CMAQ	Design				181.9	204.7						
			Widen and resurface non-motorized pathway along the Ballaine Road between Yankovich Road and Goldstream Road.Project will include ADA improvements, drainage improvements and roadside hardware.	SM					18.1	20.3						
				SW-CMAQ	Utilities						22.7					
				SM							2.3					
				SW-CMAQ	Construction						2,729.1					
				SM							270.9					
			Project Total			**0.0**	**0.0**	**0.0**	**200.0**	**225.0**	**3,025.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

CMAQ: Congestion Mitigation Air Quality, SW-CMAQ: Statewide CMAQ, CRP: Carbon Reduction Program, SM: State Match, 3PF: 3rd Party Funding (match), ILLU: Illustrative, AC: Adv. Constr., ACC: Adv. Constr. Conversion, FAF/FAM: FAST Approp. Funds/Match

CMAQ/CRP 10-year Funding Plan for Fairbanks PM2.5 Non-attainment Area - Revised 06.26.2026

MTP	IRIS	Priority	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	FFY28	FFY29	FFY30	FFY31	FFY32	Beyond
			Fund Code Description	**Fund Code**												
					Available PM2.5 Area CMAQ Funding [Need ID 29232]											
			Congestion Mitigation/Air Quality	CMAQ		1,950.6	1,960.1	2,060.0	2,121.8	2,185.5	2,251.0	2,318.5	2,388.1	2,459.7	2,533.5	
			State Match	SM		193.6	194.6	204.5	210.6	216.9	223.4	230.1	237.1	244.2	251.5	
					Funding Total	2,144.2	2,154.6	2,264.5	2,332.4	2,402.4	2,474.5	2,548.7	2,625.2	2,703.9	2,785.0	
					Programmed PM2.5 Area CMAQ Funding											
			Congestion Mitigation/Air Quality	CMAQ		1,859.6	1,944.0	2,046.8	2,121.8	1,537.1	2,319.7	0.0	0.0	0.0	0.0	
			State Match	SM		184.6	193.0	203.2	210.6	152.6	230.3	0.0	0.0	0.0	0.0	
					Funding Total	2,044.2	2,137.0	2,249.9	2,332.4	1,689.7	2,550.0	0.0	0.0	0.0	0.0	
					Difference (Federal)	*91.0*	*16.0*	*13.2*	*0.0*	*648.3*	*-68.7*	*2,318.5*	*2,388.1*	*2,459.7*	*2,533.5*	
					Programmed Statewide CMAQ Funding [Need ID 18791]											
			Congestion Mitigation/Air Quality	SW-CMAQ		127.4	513.1	4,080.9	1,273.6	7,529.1	2,751.8	0.0	0.0	0.0	0.0	
			State Match	SM		12.6	50.9	405.1	126.4	747.4	273.2	0.0	0.0	0.0	0.0	
					Funding Total	140.0	564.0	4,486.0	1,400.0	8,276.5	3,025.0	0.0	0.0	0.0	0.0	
					Available CRP Funding [Need ID 33863]											
			Carbon Reduction Program	CRP		887.0	1,929.2	1,051.1	1,077.7	1,099.2	1,121.2	1,143.6	1,166.5	1,189.8	1,213.6	
			State/Local/FAST Planning Match	SM/3PF/FAM		88.0	191.5	104.3	107.0	109.1	111.3	113.5	115.8	118.1	120.5	
					Funding Total	975.0	2,120.7	1,155.4	1,184.6	1,208.3	1,232.5	1,257.1	1,282.3	1,307.9	1,334.1	
					Programmed CRP Funding											
			Carbon Reduction Program	CRP		887.0	1,929.2	998.8	1,015.2	909.7	909.7	909.7	0.0	0.0	0.0	
			State/Local/FAST Planning Match	SM/3PF/FAM		88.0	191.5	99.1	100.8	90.3	90.3	90.3	0.0	0.0	0.0	
					Funding Total	975.0	2,120.7	1,097.9	1,116.0	1,000.0	1,000.0	1,000.0	0.0	0.0	0.0	
					Difference (Federal)	*0.0*	*0.0*	*52.3*	*62.4*	*189.5*	*211.5*	*233.9*	*1,166.5*	*1,189.8*	*1,213.6*	
					Programmed AC/ACC Funding											
			Advanced Construction	AC		23.4	0.0	0.0	805.7	1,546.5	0.0	0.0	0.0	0.0	0.0	
			Advanced Construction Conversion (Payback)	ACC		0.0	-23.4	0.0	0.0	-805.7	-1,546.5	0.0	0.0	0.0	0.0	

CMAQ: Congestion Mitigation Air Quality, SW-CMAQ: Statewide CMAQ, CRP: Carbon Reduction Program, SM: State Match, 3PF: 3rd Party Funding (match), ILLU: Illustrative, AC: Adv. Constr., ACC: Adv. Constr. Conversion, FAF/FAM: FAST Approp. Funds/Match

MEMORANDUM

State of Alaska
Department of Transportation & Public Facilities
Northern Region Construction
Northern Region Design and Engineering Services

TO: Distribution

DATE: January 13, 2021

PHONE NO: 451-5067

FROM: Michael Lund, P.E.
Construction Engineer
Northern Region
and
Sarah E. Schacher, P.E.
Preconstruction Engineer
Northern Region

PHONE NO: 451-5361

SUBJECT: Work Zone Impacts
Construction IM 21-01
NR Design Directive 21-01

DOT&PF Policy and Procedure (P&P) 05.05.015 states that "Regions shall systematically consider and manage work zone impacts at each stage of highway project development" and that "Regions shall analyze the projected effect of highway work on traffic flow and take the steps necessary to prevent traffic delays, to the extent possible". The purpose of this memorandum is to supplement P&P 05.05.015 and Alaska Highway Preconstruction Manual Chapter 14 regarding work zone impacts in the Northern Region.

Program Requirements

Project Coordination Committees

Project Coordination Committees (PCC) will be formed for the next two construction years based on the Team Funding corridor plans. PCCs should be formed for any corridor with 3 or more projects in a single construction year. In addition, there will be a PCC for the Fairbanks area each year. The purpose of the PCC is to identify overlapping project impacts, figure out how the impacts will be operationally managed, and assist public involvement efforts through the Northern Region (NR) Public Information Office for consistent messaging. This may entail individual projects having to adjust their plans and specifications such that corridor or area impacts can be successfully operationally managed.

PCCs should meet a minimum of two times in the year immediately preceding construction: once in the fall/early winter and once in the late winter/early spring to ensure impacts are discussed and coordinated. PCCs for projects in the subsequent construction year should meet once in the winter/early spring to discuss potential impacts to the extent known and the need for any early coordination between projects. The Regional Traffic & Safety Engineer is responsible for organizing and scheduling the Fairbanks Area PCC meetings. For corridor PCCs, the Group Chief assigned to the corridor in the Team Funding plan is responsible for organizing and scheduling the meetings.

The following participants should be invited to participate on the PCC:

1. Construction Engineer
2. Preconstruction Engineer
3. Group Chief assigned to the corridor in the Team Funding Plan
4. Construction Managers
5. Design Engineering Managers
6. NR Information Officer (PIO)
7. Regional Traffic & Safety Engineer (RTSE)
8. Traffic Control Coordinator (TCC)
9. Quality Assurance (QA) Engineer
10. M&O Engineer
11. M&O Superintendent(s) for the areas where the work is occurring
12. City of Fairbanks Engineer (Fairbanks area PCC)

Project Requirements

Traffic Control Plans and Specifications Support

It is the responsibility of the Design Engineering Manager to contact the TCC/QA Engineer and the anticipated Construction Manager prior to completing the Design Study Report (DSR) to discuss work zone considerations to be included in the report, including potential closures or restrictions to freight movement. The Engineering Manager should check back in prior to PIH/Review PS&E to discuss and develop traffic control considerations associated with anticipated project phasing, including freight and/or bicycle and pedestrian accommodations that will be included in project plans and specifications. Continued communications between the Design Engineering Manager, Construction Manager and TCC are encouraged at any stage as new information becomes available.

Pedestrian Accommodations

In general, pedestrians are reluctant to travel additional distances to their destinations. As such, the Designer, the Construction Manager and the TCC should evaluate if pedestrians can be accommodated on existing or temporary facilities in the work zone. If pedestrians are detoured, the detour should generally be limited to no more than 1,000-ft of additional travel. If this is not feasible, alternate means of accommodating pedestrians such as shuttle service or pedestrian flaggers to assist pedestrians through the project limits should be provided. Pedestrian detour routes should be identified on traffic control plans in the PS&E package.

Pedestrian routes must maintain the same level of accessibility during construction as prior to construction. Designers should assess the existing level of accessibility and work with the Regional ADA Coordinators on any questions regarding accessibility. Traffic control plan sheets and/or project special provisions should identify the level of accommodations that need to be maintained during construction on either temporary facilities or detours.

During construction, do not allow uncontrolled mid-block crossings of pedestrians in the work zone. Further, be mindful that pedestrians may encounter the work zone when work is not actively occurring, particularly if pedestrian flaggers or shuttle services are necessary due to length or difficulty of detour routes.

Road Closures
Road closures inconvenience the public and require deliberate communication to manage expectations, particularly when they overlap other projects or are of long duration. It is important that road closures are carefully and consistently evaluated to ensure due diligence and proper notification within DOT&PF and other impacted parties.

For projects anticipated to have road closures that exceed three days, complete the Road Closure Matrix (attached) as early as practicable and include a discussion in the Work Zone Considerations portion of the DSR.

For Fairbanks area closures that may have system network impacts:

1. Work with the RTSE to model estimated traffic impacts from proposed full closure, including cumulative impacts with other projects (analysis may be performed either by traffic & safety staff or project consultant).
2. Work with PIO on possible public information strategies.
3. Work with TCC on traffic control considerations, including traffic control plans and special provision language.

For all projects with closures, complete the Construction Traffic Impacts Analysis Memo in coordination with the RTSE, TCC, and PIO, prior to advertising the project.

Applicability to Active Construction Projects
The Project Engineer should be familiar with the Construction Traffic Impacts Analysis Memo (attached) for their project. This memo contains the results of the evaluation of the project's construction traffic impacts and will be useful in understanding both the decisions made and their associated public information strategies.

If the contractor proposes a closure not included in the awarded contract, the Project Engineer should consider if the memo prepared during the design phase adequately addresses the proposed closure. Information detailing the proposed closure should be developed to the extent feasible to ensure closures are adequately thought out, coordination with stakeholders has occurred, and the PIO has sufficient communication tools. If necessary, complete a new memo.

Road closures on the National Highway System of 8 hours or more must be reported to FHWA (P&P 07.05.070). Posting the date(s) and estimated duration of the closure along with detour information on 511 satisfies this requirement.

pkg/lmc

Attachments: Road Closure Matrix
Construction Traffic Impacts Analysis Memo
Template Copy to: Preconstruction/NR Directives
Construction/Construction Forms
Distribution: NR Construction Employees
NR Design and Engineering Services Employees
Daniel S. Adamczak, P.E., M&O Engineer
Ryan F. Anderson, P.E., Regional Director
Caitlin Frye, Northern Region Information Officer
Jason Sakalaskas, P.E., M&O Chief

Road Closure Matrix

Project Name:_____ Date: _____

Project Number: _____ Completed by: _____

SCORE: _____

To be used for evaluation of full road closures exceeding 3 days. Circle or highlight the appropriate column for each category and provide the sum above. Scores 9 or higher should be advanced for consideration of a full closure (detailed traffic analysis, public involvement strategies, further refinements of TCPs, etc). Scores of 8 or less are generally not candidates for full closures unless there are no feasible alternatives.

	CATEGORY	FAVORABLE (2 POINTS EACH)	FAIR (1 POINTS EACH)	UNFAVORABLE (0 POINTS EACH)
1	Impact to traffic (AADT x # of days)	<50,000	50,000-100,000	>100,000
2	Functional equivalence of detour roadways	Detour is the same or higher functional class as closed roadway	Detour route is a different functional class, but will accommodate traffic in similar fashion to closed roadway	Detour route is of functional class below the closed roadway
3	Travel distance added by detour	3x travel distance or less	3-5x travel distance	5x or more travel distance
4	Impacts to business and local access	There are no direct, exclusive local access points to the closed segment	Local/business accesses to the closed segment can be accommodated by equivalent alternate methods	Local/business access is either not practical or circuitous (violates driver expectancy)
5	Impacts to freight movement	Not on a primary freight route (Steese, Dalton, Elliott south of Dalton, Peger, Goldstream, Mitchell/Parks or Richardson)	On a primary freight route but alternate routes available and no construction on those routes at same time	On a primary freight route and alternate routes also have planned construction
6	Impacts to transit (reach out to MACS Transit for determination of impact if on transit route)	Not on transit route	Transit stop locations can be accommodated nearby with minimal impact	Transit stop locations cannot be accommodated within a reasonable distance
7	Impacts to schools/school bussing	Not adjacent to school or on school bus route OR all work can be accomplished during summertime school closures (check for summer programs at schools)	School bus stops are in close proximity to existing stops or school bus access can be maintained in the closure.	Work will close one or more primary bus or parent drop off locations during the school year
8	Construction time or cost savings (anticipated)	Yes		No
9	Ability to do concurrent work	Other activities can be done that would have required separate, additional closures	Additional activities can be done that would not have required additional closures but would have impacted traffic	No additional activities can be accomplished.

MEMORANDUM

State of Alaska
Department of Transportation & Public Facilities
Northern Region Design & Engineering Services

TO: Michael Lund, P.E.
Construction Engineer
Northern Region
and
Sarah E. Schacher, P.E.
Preconstruction Engineer
Northern Region

THRU: Name
Delivery Team Lead
Northern Region

FROM: Name
Engineering Manager
Northern Region

DATE: Date

FILE NO: file name

PHONE NO: Phone Number

SUBJECT: Project Name

State/Federal Project Numbers
Construction Traffic Impacts Analysis

Traffic impacts for the subject project have been evaluated in accordance with Construction IM 21-01 and NR Design Directive 21-01.

Reason(s) for closure

Provide 2-4 sentences indicating the primary reasons for requesting the closure (e.g. time savings, cost savings, bridge or culvert can't be constructed half-width, substantial improvements to quality and/or worker safety, etc…)

Alternatives considered

Provide 2-4 sentences indicating what alternatives were considered and reasons they were dismissed.

Business and Local Access Impacts

Provide 2-4 sentences indicating impacted business / local road impacts and how access will be maintained.

Proposed detour route

1-2 sentences identifying the detour

Pedestrian accommodations

1-4 sentences identifying pedestrian accommodations. Through project on dedicated path? Detour (and identify)? ADA considerations? Alternate methods to provide access (shuttle, etc)?

Traffic Impacts

Provide 1-2 paragraphs highlighting findings of traffic analysis. Include locations with greatest impact and mitigating measures (e.g. signal timing modifications, lane configuration modifications, etc…) Note this section will likely not apply when this memo is prepared for an active construction project.

Closure Time

Provide information on time limits, interim completion dates, etc

Emergency Response, Freight, School and Transit Impacts

Provide 1-2 sentences summarizing outreach, impacts to and mitigation for each user group

Public Information Strategies

Provide 1-2 sentences identifying anticipated public outreach strategies (get from PIO).

Overlapping Project Impacts

If applicable, provide a brief summary of overlapping project impacts (e.g. detour routes that are shared between projects, a detour route from one project going through another project, multiple projects on a linear corridor having closures at different times, etc…) and how the overlapping impacts will be operationally managed.

Attachments: (delete if not needed)
xxx/xxx
Copy to: Folder where document should be filed
cc: Name, Engineering Manager
Name, Construction Manager
Shawn Alexander, Traffic Control Coordinator
Caitlin Frye, Northern Region Information Officer
Pamela Golden, P.E., Traffic & Safety Engineer
Michael Lund, P.E., Construction Engineer
Sarah Schacher, P.E., Preconstruction Engineer

14. Highway Work Zone Safety and Traffic Control Plans

This page intentionally left blank.

1400. Highway Work Zone Safety and Traffic Control Plans

1400.1. Introduction

Works zones directly impact the safety and mobility of road users and highway workers. Addressing these safety and mobility issues starts early in the project development process and continues through project completion.

This section provides guidance and establishes procedures for developing Traffic Control Plans, Traffic Management Plans, and Traffic Operations Plans in accordance with 23 CFR 630, Subparts J & K, and P&P 05.05.015.

1400.2. Definitions

Positive Protection Devices: Traffic barriers that contain and/or redirect vehicles and meet the crashworthiness evaluation criteria contained in NCHRP Report 350, Recommended Procedures for the Safety Performance Evaluation of Highway Features, 1993, or MASH 2016.

Project: Any work in the highway right of way that may have an impact on traffic.

Public Information Plan: A communications plan to inform affected road users, the general public, area residences and businesses, and appropriate public entities of project scope, expected work zone impacts, closure details, and recommended action (if any) to avoid impacts and changing conditions during construction.

Significant Project: A significant project falls into either a Category 1 or Category 2 classification.

A Category 1 significant project occupies a location for more than three consecutive days with either intermittent or continuous lane closures on Interstate Highways within a Transportation Management Area.

A Category 2 significant project is one that, alone or in combination with other concurrent projects nearby, is anticipated to require greater than normal attention to traffic control to eliminate sustained work zone impacts greater than what would be considered acceptable.

Traffic Control Plan (TCP): A plan identifying what traffic control devices to use and showing their location and operation in a work zone to ensure traffic flow. TCPs also include phased staging and traffic routing plans where needed. TCPs may include positive protection devices or on-project law enforcement to improve worker and motorist safety.

Transportation Management Area (TMA): 1) An urbanized area with a population of over 200,000 or 2) any urbanized area for which TMA designation has been requested by the Governor and the area's metropolitan planning organization and granted by the Secretary of the United States Department of Transportation (USDOT.) Currently, Anchorage is the only TMA in Alaska. Its boundary coincides with the Anchorage Metropolitan Area Transportation System boundary. Check with Planning for any changes in TMA designations.

Transportation Management Plan (TMP): A plan to manage work zone impacts of a highway project. It includes a Traffic Control Plan and may include Transportation Operations and Public Information Plans. Neither the TMP nor its three component plans are standalone documents. Plan provisions are included in project plans, specifications, or agreements with other parties and are scaled as appropriate for the complexity of individual projects.

Transportation Operations Plan (TOP): A plan to minimize project impacts not covered under a Public Information Plan or TCP. In general, these activities consist of coordination with external agencies, events, projects and systems, and may include:

- Plans for on-project law enforcement and other activities by external agencies
- Coordination with other projects to minimize cumulative impact
- Coordination with agencies that manage signal operations
- Plans to maintain access for emergency vehicles, school buses, transit, etc.
- Plans to minimize impacts to major traffic-generating events

- Travel demand management

1400.3. State & Federally Funded Projects and Work on State Highways

Every project will have a TMP. A TMP must include a TCP and may contain a TOP and a Public Information Plan.

The regional design section working in conjunction with the regional construction and traffic sections, and in coordination with external agencies, events, projects, and systems, as necessary, should prepare a project specific TMP.

Emergency incidents are exempt from the requirements of this section, except for development of a TCP, which is done in accordance with section 1400.3.5. Emergency incidents may benefit from the other TMP elements.

1400.3.1 Transportation Management Plan

All Projects

For all projects, the Project Manager should:

1. Involve stakeholders as appropriate.
2. Provide information on potential construction impacts on traffic mobility during public hearings and meetings.
3. Identify existing road users, including vulnerable road users.
4. Consider whether road capacity under anticipated construction conditions needs to be analyzed.
5. Consider whether there are particular safety concerns that need to be addressed.
6. Consider whether it is appropriate to include a TOP and/or Public Information Plan or portions thereof.
7. Consider access requirements for the contractor, inspectors, and other agency stakeholders to get in and out of: work zones; storage and stockpile areas; and the project office.
8. Consider whether any utilities hinder access to perform the work.
9. Coordinate with the Division of Measurement Standards and Commercial Vehicle Enforcement (MSCVE) to identify existing and pending oversize/overweight vehicle permits that will require accommodation on the project.
10. Consider whether there is adequate room and ROW to perform the work with the size and types of equipment expected.
11. Ensure anticipated temporary construction impacts are consistent with the relevant section in the Environmental Document.
12. Prepare a TCP.

Significant Projects

Refer to the definitions in Section 1400.2. The Project Manager is responsible for determining whether the project is "significant". When a project may be significant under Category 2, seek concurrence in the determination from the Preconstruction Engineer. Document whether a project is significant or not in the *Preliminary Work Zone Traffic Control* section of the DSR.

When projects are "significant", prepare a full TMP for the design, including TOP, Public Information Plan, and TCP unless exempted.

Outreach on a significant project should begin no later than the scoping process. Development and analysis of traffic impacts, stakeholder involvement, and agreements with law enforcement and other parties take effort. Addressing the elements of a TMP late in the project development can lead to significant delays and unexpected costs.

Exempt Significant Projects

Some significant projects may be exempt from requiring a full TMP as anticipated traffic impacts are minimal or insignificant. For an exempt significant project, a TCP is still required, but the TOP and Public Information Plans are optional.

For a significant project, an exemption is requested in accordance with 23 CFR 630.1010 (d) by the Preconstruction Engineer. The Preconstruction Engineer sends a memo to the FHWA Division Administrator requesting an exemption and includes a discussion of the justification. If approved, copy the exemption request and FHWA approval memos to the Chief Engineer.

Example justification for exemptions may be:

- lane-closures occur only at night,

- lane-closures occur only during off-peak and weekend hours,
- roadway capacity under construction conditions substantially exceeds traffic volumes; or
- alternate routes and intersections are available and provide reserve capacity without unreasonable delay.

Include a discussion and documentation of exemptions in the *Preliminary Work Zone Traffic Control* section of the DSR.

1400.3.2 Transportation Operations Plans

The design and construction sections share joint responsibility for developing TOPs. Some of these tasks are prepared in design but are not finalized until the project is under construction. Coordination between design and construction is essential and inclusion of TMPs is important in plan reviews.

When agreements made under the TOP place requirements on the contractor, include the requirements in the construction contract. Agreements made under the TOP that are not incorporated in project plans or specifications shall be retained in project files.

Law Enforcement

Development of the TOP should consider the use of law enforcement on projects with high traffic speeds and volumes, and where the work zone is expected to result in substantial disruption to or changes in normal traffic flow patterns, and where work zone risks may be mitigated by improved driver behavior and awareness of the work zone such as;

- frequent worker presence adjacent to high speed traffic without positive protection devices;
- during traffic control setup or removal that presents significant risks to workers and road users;
- complex or very short term changes in traffic patterns with significant potential for road user confusion;
- night work operations that create substantial traffic safety risk for workers and road users;
- when work zone operations require brief stoppage of all traffic in one or both directions; and
- where unexpected or sudden traffic queuing is anticipated on high speed roadways especially if the queue forms a considerable distance in advance of the work zone or immediately adjacent to the work space.

Participation of law enforcement is dependent upon the law enforcement agency being willing and able to provide resources. Participation requires an agreement outlining the responsibilities of both parties, communication requirements, and how law enforcement will be reimbursed. Develop agreements in coordination with the construction section.

Consider prearranged regional agreements with police departments, rather than project-by-project agreements.

Coordination with Other Projects

Project Managers should investigate whether other department or municipal projects in the vicinity will be constructed concurrently.

If the advanced warning area for traffic control plans would overlap, the projects should address coordination of traffic control devices.

If the area where expected traffic impacts extends outside of the projects overlap, the projects should coordinate impacts.

Signal Coordination

Impacts to signals may extend beyond the physical limits of construction; consult with regional traffic and safety staff for assistance in identifying which signals may be impacted. When traffic signals are impacted by the project, the signal timing or function may require adjustment. Additionally, equipment may need to be moved or adjusted to accommodate changes to lanes or the presence of traffic control devices.

The Project Manager should coordinate with the operator of any signals to develop a plan for ensuring the intersection will function as required during the construction of the project.

Emergency Services

Project Managers should coordinate with emergency services to ensure they can respond throughout construction. This may require wider lanes than necessary for normal traffic, construction of turn-arounds, coordination on alternate routes, etc. If emergency services are within the project limits, consider how the construction will impact access to the facilities.

School Bus and Transit

Project Managers should coordinate with schools and transit operators. Timing restrictions, relocating stops, alternate access to stops, or additional signing may be required to keep impacts at an acceptable level.

Special Events

Project Managers should become familiar with major special events that may occur during construction. Coordinate with organizers of these events to either hold them outside of the construction duration, or include restrictions in the contract that will enable the events to occur. ROW should have a file of reoccurring permitted special events.

Travel Demand Management

If capacity during construction is a concern, consider traffic demand management strategies that may reduce the travel demand to meet the available capacity.

Work Zone Speed Limits

If work zone speed limits are established, set them in accordance with P&P 05.05.020 - "Establishment of Speed Limits and Zones."

1400.3.3 Public Information Plans

The Public Information Plan outlines what information needs to be given to the public, when it is given, and how it is given. The standard specifications in 643-3.03 requires the contractor to give notice before major changes, delays, lane restrictions, road closures, and traffic signal shutdowns. If the Public Information Plan requires the contractor to do more, include the requirements in the project special provisions.

The public involvement plan during the environmental process may identify interested businesses, property owners, government entities, tourist venues, and other organizations that request additional notice. It benefits construction if a contact list of known interested parties is passed to the construction team. The Project Manager should consider whether the public involvement during the environmental process indicates a need for additional public involvement beyond the standard specification.

When MSCVE has existing or pending oversize/overweight vehicle permits, include the permittees in the Public Information Plan.

When multiple projects overlap, the Project Managers should meet with the regional public information officer and determine a strategy for the adjoining projects.

When a Public Information Plan is used, the information may be distributed directly by:

- Social media thru the regional public information officer
- The Department's construction section thru the Department's Navigator and 511 systems https://www.alaskanavigator.org/ http://511.alaska.gov/
- Television, radio and/or newspaper advertisements
- The contractor
- Other location-specific communication tools

1400.3.4 Traffic Control Plans

Traffic control plans are required on all highway projects where work occurs in a State maintained right-of-way.

Do not seal TCPs, except as noted below, as TCPs are commonly field modified during construction. When TCPs are not sealed, do not include them in the plans.

Seal temporary traffic signal systems and geometric designs for 45 mph posted speed (prior to construction), or higher, detour or bypass routes.

On projects where the work is outside the clear zone but the activities may impact traffic flow, consider whether a TCP is desirable or necessary. Signing and flagging for truck crossings are examples of traffic control that may be desirable or necessary when work is accomplished outside the clear zone only.

Phasing

TMPs assume a certain phasing of events. For example, the designer expects new embankment to be built first, and traffic routed onto it.

The contract documents should inform the contractor the assumed phasing. If the contractor does not know the assumed phasing and plans to construct the project differently, the TOP, Public Information Plan, and TCPs may no longer work.

Scope, Preparation and Detail

Prepare all TCPs to be consistent with the ATM and Chapter 9 of the AASHTO Roadside Design Guide.

The ATM sets forth basic principles and prescribes standards for the application, installation, and maintenance of various traffic control devices for highway and street construction. However, it does not address all potential traffic situations in work zones. Tailor TCPs to specific project conditions and requirements.

The scope and detail of a TCP will depend on project complexity and the extent to which construction interferes with traffic flow. TCPs may include:

- Plans and detail drawings
- Special provisions
- Typical applications from the ATM.

In developing a TCP:

- Consider if there is enough room within the right-of-way for both the construction activity and a travel route. If not, consider obtaining temporary construction permits.
- Verify that any temporary, constructed diversions meet acceptable geometric and structural standards for the posted speed limit and design vehicle. Detours routed onto existing streets do not require adjustment to geometric standards, but should be evaluated for the ability of the design vehicle to travel on the detour.
- Confirm that any detours or diversions comply with the environmental document and project permits.
- Verify that traffic volumes can be adequately handled with available lanes at all hours.
- Provide access to businesses, residences and work zones if feasible. If access cannot be provided to businesses or residences, coordinate with the ROW section to see if specific agreements are needed.
- Provide for non-motorized traffic accommodations, including ADA accessible routes when they currently exist.

For all projects:

1. Establish times and dates, if any, when lane and/or road closures are prohibited. This may include requirements for night and/or weekend work.
2. Provide guidance for mitigation of specific safety concerns, when any exist.
3. Consider establishing allowable delay/queue standards.
4. Consider whether road volumes under anticipated construction conditions need evaluation.
5. To minimize worker exposure to traffic and exposure of road users to construction activities, consider including the following exposure control measures:
   a. Road or ramp closures
   b. Detours
   c. Median crossovers
   d. Accelerated construction techniques
   e. Night or off-peak work hours* (noise permits or variances may be necessary for night work.)

   * A detailed procedure for assessing the feasibility of performing highway work at night is provided in NCHRP Report 475, *"A Procedure for Assessing and Planning Nighttime Highway Construction and Maintenance."*
6. Identify whether and under what conditions to install positive protection devices. In making this determination, consider the following factors:
   a. Project scope and duration
   b. Anticipated traffic speeds through the work zone
   c. Anticipated traffic volumes
   d. Vehicle mix
   e. Type of work (as related to worker exposure and crash risks)
   f. Distance between traffic and workers, and degree of worker exposure
   g. Escape paths available for workers to avoid vehicle intrusion into the work space
   h. Time of day the work occurs (e.g., night work)
   i. Work area restrictions (including impact on worker exposure)
   j. Consequences from/to road users resulting from roadway departure
   k. Potential hazard to workers and road users presented by device itself and during device placement and removal

l. Geometrics that may increase crash risks (e.g., poor sight distance and sharp curves)
m. Access to/from work space
n. Roadway traffic volume and speed
o. Impacts on project cost and duration

In particular, consider installation of positive protection devices under the following conditions:

a. Work zones that provide workers no means of escape from motorized traffic (e.g., tunnels, bridges, trenches, etc.)
b. Long term stationary work zones
c. Projects with anticipated operating speeds of 45 mph or greater, especially when combined with high traffic volumes
d. Work operations that place workers close to travel lanes open to traffic
e. Roadside hazards, such as drop-offs or unfinished bridge decks, that will remain in place overnight or longer

7. Consider truck mounted attenuators for short duration or mobile work on roads with a posted speed of 45 mph or greater and in other areas as appropriate.
8. Consider a visit to the project site during preparation of TCPs to verify access, location of signs and other devices, presence of utilities or other obstructions to the work, and adequacy of detour routes.

Work Zone Roadside Safety

Provide direction in the specifications or drawings on

- How to treat roadside slope or obstacle hazards
- Required construction clear zone
- How to treat pavement drop-offs
- Acceptable channelization devices, barriers, and barrier end treatments

Pre-existing roadside safety hardware should be preserved or improved for use until the progress of construction necessitates its removal. From that time until permanent roadside safety hardware is installed, describe how to maintain roadside safety hardware in the plans and specifications.

1400.3.5 Payment for Traffic Control

Payment for traffic control can vary depending on project size, duration, and complexity. Do not make payment for work zone traffic control features and operations incidental to the contract or other items of work not related to traffic control and safety.

Consult with construction regarding choice of pay items. It is best to provide flexibility here so the contractor can submit their own TCP based on their sequencing and schedule. The contractor's plan may differ from the TCP preparer's assumptions.

Traffic control devices may be paid for by lump sum, contingent sum, unit price, or a combination thereof. Contingent sum is the most common method of paying for most traffic control items.

Lump Sum

Traffic control may be paid for as lump sum only on projects, or portions thereof, where:

1. Traffic control is not complex,
2. The contractor can readily evaluate the required traffic control work, and
3. The number and placement of traffic control devices is easily determined

Use contingent sum and/or unit price payment strategies on all projects that do not meet these conditions.

When lump sum payment is an option, consider the following when deciding whether to use it:

1. Lump sum traffic control is more difficult to monitor and change because the contractor is not paid for individual traffic control items and it requires closer oversight to ensure all necessary traffic control items are in place.
2. The use of lump sum traffic control payment requires a detailed TCP. All necessary traffic control devices need be shown on the TCP to reduce disagreement between the engineer and the contractor about what is required and to reduce the potential for claims for increased traffic control payments from the contractor.

If the use of lump sum for traffic control is questionable, consult the FHWA Alaska Division for guidance.

Traffic Maintenance

Include a Traffic Maintenance item – either Pay Item 643.0001.0000 or 643.0002.0000 - on all projects with traffic control, except for lump sum projects, where it

is optional. Inclusion of this pay item allows the contractor to directly allocate costs associated with:

- Providing a Worksite Traffic Supervisor.
- Preparing TCPs.
- Preparing and publishing public information notices.
- Preparing a Construction Phasing Plan.
- Maintaining all roadways, approaches, crossings, intersections and pedestrian and bicycle facilities.
- Providing any traffic control devices required, but not shown on the bid schedule.

Traffic Control Devices

There are two types of unit price pay items used to pay for traffic control devices:

- Contractor bid unit price
- Department-set (fixed) unit price

In contractor bid unit price, the contractor establishes the payment price for particular traffic control items. A list of common unit price pay items is contained in the SSHC. New pay items are established by special provision for specific or special needs.

When Department-set unit price is used, a Traffic Control Rate Schedule (TCRS) is provided in the special provisions. The TCRS includes a list of all the commonly used traffic control devices and their respective predetermined fixed prices. When using this method of payment, use SSHC Pay Item 643.0025.0000 and allocate an appropriate amount of contingent sum money to pay for these devices.

Contractor bid unit price items should be considered when

- The contractor has little control over the bid quantity, or
- There is a firm estimate on the bid quantity, and the Department has control of the actual quantity required during the project, or
- The bid item in question is high cost and likely to have one time or limited used by the contractor.

Use of a TCRS and the inclusion of a 643.0025.0000 Pay Item is the most common way to pay for traffic control devices. This reduces the opportunity for bid unbalancing by contractors.

Positive Protection Devices

Pay for positive protection devices separately from other types of traffic control devices in contract documents. This may be through separate bid items, or through rates for individual devices in the traffic control rate schedule table.

Separate payment for positive protection devices may be either lump sum, unit price or contingent sum. If used on a project with lump sum payment for traffic control, positive protection devices must still be paid for as a separate pay item.

Flagging

Flagging is primarily used for public safety or at the convenience of the contractor to support his operations.

The Department is responsible for paying for flagging required for construction of the project. Contractors should pay for flagging solely for their own convenience, benefit or productivity.

When not included in a lump sum pay item, pay for flagging by contingent sum at the Department's approved rate or by the hour. See the Statewide Construction Standards Resources webpage for the current rate,

https://dot.alaska.gov/stwddes/dcsconst/index.shtml

Traffic Price Adjustment

Special consideration should be given in the use of the contingent sum Traffic Price Adjustment pay item. Traffic Price Adjustment is a liquidated damage charge assessed for unauthorized contractor activity or traffic control that results in any lane of traffic not being open to full use by the public. Set the bid amount on the bid schedule for this pay item to $0 (zero).

Estimates

Total traffic control costs typically range from 5 to 15% of the total construction cost. The lower end of this range is for rural, low-volume projects with simple traffic control plans and low impacts to traffic, while the upper end represents urban, high-volume projects with complex traffic control.

1400.4. References

1. Code of Federal Regulations 23 CFR 630 Subparts J & K

2. Part 6 of the *Alaska Traffic Manual* (ATM). The ATM consists of the *Manual on Uniform Traffic Control Devices* (MUTCD) and the *Alaska Traffic Manual Supplement*
3. *Alaska Construction Manual*
4. *Alaska Standard Specifications for Highway Construction*, Section 643
5. Alaska Standard Plans ("C & G" Series)
6. P&P 05.05.015 – *Work Zone Safety and Mobility*
7. P&P 05.05.020 - *Establishment of Speed Limits and Zones*

This page intentionally left blank.

FAST Planning FFY2023-27 TIP Adminstrative Modification #8: FFY2026 OBLIGATION STATUS REPORT (as of June 29, 2026)

ALLOCATION TOTALS (Federal Share)

ALLOCATIONS	PHASE		AMOUNT	FFY26 OBLIGATIONS	PERCENT OBLIGATED
STP	All		$8,161.1	$2,178.4	27%
STP AC	All		$602.5	$0.0	0%
PL (Metropolitan + Transit)	All		$589.6	$589.6	100%
TAP (Transportation Alternatives)	All		$793.3	$0.0	0%
CMAQ	All		$10,141.6	$955.3	9%
CRP (Carbon Reduction)	All		$2,556.1	$1,596.4	62%
OFFSET	All		$562.0	$433.9	77%
TOTAL			**$23,406.2**	**$5,753.5**	**25%**

STP FUNDS (Federal Share)

IRIS	STP	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY26 OBLIGATIONS	PERCENT OBLIGATED	COMMENTS
NFHWY01023	Advanced Project Definition	Planning	3/9/2026	$145.6	$145.6	100%	
NFHWY00815	Doughchee Ave/Beaver Springs Bridge	Construction	6/17/2026	$357.5	$357.5	100%	
NFWHY00913 NFWHY00914 NFHWY01088 NFHWY01221	FAST Improvement Program	Design	5/11/2026	$291.1	$272.9	94%	
				$27.3		0%	FFY2027 AC
				$181.9		0%	
		Construction	3/10/2026	$456.4	$456.4	100%	FFY2025 Program
				$3,028.0		0%	
				$91.0		0%	FFY2027 AC
HFHWY00830	FAST Planning Office	Planning	10/1/2025	$150.0	$150.0	100%	
NFHWY00816	Holmes Road Rehabilitation	Design		$571.3		0%	
				$383.9		0%	FFY2027 AC
NFHWY00509	Minnie Street Improvements	Design	5/14/2026	$796.0	$796.0	100%	
		Right-of-Way		$1,364.6		0%	
NFHWY00891	Alaskaland North Parking Lot & Boat Launch	Design		$682.3		0%	
NFHWY00139	Yankovich/Miller Hill Road Reconstruction	Construction		$136.5		0%	
				$100.3		0%	FFY2027 AC
	TOTAL			**$8,763.7**	**$2,178.4**	**25%**	

PL FUNDS (Federal Share)

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

TAP FUNDS (Federal Share)

IRIS	TAP	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY26 OBLIGATIONS	Percent Obligated	COMMENTS
NFHWY00280	Chena Riverwalk Stage III	Right-of-Way		$793.3		0%	
	TOTAL			**$793.3**	**$0.0**	**0%**	

CMAQ FUNDS (Federal Share)							
IRIS	**CMAQ**	**PHASE**	**OBLIGATION DATE**	**TIP AMOUNT**	**FFY26 OBLIGATIONS**	**Percent Obligated**	**COMMENTS**
NFHWY00862	Chena Lakes Recreation Area Access via Plack Road	Utilities		$4.5		0%	
		Construction	3/16/2026	$1,396.7	$1,396.7	100%	FFY24 Carryforward
				$596.0		0%	FFY2027 AC
NFHWY00891	Peger Road Bicycle & Pedestrian Path	Design		$181.9		0%	
NFHWY00845	Fairbanks Airport Area Non-Motorized Path Wayfinding Signage	Construction	6/17/2026	$181.9	$122.9	68%	
NFHWY01088	FAST Improvement Program	Construction		$727.8		0%	
NFHWY00922	Lavery Transportation Center Enhancements	Design	5/12/2026	$68.2	$68.2	100%	
NFHWY00922	Morris Thompson Cultural & Vistors Center Enhancements	Design	5/12/2026	$81.9	$81.9	100%	FFY25 Carryforward
		Utilities		$72.8		0%	
		Construction		$463.9		0%	
NFHWY01086	Motor Vehicle Plugins #1 (NP City Hall, Alaskaland main parking lot)	Design		$139.2		0%	
NFHWY00912 NFHWY00885	Sidewalk Snow Removal Equipment	Equipment		$454.9		0%	
				$91.0		0%	FFY2027 AC
NFHWY01097	UAF Shuttle Bus CNG Fueling Station	Design		$91.0		0%	
NFHWY01169	UAF CNG Shuttle Buses	Equipment		$454.9		0%	
NFHWY01109	Sheep Creek Road Extension Shared Use Path	Design	2/1/2026	$227.4	$227.4	100%	SW-CMAQ
		Construction		$591.3		0%	SW-CMAQ
NFHWY00902	Sheep Creek Road & West Tanana Drive Roundabout	Design	4/17/2026	$454.9	$454.9	100%	SW-CMAQ
NFHWY01108	Gaffney Road Parking Lot	Design		$91.0		0%	SW-CMAQ
NFHWY01110	Ballaine Path Improvements	Design		$181.9		0%	SW-CMAQ
NFHWY01102 NFHWY01103 NFHWY01104 NFHWY01105	FAST ADA Improvements Program	Construction		$4,989.7		0%	SW-CMAQ
	TOTAL			**$10,141.6**	**$955.3**	**9%**	

CRP FUNDS (Federal Share)							
IRIS	**CRP**	**PHASE**	**OBLIGATION DATE**	**TIP AMOUNT**	**FFY26 OBLIGATIONS**	**Percent Obligated**	**COMMENTS**
NFHWY00862	Chena Lakes Recreation Area Access via Plack Road	Construction	3/16/2026	$1,450.9	$1,450.9	100%	FFY24 Carryforward
NFHWY00845	Fairbanks Airport Area Non-Motorized Path Wayfinding Signage	Design	6/17/2026	$22.7	$22.7	100%	
NFHWY00922	Lavery Transportation Center Enhancements	Construction		$573.1		0%	
NFHWY00891	Motor Vehicle Plugins #2 (Alaskaland North Parking Lot)	Design		$22.7		0%	
NFHWY01060	Fairbanks & North Pole Electric Vehicle Charging Stations	Design	5/13/2026	$213.8	$122.8	57%	
NFHWY01195	High School Access & Circulation Study - North Pole	Planning		$272.9		0%	FFY25 Carryforward
	TOTAL			**$2,556.1**	**$1,596.4**	**62%**	

OFFSET FUNDS (Federal Share)							
IRIS	**OFFSET**	**PHASE**	**AMOUNT**		**FFY26 OBLIGATIONS**	**OBLIGATION DATE**	**PROJECT**
`	Yankovich/Miller Hill Road Reconstruction	Construction	$528.1		$34.2	6/17/2026	Doughchee Avenue
NFHWY00633	FAST Improvement Program FFY023	Construction	$33.9		$167.4	(pending)	Yankovich/Miller Hill
					$232.3	(pending)	Yankovich/Miller Hill
	TOTAL		**$562.0**		**$433.9**	**Percent Obligated**	**77%**

FAST Planning FFY26 Offsets

June 26, 2026

PROJECT OFFSETS	Federal	Total w/ Match
Yankovich/Miller Hill Road Reconstruction	$528,075	$580,494
FAST Improvement Program FFY2023	$33,932	$37,300
Total	**$562,007**	**$617,794**

COMMITTED OFFSETS		
Doughchee Avenue/Beaver Springs Bridge - Construction phase	-$34,204	-$37,599
Yankovich/Miller Hill Road Reconstruction - Right-of-Way phase	-$167,385	-$184,000
Yankovich/Miller Hill Road Reconstruction - Construction phase	-$211,296	-$232,270
Total	**-$412,885**	**-$453,869**

Remaining Funds to be Obligated	**$149,122**	**$163,925**

FAST Planning |3rd Qtr Funding Obligation Status | FFY2018 to FFY2026

Fiscal Year	Report Date	% Obligated
FFY2018	6/29/2018	72%
FFY2019	7/1/2019	75%
FFY2020	6/24/2020	87%
FFY2021	6/30/2021	72%
FFY2022	6/29/2022	91%
FFY2023	6/30/2023	79%
FFY2024	7/11/2024	46%
FFY2025	6/26/2025	59%
FFY2026	6/29/2026	25%