



TECHNICAL COMMITTEE

Meeting Agenda

Wednesday, August 5, 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: 829-2950-6655

1. Call to Order
2. Introduction of Members & Attendees
3. Approval of August 5, 2026 Agenda
4. Approval of July 1, 2026 Meeting Minutes | Pg 2-7
5. Staff/Working Group/Chair Report | Pg 8-9
6. Public Comment Period
7. Guest Presentation - Downtown Billings Two-Way Restoration Project | DOWL
8. Old Business
 - a. Draft FFY2027-28 Unified Planning Work Program (UPWP) **(Action Item)** | Pg 10-43
 - Review of public comments received, comment resolutions and corresponding revisions, and recommendation to Policy Board for approval
 - b. FFY2023-27 Transportation Improvement Program (TIP) Amendment #3 **(Action Item)** | Pg 44-73
 - Review of public comments received, comment resolutions and corresponding revisions, and recommendation to Policy Board for approval
 - c. FFY2026 Federal Funding Obligations | Pg 74-77
 - Status update on funding obligations, which are behind schedule for fiscal year
9. New Business - None
10. Informational Items
11. Other Issues
12. Committee Member Comments
13. Adjournment

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



TECHNICAL COMMITTEE

Meeting Minutes

July 1, 2026 • 12:00 – 2:00 P.M.

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

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

Zoom Meeting Telephone Number: 1 (253) 215-8782 Meeting ID: 814-8282-3681

1. Call to Order

Jackson Fox, Chair called the meeting to order at 12:01 pm.

2. Introduction of Members and Attendees

The following were present:

Name	Representing
*Jackson Fox, Chair	FAST Planning
*Olivia Lunsford, Vice Chair	FAST Planning
*Corey DiRutigliano	FAST Planning
*Deborah Todd	FAST Planning
*Randi Bailey	DOT&PF Planning
*Don Galligan	FNSB Planning
**Michael Bredlie	FNSB Rural Services
**Jennifer Campbell	FNSB Planning Commission
**Steven Hoke for Michelle Denton	FNSB MACS Transit
**Kate Dueber	Alaska Railroad Corporation
**Alexa Greene (absent)	Eielson Air Force Base
**Brett Nelson	DOT&PF Planning
**John Netardus	DOT&PF Preconstruction
**Jason Olds	ADEC Air Quality
**Corey Richardson	Tanana Chiefs Conference
**Lt. Mike Roberts (absent)	Alaska State Troopers
**William Rogers	City of Fairbanks Engineering
**Kellen Spillman	FNSB Community Planning
**R.J. Stumpf	Fairbanks International Airport
**Jakob Theurich	University of Alaska Fairbanks
**John Weinberger	Fort Wainwright
**Tim Zinza	City of Fairbanks Engineering
Albert Beck	DOT&PF Preconstruction
Ivet Hall	DOT&PF Preconstruction
Kim Sollien	MatSu MVP
Anjie Goulding	MatSu MVP

Jack Barnwell
 Patrick Cotter
 Megan Flory
 Bonnie Marriott
 William Frasure

Fairbanks News-Miner
 RESPEC
 RESPEC
 Participant
 Participant

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

3. Approval of the July 1, 2026 Agenda

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

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

4. Approval of the June 3, 2026 Meeting Minutes

Motion: To approve the June 3, 2026 Meeting Minutes. (Campbell/Zinza).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

5. Staff/Working Group/Chair Report

- At the June 17 2026 meeting, the Policy Board:
 - Approved the release of an OpEd to the Fairbanks Daily News-Miner regarding the 2023 Metropolitan Planning Area Boundary that had been awaiting approval by the Governor. The MPO Boundary approval was subsequently signed by the Governor on June 18, 2026.
 - Approved the release of the Draft Unified Planning Work Program (UPWP) for 30-day public comment from June 21-July 24, 2026.
- A letter from the Federal Highway Administration was received in April 2026 reiterating that MPOs have the sole authority over which projects to include in the Transportation Improvement Program (TIP).
- TIP Amendment #3 went out for 30-day public comment from June 21-July 24, 2026.

6. Public Comment

No public comment.

7. Old Business

a. FY2027 FAST Improvement Program Project Selection (Action Item)

Status Update on Cost Estimates for Proposed Project List and Schedule for Next Subcommittee Meeting

Mr. Fox explained that Page 12 of the meeting packet contained the list of projects that were selected for funding in the FFY27-28 FAST Improvement Program.

Public Comment:

No public comment.

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

Discussion:

Ms. Campbell: I really like the list. In Planning Commission sometimes things come up and something came up a few weeks ago that might benefit from a little bit of traffic calming that is sort of an unanticipated small project. I was wondering if there was a way, on this list, if we could have a generic, maybe under the Borough list, of generic traffic calming for speed tables or something like that that takes virtually no design, none of the other complicating factors, that you might be able to throw in at the last minute so that we're not trying to anticipate some of those projects a year, or two years, or three years from now.

Mr. Netardus: I'd say, unfortunately, we can't throw in, very specifically, speed tables at the last minute because of our environmental process if we don't have a location covered environmentally with that. I know it's just on the surface and stuff, but there's still a process to go through where we have to look at the archaeology and get it scoped in the document and make sure that all of the agencies know about it and it has to go through public comment and whatnot even for something as simple as a speed table.

Ms. Campbell: Thank you.

Mr. Spillman: One question. These are relatively large improvement program lists compared to what we usually do, is that correct?

Mr. Fox: Yes. For individual projects it's a pretty big list. Yes.

Mr. Spillman: Do we have any other major reconstruction projects that would potentially need some of that funding or could we apply it to some of the bigger projects in those couple of years?

Mr. Fox: That's a good question. In 2027 we're still sitting on \$4M of funds that are not obligated to any project. The things that are coming up that we're going to need big slugs of funding are: Holmes Road Reconstruction, Minnie Street Reconstruction, and Cowles Street Reconstruction Phase II. I don't necessarily have an anticipated year yet for each of those for when the design is going to be finished and when they're going to go to construction. My crystal ball says all of those are probably 2029 or later but I'm not sure. So, we do have funds in 2027 and 2028 that need to be programmed someplace. I'm pretty confident at this stage since federal fiscal year 2027 is starting soon, that this is a good use of our money and there isn't another big project that has a need for this funding in 2027, but 2028 I'd have to look a little bit harder at.

Mr. Spillman: Our TIP right now only goes through 2027, right?

Mr. Fox: Correct. So, we'll find that out with the new TIP. We'll be able to answer your question more directly once the new TIP is prepared.

Mr. Spillman: Would it make sense to hold off on the disclaimer on the 2028 fiscal year funds until we get the new TIP and at least get a better idea of some of these bigger projects and needs for the funding?

Mr. Fox: Yes. That could be an amendment to the motion. Basically, recommend that the Policy Board move forward with the 2027 list and then maybe revisit the 2028 list

early next year. I'm not sure how you'd want to turn that into an amendment. We have done that in the past though where we look at a couple of years, but we approve the immediate year and then the next year there is some flexibility of, "Hey we're going to revisit this before we pull the trigger on it."

Mr. Spillman: The intention, Mr. Netardus, correct me if I'm wrong, would be to design all these projects in one slug?

Mr. Netardus: It would be two different designs, and two different environmental documents is the intention behind how we split it up. The easier ones are next year's projects so I can get these environmental documents faster. The more difficult projects are in the 2028 column so I need a good idea of what I can start on with the parent design project now so that I have two years to get that document done. So, I want to start on those ones now and put them out in different years.

Mr. Spillman: Okay. Let me think about it some more but that's where my thought process is. We've been working on Cowles for 15 years now. That's the hold-up of, you know, just a little bit more money. It makes more sense to wait in the 2028 program until the new TIP comes out to get new estimates on Cowles Street, etc. I'd have to think more. At least right now I'm not prepared to make an amendment.

Mr. Fox: Okay. And, of course, there will be an opportunity once we see the TIP to make adjustments at that time, but it would be good to provide Mr. Netardus with some margin of error space right now if it needs to be changed.

Mr. Netardus: It's a whole lot easier to remove stuff than to add it. So, if I can somehow move forward with starting preliminary engineering work on some of this stuff that would be nice with the possibility of revisiting it or removing it later, I guess, but adding to it is a problem.

Amendment to the Motion: 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).

Mr. Spillman: I'm open to wording changes but that was the best I could do here on the fly. Back to what I was saying. Some of these projects in the TIP have been worked on for so long and they're so important for the community, Cowles, Holmes, that if it's just a little bit of funding to get it to the finish line I would rather wait a year or two on some of these smaller projects to get those bigger community impact projects to the finish line.

Mr. Netardus: It's a good amendment but there's a couple of projects for the City of Fairbanks where we're coordinating for them to do some work before we come in and finish up that work and we would not want to remove a few of these projects. So, if there's a way to amend the amendment and not remove whichever projects Mr. Zinza would recommend not removing, that might be something we would want to add. Does that make sense, Mr. Zinza?

Mr. Zinza: Yes.

Mr. Netardus: We don't want the possibility of what happened with this year's project to happen again where they're coming through with the utilities, and we were unable to finish the pavement.

Mr. Spillman: I would trust the experts in that situation. I trust you [Mr. Netardus] and the City Engineer to be able to make those calls.

Mr. Netardus: Okay. If that's a given, then we don't have to amend your amendment.

Mr. Fox: I think that's a given.

Mr. Netardus: Okay.

Mr. Fox: We do have discretion with that program and obviously we would report back to the Technical Committee if we did make that call.

Vote on Amendment to the Motion: Twelve in favor. One abstention. (Weinberger). Approved.

Amended Motion: To move this [FFY2027-28 FAST Improvement Program] forward as written to the Policy Board and to add a note that projects could be removed from the FFY2028 list when the new TIP comes out if other large projects have funding need.

Vote on Motion as Amended: None opposed. Approved.

8. New Business

a. FFY2023-27 Transportation Improvement Program (TIP) Administrative Modification #9 (Action Item)

Recommendation for Approval of Minor Changes to Multiple Projects

Mr. Fox explained each of the revisions made in TIP Administrative Modification #9.

Public Comment:

No public comment.

Motion: To move [FFY2023-27 Transportation Improvement Program (TIP) Administrative Modification #9] forward as written. (Zinza/Nelson).

Discussion:

No discussion.

Vote on Motion: None opposed. Approved.

b. FFY2026 Federal Funding Obligations

Status Update on Funding Obligations, which are Behind Schedule for Fiscal Year

Mr. Fox explained that the FFY2026 federal funding obligations were currently at 25%, but he expected them to be about 85% obligated by the end of July 2026.

c. Proposed PM2.5 Non-Attainment Area Split

Preliminary Discussion of Effects of Proposed Split to Transportation Conformity, Motor Vehicle Emissions Budgets, CMAQ Funding, and Timing of State and EPA Public Comment Periods

Mr. Olds of DEC Air Quality explained the proposed PM2.5 area split. He explained that the overall benefits outweigh the consequences. The Fairbanks area has been achieving

air quality attainment for several years and North Pole has been, and is projected to be, in non-attainment again this year. Splitting into two distinct areas of Fairbanks and North Pole would benefit the Fairbanks area as any new regulations would not apply to them since they have been in attainment. This would help to focus and prioritize the PM2.5 funding towards the North Pole non-attainment area.

d. New Draft TIP Policy & Procedure

Review of New Draft Intended to Replace Current Policy for Feedback from Technical Committee; Consideration of Adoption Will be in August

Mr. Fox presented the new TIP Policy & Procedure document he has been working on.

9. Informational Items

10. Other Issues

No other issues.

11. Committee Member Comments

Mr. Spillman: The Draft Comprehensive Plan will be released in the next 10 days for public comment. There will be a round of community open houses starting on July 20, 2026.

Mr. Zinza: Thanks for the effort you guys do. It's a lot of work so I appreciate it.

12. Adjournment

Motion to Adjourn: (Netardus/Zinza). The meeting was adjourned at 1:25 p.m. The next Technical Committee Meeting is Wednesday, August 5, 2026.

Approved: _____ **Date:** _____

Jackson C. Fox, Chair

FAST Planning Technical Committee



POLICY BOARD

Action Items

07.15.2026

Motion: To approve the [FFY2027-28 FAST Improvement Program] Subcommittee recommendations. (Crass/Terch).

Amendment: To mill and pave Finnel Road from behind Hotel North Pole down to the intersection at Cross Way. (Terch/Little). None opposed. Approved.

Vote on Motion, as Amended: None opposed. Approved.

Motion: To approve TIP [Transportation Improvement Program] Administrative Modification #9. (Crass/Terch). None opposed. Approved.

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

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			
<i>Finnel Road - Hotel North Pole to Cross Way</i>	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			
<i>Ticusuk Brown School driveway apon mill & pave</i>	X					
<i>North Pole Transfer Site road mill & pave</i>	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%

FFY27-28 Unified Planning Work Program (UPWP) - Public Comment Response Summary

Public Comment Period: June 21 - July 24, 2026

#	From	Subject	Comment	Response
1	Ann Delong	Task 300(e) Downtown Fairbanks Traffic Study	This is a bit off subject but it seems that the downtown area has too many roads, there's actually very little traffic especially since Lavelles has closed. Shutting down first avenue from the bridge thru to MUS would enable cafes and businesses to have riverfront access and improve tourism. I see tourists wandering in that area looking bewildered for a nice cafe to sit and enjoy the river. The existing park attracts homeless folks who often accost tourists. Sometimes it's funny but not always what we want our city to reflect. The borough building has a dumpster placed right on a spot that would be a prime area, please relocate it!	Thank you for your comment. This comment will be shared with our Technical Committee and Policy Board to see if they would like to expand the scope of the traffic study to look at potential closures of certain road segments. This has previously been looked at for portions of Lacey Street and 2nd Avenue, but not 1st Avenue to our knowledge.
2	Tom McGrane	Task 300(f) Pavement Condition Survey for Non-DOT Roads	Include separated bike paths in this survey.	Thank you for your comment. The road surface profiling equipment used for this effort is attached to a vehicle and collected while driving down a roadway. Some, but not all, asphalt paths are wide enough to accommodate a vehicle. We will expand the survey description, however, to attempt to collect this data where feasible. We would also like to make you aware FAST Planning is working to secure a data bike (designed by Des Moines MPO) to deploy next summer to collect path condition data throughout our network. We will provide updates on this acquisition and deployment at future WRRAC meetings.
3	Vallerie Stilipec	Task 300(e) Downtown Fairbanks Traffic Study	I just read the Sunday newspaper article on the proposed study to turn downtown streets 2-way. There is no reason to change what has been working just fine for many years. I don't think our traffic downtown needs fixing. There are many other items that we could spend money on. This is very wasteful. Mr Cleworth is a businessman but he has been on the City Council for many years and he thinks like other longtime residents of Fairbanks. Think wisely, Valerie S	Thank you for your comment. This comment will be shared with our Technical Committee and Policy Board as they consider funding this and other studies in the UPWP.
4	Constance Zachel	Task 300(e) Downtown Fairbanks Traffic Study; Task 300(g) Freight Mobility Plan Update; Task 400(b) Driver's Education Program; Task 400(c) Housing Coordination Plan	I SUPPORT: SEPARATING Fairbanks from North Pole regarding air quality regulations and rewarding North Pole residents for behavior that reduces air pollution. LEAVING College Road with two traditional lanes, primarily for safety reasons. Two lanes provide better visibility to the road ahead. The high sidewalk curb does not allow for quick avoidance of a hazard on the road. For that reason I would never ride a bike on the road. I'll only ride on the sidewalk and therefore, no bike lane is required. USE OF empty buildings for housing, e.g. the UAF Barnette parking garage. Extensive planning will be needed for the increased car and pedestrian traffic and parking needs. Easy access to mass transport/shuttle service is a must. DRIVERS EDUCATION classes in high school. What an easy solution to the lack of drivers ed available to our high school students, and to reduce traffic accidents in the new-driver group! Definitely worth whatever it costs. Students can take it as an elective with a fee. ONGOING STUDY of the stability of the Chena River bridge on the Steese Highway, and the impacts of Kinross/Manh Choh trucks on the roads and traffic patterns. RETAINING one-way streets in downtown Fairbanks. Two way streets are dangerous for pedestrians due to poor visibility. One way streets require drivers to slow down to assure that the correct direction is chosen on a one-way street. Painting arrows on the paved roads indicating direction of travel would be useful during the busy summer season. MINIMAL reconstruction of Murphy Dome road that would include (1)modification of the curve between Alderberry and Coyote Trail to enable vehicles traveling west to stay in the westbound lane and not cross the midline (possibly install a ratchet strip on the midline); and (2) establish a passing lane on the hill at Ivan's Alley. These minimal modifications will greatly improve safety and will not encourage faster speeds between the Goldstream Road/Sheep Creek intersection and Spinach Creek Road/Moose Mountain. Eliminating that hill will only encourage increased speeds on this section of road. SOLID yellow lines and No Passing designation for Sheep Creek Road in stretches of permafrost uphevel. Visibility is greatly reduced in these areas.	Thank you for your comments. These comments will be shared with our Technical Committee and Policy Board as they consider funding the Freight Plan Update, Downtown Traffic Study, and other tasks you referenced in the UPWP. While College Road is not included in our UPWP as a planning task, we anticipate public outreach and engagement opportunities with DOT in the coming months as this discussion is restarted with the community. Murphy Dome Road and Sheep Creek Road are outside FAST Planning's Metropolitan Planning Area, but we will share these comments with our counterparts at DOT who maintain and operate those roadways.

5	Constance Zachel	N/A	I AM OPPOSED TO ANY accommodations/concessions/commitments made by Fairbanks regulatory and government entities that will facilitate development of the North Star Grand Lodge. This proposed development is illogical and doomed to fail. No aspect of this project should involve or require any of our taxpayer's money. MINING developments on the outskirts of Fairbanks and Ester. These will destroy the neighborhoods and recreation opportunities that create community in safe and scenic surroundings. The mines and heavy truck traffic will discourage tourist activity (especially aurora viewing) and will discourage potential new residents from moving here. These mines will cause the out-migration of long standing community members. Additionally, there are negligible benefits to our borough or state that come from these mines, and a mess to live with during and after.	Thank you for your comments. These developments are outside FAST Planning's Metropolitan Planning Area, but we are following them for any potential changes in traffic/travel patterns to and from our Planning Area.
6	Alex G.-H.	Task 300(b) Complete Streets Prioritization Plan; Task 300(e) Downtown Fairbanks Traffic Study; Task 300(i) Lacey Street Planning Study; Task 400(a) Local Safety Action Plan; Task 400(f) Tanana Lakes Recreation Area Bicycle/Pedestrian Connections Plan; Task 400(g) Bicycle & Pedestrian Facility Improvements Implementation Plan	Still vaguely appalling, somehow FAST MPO scope of work includes closing access to real Alaskans living on Richardson Highway but still after 10+ years has not built a single bike lane or the Chena River Walk. Unplanned North Pole sprawl is becoming dangerous and out of control while obstructionist Fairbanks build-nothingism has survived despite surveys and elections documenting contrary public desires. Plans, more plans, more studies, more consultants. Little tangible improvements, the Noble/Cushman pedestrian crossing still with zero wayfinding or guides. The Gillam traffic calming a quiet success improving neighborhood property values and safety. While the surveys of residents and laser mapping of asphalt seems relevant and useful, the constant churn of Lacey Street, downtown oneway vs. two way, Tanana Valley's inaccessible despite proximate recreation facilities, churn churn away. Every bike/ped project on here should have been built already, why is the actual spend going to AkDOT Freeway improvements? Nonsensical, apparently corrupt. Everyone gets paid, not even 2.5 gets spent. I still want the non-motorized plan that was funded 2 years from 2010 until 2020 and then quietly abandoned with almost nothing built. As someone who has participated over a decade and only got superficial, non-working (failing) Turner Street improvements, not one mile of bike lane, it feels totally fake. We were united and honest as a downtown community before Covid about what the community and where it wanted. Now they're out of business and finally FAST is getting around to studying the traffic around closed bars and empty storefronts. There was solidarity across political parties, business and consumer, 700+ people participating in surveys and plans. So build it, build cheap accessible infrastructure, public toilets, bike paths! All kinds of official obstructionism and now the previous plans and surveys are too dusty to use. Cushman/Airport intersection, 5th Ave reconstruction, Old Rich Chena bridge, these projects were already studied and surveyed and only half built, where are my laser-cut decorative metal panels? Where are my civic parks, my artistic developments, 2.5% is provably larger than 0 and far more valuable than doing AkDOT freeway work gratis, as a favor for not building anything anywhere in downtown core. Where are the safe, accessible recreation and transportation paths, many of which for 20+ years have been requested in studies and funded plans, surveys, construction 2 years out for 20+ years? Protect the most vulnerable, pedestrians and bicyclists, elderly, disabled and children; maintain the downtown core and support multimodal navigation and communal use! #nonewroads #reclaimasphaltideserts #perehod	Thank you for your comments. We very much understand the pace of the Federal process can lead to projects being in development for many years before they are constructed, and some projects being prioritized over others based on funding source eligibilities and availability. Planning efforts and studies are integral to this process as well to help guide these decisions and investments of Federal funds. It is a complex and long process, but we are happy to sit down with any community member to share how we do our work, the decision-making process, answer questions, and explain how individual community members can engage in the process. We will share your comments with our Technical Committee and Policy Board as they consider funding the referenced tasks in the UPWP.
7	Downtown Association	Task 300(e) Downtown Fairbanks Traffic Study	See comment letter attached.	Thank you for your comments. Based on this feedback the scope of the study has been expanded to include examining the need (warrants) for existing traffic signals and curb management (excessive driveways/curb cuts and opportunities for additional on-street parking).
8	Jerry Cleworth	Federal Planning Factors	I strongly support the seven national goals, especially maintaining infrastructure and reducing traffic congestion.	Thank you for your comment.
9	Jerry Cleworth	Federal Planning Factors	I question some of the December 2021 FHWA and FTA planning emphasis areas which are not binding on MPO's, especially since the number 2 goal (Equity and Justice40) was repealed last year. Before adding these, they should be analyzed for redundancy with existing regulations, and relevance.	Thank you for your comment. Planning Emphasis Areas #1 and #2 have been rescinded by Presidential Executive Order. The UPWP narrative has been updated to notate this.

10	Jerry Cleworth	Task 300(b) Complete Streets Prioritization Plan	Currently, the City of Fairbanks and the DOT both plan projects using the Complete Streets policy consisting of 6 pages of guidelines along with a 9 page "punch list". There are many good factors in the Complete Streets plan, however, it is a regulation that adds cost and time. Prioritization would best be stipulated by the two entities involved rather than a committee which simply adds more steps before a project can be started. We should try to keep planning costs to a reasonable amount so that the actual project can be fully funded.	Thank you for your comment. The current Complete Streets policy has not been actively used by the City and/or DOT since its adoption by FMATS in 2015 except for the 5th Avenue Reconstruction project. For that project, many of the Complete Street features identified were removed from the design late in project development and not constructed. One of the aspects of the policy update is to better solidify project scopes, implementation, and accountability and adherence to the policy. The current Federal Transportation Bill (IIJA) requires MPOs to use at least 2.5% of their Metropolitan Planning funds to increase safe and accessible options for multiple travel modes for people of all ages and abilities, and the Policy Board selected this policy update and development of a Complete Streets Prioritization Plan for this effort.
11	Jerry Cleworth	Task 300(e) Downtown Fairbanks Traffic Study	This was discussed by the Downtown Fairbanks 2040 Plan committee, but it was decided not to include it in the plan. The cost for this study is estimated at \$227,425. Changing streets in the core from one-way to two-way is extremely problematic especially when considering the narrow right-of way on many of them. It would create many logistical problems such as elimination of parking, congestion, snow storage, loading and unloading issues, and a great deal of confusion and potential accidents resulting from changing traffic patterns. Fifteen years ago it was estimated that the cost of making this conversion would be over \$10 million and does not add to our infrastructure. Could not these funds be better used to take a complete inventory of sidewalks in our City at large that are crumbling and need repair and do not meet ADA standards? Should we not be focusing on maintaining and adding to our infrastructure instead of changing street directions? Before a study should even be considered, DOT and City engineers should be tasked to look at the number of parking spaces that would have to be eliminated, the turning radius problem for buses and larger vehicles when going from a two-way street to another two-way street, loading/unloading problems created by this action and snow storage issues. When the community planner used by Vision Fairbanks years ago (who introduced the two-way concept) was asked about the problems this would create, he simply stated "your engineers will have to figure this out". Mr. Fox received a letter from the Downtown Association pushing forward with this plan drafted by Chris Miller. Even in this letter it was acknowledged that 3rd and 4th Avenues work best as one-way streets. Recently, a petition was turned in to the City Council signed by almost every retail business on Second Avenue in opposition to reverting to a two-way plan.	Thank you for your comment. Converting one-way streets back to two-way streets in downtown corridors has been implemented in many cities across the U.S. to improve business access and visibility, traffic flow, and pedestrian safety. Many studies can be found online discussing the benefits and tradeoffs of such a conversion. This effort is just a study, not a commitment to the conversion to see if it would be advantageous for downtown for just some, or all, of the one-way streets. The scope has also been expanded to examine existing traffic signals to see if any are unwarranted and can be removed, as well as curbside management to look at excessive driveways/curb cuts and opportunities for additional on-street parking. Some downtown parking lots for example have up to eight driveways, which introduces pedestrian conflicts and limits on-street parking availability. With regard to a sidewalk inventory, this was already funded and completed in 2017 by MDS technologies. See the City of Fairbanks Sidewalk Inventory & Condition Assessment Report dated September 2017 and City of Fairbanks Sidewalk ADA Transition Plan dated July 2018.
12	Jerry Cleworth	Task 300(i) Lacey Street Planning Study	If this is approved, a new stakeholder group should be created that consists primarily of the residents and businesses adjacent to the street along with the City of Fairbanks Fire Department which depends on this street for quick responses. The concept of abandoning parts of Lacey Street is illogical and extremely problematic. This should be closely analyzed.	Thank you for your comment. Information about the previous stakeholder group meetings and discussions which lead the proposal for a planning study can be found here: https://fastplanning.us/laceystreet/. The City's Fire Dept was involved during the previous stakeholder group meetings and will again be invited to be involved in the planning study. Public survey results can also be found on this webpage with respect to different design alternatives previously considered for Lacey Street.

13	Jerry Cleworth	Task400(g) Bicycle & Pedestrian Facility Improvements Implementation Plan	The estimated cost for this plan is \$50,000. Every road project is already subject to the Complete Streets methodology which includes pedestrians, bikes, etc. Gillam Way is a good example of a road that was constructed to easily accommodate bicycles by simply moving the fog line further from the curb and moving traffic closer to the center of the road. This also provides short-term snow storage in the winter time. The sidewalks were also expanded for pedestrians. This task proposes that the staff of FAST Planning along with the Walk, Ride, and Roll committee be instrumental in creating a Non-Motorized Plan listing and prioritizing projects. The missing partners in this discussion would include both the City of Fairbanks and DOT Engineering and Public Works Departments. I question if this is necessary considering the Complete Street process, but if this task is funded then I strongly suggest that involving Engineering and Public Works is essential at the outset.	Thank you for your comment. The purpose of this effort is to prioritize existing planned non-motorized projects for funding in the TIP. The City and DOT each have two seats on the WRRAC, and any recommendations from the WRRAC are advanced to the Technical Committee and Policy Board for consideration of approval.
14	Jerry Cleworth	Task 400(i) Household Travel Survey Update	The estimated cost of this plan is \$300,000. Is this task necessary? Would traffic counts collected from roads reveal essentially the same thing? Do we need to know household destinations, trip length, time of day, mode of transportation, and other characteristics? Again, would it not be a better use of planning funds to take a close look at our sidewalks that are not ADA compliant and are in sore need of repair.	Thank you for your comment. It is common practice by MPOs all over the U.S. to complete a Household Travel Survey every 5 to 10 years to update their Travel Demand Models, which are used for development of Federally-required long-range Metropolitan Transportation Plans and air quality conformity analyses.



July 24, 2026

Mr. Fox:

The Downtown Association of Fairbanks has 59 members in the downtown core and while we cannot represent them all perfectly all the time, the Board of Directors is comfortable **supporting an element of FAST Planning's Unified Working Plan, a traffic study described in 300(e) called the Downtown Traffic Study for \$250,000.** The Downtown Association supports item 300(e) because traffic circulation is important to commerce and because downtown's remnant of a one-way traffic network blocks large parts of downtown from its economic potential.

Downtown's streets and sidewalks are increasingly well-maintained year-round. Downtown sports the only walkable network of urban sidewalks in the Interior. Downtown can be found in the Borough's Regional Comprehensive Plan, the Housing Action Plan, the Community Economic Development Strategy and it has a plan of its own, DowntownFairbanks2040. In all of them, downtown is characterized as a place where public and private investment would most benefit the Fairbanks community. Downtown is often an intended recipient of some revitalization measure. Two-way traffic flow may be the greatest untried measure at policy makers' disposal to meet the many Plans' expectations on downtown and encourage economic growth. Two-way circulation should be studied as a complement to, compensation for and replacement of one-way circulation.

Taken together, the Illinois, Cushman, Noble, Wickersham and 5th Ave projects represent about \$40,000,000 in public roadway spending. It was "time" to make those expenditures, and there was hoped-for investment to ensue. Two of the projects were originally scoped as two-way conversions. Perhaps the new infrastructure we have downtown kept businesses from leaving but it has not sparked a response from the private sector to invest in downtown. As part of diagnosing what the downtown economic area needs by way of transportation and mobility, FAST should "examine best practices of one-way versus two-way streets in downtowns of our size and provide an overview of the implications to traffic flow and roadway redesigns that would be needed to accommodate the conversion" to guide future leaders in future projects.

As we recall from studying the Cushman and 5th Avenue projects, which were originally scoped as two-way conversions, we recall many benefits of two-way circulation:

- eliminating "wrong way" blunders
- eliminating unfriendly "no not enter" downtown signs at 2nd Ave, 3rd Ave, 4th Ave, 5th Ave and 6th Ave.
- reduce the cut-through-parking-lot maneuvers rampant in our downtown,
- reduce driver confusion (makes navigating downtown easier),
- reduce out of direction travel,

- slower vehicular traffic,
- makes the ROW safer for pedestrians,
- offers greater visibility to storefronts.

On-street parking is downtown's most critical point of access. Two-way circulation ought not reduce on-street parking capacity, especially if combined with curb management. If there's one couplet that works best to forever remain one-way while maximizing parking it is the 3rd and 4th Avenue couplet. Necessary uses of the ROW for loading and unloading should be provided for, of course, and improved, if possible.

There are additional facets of circulation and access we want to voice at this time in hopes you find ways to work some into the study's scope.

- Explore the connection between two-way circulation and land use downtown.
- Has 5th Avenue functioned optimally as a one-way facility? What is the utilization rate on the available on-street parking?
- Remind us what it was like to have a one-way blockage on 1st Ave between the bridges and describe the successes of 1st Avenue's as a two-way facility.
- Where there exists "extra" public right of way devoted to oversize sidewalks, consider those areas for additional on-street parking.
- The vast quantity of curb cuts in the downtown core to accommodate vehicular traffic over the sidewalk prevents the formation in the ROW of many dozens of on-street parking spaces.
- The vast quantity of curb cuts in the downtown core to accommodate vehicular traffic over the sidewalk subjects pedestrians and others to unnecessary risk from the vehicles themselves and to slip/fall injuries.
- Include Turner Street public space in your study as both a land use and circulation scenario – Turner Street from 1st Avenue to 5th Avenue.
- Are all the traffic signals downtown warranted?
- As you discover discontinuities in the bike trail network's signage – such as exists from the Cushman Street Bridge past Golden Heart Plaza to Lacey Street and north into Griffin Park – please flag these for navigation improvements.
- Finally, by reference, we incorporate the enclosed email from Lichen (the lone business/daily witness on that one-way/one-way intersection) to illustrate some problems.

Thank you for your consideration of this important matter.

Sincerely,



Chris Miller
President

From: [Lichen](#)
To: [David van den Berg](#)
Subject: Traffic pattern concerns
Date: Wednesday, July 8, 2026 4:00:54 PM

Hi David,

We were informed that there was a meeting today discussing one way streets and general traffic patterns in downtown with FAST Planning.

Here are a few of our observations:

We've been at our location at 3rd and Cushman for almost 3 1/2 years and in that time we have witnessed near death incidences, accidents, bikers and pedestrians being completely disregarded by drivers, and reckless driving. We often see people trying to make 3rd Ave into two lanes. We see folks driving the wrong way down 3rd Ave at least once a week (saw it today!). Drivers pulling up across the crosswalk to make a right turn on Cushman on a red light, not looking to their right, and usually almost hitting bikers or folks walking. Yesterday, I saw a biker almost get hit exactly this way. We see people trying to beat the red lights, typically around 5pm. We've witnessed multiple accidents at the intersection. This intersection also has quite a few families walking around because of the Children's Museum.

We'd love to continue this conversation and help the Downtown Association and City of Fairbanks to make our city safer for all!

Anya and Macy





DRAFT

FFY27-28 Unified Planning Work Program (UPWP)

AUGUST 2026



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INTRODUCTION

PURPOSE OF THE UPWP

The Unified Planning Work Program (UPWP) for the Fairbanks Metropolitan Planning Organization (MPO), known as Fairbanks Area Surface Transportation (FAST) Planning, documents the MPO's transportation planning activities. The purpose of the UPWP is to ensure that a continuing, cooperative and comprehensive (3C) approach to planning for transportation needs is maintained and properly coordinated between the MPO, Alaska Department of Transportation & Public Facilities (DOT&PF), Fairbanks North Star Borough (FNSB), and other jurisdictions.

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

In addition to the UPWP, the MPO must develop and implement the following plans as part of the transportation planning process [23 USC 134 & 23 CFR 450]:

- **Metropolitan Transportation Plan (MTP)** – a multimodal transportation plan that addresses a 20-year planning horizon that the MPO develops, adopts, and updates every four years.
- **Transportation Improvement Program (TIP)** – a prioritized listing/program of transportation projects covering a period of four years that is developed, adopted, and implemented by the MPO in coordination with the MTP.
- **Public Participation Plan (PPP)** – a guiding document that outlines the goals, strategies, and implementation plan for involvement of the public in the development of MPO plans, programs, and policies, including the MTP and TIP.

The planning activities for FFY2027 and FFY2028 supporting development and implementation of these plans by FAST Planning, FNSB, and Alaska DOT&PF staff are addressed within the tasks identified in this UPWP.

HISTORY OF THE MPO

All Urbanized Areas over 50,000 in population must have an MPO to carry out a 3C transportation planning process, as stipulated in the Federal Highway Act of 1962. On May 1, 2002, the U.S. Census Bureau published a notice in the Federal Register identifying an area surrounding Fairbanks and North Pole as a Qualifying Urbanized Area for Census 2000. The Metropolitan Planning Area (MPA) boundary was finalized in December 2002, and the Fairbanks MPO was subsequently established in April 2003.

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

OPERATION OF THE MPO

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

- FAST Planning Articles of Incorporation (June 2018) and Bylaws, as amended (April 2026)
- Memorandum of Understanding for the Operation of the FAST Planning Office (March 2019)
- Intergovernmental Operating Agreement & Memorandum of Understanding for Transportation & Air Quality Planning in the Fairbanks Metropolitan Planning Area (April 2019)
- Memorandum of Agreement for the Selection & Funding of CMAQ Projects within the Fairbanks PM^{2.5} Non-attainment Area, as amended (August 2019)
- FAST Planning Policies & Procedures, as amended (May 2023)
- FAST Planning Title VI Civil Rights Plan (December 2023)

In accordance with the Bylaws and Intergovernmental Operating Agreement, FAST Planning has a Technical Committee and Policy Board that hold regularly scheduled meetings each month to guide the MPO's transportation planning process and make decisions for plans, programs, and policies. The Technical Committee consists of representatives, such as engineers, planners, and other specialists from the City of Fairbanks, City of North Pole, FNSB, Alaska DOT&PF, Alaska Department of Environmental Conservation (DEC) Air Quality, Fort Wainwright (FTWW), Eielson Air Force Base (EAFB), University of Alaska Fairbanks (UAF), Alaska Railroad Corporation, Fairbanks International Airport, transit, public safety, local freight industry, and local Tribal entities. The Policy Board consists of elected/appointed officials and has as members, the FNSB Mayor, City of Fairbanks Mayor, City of North Pole Mayor, and a designated representative of Alaska DOT&PF Northern Region, Alaska DEC Air Quality Division, the FNSB Assembly, and the Fairbanks City Council. The Technical Committee is an advisory body to the Policy Board, which is the decision-making body.

In addition to the Technical Committee and Policy Board, FAST Planning also has a Walk, Ride, & Roll Advisory Committee that meets bimonthly, Project Enhancement Committee that meets bimonthly, and Seasonal Mobility Task Force that meets biannually. The Walk, Ride, & Roll Advisory Committee consists primarily of representatives from local organizations and citizens that advise the Technical Committee on issues related to bicyclist and pedestrian mobility and provides insight on how to better serve those users. The Project Enhancement Committee consists of architects/designers, engineers, and

maintenance managers that advise the Technical Committee on opportunities for streetscape beautification that balances design and aesthetics with roadway safety and function. The Seasonal Mobility Task Force consists of road maintenance managers from the Alaska DOT&PF, City of Fairbanks, City of North Pole, FNSB Rural Services, FNSB Parks & Recreation, FNSB School District, and UAF that share with each other seasonal maintenance plans and priorities. These constituents also collectively participate in an annual “Winter Maintenance Forum” public event.

REGIONAL PLANNING PRIORITIES

The Fixing America’s Surface Transportation (FAST) Act, which was signed into law on December 4, 2015, identified the need for transportation plans to recognize and address the relationship between transportation, land use, and economic development. As such, FAST Planning takes into consideration the goals, objectives, performance measures, and targets of state and regional such as the Statewide Long-Range Transportation Plan and FNSB Regional Comprehensive Plan. This leads to more effective decisions on transportation investments and improved interconnectivity in the regional area beyond the boundary of the MPA. The Alaska DOT&PF and FNSB are currently updating their respective Statewide Long-Range Transportation Plan and FNSB Regional Comprehensive Plan, and FAST Planning is participating as a key stakeholder in the development of both Plan updates. This participation coincides with and helps inform the planned MTP Update (occurring in FFY2026-27) with identification of new plans, policies, and projects across a 20-year planning horizon for the MPA.

FEDERAL PLANNING FACTORS

The FAST Act also identified the following planning factors which have been incorporated into the MPO’s planning process and this UPWP:

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

In addition to the planning factors noted above, previous legislation [Moving Ahead for Progress in the 21st Century Act (MAP-21)] required that State DOTs and MPOs conduct performance-based planning by tracking performance measures and setting data-driven targets to improve those measures. Performance-based planning ensures the efficient investment of federal transportation funds by increasing accountability of local agencies receiving the funds, prioritizing transparency to the public, and providing insight for better investment decisions that focus on key outcomes which relate to the seven national goals of:

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

The FAST Act supplemented the MAP-21 legislation by establishing timelines for State DOTs and MPOs to comply with the requirements of MAP-21. State DOTs are required to establish statewide targets and MPOs have the option to support the statewide targets or adopt their own. To date, FAST Planning has chosen to accept and support all the statewide targets for safety, pavement condition, bridge condition, on-road mobile source emissions, and travel time reliability. The transition to performance-based planning has been addressed in the current MTP and TIP, as well as the tasks identified in this UPWP.

In addition to these performance goals, in December 2021 the FHWA and FTA jointly issued Planning Emphasis Areas for use in the development of MPO UPWPs and Statewide Planning & Research Work Programs. These emphasis areas are not bound in law, but MPOs, public transit providers, State DOTs, and Federal land management agencies are highly encouraged to incorporate them into their UPWPs and work programs during their next update cycle. FAST Planning has incorporated these emphasis areas into many of the tasks in this UPWP, as well as the most recent updates to the MTP and TIP.

1. Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future [\(rescinded by E.O.\)](#)
2. Equity and Justice⁴⁰ in Transportation Planning [\(rescinded by E.O.\)](#)
3. Complete Streets
4. Public Involvement
5. Strategic Highway Network (STRAHNET)/U.S. Department of Defense Coordination
6. Federal Land Management Agency Coordination
7. Planning and Environment Linkages
8. Data in Transportation Planning

The table on the following page shows how UPWP work tasks relate to the National Performance Goals and new Federal Planning Emphasis Areas.

Table 1. National Performance Goals & Federal Planning Emphasis Areas

FFY2027/28 UPWP WORK TASKS		National Performance Goals							Federal Planning Emphasis Area							
		Safety	Infrastructure Condition	Congestion Reduction	System Reliability	Freight Movement & Economic Vitality	Environmental Sustainability	Reduce Project Delivery Delays	Climate Change/ Resilience	Equity/ Justice40	Complete Streets	Public Involvement	STRAHNET/ DOD Coord	Federal Land Mgmt Agency Coordination	Planning & Environmental Linkages	Data in Transportation Planning
Required Plans & Programs																
100(a)	Unified Planning Work Program	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
100(b)	Metropolitan Transportation Plan	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
100(c)	Transportation Improvement Program	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
100(d)	Public Participation Plan	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
100(e)	Air Quality			X		X	X	X	X	X	X	X			X	X
100(f)	MPA Boundary	X	X	X	X	X			X	X		X	X	X	X	X
100(g)	Support Services	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Public Transit System Planning																
200	Transit Planning	X	X	X	X		X	X	X	X	X	X	X	X	X	X
Supplemental Plans & Projects																
300(a)	Advanced Project Definition	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
300(b)	Complete Streets Prioritization Plan	X	X	X	X	X	X	X		X	X	X			X	X
300(c)	North Pole High School Access & Circulation Study	X	X	X	X		X	X	X	X	X	X			X	X
300(d)	Geist/Chena Pump Road Corridor Study	X	X	X	X	X	X	X			X	X			X	X
300(e)	Downtown Fairbanks Traffic Study	X	X	X	X	X	X	X		X	X	X			X	X
300(f)	Pavement Condition Survey for Non-DOT Roads	X	X		X	X		X		X		X				X
300(g)	Freight Mobility Plan Update	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
300(h)	Peger Road Corridor Study	X	X	X	X	X	X	X			X	X			X	X
300(i)	Lacey Street Planning Study	X	X		X	X	X	X		X	X	X			X	X
300(j)	Airport Way Audit	X	X		X	X	X	X		X	X	X			X	X
Contingency Plans & Projects																
400(a)	Local Safety Action Plan	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
400(b)	Driver's Education Program	X			X					X		X				X
400(c)	Housing Coordination Plan	X	X	X	X	X	X	X	X	X	X	X	X		X	X
400(d)	Resilience Improvement Plan	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
400(e)	Richardson Highway Corridor Study	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
400(f)	TLRA Bicycle/Pedestrian Connections Plan	X	X		X		X	X		X	X	X		X	X	X
400(g)	Bicycle & Pedestrian Implementation Plan	X	X		X		X	X		X	X	X		X		X
400(h)	Wendell Avenue Study	X		X	X	X	X	X			X	X			X	X
400(i)	Household Travel Survey Update			X	X			X		X		X	X		X	X

FFY2027/28 WORK PROGRAM ELEMENTS

REQUIRED PLANS & PROGRAMS

Task 100(a) UPWP

The Alaska DOT&PF is responsible for providing the management oversight of the UPWP. FAST Planning and the FNSB will prepare and submit quarterly reports through FFY2027 and FFY2028 to the Alaska DOT&PF. The quarterly reports will document the planning activities performed and expenditures by FAST Planning and the FNSB in accordance with the tasks listed in the UPWP. The Alaska DOT&PF will review and compile the quarterly reports into annual reports at the end of each fiscal year. FAST Planning will initiate Administrative Modifications and Amendments to the UPWP as needed in accordance with the provisions of the MPO's April 2019 Intergovernmental Operating Agreement. FAST Planning will also initiate development of the next UPWP in April 2028, six months in advance of the expiration of this UPWP.

Participation by FAST Planning, Alaska DOT&PF, and FNSB staff in FFY2027-28 is anticipated to include:

- Preparation and submittal of FFY2026 final UPWP quarterly report and annual report (October 2026)
- Preparation and submittal of FFY2027-28 quarterly reports (January, April, July, October)
- Preparation of FFY2027 and FFY2028 annual reports (October 2027; October 2028)
- Monitor Congressional action for next Surface Transportation Reauthorization Bill to factor in any new or adjusted planning factors for MPOs

Task 100(b) MTP

The current 2045 MTP was approved and adopted in March 2023 and is required to be updated every four years. An update to the MTP is currently underway but has experienced some challenges with the lack of the Governor's approval of the new MPA Boundary and schedule delays associated with migrating to a new software for travel demand modeling. The updated MTP, utilizing the new MPA Boundary, is required to be adopted and approved by December 2026. Considering these challenges and deadline, FAST Planning plans to produce an Interim MTP by December 2026 and a full MTP update by fall 2027.

Work to date on the MTP has included collection of existing traffic and crash data, analysis of pavement and bridge condition and travel time reliability, evaluation of land use for travel demand model forecasts, outreach to local agencies and the public to identify transportation-related issues and needs within the new MPA Boundary, and development of project



screening criteria. Future work will include prioritization and cost estimates for all projects identified and considered for inclusion in the new MTP, travel demand model update, and an air quality conformity analysis and interagency consultation on the updated project list. The draft Interim MTP and associated quality conformity analysis will be released for public comment in late summer/fall 2026, and after resolution of public comments and a preliminary air quality conformity determination is made, the final Interim MTP will then be presented to the FAST Planning Technical Committee and Policy Board for consideration of adoption by November 2026. Following adoption, the MTP and preliminary air quality conformity determination will be transmitted to FHWA and FTA for approval/concurrence in December 2026. Work on the full MTP update will commence in January 2027 with a more robust travel demand model update, scenario planning and alternatives analysis, and addition/adjustment of planning factors if a new Transportation Bill is adopted by Congress. The full MTP update is anticipated to be adopted and approved in fall 2027.

Participation by FAST Planning, Alaska DOT&PF, and FNSB staff in FFY2027-28 is anticipated to include:

- Review and respond to comments received during public comment period (October 2026)
- Presentation of final Interim MTP to FAST Planning Technical Committee and Policy Board for consideration of adoption (November 2026)
- Transmittal of adopted Interim MTP and air quality conformity determination to FHWA and FTA for approval/concurrence (December 2026)
- Development of full MTP update (January-May 2027)
- Air quality conformity analysis and interagency consultation on MTP update (May 2027)
- Release of draft MTP and air quality analysis for 30-day public comment period (June-July 2027)
- Review and response to comments received during public comment period (July 2027)
- Presentation of final MTP to FAST Planning Technical Committee and Policy Board for consideration of adoption (August 2027)
- Transmittal of adopted MTP and air quality conformity determination to FHWA and FTA for approval/concurrence (September 2027)
- Develop a Scope of Work to hire a consultant team for next update to MTP (late 2028)
- Participate in Statewide planning efforts, including but not limited to, the State Rail Plan Update, State Freight Plan Update, and Truck Parking Study

Task 100(c) TIP

The current FFY2023-27 TIP was approved and adopted in March 2023 and is required to be replaced every four years. The obligation of funds programmed in the TIP and receipt of offsets from project closures, reductions to bid award, and other de-obligations are tracked monthly. Administrative Modifications and Amendments to the TIP are made on an as-needed basis for project schedule and funding adjustments.

NO	NO	Project Description	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Balance
1001	1001	Alaska Department of Transportation	Design	1,000,000					1,000,000
1002	1002	Alaska Department of Transportation	Right of Way	2,000,000					2,000,000
1003	1003	Alaska Department of Transportation	Construction	1,000,000					1,000,000
1004	1004	Alaska Department of Transportation	Construction	1,000,000					1,000,000
1005	1005	Alaska Department of Transportation	Construction	1,000,000					1,000,000
1006	1006	Alaska Department of Transportation	Construction	1,000,000					1,000,000
1007	1007	Alaska Department of Transportation	Construction	1,000,000					1,000,000
1008	1008	Alaska Department of Transportation	Construction	1,000,000					1,000,000
1009	1009	Alaska Department of Transportation	Construction	1,000,000					1,000,000
1010	1010	Alaska Department of Transportation	Construction	1,000,000					1,000,000
1011	1011	Alaska Department of Transportation	Construction	1,000,000					1,000,000
1012	1012	Alaska Department of Transportation	Construction	1,000,000					1,000,000
1013	1013	Alaska Department of Transportation	Construction	1,000,000					1,000,000
1014	1014	Alaska Department of Transportation	Construction	1,000,000					1,000,000
1015	1015	Alaska Department of Transportation	Construction	1,000,000					1,000,000
1016	1016	Alaska Department of Transportation	Construction	1,000,000					1,000,000
1017	1017	Alaska Department of Transportation	Construction	1,000,000					1,000,000
1018	1018	Alaska Department of Transportation	Construction	1,000,000					1,000,000
1019	1019	Alaska Department of Transportation	Construction	1,000,000					1,000,000
1020	1020	Alaska Department of Transportation	Construction	1,000,000					1,000,000
1021	1021	Alaska Department of Transportation	Construction	1,000,000					1,000,000
1022	1022	Alaska Department of Transportation	Construction	1,000,000					1,000,000
1023	1023	Alaska Department of Transportation	Construction	1,000,000					1,000,000
1024	1024	Alaska Department of Transportation	Construction	1,000,000					1,000,000
1025	1025	Alaska Department of Transportation	Construction	1,000,000					1,000,000
1026	1026	Alaska Department of Transportation	Construction	1,000,000					1,000,000
1027	1027	Alaska Department of Transportation	Construction	1,000,000					1,000,000
1028	1028	Alaska Department of Transportation	Construction	1,000,000					1,000,000
1029	1029	Alaska Department of Transportation	Construction	1,000,000					1,000,000
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1031	1031	Alaska Department of Transportation	Construction	1,000,000					1,000,000
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1033	1033	Alaska Department of Transportation	Construction	1,000,000					1,000,000
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1037	1037	Alaska Department of Transportation	Construction	1,000,000					1,000,000
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1085	1085	Alaska Department of Transportation	Construction	1,000,000					1,000,000
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1090	1090	Alaska Department of Transportation	Construction	1,000,000					1,000,000
1091	1091	Alaska Department of Transportation	Construction	1,000,000					1,000,000
1092	1092	Alaska Department of Transportation	Construction	1,000,000					1,000,000
1093	1093	Alaska Department of Transportation	Construction	1,000,000					1,000,000
1094	1094	Alaska Department of Transportation	Construction	1,000,000					1,000,000
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1097	1097	Alaska Department of Transportation	Construction	1,000,000					1,000,000
1098	1098	Alaska Department of Transportation	Construction	1,000,000					1,000,000
1099	1099	Alaska Department of Transportation	Construction	1,000,000					1,000,000
1100	1100	Alaska Department of Transportation	Construction	1,000,000					1,000,000

Development of a new FFY2027-30 TIP by FAST Planning staff will occur in late FFY2026 during the final stages of development of the Interim MTP update to consider funding the short range, high priority projects listed in the MTP. The effort will also include review and revision of project scoring criteria and nomination form by the FAST Planning Technical Committee and Policy Board, followed by a call for project nominations from local agencies and the public. A workshop will be held for local agencies and the public to explain the nomination process, scoring criteria, and project selection process for funding. At the close of the nomination period, FAST Planning Technical Committee members will score and rank the projects in order of priority for consideration of funding in the new TIP. Concurrently, Alaska DOT&PF staff will prepare scopes, schedules, and estimates (SSEs) for each project nominated. Once the SSEs and project rankings are complete, FAST Planning will develop a fiscally constrained draft TIP providing a funding plan for the top ranked projects for release for public comment. During the public comment period an interagency consultation will also be completed for air quality conformity. After public comments are addressed and resolved, and an air quality conformity determination is made, the final TIP will then be presented to the FAST Planning Technical Committee and Policy Board for consideration of being adopted. Following adoption, the final TIP will be transmitted to FHWA and FTA for approval and to Alaska DOT&PF for incorporation by reference into the Statewide Transportation Improvement Program (STIP). Based on the anticipated adoption and approval date of the Interim MTP in December 2026, the new TIP will be developed to be subsequently adopted and approved by January 2027.

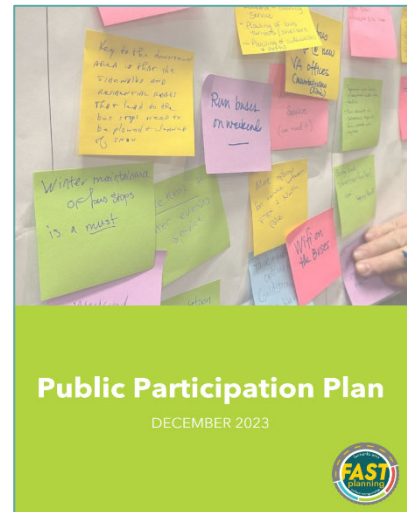
Participation by FAST Planning, Alaska DOT&PF, and FNSB staff in FFY2027-28 is anticipated to include:

- Development of FFY27-30 TIP, interagency consultation, and released for 30-day public comment period (September-October 2026)
- Review and response to comments received during public comment period (November 2026)
- Presentation of final FFY27-30 TIP to FAST Planning Technical Committee and Policy Board for consideration of adoption (December 2026)
- Transmittal of adopted TIP to FHWA and FTA for approval/ concurrence and Alaska DOT&PF for inclusion by reference into the STIP (January 2027)
- Monthly tracking of obligated funds in the TIP and receipt of offsets from project closures, reductions to bid award, and other de-obligations
- Administrative Modifications and Amendments to TIP on an as-needed basis
- Participate in the Prioritization Process Pilot Program (PPPP) – a recent grant award by FHWA to Alaska DOT&PF in partnership with all three MPOs in Alaska

Task 100(d) PPP

FAST Planning adopted updates to the Public Participation Plan (PPP) Title VI Civil Rights Plan in December 2023. The purpose of the PPP is to set procedures for FAST Planning to engage residents of the MPO in transportation planning process in a meaningful way. Key elements of this plan include the following:

- Maintaining a FAST Planning website with staff and committee member contact information, operating documents, plans and policies, project information, meeting calendar and agenda packets and minutes, online public comment submission form, and an interactive map for the MPA that shows the transportation network with comment form that welcomes any and all comments to the MPO
- Hosting all FAST Planning committee meetings open to and accessible by the public, including Technical Committee, Policy Board, Seasonal Mobility Task Force, Bicycle & Pedestrian Advisory Committee, Project Enhancement Committee and all other subcommittee, work session, and project-specific meetings
- Preparing meeting agendas, packets, and minutes for all FAST Planning committee meetings
- Providing public comment periods, open house events, workshops, online surveys, interactive maps, and other opportunities to comment on all FAST Planning plans, including the UPWP, MTP, TIP, PPP, Title VI, and supplemental plans such as the Road/Rail Crossing Reduction/Realignment Plan, Non-Motorized Plan, and Road Service Area Expansion Plan
- Maintaining a presence on social media (Facebook, X, Instagram, and LinkedIn) for additional interaction and opportunity for the general public to engage in the transportation planning process
- Hosting local events such as the Annual Winter Maintenance Forum, volunteer-based Annual Bicycle & Pedestrian Count Program, and Wheelabouts (wheelchair mobility exercises); and hosting booths at the Midnight Sun Festival and other local events
- Annual revision, printing, and distribution of a Bikeways map for Fairbanks and North Pole
- Advertising all meetings, events, and public comment opportunities in the newspaper, on FAST Planning's website and social media accounts, local bulletin boards, radio and television, and online public notices with the FNSB and Alaska DOT&PF



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

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



Participation by FAST Planning, Alaska DOT&PF, and FNSB staff in FFY2027-28 is anticipated to include implementation of the PPP and Title VI Plan as outlined above. A five-year review of each Plan will also be conducted in FFY2028 for consideration of updates to each Plan to reflect current practices prior to the end of FFY2028.

Task 100(e) Air Quality

The MPA is within a Serious PM_{2.5} Area Non-attainment Area as designated by the U.S. Environmental Protection Agency (EPA). The FNSB and Alaska DEC have joint responsibility to develop and implement a PM_{2.5} State Implementation Plan (SIP) to work towards attainment of air quality standards. The most recent Amendments to the SIP were approved by the EPA on October 20, 2025, which included more stringent motor vehicle emissions budgets for the PM_{2.5} Area and a deadline to meet attainment of the PM_{2.5} air quality standard by the end of 2027.

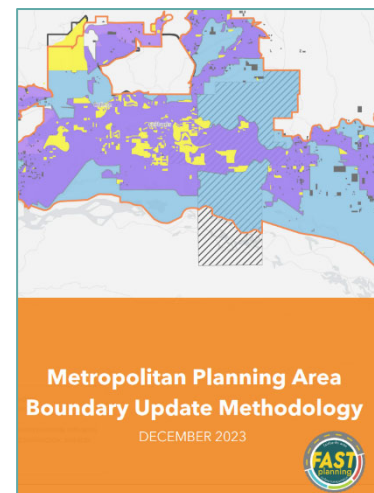
FAST Planning, FNSB, and Alaska DOT&PF staff support the SIP with travel demand modeling to forecast contributing vehicle emissions and assist with identification of transportation projects and programs that reduce emissions. The Alaska DOT&PF also annually sets aside Congestion Mitigation & Air Quality (CMAQ) funds for these projects and programs. FAST Planning serves as the Project Evaluation Board for development of project scoring criteria, carrying out the project nomination process, and scoring and prioritizing the projects for the Alaska DOT&PF to consider programming and executing the projects.

Participation by FAST Planning, Alaska DOT&PF, and FNSB staff in FFY2027-28 is anticipated to include:

- Travel demand modeling as needed for vehicle emission forecasts and MTP and TIP development to demonstrate conformity with the motor vehicle emissions budgets
- Interagency Consultations for all Amendments to the MTP and TIP
- New call for project nominations to CMAQ Program for projects within the PM2.5 Non-attainment Area and Carbon Reduction Program for projects within MPA boundary, and associated project scoring, selection, and fund programming for inclusion in the TIP

Task 100(f) MPA Boundary

Every 10 years the U.S. Census Bureau performs a count of the population and from this data collection effort Urbanized Area boundaries are established. Publication of the 2020 Urbanized Area boundaries across every state in the U.S. occurred in December 2022. MPOs were subsequently tasked with examining these boundaries in cooperation with State and other, local public transportation system operators to adjust them as necessary to develop an MPA boundary. The MPA boundary shall encompass the entire Urbanized Area (as defined by the U.S. Census Bureau) plus the contiguous area expected to become urbanized within a 20-year forecast period for the MTP. As appropriate, additional adjustments should be made to reflect the most comprehensive MPA boundary to foster an effective planning process that ensures connectivity between modes, improves access to modal systems, and promotes efficient overall transportation investment strategies. This process was completed for the MPA in 2023 and FAST Planning's Policy Board adopted their new MPA boundary in November 2023. The adopted MPA boundary was subsequently transmitted to the Governor's Office for approval/concurrence on December 21, 2023. ~~FAST Planning is currently awaiting the approval/concurrence. The Governor approved the new MPA Boundary on June 18, 2026.~~



Participation by FAST Planning, Alaska DOT&PF, and FNSB staff in FFY2027-28 is anticipated to include:

- ~~Continue to seek Governor's Office concurrence on new MPA boundary adopted by FAST Planning's Policy Board~~

- ~~Provide GIS files of the MPA Boundary to FHWA and FTA for informational purposes once concurrence from Governor's Office is received~~
- Conduct focused outreach to expanded boundary areas (i.e. Farmers Loop, Moose Creek, Eielson Air Force Base) during updates to MTP and TIP

Task 100(g) Support Services

This task encompasses all other program needs for the operation of the MPO, including but not limited to the following:

- Management and operation of the FAST Planning 501(c)(3) Non-profit Corporation (human resources, payroll, accounts payable/receivable, office space leasing, asset management, insurance coverages, audits, business licensing, and tax filings)
- FAST Planning budget preparation, tracking, and amendment
- Monitoring FAST Planning's state fund appropriation balances
- Review of FAST Planning agreements and policies and procedures as needed
- Professional development for staff (attending online and in-person trainings and conferences)
- Attending and participating in local, regional, and state committee and commission meetings
- Providing guest presentations to committees, commissions, local organizations and chapters, and other interest groups
- Serving on the Alaska Transportation Working Group and Alaska Active Transportation Coalition
- Attending project status meetings, open house events, stakeholder group, and other Alaska DOT&PF and FNSB planning meetings
- GIS mapping of the transportation network, including preparation of areawide and project specific maps
- Review and submittal of comments on local, state, and federal legislation and planning documents
- Hosting and attending weekly FAST Planning staff meetings
- Responding to and fulfilling data and records requests
- Researching and pursuing grant funding opportunities for transportation projects and programs
- General communication and correspondence with members of the public, organizations, agencies, elected/appointed officials, and other interested parties

PUBLIC TRANSIT SYSTEM PLANNING

Task 200 Transit Planning

The FNSB Transportation Department has been receiving FTA Section 5303 planning funds through an agreement between the FNSB and Alaska DOT&PF since Fairbanks and North Pole became an Urbanized Area with the 2000 Census. This funding is used to conduct planning activities related to the operation and improvement of the public transit system, including data collection, studies, system performance management, capital planning and asset management, preparation of reports and plans, and training and technical assistance for staff. The public transit system currently consists of a fixed route and demand response systems respectively known as MACS and VanTran. The MACS fixed route system operates eight transit routes and serves the general public. The VanTran system is an ADA demand response service for individuals whose physical, cognitive, or sensory disabilities prevent them from using the MACS fixed route system.

Beginning in FFY2023 the FTA Section 5303 funds were transferred to FAST Planning under a Consolidated Planning Grant Agreement with the Alaska DOT&PF to perform the transit planning work for the public transit system on behalf of the FNSB Transportation Department. FAST Planning accomplishes the transit planning work through consulting contracts and addition of a new staff member at FAST Planning dedicated primarily to transit planning. One of the major tasks in the first year (FFY2024) of this new arrangement was to lead an effort to update the public transit system's Long & Short Range Transit Plan (last updated in 2013) and Coordinated Human Services Transportation Plan (last updated in 2015). These Plan updates were adopted in November 2024 with the assistance of a consultant team and stakeholder group. Implementation of the recommendations of each Plan is ongoing. Additional planning support for the FNSB Transportation Department is also needed for a variety of tasks through FFY2027 and FFY2028, including but not limited to support for FTA grant

applications, technology upgrades (automatic vehicle location with real-time customer facing apps, digital fare sales, wi-fi on buses, testing vehicle electrification technology, traffic signal prioritization, etc.), website modernization, fixed route maps/schedules/brochures, social media messaging to the public, and coordination of transit planning efforts with the MTP, TIP, and Non-motorized Plan. In FFY2027-28, FAST Planning will also complete a Paratransit Operational Efficiency Study for VanTran services as requested by the FNSB.



SUPPLEMENTAL PLANS & PROJECTS [HIGH PRIORITY]

Task 300(a) Advanced Project Definition [ongoing]

FAST Planning programmatically sets aside \$100,000 in STP funds every three years for development of SSEs on an as-needed basis for projects nominated to the MTP, TIP, and CMAQ Program. This is an ongoing project that will be funded again in FFY2028. The SSEs are completed by Alaska DOT&PF staff at the request of FAST Planning at the time projects are nominated by local agencies and the public for funding. The City of Fairbanks also received a portion of this funding for development of SSEs for their projects.

Task 300(b) Complete Streets Prioritization Plan [ongoing]

The IJIA requires MPOs to use at least 2.5% of their Metropolitan Planning funds to increase safe and accessible options for multiple travel modes for people of all ages and abilities, which may include development of Complete Streets standards/policies; development of Complete Streets Prioritization Plan; development of Active Transportation Plans; regional or megaregional planning to consider alternatives to new highway capacity; or development of plans and policies to support transit-oriented development. FAST Planning already has a Complete Streets Policy, which was adopted in 2015, but has not yet developed a Complete Streets Prioritization Plan. Beginning in FFY2025, FAST Planning has initiated a review and update the 2015 policy through a stakeholder group comprised of representatives from the Alaska DOT&PF, City of Fairbanks, and Walk, Ride, & Roll Advisory Committee. Following updates and amendments to this policy, FAST Planning will develop a Complete Streets Prioritization Plan utilizing existing staff resources at FAST Planning, Alaska DOT&PF, FNSB, City of Fairbanks, and City of North Pole. The work on the Plan will largely be accomplished by the end of 2026.

Task 300(c) North Pole High School Access & Circulation Study [ongoing]

In FFY2025 FAST Planning completed an Access & Circulation Study for the joint campus of West Valley and Hutchison High Schools. Beginning in FFY2027 FAST Planning will initiate a second Access & Circulation Study for North Pole High School. The purpose of the study is to: (1) determine existing issues/conflicts between student drivers, parent pickup/drop-off, buses, and freight delivery; (2) examine parking usage and needs, non-motorized connections and safety, and timing of activities; and (3) develop short- and long-term enhancements (infrastructure and non-infrastructure) to improve traffic flow and safety.

Task 300(d) Geist/Chena Pump Road Corridor Study [ongoing]

With the development of FAST Planning's latest Non-Motorized Plan (2021) for the MPA there were a number of safety and access control issues highlighted along Geist Road and Chena Pump Road, including driveway density, intersection configuration, and conflicts between motorized and non-motorized users. FAST Planning subsequently programmed funding in FFY2025 in the TIP to complete a

study to examine these issues throughout the corridor from University Avenue to Chena Small Tracts Road to identify projects that improve safety and address access management for all users. Work on the Geist/Chena Pump Road Corridor Study commenced in FFY2026 and will continue through FFY2027.

Task 300(e) Downtown Fairbanks Traffic Study [new]

With the new Downtown Plan recently adopted by the FNSB, many public comments were received about possibly converting the one-way streets in the downtown core to two-way streets. Based on the public's interest in this conversion, FAST Planning plans to secure a traffic engineering consultant to perform a traffic study to examine best practices of one-way versus two-way streets in downtowns of our size and provide an overview of the implications to traffic flow and roadway redesigns that would be needed to accommodate the conversion. The study will also examine the need (warrants) for existing traffic signals and curb management (excessive driveways/curb cuts, opportunities for additional on-street parking, and freight loading zones). Provided that downtown streets are managed and maintained by the City of Fairbanks they will be a key stakeholder in this planning effort as well.

Task 300(f) Pavement Condition Survey for Non-DOT Roads [new]

The Alaska DOT&PF annually collects data pavement conditions (i.e., smoothness, rutting, and cracking) on their roads and bridges. This is done under a contract with a geoscience services firm, Fugro, which uses road surface profiling equipment consisting of distance measuring instruments, accelerometers and a laser crack measurement system providing high-definition 3D profiles and 2D images of the road surface. FAST Planning would like to explore the option of amending/adding work to Alaska DOT&PF's existing contract to collect data for City of Fairbanks and City of North Pole streets, paved FNSB park access roads and Road Service Area roads, ~~and~~ UAF roads, and asphalt paths where feasible (that are wide enough to accommodate an equipped vehicle) -to help prioritize ~~roadway~~ resurfacing efforts.

Task 300(g) Freight Mobility Plan Update [new]

FAST Planning developed and adopted its first Freight Mobility Plan in 2019. Since this time, new local and regional freight operations have been established such as local Amazon package delivery service and the Kinross/Black Gold Transport ore hauling operation from Tetlin to Fort Knox through the MPA. Other, new freight operations are also on the horizon with the potential for the construction of the Alaska LNG line and Ambler Road to the Westcoast mining district, which would increase both rail and heavy truck traffic in the MPA. Provided the new operations in place and potential other future operations, FAST Planning would like to update the Freight Mobility Plan.

Task 300(h) Peger Road Corridor Study [new]

During the initial public outreach effort for the current MTP update many public comments were received on issues with Peger Road such as lack of roadway and pedestrian lighting, intersection safety concerns, and gaps in bicycle/pedestrian facilities. The most recent crash data for Peger Road also

flagged it as a high crash corridor. Considering these issues and concerns, the Alaska DOT&PF would like to hire a consultant team to complete a corridor study to develop alternatives and an implementation plan for improvements to the roadway from the Johansen Expressway to Van Horn Road.

Task 300(i) Lacey Street Planning Study [new]

Reconstruction of Lacey Street was previously nominated to FAST Planning for funding due to its poor pavement condition, non-ADA compliant sidewalks, and potential for undergrounding overhead utilities. The nomination led to a large stakeholder group discussion about a vision for the future of Lacey Street due to its low vehicle traffic numbers and opportunity for a north-south bicycle/pedestrian corridor and/or linear park in downtown Fairbanks. While some concepts and alternatives have already been developed through the stakeholder group process, a formal planning study is needed to evaluate them to scope out how the roadway should be reconstructed considering current and potential future uses.

Task 300(j) Airport Way Audit [new]

Recommendations for improvements to Airport Way were previously identified in the Airport Way Improvements Reconnaissance Study (2007) and Airport Way Functional Features Plan (2018), but implementation of those identified improvements has not advanced. This effort would assemble a multidisciplinary team FAST Planning, Alaska DOT&PF, City of Fairbanks, and FNSB to conduct a targeted corridor improvement audit with these Plans in hand. The anticipated outcome would be a high priority project list and implementation plan to incorporate into the MTP for consideration of funding in the TIP.

CONTINGENCY PLANS & PROJECTS [LOWER PRIORITY]

Task 400(a) Local Safety Action Plan

The IIJA established the new Safe Streets and Roads for All (SS4A) Discretionary Grant Program to fund regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. FAST Planning will seriously consider applying for this grant opportunity in FFY2027 for a planning study to complete a vulnerable road user safety assessment and Local Safety Action Plan specific to FAST Planning's MPA. If awarded, the planning study would commence in FFY2027 or FFY2028.

Task 400(b) Driver's Education Program

Based on data compiled by the Alaska DOT&PF for the Fairbanks, Anchorage, and Juneau areas, younger drivers (age 15 to 19) have the highest crash rate among all other age groups. FAST Planning would therefore like to develop a plan/project to increase student participation in Driver's Education. Student participation in Driver's Education is extremely low in Fairbanks, though students and parents are interested. In the absence of state/local laws mandating Driver's Education courses, it appears the biggest incentive for students to complete the course is for the insurance discount. However, the cost of the courses available to Fairbanks drivers is a significant barrier to participation. FAST Planning would like to explore the possibility of providing a subsidy for the course cost to increase participation, or possibly partnering with the FNSB School District or a local driving school to get driver's education curriculum in the classroom or online that would be offered through the high schools (i.e. basic rules of the road, defensive driving techniques, etc.). High schools in Fairbanks currently do not have a driver's education curriculum/class.

Task 400(c) Housing Coordination Plan

The IIJA adds several policy changes to better coordinate transportation planning with housing, including as a new eligible activity that MPOs may develop a Housing Coordination Plan that includes projects and strategies that may be considered in the MTP. Creation of a Housing Coordination Plan is not required of MPOs, but FAST Planning has interest developing a Plan for the MPA if grant funding was secured through the U.S. Department of Housing & Urban Development or other Federal agency. The MPA is experiencing significant housing growth in the North Pole area due to the recent expansion of Eielson Air Force Base which necessitates a concentrated look at the transportation infrastructure needs for this area. In addition, the FNSB recently adopted a new Downtown Plan for Fairbanks, which outlines the need for new high-density/multi-family housing in the downtown area.

Task 400(d) Resilience Improvement Plan

The IIJA established the new Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program, which allows MPOs to apply for Resilience Planning Grants, which can be used for developing a local Resilience Improvement Plan, scenario development and

vulnerability assessments, technical capacity building, and/or evacuation planning and preparation. Provided the Fairbanks area's challenges in recent years with melting permafrost, increased wildfire activity, and extreme weather events that has resulted in increased precipitation, flooding, wind events/power outages, increased snowfall, and roadway icing, FAST Planning has interest in applying for a Resilience Planning Grant to develop a local Resilience Improvement Plan. The Plan would help the MPA identify new projects and programs to enable existing at-risk infrastructure better withstand these changing conditions, protect our transportation investments, and improve safety for the travelling public.

Task 400(e) Richardson Highway Corridor Study

The Alaska DOT&PF has interest in completing a Corridor Study for the Richardson Highway from North Pole (MP 356, Badger Road interchange) to EAFB focused on improving access control. The study would additionally consider upgrading and extending the existing frontage road system, constructing improved at-grade intersections, completing a bicycle/pedestrian path connection through the corridor, and eliminating a number of existing access approaches onto the Richardson Highway. If funded in FFY2027 or FFY2028, FAST Planning would participate in development of the study as a key stakeholder.

Task 400(f) Tanana Lakes Recreation Area Bicycle/Pedestrian Connections Plan

During development of FAST Planning's Non-Motorized Plan Update in 2021 and number of projects were identified to extend bicycle/pedestrians connections to Tanana Lakes Recreation Area (TLRA) along Peger Road, Lathrop Street, South Cushman Street, and Van Horn Road. TLRA is located in south Fairbanks, which is an area that lacks bicycle and pedestrian facilities along its roadways. Provided how popular TLRA is as a summer and winter destination for a variety of recreational activities, a Plan is needed to examine these potential new connections and develop an implementation plan to begin constructing these new facilities/connections.

Task 400(g) Bicycle & Pedestrian Facility Improvements Implementation Plan

FAST Planning has a Non-Motorized Plan for the MPA with a list of high, medium, and low priority projects, but not an implementation plan that prioritizes the investments into the non-motorized network. The vision for this supplemental plan is to develop that implementation plan to advance specific high priority projects into the MTP and TIP for consideration of funding. This type of effort could be accomplished with existing staff resources at FAST Planning in coordination with their Walk, Ride, & Roll Advisory Committee.

Task 400(h) Wendell Avenue Study

Wendell Avenue is a key connection to and from downtown, but its roadway geometry has identified safety issues and is not conducive to convenient access to the downtown area. Previous stakeholder group efforts examining this roadway led to concepts for realignment of the roadway to address the

safety issues and provide better flow for all users to and from downtown. This study would examine the issues and concerns with Wendell Avenue and develop alternatives and an implementation plan in consideration of current and future land uses in the area.

Task 400(i) Household Travel Survey Update

FAST Planning last completed a full Household Travel Survey in 2013. In 2025 to 2026 FAST Planning purchased Replica data (cellphone and connected vehicle data) to provide a more modern data set for origin-destination travel patterns, but this data still needs to be calibrated and validated with a new Household Travel Survey for travel demand forecasting model for future MTPs. This effort would involve hiring a consulting firm with experience in performing Household Travel Surveys and randomly recruiting households to participate to collect data regarding origins and destinations, trip length, time of day, mode of transportation, and other household characteristics.

FUNDING SOURCES & ESTIMATED COSTS

Table 2. Funding Sources for Metropolitan Planning Activities

Metropolitan Planning (PL) Funds

Description	FFY2027	FFY2028
FFY2027 PL Distribution	\$ 602,671	\$ -
FFY2028 PL Distribution	\$ -	\$ 620,751
PL Funds	\$ 602,671	\$ 620,751
9.03% Match	\$ 59,823	\$ 61,618
Subtotal	\$ 662,494	\$ 682,369
Less 7.21% ICAP	\$ (47,766)	\$ (49,199)
TOTAL	\$ 614,728	\$ 633,170

Supplemental Federal Funds from TIP

Description	FFY2027	FFY2028
FAST Planning Office (STP)	\$ 150,000	\$ 150,000
Advanced Project Definition (STP)	\$ -	\$ 90,970
Downtown Fairbanks Traffic Study (STP)	\$ 227,425	\$ -
Pavement Condition Survey for Non-DOT Roads (STP)	\$ 136,455	\$ -
Freight Mobility Plan Update (STP)	\$ -	\$ 272,910
Peger Road Corridor Study (STP)	\$ 545,820	\$ -
Lacey Street Planning Study (STP)	\$ -	\$ 136,455
Supplemental STP Funds	\$ 1,059,700	\$ 650,335
9.03% Match	\$ 105,190	\$ 64,555
Subtotal	\$ 1,164,890	\$ 714,890
Less 7.21% ICAP	\$ (83,989)	\$ (51,544)
TOTAL	\$ 1,080,901	\$ 663,346

Metropolitan Planning Total **\$ 1,695,629** **\$ 1,296,516**

Table 3. Funding Sources for Transit Planning Activities

Transit Planning (FTA 5303) Funds

Description	FFY2027	FFY2028
FFY2027 Suballocation	\$ 124,079	\$ -
FFY2028 Suballocation	\$ -	\$ 127,801
FTA 5303 Funds	\$ 124,079	\$ 127,801
9.03% Match	\$ 12,317	\$ 12,686
Subtotal	\$ 136,396	\$ 140,487
Less 7.21% ICAP	\$ (9,834)	\$ (10,129)
TOTAL	\$ 126,561	\$ 130,358

Table 4. Estimated Costs by Task

					Activity Type		
Task	Description	Fund Source	FFY2027	FFY2028	Metro Planning	Transit Planning	TIP Project/Grant
Required Plans & Programs							
100(a)	Unified Planning Work Program	PL/STP	\$ 50,000	\$ 100,000	X		
100(b)	Metropolitan Transportation Plan ¹	PL/STP	\$ 150,000	\$ 50,000	X		X
100(c)	Transportation Improvement Program	PL/STP	\$ 150,000	\$ 150,000	X		
100(d)	Public Participation Plan	PL/STP	\$ 230,000	\$ 250,000	X		
100(e)	Air Quality	PL/STP	\$ 50,000	\$ 100,000	X		
100(f)	MPA Boundary	PL/STP	\$ 5,000	\$ 5,000	X		
100(g)	Support Services	PL/STP	\$ 140,000	\$ 160,000	X		
	Subtotal		\$ 775,000	\$ 815,000			
	Less 7.21% ICAP		\$ (55,878)	\$ (58,762)			
	TOTAL		\$ 719,123	\$ 756,239			
Public Transit System Planning							
200	Transit Planning (includes Paratransit Operational Efficiency Study)	FTA 5303	\$ 135,000	\$ 140,000		X	
	Subtotal		\$ 135,000	\$ 140,000			
	Less 7.21% ICAP		\$ (9,734)	\$ (10,094)			
	TOTAL		\$ 125,267	\$ 129,906			
Supplemental Plans & Projects							
300(a)	Advanced Project Definition	STP	\$ -	\$ 100,000			X
300(b)	Complete Streets Prioritization Plan	PL	\$ 20,000	\$ -	X		
300(c)	North Pole High School Access & Circulation Study ¹	STP	\$ -	\$ -			X
300(d)	Geist/Chena Pump Road Corridor Study ¹	STP	\$ -	\$ -			X
300(e)	Downtown Fairbanks Traffic Study ¹	STP	\$ 250,000	\$ -			X
300(f)	Pavement Condition Survey for Non-DOT Roads ¹	STP	\$ 150,000	\$ -			X
300(g)	Freight Mobility Plan Update ¹	STP	\$ -	\$ 300,000			X
300(h)	Peger Road Corridor Study ¹	STP	\$ 600,000	\$ -			X
300(i)	Lacey Street Planning Study ¹	STP	\$ -	\$ 150,000			X
300(j)	Airport Way Audit	PL	\$ 10,000	\$ -	X		
	Subtotal		\$ 1,030,000	\$ 550,000			
	Less 7.21% ICAP		\$ (74,263)	\$ (39,655)			
	TOTAL		\$ 955,737	\$ 510,345			
Contingency Plans & Projects							
400(a)	Local Safety Action Plan ¹	Federal Grant	\$ 150,000	\$ -			X
400(b)	Driver's Education Program	State Grant	\$ -	\$ -			X
400(c)	Housing Coordination Plan ¹	Federal Grant	\$ -	\$ 200,000			X
400(d)	Resilience Improvement Plan ¹	Federal Grant	\$ -	\$ 150,000			X
400(e)	Richardson Highway Corridor Study ¹	STP	\$ -	\$ 500,000			X
400(f)	TLRA Bicycle/Pedestrian Connections Plan ¹	STP	\$ 150,000	\$ -			X
400(g)	Bicycle & Pedestrian Implementation Plan	PL/STP	\$ 50,000	\$ -			X
400(h)	Wendell Avenue Study ¹	STP	\$ -	\$ 100,000			X
400(i)	Household Travel Survey Update ¹	STP	\$ -	\$ 300,000			X
	Subtotal		\$ 350,000	\$ 1,250,000			
	Less 7.21% ICAP		\$ (25,235)	\$ (90,125)			
	TOTAL		\$ 324,765	\$ 1,159,875			

¹Assumes use of a Consultant for plan development

Table 5. Funding Availability & Estimated Cost Comparison

Metropolitan Planning Activities	FFY2025	FFY2026
Available Funding (Table 2)	\$ 1,695,629	\$ 1,296,516
Estimated Costs (Table 4)		
Task 100 Requires Plans & Programs	\$ 719,123	\$ 756,239
Task 300 Supplemental Plans & Projects	\$ 955,737	\$ 510,345
Total	\$ 1,674,860	\$ 1,266,584

Transit Planning Activities

Available Funding (Table 3)	\$ 126,561	\$ 130,358
Estimated Costs (Table 4)		
Task 200 Public Transit System Planning	\$ 125,267	\$ 129,906

Additional Funding needed for Contingency Plans & Projects (from TIP/Grants)

Task 400 Contingency Plans & Projects (Table 4)	\$ 324,765	\$ 1,159,875
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Table 6. Metropolitan & Transit Planning Fund Distribution

Metropolitan Planning Funds	FFY2027	FFY2028
FAST Planning	\$ 450,171	\$ 468,251
FNSB Community Planning	\$ 86,500	\$ 86,500
Alaska DOT&PF Planning	\$ 66,000	\$ 66,000
Subtotal	\$ 602,671	\$ 620,751
9.03% Match ¹	\$ 59,823	\$ 61,618
Subtotal	\$ 662,494	\$ 682,369
Less 7.21% ICAP	\$ (47,766)	\$ (49,199)
TOTAL	\$ 614,728	\$ 633,170

Transit Planning (FTA 5303) Funds

FAST Planning	\$ 124,079	\$ 127,801
9.03% Match ¹	\$ 12,317	\$ 12,686
Subtotal	\$ 136,396	\$ 140,487
Less 7.21% ICAP	\$ (9,834)	\$ (10,129)
TOTAL	\$ 126,561	\$ 130,358

¹Cash match paid by receiving agency. FAST Planning's match comes from Annual Dues from local governments and/or State legislative appropriations.

Table 7. Past UPWP (FFY2026) Annual Office Budget for FAST Planning

Budgeted Expenditures	Amount
Personnel ¹	\$ 626,477
Office & Administrative	\$ 98,700
Information Technology	\$ 63,500
Meetings	\$ 12,200
Training	\$ 25,000
Membership Dues	\$ 3,670
Advertising	\$ 32,800
Office Supplies	\$ 22,300
TOTAL¹	\$ 884,647

Revenue	Amount
PL Fund Distribution	\$ 589,600
9.03% Match	\$ 58,526
Supplemental STP Funds	\$ 150,000
9.03% Match	\$ 14,890
TOTAL¹	\$ 813,015

¹Difference between Budget and Revenue total is due to inflation of personnel budget for 240-hr per employee leave liability (max accrual) for required cashout at employment termination

Table 8. Metropolitan Planning (PL) Fund Distributions FFY2003-26

	Fairbanks MPO PL Fund Allocation	FMATS/FAST Planning	FNSB	Alaska DOT&PF	Notes
FFY2003	\$ 225,000	\$ -	\$ 131,907	\$ 36,000	TEA-21 in effect
FFY2004	\$ 225,000	\$ -	\$ 131,907	\$ 36,000	
FFY2005	\$ 225,151	\$ -	\$ 131,907	\$ 36,000	SAFETEA-LU passed by Congress
FFY2006	\$ 225,313	\$ -	\$ 131,907	\$ 36,000	
FFY2007	\$ 228,895	\$ -	\$ 131,907	\$ 48,950	
FFY2008	\$ 232,534	\$ -	\$ 131,907	\$ 48,950	Coordinator's Office Opened
FFY2009	\$ 232,534	\$ 51,677	\$ 131,907	\$ 48,950	SAFETEA-LU Extended
FFY2010	\$ 232,534	\$ 51,677	\$ 131,907	\$ 48,950	SAFETEA-LU Extended
FFY2011	\$ 232,534	\$ 51,677	\$ 131,907	\$ 48,950	SAFETEA-LU Extended
FFY2012	\$ 232,534	\$ 51,677	\$ 131,907	\$ 48,950	MAP-21 passed by Congress
FFY2013	\$ 232,534	\$ 51,677	\$ 131,907	\$ 48,950	
FFY2014	\$ 232,534	\$ 51,677	\$ 131,907	\$ 48,950	PL Distribution Formula revised beginning FFY2015
FFY2015	\$ 366,577	\$ 181,600	\$ 86,500	\$ 60,000	FAST Act passed by Congress
FFY2016	\$ 366,185	\$ 238,800	\$ 86,500	\$ 60,000	
FFY2017	\$ 448,228	\$ 252,500	\$ 86,500	\$ 66,000	
FFY2018	\$ 427,136	\$ 252,500	\$ 86,500	\$ 66,000	
FFY2019	\$ 427,925	\$ 274,636	\$ 86,500	\$ 66,000	
FFY2020	\$ 457,120	\$ 304,620	\$ 86,500	\$ 66,000	
FFY2021	\$ 473,744	\$ 321,244	\$ 86,500	\$ 66,000	
FFY2022	\$ 473,744	\$ 321,244	\$ 86,500	\$ 66,000	IIJA passed by Congress
FFY2023	\$ 529,344	\$ 376,844	\$ 86,500	\$ 66,000	
FFY2024	\$ 529,344	\$ 376,844	\$ 86,500	\$ 66,000	
FFY2025	\$ 727,545	\$ 575,045	\$ 86,500	\$ 66,000	Transit PL added under Consolidated Planning Grant
FFY2026	\$ 749,371	\$ 596,871	\$ 86,500	\$ 66,000	3% inflation rate applied

FFY23-27 Transportation Improvement Program (TIP) Amendment #3 - Public Comment Response Summary

Public Comment Period: June 21 - July 24, 2026

#	From	Subject	Comment	Response
1	Eric Schneider		There is a big picture concept missing in this document and in state travel policy. I've brought this up at in person meetings, but no one has a good answer. I recommend that transportation investments be guided by an overlying "door-to-door" concept. Our current policies largely acknowledge that door-to-door travel is essential for automobile travel: if any one segment of a trip isn't available, then a trip cannot happen. However, we ignore this concept for bike and pedestrian, equestrian, and 4-wheeler and snow machine travel. Improved intersections are great, but if there is no safe or legal way to connect two places for bikes and pedestrians (my priority), one has failed the door-to-door test, and the value of the incremental improvement is smaller. For instance, signs along Steese Expressway downtown state "no bikes or pedestrians", yet the parallel bike trail is inconsistently plowed south of Johansen, and not plowed at all between Johansen and Farmers Loop (at least for the last 20 years I've been bike commuting). The proposed Steese/Johansen/Farmers Loop rebuild, by extension, does not address the door-to-door issue, and might actually make winter travel worse for those not in motor vehicles. Thank you.	Thank you for your comment. The subject of the Amendment is two new project starts for Airport Way and 5th Avenue Park in North Pole, but we will take this comment into consideration in our broader planning effort currently underway to update our long-range Metropolitan Transportation Plan.
2	Amber Vinegar		I am writing as a Fairbanks resident to submit public testimony regarding upcoming infrastructure priorities, specifically focusing on pedestrian safety, corridor maintenance, and economic revitalization. I strongly support the proposed roundabout project at the intersection of Trainor Gate Road and F Street. Improving traffic flow and pedestrian safety at this junction is critical for our local infrastructure network. Furthermore, as we look to improve Fairbanks' overall walkability and safety score, we must address the immediate maintenance and clearing of our northern multi-use corridors. Currently, severe overgrowth of vegetation is narrowing pedestrian pathways and blocking critical driver sightlines. I am formally requesting targeted brush clearing and maintenance at the following locations: 1) The Johansen Expressway Bike Path & Medians: Clearing dense overgrowth starting at the Old Steese Highway intersection. 2) The Danby Road Area: Trimming back heavy vegetation along the Danby Road roundabout, the section near the Johansen Expressway exit ramp, and the length of the parallel pedestrian walkway. 3) University Avenue Multi-Use Crossings: Removal of weeds and overgrown brush taking over the concrete raised pedestrian medians, which currently reduce visibility for crossing pedestrians. Transportation layout and corridor safety directly dictate the economic and social health of our neighborhoods. By keeping these high-use pedestrian paths clear and advancing safety projects like the Trainor Gate roundabout, we create a more stable, accessible environment for permanent local residents and commuters. Thank you for your active review of these items during this public comment period. Sincerely, Amber Vinegar	Thank you for your comments. We are actively working towards a funding a safety project at the Trainor Gate Road/F Street intersection. It is a high priority for FAST Planning and the City of Fairbanks to address the safety concerns at this intersection. With regard to the brush clearing/maintenance, we will forward your requests to the right-of-way owner, DOT M&O (Ron Davis), for their consideration. Thank you for bringing these maintenance concerns to our attention.

The Airport Way amendment feels like a betrayal of my civil liberties, while North Pole paves gravel roads and improves public restrooms. The betrayal partly from Fairbanks policy makers and board members, who ignore Skynet's warning and continue to expand AI camera surveillance across Fairbanks. The betrayal also from Alaska DOT, who refuses their historical and cultural mandates to serve the people and create beautiful, pleasant transportation infrastructure.

While I do support the paving of gravel roads within city limits and improvement to parks and public restrooms, as this improves and beautifies the public transport network, and is easily done by City maintenance crews; the pervasive use of surveillance and AI databases is a modern cancer inside the bureaucratic apparatus. It requires exponential amounts of energy and computing data centers. It unconstitutionally violates Alaskan and American rights of privacy and self-determination.

3 Alex G.-H.

As recent citizen journalists attest, not only the artificial intelligences abuse pervasive surveillance. Police officers stalk and harass romantic interests; the Karen Reed case only one, sensational example of how the Panopticon is abused to subvert justice.

The real fix is calming Airport Way, which is maintained as a public Autobahn freeway dragstrip, a huge asphalt serpent separating and strangling downtown core motion, with pandering politicians encouraging speeder mentality and public racing from military base to airport. Encouraging reckless drivers to chase trainable lights, encouraging speeders to continue causing accidents in one of Fairbanks most dangerous corridors. Upside-down, the mendacity and greed behind AI slop governance encourage a post-fact, post-safety corruption. Meanwhile, the fictive illustrative projects get more and more expensive and only occasionally does anything ever get built. This is why I support North Pole's Amendment and oppose the Airport Valley amendment.

Thank you for your comments on the Airport Way and 5th Avenue Park projects. The purpose of the Airport Way project is not for surveillance, but rather to communicate messages to connected vehicles and allow transit, snowplow, and emergency vehicles to request signal priority or preemption. Connected vehicles are an ever-increasing part of the vehicle fleet and currently, there are no intersections in Alaska that communicate safety messages to connected vehicles. SPaT messages enhance driver awareness, support decision-making, and reduce the likelihood of crashes through technologies including red light violation warnings and pedestrian in signalized crosswalk warnings.

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FAST Planning FFY23-27 Transportation Improvement Program (TIP) Amendment #3
SUMMARY OF CHANGES - August 2, 2026

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

**FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Amendment #3 - Draft 08.02.2026**

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	STP	Design	159.2					
		Reconstruct 5th Avenue from Barnette to Noble Street to provide improved facilities for all users. Reconstruction includes ADA-compliant sidewalks and shoulders to accommodate bicyclists, wayfinding and bicycle route signs, and landscaping in accordance with FAST Planning's "Complete Streets" Policy.	3PF		15.8					
			STP	Right-of-Way						
			3PF							
			STP	Utilities	363.9					
			3PF		36.1					
			STP	Construction	409.4	2,877.4				
			SW-TAP		454.9					
			AC		2,798.0					
			ACC			-2,798.0				
			OFF		103.7	62.2	16.3			
			3PF		373.8	14.1	1.6			
Project Total					4,714.7	155.7	17.9	0.0	0.0	0.0
F0001 SR-20	NFHWY01291	5th Avenue Park Access Improvements (North Pole)	TAP	Design				91.0	91.0	
		Gravel to pavement and ADA accessibility improvements to parking area and trails throughout park. Project Start Year: 2026 Total Project Cost: \$700,000 Air Quality Status: Exempt	3PF					9.0	9.0	
			TAP	Construction					454.9	
			3PF						45.2	
Project Total					0.0	0.0	0.0	100.0	600.0	0.0
21934 SR-5	NFHWY01023	Advanced Project Definition	STP	Planning			136.5	145.6		
		Provide funding to the State and City of Fairbanks to develop new estimates for TIP projects. Project Start Year: 2025 Total Project Cost: \$310,000 Air Quality Status: Exempt	FM				13.5	14.4		
Project Total					0.0	0.0	150.0	160.0	0.0	0.0
32278 SR-23	NFHWY00835	Fairbanks Bike Lane Striping & Signing	TAP	Design	91.0	91.0				
		Signing and striping on City streets of existing paved shoulders within City of Fairbanks to accommodate bicyclists, as designated bike lanes for seasonal use. Locations include Barnette Street from 1st Avenue to Airport Way and 10th Avenue from Steese Highway to 2nd Avenue. Project Start Year: 2023 Total Project Cost: \$884,728 Air Quality Status: Exempt	3PF		9.0	9.0				
			TAP	Construction			580.0			
			OFF				43.0			
			3PF				61.8			
Project Total					100.0	100.0	684.8	0.0	0.0	0.0

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

FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Amendment #3 - Draft 08.02.2026

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond	
34665 SR-30	NFHWY00844	FAST Carbon Reduction Program	CRP	All	887.0	1,929.2	1,066.6	1,077.7	1,099.2		
	NFHWY00845	Projects that support the reduction of transportation emissions, including evaluations, plans, and the design and construction of projects in accordance with 23 USC §175, within the FAST Planning Metropolitan Planning Area. Refer to FAST Planning's CMAQ/CRP supplemental table for project list, descriptions, and locations. Project Start Year: 2023 Total Project Cost: \$6,719,700 Air Quality Status: Exempt	SM/3PF		88.0	191.5	105.9	107.0	109.1		
	NFHWY00862										
	NFHWY00891										
	NFHWY01060										
	NFHWY01085										
	NFHWY00885										
NFHWY01195											
Project Total					975.0	2,120.7	1,172.5	1,184.6	1,208.3	0.0	
26708 SR-3	NFHWY00280	Chena River Walk Stage III	TAP	Design		363.9					
		FM			36.1						
		Construct an approximately 3,200' long segment, multi-use asphalt path that is 10 feet wide with 2-foot gravel shoulders. The proposed path would be constructed on the north side of the Chena River from the existing Chena River pedestrian bridge crossing near Pioneer Park to the east side of Peger Road where the new path turns to a north/south orientation along Peger Road until it terminates at the southeast corner of the Peger Road and Phillips Field Road controlled intersection. Project Start Year: 2017 Total Project Cost: \$3,924,000 Air Quality Status: Exempt	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

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

FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
38471 SR-7	Z622070000	Cushman Street Bridge Rehabilitation	STP	Construction	4,134.1					
		Rehabilitate the Cushman Street Bridge and Cushman Street between the First Avenue and Terminal Street intersections. Project work will include bridge work, roadside hardware, ADA sidewalk and curb ramp improvements.	CMAQ		727.8					
			ACC		-4,861.9					
		Project Total			0.0	0.0	0.0	0.0	0.0	0.0
34122 SR-14	NFHWY00815	Doughchee Avenue/Beaver Springs Bridge	STP	Design	127.4	84.6				
		Reconstruct Doughchee Avenue from Badger Road to Beaver Springs Bridge #2132. Project will include bridge work, drainage improvements, intersection improvements, and roadside hardware. 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	3PF		12.6	8.4				
			STP	Construction				357.5		
			OFF					34.2		
			3PF					38.9		
		Project Total			140.0	93.0	0.0	430.6	0.0	0.0
19096 SR-28	NFHWY00881 NFHWY00913 NFHWY00914 NFHWY01088	FAST Improvement Program FFY23-26	STP	Design			191.7	655.0	27.3	
		Perform gravel or asphalt surface maintenance and preservation activities on roads, sidewalks and pathways. Work may also include new or upgraded illumination, signing and striping, storm drains and intersection improvements including nonmotorized crossings, as well as ADA upgrades to sidewalks and curb ramps. 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	AC			191.7	363.9	27.3		
			ACC				-191.7	-363.9	-27.3	
			SM			19.0	36.1	31.6		
			STP	Utilities						
			SM							
			STP	Construction	1,694.6	261.1	319.5	3,937.7	91.0	
			AC		261.1		909.7	91.0		
			ACC			-261.1		-909.7	-91.0	
			CMAQ				681.2	727.8		
			OFF				120.6			
			SM		20.8			72.2		
			3PF		173.4		201.6	300.6		
		Project Total			2,149.9	210.7	2,632.6	4,569.6	0.0	0.0
19096 SR-28	NFHWY01221	FAST Improvement Program FFY27-29	STP	Design				181.9	363.9	
		Perform gravel or asphalt surface maintenance and preservation activities on roads, sidewalks and pathways. Work may also include new or upgraded illumination, signing and striping, storm drains and intersection improvements including nonmotorized crossings, as well as ADA upgrades to sidewalks and curb ramps. 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	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

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34346 34348 SR-4	NFHWY00830 HFHWY00542	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 MPL TPL FM	Planning	100.0 432.4 140.3 66.8	150.0 426.7 121.6 69.3	150.0 444.1 123.9 71.3	150.0 462.0 127.6 73.4	150.0 480.5 131.4 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 AC ACC FM	Planning			168.3 377.5	377.5 -377.5		
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 AC ACC OFF SM STP SM STP SM STP SM	Design Right-of-Way Utilities Construction	545.8 20.0 56.2	 54.2	441.3 104.5 94.8	653.0 406.6 -104.5	406.6 -406.6	
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 OFF SM	Planning		91.0 9.0	 1.5 0.1			
Project Total					0.0	91.0	1.6	0.0	0.0	0.0

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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 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	STP	Design		227.4		796.0			
			SM			11.3		39.5			
			3PF			11.3		39.5			
			STP	Right-of-Way				1,364.6			
			SM					67.7			
			3PF					67.7			
			STP	Utilities							272.9
			SM							13.5	
			3PF							13.5	
			STP	Construction							9,983.9
			CMAQ							727.8	
			SM							531.6	
			3PF						531.6		
Project Total					0.0	250.0	0.0	2,375.0	0.0	12,075.0	

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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					
		Update the Fairbanks North Star Borough Long & Short Range Transit Plan, Coordinated Human Services Transportation Plan, Fare Pricing & Integration Study, and Operational Efficiency Study using unspent FFY2019-22 Transit Planning Funds.	3PF		45.4					
Project Total					503.2	0.0	0.0	0.0	0.0	0.0
32178 SR-8	NFHWY00448	Woll Road Resurfacing & Widening Resurface and widen Woll Road from Bradway to Schut Road.	STP	Design						
			SM							
			STP	Right-of-Way	181.9					
			SM		18.1					
			STP	Utilities						
			SM							
			STP	Construction		1,508.6	1,083.8			
			AC			1,083.8				
			ACC				-1,083.8			
			SM			257.3				
Project Total					200.0	2,849.8	0.0	0.0	0.0	0.0

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

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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	483.1	297.4	477.2	528.1	0.0	
		State Funding Appropriation	SA	State	0.0	0.0	0.0	0.0	0.0	
					11,088.0	15,474.9	13,491.3	14,540.5	13,318.2	
		<i>State/Local Match</i>								
		Surface Transportation Program	SM/3PF/FM	State/Local	765.9	955.9	984.6	984.6	1,004.3	
		Congestion Mitigation/Air Quality	SM/3PF/FM	State/Local	72.2	178.0	72.2	72.2	72.2	
		Transportation Alternatives Program	SM/3PF/FM	State/Local	9.0	45.2	57.6	153.4	60.4	
		Carbon Reduction Program	SM/3PF/FM	State/Local	88.0	257.9	105.9	107.0	109.1	
		Metropolitan Planning	SM/3PF/FM	State/Local	58.1	57.5	59.2	61.0	62.8	
		Transit Planning	SM/3PF/FM	State/Local	59.4	12.1	12.3	12.7	13.0	
		FAST Planning Offset Funds	SM/3PF/FM	State/Local	47.9	29.5	47.4	52.4	0.0	
					1,100.6	1,536.1	1,339.2	1,443.3	1,322.0	
		TOTAL			12,188.7	17,010.9	14,830.5	15,983.8	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	

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Projects Funded with Statewide Apportionments within FAST Planning Boundary										
3843 SR-35	Z640780000	Airport Way/Cushman Street Intersection Reconstruction	NHPP	Construction						24,964.2
		Reconstruct the intersection at Airport Way and Cushman Street. Works includes roadside hardware, drainage improvements, intersection improvements, utilities, and ADA improvements. (Funding for future phases, including construction, will be programmed in the TIP under a future Amendment if an air quality exemption is approved and/or the conformity freeze is lifted.) Project Start Year: 2014 Total Project Cost: \$40,940,797 Air Quality Status: TBD	SM							2,478.0
Project Total					0.0	0.0	0.0	0.0	0.0	27,442.2
34657	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 Start Year: 2026 Total Project Cost: \$1,500,000 Air Quality Status: Exempt								
Project Total					0.0	0.0	0.0	1,500.0	0.0	
15685 SR-25	Z618720000	Airport Way (West) Improvements	NHPP	Construction	10,729.8					
		Construct intersection improvements along Airport Way between Dale Road and the Parks Highway. Project includes bicycle/pedestrian facilities along Hoselton Road to the Boat Street path.	ACC		-10,729.8					
Project Total					0.0	0.0	0.0	0.0	0.0	
26076 SR-34	NFHWY00124	Aurora Drive / Noyes Slough Bridge	STP-SW	Utilities		154.7				
		Replace the Noyes Slough bridge on Aurora Drive in Fairbanks.	AC		154.7					
		ACC			-154.7					
		SM	15.4							
		STP-SW	Construction		6,963.3					
		AC		6,963.3						
		ACC			-6,963.3					
		SM		691.2						
Project Total					7,824.5	0.0	0.0	0.0	0.0	
27452 SR-38	NFHWY00289	Chena Hot Spring Road MP 0-6 Rehabilitation	STP-SW	Construction	5,000.0					
		Rehabilitate Chena Hot Spring Road.	ACC		-5,000.0					
Project Total					0.0	0.0	0.0	0.0	0.0	
34657 SR-36	NFHWY00699	Chena Small Tracts Road Roundabout	HSIP	Design	260.0	138.3	100.0			
		Construct a roundabout at the intersection of Chena Pump Road, Old Chena Ridge Road, and Chena Small Tracts Road. Project will include intersection improvements, roadside hardware, and utilities. Project Start Year: 2022 Total Project Cost: \$6,888,255 Air Quality Status: Exempt	HSIP	Construction			5,250.0			
Project Total					260.0	138.3	5,350.0	0.0	0.0	

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34657 SR-37	NFHWY00592 NFHWY00905 NFHWY01098	City of Fairbanks Systematic Signal Upgrades	HSIP	Design		860.0	500.0					
		Install overhead signal head for each lane of each approach at 11 intersections around City of Fairbanks. Install retroreflective backplates on all signal heads at 11 additional locations. Project Start Year: 2024 Total Project Cost: \$9,540,000 Air Quality Status: Exempt	HSIP	Right-of-Way		650.0						
			HSIP	Construction				5,860.0	4,970.0			
		Project Total						0.0	1,510.0	500.0	5,860.0	4,970.0
34669	NFHWY00962 NFHWY00964 NFHWY00965 NFHWY01027 NFHWY01102 NFHWY01103 NFHWY01104 NFHWY01105 NFHWY01229 NFHWY01232	FAST ADA Improvements Program	STP-SW	Design			318.4		727.9			
		Construct ADA improvements in the Fairbanks Metropolitan Planning Area. Project will include drainage improvements, intersection improvements, widening, replacing, roadside hardware, and utilities. [FFY26 - 6th and 7th Ave between Cowles and Barnette St, 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	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	STP-SW	All	8,061.5	2,621.2	22,469.6	2,965.3		
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	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	HSIP	Design			753.6	188.4				
		Construct a roundabout at the intersection of Nordale and Peede Roads. Project Start Year: 2025 Total Project Cost: \$4,851,000 Air Quality Status: Exempt	HSIP	Right-of-Way					100.0			
		HSIP	Utilities				200.0					
		HSIP	Construction						3,609.0			
Project Total					0.0	0.0	753.6	388.4	100.0	3,609.0		

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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
34657	NFHWY01058	Northern Region Accessible Pedestrian Signals Upgrades	HSIP	Design			280.0	70.0		
		Install accessible pedestrian signals at State-owned crosswalks to help blind and low-vision pedestrians know when it is safe to cross. Project Start Year: 2025 Total Project Cost: \$1,243,000 Air Quality Status: Exempt	HSIP	Construction					893.0	
		Project Total			0.0	0.0	280.0	70.0	893.0	
27010	Z617630000	Northern Region Signal Interconnect	CMAQ	Construction	4,548.5					
		Improve capabilities of the Northern Region to communicate with signals, allowing for troubleshooting, signal timing modifications, and monitoring at single/multiple locations. Project will include upgrades at NR Headquarters and incorporate improvements to interconnecting communication systems (for security and reliability), controller upgrades, signal timing plans, and other related items. Provide any related items and Training, Maintenance, and Operational funding as allowed by ITS.	SM		451.5					
		Project Total			5,000.0	0.0	0.0	0.0	0.0	
34657	NFHWY00531 NFHWY00904	Northern Region Systematic Signal Upgrades	HSIP	Right-of-Way		125.0				
		Reconstruct signalized intersections at Lathrop St/Van Horn Rd, South Cushman St/Van Horn Rd, Parks Highway/Geist Rd /Chena Pump, and South Cushman St/30th Ave. Work includes roadside hardware and intersection improvements. Project Start Year: 2020 Total Project Cost: \$7,925,171 Air Quality Status: Exempt	HSIP	Construction		6,400.2		1,620.2		
		Project Total			0.0	6,525.2	0.0	1,620.2	0.0	
26082 SR-38 SR-45	Z624870000	Old Steese Highway Reconstruction Reconstruct the Old Steese Highway from Wendell Avenue Bridge to, and including, the intersection at the Johansen Expressway. Project Start Year: 2014 Total Project Cost: \$38,281,000 Air Quality Status: Non-Exempt	STP-SW	Design	1,728.4					
			SM	Design	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		
					1,900.0	0.0	0.0	28,561.4	0.0	
34657 LR-36	NFHWY00898	Parks Highway/Sheep Creek Extension Traffic Signal Construct a continuous green T signal on the Parks Highway at the intersection with Sheep Creek Extension. Project includes ADA improvements, drainage improvements, intersection improvements, roadside hardware, and utilities. Project Start Year: 2024 Total Project Cost: \$12,590,000 Air Quality Status: Exempt	HSIP	Design		420.0	1,200.0	470.0		
			HSIP	Utilities				300.0		
			HSIP	Construction				10,200.0		
					0.0	420.0	1,200.0	10,970.0	0.0	

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34946 LR-36	NFHWY01140	Parks Highway MP 356 Auxiliary Lane	NHPP	Design				591.3			
		Construct auxiliary lane for the Parks Highway/Sheep Creek Road intersection. Project includes reconstruction, drainage, roadside hardware, utilities and ADA improvements. Project Start Year: 2026 Total Project Cost: \$3,500,000 Air Quality Status: Non-Exempt	SM					58.7			
			NHPP	Utilities					91.0		
			SM						9.0		
			NHPP	Construction					2,501.7		
			SM						248.3		
Project Total					0.0	0.0	0.0	650.0	2,850.0		
34657 MR-59	NFHWY01059	Peridot Street Crossing at Richardson Highway RSA	HSIP	Planning			100.0				
		Conduct a road safety audit (RSA) between the Badger interchange at North Pole and the Richardson Highway MP 351 interchange. Project Start Year: 2025 Total Project Cost: \$100,000 Air Quality Status: Exempt									
Project Total					0.0	0.0	100.0	0.0	0.0		
34657	NFHWY00949	Richardson Highway MP 341-362 Variable Speed Limit	HSIP	Design			720.0	180.0			
		Construct variable speed limit signs on the Richardson Highway between MP 341-362. Project will include roadside hardware and utilities. Project Start Year: 2025 Total Project Cost: \$6,300,000 Air Quality Status: Exempt	HSIP	Utilities				200.0			
			HSIP	Construction					5,200.0		
Project Total					0.0	0.0	720.0	380.0	5,200.0		
34657 SR-41	Z615970000	Richardson Highway MP 357-362 Bicycle/Pedestrian Path	HSIP	Construction	4,112.8	64.7	155.9				
		Construct a multi-use pathway between Badger 6-mile interchange and GARS intersection.									
Project Total					4,112.8	64.7	155.9	0.0	0.0		
34657 SR-50	NFHWY00097	Richardson Highway MP 351 Interchange	HSIP	Construction		21,597.8					
		Construct interchange to replace intersection of the Richardson Highway and the Old Richardson Highway at North Pole, near Richardson Highway MP 351.									
Project Total					0.0	21,597.8	0.0	0.0	0.0		
25598 SR-51	Z607340000	Richardson Highway MP 360-361 (MP 359) Railroad Grade Separated Facility	NHPP	Construction	24,136.1						
		Construct grade-separated facility on the Richardson Highway to improve operations and reduce railroad/vehicle conflicts. Work includes new railroad overpass bridges (#2366 and 2367).	SM		1,705.5						
Project Total					25,841.6	0.0	0.0	0.0	0.0		

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

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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
Air Quality Programs within FAST Planning Boundary										
20294 SR-42	HFHWY00211	Air Quality Public Education	CMAQ-SW	All	181.9	181.9	181.9	181.9	181.9	
		The statewide air quality public education project will focus on a number of air quality issues of concern to Alaska including, but not limited to: air pollution health/environmental impacts and ways local citizens can mitigate air pollution from sources like motor vehicles, unpaved roads, diesel engines/heavy duty vehicles, wood smoke, residential heating, etc. There may also be a focus on transportation alternatives that can assist in improving air quality (pedestrian, bike, transit, car/van pool). Project Start Year: Annual Total Project Cost: \$1,000,000 Air Quality Status: Exempt	SM		18.1	18.1	18.1	18.1	18.1	
Project Total					200.0	200.0	200.0	200.0	200.0	
26161 SR-43 SR-44	NFHWY00647	Fairbanks Air Quality Planning	CMAQ-SW	All	72.8	72.8	72.8	72.8	72.8	
		Preparation of air quality conformity determinations for short and long term transportation plans and individual projects in the entire PM 2.5 non-attainment area and the carbon monoxide maintenance area within the Fairbanks North Star Borough, consisting of FAST Planning, the MPO for the Fairbanks urban area, and the associated donut area within the PM 2.5 boundary. Project Start Year: Annual Total Project Cost: \$400,000 Air Quality Status: Exempt	SM		7.2	7.2	7.2	7.2	7.2	
Project Total					80.0	80.0	80.0	80.0	80.0	
29232	NFHWY00555 NFHWY00612 NFHWY00712 NFHWY00862 NFHWY00874 NFHWY00922 NFHWY01086 NFHWY01087 NFHWY01097 NFHWY01169 NFHWY01194 NFHWY01247	Committed Measures for the Fairbanks SIP	CMAQ-PM2.5	All	1,960.5	1,960.1	2,060.0	2,121.8	2,185.5	
		Funding for transportation projects and programs that are committed and contingency measures listed in the State Implementation Plan (SIP) for the Fairbanks PM2.5 Non-attainment Area, and non-SIP projects that are evaluated and scored by the Fairbanks area CMAQ Project Evaluation Board. Refer to FAST Planning's CMAQ/CRP supplemental table for project list, descriptions, and locations. Project Start Year: Annual Total Project Cost: \$11,298,100 Air Quality Status: Exempt	SM		183.7	194.6	204.5	210.6	216.9	
Project Total					2,144.2	2,154.6	2,264.5	2,332.4	2,402.4	
18791	NFHWY00612 NFHWY00902 NFHWY00911 NFHWY01108 NFHWY01109 NFHWY01110	Statewide Congestion Mitigation & Air Quality	CMAQ-SW	All	3,211.2	700.3	4,080.9	1,273.6	7,529.1	2,751.8
		The Department will work with DEC and appropriate local authorities to develop sub-allocations. Provide CMAQ funds to address non-attainment and maintenance measures in the Air Quality Statewide Improvement Program. Refer to FAST Planning's CMAQ/CRP supplemental table for project list, descriptions, and locations. Project Start Year: Annual Total Project Cost: \$21,287,300 Air Quality Status: Exempt	SM		318.8	69.5	405.1	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

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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
Available Funding - Statewide Apportionments*										
		National Highway Performance Program	NHPP	Federal	369,961.5	377,360.5	384,908.0	392,606.1	400,458.2	
		National Highway Freight Program	NHFP	Federal	17,737.1	18,091.9	18,453.7	18,822.8	19,199.2	
		Bridge Formula Program	BFP	Federal	45,000.0	45,000.0	45,000.0	45,000.0	45,000.0	
		Highway Safety Improvement Program	HSIP	Federal	40,726.0	41,565.9	42,422.6	43,296.5	44,162.4	
		Railway-Highway Crossings Program	RAIL	Federal	1,225.0	1,225.0	1,225.0	1,225.0	1,225.0	
		Promoting Resilient Operations for Transformative, Efficient, & Cost-Saving Transportation Program	PROTECT	Federal	18,248.1	18,613.1	18,985.3	19,365.0	19,752.3	
		National Electric Vehicle Infrastructure Program	NEVI	Federal	10,483.1	10,483.1	10,483.1	10,483.1	10,483.1	
		Surface Transportation Program (including Transportation Alternatives Program)	STP	Federal	179,981.3	183,580.9	187,252.5	190,997.6	194,817.5	
		Congestion Mitigation/Air Quality	CMAQ	Federal	30,584.2	31,195.9	31,819.8	32,456.2	33,105.3	
		Carbon Reduction Program	CRP	Federal	16,048.3	16,369.3	16,696.7	17,030.6	17,371.2	
		State Funding Appropriation	SA	State	0.0	0.0	0.0	0.0	0.0	
					729,994.6	743,485.4	757,246.6	771,282.8	785,574.3	
*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	

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

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

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19658	Urbanized Area Formula - ARRC		5337	FTA	480.0	170.8	170.8	160.4	162.0	200.0
	Preventive maintenance.		Match		120.0	130.8	40.2	37.6	38.0	40.0
	Project Total				600.0	301.6	211.0	198.0	200.0	240.0
19634	Urbanized Area Formula - ARRC		5337	FTA		200.0	200.0	200.0	200.0	800.0
	Track infrastructure replacement, rehabilitation or upgrade.		Match			50.0	50.0	50.0	50.0	200.0
	Project Total				0.0	250.0	250.0	250.0	250.0	1,000.0
31091	Urbanized Area Formula - ARRC		5337	FTA		100.0	80.0	100.0	100.0	60.0
	Radio system and communication component replacement, installation, rehabilitation, or upgrade.		Match			25.0	20.0	25.0	25.0	15.0
	Project Total				0.0	125.0	100.0	125.0	125.0	75.0
33243	Urbanized Area Formula - ARRC		5337	FTA			20.0			50.0
	Signal, in-track, and communication replacement, rehabilitation, or upgrade.		Match				5.0			10.0
	Project Total				0.0	0.0	25.0	0.0	0.0	60.0
33246	Urbanized Area Formula - ARRC		5337	FTA				200.0	100.0	200.0
	Operations support facility replacement, installation, rehabilitation or upgrade.		Match					50.0	25.0	50.0
	Project Total				0.0	0.0	0.0	250.0	125.0	250.0
24001 24002	Urbanized Area Formula Grant - FNSB		5307	FTA		408.6				
	Purchase of approximately four buses and three vans. Additional CMAQ funding provided under 'Committed Measures for the Fairbanks SIP' project in Air Quality Program table.		Match			81.7				
	Project Total				0.0	490.3	0.0	0.0	0.0	
22007 25001	Urbanized Area Formula Grant - FNSB		5307	FTA			3,565.6			
	Purchase of approximately six buses and three vans. Additional CMAQ funding provided under 'Committed Measures for the Fairbanks SIP' project in Air Quality Program table.		5339						2,494.7	
			Match				891.4		623.7	
Project Total					0.0	0.0	4,457.0	0.0	3,118.4	
24001 26003	Urbanized Area Formula Grant - FNSB		5307	FTA	2,174.4	2,121.9		2,245.8	2,174.4	
	Transit operating assistance and capital (purchase of paratransit vans).		Match		2,174.4	2,121.9		2,061.4	2,174.4	
	Project Total				4,348.8	4,243.8	0.0	4,307.2	4,348.8	
25001 26001	Urbanized Area Formula Grant - FNSB		5307	FTA			2,163.0	809.9		
	Transit operating assistance, purchase of a transit revenue vehicle, and Software as a Service (SaaS) maintenance, support, and licensing.		Match				2,031.8	202.5		
	Project Total				0.0	0.0	4,194.8	1,012.4	0.0	
20028	MACS Fleet Transition to CNG		5307	FTA						
	Transition the MACS fleet to Compressed Natural Gas in accordance with MACS Recommended 10-year Bus Replacement Plan 2019-2028.		Match							
	Project Total				0.0	0.0	0.0	0.0	0.0	
19120	Rural Transit - FNSB		5311	FTA						
	Operational funding for the gray line.		Match							
	Project Total				0.0	0.0	0.0	0.0	0.0	
19119	Enhanced Mobility for Seniors & Individuals with Disabilities		5310	FTA						
	Funding for VanTran service.		Match							
	Project Total				0.0	0.0	0.0	0.0	0.0	

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

**FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Amendment #3 - Draft 08.02.2026**

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



Interagency Consultation for Air Quality Conformity

Meeting Summary

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

Attendees

FAST Planning – Jackson Fox

Federal Highway Administration (FHWA) – Christina Mounce

Federal Transit Administration (FTA) – none

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

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

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

Fairbanks North Star Borough (FNSB) – none

Trinity Consultants – Thomas Carlson, Suriya Vallamsundar

DOWL – Gary Jenkins

Michael Baker International – Sarah Schacher

Other Attendees – none

Introduction & Public Comment

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

TIP Amendment #3

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

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

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

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

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

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

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

Doughchee Avenue Rehabilitation

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

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

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

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

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

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

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

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

Old Steese Highway Reconstruction

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

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

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

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

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

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

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

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

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

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

Holmes Road Rehabilitation

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

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

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

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

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

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

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

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

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

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

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

Minnie Street Improvements

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

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

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

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

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

Pioneer Park North Parking Lot & Boat Launch

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

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

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

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

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

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

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

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

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

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

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

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

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

Mr. Alimi stated he agreed with the Federal partners that while most of the components of the project fell under the Exempt category, but the parking lot and boat launch do not fall under the Exempt category. Hence, we would need to determine if these two components would not trigger the requirements of 40 CFR 93.123(a)(1) or contribute to any localized air quality violations. As mentioned here today though that does not seem to be the case so what would be required is preparing an applicability determination that Ms. Bloom and Ms. Mounce alluded to for projected emissions for construction for the boat launch and parking lot. The *de minimis* threshold is 70 tons per year for PM_{2.5} and CO. Preparing such documentation must be sent from Alaska DOT&PF to ADEC for their records as part of the NEPA process per 40 CFR 93.107.

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

Mr. Alimi said yes, that is correct.

Discussion of Procedure for Future Project Level Air Quality Conformity Reviews

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

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

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

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

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

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

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

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

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

Next Steps & Adjournment

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

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

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

FAST Planning FFY2023-27 TIP Administrative Modification #9: FFY2026 OBLIGATION STATUS REPORT (as of August 3, 2026)
ALLOCATION TOTALS (Federal Share)

ALLOCATIONS	PHASE		AMOUNT	FFY26 OBLIGATIONS	PERCENT OBLIGATED
STP	All		\$8,265.5	\$2,178.4	26%
STP AC	All		\$625.2	\$0.0	0%
PL (Metropolitan + Transit)	All		\$589.6	\$589.6	100%
TAP (Transportation Alternatives)	All		\$91.0	\$0.0	0%
CMAQ	All		\$9,337.2	\$955.3	10%
CRP (Carbon Reduction)	All		\$2,556.1	\$1,596.4	62%
OFFSET	All		\$562.0	\$412.9	73%
TOTAL			\$22,026.7	\$5,732.6	26%

STP FUNDS (Federal Share)

IRIS	STP	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY26 OBLIGATIONS	PERCENT OBLIGATED	COMMENTS
NFWHY01023	Advanced Project Definition	Planning	3/9/2026	\$145.6	\$145.6	100%	
NFWHY00815	Doughchee Ave/Beaver Springs Bridge	Construction	6/17/2026	\$357.5	\$357.5	100%	
NFWHY00913 NFWHY00914 NFWHY01088 NFWHY01221	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%	
NFWHY00816	Holmes Road Rehabilitation	Design		\$653.0		0%	
				\$406.6		0%	FFY2027 AC
NFWHY00509	Minnie Street Improvements	Design	5/14/2026	\$796.0	\$796.0	100%	
		Right-of-Way		\$1,364.6		0%	
NFWHY00891	Alaskaland North Parking Lot & Boat Launch	Design		\$705.0		0%	
NFWHY00139	Yankovich/Miller Hill Road Reconstruction	Construction		\$136.5		0%	
				\$100.3		0%	FFY2027 AC
	TOTAL			\$8,890.8	\$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
NFWHY01291	5th Avenue Park Access Improvements (North Pole)	Design		\$91.0		0%	Pending TIP Amendment #3
	TOTAL			\$91.0	\$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	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 & Visitors Center Enhancements	Design	5/12/2026	\$81.9	\$81.9	100%	FFY25 Carryforward
		Construction		\$549.8		0%	
				\$118.8		0%	FFY2027 AC
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		\$318.4		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		\$4,922.4		0%	SW-CMAQ
	TOTAL			\$9,337.2	\$955.3	10%	
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
NFHWWY00139	Yankovich/Miller Hill Road Reconstruction	Construction	\$528.1		\$34.2	6/17/2026	Doughchee Avenue
NFHWWY00633	FAST Improvement Program FFY023	Construction	\$33.9		\$167.4	7/6/2026	Yankovich/Miller Hill
					\$211.3	7/6/2026	Yankovich/Miller Hill
	TOTAL		\$562.0		\$412.9	Percent Obligated	73%

FAST Planning FFY26 Offsets*August 3, 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
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COMMITTED OFFSETS

Doughchee Avenue/Beaver Springs Bridge - Construction phase	-\$34,204	-\$37,599
Yankovich/Miller Hill Road Reconstruction - Right-of-Way phase	-\$167,385	-\$184,000
Yankovich/Miller Hill Road Reconstruction - Construction phase	-\$211,296	-\$232,270

Total	-\$412,885	-\$453,869
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Remaining Funds to be Obligated
\$149,122**\$163,925**