



TECHNICAL COMMITTEE

Meeting Agenda

Wednesday, October 7, 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: 831-9382-5897

1. Call to Order
2. Introduction of Members & Attendees
3. Approval of October 7, 2026 Agenda
4. Approval of September 9, 2026 Meeting Minutes | Pg 2-6
5. Staff/Working Group/Chair Report | Pg 7-8
6. Public Comment Period
7. Old Business
 - a. Federal Transit Administration (FTA) Section 5307 Funding Split **(Action Item)** | Pg 9-14
 - Consideration of funding split between MACS Transit and Alaska Railroad Corporation; postponed from previous meetings
 - b. Draft Interim 2050 Metropolitan Transportation Plan (MTP) Update | Pg 15-19
 - Open for public comment September 30th to October 30th
 - c. FFY2026 Federal Funding Obligations | Pg 20-24
 - Status update on yearend funding obligations and use of offsets
8. New Business
 - a. Draft 2027-2030 Statewide Transportation Improvement Program (STIP) **(Action Item)** | Pg 25-43
 - Draft comment letter from FAST Planning
 - b. FAST Planning FFY2027-2031 Transportation Improvement Program (TIP) Development Schedule & Upcoming Call for Project Nominations
9. Informational Items
10. Other Issues
11. Committee Member Comments
12. Adjournment

Next Scheduled Technical Committee Meeting: Wednesday, November 4, 2026 | 12:00 - 2:00 PM



TECHNICAL COMMITTEE

Meeting Minutes

September 9, 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: 878-9830-8707

1. Call to Order

Jackson Fox, Chair called the meeting to order at 12:01 pm. A moment of silence was held for William Rogers, a member of the Technical Committee who recently passed away.

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
*Francesca Hales	FAST Planning
*Randi Bailey	DOT&PF Planning
*Don Galligan (absent)	FNSB Planning
**Michael Bredlie (absent)	FNSB Rural Services
**Jennifer Campbell	FNSB Planning Commission
**Jeremiah Cotter	City of Fairbanks Public Works
**Michelle Denton	FNSB MACS Transit
**Brian Lindamood for 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	Alaska State Troopers
**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
Al Beck	DOT&PF Preconstruction
Sarah Cripe	DOT&PF Planning

Alan Skinner	DOT&PF Preconstruction
Nathan Stephen	DOT&PF Traffic & Safety
Phoebe Bredlie	Kinney Engineering
Jeanne Bowie	Kinney Engineering
James Kinney	Kinney Engineering
Tae Voight	Kinney Engineering
Andrew Ooms	Kittelson & Associates
Brian Funkhouser	Michael Baker International
Sarah Schacher	Michael Baker International
Collin Hodges	R&M Consultants
Beth McKibben	R&M Consultants
Van Le	R&M Consultants
Suriya Vallamsundar	Trinity Consultants

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

3. Approval of the September 9, 2026 Agenda

Motion: To approve the September 9, 2026 agenda. (Zinza/Campbell).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

4. Approval of the August 5, 2026 Meeting Minutes

Motion: To approve the August 5, 2026 Meeting Minutes. (Zinza/Nelson).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

5. Staff/Working Group/Chair Report

- At the August 19, 2026 meeting, the Policy Board:
 - Approved the FY2027-28 Unified Planning Work Program (UPWP) without further revisions.
 - Approved Transportation Improvement Program (TIP) Amendment #3.
 - Approved use of the remainder of FAST Planning's FFY26 offset funds towards the design phase of the FFY26 FAST Improvement Program.
 - Added the Danby School Zone Upgrades to the FAST Improvement Program.
- A Walk, Ride, & Roll Advisory Committee (WRRAC) Work Session will be held on September 15th from 2-3 p.m. to draft a letter to key decision-makers regarding e-motos and their use on the transportation network.
- Steering Committee Meeting #6 for the Draft Interim Metropolitan Transportation Plan (MTP) will be held on September 17th from 10am-12pm at FAST Planning's office.

6. Public Comment

No public comment.

7. Old Business

a. Federal Transit Administration (FTA) Section 5307 Funding Split (Action Item)

Consideration of Funding Split Between MACS Transit and Alaska Railroad Corporation; Postponed from Previous Meeting

Public Comment:

No public comment.

Motion: To postpone the 'Federal Transit Administration [FTA] Section 5307 Funding Split' agenda item to the next meeting. (Denton/Lindamood).

Discussion:

No discussion.

Vote on Motion: None opposed. Approved.

b. Draft Interim 2050 Metropolitan Transportation Plan (MTP) Update (Action Item)

Presentation of Draft Plan and Air Quality Conformity Modeling Results, and Recommendation to Policy Board for Release for Public Comment

Van Le of R&M Consultants and Sarah Schacher of Michael Baker International provided a brief presentation of the Draft Interim 2050 MTP Update.

Public Comment:

No public comment.

Motion: To recommend to the Policy Board to release the Draft Interim 2050 MTP [Metropolitan Transportation Plan] for public comment. (Netardus/Spillman).

Discussion:

No discussion.

Vote on Motion: None opposed. Approved.

c. FFY2026 Federal Funding Obligations and Offsets

Status Update on Funding Obligations and Use of Offsets

Mr. Fox explained the status of the FFY26 funding obligations and offsets.

Public Comment:

No public comment.

Motion: To recommend to the Policy Board to use the remainder of offsets from the 5th Avenue Reconstruction and Woll Road Resurfacing & Widening projects to pay down the Advance Construction from FFY2027. (Spillman/Denton).

Discussion:

Mr. Spillman: I think this is a smart thing to do. We happened into money that we didn't know was coming. We borrowed money from next year. I think Advance Construction is an important tool, but it does make me nervous and that means that will be that much less project work in the following year. So, I think this is a wise use of the

funds, and I'd hate to try to come up with something at the table right now to spend the money on rather than just paying it down and figuring it out in a couple of months.

Ms. Denton: I agree with Mr. Spillman's comments. I don't think it's a coincidence that it's almost exactly what was needed though. I fully support this. Thanks.

Vote on Motion: None opposed. Approved.

8. New Business

a. FAST Planning Bylaws Revision (Action Item)

Consideration of Modifying Technical Committee List of Representatives

The City of Fairbanks Mayor would like to change the composition of the Technical Committee to have one representative from Engineering and one representative from Public Works.

Motion: To recommend to the Policy Board to accept the revision to the FAST Planning Bylaws [for City of Fairbanks representatives]. (Zinza/Campbell).

Discussion:

Mr. Lindamood: Is there any reason why? I assume the City of Fairbanks decides who those two people are.

Mr. Fox: Yes. The Policy Board member, the mayor, decides who those two individuals are.

Mr. Lindamood: Is there any reason why we can't say City of Fairbanks infrastructure person, and not have to change the Bylaws every time the seats move around?

Mr. Fox: The only thing I've seen on here is that there are, for each entity, a specific department that's listed for those seats. So, it would be consistent with how the State and Borough seats are listed but functionally it doesn't matter a lot to me.

Mr. Netardus: I agree with Mr. Lindamood's question. Does there need to be granularity in each entity's people that are showing up when the entity should be deciding what sort of folks can be on this committee anyway? Could we change the Bylaws now to say Fairbanks North Star Borough four seats, DOT two seats, and City of Fairbanks two seats?

Mr. Spillman: I guess I can speak to that. I really think we put together this committee to have a diverse representation across multiple subject matters. Like, for example, we're required to make a lot of transit decisions. So, the Borough shouldn't just have four seats. There should be a transit rep, there should be a planning rep. So, I do think there is some value to having granularity and ensuring that we have the expertise around the table necessary to make decisions well-versed on some of these items.

Mr. Netardus: That's a good answer. I'm cool with it. I just wanted to have the conversation.

Vote on Motion: None opposed. Approved.

b. Richardson Highway/Peridot Street Road Safety Audit** Guest Presentation by Kinney Engineering on Results of Road Safety Audit**

Phoebe Bredlie of Kinney Engineering provided a presentation on the findings for the Richardson Highway/Peridot Street Road Safety Audit conducted this summer to identify existing and potential safety concerns.

c. Draft Statewide Freight Plan** Guest Presentation by Alaska DOT&PF on Draft Plan**

Sarah Cripe of DOT&PF provided a presentation on the Draft Statewide Freight Plan that sets the overall investments, policies, and priorities for freight transportation.

9. Informational Items

No informational items.

10. Other Issues

No other issues.

11. Committee Member Comments

Mr. Nelson: There is an internal draft of the STIP [Statewide Transportation Improvement Program] for FFY27-30 going around at DOT and that should be released to the public soon for a 45-day review.

Mr. Spillman: The Borough is in the process of completing the Comprehensive Plan. We just concluded a public review draft. One of the main issues we got comments on was regarding e-bikes and e-motos. The other comment is mostly for DOT but maybe the City. The Borough has been working on updating the new floodplain insurance rate maps. We've been working on this project for about 11 years. The Planning Commission just took action on it last night. So, we have new flood insurance rate maps that will likely go into effect January 8, 2027.

12. Adjournment

Motion to Adjourn: (Netardus/Zinza). The meeting was adjourned at 1:56 p.m. The next Technical Committee Meeting is Wednesday, October 7, 2026.

Approved: _____ **Date:** _____

Jackson C. Fox, Chair

FAST Planning Technical Committee



POLICY BOARD

Action Items

09.23.2026

Motion: To adopt the FFY2027 FAST Planning Office Budget. (O'Neill/Terch).

Amendment: To remove 'Employee Retreat with Facilitation' from Page 45 and add \$10,000 into Annual Training on Page 43. (Terch/Little). Five in favor. One opposed. (Hopkins). Approved.

Amendment: To retain the 80/20 health/dental/vision premium split. (Terch/Little). Three in favor. (Terch, Little, Czarnecki). Three opposed. (Hopkins, O'Neill, Tidwell). Motion failed.

Amendment: To adjust the [health/dental vision premium] split to 90/10. (Hopkins/Tidwell). Three in favor. (Hopkins, O'Neill, Tidwell). Three opposed. (Terch, Little, Czarnecki). Motion failed.

Amendment: To increase the number of paid holidays from 11 to 12 by adding Juneteenth. (Little/Terch). None opposed. Approved.

Amendment: To add a floating holiday. (Hopkins/O'Neill). Four in favor. (Hopkins, O'Neill, Tidwell, Czarnecki). Two opposed. (Terch, Little). Approved.

Amendment: To increase the daily per diem rate for meals and incidentals for travel outside the Fairbanks North Star Borough to \$70. (Terch/Little). None opposed. Approved.

Amendment: To allow flexibility for advertising the Administrative Assistant position as part-time or fulltime employment. (Terch/Tidwell). None opposed. Approved.

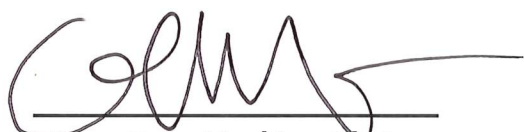
Vote on Main Motion, as Amended: None opposed. Approved.

Motion: To advance the Draft Interim 2050 MTP Update for 30-day public comment period. (Little/Tidwell). None opposed. Approved.

Motion: To approve the use of offset funds from 5th Avenue Reconstruction and Woll Road Resurfacing & Widening to pay down Advance Construction for FFY2027. (Terch/Little). None opposed. Approved.

Motion: To accept the changes as proposed to the Bylaws [for City of Fairbanks representatives on Technical Committee]. (Terch/Tidwell). None opposed. Approved.

Motion: To allow for merit increases at 2% for Jackson Fox and Corey DiRutigliano and 2.5% for Olivia Lunsford and Deborah Todd. (O'Neill/Little). None opposed. Approved.



Mayor Grier Hopkins, Chair
FAST Planning Policy Board

9/24/26
Date



ALASKA RAILROAD CORPORATION

December 10, 2025

MEMORANDUM

To: Commissioner Ryan Anderson

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

From: Brian Lindamood
Chief Engineer 

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

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

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

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

¹ 49 United States Code 5336(b)(2)(E)

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

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

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

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

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

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

For 2024, the calculations would be as follows:

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

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

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

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

For 2025 (NTD DRM remain unchanged):

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

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

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

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

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



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

Department of Transportation and Public Facilities

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

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

March 31, 2026

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

Mr. Mike Brown
Borough Manager
Matanuska-Susitna Borough

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

Gentlemen:

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

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

1. FFY2024 Allocation – Interim Continuity Action

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

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

"Keep Alaska Moving."

2. FFY2025 Allocation – Formula-Based Split

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

Specifically:

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

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

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

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

3. Eligibility

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

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

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

4. Policy Development for FFY2026 and Forward

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

This effort will include direct engagement with:

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

The policy will:

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

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

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

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

Sincerely,

A handwritten signature in black ink, appearing to read 'Ryan Anderson', with a stylized flourish at the end.

Ryan Anderson, P.E.
Commissioner

Cc:

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



**DRAFT INTERIM 2050 METROPOLITAN TRANSPORTATION PLAN (MTP) UPDATE
& DRAFT AIR QUALITY CONFORMITY ANALYSIS
30-DAY PUBLIC COMMENT PERIOD
SEPTEMBER 30 – OCTOBER 30, 2026**

FAST Planning's Interim Draft 2050 MTP Update and associated Air Quality Conformity Analysis has been released for 30-day public review and comment. The MTP is the federally required 20-year long-range transportation plan that is updated every four years under a continuing, cooperative, and comprehensive planning process. The MTP lays out the long-range vision for the transportation system in the urbanized area of the Fairbanks North Star Borough, including Fairbanks and North Pole. This plan guides the transportation network improvements for motor vehicles, transit, pedestrians, bicyclists, and freight users.

**To view the documents and submit comments online, please go to
<https://fastplanning.us/mtp/>**

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

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metropolitan transportation plan



**2050 Metropolitan
Transportation Plan**
FAST Planning

30-Day Public Comment Period 🌟 ACTIVATED!

THE PUBLIC COMMENT PERIOD WILL RUN FROM SEPTEMBER 30TH TO
OCTOBER 30TH, 2026.

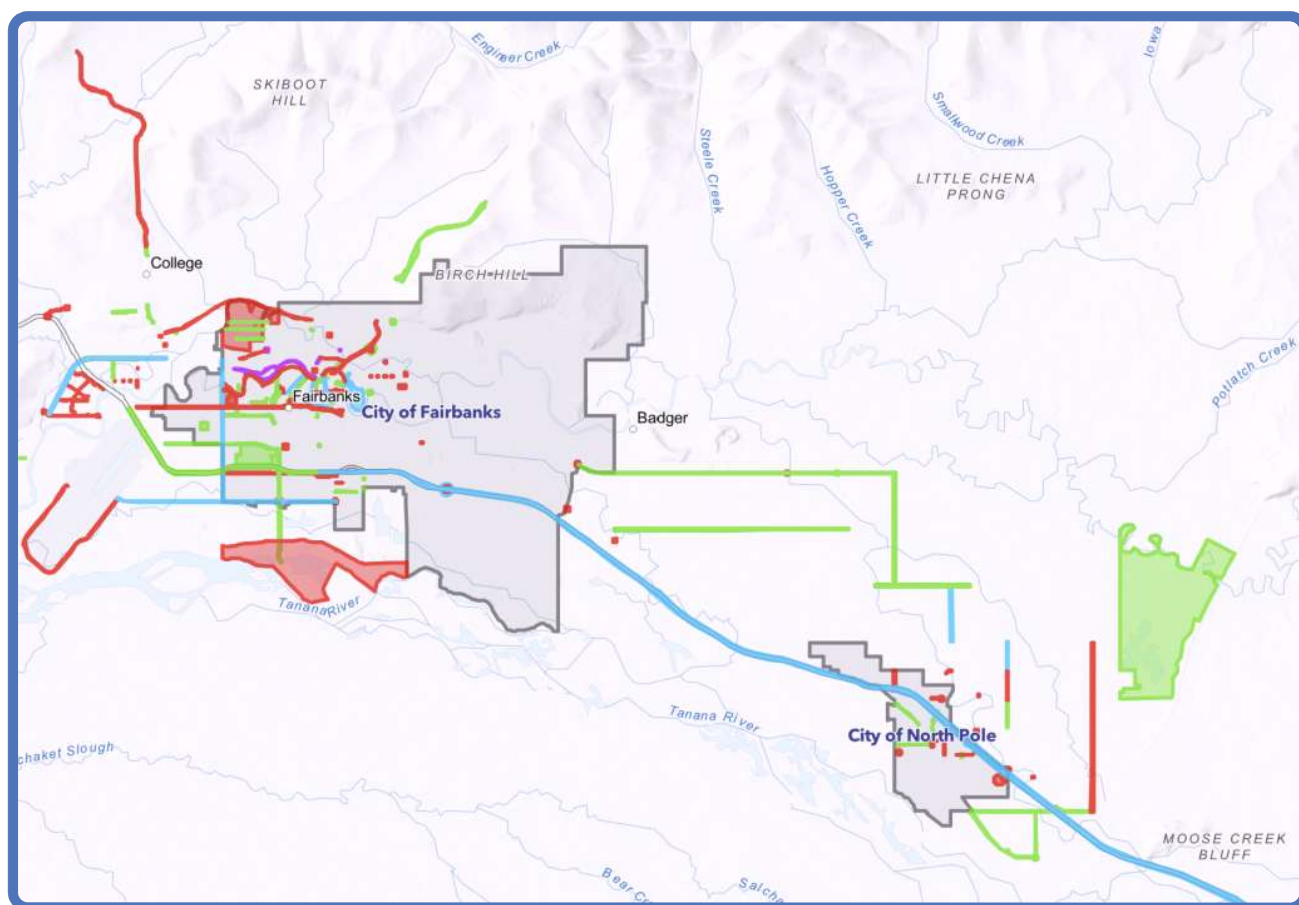
Translate »

Draft 2050 Metropolitan Transportation Plan

Draft Air Quality Conformity Analysis

Explore our Draft MTP 2050 Projects Map

To view project locations, descriptions, types, and more, pan around our [mapping tool](#)! If you click a project, it will pre-populate the Project Name field in the Survey on the right, and you can provide *Project Specific Feedback* there.



We do not have Plans/Programs rendered in this geospatial tool. If you have plan/program specific comments, please use one of the written comment options listed below.

Linked here are the Appendices (A – H) for the Draft 2050 Metropolitan Transportation Plan:

[Translate »](#)

- [A | FAST MTP Public Survey Analysis](#)
- [B | FAST Planning 2050 MTP Existing Conditions Report](#)
- [C | Public Outreach Summary](#)
- [D | 2050 FAST MPO Demand Forecast Report](#)
- [E | FAST MTP Future Needs Assessment](#)
- [F | Fiscal Constraint Summary](#)
- [G | FAST MTP 2050 Reference Scoring Criteria](#)
- [H | FAST Planning 2050 MTP Policy Assessment and Peer Review](#)

Looking for the current version/older documents? [They're still here.](#)

The Public Comment Period will run from September 30th to October 30th, 2026. You can provide your public comments in a number of ways:

- Use the **comment form below**; if you have comments that are specific to a page number or plan section, please define that with each comment
- Send us a marked up PDF or provide your comments in a message via email to jackson.fox@fastplanning.us
- Mail or drop off your comments to 100 Cushman Street, Suite 205, Fairbanks, Alaska 99701

NAME (required)

EMAIL (required)

DRAFT MTP 2050 COMMENT(S)



Remember, if you have project specific comments, or want to explore the map, use the link above.

SUBMIT



MEMORANDUM

Date: October 2, 2026
To: **Technical Committee**
Subject: FFY2026 Obligations at Fiscal Yearend

Each fiscal year the expectation is 100% of the Federal funds programmed in the Transportation Improvement Program (TIP) for that year are obligated by yearend through Alaska DOT&PF and FHWA. For the second year in a row, this benchmark was not achieved. In FFY2025, obligations ended at 97% (~\$500k short), but those funds were successfully carried forward to FFY2026. At the end of this fiscal year, FFY2026, obligations ended at 85% (~\$3M short) of the \$22M program. The most sizable obligations that were not processed include, but are not limited to, the following:

- FAST Improvement Program | Construction (~\$1.2M)
- Morris Thompson Cultural & Visitors Center Enhancements | Construction (~\$700k)
- Lavery Transportation Center Enhancements | Construction (~\$600k)
- Sidewalk Snow Removal Equipment | Equipment (~\$300k)
- UAF CNG Fueling Station | Final Design (~\$100k)

These unobligated funds should be able to be carried forward to FFY2027, but the Alaska DOT&PF will need to provide this confirmation. Upon receiving this confirmation, the TIP will need to be revised to reflect the carryforward amounts. FAST Planning staff and the Technical Committee also need to better understand why these obligations were not processed as planned and programmed in the TIP and how those issues can be addressed.

FAST Planning FFY2023-27 TIP Amendment #3: FFY2026 OBLIGATION STATUS REPORT (as of September 30, 2026)
ALLOCATION TOTALS (Federal Share)

ALLOCATIONS	PHASE		AMOUNT	FFY26 OBLIGATIONS	PERCENT OBLIGATED
STP	All		\$8,161.0	\$7,047.0	86%
STP AC	All		\$625.2	\$534.2	85%
PL (Metropolitan + Transit)	All		\$589.6	\$589.6	100%
CMAQ	All		\$9,246.2	\$7,825.6	85%
CRP (Carbon Reduction)	All		\$2,556.1	\$1,911.0	75%
OFFSET	All		\$1,145.1	\$1,145.1	100%
TOTAL			\$22,323.4	\$19,052.5	85%

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	\$291.1	100%	
			9/18/2026	\$27.3	\$27.3	100%	FFY2027 AC
			9/23/2026	\$181.9	\$181.9	100%	
		Construction	3/10/2026	\$456.4	\$456.4	100%	FFY2025 Program
			9/24/2026	\$3,028.0	\$1,913.9	63%	
				\$91.0		0%	FFY2027 AC
HFHWY00830	FAST Planning Office	Planning	10/1/2025	\$150.0	\$150.0	100%	
NFWHY00816	Holmes Road Rehabilitation	Design	9/9/2026	\$548.5	\$548.5	100%	
			9/9/2026	\$406.6	\$406.6	100%	FFY2027 AC
NFWHY00509	Minnie Street Improvements	Design	5/14/2026	\$796.0	\$796.0	100%	
		Right-of-Way	8/18/2026	\$1,364.6	\$1,364.6	100%	
NFWHY00891	Pioneer Park North Parking Lot & Boat Launch	Design	9/16/2026	\$705.0	\$705.0	100%	
NFWHY00139	Yankovich/Miller Hill Road Reconstruction	Construction	8/18/2026	\$136.5	\$136.5	100%	
			8/18/2026	\$100.3	\$100.3	100%	FFY2027 AC
	TOTAL			\$8,786.3	\$7,581.2	86%	

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%	

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
			9/22/2026	\$596.0	\$596.0	100%	FFY2027 AC
NFHWY00891	Peger Road Bicycle & Pedestrian Path	Design	9/16/2026	\$181.9	\$181.9	100%	
NFHWY00845	Fairbanks Airport Area Non-Motorized Path Wayfinding Signage	Construction	6/17/2026	\$181.9	\$122.9	68%	
NFHWY01088	FAST Improvement Program	Construction	9/24/2026	\$727.8	\$711.3	98%	
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	9/18/2026	\$139.2	\$139.2	100%	
NFHWY00912 NFHWY00885	Sidewalk Snow Removal Equipment	Equipment	9/23/2026	\$454.9	\$212.7	47%	
				\$91.0		0%	FFY2027 AC
NFHWY01097	UAF Shuttle Bus CNG Fueling Station	Design		\$91.0		0%	
NFHWY01169	UAF CNG Shuttle Buses	Equipment	9/23/2026	\$454.9	\$454.9	100%	
NFHWY01109	Sheep Creek Road Extension Shared Use Path	Design	2/1/2026	\$227.4	\$227.4	100%	SW-CMAQ
		Construction	9/11/2026	\$318.4	\$261.9	82%	SW-CMAQ
NFHWY00902	Sheep Creek Road & West Tanana Drive Roundabout	Design	4/17/2026	\$454.9	\$454.9	100%	SW-CMAQ
NFHWY01110	Ballaine Path Improvements	Design		\$181.9		0%	SW-CMAQ
NFHWY01102 NFHWY01103 NFHWY01104 NFHWY01105	FAST ADA Improvements Program	Construction	9/18/2026	\$4,922.4	\$4,908.4	100%	SW-CMAQ
	TOTAL			\$9,246.2	\$7,825.6	85%	
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	9/16/2026	\$22.7	\$22.7	100%	
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	8/11/2026	\$272.9	\$291.8	107%	FFY25 Carryforward
	TOTAL			\$2,556.1	\$1,911.0	75%	

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 FFY23	Construction	\$33.9		\$167.4	7/6/2026	Yankovich/Miller Hill
NFHWWY00445	5th Avenue Reconstruction	Multiple	\$26.7		\$211.3	7/6/2026	Yankovich/Miller Hill
NFHWWY00448	Woll Road Resurfacing & Widening	Multiple	\$556.4		\$149.1	9/18/2026	FAST Improvement Program FFY26
					\$45.5	<i>pending</i>	Doughchee Avenue
					\$537.6	<i>pending</i>	FFY27 ACC
	TOTAL		\$1,145.1		\$1,145.1	Percent Obligated	100%

FAST Planning FFY26 Offsets

September 30, 2026

PROJECT OFFSETS

	Federal	Total w/ Match
Yankovich/Miller Hill Road Reconstruction	\$528,075	\$580,494
FAST Improvement Program FFY2023	\$33,932	\$37,300
5th Avenue Reconstruction (Fairbanks)	\$26,688	\$29,337
Woll Road Resurfacing & Widening	\$556,442	\$611,676

Total	\$1,145,136	\$1,258,807
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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	
FAST Improvement Program FFY24-26 - Design phase	-\$149,123	-\$163,925	<i>Policy Board approved 08.19.2026</i>
Doughchee Avenue/Beaver Springs Bridge - Construction phase	-\$45,485	-\$50,000	<i>Executive Director approved 09.23.2026</i>
FFY27 Advance Construction Conversion (ACC/payback)	-\$537,645	-\$591,013	<i>Policy Board approved 09.23.2026</i>

Total	-\$1,145,137	-\$1,258,807
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Remaining Funds to be Obligated**(\$0)****(\$0)**



DOT&PF Announces Draft 2027–2030 STIP Available for Public Review and Comment

From Alaska DOT and PF <dotpf.announcement@service.govdelivery.com>

Date Mon 9/14/2026 5:08 PM

To Jackson Fox <jackson.fox@fastplanning.us>



FOR IMMEDIATE RELEASE: September 14, 2026

CONTACT: Justin Shelby, 907.269.6323, justin.shelby@alaska.gov

DOT&PF Announces Draft 2027–2030 STIP Available for Public Review and Comment

(ANCHORAGE, Alaska) –

The Alaska Department of Transportation & Public Facilities (DOT&PF) today released the Draft 2027-2030 Statewide Transportation Improvement Program (STIP) for public review and comment.

Transportation is fundamental to life in Alaska. Highways, bridges, ferries, trails, transit systems, and community access roads connect Alaskans with jobs, schools, medical care, goods, services, and one another while supporting resource development, tourism, commerce, and freight movement.

The STIP is Alaska's four-year program for federally funded surface transportation investments. The Draft 2027-2030 STIP advances projects throughout the state with a focus on:

- Improving safety and rehabilitating aging highways and bridges, particularly on National Highway System corridors;
- Advancing frontier roads that provide access to communities, resources, recreation, and economic opportunities;
- Strengthening the Alaska Marine Highway System through vessel, terminal, and service investments; and

- Supporting transit, active transportation, community transportation, and the Recreational Trails Program.

The draft responds to rising construction costs by updating project budgets and protecting work already underway. It also balances major investments with smaller, construction-ready projects that support competition, sustain Alaska's workforce, and put federal funding to work throughout the state.

"Transportation is essential to Alaska's people and economy," said DOT&PF Commissioner Ryan Anderson. "This STIP invests in safer roads, reliable ferries, stronger highway corridors, and community access while responding to rising costs and sustaining a competitive contracting community."

Public Review and Comment Period

Public input is a critical component of the STIP process, helping ensure that transportation investments reflect community priorities and statewide needs. As a new STIP, the Draft 2027–2030 STIP will be open for public review and comment for 45-days, from September 14 through October 29, 2026. An improved public comment portal builds on prior STIP engagement efforts with a user-friendly experience, making it easier for Alaskans to explore projects and share input. DOT&PF encourages public participation in the review process.

Submit Comments:

ONLINE: at dot.alaska.gov/links/pdp

- or -

EMAIL: dot.stip@alaska.gov

VOICEMAIL: 1 (855) 925-2801, use Project Code 10968

TEXT: 1 (855) 925-2801 (Type "STIP" to start your message)

TTY: 711 or 1-800-770-8973 to reach the Alaska Relay

MAIL: STIP Team, Alaska DOT&PF

550 W. 7th Avenue, Suite 295

Anchorage, AK 99501

Next Steps

Following the public comment period, Alaska DOT&PF will review all feedback, respond to comments, and incorporate revisions as appropriate before submitting the final 2027–2030 STIP to the Federal Highways Administration and the Federal Transit Administration for federal approval.

To review the Draft 2027-2030 STIP and submit comments, visit dot.alaska.gov/links/pdp.

###

The Alaska Department of Transportation and Public Facilities oversees 237 airports, 9 ferries serving 35 communities, over 5,600 miles of highway and 839 public facilities throughout the state of Alaska. The mission of the department is to ***“Keep Alaska Moving.”***



October 2, 2025

To: Alaska Department of Transportation & Public Facilities

Subject: Draft FFY2027-30 Statewide Transportation Improvement Program (STIP)

To whom it may concern:

Thank you for the opportunity to comment on the Draft FFY2027-30 STIP. Below are comments from Fairbanks Area Surface Transportation (FAST) Planning, which is the State-designated Metropolitan Planning Organization (MPO) for the Fairbanks and North Pole area.

1. General Comment - the STIP is 1,213 pages long and too complex and cumbersome for general members of the public to review. It is challenging even for technical staff at our MPO to review. FHWA has previously recommended significant simplification of the STIP, and we encourage DOT&PF to consider this recommendation for the current and future STIPs.
2. Page V3-19-21 | **Financial Position** - the STIP appears to be overprogrammed (has more commitments than revenue resources) by \$130M, and State matching funds show a shortfall of \$201M to access the available revenue sources. These funding issues will need to be resolved in the STIP to demonstrate Fiscal Constraint.
3. Pages V3-27-29 | **Advance Construction (AC)** - the STIP provides an AC financing schedule (borrowing funds from future years) showing use of \$2.1B over the four years of the STIP, but does not provide an annual planned AC Conversion (ACC/payback) schedule. It is unclear in the STIP if the State can accommodate this cash flow exposure and whether the intent is to wait and convert the AC until after FFY2030, both of which need to be addressed in the STIP.
4. Page V1-18 | **STIP Relationship to 10-year Plan** - the STIP mentions the existence of a 10-year Plan produced by DOT&PF that provides a longer-term view of priority transportation needs and projects under development, which feeds projects into the STIP. The 10-year Plan could not be located on DOT&PF's website, nor is it included as an appendix to the STIP. Can DOT&PF provide an up-to-date version of the 10-year Plan to our MPO so we can see what future projects DOT&PF might be planning in our area? This would also help inform our Draft MTP project list, which is currently out for public review.

5. Page V1-115-116 | **Development & Approval of a STIP Amendment** - this section of the STIP outlines the material change and cost thresholds for triggering an Amendment to the STIP which would constitute a significant change requiring public review under 23 CFR 450.218 and 17 AAC 05.195. However, a provision is included in this section for 'Commissioner Discretion' to bypass these thresholds and public review process. This is a concerning provision when considering large cost increases (usually millions of dollars) that may affect other, unrelated projects in the STIP (i.e. taking funding from another project to fund the cost increase for the project that is subject of the Amendment).

6. Page V1-119 | **Supplemental Public Notice Process** - when DOT&PF makes material changes that occurred after the STIP's public comment period has closed such as adding a new project or program, this section of the STIP allows for an expedited and limited public notice procedure with no specific timeframe for the notice. This is also a concerning provision when considering adding funding for new projects or programs may affect the funding of other, unrelated projects in the STIP and the importance of public review and input on those decisions.

7. Pages V4-97-176 | **FAST Planning TIP Incorporation** - this section of the STIP does not accurately the MPO's available funding or TIP programming. Examples include, but are not limited to the following:
 - a. The amount of STBG funds programmed for FFY27 is not correct, and projections for FFY28 and FFY29 are not accurate.
 - b. The TAP, CMAQ, and CRP funding categories are missing the carryforward amounts and are not consistent with our TIP.
 - c. The amount of HSIP funds programmed for FFY27 is not correct, and there does not appear to be any planned investments in 2028-30.
 - d. The amount of NHPP programmed does not account for all the major highway projects in our area - Steese/Johansen Interchange (\$100M+), Airport/Cushman Intersection (\$40M), and Steese MP2-5 Resurfacing (\$14M). There is also only \$93.4k shown in FFY27 for the State's Pavement & Bridge Preservation Program and no planned investments in 2028-30 for preventative maintenance projects in our area.

FAST Planning's TIP is supposed to be incorporated into the STIP by reference without change. However, the STIP converted FAST Planning's 19-page TIP document into 80 pages of information in the STIP, much of which is inconsistent with the TIP. For the current and future STIPs, we recommend providing only a reference link to our TIP (<https://fastplanning.us/tip/>).

8. Page V3-99 & 196 | **National Freight Funding Program** - included in the STIP is \$10M in NHFP funding for the Port MacKenzie Freight Expansion project in FFY27, but this project is not included in the State's Freight Investment Plan which makes it ineligible for this funding. There also appears to be no NHFP funding programmed in FFY28 and FFY30, yet there are eligible high-priority projects on the highway system in the State's Freight Investment Plan [see https://dot.alaska.gov/alaskamoves2050/docs/25697-Alaska-FP-Appendix-J-Freight-Investment-Plan-Illustrative-Listing-of-Projects_122222.pdf]. While we understand an update to the Statewide Freight Plan is currently underway and moving towards adoption by the end of the year, the STIP can only program projects that are in the current approved Freight Investment Plan. We are also concerned that not all of the available NHFP funds are programmed in the STIP, which could result in some of this funding lapsing.

9. Page V2-202 | **Data Modernization & Innovation Program** – the four-year funding total for this program has increased from \$51M under the current STIP to \$76M for the proposed STIP without modification of the scope of work for the program. What is the additional \$25M investment programmed for? The STIP should provide this detail because the program uses project funding (STBG and NHPP) for planning and data collection work, which reduces the amount of available funding for infrastructure improvements in the STIP.

10. Pages V1-18 & V6-22 | **State-Initiated Projects** - the STIP allows 'State-initiated' projects to be added to the STIP without application of scoring criteria, a competitive ranking process, or a data-driven or performance-based selection process. A search of the STIP found more than a dozen project that fall in this category, some of which are the more controversial projects in the State. The STIP indicates each of these projects has a written or documented public-interest finding. Can these findings be supplied by DOT&PF to interested members of the public if requested for a project?

Thank you again for the opportunity to comment on the Draft FFY2027-30 STIP, and we look forward to your responses to these comments. If you have any questions or need any additional information, please contact me at jackson.fox@fastplanning.us or (907) 205-4276.

Sincerely,

Jackson C. Fox

Executive Director, FAST Planning

Copy: FAST Planning Policy Board



ANNUAL RESOURCES AND COMMITMENTS

3.3 Annual fiscal constraint

The annual funding bridge compares planned commitments with resources for current-year programming. It retains AC financing entries on both sides of the comparison. Positive amounts are funding gaps; parentheses indicate unprogrammed balances.

Dollar amounts in millions

Funding calculation	FY27	FY28	FY29	FY30
Annual suballocation	2,302.19	1,631.19	1,845.42	1,793.17
Prior carryforward contribution	34.32	45.53	126.03	146.17
Transfer contribution	0.00	0.00	0.00	0.00
Deobligation contribution	0.00	0.00	0.00	0.00
Total revenue	2,336.51	1,676.72	1,971.45	1,939.34
Less: reserved for following year	45.53	126.03	146.17	0.00
Resources for programming	2,290.98	1,550.69	1,825.28	1,939.34
Planned commitments	2,383.78	1,717.29	1,967.36	1,668.05
Gap / (balance)	92.80	166.61	142.08	(271.29)

The all-source annual gaps are \$92.80 million in FY27, \$166.61 million in FY28 and \$142.08 million in FY29. The FY30 net balance does not establish usable funding for earlier years or other restricted sources.

The signed four-year gap is \$130.20 million. All covered AC financing lines now balance in the funding schedule; excluding AC, the net gap is also \$130.20 million.

Carryforward totals describe annual positions, not new money. Annual fiscal constraint and system-level operating information are addressed in 23 CFR 450.218(m). [1]



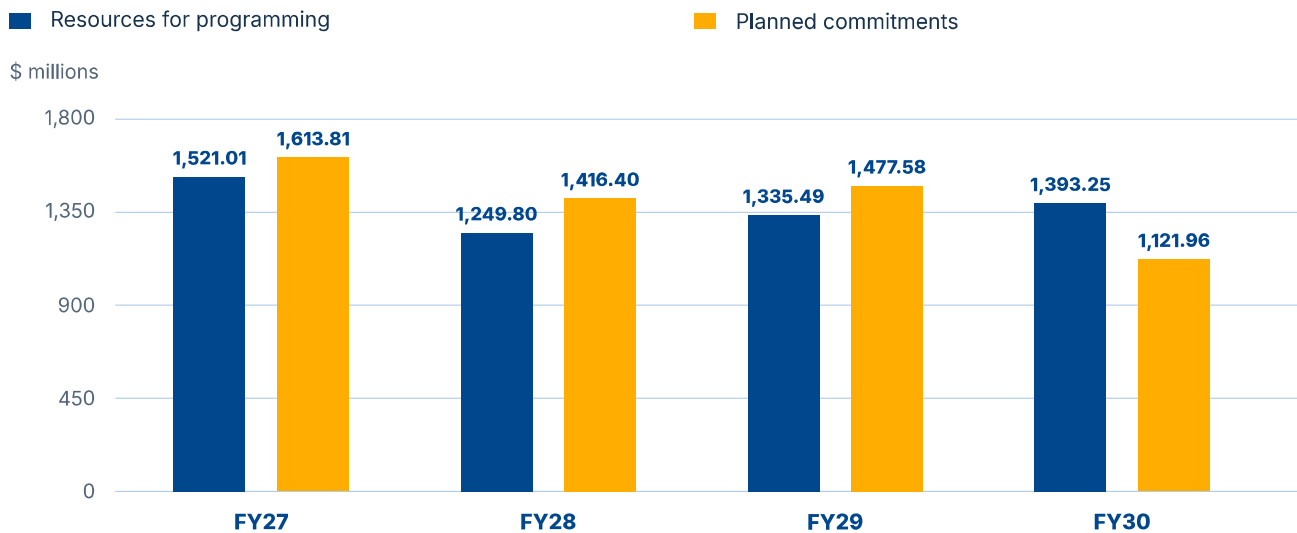
3.3 | COMPARABLE VIEW EXCLUDING AC FINANCING

Annual resources and commitments

Removing AC financing clarifies the scale of the remaining commitments. AC resources and programming now match in each covered fiscal year, so removing them leaves the annual net gaps unchanged. Planned federal conversions may remain within the non-AC commitments.

Figure 3-B1. Resources and commitments excluding AC

\$ millions; exact displayed amounts follow in the table



Dollar amounts in millions

Year	Resources	Commitments	Gap / (balance)
FY27	1,521.01	1,613.81	92.80
FY28	1,249.80	1,416.40	166.61
FY29	1,335.49	1,477.58	142.08
FY30	1,393.25	1,121.96	(271.29)
Four-year total	5,499.55	5,629.75	130.20

FY28 has the largest annual net gap

The FY28 non-AC gap of \$166.61 million equals 13.3% of that year's resources. The four-year figures on this page reconcile to the Executive Investment Summary in Chapter 3.1.





3.3 | RESTRICTED RESOURCES AND DISTINCT PRESSURES

Financial position by funding category

Category totals show the signed difference between commitments and assigned resources. Balances in highway categories coexist with shortfalls in transit formula funding and match. These sources have different permitted uses and timing.

Dollar amounts in millions

Funding category	Resources	Commitments	Gap / (balance)
Highway formula: subject to limitation	3,117.34	3,033.30	(84.04)
Highway formula: exempt from limitation	549.86	507.33	(42.53)
Highway discretionary grants	196.60	196.60	0.00
Transit formula and planning	391.80	447.68	55.88
Transit discretionary grants	570.31	570.31	0.00
Maritime Administration grants	102.43	102.43	0.00
U.S. DOT Secretary grants	39.97	39.97	0.00
State matching funds	397.44	598.34	200.90
Local matching funds	133.80	133.80	0.00
Total excluding AC	5,499.55	5,629.75	130.20

A category balance is not an unrestricted reserve

The two highway formula categories have a combined \$126.57 million balance. Transit formula and planning have a \$55.88 million gap; state match has a \$200.90 million gap. Arithmetic netting does not establish the eligibility or timing needed to offset one with another.

These are four-year signed category positions. Positive annual gaps within individual suballocations can remain even where the category has a net balance. The following pages show those annual pressures.





FINANCING STRUCTURE AND FISCAL EXPOSURE

3.4 Advance Construction and Conversion

Advance Construction permits eligible work to proceed with nonfederal financing before federal obligation. FHWA AC authorization does not commit federal funds. Conversion requires sufficient eligible funds and applicable obligation authority. [3]

\$2.107 billion

Programmed AC financing entries during FFY2027-2030

Financial event	Consequence
AC authorization	Preserves eligibility for later federal participation; it creates neither a federal obligation nor a new revenue source.
Conversion to federal aid	Obligates all or part of the eligible federal share and uses the applicable funding and obligation authority.
Federal reimbursement	Reimburses eligible costs after conversion and execution of the project agreement. Conversion and receipt of cash are separate events.

One project cost; different financing stages

The \$7.736 billion all-source programmed total includes \$2.107 billion of AC financing. Removing those entries leaves \$5.630 billion, consistent with Chapter 3.1. Adding AC and its later conversion as new construction would overstate investment.

Authority: 23 CFR 630.703, 630.705 and 630.709. [3] The figures are planned financing entries, not an opening or closing balance of outstanding AC or a cash-flow forecast.



3.4 | ANNUAL ENTRIES BY UNDERLYING PROGRAM

AC financing schedule

The schedule shows the year assigned to the AC financing entry. It does not establish the expenditure date, conversion year or reimbursement date. Absent annual lines are shown as N/S, not as confirmed zero project balances.

Dollar amounts in millions

AC financing source	FY27	FY28	FY29	FY30
Ferry Boat Funds	16.81	7.55	N/S	N/S
Highway Safety Improvement Program	22.72	N/S	N/S	N/S
National Highway Freight Program	10.13	N/S	N/S	N/S
National Highway Performance Program	284.68	54.41	233.78	434.20
NHPP - AMATS	99.40	N/S	101.85	N/S
NHPP - FAST	N/S	N/S	50.03	N/S
STBG Flex (STBG AC-Flex)	281.84	196.49	103.77	N/S
STBG Flex (STBG-AC, Flex)	N/S	N/S	N/S	111.89
STBG 50,000-200,000 - FAST	0.45	N/S	N/S	N/S
STBG population 5,000-49,999	N/S	30.47	N/S	N/S
STBG population below 5,000	48.95	11.97	0.35	N/S
STBG population above 200,000 - AMATS	5.00	N/S	N/S	N/S
Total programmed AC	769.97	300.89	489.78	546.09

AC entries balance in the current funding schedule

AC resources and programmed financing both total \$2.107 billion. Every covered AC financing line now has a zero funding gap or balance. This schedule reconciliation does not establish available cash, an approved conversion schedule or a committed federal reimbursement.

The two STBG Flex labels retain distinct source codes. Chapter 3.3 includes AC in its all-source bridge and separates it from the investment comparison.





3.4 | OUTSTANDING AUTHORIZATIONS AND LATER-YEAR CLAIMS

Conversions and future fiscal capacity

Unconverted authorizations represent potential future federal claims; unreimbursed expenditures represent cash already carried by the sponsor. Those are distinct from the annual programmed AC entries shown on the preceding page.

Measure	Information in this STIP	Additional financial basis
Programmed AC entries	\$2.107 billion in the four-year funding schedules.	Sum of the covered financing entries; not an outstanding balance.
Opening unconverted AC	A verified consolidated total is not available.	The total requires project-level opening balances, conversions and adjustments.
Annual planned conversions	A verified annual schedule is not available.	The schedule requires conversions by project, phase, year and fund source.
Interim cash exposure	Not quantified by these funding schedules.	Needs expenditures, reimbursements and available sponsoring-agency cash.
Conversions after FY2030	Not established as a reconciled future-year total here.	Needs the remaining AC balance and a supported later-year funding schedule.

Under 23 CFR 630.709, sufficient federal-aid funds and obligation authority must be available for conversion. [3] Deferring a conversion can preserve near-term federal capacity while extending state cash exposure; it does not eliminate the underlying cost.





1.2.2.3 Pathway 4: State-Initiated, Mandatory, and Public Interest Projects

As an infrastructure owner, DOT&PF has an independent responsibility to monitor the condition, performance, and risks of the statewide transportation system and to take action when system-critical needs are identified. Not all transportation needs emerge through planning coordination or competitive programs.

DOT&PF may initiate projects for inclusion in the STIP based on statewide system needs, including:

- asset condition and preservation thresholds;
- safety risks identified through data analysis;
- resilience concerns related to climate impacts, erosion, flooding, permafrost, or corridor vulnerability;
- operational or reliability issues affecting statewide or interregional travel; and
- public interest considerations, including continuity of access to essential services or protection of critical transportation infrastructure.

State regulations also authorize DOT&PF to include certain categories of projects in the STIP without application of a formal scoring or comparative ranking process. These projects are typically mandatory, time-sensitive, or system-critical in nature and may include:

- safety and emergency response projects;
- preservation, preventive maintenance, and asset management activities;
- projects addressing environmental, security, or regulatory requirements;
- research, planning, training, and data collection activities;
- projects specifically appropriated by the United States Congress; and
- projects determined to be in the best interests of the State.

Projects advanced through this pathway are evaluated for eligibility, readiness, and funding availability and are coordinated with affected planning partners, as appropriate. Detailed legal authorities and procedural requirements governing these determinations are provided in Appendix C (Regulatory and Legal Basis) and Appendix G (STIP Procedures).

1.2.3 Relationship to the Ten-Year Plan

DOT&PF's Ten-Year Plan provides a longer-term view of priority transportation needs and projects under development. It may include candidate investments that are not yet sufficiently developed, funded, or ready for inclusion in the fiscally constrained four-year STIP.

As projects in the Ten-Year Plan advance through planning, environmental review, design, cost development, and other readiness activities, DOT&PF evaluates them for inclusion in a future STIP. Inclusion in the Ten-Year Plan does not guarantee funding, authorization, or a specific delivery date. It identifies the longer-term project-development pipeline from which future STIP investments may emerge.

The Ten-Year Plan, STIP, and project delivery schedules serve related but distinct purposes: the Ten-Year Plan communicates longer-term priorities; the STIP identifies the fiscally constrained four-year





federal funding program; and the Project Delivery Plan and Tentative Advertising Schedule provide more detailed information about anticipated project delivery and procurement timing.

1.2.4 From Project Identification to a Fiscally Constrained Program

While projects may enter the STIP through different pathways, all projects included in the program are subject to a common set of requirements. These include eligibility under federal and state law, coordination with affected planning partners, evaluation of readiness and risk, and confirmation that sufficient funding is reasonably available within the STIP period.

Because transportation needs exceed available funding, not all identified needs can be included in a given STIP. DOT&PF balances system preservation, safety, access, and strategic investments across Alaska through the evaluation and programming processes described above.

The following sections describe how transportation funding works, how fiscal constraint is applied, and how the STIP is developed, amended, and maintained over time.





- funding shifts within the same funding category or program;
- cost estimate updates that remain within established thresholds;
- addition of incidental right-of-way or utility activities that do not materially alter the class of action;
- splitting a project into multiple phases or combining related project elements for delivery efficiency;
- incorporation by reference of MPO TIP administrative modifications that are consistent with federal requirements; and
- correction of typographical, mapping, or data-entry errors.

Limitations

Administrative modifications are not used for changes that add or remove projects, materially alter project scope or termini, introduce new federal funding to previously non-federally funded projects, affect air quality conformity, or otherwise require public review or federal approval under 23 CFR Part 450.

Nothing in this section limits the Commissioner's discretion to require STIP amendment treatment when necessary to preserve transparency, fiscal integrity, intergovernmental coordination, or regulatory compliance.

G.3 Development and Approval of a STIP Amendment

STIP Amendment — Material Change and Cost Thresholds

A change is processed as a **STIP amendment** when it materially alters the intent or substantive content of the STIP, including when the change:

- materially affects project scope, funding sources, or overall fiscal constraint;
- affects regional significance, air quality conformity, or travel demand modeling assumptions;
- adds a new project to, or removes an existing project from, the STIP; or
- otherwise constitutes a significant change requiring public review under 23 CFR 450.218 and 17 AAC 05.195.

DOT&PF generally processes a change as a STIP amendment when total programmed project cost increases exceed the following thresholds:

- **Projects with total programmed cost under \$5 million:** Cost increase greater than **50%**
- **Projects with total programmed cost \$5 million or greater:** Cost increase greater than **25%**

These cost thresholds are applied to the cumulative total project cost across all phases, including costs incurred before the current STIP period and costs expected to be programmed beyond it. The phase-specific funding amounts shown in the current STIP do not limit or define total project cost. Thresholds are used as a screening tool in conjunction with qualitative considerations and do not, by themselves, determine whether a change qualifies as an administrative modification if it otherwise materially affects program intent, fiscal balance, or regulatory compliance.

Commissioner Discretion. The Commissioner may determine that a change meeting the cost





thresholds above may be processed as an administrative modification when the change does not materially alter project intent, funding eligibility, regional significance, air quality conformity, or overall program balance, and when doing so supports timely project delivery and the public interest.

Safety and Emergency Actions. Nothing in this section precludes DOT&PF from advancing safety, emergency, or system-critical projects through expedited amendment procedures or other actions consistent with applicable state and federal law.

G.3.1 STIP Amendment Procedures

1. Initiation of Amendment

DOT&PF initiates a STIP amendment when changes are needed to add or remove projects, modify project scope or funding beyond administrative modification thresholds, address changes affecting fiscal constraint, or otherwise meet the amendment criteria described above.

2. Preliminary Draft STIP Amendment and MPO-Specific Technical Coordination (Pre-Public Review)

DOT&PF prepares a *Preliminary Draft STIP Amendment* for early coordination and technical review with planning partners before public notice.

During this stage, DOT&PF provides the FHWA, FTA, and MPOs with preliminary technical coordination materials necessary to support consistency between metropolitan and statewide programs, rather than a complete statewide draft amendment.

For MPOs, coordination materials are limited to information relevant to the respective MPA, including:

- schedules or project status updates needed for regional travel demand modeling or air quality conformity analysis, where applicable; and
- other technical details required to ensure consistency between the MPO TIP and the proposed STIP amendment.

Coordination at this stage is technical in nature and is conducted consistent with the continuing, cooperative, and comprehensive (3C) planning procedures documented in Appendix F. It does not, by itself, constitute public notice, satisfy an applicable public-comment requirement, or constitute DOT&PF approval of the STIP amendment. Any required MPO TIP action is completed through the MPO's applicable TIP-revision and public-participation procedures.

Early coordination during this stage is intended to:

- identify technical or consistency issues prior to public release;
- confirm alignment between the proposed amendment and MPO TIP;
- support coordination of schedules, assumptions, and funding expectations; and
- reduce the likelihood of substantive changes during formal public review.

Review of preliminary amendment coordination materials does not initiate the STIP amendment public involvement process and does not replace or satisfy public notice or comment requirements under 23 CFR 450.210 or 17 AAC 05.195.





G.5.1 Definition of Material Change

For purposes of the STIP and STIP amendments, a material change is a change that:

- adds a new project or program not previously included in the public draft;
- substantially alters the scope or purpose of a project or program;
- results in a substantial increase in total project cost beyond established amendment thresholds;
- changes project phasing in a way that affects fiscal constraint or air quality conformity; or
- otherwise materially alters the program in a manner that could reasonably affect public understanding of the proposed investments.

Minor technical corrections, cost refinements, schedule adjustments, or changes that do not affect project scope, regional significance, or fiscal constraint are not considered material changes and do not require additional public notice.

G.5.2 Supplemental Public Notice Process

When DOT&PF determines that material changes have occurred after the public comment period, the Department shall provide a supplemental public notice prior to final certification and federal submittal.

The supplemental public notice:

- is limited in scope to the material changes identified;
- may be conducted using targeted notice methods, including electronic posting, direct notification to affected MPOs, Tribal governments, and local governments, and updates to the STIP website;
- includes a focused public comment period commensurate with the nature of the change; and
- does not require re-noticing the entire STIP or restarting the full public review process.

DOT&PF documents the supplemental notice, any comments received, and the disposition of those comments as part of the STIP or STIP amendment record.

G.5.3 Expedited Supplemental Public Notice

When material changes occur that warrant additional public notice but where extended delay could adversely affect project delivery or federal authorization, DOT&PF may use an expedited supplemental public notice process.

Under this process, DOT&PF may provide a focused public notice and comment period of not less than three (3) business days, provided that:

- the notice is limited to the specific material changes identified;
- the notice is distributed electronically through the STIP website and direct notification to affected MPOs, Tribal governments, local governments, and other relevant partners;
- the nature of the change and reason for expedited timing are clearly stated; and
- comments received are documented and considered prior to final certification.





Program Deep-Dives

34197 Data Modernization and Innovation

The Data Modernization and Innovation Office (DMIO) fosters partnerships and implements emerging technologies for intelligent transportation systems. The program will modernize existing systems, develop new systems, and build digital products to educate the public while working closely with stakeholders to prepare for the transportation system of the future. This program includes transportation asset management, 511 AASHTOware, Crash Data Analysis and Reporting, Federal Aid System Updates, Intelligent Transportation System (ITS), Road Weather Information System (RWIS), Weigh In Motion, Statewide Highway Data Equipment, and others.

Place Name	FY27–FY30 Planned Obligations Including ACC	Strategic Investment Area	Work Type
Alaska-wide	\$76,447,044	Sustainability	Planning and Data Collection
		Landscape	
		Alaska-wide	

Program Obligations (incl. ACC) FY2027–FY2030			Programmed Funding (incl. ACC) FY2027–FY2030		
FY	Phase	Planned Obligation	FY	Fund Source	Programmed
FY27	P2	\$250,000	FY27	National Highway Performance Program - Exempt	\$7,108,851
FY27	P4	\$6,000,000	FY27	Surface Transportation Block Grant: FLEX	\$5,105,238
FY27	P8	\$1,724,500	FY27	State Match	\$1,212,411
FY27	P9	\$5,452,000	FY28	Surface Transportation Block Grant: FLEX	\$12,454,661
FY28	P4	\$4,000,000	FY28	National Highway Performance Program - Exempt	\$8,025,737
FY28	P8	\$2,743,000	FY28	State Match	\$2,032,956
FY28	P9	\$15,770,354	FY29	Surface Transportation Block Grant: FLEX	\$14,735,941
FY29	P8	\$2,846,000	FY29	National Highway Performance Program - Exempt	\$6,355,532
FY29	P9	\$16,098,682	FY29	State Match	\$1,710,705
FY29	ACC	\$3,857,496	FY30	Surface Transportation Block Grant: FLEX	\$16,220,186
FY30	P8	\$1,200,000	FY30	State Match	\$1,484,826
FY30	P9	\$15,243,258			
FY30	ACC	\$1,261,754			

AC Financing Schedule

Documented Opening AC	AC Authorization FY27-30	ACC Conversion FY27-30	ACC Conversion FY31
\$10,027,113	\$0	\$5,119,250	\$2,339,692
AC authorization increases AC; ACC conversion reduces it. ACC is financing and adds no program cost.			



Program Deep-Dives

34197		Data Modernization and Innovation			
The Data Modernization and Innovation (DMIO) program includes fostering partnerships and implementing emerging technologies for intelligent transportation systems. The program will modernize existing systems, develop new systems, and build digital products to educate the public while working closely with stakeholders to prepare for the transportation system of the future. This program includes transportation asset management, 511, AASHTOware, Crash Data Analysis and Reporting, Federal Aid System Updates, Intelligent Transportation System (ITS), Road Weather Information System (RWIS), Weigh In Motion, Statewide Highway Data Equipment, and others.					
Place Name	2024-2027 STIP Total- Including Advance Construction Conversions	Strategic Investment Area	Work Type	Planning and Data Collection	
Alaska-wide	\$50,780,148	Sustainability			
		Landscape	AC Balance EOY FY24	FY24-27 AC Conversions	\$0
		Alaska-wide	\$4,585,256	Post FY27 AC Conversions	\$8,572,274

2024-2027 STIP Funding by Phase									
FY24 P0	FY24 P2	FY24 P3	FY24 P4	FY24 P7	FY24 P8	FY24 P9	FY24 ACC	FY24 Planned Project Obligations	FY24 STIP ID Fund Total
\$0	\$0	\$0	\$0	\$0	\$0	\$12,339,507	\$0	\$12,339,507	\$12,339,507
FY25 P0	FY25 P2	FY25 P3	FY25 P4	FY25 P7	FY25 P8	FY25 P9	FY25 ACC	FY25 Planned Project Obligations	FY25 STIP ID Fund Total
\$0	\$3,996,460	\$0	\$2,050,000	\$0	\$99,912	\$11,874,252	\$0	\$18,020,624	\$18,020,623

FY26 P0	FY26 P2	FY26 P3	FY26 P4	FY26 P7	FY26 P8	FY26 P9	FY26 ACC	FY26 Planned Project Obligations	FY26 STIP ID Fund Total
\$7,124,403	\$0	\$0	\$0	\$0	\$100,089	\$2,983,526	\$0	\$10,208,018	\$10,208,018

FY27 P0	FY27 P2	FY27 P3	FY27 P4	FY27 P7	FY27 P8	FY27 P9	FY27 ACC	FY27 Planned Project Obligations	FY27 STIP ID Fund Total
\$8,000,000	\$0	\$0	\$0	\$0	\$100,000	\$2,112,000	\$0	\$10,212,000	\$10,212,000

2024-2027 STIP Funding by Source		
FY	Fund Source	Programmed
FY24	Surface Transportation Block Grant: FLEX	\$5,254,162
FY24	Surface Transportation Block Grant: FLEX Advance Construction	\$4,448,801
FY24	State Match	\$1,114,258
FY24	Congestion Mitigation Air Quality (CMAQ) Flex	\$581,979
FY25	National Highway Performance Program - Exempt	\$4,596,955
FY25	Congestion Mitigation Air Quality (CMAQ) Mandatory	\$4,408,825
FY25	Surface Transportation Block Grant: FLEX	\$3,689,516
FY25	National Highway Performance Program	\$2,788,366
FY25	State Match	\$1,627,262
FY25	Surface Transportation Block Grant: Population <5K Advance Construction	\$909,700
FY26	National Highway Performance Program - Exempt	\$6,162,110
FY26	Surface Transportation Block Grant: FLEX	\$2,743,055
FY26	State Match	\$749,519
FY26	Surface Transportation Block Grant: Population <5K Advance Construction	\$553,334
FY27	National Highway Performance Program - Exempt	\$5,516,612
FY27	Surface Transportation Block Grant: FLEX	\$3,691,305
FY27	State Match	\$1,004,084



6.5.20.3 Performance and Asset-Management Selections

National Highway System (NHS) Pavement Rehabilitation and Reconstruction

Authority. DOT&PF.

Method. Projects are advanced using pavement condition, deterioration, lifecycle timing, route criticality, risk, treatment effectiveness, and consistency with the Transportation Asset Management Plan. Rehabilitation and reconstruction also modernize the highway for safety by updating geometry, road-side features, drainage, accessibility, and other elements toward current standards when warranted.

Bridge Preservation and Replacement

Authority. DOT&PF.

Method. Bridge condition, load and operational needs, criticality, risk, remaining service life, treatment timing, and lifecycle value support the selected preservation, rehabilitation, or replacement action.

Alaska Marine Highway System (AMHS) Vessels and Terminals

Authority. DOT&PF or the federal awarding agency, depending on the selection mechanism.

Method. Vessel and terminal projects implement the AMHS long-range strategy through reliability, interoperability, and sustainability. Work renews aging vessels and docks, improves compatibility across the fleet and terminal network, and may shorten marine operating distances by using new terminals and existing roads.

Highway Safety and Systemic Risk

Authority. DOT&PF.

Method. Projects are identified through crash history, systemic risk, corridor safety analysis, benefit-cost considerations, and the expected reduction in fatalities and serious injuries. The record cites the controlling analysis and applicable federal safety eligibility.

6.5.20.4 State-Initiated and System-Critical Selections

Public-Interest Findings and Administration Priorities

Authority. Governor / Administration, with DOT&PF programming and eligibility review.

Method. A written finding or documented priority explains the statewide public interest, expected benefit, material risks, funding strategy, and why ordinary competitive selection is not the controlling pathway.

Disaster, Regulatory, Operational, and System-Critical Actions

Authority. DOT&PF, a joint agency decision, or the controlling regulatory authority.

Method. The record identifies the emergency, mandate, operational need, resilience risk, or system-critical service being protected; the consequences of deferral; and the evidence supporting timing.

