



❖ POLICY BOARD ❖

Meeting Agenda

Wednesday, October 21, 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: 847-9728-4062

1. Call to Order
2. Introduction of Members & Attendees
3. Approval of October 21, 2026 Agenda
4. Approval of September 23, 2026 Meeting Minutes | Pg 2-12
5. Staff/Working Group/Chair Report | Pg 13-16
6. Public Comment Period
7. Old Business
 - a. Draft Interim 2050 Metropolitan Transportation Plan (MTP) Update | Pg 17-22
 - ❖ Open for public comment September 30th to October 30th
 - b. FFY2026 Federal Funding Obligations & Offsets | Pg 23-27
 - ❖ Status update on fiscal yearend funding obligations
8. New Business
 - a. Federal Transit Administration (FTA) Section 5307 Funding Split **(Action Item)** | Pg 28-32
 - ❖ Consideration of funding split between MACS Transit and Alaska Railroad Corporation
 - b. Draft 2027-2030 Statewide Transportation Improvement Program (STIP) **(Action Item)** | Pg 33-59
 - ❖ Consideration of approval of comment letter from FAST Planning
9. Informational Items
10. Other Issues
11. Policy Board Member Comments
12. Adjournment

Next Scheduled Policy Board Meeting: Wednesday, November 18, 2026 | 12:00 - 2:00 PM



POLICY BOARD

Meeting Minutes

September 23, 2026 • 12:00 – 2:00 P.M.

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

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

Zoom Meeting Telephone Number: 1 (253) 215-8782 Meeting ID: 876-6146-6345

1. Call to Order

Mayor Hopkins, Chair, called the meeting to order at 12:02 p.m.

2. Introduction of Members and Attendees

Attendee

*Scott Crass (absent)
 *Nick Czarnecki
 *Grier Hopkins, **Chair**
 *Lauren Little, **Vice Chair**
 *Mindy O'Neall
 *Larry Terch
 *Crystal Tidwell
 **Corey DiRutigliano (absent)
 **Jackson Fox
 **Francesca Hales
 **Olivia Lunsford
 **Deborah Todd
 **Randi Bailey
 **Don Galligan
 +Kellen Spillman
 Nathan Stephen
 Ivet Hall
 Adam Moser
 Alan Skinner
 Jeanne Bowie
 Phoebe Bredlie
 Phil Collin
 Randy Kinney
 Tae Voight
 Sarah Schacher

Representative Organization

FNSB Assembly
 DEC Air Quality
 Mayor, Fairbanks North Star Borough
 DOT&PF
 Mayor, City of Fairbanks
 Mayor, City of North Pole
 Fairbanks City Council
 FAST Planning
 FAST Planning
 FAST Planning
 FAST Planning
 FAST Planning
 DOT&PF Planning
 FNSB Community Planning
 FNSB Community Planning
 DOT&PF Traffic & Safety
 DOT&PF Preconstruction
 DOT&PF Program Development
 DOT&PF Preconstruction
 Kinney Engineering
 Kinney Engineering
 Kinney Engineering
 Kinney Engineering
 Kinney Engineering
 Michael Baker International

Collin Hodges

R&M Consultants

Van Le

R&M Consultants

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

3. Approval of the September 23, 2026 Agenda

Motion: To approve the September 23, 2026 Agenda. (Terch/Little)

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

4. Approval of the August 19, 2026 Meeting Minutes

Motion: To approve the August 19, 2026 Meeting Minutes. (Terch/Little).

Vote on Motion: None opposed. Approved.

5. Staff/Working Group/Chair Report

- Mr. Fox met with the Alaska DOT&PF and R&M Consultants about design alternatives for the Sheep Creek Road/West Tanana Drive and Nordale/Peede Road roundabouts.
- The Walk, Ride, & Roll Advisory Committee (WRRAC) held a work session on September 15, 2026 about regulations for use of e-motos and e-bikes in the community.
- Steering Committee Meeting #6 was held on September 17, 2026 for the Interim Draft 2050 Metropolitan Transportation Plan (MTP) to focus on the project list.
- Mr. Fox filed the Biennial Report with the State of Alaska Division of Corporations.
- Mr. Fox completed the annual Performance Reviews for each employee, and this is an action item for consideration of merit increases by the Policy Board.
- Mr. Fox transmitted the adopted Unified Planning Work Program (UPWP) to the Federal partners for approval.
- The Alaska Railroad and Fairbanks North Star Borough/MACS Transit are close to an agreement on the Federal Transit Authority (FTA) Section 5307 funding split.
- At the September 9, 2026 meeting, the Technical Committee:
 - Recommended release of the Draft Interim 2050 MTP for a 30-day public comment.
 - Recommended using offset funds from the 5th Avenue Reconstruction and Woll Road Resurfacing and Widening projects to pay down the Advance Construction from FFY2027.
 - Recommended approval of the revision to the FAST Planning Bylaws regarding the Technical Committee membership to provide one seat for Engineering Department and one seat for Public Works Department for the City of Fairbanks.

6. Public Comment Period (Non-Action Items)

An email (below) from Lance Roberts was read into the record:

I was quite disappointed to see a bad idea that we had squelched in 2014 rear its ugly head again.

In 2014, it was proposed to downgrade College Road to two travel lanes and a turn lane. There were a lot of reasons that that was a bad idea, and only one has been mitigated since then (bus pull-offs).

A lot of individuals (many hundreds via petition) and quite a few businesses testified against it, including SPAN Alaska and College Peat, as they often have large trucks on that road. The perceived safety benefits come out of the AASHTO book based on a few studies. Those studies seem to have been done in rural areas and mostly warm ones (like the Florida studies). College Road is not rural, as DOT has already told you, it has many, many turn-offs into driveways, roads, and businesses. Here are some of the big negatives this will cause:

- 1) The largest issue is that while left-hand turns remain the same (there is always a lane to get around the left-hand turners), the right-hand turns will be awful. Every single right-hand turn being made between University and Margaret/Antoinette Ave will cause ALL traffic to stop behind them as there is no way to get around (legally, since you're not supposed to use a turn lane to pass). A good safe road system is built to allow traffic to flow with a minimum of stops, which is why sometimes a roundabout can help (in certain situations) as it allows flow with a minimum amount of stopping. It's hard to describe just how bad this will be for all travelers on College Road.*
- 2) The special right-hand turn lane into the fair from the east side always fills up during fair time and clogs the right-hand lane, but currently people can still use the left-hand west-bound lane to go around it if they want to go straight through the intersection. Now there will be no legal escape and the line could easily go back to Danby and farther.*
- 3) The farmer's market can get a lot of traffic turning right from the east and those cars can't always move forward because of the parking lot congestion, so the traffic gets clogged in the right-hand lane. Again, with a left-hand west-bound lane, the through-traffic going straight will have a lane to use. With only one lane, you will easily see cars backed up to the fair.*
- 4) In a heavy snowfall we always lose most of a lane on both sides and it can take a while for the plow to hit, and with continuous snow the issue doesn't go away. This means it gets down to one lane each way in heavy snow. What it will now mean is that people will end up partially in the turn lane, from either side.*

Some backup and other comments:

In the original DOT presentation in 2014 (Open House) they said, "There will be congestion during large events such as the Tanana Valley Fair and Farmers Market." and "Delay at signalized intersections will increase."

The College Road study that they did around 2014 showed that the segment of College Road from University to Aurora Drive has an observed crash rate below the statewide average.

Ultimately, it is sad that in the twelve years since the community spoke out on this project, DOT has not done the work for the obvious alternative. It would take design work and right-of-way to build the road out just a little and make everyone's life easier (most everyone agrees the lanes are too narrow, while the sidewalks are crazy wide). Note that any comparison to Badger Rd is backwards. The Badger Rd modification upgraded the road from just two lanes, so it was an improvement, though from talking to people who travel it a lot, in the future it will probably need more of an upgrade. This idea is not sound, not wanted by the community, and needs to be reversed so the people there don't have to worry about their road being destroyed and misery added to their lives as they wait behind EVERY SINGLE RIGHT-HAND TURNING CAR.

Thanks, Lance Roberts, former longtime resident of the College Rd area

7. Guest Presentation – Richardson Highway/Peridot Street Road Safety Audit

Phoebe Bredlie of Kinney Engineering provided a presentation to the Policy Board.

8. Old Business

a. FAST Planning FFY2027 Office Budget (Action Item)

Consideration of Adjustments to and Adoption of FFY2027 Office Budget

Mr. Fox presented adjustments for the FFY27 FAST Planning Office Budget. This included changing the health/dental/vision care premium split from 80/20 to 90/10, increasing the number of paid holidays from 11 to 13 by adding Juneteenth and one personal day (for day after Thanksgiving or Christmas Eve), increasing the daily per diem rate for meals and incidentals from \$60 to \$70, and allowing the flexibility to advertise the 'Administrative Assistant' position as part-time or full-time employment.

Public Comment:

No public comment.

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

Amendment to Motion: To remove 'Employee Retreat with Facilitation' from Page 45 and add \$10,000 into 'Annual Training' on Page 43. (Terch/Little).

Discussion:

Mayor Terch: I agree with everything that was said here but I also agree with financial constraints of the times we're living in. It's important that we get together and make things happen and I believe that if we extend time in Anchorage with the \$8,000-dollar facilitator in Anchorage that the Executive wants to move forward with plus the additional time, \$10,000 should take care of it rather than the \$15,000 dollars budgeted.

Mayor Hopkins: So, it's not that you are saying, "Don't do a retreat or planning. Let's try to find a way to coordinate them together."

Mayor Terch: Correct.

Ms. Little: I'll just add that I appreciate that that gives some flexibility. When Jackson (Fox) indicated we may have some new staff members and new folks may need training that others have already had. We've had Jackson here for seven years and Olivia (Lunsford) as well. New staff are going to need training opportunities and those are also growth opportunities for the group as a team, so I appreciate the flexibility of this approach.

Vote on Amendment to the Motion: Five in favor. One opposed. (Hopkins).
Approved.

Amendment to the Motion: To retain the 80/20 health/dental/vision premium split. (Terch/Little).

Discussion:

Mayor Hopkins: We are looking at a cost for this one of \$10,608 for this coming year. I was looking at basic math for merit pay. I know that's not on here typically but it's a thing we'll take it up in Executive Session. So, one percent on merit pay was about \$4100 with the part-time Admin Assistant position. Without that position, if you don't know exactly what it would cost, it was \$3600 give or take. Do you remember did we give merit pay or merit bumps last year? What was it? Two percent?

Mr. Fox: Two percent.

Mayor Hopkins: Two percent. So, if you looked at that, it would be \$7200 on that one if we did the same thing as last year. Add \$1,000 for an Admin Assistant and call it \$8200. I guess the bigger question that I cannot answer is do we say no to 80/20 and yes to merit pay? Do we say no to both? Do we say yes to both? How do we look at balancing out this budget if we're going to be maintaining it on this side? Is there an interest in the Board to make sure we're appreciating the work that they do with merit pay as well because it's all paycheck related. There might be different tax implications, but I think we need to look at that as we're saying no to the \$10,000 support for the employees here, with family for many of them, not including who we might hire as an Admin Assistant after the unfortunate departure of Ms. Todd. So, I think this is a reasonable change. Cost increases are going up. One question I had before is how is the plan funded? Do we have Premiera or Blue Cross or something like that?

Mr. Fox: Premiera Small Group Plan.

Mayor Hopkins: Okay.

Mr. Fox: Five or less employees.

Mayor Hopkins: Okay. So, it's based on those premium increases each year. It's not a self-funded plan.

Mr. Fox: It's not a self-funded plan.

Mayor Hopkins: I think moving to the 90/10 split is fortunate and that's something that I'd certainly support. I think trying to get some of those back to the employees, and is this something that would be billable to the grant in terms of benefit break for employees or is it just salary as we bill our grants in the future?

Mr. Fox: Which, the health care? It's part of the indirect cost rate.

Mayor Hopkins: So, sorry that is not billable to the grant then? Or it is?

Mr. Fox: It will be billable after you demonstrate that you've paid that for a year. When you go through your audit that gets added to your indirect cost rate for future years.

Mayor Hopkins: So, as these grants come out of the federal and state government, we're looking at \$10,000 and it's not on the direct backs of Borough employees, Borough residents, city residents, and all the municipalities. I think this is a good thing to add on to make sure we're supporting our employees.

Ms. Little: So, I just wanted to clarify your indirect cost rate. You get so much money from the federal government for a project or a program. Whatever your indirect cost rate is, that is reducing the amount available for construction. So, if your indirect costs go up, the funds available to go patch the pothole or replace the sidewalk is reduced by that. So, while it's not necessarily a direct cost to the taxpayer, it is less funding going on the street for construction. There is a cost associated with an increase in indirect cost rate. It's under the same constraints. If we went out there and said our ICAP today is 15 percent, we'd hear about it. We just want to be clear. While it's not necessarily something that FAST Planning's bottom line pays for, it is money that is not going to construction at the end of the day.

Mayor Hopkins: Do those grants from the federal and state government go up each year? Do our 5307 grants go up as well?

Mr. Fox: Yes. In the next Transportation Bill, there is all indication that there will be a very healthy spike in our planning funds, so we won't have to rely on project funds.

Mayor Hopkins: So, planning funds would be able to help cover these potential costs as well?

Mr. Fox: It would be an opportunity available to our office that we could increase our staff size if the Board chose to.

Mayor Hopkins: Okay. That is a healthy spike. So, with that, it looks theoretically like we will have that funding available to us to be able to make sure that we can still do projects on the ground and the work that they do. Those dollars don't go out the same way and projects don't happen the same way if we don't have the staff that were created to do it. Certainly, I want to move to the 90/10, so I will be opposing this and making the next motion unless this motion passes.

Vote on Amendment to the Motion: Three in favor. (Czarnecki, Little, Terch).

Three opposed. (Hopkins, O'Neill, Tidwell). Motion failed.

Amendment to the Motion: To adjust the [health/dental/vision premium] split to 90/10 percent. (Hopkins, Tidwell).

Vote on Amendment to Motion: Three in favor. (Hopkins, O'Neill, Tidwell).

Three opposed. (Czarnecki, Little, Terch). Motion failed.

Amendment to the Motion: To increase the number of paid holidays from 11 to 12 by adding Juneteenth. (Little/Terch).

Discussion:

Ms. Little: I just think that brings FAST Planning in line with the State as well as most of the local engineering firms in town so that seems like a fair shake. Eleven was definitely not in line. Thirteen feels like more than most folks are getting.

Mayor Hopkins: There are no small engineering firms on this, so without asking the people in the audience, this list doesn't have those. AMATS and MVP both have thirteen and fourteen, respectively. So, if we're looking at the equivalent of the other MPOs, we'd still be behind. I don't think less work happens when we give people the holiday after Thanksgiving and after Christmas Eve. Less work, especially by these people, doesn't happen. It's the same amount, possibly more, so I'll be opposing this and making an amendment to the amendment here shortly.

Mayor Terch: How much paid time off do employees here at FAST Planning receive on a yearly basis other than the eleven days?

Mr. Fox: When you start employment, it's four weeks. At two years of service, it's five weeks. Then at five years of service, it's six weeks.

Mayor Terch: So out of the employees that you currently have, they're at five and six weeks of paid leave per year. Is that correct?

Mr. Fox: That's correct.

Mayor Terch: If employees here decide to take the day off Christmas Eve or day after Thanksgiving, is there any requirement for individuals to be in the building to have open office hours if they choose to take those days off?

Mr. Fox: No. Typically on those days we close the office.

Mayor Terch: Okay. Thank you.

Ms. Little: What is your policy on out-of-state telework?

Mr. Fox: We don't have anything in the personnel policy, but I do allow flexibility for that from time to time.

Mr. Czarnecki: Question for Jackson. Followup on the amount of leave. Does that leave include sick leave time or do you have a separate sick leave bank?

Mr. Fox: No sick leave. It's all one bucket.

Mayor O'Neill: Jackson (Fox), do you have the ability to provide admin leave? Meaning you could close the office for the day and have the ability for the employees to have the rest of the day off without hitting their leave bank.

Mr. Fox: We have a variety of things in our policy for voting leave, military leave, bereavement leave, and disciplinary leave without pay. It's a rare circumstance where we have paid leave. The only example that comes to mind is a crazy snowstorm and nobody could get here. So, no one's fault. But, if you didn't bring your computer home that day, you couldn't really work from home.

Ms. Lunsford: We also didn't have internet.

Mr. Fox: We also didn't have internet. So, that's a really rare circumstance but there are a lot of provisions for leave without pay.

Mayor O'Neall: Are your employees able to cash out their leave when they leave employment?

Mr. Fox: Yes. When they leave employment, leave gets cashed out. Our leave accrual policy is that you cannot have banked more than 240 hours. So, you cannot exceed six weeks saved up leave. You have to start using it, otherwise you don't accrue any more.

Mayor O'Neall: Okay. Use it or lose it. Okay. That was my next question. I'll just say that we have it in our contracts. We have several contracts that have three or four personal days a year. I think one is okay to add to this and I support it, as proposed.

Mayor Hopkins: I think these are two holidays that we should be providing our employees because, as I said, not much work happens on those days otherwise and I don't think any less work happens because people aren't here.

Vote on Amendment to the Motion: None opposed. Approved.

Amendment to the Motion: To add a floating holiday. (Hopkins/O'Neall).

Discussion:

Mayor O'Neall: I concur, it's a great idea.

Vote on Amendment to the Motion: Four in favor. (Czarnecki, Hopkins, O'Neall, Tidwell). Two opposed. (Little, Terch). Approved.

Amendment to the Motion: To increase the daily per diem rate for meals and incidentals for travel outside the Fairbanks North Star Borough to \$70. (Terch/Little).

Vote on Amendment to the Motion: None opposed. Approved.

Amendment to the Motion: To allow the ability for advertising the Administrative Assistant position as part-time or full-time employment. (Terch/Tidwell).

Vote on Amendment to the Motion: None opposed. Approved.

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

Motion: To extend the meeting by thirty minutes to 2:30 p.m. (Little/Terch).

Vote on Motion: None opposed. Approved.

9. New Business

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

Presentation of Draft Plan and Air Quality Conformity Modeling Results, and Consideration of Release for Public Comment

Public Comment:

No public comment.

Motion: To advance the Draft Interim 2050 MTP Update for 30-day public comment period. (Little/Tidwell).

Discussion:

Ms. Little: I look forward to seeing what folks have to say. Overall, I see a lot of good forward thinking in here.

Vote on Motion: None opposed. Approved.

b. FFY2026 Federal Funding Obligations & Offsets (Action Item)

Status Update on Fiscal Yearend Funding Obligations; and Recommendation for Use of Remaining FFY2026 Offset Funds

Public Comment:

No public comment.

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).

Discussion:

Ms. Little: The State tries to carry a full year's worth of program funding in AC [Advance Construction]. Are we already thinking about things that maybe we want to do more next year to kind of stay in that AC balance range?

Mr. Fox: My comfort zone for AC balance range is 50% for our annual program. It might be four or five million dollars max, and I don't really want to go over that because it makes me nervous.

Ms. Little: Right.

Mr. Fox: But when we get into some future year projects like Holmes Road and Cowles Street, that's more than a whole year's allocation so we're going to have to rely on AC and that's going to get us up to an extra 4-5 million for future years so we're headed there.

Ms. Little: Is that for delivery for next year?

Mr. Fox: No. But it's going to hit us.

Ms. Little: We want to make sure there's enough work for contractors.

Mr. Fox: Yes. Fifty percent is my comfort zone.

Ms. Little: Sometimes it's best not to put a hard line on that.

Vote on Motion: None opposed. Approved.

c. FAST Planning Bylaws Revision (Action Item)

Consideration of Modifying List of Technical Committee Representatives

Public Comment:

No public comment.

Motion: To accept the changes as proposed to the Bylaws [for City of Fairbanks representatives on Technical Committee]. (Terch/Tidwell).

Discussion:

No discussion.

Vote on Motion: None opposed. Approved.

10. Informational Items

No information items.

11. Other Issues

No other issues.

Motion: To extend the meeting to 3:00 p.m. to get through the Executive Session. (Terch/Little).

Vote on Motion: None opposed. Approved.

12. EXECUTIVE SESSION -Employee Reviews & Consideration of Merit Increases (Action Item)

The regular Policy Board meeting resumed.

Mayor Terch: I would just like to state for the record that we have made no official decisions, only discussion, in Executive Session.

Mayor Hopkins: Correct. I would agree.

Ms. Little: It's my first Executive Session so I'm just learning here.

Motion: To allow for merit increases at 2% for Jackson Fox and Corey DiRitugliano and 2.5% for Olivia Lunsford and Deborah Todd. (O'Neill/Little).

Vote on Motion: None opposed. Approved.

13. Policy Board Member Comments

Mayor O'Neill: The e-moto Ordinance will be up on Monday. We intend to postpone it. We can't postpone it for more than three months but the way that it's written right now merely reemphasizes the state law as it is today. So, I think that it's very important for this body to understand that the law is not changing as far as what's legal and illegal, road ready, street legal, all those things. The one thing that we are putting into code is that we have the enforcement to impound. If you have any questions, let me know.

14. Adjournment

The meeting was adjourned at 3:02 pm. The next Policy Board Meeting is scheduled for Wednesday, October 21, 2026.

Approved: _____ **Date:** _____

Mayor Grier Hopkins, Chair
FAST Planning Policy Board



STAFF REPORT

October 15, 2026

Regular Meetings

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

Project/Planning Meetings

- Interagency Consultation meeting for Draft 2050 Metropolitan Transportation Plan (MTP) Air Quality Conformity Analysis
- National Association of MPOs (AMPO) Intergovernmental Affairs Group meeting on state legislation impacting MPO authority, governance, and regional transportation decision-making
- Meeting with DOT&PF and consultant team working on FAST Planning's Travel Demand Model Update
- Biweekly coordination meeting with consultant team working on MTP update

Correspondence

- Prepared comment letter on Draft 2027-2030 Statewide Transportation Improvement Program (STIP)

Organization

- Submitted monthly invoice to DOT&PF for September 2026

Public Outreach

- Volunteered for KUAC Fall Fundraiser Phone Bank
- Scheduled Open House events for Draft 2050 MTP in Fairbanks and North Pole
- Provided presentation to Chamber Transportation & Infrastructure Committee on Draft 2050 MTP and comments on STIP

Submittals/Reports

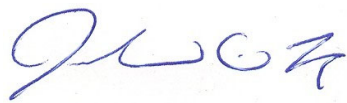
- Received joint FHWA/FTA approval for the FFY2027-28 Unified Planning Work Program

Funding

- Continued monitoring FFY2026 yearend Federal funding obligations and offsets
- Received \$7.9M grant award from NOAA Fish Passage Program for culvert upgrades (multiple locations) within Chena River watershed in association with USFWS, Trout Unlimited, and Alaska DOT&PF

Training

- None

Submitted by:

Jackson C. Fox, Executive Director

October 15, 2026

Date



Alaska Division

September 24, 2026

P.O. Box 21648
 Juneau, AK 99802-1648
 (907) 586-7418
 (907) 586-7420
www.fhwa.dot.gov/akdiv

Adam Moser
 Program Management Chief
 Alaska Department of Transportation and Public Facilities
 3132 Channel Drive
 Juneau, AK 99801

Dear Mr. Moser:

We have reviewed the Fairbanks Area Surface Transportation (FAST) Planning Unified Planning Work Program (UPWP) for FFY2025 and FFY2026. The Federal Transit Administration was consulted and concurs with this approval.

The program meets the requirements of 23 CFR part 450 and is therefore approved. The performance period is from October 1, 2026, to September 30, 2027. This approval is issued on behalf of the Federal Highway Administration and the Federal Transit Administration, and the approval is subject to the availability of funds. We look forward to working with your office and FAST Planning on the completion of these activities.

Please contact me at (907) 586-7440 if you have any questions or would like to discuss.

Sincerely,

Renwick L
 Warden

Digitally signed by Renwick L
 Warden
 Date: 2026.09.24 10:43:19 -08'00'

Randy Warden
 Division Administrator
 Alaska Division

Cc:

Jackson Fox, Executive Director, FAST Planning
 Dom Pannone, Director, Program Management and Administration, DOT&PF
 Brett Nelson, Planning Chief, Project Delivery, DOT&PF
 Randi Bailey, Transportation Planner, DOT&PF
 Ned Conroy, Community Planner, FTA



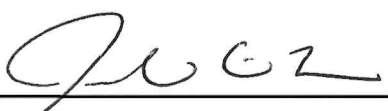
TECHNICAL COMMITTEE

Action Items

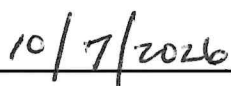
10.07.2026

Motion: To recommend to the Policy Board to agree to the requested split of FTA Section 5307 funds by the Alaska Railroad as documented in their December 10, 2025, letter using the per route-mile formula beginning in 2028. (Hoke/Dueber). None opposed. Approved.

Motion: To advance the [comment] letter [on the Draft 2027-2030 Statewide Transportation Improvement Program (STIP)] to the Policy Board as written. (Zinza/Theurich). Two abstentions. (Netardus, Nelson). None opposed. Approved.



Jackson C. Fox
Chair, Technical Committee



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.

00090545

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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.

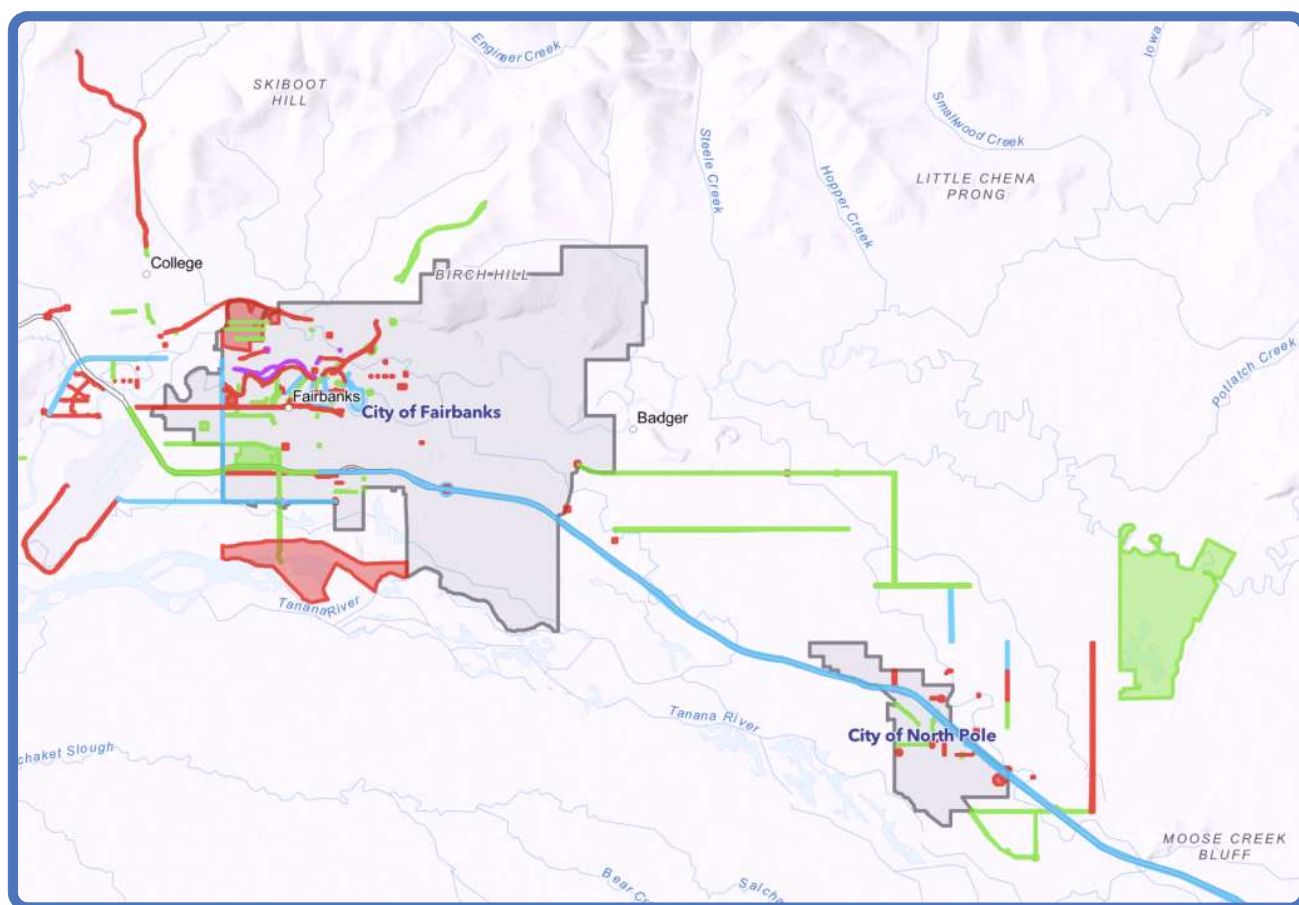
Translate »

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)**



Outlook

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 21, 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) 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 reflect 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 most 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]



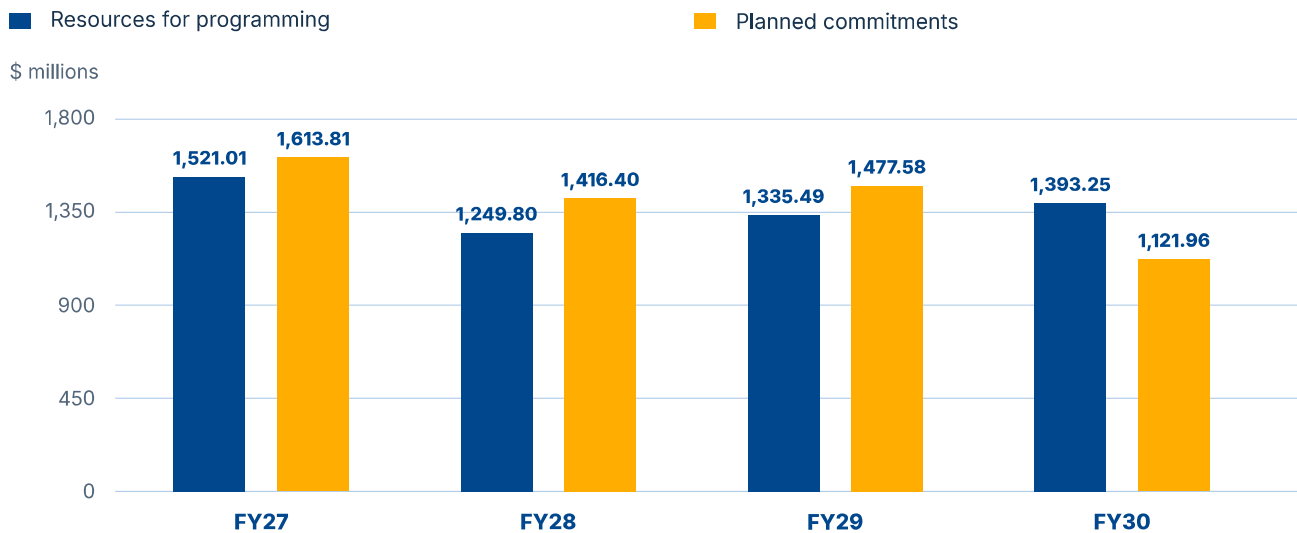
3.3 | COMPARABLE VIEW EXCLUDING AC FINANCING

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.





METROPOLITAN PLANNING ORGANIZATION

4700 Elmore Road

Anchorage, Alaska 99507

October 29th, 2026

Alaska DOT&PF STIP Team

Subject: 2027-2030 STIP AMATS Staff Comments

Dear STIP Team,

Thank you for the opportunity to provide comments. Below are the AMATS staff comments:

General Comments

- 1) The document contains internal links which makes it easier to navigate the document. This is greatly appreciated.
- 2) It appears that projects are only being included in the STIP if they are also included in the MTP and TIP. This is the process that has been outlined to us by the Federal Highway Administration (FHWA) and we greatly appreciate DOT&PF working together with AMATS on ensuring this process is followed.

Areas of Concern:

- 1) There was no coordination with AMATS on the 2027-2030 STIP prior to being released. As outlined in the 3C process draft document and in appendix F of the STIP "During development and maintenance of the STIP, DOT&PF coordinates with each MPO on matters affecting that MPO's Metropolitan Planning Area and transportation program." This was not done with this STIP specifically on the TIP section which has significant errors as detailed below.
- 2) The STIP recreated the AMATS TIP in Volume 4 and it is not correct. The planned obligations do not match the 27-30 TIP that was approved, carryover is listed in FY27 that is not in the TIP, the CRP shows years without programming when the TIP does, the AMATS STBG is wrong and shows \$40M overprogrammed, to name just a few of the errors. Why was this information recreated instead of just referencing the AMATS TIP? The TIP is incorporated by reference and is not required to be shown again in the STIP. AMATS did not ask for this layout or type of information to be included in the STIP and it should be removed. Instead, DOT&PF should coordinate with AMATS to develop these kinds of charts and layout for the TIP document itself.
- 3) The TIP projects shown in the STIP do not include the match required. This means all the project costs are incorrect. These should be removed from the STIP and instead just reference the TIP.



- 4) The document is over 1,200 pages. Finding anything in the document is challenging and makes reading it very difficult, especially since the size of the document takes a significant amount of time for a computer to use the keyword search to find anything. Individuals with older or slower computers will be unable to search through the document to find anything. The number of pages should be significantly reduced by removing duplicative items.
- 5) The language used throughout the STIP document is confusing. It gives the impression that it was written by AI with no human proofreader to ensure that the words being selected by AI fit the intent of the section. For example: Page V4-6 contains the following:
 - “AMATS contains 51.6% of the metropolitan subtotal. FAST Planning and MVP each contain approximately one quarter. **These are shares of the selected State chapter schedules;** they do not measure all transportation spending within exact metropolitan boundaries.”

The highlighted section uses language that is not commonly used in this field, so the meaning is unclear. Is this talking about legislative chapters for code? Is this talking about legislative schedules (budget years)? The entire document is written like this and makes it challenging for technical experts and the general public to understand.

- 6) There is a page at the beginning of each volume that lists how to comment. It refers to Volume 5 in each volume, so this needs to be updated in the other volumes.
- 7) Under Volume 2 the projects are listed in Numerical and then Alphabetical index, which is confusing and only adds pages to an already oversized document. It should just be based on alphabetical order, so they are easier to find. Reducing the size of the document will make it more feasible to use Ctrl+F to search for the name or number, meaning there is no benefit of providing both.
- 8) The Seward Highway project (Z566310000/OA31034) is included in the STIP as 98.5 to 112, including for the parent project. In contrast, the current NEPA document and the information provided to AMATS for inclusion in the draft 2052 MTP has the parent project as 98.5 to 118 Bird Flats to Rabbit Creek. Has this project changed since DOT&PF provided the project information to AMATS?
- 9) The Seward Highway 98.5 to 118 project (Z566310000/OA31034) is a regionally significant project that impacts the MPO and is required, even if the project ends at the MPO boundary, to be included in the MTP for federal funding. If the parent project is still 98.5 to 118 it should not be included in the STIP until the MTP and TIP are updated. As the child projects are dependent upon the parent project, any Seward Highway 98.5 to 118 project should be removed from the STIP until the MTP and TIP are updated to include the entire project.
- 10) Pages V4-56 list AMATS PL funds used for the UPWP as being part of the TIP. These funds are not part of the AMATS TIP. AMATS has asked DOT&PF repeatedly to not include the UPWP funding in the STIP for this very reason. Not only are the funding amounts wrong



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4700 Elmore Road

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regarding what is planned for 2027, but it shows the 2028-2030 as not being programmed when the UPWP does not work the same as other projects in the STIP. Years are only programmed two at a time as the UPWP works on a two year budget cycle. Please remove this from the STIP or correct it to show that it is not part of the TIP and correctly show the planned obligations.

Sincerely,

Aaron Jongenelen
AMATS Executive Director/MPO Coordinator

CC:

AMATS Policy Committee

Ben White, DPD & SWP, Anchorage Field Office Planning Chief, Alaska DOT&PF

Mark Eisenman, Anchorage Area Planner, Alaska DOT&PF

Emily Haynes, Acting Deput Division Administrator, FHWA



October 28, 2026

Alaska DOT&PF
550 W. 7th Avenue, Suite 295
Anchorage, AK 99501
ATTN: STIP Team

Re: MatSu Valley Planning for Transportation Comments on DOT&PF Draft STIP FFY27-30

To whom it may concern:

Thank you for the opportunity to comment on the Alaska Department of Transportation and Public Facilities (DOT&PF) Draft Statewide Transportation Improvement Program (STIP) FFY27-30 (Draft STIP). The following comments have been prepared by MatSu Valley Planning for Transportation (MVP) staff and approved by the MVP Policy Board for submittal on October 27, 2026. MVP is the designated Metropolitan Planning Organization (MPO) for the core urbanized area of the Matanuska Susitna Valley.

The comments are organized by topic and include references to the page number(s) in the Draft STIP with which the comment is associated.

Incorporation of MPO TIPs (Volume 4: Part D)

Pursuant to 23 CFR 450.218(b), the State is directed to include each metropolitan TIP without change in the STIP, directly or by reference, after approval of the TIP by the MPO and the Governor.” Volume 4 of the Draft STIP FFY27-30 is specifically dedicated to “TIPs Incorporated by Reference.”

MVP’s inaugural TIP FFY27-30 has not yet been approved by the Policy Board and Governor. As of October 27, 2026, MVP’s Draft TIP FFY27-30 (Draft TIP; Attachment 1) has been approved by the Policy Board to be released for a 30-day public review and comment period. However, because the Draft TIP was not available during the preparation of the Draft STIP, DOT&PF derived information from other MVP and DOT&PF planning and organizational documents to prepare the Draft STIP’s Volume 4: Part D *MVP*. As a result, there are significant discrepancies between MVP’s Draft TIP and the Draft STIP.

The comments below provide additional context and details concerning the most prominent discrepancies which should be resolved to ensure that the programming in the Draft TIP and Draft STIP are consistent.

To reduce instances of discrepancy as a result of format and content translation, MVP recommends that the State incorporate a list of Proposed MVP Planning Area Projects (based on the Draft TIP as a temporary placeholder in Volume 4: Part D until such time that MVP's TIP is fully approved.

Upon approval, MVP recommends that the DOT&PF incorporate the approved TIP without any change in format. Alternatively, a reference to MVP's TIP web page may be provided to reduce total document page count.

An example of both a temporary placeholder for a new MPO without an approved TIP and TIP incorporation via web link can be found in Idaho Transportation Department's STIP FY2026 to FY2032¹ (see pages 14 -15).

Federal Resources and Forecast Basis (p. V4-180, ee also Volume 3 Sub-Allocation Index, p. 38-40)

The four-year funding outlook for MVP's five primary federal fund sources (i.e., STBG, TAP, CRP, PL, and §5303) is higher than the funding projected in MVP's Draft TIP. Although some of these differences may be attributed to a different assumed annual growth rate (i.e., MVP applies a 2 or 2.5% growth rate while DOT&PF applies a 3% growth rate), this discrepancy is further compounded by differences in the base-year amounts used for the forecasts.

As stated in the Draft STIP, the federal allocation forecast uses FFY2027 as the displayed base year; however, the source for these amounts is not documented in the STIP. MVP recommends that the base year for federal resource forecasts be tied to the actual amounts allocated in FFY2026 (or other actual allocation years as appropriate). MVP recognizes that STIP forecast amounts are estimates; however, the basis for the forecast should allow MPOs to reconcile projected revenues to actual federal allocations. For example, the forecasted FFY2027 MVP STBG allocation presented in the STIP is \$7,877,304 while the actual base allocation to MVP of STBG in FFY2026 was \$7,023,041. An increase of approximately 12%, no explanation is provided for this significant increase in forecasted allocation.

MVP requests that DOT&PF clarify the basis for the FFY2027 starting amounts, including whether they incorporate carry-forward or other available funds. MVP further requests

¹ Idaho Statewide Transportation Improvement Program: FY2026 to FY2032 Submittal. Idaho Department of Transportation. 2026. Accessed in October 2026. <https://apps.itd.idaho.gov/Apps/Fund/stip2026/STIP-Publish.pdf>

clarification on why the estimated PL and 5303 amounts forecast for MVP FFY2027 allocations in the Draft STIP are higher than those provided to MVP by DOT&PF staff on March 13, 2026, as part of the annual PL Funds Consultation.

MVP Title 49 Formula Suballocation Forecasts are Incomplete (p. V4-180, see also Volume 3 Sub-Allocation Index, p. 38-40)

The four-year funding outlook for MVP includes forecasts for Title 49 5307, 5310, and 5339(a) formula funds for FFY2027 – 2029 but does not include a forecast for FFY2030. Forecasts should be provided for all years of the STIP.

Current FTA Apportionment tables² also include a dedicated apportionment of 5337 formula funds to the MVP urbanized area. MVP requests that this apportionment be accounted for in the STIP or justification otherwise provided for its omission.

As with STBG, CRP, TAP, PL and 5303 noted above, MVP requests that DOT&PF clarify the basis for the FFY2027 starting amounts for all Title 49 formula funds, including whether they incorporate carry-forward or other available funds.

Inconsistent Documentation of Carry-in/ Carry-forward (p. V4-181, 183, 184)

The standalone MVP STBG, CRP, and TAP allocation forecast tables in Draft STIP Volume 4: Part D MVP include placeholders for carry-in and carry-forward funds. The term carry-in does not appear anywhere else in the Draft STIP. MVP requests clarification of the intended usage of these distinct categories to reconcile MVP's summary and proposed programming of carry-forward funds in our Draft TIP.

Furthermore, MVP requests clarification on the estimated available carry-forward funds for STBG, CRP, and TAP in FY2027 as the amounts programmed in the Draft STIP are inconsistent with the carryforward totals for each fund source provided to MVP by DOT&PF staff in their "FY26 July MPO Report – MVP" on August 7, 2026. Specifically, the allocation forecast tables in the Draft STIP show \$0 anticipated carry-forward in each of these programs in FY2027, while reported carry-forward totals in the July MPO Report were approximately \$12,413,081 (STBG), \$937,931 (TAP), and \$2,756,951 (CRP).

CMAQ Flex MVP Funding Code (p. V1-73)

The funding code CMAQ MVP Flex is included in Table 1-9 of Volume 1 of the Draft STIP. The MVP urbanized area is neither a non-attainment nor maintenance area and therefore

² Federal Transit Administration Table 11: FY 2026 Full Year Section 5337 State of Good Repair Formula Apportionments. Federal Transit Administration. 2026. Accessed October 2026.
<https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fwww.transit.dot.gov%2Fsites%2Ffta.dot.gov%2Ffiles%2F2026-03%2FTable-11-Section-5337-Appportionments-FY26-Full-Year.xlsx&wdOrigin=BROWSELINK>

receives no dedicated apportionment of CMAQ funds. This fund code should be removed from the table.

Project and Programming Issues

Project 34662 – Pavement and Bridge Preservation (p. V4-182)

This program includes six discrete pavement preservation projects on DOT&PF owned roadways. Across the FFY27-FFY30 period in the Draft STIP, approximately \$21,199,649 of MVP's STBG allocation appear to have been programmed towards these projects. MVP was not consulted about the programming of MVP allocations towards this project and, as is reflected in the Draft TIP, anticipated programming those funds to roadway projects sponsored by local governments. MVP requests consultation about this programming.

Furthermore, among the six discrete pavement projects is Pittman Road Shoulder Widening, which falls outside of MVP's MPA boundary and is therefore not eligible for MVP allocations.

Project 34912 – Fairview Loop, Stage 2 (p. V3-216)

This project is included in MVP's Draft TIP programming. However, where MVP has programmed MVP-CRP funds for this project in FFY2028, the Draft STIP has programmed MVP-STBG. This discrepancy needs to be reconciled before finalization of the Draft TIP and Draft STIP.

Project 34667 – Community-Driven Carbon Reduction Projects: MVP (p. V3-191)

This project programs \$840,135 of MVP-CRP funds in FFY2027. MVP was not consulted about the programming of MVP allocations towards this project. MVP requests clarification on the nature and scope of this project and requests consultation about the proposed use of MVP-CRP funds.

Programming of MVP Metropolitan Planning Funds (p. V4-186)

The programming summary for MVP Metropolitan Planning funds includes a line-item expenditure of \$71,070 in FFY2027 associated with "Other recorded work-plan commitment". The Draft STIP further states that "State financial schedule also records \$71,070 in its Annual Work Plan (AWP) ledger outside the STIP-project rollup." MVP requests clarification of this expenditure and is concerned that the State's AWP includes a ledger entry budgeting MVP Metropolitan Planning funds without consultation.

Project 34532 – MVP Improvement Program (p. V4-193, and V4-191)

This program is included in MVP's Draft TIP programming. However, the programmed amounts are inconsistent between the Draft TIP and the Draft STIP. Of particular concern, the Draft STIP programs approximately \$3.8 million MVP-STBG in FFY2027 and \$5.92

million MVP-STBG in FFY2028. In contrast, MVP has programmed \$10.6 million of MVP-STBG for construction in FFY2027 in the Draft TIP. MVP requests consultation about the Draft STIP programming.

Additionally, MVP recommends that the Estimated Costs of those projects within the MVP Improvement Program be updated consistent with the most recent estimates produced by DOT&PF staff and provided to MVP staff on September 24, 2026.

Project 34928 West Susitna Point MacKenzie Connector (p. V4-203)

This project occurs wholly outside of the current MVP MPA and should not be included among listed MVP area projects.

Project 34393 Community-driven regional projects (p. V4-204 - 205)

This project appears to include six discrete projects that are treated as unique projects in MVP's Draft TIP. These should be assigned unique project IDs as they are not interdependent and combining them in this manner obscures programming information by project and phase.

Project 34659 Highway Safety Improvement Program (p. V4-207)

This project includes project work for Pittman Road. Pittman Road is outside of the current MVP MPA and should not be include among listed MVP area projects.

Online STIP dashboards

MVP would like to recognize and commend the work that went into building the online interactive STIP dashboard, including searchable maps and lists, and the multiple ways to comment on this effort. These tools are an important means of providing appropriate and accessible review of these public documents.

Thank you again for the opportunity to comment on the Draft STIP. We look forward to further consultation on these comments. If you have any questions or need any additional information, please contact me at kim.sollien@mvpmpo.com or 907-982-9080.

Sincerely,

Kim Sollien, MVP Executive Director

CC:

MVP Policy Board

Katherine Keith – DOT&PF

Ben White – DOT&PF

Adam Bradway – DOT&PF