



U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION
ALASKA DIVISION
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FEDERAL TRANSIT ADMINISTRATION
915 SECOND AVENUE, SUITE 3142
SEATTLE, WASHINGTON 98174

July 14, 2025

Mr. Ryan Anderson, P.E., Commissioner
Alaska Department of Transportation and Public Facilities
P.O. Box 112500
3132 Channel Drive
Juneau, AK 99811

Subject: Federal Actions:

- 1) Approval of Air Quality Conformity Finding for AMATS 2023-2026 Transportation Improvement Program (TIP)
- 2) Approval of 2024-2027 Alaska State Transportation Improvement Program (STIP) Amendment #2 which incorporates the AMATS 2023-2026 TIP Amendment #3 and the FAST Planning 2023-2026 TIP Amendment #1

Administrative Note: FHWA/FTA 2024-2027 STIP Amendment #2 Federal Planning Finding (07/14/25) indicates that the FAST TIP FY 2027 information is only for informational purposes and is excluded from the approved FAST 2023-2026 TIP Amendment #1.

Dear Mr. Anderson:

On July 1, 2025, we received the Department of Transportation & Public Facilities (DOT&PF) 2024 – 2027 Statewide Transportation Improvement Program (STIP) Amendment #2. Upon review of the STIP submittal, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have determined that pursuant to 23 CFR 450.220(b)(1)(i), the STIP Amendment #2 is Approved.

STIP Amendment #2 also incorporates the Fairbanks Area Surface Transportation (FAST) Planning Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP) Amendment #1 and Anchorage Metropolitan Area Transportation Solutions (AMATS) MPO TIP Amendment #3. The FAST Planning MPO TIP Amendment #1 is submitted with the notes from an Interagency Consultation held on

February 28, 2025 where EPA, FHWA, and Alaska Department of Environmental Conservation concluded that the conformity finding made by FTA and FHWA on May 12, 2023 for the FAST Planning TIP Amendment #1 remains valid and does not require a new air quality conformity analysis. The AMATS MPO TIP Amendment #3 is submitted with the Air Quality Conformity Analysis, dated January 22, 2025, and FTA and FHWA determined this satisfies the requirements of 40 CFR 93 and, therefore, a conformity finding is also approved by FHWA and FTA for the AMATS MPO TIP Amendment #3.

FHWA and FTA are required to make a joint Federal Planning Finding (FPF) on the extent to which the transportation planning processes through which statewide transportation plans and programs are developed is consistent with 23 U.S.C. 134 and 135 (for FHWA) and 49 U.S.C. 5303 and 5304 (for FTA). The Federal Review Team's FPF concludes that the STIP Amendment #2 was developed in accordance with the applicable requirements. The issuance of a FPF is a prerequisite to FHWA and FTA's approval of the STIP and STIP amendments (23 U.S.C. 135(g)(7) and 49 U.S.C. 5304(g)(7)).

The FPF provides recommendations to support improvements to the planning and STIP development processes. The FPF also establishes a STIP Working Group of the FTA, FHWA, DOT&PF, AMATS MPO, FAST Planning MPO, and the Mat-Su Valley Planning for Transportation (MVP for Transportation) MPO which will hold monthly coordination meetings, at a minimum, beginning in August 2025.

We appreciate the DOT&PF's engagement to improve the STIP and coordination processes and look forward to the advancement of projects in Alaska.

If you have any questions, please reach out to Emily Haynes at emily.haynes@dot.gov and Danielle Casey at danielle.casey@dot.gov.

Sincerely,

**Renwick L
Warden**

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Date: 2025.07.14 11:45:13 -08'00'

Randy Warden
Division Administrator, Alaska Division
Federal Highway Administration

**SUSAN KAY
FLETCHER**

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SUSAN KAY FLETCHER
Date: 2025.07.14
12:34:24 -07'00'

Susan Fletcher, P.E.
Regional Administrator, Region 10
Federal Transit Administration

Attachments:

Federal Planning Finding (FPF)

Electronically cc:

Katherine Keith, Deputy Commissioner, DOT&PF
Dom Pannone, Program Management and Administration Director, DOT&PF
Aaron Jongenelen, Transportation Planning Manager/MPO Coordinator, AMATS

Jackson Fox, Executive Director, FAST Planning
Kim Sollien, Executive Director, MVP for Transportation

MEMORANDUM


State of Alaska

Department of Transportation & Public Facilities
Program Management and Administration

TO: Ryan Anderson, Commissioner

DATE: June 30, 2025

THRU: Dom Pannone, Director, Program
Management & Administration

DocuSigned by:

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FROM: Adam Moser, Program Management &
Administration

DS


SUBJECT: Recommend Approval of
FAST FFY 2023-2027
TIP Amendment #1

The Fairbanks Area Surface Transportation (FAST) Planning Policy Board approved Amendment #1 to the FAST FFY 2023-2027 Transportation Improvement Program (TIP) on April 16th, 2025.

The FAST FFY 2023-2027 TIP Amendment #1 meets all the requirements of U.S. Code Title 23, Section 134 and U.S. Code 5303 and is fiscally constrained by the allocations made in the 2024-2027 Statewide Transportation Improvement Program (STIP). An air quality consultation was held on February 28, 2025, which indicated that proposed changes to the TIP through Amendment #1 are exempt from triggering a new air quality conformity analysis or determination per 40 CFR §93.104(c). The requirements for public review were satisfied by the MPO TIP public review period.

Staff recommend approval to incorporate FAST FFY 2023-2027 TIP Amendment #1 into the 2024-2027 STIP. Approval by the Commissioner is recommended and required as the statutory designee for state transportation planning matters as outlined in AS 44.42.050 and 17 AAC 05.

Upon approval by the Commissioner, Amendment #1 will be submitted by DOT&PF to FHWA and FTA with a request for approval to incorporate the amendment into the Alaska 2024-2027 STIP.

Attachments:

DOT&PF Fairbanks Field Office/Project Delivery Transmittal Memo

FAST FFY 2023-2027 TIP FAST Planning Transmittal Memo

FAST FFY 2023-2027 TIP Amendment #1, Summary of Changes, Air Quality Consultation Notes, Policy Board Actions, Public Comment Response Summary, and Self-certification.

Approved:

Signed by:

3BFC855630834FF...

Ryan Anderson, Commissioner

7/2/2025

Date

Cc: Katherine Keith, Deputy Commissioner

Dom Panone, Director, Program Management and Administration, DOT&PF

Judy Chapman, Division Operations Manager, Project Delivery, DOT&PF

Brett Nelson, Northern Region Planning Chief, Fairbanks Field Office, DOT&PF

Ben White, Urban Planning Chief, Anchorage Field Office, DOT&PF

Adam Moser, Program Management Chief, Program Management and Administration, DOT&PF

Karin McCoy, STIP Coordinator, Program Management and Administration, DOT&PF

Randi Bailey, FAST Planning Transportation Planner, Fairbanks Field Office, DOT&PF

Kayla Sweitzer, Federal Aid Program Manager, Program Management and Administration, DOT&PF

Marie Nakagawa, Acting Director, Planning and Program Development, FTA

Pauline Chandler, Program Management Analyst & Acting Financial Manager, AK Division, FHWA

Christina Mounce, Environmental Program Manager, AK Division, FHWA


Emily Haynes, Acting Deputy Division Administrator, AK Division, FHWA

Randy Warden, Division Administrator, AK Division, FHWA


MEMORANDUM

State of Alaska

Department of Transportation & Public Facilities
Project Delivery

TO: Adam Moser, Program Management
Chief, Program Management and
Administration  ^{bs}

THRU: Ben White
Urban Planning, Urban Planning Chief
Project Delivery ^{bs}

FROM: Randi Bailey  ^{bs}
DOT&PF Transportation Planner,
Project Delivery

DATE: April 23, 2025

SUBJECT: Recommend Approval of FAST
2023-2027 TIP Amendment #1

The Fairbanks Area Surface Transportation (FAST) Planning Policy Board approved Amendment #1 to the FAST FFY 2023-2027 Transportation Improvement Program (TIP) on April 16, 2025

The FAST Planning FFY 2023-2027 TIP Amendment #1 meets all the requirements of U.S. Code Title 23, Section 134, and is fiscally constraint by the allocations made in the 2024-2027 Statewide Transportation Improvement Program (STIP). An interagency consultation for air quality conformity was held on February 28, 2025.

Staff recommends approval and requests that appropriate action be taken to incorporate the FAST Planning FFY2023-2027 TIP Amendment #1 into the 2024-2027 STIP.

Attachments:

FAST Planning FFY 2023-2027 TIP Amendment #1
Transmittal Memo
Summary of Changes
Policy Board Actions

Cc: Brett Nelson, Planning Chief, Fairbanks Field Office, DOT&PF
Liz Balstad, Transportation Planner, DOT&PF
Jackson Fox, FAST Planning Executive Director
Judy Chapman, Deputy Director, Project Delivery, DOT&PF
Karin McCoy, STIP Manager, Project Delivery, DOT&PF
Shelley Dykema, Project Control Chief, Northern Region, DOT&PF



April 18, 2025

Brett Nelson, Planning Chief, Fairbanks Field Office
Alaska Department of Transportation & Public Facilities
2301 Peger Road
Fairbanks, Alaska 99709

Subject: **Transmittal of FAST Planning FFY2023-27 TIP Amendment #1**

Dear Mr. Nelson,

Attached for inclusion in the Statewide Transportation Improvement Program (STIP) is Fairbanks Area Surface Transportation Planning (FAST Planning) FFY2023-27 Transportation Improvement Program (TIP) Amendment #1. FAST Planning's Policy Board approved this Amendment on April 16, 2025. Please incorporate TIP Amendment #1 into the STIP as required under 23 U.S.C. 135 at your earliest convenience. Thank you in advance, and if you have any questions or need additional information, please contact me at jackson.fox@fastplanning.us or (907) 590-1618.

Sincerely,

Jackson C. Fox
Executive Director

Attachment: FFY2023-27 TIP Amendment #1, including Summary of Changes
Interagency Consultation for Air Quality Conformity Meeting Notes - February 28, 2025
FAST Planning Policy Board Action Items - April 16, 2025
Public Comment Response Summary - March 3 to April 4, 2025

Copy: Randi Bailey, MPO Coordinator, Fairbanks Field Office



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

AMENDMENT #1

APPROVED APRIL 16, 2025



TABLE OF CONTENTS

Introduction.....	1
TIP Development Process.....	1
Administrative Modifications & Amendments.....	3
Performance Measures.....	4
Safety (Fatalities & Serious Injuries; Motorized & Non-motorized)	5
Pavement & Bridge Condition	5
Travel Time Reliability.....	5
On-Road Mobile Source Emissions	6
Transit Performance Measures.....	6
Air Quality Conformity	6
Financial Plan.....	7
Project Programming.....	8
Consistency with Long Range Transportation Plan	8
Status of Major Projects from Previous TIP	8
Illustrative Projects.....	9
Regionally Significant Projects	9
Annual Listing of Obligated Projects	10
Public Participation & Title VI	10
Public Participation in TIP Development Process.....	11
Title VI Compliance & Environmental Justice.....	12
Self-Certification	12
TIP Acronyms & Definitions	13

This plan was prepared by Fairbanks Area Surface Transportation (FAST) Planning staff with funding from a Consolidated Planning Grant from the Federal Highway Administration, an agency of the U.S. Department of Transportation. The views and opinions of FAST Planning expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.

INTRODUCTION

This is Amendment #1 to Fairbanks Area Surface Transportation (FAST) Planning's FFY2023-27 Transportation Improvement Program (TIP). The purpose of Amendment is to:

1. Add four (4) new Highway Safety Improvement Program (HSIP) projects
2. Add significant funding to four (4) existing HSIP projects and one (1) planning project
3. Remove one (1) project that has already been constructed
4. Move construction funding to 'Beyond' year for one (1) project that has been postponed
5. Add four (4) Discretionary Grant funded projects
6. Add funding to FAST Improvement Program for new project sites selected
7. Add funding to ADA Improvements Program for new project sites selected
8. Add funding to Pavement & Bridge Preservation Program for one (1) existing project

This Amendment was reviewed at the January 8 and February 5, 2025 FAST Planning Technical Committee meetings and approved for release for public comment at the February 19, 2025 FAST Planning Policy Board meeting. An interagency consultation for air quality conformity was also held for this Amendment on February 28, 2025 with the Alaska Department of Environmental Conservation (ADEC), U.S. Environmental Protection Agency (EPA), Federal Highway Administration (FHWA), and Alaska Department of Transportation & Public Facilities (DOT&PF). The agencies present at the meeting concurred that a new conformity analysis/determination would not be required for the proposed changes to the TIP since they limited to Exempt projects listed under 40 CFR 93.126. The 30-day Public Comment Period was open March 3 to April 4, 2025, and a total of 35 comments were received. A comment response summary is attached to this Amendment. Revisions to the Amendment were made based on the comments received and new information about project schedules and funding estimates from Alaska DOT&PF during the comment period. The final draft of the Amendment was reviewed by the Technical Committee on April 2 and approved by the Policy Board on April 16. The TIP continues to be fiscally constrained.

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

TIP DEVELOPMENT PROCESS

Development of the FFY2023-27 TIP began in June 2022 with review and revision of the project scoring criteria and nomination form from the previous FFY2019-23 TIP. The revisions primarily reflected new project eligibilities and FHWA planning emphasis areas from the Infrastructure Investment & Jobs Act (IIJA) and were approved by FAST Planning's Technical Committee and Policy Board in July 2022. This was followed by a call for project nominations from local agencies and the public, which was held July 29 to August 30. In addition to asking for new project nominations, FAST Planning requested updated cost

estimates for active and illustrative projects in the current FFY19-23 TIP and input on the list of previously scored high-priority (illustrative) projects that still await funding, as well as newly identified planning efforts and studies cited in the FFY23-24 Unified Planning Work Program. A workshop was held during the open call for project nominations for local agencies and the public to explain the nomination process, scoring criteria, and project selection process for funding. At the close of the nomination period, FAST Planning Technical Committee members scored and ranked the newly nominated projects in order of priority for consideration of funding in the new TIP. Concurrently, the Alaska Department of Transportation & Public Facilities (DOT&PF) prepared scopes, schedules, and estimates (SSEs) for all active, illustrative, and new projects nominated. Once the SSEs and project rankings were completed, FAST Planning developed a fiscally constrained Draft TIP providing a funding plan for all active/ongoing projects, top ranked illustrative projects and planning efforts/studies, and the top scored new projects for release for public comment. The rankings for newly nominated projects were as follows:

Road/Multimodal Projects

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

Non-Motorized Projects

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

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

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

ADMINISTRATIVE MODIFICATIONS & AMENDMENTS

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

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

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

PERFORMANCE MEASURES

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

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

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

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

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

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

Pavement & Bridge Condition

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

Travel Time Reliability

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

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

On-Road Mobile Source Emissions

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

Transit Performance Measures

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

AIR QUALITY CONFORMITY

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

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

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

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

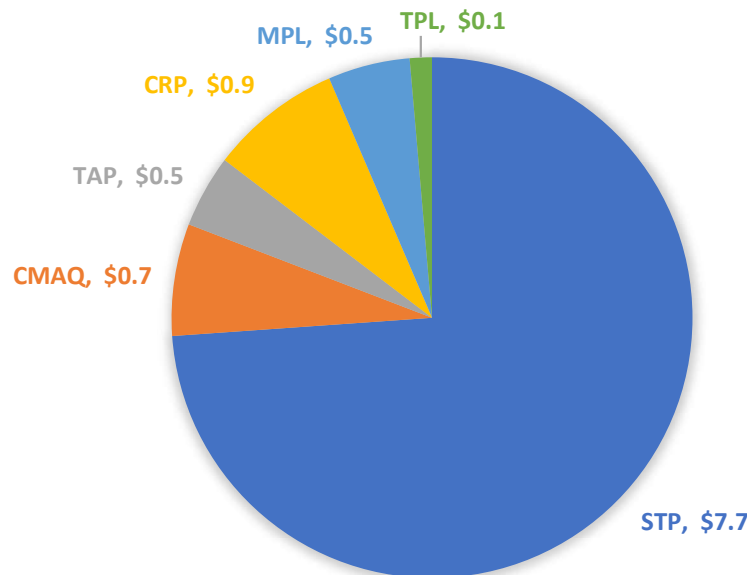
The FHWA and FTA reviewed the Air Quality Conformity Analysis and approved the conformity determination on May 12, 2023. Since the FFY2023-27 TIP was based on the projects and timelines listed in the 2045 MTP, 40 CFR 93.122(g) permits reliance on the regional emissions analysis from the MTP. Every project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

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

FINANCIAL PLAN

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

ANNUAL ALLOCATION OF FEDERAL FUNDING (MILLIONS)



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

PROJECT PROGRAMMING

CONSISTENCY WITH LONG RANGE TRANSPORTATION PLAN

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

STATUS OF MAJOR PROJECTS FROM PREVIOUS TIP

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

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

ILLUSTRATIVE PROJECTS

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

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

REGIONALLY SIGNIFICANT PROJECTS

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

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

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

ANNUAL LISTING OF OBLIGATED PROJECTS

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

PUBLIC PARTICIPATION & TITLE VI

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

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

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

PUBLIC PARTICIPATION IN TIP DEVELOPMENT PROCESS

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

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

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

TITLE VI COMPLIANCE & ENVIRONMENTAL JUSTICE

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

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

SELF-CERTIFICATION

See Appendix for Self-Certification statement and supporting information.

TIP ACRONYMS & DEFINITIONS

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

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



FAST Planning FFY23-27 Transportation Improvement Program (TIP) Amendment #1
Summary of Changes - April 16, 2025

Project	Description
1 4th Avenue Reconstruction	Removed project; project constructed in 2024 under Northern Region ADA Improvements Program
2 Advanced Project Definition	Increased planning phase funding from \$100k to \$230k per Technical Committee request
3 FAST Improvement Program	Increased construction phase funding for 2025 from \$1 million to \$2.1 million for preventative maintenance/resurfacing projects (approved by Policy Board in November); increased design phase funding for 2025 from \$200k to \$400k per DOT request
4 Geist/Chena Pump Road Corridor Study	Increased planning phase funding from \$300k to \$600k per DOT request
5 Holmes Road Rehabilitation	Moved design phase funding from 2025 to 2026 and utilities phase funding from 2027 to 2026 per DOT request
6 Pioneer Park North Parking Lot & Boat Launch	Moved design phase funding from 2025 to 2026 and added \$75k funding to utilities phase in 2026 per DOT request
7 Airport/Cushman Intersection Reconstruction	Removed construction phase funding from FFY24 since construction has been postponed by DOT to FFY28 or later (Beyond year)
8 Chena Pump/Chena Small Tracts Roundabout	Existing HSIP project; updated design and construction phase funding amounts per latest estimate from DOT
9 City of Fairbanks Systematic Signal Upgrades	Existing HSIP project; updated design, right-of-way, and construction phase funding amounts per latest estimate from DOT
10 FAST ADA Improvements	Updated design, utilities, and construction phase funding amounts per latest estimate from DOT for new project locations for FFY25-27
11 Statewide Pavement & Bridge Preservation Program	Increased construction phase funding for 2025 from \$12 million to \$24.5 million for Chena Ridge & Chena Pump Road Resurfacing project per DOT request
12 Nordale/Peede Road Improvements	Added new HSIP project per DOT request
13 Northern Region Accessible Pedestrian Signals Upgrades	Added new HSIP project per DOT request
14 Northern Region Systematic Signal Upgrades	Existing HSIP project; removed utilities phase and updated construction phase funding amounts per latest estimate from DOT
15 Parks Highway/Sheep Creek Extension Traffic Signal	Existing HSIP project; updated design, utilities, and construction phase funding amounts per latest estimate from DOT
16 Peridot Street Crossing at Richardson Highway Road Safety Audit	Added new HSIP project per DOT request
17 Richardson Highway MP 341-362 Variable Speed Limit	Added new HSIP project per DOT request
18 Fairbanks Air Quality Planning	Updated scope description to match FHWA-approved scope
19 U.S. DOT Discretionary Grants	Added new table for three new discretionary grant projects - City of North Pole Drainage Project (PROTECT), Island Holmes Reconstruction (BUILD), Alternative Fuel Corridor Electric Vehicle Charging Stations (NEVI), and Chena River Watershed Culvert Replacements (NOAA)
20 FTA Table - FNSB Urbanized Area Formula Grant	Updated 2025 funding to match current 5307 grant funding amount per FNSB request

FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Amendment #1 - Approved 04.16.2025

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
Projects Funded with MPO Suballocations within FAST Planning Boundary										
34141-SR-18	TBD	4th Avenue Reconstruction Reconstruct 4th Avenue from Cowles to Barnette Street to provide improved facilities for all users, including ADA-compliant sidewalks, drainage improvements, and roadway resurfacing.	STP	Design						500.3
			3PF							49.7
			STP	Right-of-Way						
			3PF							
			STP	Utilities						159.2
			3PF							15.8
			STP	Construction						99.7
			3PF							99.3
Project Total					0.0	0.0	0.0	0.0	1,725.9	
33041-SR-21	NFWHWY00445	5th Avenue Reconstruction Reconstruct 5th Avenue from Barnette to Noble Street to provide improved facilities for all users. Reconstruction includes ADA-compliant sidewalks and shoulders to accommodate bicyclists, wayfinding and bicycle route signs, and landscaping in accordance with FAST Planning's "Complete Streets" Policy.	STP	Design	159.2					
			3PF		15.8					
			STP	Right-of-Way						
			3PF							
			STP	Utilities	363.9					
			3PF		36.1					
			STP		409.4	2,877.4				
			SW-TAP		454.9					
			AC	Construction	2,798.0					
			ACC			-2,798.0				
			OFF		103.7	62.2				
Project Total					373.8	14.1				
21934-SR-5	NFWHWY01023	Advanced Project Definition Provide funding to the State and City of Fairbanks to develop new estimates for TIP projects. Project Start Year: 2025 Total Project Cost: \$230,000 Air Quality Status: Exempt	STP	Planning			136.5	72.8		0.0
			FM				13.5	7.2		
Project Total					0.0	0.0	150.0	80.0	0.0	0.0
32278-SR-23	NFWHWY00835	Fairbanks Bike Lane Striping & Signing Signing and striping on City streets of existing paved shoulders within City of Fairbanks to accommodate bicyclists, as designated bike lanes for seasonal use. Locations include Barnette Street from 1st Avenue to Airport Way and 10th Avenue from Steese Highway to 2nd Avenue. Project Start Year: 2023 Total Project Cost: \$900,000 Air Quality Status: Exempt	TAP	Design	91.0	91.0				
			3PF		9.0	9.0				
			TAP	Construction			636.8			
			3PF				63.2			
Project Total					100.0	100.0	700.0	0.0	0.0	0.0

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

FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Amendment #1 - Approved 04.16.2025

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond		
33863 SR-30	NFHWY00844 NFHWY00845 NFHWY00862 NFHWY00891 NFHWY00922	FAST Carbon Reduction Program Projects that support the reduction of transportation emissions, including evaluations, plans, and the design and construction of projects in accordance with 23 USC §175, within the FAST Planning Metropolitan Planning Area. Refer to FAST Planning's CMAQ/CRP supplemental table for project list, descriptions, and locations. Project Start Year: 2023 Total Project Cost: \$6,719,700 Air Quality Status: Exempt	CRP	All	887.0	1,929.2	1,066.6	1,098.6	1,131.6			
			SM/3PF		88.0	191.5	105.9	109.1	112.3			
Project Total					975.0	2,120.7	1,172.5	1,207.7	1,243.9	0.0		
26708 SR-3	NFHWY00280	Chena River Walk Stage III Construct an approximately 3,200' long segment, multi-use asphalt path that is 10 feet wide with 2-foot gravel shoulders. The proposed path would be constructed on the north side of the Chena River from the existing Chena River pedestrian bridge crossing near Pioneer Park to the east side of Peger Road where the new path turns to a north/south orientation along Peger Road until it terminates at the southeast corner of the Peger Road and Phillips Field Road controlled intersection. Project Start Year: 2017 Total Project Cost: \$3,052,000 Air Quality Status: Exempt	TAP	Design		363.9						
			FM			36.1						
			STP	Right-of-Way								
			FM									
			STP	Utilities								
			FM									
			STP							161.9		
			TAP	Construction						623.0		
			CMAQ							795.3		
			FM							156.9		
			Project Total					0.0	400.0	0.0	0.0	1,737.0
30012 SR-1	NFHWY00126 NFHWY00883	Cowles Street Reconstruction - Phase I & II Reconstruct Cowles Street from Airport Way to East Cowles Street. Project work will include roadside hardware, drainage improvements, intersection improvements, ADA improvements and utilities. Phase II will reconstruct Cowles Street from 1st Avenue to Airport Way. <i>50% local match / 50% state match.</i> Project Start Year: 2019 Total Project Cost: \$15,571,900 Air Quality Status: Exempt	STP	Design		422.7	264.2	1,091.6				
			AC			264.2						
			ACC				-264.2					
			OFF			130.9						
			SM			40.6		54.2				
			3PF			40.6		54.2				
			STP	Right-of-Way								
			SM									
			3PF									
			STP	Utilities								190.4
			SM									9.5
			3PF									9.5
			STP			3,210.1						6,992.0
			CMAQ	Construction		1,793.3						0.0
			3PF			248.3						347.0
			SM			248.3						347.0
Project Total					0.0	6,399.0	0.0	1,200.0	0.0	7,895.4		

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

FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Amendment #1 - Approved 04.16.2025

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond		
38471 SR-7	Z622070000 <div>Completed</div>	Cushman Street Bridge Rehabilitation	STP	Construction	4,134.1							
		CMAQ	727.8									
		ACC	-4,861.9									
		Project Total					0.0	0.0	0.0	0.0	0.0	
34122 SR-14	NFHWY00815	Doughchee Avenue/Beaver Springs Bridge	STP	Design	127.4	84.6						
		3PF	12.6		8.4							
		Project is planned to be bundled with FFY26 FAST Improvement Program for bid advertisement.	STP									
			3PF									
		Project Start Year: 2023	STP		Utilities							
			3PF									
		Total Project Cost: \$626,000	STP	Construction					357.5			
			3PF					35.5				
Project Total					140.0	93.0	0.0	393.0	0.0	0.0		
19096 SR-28	NFHWY00881 NFHWY00913 NFHWY00914	FAST Improvement Program	STP	Design		191.7	191.7	363.9				
		AC				363.9						
		ACC				-191.7	-363.9					
		SM			19.0	36.1						
		STP		Utilities								
		SM										
		STP		Construction	1,694.6	261.1	319.5	1,943.5				
		AC	261.1			909.7						
		ACC			-261.1		-909.7					
		CMAQ				681.2						
		SM	20.8									
		3PF	173.4		189.6	93.7						
Project Total					2,149.9	210.7	2,500.0	1,127.5	0.0	0.0		
34346 34348 SR-4	NFHWY00830	FAST Planning Office	STP	Planning	100.0	150.0	150.0	150.0	150.0			
		MPL	432.4		426.7	444.1	462.0	480.5				
		TPL	140.3		121.6	123.9	127.6	131.4				
		FM	66.8		69.3	71.3	73.4	75.6				
Project Total					739.5	767.6	789.2	813.0	837.5	0.0		

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

FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Amendment #1 - Approved 04.16.2025

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond	
TBD SR-9	NFHWWY01057	Geist/Chena Pump Road Corridor Study Examine safety and access control issues along Geist Road and Chena Pump Road from University Avenue to Chena Small Tracts Road, including driveway density, intersection configuration, and conflicts between motorized and non-motorized users to identify projects that improve safety and address access management for all users. Project Start Year: 2025 Total Project Cost: \$600,000 Air Quality Status: Exempt	STP AC ACC FM	Planning			168.3 377.5 54.2	377.5 -377.5 			
		Project Total			0.0	0.0	600.0	0.0	0.0	0.0	
32798 MR-9	NFHWWY00816	Holmes Road Reconstruction Rehabilitation Rehabilitate Holmes Road from the Badger/Montgomery intersection to Badger/Peede intersection including consideration of widened shoulders, separated path, sidewalks, or bike lanes. Work includes drainage improvements, roadside hardware, and utilities. <i>Due to the amount estimated for construction (\$12 million), the project may need to be phased and/or seek a funding partnership with DOT on this project.</i> Project Start Year: 2023 Total Project Cost: \$14,350,000 Air Quality Status: Non-Exempt	STP AC ACC OFF SM STP SM STP SM STP SM		Design	545.8		441.3 104.5	402.9		
						20.0			-104.5		
						56.2		54.2	29.6		
								454.9			
								45.2			
				Utilities				272.9			
								27.1			
										10,916.4 1,083.6	
				Construction							
					622.0	0.0	600.0	1,128.0	0.0	12,000.0	
34309 SR-31	NFHWWY00873	Household Travel Survey Complete new Household Travel Survey (last completed 2013) to collect data regarding origins and destinations, trip length, time of day, mode of transportation, and other household characteristics for more up-to-date trip data for the Travel Demand Model for future MTPs. Project Start Year: 2024 Total Project Cost: \$100,000 Air Quality Status: Exempt	STP FM	Planning		91.0					
						9.0					
									</		

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

FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Amendment #1 - Approved 04.16.2025

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond	
33138 SR-32	NFHWWY01022	Metropolitan Transportation Plan Update Update FAST Planning Metropolitan Transportation Plan as required under 23 USC 134 (occurs every 4 years). Project Start Year: 2025 Total Project Cost: \$500,000 Air Quality Status: Exempt	STP	Planning			454.9				
			FM					45.2			
					0.0	0.0	500.0	0.0	0.0	0.0	
31389 MR-2	NFHWWY00509	Minnie Street Upgrade Improvements Reconstruct Minnie Street between Illinois Street and Old Steese Highway. Project will include roadside hardware, drainage improvements, intersection improvements, ADA improvements, and utilities. 50% local match / 50% state match Project Start Year: 2020 Total Project Cost: \$16,300,000 Air Quality Status: Non-Exempt	STP	Design		227.4	796.0				
			SM			11.3	39.5				
			3PF			11.3	39.5				
			STP	Right-of-Way				1,364.6			
			SM					67.7			
			3PF					67.7			
			STP	Utilities					272.9		
			SM						13.5		
			3PF						13.5		
			STP	Construction						9,983.9	
			CMAQ								727.8
			SM								531.6
			3PF							531.6	
					0.0	250.0	875.0	1,500.0	300.0	11,775.0	
34123 SR-19	NFHWWY00891	Pioneer Park North Parking Lot & Boat Launch Develop an improved entrance and parking area at the north end of Pioneer Park along the river to improve access to the boat launch, Chena Riverwalk, and general access for all park visitors. Parent project includes 'Peger Road Bicycle & Pedestrian Path' and 'Motor Vehicle Plugins #2' from CMAQ/CRP supplemental table. See supplement table for additional funding details for these two projects. Project Start Year: 2024 Total Project Cost: \$3,676,000 Air Quality Status: Non-Exempt	STP	Design		409.4		213.8			
			3PF				40.6		21.2		
			STP	Right-of-Way							
			3PF								
			STP	Utilities				68.2			
			3PF						6.8		
			STP	Construction				1,344.0			
			CMAQ						772.1		
			TAP						604.8		
			3PF					270.1			
					0.0	450.0	0.0	3,301.0	0.0	0.0	
34157 SR-33	HFHWY00790	Transit Plan Updates Update the Fairbanks North Star Borough Long & Short Range Transit Plan, Coordinated Human Services Transportation Plan, Fare Pricing & Integration Study, and Operational Efficiency Study using unspent FFY2019-22 Transit Planning Funds.	TPL	Planning	457.7						
			3PF			45.4					
					503.2	0.0	0.0	0.0	0.0	0.0	

Completed

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FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Amendment #1 - Approved 04.16.2025

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond			
32178 SR-8	NFHWY00448	Woll Road Resurfacing & Widening Resurface and widen Woll Road from Bradway to Schut Road.	STP	Design									
			SM										
			STP	Right-of-Way	181.9								
			SM		18.1								
			STP	Utilities									
			SM										
			STP	Construction		1,508.6	1,083.8						
			AC			1,083.8							
			ACC				-1,083.8						
			SM			257.3							
Project Total					200.0	2,849.8	0.0	0.0	0.0				
9939 SR-2	NFHWY00139	Yankovich/Miller Hill Road Reconstruction Reconstruct Miller Hill Road and Yankovich Road, and improve existing separated multi-use path as needed. Project work will include roadside hardware, drainage improvements, and utilities. Project Start Year: 2016 Total Project Cost: \$10,069,700 Air Quality Status: Non-Exempt	STP	Design		91.0							
			SM			9.0							
			STP	Right-of-Way		297.1							
			SM			29.5							
			STP	Utilities									
			SM										
			STP	Construction			5,913.1						
			SM				587.0						
			Project Total					0.0	426.6	6,500.0	0.0	0.0	0.0

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FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Amendment #1 - Approved 04.16.2025

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
Available Funding - MPO Suballocations										
		Surface Transportation Program	STP	Federal	7,716.3	9,630.3	9,919.2	10,216.8	10,253.3	
		Congestion Mitigation/Air Quality	CMAQ	Federal	727.8	1,793.3	749.6	772.1	795.3	
		Transportation Alternatives Program	TAP	Federal	91.0	454.9	1,292.4	604.8	623.0	
		Carbon Reduction Program	CRP	Federal	887.0	2,598.2	1,066.6	1,098.6	1,131.6	
		Metropolitan Planning	MPL	Federal	584.9	579.2	596.6	614.5	633.0	
		Transit Planning	TPL	Federal	598.1	121.6	123.9	127.6	131.4	
		FAST Planning Offset Funds	OFF	Federal	0.0	0.0	0.0	0.0	0.0	
		State Funding Appropriation	SA	State	0.0	0.0	0.0	0.0	0.0	
					10,605.0	15,177.4	13,748.3	13,434.5	13,567.5	
		State/Local Match								
		Surface Transportation Program	SM/3PF/FM	State/Local	765.9	955.9	984.6	1,014.2	1,017.8	
		Congestion Mitigation/Air Quality	SM/3PF/FM	State/Local	72.2	178.0	74.4	76.6	78.9	
		Transportation Alternatives Program	SM/3PF/FM	State/Local	9.0	45.2	128.3	60.0	61.8	
		Carbon Reduction Program	SM/3PF/FM	State/Local	88.0	257.9	105.9	109.1	112.3	
		Metropolitan Planning	SM/3PF/FM	State/Local	58.1	57.5	59.2	61.0	62.8	
		Transit Planning	SM/3PF/FM	State/Local	59.4	12.1	12.3	12.7	13.0	
		FAST Planning Offset Funds	SM/3PF/FM	State/Local	0.0	0.0	0.0	0.0	0.0	
					1,052.7	1,506.6	1,364.7	1,333.6	1,346.8	
TOTAL					11,657.7	16,684.0	15,113.1	14,768.0	14,914.3	
Programmed Funding										
		Surface Transportation Program	STP	Federal	7,716.3	9,630.3	9,919.2	8,478.0	721.3	
		Congestion Mitigation/Air Quality	CMAQ	Federal	727.8	1,793.3	681.2	772.1	795.3	
		Transportation Alternatives Program	TAP	Federal	91.0	454.9	636.8	604.8	623.0	
		Carbon Reduction Program	CRP	Federal	887.0	1,929.2	1,066.6	1,098.6	1,131.6	
		Metropolitan Planning	MPL	Federal	432.4	426.7	444.1	462.0	480.5	
		Transit Planning	TPL	Federal	598.1	121.6	123.9	127.6	131.4	
		FAST Planning Offset Funds	OFF	Federal	123.7	193.2	0.0	0.0	0.0	
		State Funding Appropriation	SA	State	0.0	0.0	0.0	0.0	0.0	
					10,576.2	14,549.1	12,871.8	11,543.1	3,883.0	
		Advanced Construction	AC	Federal	3,059.1	1,539.8	1,755.6	0.0	0.0	
		Advanced Construction Conversion (Payback)	ACC	Federal	-4,861.9	-3,059.1	-1,539.8	-1,755.6	0.0	
State/Local Match										
		State Match	SM	State	95.0	615.1	716.8	223.8	13.5	
		Local Government Match	3PF	Local	666.2	372.3	292.3	549.1	27.1	
		FAST Planning Match	FM	State/Local	66.8	114.5	184.1	80.6	232.5	
					828.0	1,101.9	1,193.2	853.5	273.1	
Illustrative										
		Illustrative (Funding Placeholder)	ILLU	N/A	0.0	0.0	0.0	0.0	0.0	
TOTAL					11,404.2	15,651.0	14,065.1	12,396.7	4,156.1	

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FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Amendment #1 - Approved 04.16.2025

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
Projects Funded with Statewide Apportionments within FAST Planning Boundary										
3843 SR-35	Z640780000	Airport Way/Cushman Street Intersection Reconstruction Reconstruct the intersection at Airport Way and Cushman Street. Works include roadside hardware, drainage improvements, intersection improvements, utilities, and ADA improvements. <i>(Funding for future phases, including construction, will be programmed in the TIP under a future Amendment if an air quality exemption is approved and/or the conformity freeze is lifted.)</i> Project Start Year: 2014 Total Project Cost: \$40,940,797 Air Quality Status: TBD	NHPP	Construction		41,826.1				24,964.2
			SM			4,173.9				2,478.0
15685 SR-25	Z618720000	Airport Way (West) Improvements Construct intersection improvements along Airport Way between Dale Road and the Parks Highway. Project includes bicycle/pedestrian facilities along Hoselton Road to the Boat Street path.	NHPP	Construction	10,729.8					
			ACC		-10,729.8					
26076 SR-34	NFHWHY00124	Aurora Drive / Noyes Slough Bridge Replace the Noyes Slough bridge on Aurora Drive in Fairbanks.	STP-SW	Utilities	0.0	0.0	0.0	0.0	0.0	0.0
			AC		154.7	154.7				
			ACC			-154.7				
			SM		15.4					
			STP-SW	Construction	6,963.3	6,963.3				
			AC							
			ACC		6,963.3	-6,963.3				
			SM		691.2					
		Project Total			7,824.5	0.0	0.0	0.0	0.0	0.0
27452 SR-38	NFHWHY00289	Chena Hot Spring Road MP 0-6 Rehabilitation Rehabilitate Chena Hot Spring Road.	STP-SW	Construction	5,000.0					
			ACC		-5,000.0					
34657 SR-36	NFHWHY00699	Chena Pump/Chena Small Tracts Road Roundabout Construct a roundabout at the intersection of Chena Pump Road, Old Chena Ridge Road, and Chena Small Tracts Road. Project will include intersection improvements, roadside hardware, and utilities. Project Start Year: 2022 Total Project Cost: \$6,888,255 Air Quality Status: Exempt	HSIP	Design	260.0	138.3	100.0			
				Construction			5,250.0			
		Project Total			260.0	138.3	5,350.0	0.0	0.0	0.0
34657 SR-37	NFHWHY00592 NFHWHY00905	City of Fairbanks Systematic Signal Upgrades Install overhead signal head for each lane of each approach at 11 intersections around City of Fairbanks. Install retroreflective backplates on all signal heads at 11 additional locations. Project Start Year: 2024 Total Project Cost: \$7,870,000 Air Quality Status: Exempt	HSIP	Design		860.0	500.0			
				Right-of-Way		650.0				
				Construction				5,860.0	3,300.0	
		Project Total			0.0	1,510.0	500.0	5,860.0	3,300.0	

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FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Amendment #1 - Approved 04.16.2025

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond	
34669	NFWHWY00962	FAST ADA Improvements Design and construct improvements recommended by the Northern Region ADA Reconnaissance Study. [FFY26 Construction - 6th and 7th Avenues between Cowles and Barnette Street; FFY27 Construction - 9th Avenue between Lathrop and Bonfield Street & 10th Avenue between Lathrop and Cowles Street] Project Start Year: 2023 Total Project Cost: \$11,076,323 Air Quality Status: Exempt	STP-SW	Design			318.4	454.9	272.9		
	SM					31.6	45.2	27.1			
	NFWHWY00964		STP-SW	Utilities						91.0	
	NFWHWY00965				SM						9.0
	NFWHWY01027		STP-SW	Construction	1,592.0	1,637.5	69.4	1,728.4	3,638.8		
			SM		158.0	162.5	6.9	171.6	361.2		
Project Total					1,750.0	1,800.0	426.3	2,400.0	4,400.0		
34302 SR-39	NFWHWY00645	Statewide Pavement & Bridge Preservation Program - FAST Planning MPA only Crack sealing, surface treatment, drainage, signage, guardrail, illumination, and other refurbishments to prolong the life of road pavement and bridges and their safety related structures. Project includes NHS Lane Delineators, Destination & Distance Signing, Pavement Markings and Signalization, Abandoned Vehicle Program, Road Surfacing and Transfer, and Road Surface Treatments. [FFY23 - East College Road Resurfacing; FFY24 - Chena Ridge Road Resurfacing; FFY25 - Chena Ridge & Chena Pump Road Resurfacing, including spinoff to resurface Chena Pump Road from Hidden Drive to Chena Small Tracts to advertise with Chena Small Tracts Roundabout project.] Project Start Year: 2020 Total Project Cost: \$36,243,128 Air Quality Status: Exempt	STP-SW	All	8,061.5	2,621.2	22,287.7				
	NFWHWY00838										
	NFWHWY00570										
	NFWHWY01053		SM		800.2	260.2	2,212.4				
Project Total					8,861.7	2,881.4	24,500.0	0.0	0.0	0.0	
34657	NFWHWY00948	Nordale Road/Peede Road Improvements Construct a roundabout at the intersection of Nordale and Peede Roads. Project Start Year: 2025 Total Project Cost: \$4,851,000 Air Quality Status: Exempt	HSIP	Design			753.6	188.4			
	Right-of-Way							100.0			
	Utilities						200.0				
	Construction							3,609.0			
	Project Total					0.0	0.0	753.6	388.4	3,709.0	
34657	NFWHWY01058	Northern Region Accessible Pedestrian Signals Upgrades Install accessible pedestrian signals at State-owned crosswalks to help blind and low-vision pedestrians know when it is safe to cross. Project Start Year: 2025 Total Project Cost: \$1,243,000 Air Quality Status: Exempt	HSIP	Design			280.0	70.0			
	Construction						893.0				
	Project Total					0.0	0.0	280.0	963.0	0.0	0.0
27010	Z617630000	Northern Region Signal Interconnect Improve capabilities of the Northern Region to communicate with signals, allowing for troubleshooting, signal timing modifications, and monitoring at single/multiple location(s). Project will include upgrades at NR Headquarters and incorporate improvements to interconnecting communication systems (for security and reliability), controller upgrades, signal timing plans, and other related items. Provide any related items and Training, Maintenance, and Operational funding as allowed by ITS.	CMAQ	Construction	4,548.5						
Project Total					5,000.0	0.0	0.0	0.0	0.0	0.0	

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FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Amendment #1 - Approved 04.16.2025

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond			
34657	NFWHWY00531 NFWHWY00904	Northern Region Systematic Signal Upgrades Reconstruction signalized intersections at Lathrop St/Van Horn Rd, South Cushman St/Van Horn Rd, Parks Highway/Geist Rd /Chena Pump, and South Cushman St/30th Ave. Work includes roadside hardware and intersection improvements. Project Start Year: 2020 Total Project Cost: \$7,925,171 Air Quality Status: Exempt	HSIP	Right-of-Way		125.0							
				Utilities		476.9							
				Construction		6,400.2		1,620.2					
				Project Total					0.0	6,701.2	0.0	1,620.2	0.0
26082 SR-38 SR-45	Z624870000	Old Steese Highway Reconstruction Reconstruct the Old Steese Highway from Wendell Avenue Bridge to, and including, the intersection at the Johansen Expressway. (Funding for future phases, including construction, will be programmed in the TIP under a future Amendment if an air quality exemption is approved and/or the carbonality freeze is lifted.)	STP-SW	Design	1,728.4								
			SM		171.6								
			STP-SW	Construction								27,323.0	
			SM									2,712.2	
Project Total					1,900.0	0.0	0.0	0.0	0.0	30,035.2			
34657 MR-59	NFWHWY00898	Parks Highway/Sheep Creek Extension Traffic Signal Construct a continuous green T signal on the Parks Highway at the intersection with Sheep Creek Extension. Project includes ADA improvements, drainage improvements, intersection improvements, roadside hardware, and utilities. Project Start Year: 2024 Total Project Cost: \$8,500,000 Air Quality Status: Exempt	HSIP	Design		420.0	1,200.0						
				Utilities				50.0					
				Construction				6,830.0					
				Project Total					0.0	420.0	1,200.0	6,880.0	0.0
34657 MR-59	NFWHWY01059	Peridot Street Crossing at Richardson Highway RSA Conduct a road safety audit (RSA) between the Badger interchange at North Pole and the Richardson Highway MP 351 interchange. Project Start Year: 2025 Total Project Cost: \$100,000 Air Quality Status: Exempt	HSIP	Planning			100.0						
				Project Total					0.0	0.0	100.0	0.0	0.0
				Design			720.0	180.0					
				Utilities				200.0					
34657	NFWHWY00949	Richardson Highway MP 341-362 Variable Speed Limit Construct variable speed limit signs on the Richardson Highway between MP 341-362. Project will include roadside hardware and utilities. Project Start Year: 2025 Total Project Cost: \$6,300,000 Air Quality Status: Exempt	HSIP	Construction					5,200.0				
				Project Total					0.0	0.0	720.0	380.0	5,200.0
				34657 SR-41	Z615970000	Richardson Highway MP 357-362 Bicycle/Pedestrian Path Construct a multi-use pathway between Badger 6-mile interchange and GARS intersection.	HSIP	Construction	4,112.8	64.7	155.9		
								Project Total					4,112.8

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FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Amendment #1 - Approved 04.16.2025

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
34657 SR-50 <i>Completed</i>	NFWHWY00097	Richardson Highway MP 351 Interchange Construct interchange to replace intersection of the Richardson Highway and the Old Richardson Highway at North Pole, near Richardson Highway MP 351.	HSIP	Construction		21,597.8				
		Project Total			0.0	21,597.8	0.0	0.0	0.0	
25598 SR-51 <i>Completed</i>	Z607340000	Richardson Highway MP 360-361 (MP 359) Railroad Grade Separated Facility Construct grade-separated facility on the Richardson Highway to improve operations and reduce railroad/vehicle conflicts. Work includes new railroad overpass bridges (#2366 and 2367).	NHPP	Construction	24,136.1					
			SM		1,705.5					
		Project Total			25,841.6	0.0	0.0	0.0	0.0	
29829 SR-40	Z607320000	Steeze/Johansen Expressway Interchange Construct a grade separated interchange at the intersection of Steeze Expressway and Johansen Expressway. Realign adjacent access as necessary to accommodate the selected interchange configuration. Work includes a new bridge. <i>(Funding for future phases, including construction, will be programmed in the TIP under a future Amendment if conformity freeze is lifted.)</i> Project Start Year: 2015 Total Project Cost: \$107,149,679 Air Quality Status: Non-Exempt	NHPP	Design	1,819.4					
			SM		180.6					
			NHPP	Utilities				909.7		
			SM					90.3		
			NHPP	Right-of-Way	2,729.1					
			SM		270.9					
			NHPP	Construction						81,873.0
			SM							8,127.0
		Project Total			5,000.0	0.0	0.0	1,000.0	0.0	90,000.0
32220 MR-70	NFWHWY00698	Steeze Expressway MP 2-5 Resurfacing Reconstruct the Steeze Expressway from the intersection with Farmer's loop Road up to and including the Chena Hot Springs Road interchange. Project Start Year: 2022 Total Project Cost: \$14,550,000 Air Quality Status: Non-Exempt	NHPP	Design	258.4					
			SM		25.6					
			NHPP	Utilities						454.9
			SM							45.2
			NHPP	Construction						11,644.2
			SM							1,155.8
		Project Total			284.0	0.0	0.0	0.0	0.0	13,300.0
3821 SR-31 SR-36 <i>Completed</i>	Z632130000	University Avenue Widening Widen and reconstruct University Avenue to current standards. NID's associated with this parent design project: 29655, 29656, and 33345. This is the final segment of construction of the project, with work occurring from Airport Way to Holden Road.	NHPP	Construction	6,711.9					
			AC		6,711.9					
			ACC			-6,711.9				
			SM		666.2					
		Project Total			7,378.1	0.0	0.0	0.0	0.0	
29655 SR-31 <i>Completed</i>	Z632130000	University Avenue Rehabilitation: Wolf Run to DNR BLM Access Widen and reconstruct University Avenue to current standards from Thomas Street to the Chena River, including replacement of University Ave Bridge #0263. This project is associated with NIDs 29656, 33345, and the parent design project NID 3821.	NHPP	Construction	14,555.2					
			ACC		-14,555.2					
		Project Total			0.0	0.0	0.0	0.0	0.0	

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FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Amendment #1 - Approved 04.16.2025

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
Air Quality Programs within FAST Planning Boundary										
20294 SR-42	HFHWY00211	Air Quality Public Education	CMAQ-SW	All	181.9	181.9	181.9	181.9	181.9	
		The statewide air quality public education project will focus on a number of air quality issues of concern to Alaska including, but not limited to: air pollution health/environmental impacts and ways local citizens can mitigate air pollution from sources like motor vehicles, unpaved roads, diesel engines/heavy duty vehicles, wood smoke, residential heating, etc. There may also be a focus on transportation alternatives that can assist in improving air quality (pedestrian, bike, transit, car/van pool).	SM		18.1	18.1	18.1	18.1	18.1	
		Project Start Year: Annual Total Project Cost: \$1,000,000 Air Quality Status: Exempt								
Project Total										
26161 SR-43 SR-44	NFHWY00647	Fairbanks Air Quality Planning Project	CMAQ-SW	All	200.0	200.0	200.0	200.0	200.0	
		Preparation of air quality conformity determination for short and long term transportation plans and individual projects in the entire PM 2.5 non-attainment area and the carbon monoxide maintenance area within the Fairbanks North Star Borough, consisting of FAST Planning, the MPO for the Fairbanks urban area, and the associated donut area within the PM 2.5 boundary.	SM		72.8	72.8	72.8	72.8	72.8	
		Project Start Year: Annual Total Project Cost: \$400,000 Air Quality Status: Exempt								
Project Total										
29232	NFHWY00555 NFHWY00612 NFHWY00712 NFHWY00862 NFHWY00874	Committed Measures for the Fairbanks SIP	CMAQ-PM2.5	All	80.0	80.0	80.0	80.0	80.0	
		Funding for transportation projects and programs that are committed and contingency measures listed in the State Implementation Plan (SIP) for the Fairbanks PM2.5 Non-attainment Area, and non-SIP projects that are evaluated and scored by the Fairbanks area CMAQ Project Evaluation Board. Refer to FAST Planning's CMAQ/CRP supplemental table for project list, descriptions, and locations.	SM		1,960.5	1,960.1	2,060.0	2,121.8	2,185.5	
		Project Start Year: Annual Total Project Cost: \$11,298,100 Air Quality Status: Exempt								
Project Total										
18791	NFHWY00612 NFHWY00902 NFHWY00911	Statewide Congestion Mitigation & Air Quality	CMAQ-SW	All	2,144.2	2,154.6	2,264.5	2,332.4	2,402.4	
		The Department will work with DEC and appropriate local authorities to develop sub-allocations. Provide CMAQ funds to address non-attainment and maintenance measures in the Air Quality Statewide Improvement Program. Refer to FAST Planning's CMAQ/CRP supplemental table for project list, descriptions, and locations.	SM		3,211.2	700.3	2,916.5	181.9	6,096.4	
		Project Start Year: Annual Total Project Cost: \$14,407,300 Air Quality Status: Exempt								
Project Total										
Project Total										

FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Amendment #1 - Approved 04.16.2025

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Available Funding - Statewide Apportionments*											
		National Highway Performance Program	NHPP	Federal	369,961.5	377,360.5	384,908.0	392,606.1	400,458.2		
		National Highway Freight Program	NHFP	Federal	17,737.1	18,091.9	18,453.7	18,822.8	19,199.2		
		Bridge Formula Program	BFP	Federal	45,000.0	45,000.0	45,000.0	45,000.0	45,000.0		
		Highway Safety Improvement Program	HSIP	Federal	40,726.0	41,565.9	42,422.6	43,296.5	44,162.4		
		Railway-Highway Crossings Program	RAIL	Federal	1,225.0	1,225.0	1,225.0	1,225.0	1,225.0		
		Promoting Resilient Operations for Transformative, Efficient, & Cost-Saving Transportation Program	PROTECT	Federal	18,248.1	18,613.1	18,985.3	19,365.0	19,752.3		
		National Electric Vehicle Infrastructure Program	NEVI	Federal	10,483.1	10,483.1	10,483.1	10,483.1	10,483.1		
		Surface Transportation Program (including Transportation Alternatives Program)	STP	Federal	179,981.3	183,580.9	187,252.5	190,997.6	194,817.5		
		Congestion Mitigation/Air Quality	CMAQ	Federal	30,584.2	31,195.9	31,819.8	32,456.2	33,105.3		
		Carbon Reduction Program	CRP	Federal	16,048.3	16,369.3	16,696.7	17,030.6	17,371.2		
	State Funding Appropriation	SA	State	0.0	0.0	0.0	0.0	0.0	0.0		
						729,994.6	743,485.4	757,246.6	771,282.8	785,574.3	
	*Values from Infrastructure Investments & Jobs Act (IIJA) FFY2022-26 apportionment tables; FFY2027 adjusted for 2% increase consistent with annual increases under IIJA apportionments.										
	Programmed Funding										
		National Highway Performance Program	NHPP	Federal	54,227.9	18,538.0	0.0	909.7	0.0		
		National Highway Freight Program	NHFP	Federal	0.0	0.0	0.0	0.0	0.0		
		Bridge Formula Program	BFP	Federal	0.0	0.0	0.0	0.0	0.0		
		Highway Safety Improvement Program	HSIP	Federal	4,372.8	23,205.7	3,809.5	438.4	0.0		
		Railway-Highway Crossings Program	RAIL	Federal	0.0	0.0	0.0	0.0	0.0		
		Promoting Resilient Operations for Transformative, Efficient, & Cost-Saving Transportation Program	PROTECT	Federal	0.0	0.0	0.0	0.0	0.0		
		National Electric Vehicle Infrastructure Program	NEVI	Federal	0.0	0.0	0.0	0.0	0.0		
		Surface Transportation Program - Statewide	STP-SW	Federal	16,381.9	11,376.7	22,675.5	2,183.3	4,002.7		
		Congestion Mitigation/Air Quality - Statewide	CMAQ-SW	Federal	3,465.9	955.0	3,171.2	436.6	6,351.1		
		Congestion Mitigation/Air Quality - PM2.5 Area Set Aside	CMAQ-PM2.5	Federal	1,960.5	1,960.1	2,060.0	2,121.8	2,185.5		
	Transportation Alternatives Program	TAP-SW	Federal	0.0	0.0	0.0	0.0	0.0			
	Carbon Reduction Program	CRP-SW	Federal	0.0	0.0	0.0	0.0	0.0			
	State Funding Appropriation	SA	State	0.0	0.0	0.0	0.0	0.0	0.0		
						80,409.0	56,035.4	31,716.2	6,089.8	12,539.3	
	Advanced Construction	AC	Federal	13,829.9	0.0	0.0	0.0	0.0	0.0		
		ACC	Federal	-30,285.0	-13,829.9	0.0	0.0	0.0	0.0		
State Match											
State Match					5,664.5	1,886.0	2,770.1	561.0	1,244.7		
Illustrative											
Illustrative (Funding Placeholder)				ILLU	N/A	0.0	0.0	0.0	0.0		
TOTAL					86,073.5	57,921.4	34,486.3	6,650.8	13,783.9		

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

FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Amendment #1 - Approved 04.16.2025

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
U.S. DOT Discretionary Grant Projects within FAST Planning Boundary										
N/A		City of North Pole Drainage Project Awarded: Repair and improve culverts, establish bioswales, increase size of detention basins and drainage ditches, and other resilience-building solutions to combat flooding.	PROTECT				752.1			
			Match				188.0			
		Project Total			0.0	0.0	940.2	0.0	0.0	0.0
N/A		Island Holmes Reconstruction Pending Application: Reconstruct the Island Homes subdivision to provide improved facilities for all users including roadway resurfacing, drainage improvements, ADA-compliant sidewalks and curb ramps, water and sewer utility replacement, signing and striping, traffic calming measures, and street lighting upgrades.	BUILD				18,950.0			
			Match				2,050.0			
		Project Total			0.0	0.0	21,000.0	0.0	0.0	0.0
N/A		Alternative Fuel Corridor Electric Vehicle Charging Stations Awarded: Installation of DC fast-charging stations at Westmark Hotel and Fred Meyer West.	NEVI			1,327.9				
			Match			332.0				
		Project Total			0.0	1,659.9	0.0	0.0	0.0	0.0
N/A		Chena River Watershed Culvert Replacements Pending Application: Replace culverts for fish passage on Cripple Creek at Old Chena Ridge Road and Chena Slough at Peede, Repp, and Mission Road.	NOAA					8,000.0		
			Match							
		Project Total			0.0	0.0	0.0	8,000.0	0.0	0.0
TOTAL					0.0	1,659.9	21,940.2	8,000.0	0.0	0.0

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

FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
Federal Transit Administration (FTA) & Federal Railroad Administration (FRA) Projects within FAST Planning Boundary										
19635		Multimodal Project Discretionary Grant (MPDG) - ARRC	MPDG	FRA			3,000.0	6,000.0	6,000.0	1,200.0
		Bridge replacement, rehabilitation or upgrade.	Match				2,000.0	4,000.0	4,000.0	800.0
		Project Total			0.0	0.0	5,000.0	10,000.0	10,000.0	2,000.0
19635	FRA - ARRC			FRA			4,000.0	4,000.0	4,000.0	
		Bridge replacement, rehabilitation or upgrade.	Match				1,000.0	1,000.0	1,000.0	
		Project Total			0.0	0.0	5,000.0	5,000.0	5,000.0	
19634	FRA Consolidated Rail Infrastructure and Safety Improvements (CRISI)		STC	FRA			8,000.0	800.0	800.0	800.0
	Special Transportation Circumstances (STC) Grant - ARRC		Match				2,000.0	200.0	200.0	200.0
	Track infrastructure replacement, rehabilitation or upgrade.				0.0	10,000.0	10,000.0	1,000.0	1,000.0	1,000.0
21314	Urbanized Area Formula - ARRC		5307	FTA			20.0	20.0	20.0	80.0
	Associated transit improvements.		Match				5.0	5.0	5.0	20.0
	Project Total				0.0	25.0	25.0	25.0	25.0	100.0
19634	Urbanized Area Formula - ARRC		5307	FTA			320.0	492.8	340.0	800.0
	Track infrastructure replacement, rehabilitation or upgrade.		Match				80.0	123.2	85.0	200.0
	Project Total				400.0	616.0	418.7	425.0	425.0	1,000.0
19658	Urbanized Area Formula - ARRC		5307	FTA			200.0	200.0	200.0	800.0
	Preventive maintenance.		Match				50.0	50.0	50.0	200.0
	Project Total				250.0	250.0	250.0	250.0	250.0	1,000.0
31091	Urbanized Area Formula - ARRC		5307	FTA			100.0	500.0	500.0	200.0
	Radio system and communication component replacement, installation, rehabilitation, or upgrade.		Match				25.0	125.0	125.0	50.0
	Project Total				0.0	125.0	625.0	625.0	0.0	250.0
19635	Urbanized Area Formula - ARRC		5307	FTA			160.0	160.0	160.0	
	Bridge replacement, rehabilitation or upgrade.		Match				40.0	40.0	40.0	
	Project Total				0.0	200.0	0.0	200.0	0.0	0.0
33245	Urbanized Area Formula - ARRC		5307	FTA			4,000.0	4,000.0	4,050.0	200.0
	Facility replacement, installation, rehabilitation or upgrade.		Match				1,000.0	1,000.0	1,010.0	50.0
	Project Total				0.0	5,000.0	5,000.0	5,060.0	5,000.0	250.0
33243	Urbanized Area Formula - ARRC		5307	FTA			20.0			
	Signal, in-track, and communication replacement, rehabilitation, or upgrade.		Match				5.0			
	Project Total				0.0	0.0	25.0	0.0	0.0	0.0
33246	Urbanized Area Formula - ARRC		5307	FTA			240.0	160.0	260.0	1,000.0
	Operations support facility replacement, installation, rehabilitation or upgrade.		Match				60.0	40.0	65.0	200.0
	Project Total				0.0	300.0	200.0	325.0	12,120.0	1,200.0
33244	Urbanized Area Formula - ARRC		5307	FTA			240.0	80.0	200.0	200.0
	Replace or upgrade technology and networking hardware, software, and connectivity components.		Match				60.0	20.0	50.0	50.0
	Project Total				0.0	300.0	100.0	250.0	125.0	250.0
19635	Urbanized Area Formula - ARRC		5337	FTA			840.0	7,946.0	2,700.0	2,400.0
	Bridge replacement, rehabilitation or upgrade.		Match				210.0	1,986.5	655.0	600.0
	Project Total				1,050.0	9,932.5	3,375.0	3,275.0	3,275.0	3,000.0

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FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
19658	Urbanized Area Formula - ARRC Preventive maintenance.		5337	FTA	480.0	170.8	170.8	160.4	162.0	200.0
			Match		120.0	130.8	40.2	37.6	38.0	40.0
			Project Total							
19634	Urbanized Area Formula - ARRC Track infrastructure replacement, rehabilitation or upgrade.		5337	FTA	600.0	301.6	211.0	198.0	200.0	240.0
			Match		200.0	200.0	200.0	200.0	200.0	800.0
			Project Total							
31091	Urbanized Area Formula - ARRC Radio system and communication component replacement, installation, rehabilitation, or upgrade.		5337	FTA	0.0	250.0	250.0	250.0	250.0	1,000.0
			Match		100.0	80.0	100.0	100.0	100.0	60.0
			Project Total							
33243	Urbanized Area Formula - ARRC Signal, in-track, and communication replacement, rehabilitation, or upgrade.		5337	FTA	0.0	125.0	100.0	125.0	125.0	75.0
			Match		20.0	5.0	20.0	25.0	25.0	50.0
			Project Total							
33246	Urbanized Area Formula - ARRC Operations support facility replacement, installation, rehabilitation or upgrade.		5337	FTA	0.0	0.0	25.0	0.0	0.0	60.0
			Match		200.0	200.0	100.0	100.0	200.0	
			Project Total							
24001 24002	Urbanized Area Formula Grant - FNSB Purchase of approximately four buses and three vans. Additional CMAQ funding provided under 'Committed Measures for the Fairbanks SIP' project in Air Quality Program table.		5307	FTA	408.6	81.7				
			Match		0.0	0.0	0.0	250.0	125.0	250.0
			Project Total							
22007 25001	Urbanized Area Formula Grant - FNSB Purchase of approximately six buses and three vans. Additional CMAQ funding provided under 'Committed Measures for the Fairbanks SIP' project in Air Quality Program table.		5307	FTA	0.0	490.3	0.0	0.0	0.0	
			5339		3,565.6			2,494.7		
			Match		891.4			623.7		
24001	Urbanized Area Formula Grant - FNSB Transit operating assistance and capital.		5307	FTA	0.0	0.0	4,457.0	0.0	3,118.4	
			Match		2,174.4	2,121.9	2,174.4	2,174.4	2,174.4	
			Project Total							
25001	Urbanized Area Formula Grant - FNSB Transit operating assistance and purchase of a transit revenue vehicle.		5307	FTA	4,348.8	4,243.8	4,348.8	4,348.8	4,348.8	
			Match		952.6	881.9				
			Project Total							
20028	MACS Fleet Transition to CNG Transition the MACS fleet to Compressed Natural Gas in accordance with MACS Recommended 10-year Bus Replacement Plan 2019-2028.		5307	FTA	0.0	0.0	1,834.5	0.0	0.0	
			Match							
			Project Total							
19120	Rural Transit - FNSB Operational funding for the gray line.		5311	FTA	0.0	0.0	0.0	0.0	0.0	
			Match							
			Project Total							
19119	Enhanced Mobility for Seniors & Individuals with Disabilities Funding for VanTran service.		5310	FTA	0.0	0.0	0.0	0.0	0.0	
			Match							
			Project Total							

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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond				
21028		Transit Administration & Maintenance Facility - Phase II Renovation and expansion of the transit maintenance facility, including utility connection and/or storage of CNG.	5339	FTA										
			Match											
21038		Van Tran Fleet Transition to CNG Transition the Van Tran fleet to CNG in accordance with Van Tran Recommended 10-year Bus Replacement Plan 2019-2028.	5310	FTA										
			Match											
23002		Bus & Bus Facility Grant Capital CNG Transit Van	5307	FTA										
			Match											
23003		Bus & Bus Facility Grant 5339(a) FFY23 small urban maintenance facility equipment.	5339	FTA										
			Match											
23004		Urbanized Area Formula Grant - FNSB Security camera system and fat bike racks.	5307	FTA										
			Match											
23005		Urbanized Area Formula Grant - FNSB FNSB CNG fueled transit buses.	5307	FTA										
			Match											
21038		Bus & Bus Facility Allocations - FNSB 5339(a) Purchase of CNG fueled buses.	5339	FTA										
27969		Buses and Bus Facility Competitive Grant 5339(b)	5339	FTA										
			Match											
Programmed FTA & FRA Funding														
Enhanced Mobility of Seniors and Individuals with Disabilities Program Formula Grant Program for Rural Areas State of Good Repair Grant Program Bus & Bus Facilities Grant Program Multimodal Project Discretionary Grant Program Special Transportation Circumstances Grant Program					5307	Federal	6,329.0	7,983.3	12,007.6	7,904.4	16,934.4			
					5310	Federal	0.0	0.0	0.0	0.0	0.0			
					5311	Federal	0.0	0.0	0.0	0.0	0.0			
					5337	Federal	1,320.0	8,416.8	3,170.8	3,280.4	3,182.0			
					5339	Federal	90.5	0.0	0.0	0.0	2,494.7			
					MPDG	Federal	0.0	0.0	3,000.0	6,000.0	6,000.0			
					STC	Federal	0.0	8,000.0	8,000.0	800.0	800.0			
										7,739.5	24,400.1	26,178.4	17,984.8	29,411.1
					AC					0.0	0.0	0.0	0.0	0.0
					ACC					0.0	0.0	0.0	0.0	0.0
Match														
ARRC/FNSB Match					Match	State/Local	3,565.7	7,759.1	11,066.6	9,622.0	11,976.1			
Illustrative														
Illustrative (Funding Placeholder)					ILLU	N/A	0.0	0.0	0.0	0.0	0.0			
TOTAL							11,305.1	32,159.2	37,245.0	27,606.8	41,387.2			

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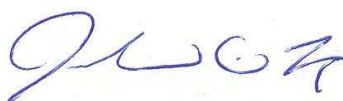
APPENDIX

Self-Certification Statement

METROPOLITAN PLANNING ORGANIZATION (MPO) SELF-CERTIFICATION

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

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



FAST Planning

Jackson C. Fox, Executive Director

March 15, 2023

Date

MPO DESIGNATION & STRUCTURE

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

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

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

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

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

Metropolitan Planning Area (MPA) Boundary

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

Metropolitan Planning Agreements

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

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

[23 CFR 450.314]

PLANNING & PROGRAMMING PROCESS

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

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

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

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

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

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

Unified Planning Work Program (UPWP)

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

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

Transportation Planning Studies & Project Development

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

Metropolitan Transportation Plan (MTP)

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

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

Transportation Improvement Program (TIP)

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

Annual Listing of Obligated Projects

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

Air Quality Conformity

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

PUBLIC INVOLVEMENT, TITLE VI, & RELATED REQUIREMENTS

Public Participation Plan (PPP)

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

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

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

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

Title VI Plan

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

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

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

Contracting Requirements

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



Interagency Consultation for Air Quality Conformity Transportation Improvement Program (TIP) Amendment #1

Meeting Summary

February 28, 2025 – 9:00 to 10:00 am (AK Time)

Attendees

FAST Planning – Jackson Fox, Corey Di Rutigliano

Federal Highway Administration (FHWA) – Leigh Oesterling, Emily Haynes

Federal Transit Administration (FTA) – N/A

U.S. Environmental Protection Agency (EPA) – Tess Bloom, Claudia Vaupel, Matt Jentgen

Alaska Department of Transportation & Public Facilities (DOT&PF) – Al Beck, Brett Nelson, Ivet Hall, Randi Bailey, Nathan Stephan, John Netardus

Alaska Department of Environmental Conservation (ADEC) – Adeyemi Alimi

Fairbanks North Star Borough (FNSB) – Don Galligan, Steven Hoke

Other Attendees – Patrice Lee, Gary Wilken, Jennifer Campbell, Mary Farrell, Barbara Schuhmann

Introduction & Public Comment

Jackson Fox (FAST Planning) led the attendee introductions/roll call. He then stated the purpose of the meeting was for the Interagency Consultation (IAC) group to review the proposed changes in TIP Amendment #1, which has not yet been released for public comment. He stated all major changes in the TIP are for projects that are considered Exempt from triggering a new air quality conformity analysis/determination, which makes them eligible to move forward during a Conformity Freeze, but he is seeking feedback from our Federal partners if they feel otherwise. He then asked if there were any members of the public present wishing to provide comment before discussion of the main agenda item.

Patrice Lee stated she appreciated all of our Federal and State workers, and their work is essential and was very glad they were all here this morning. She wanted to know if there is a way for the IAC to assure the public that the IAC process that makes these important decisions is intact because not everybody attends these meetings and there is a lot of

concern about what will happen and what won't happen. She also wanted to remind the IAC group the Richardson Highway MP 346 flood control bridge project is entirely within the PM2.5 Non-Attainment Area and that the air quality report done by Kinross/Contango was not done apples to apples; it was done with 2006 data and said it would only be a 1% increase in pollution. She stated those numbers need real scrutiny. She added that she made a written communication to Gloria Shepard, Executive Director of FHWA, on her extreme disappointment about the decision that was reversed [allowing the project to be funded in the Statewide Transportation Improvement Program and not the TIP] and asked her to explain to the Citizens for Clean Air under what law it was reversed and what the thinking was and why it happened. She said it was very disappointing DOT Commissioner Ryan Anderson and Deputy Commissioner Katherine Keith went to Washington D.C. to meet with Gloria Shepard and none of us were notified of the meeting. We have worked for 15 years to clean up our air and we are halfway there, and when a penalty is assigned, and it is just skirted, that's a get-out-of-jail-free card. Breathing is not optional and everything else we are talking about is somewhat optional. DOT seems to be pushing its idea of how processes should work outside of established processes. You shouldn't be using an extortive plan to deal with that. That doesn't sit well with the public. She closed her comments by stating she was speaking on behalf for Citizens for Clean Air for all air quality comments and as herself for all other comments.

Barbara Schuhmann thanked all of the public servants that are online even though she particularly disagreed with the State DOT on a lot of issues. She stated we really appreciate the work that is done but we just have honest disagreements sometimes and the bridge over the flood control area is one of them. She added that she is speaking for herself today although she is a member of the Advocates for Safe Alaska Highways. She said this is a bridge the Governor wanted for one mining project and it is a foreign company and it is not needed. Two bridges will be combined into one bridge, and she has yet to reassured there will be pedestrian and bicyclist accommodations. It is also very disappointing to see the State DOT in a big fight with the local planning agency over this bridge. She said she would like to echo what Ms. Lee stated about DOT trying to extort a new agreement out of the local planning agency that is contrary to the law. We have asked for the legal background and she was not aware it was provided or if it exists to require FAST Planning to agree to a different agreement that has been in place for such a long time. She hopes in the long range planning process that the bridges and repairs to the highway that are really needed by the people are looked at and not by a single company for a short term mining project.

Ms. Lee added that there were load postings on the Richardson Highway MP 346 bridges and most trucks reduced their weight to meet that, but now that the Federal highway project funding has been approved the trucks are fully loaded again. And, every one of those trucks that are fully loaded or overloaded are going to go over the Chena River bridge right through town. That bridge in the past was not allowed to have over 49 tons under previously bridge loading calculations by DOT itself, but then all of a sudden after putting a two-inch top on it and no other structural changes it can handle that kind of weight 60 to 70 times a day plus all the other trucks? There is no money or plan to deal with that in the STIP or TIP to deal with that bridge and it is a key connector in our community. Thank you.

TIP Amendment #1 Discussion

Mr. Fox presented two different summaries of changes for the TIP Amendment – (1) an overview summarizing the types of changes and (2) the list of the individual projects to which the changes apply. He then described each of the changes for each project subject to the Amendment and asked the Federal partners if there were any concerns about any of the projects or changes. He said he wanted to make sure all of the changes were eligible to proceed with the Amendment during the Conformity Freeze.

Tess Bloom [EPA] asked for clarification if the ADA Improvements Program projects were for pedestrian facilities.

Ivet Hall [Alaska DOT&PF], Project Manager for the ADA Improvements Program, responded by stating they were for sidewalks, but they also needed to reconstruct the curb and gutter to address settlement and sometimes the roadways need to be repaved.

Ms. Bloom thanked Ms. Hall for her response and said she did not have any other questions.

Leigh Oesterling [FHWA] stated she did not have any concerns, and they all appear to be Exempt or not applicable to conformity.

Mr. Fox said it sounded like there were no big concerns at this time from our Federal partners at this time with moving forward with the proposed changes for the TIP Amendment. The next step would then to proceed with the 30-day public comment period and include statements in the TIP Amendment that we believe all of these changes in the TIP are Exempt from triggering a new air quality conformity analysis/determination.

Adeyemi Alimi [ADEC] stated he wanted to echo what the EPA and FHWA folks said, and he did not have any concerns about the projects, and he believes all the projects are Exempt from a new air quality conformity determination.

Mr. Fox asked if there were any other comments from our Federal, State, or Local partners. Hearing none, he opened the opportunity for additional public comment.

Ms. Lee stated that she can see that if things look like they are Exempt from the Conformity Freeze then you just go ahead and release the Amendment for a 30-day public comment period and then just see what shakes out about being a concern. She then asked if there was any analysis, however, by the EPA or ADEC or local community that advises the State or EPA Region as to what the impacts might be and if there was any data on these projects that shows they are Exempt?

Claudia Vaupel [EPA] suggested including the citation to the CFR in the packet that lists all the project types that are automatically considered Exempt so that the public knows what we are doing.

Mr. Fox thanked Ms. Vaupel for that suggestion and committed to including that citation in the Amendment so the public has that in their hands as they look at this list or projects.

Next Steps & Adjournment

Mr. Fox thanked everyone for their attendance and input. The meeting ended at 9:35 am (Alaska Time).



POLICY BOARD

Action Items

04.16.2025

Motion: To adopt TIP [Transportation Improvement Program] Amendment #1 as presented including the latest edits in purple by DOT. (Crass/Hopkins).

Amendment: To change the language [for the Nordale/Peede project] to “Construct a roundabout *or other plan* for the intersection of Nordale and Peede Roads.” (Cleworth/Pruhs). Three in favor. (Cleworth, Terch, Olds). Three opposed. (Crass, Hopkins, Pruhs). Motion failed.

Amendment: To remove the Nordale/Peede roundabout improvements from this plan [TIP]. (Terch/Hopkins). Three in favor. (Terch, Hopkins, Cleworth). Three opposed. (Pruhs, Crass, Olds). Motion failed.

Amendment: To amend the TIP to add \$200K in STP funds to the design phase of the FAST Improvement Program. (Crass/Hopkins). None opposed. Approved.

Amended Motion: To adopt TIP [Transportation Improvement Program] Amendment #1 as presented including the latest edits in purple by DOT, and amend the TIP to add \$200K in STP funds to the design phase of the FAST Improvement Program. Five in favor. (Cleworth, Crass, Hopkins, Olds, Pruhs). One opposed. (Terch). Approved.

Motion (postponed from March 19th): To have staff discuss with AMATS following their action item for us to split the cost 50/50 for the legal counsel between AMATS and FAST Planning staff for opinions on the Operating Agreement changes by the Alaska DOT&PF and amendment to the Boundary changes regarding the Governor’s necessary signature on it and how those two will dovetail. (Hopkins/Pruhs).

Amendment (postponed from March 19th): To share the cost of legal counsel [with AMATS] and the scope includes independent review and a finite amount of coordination with other legal counsel including DOT and FHWA not to exceed \$15,000. (Keith/Pruhs).

Vote on Amendment (April 16th): All opposed. Motion failed.

Amendment: To remove AMATS and make this open to Alaska MPOs in case MVP is interested in helping to fund the effort. (Crass/Hopkins). None opposed. Approved.

FFY23-27 Transportation Improvement Program (TIP) Amendment #1 - Public Comment Response Summary

Public Comment Period: March 3 - April 4, 2025

#	Subject	Comment	Response
1	Peede/Nordale Roundabout	<p>I am writing as a resident of the Nordale area. This project is highly flawed. Please see my article at https://mustreadalaska.com/barbara-haney-roundabouts-in-fairbanks-think-through-the-winter-traffic-patterns-first/. Please consider the first low cost option of cutting the trees at the intersection to make the stop sign visible. Thank you</p>	<p>Thank you for your comment. FAST Planning's Policy Board discussed this project at length at their April 16th meeting. They ultimately decided to keep the project funded in the TIP, but to change the title from 'Peede/Nordale Roundabout' to 'Peede/Nordale Improvements.' The scope of the project, however, remains to construct a roundabout at this intersection due to the process and requirements of the funding source (HSIP). In discussions between DOT staff and FAST Planning's Technical Committee and Policy Board, DOT is committed to looking at other alternatives during the initial design phase of the project as they have listened to and understand the comments raised by the Committee, Board, residents of the area, and general public. There should be additional opportunities for the public to comment on this project as the scope and alternatives are developed.</p>
2	Peede/Nordale Roundabout	A reduced speed zone with brush clearing, lighting, and a flashing amber signal makes more sense.	See response to Comment #1.
3	Peede/Nordale Roundabout	<p>I have lived on lower Perdue Road since 1985 and have seen many bad accidents at the Peede/Nordale intersection as well as the Peede/Badger intersection. I know speed is a big part of the problem and I don't know if a round-about is the solution but something has to be done to lessen the danger there. Too many past mistakes such as the slope of the roads and the poor location of entrance/exit to badger gas. So if all you are going to give us is a round-about then we will have to wait and see and possibly correct in future</p>	See response to Comment #1.
4	New Road Connection between North Pole & Two Rivers	<p>I strongly OPPOSE a road being built between Two Rivers and North Pole. The traffic is bad enough now as it is, and the roads are NOT maintained as it is on CHSR. Same with Nordale. People chose to live out there for a reason: We do NOT want to be in town, we do NOT want even more traffic than what we already have, and we do NOT want another road with more people out there! However, if this is one of those "we have already made the decision & your input means nothing" situations (like those stupid round-a-bouts we had no say in) please just let us all know ahead of time, so we know not to waste our time giving worthless input.</p>	<p>Thank you for your comment. The location of this proposed new road connection is outside FAST Planning's boundary. We will forward this comment to DOT&PF staff, which are currently working on an update to their Interior Alaska Transportation Plan. See https://interioralaskatransportationplan.com/.</p>
5	Peede/Nordale Roundabout	Please reconsider the Peede/ Nordale project. Relocating the stop sign to be more visible would drastically reduce the accidents. There is actually at least 1/2 to 3/4 mile visibility in all directions. A roundabout will just impede local residents and cause longer drive times because of the detours. Apply the funding to properly maintain and see what happens.	See response to Comment #1.
6	Peede/Nordale Roundabout	I am very much in favor of the Nordale and Peede roundabout. I was almost t-boned there last summer because someone was flying down Peede and blew through the stop sign. With a roundabout they would have most likely slowed down.	See response to Comment #1.
7	Peede/Nordale Roundabout	We do not need a roundabout in the nordale peede road area it's not necessary for a roundabout.	See response to Comment #1.

8	Peede/Nordale Roundabout	The proposed roundabout at Nordale and Peede. Is a waste. All that intersection needs is lights that flash red for Peede and yellow for Nordale.	See response to Comment #1.
9	Peede/Nordale Roundabout	I am opposed to constructing a roundabout at the intersection of Nordale and Peede Roads. (IRIS # NFHWY00948) I recognize that there might be an unusually high number of crashes relative to traffic at this intersection, but I believe less expensive alternatives to alert drivers to this intersection have not been adequately considered. Additionally, I am concerned that it would be difficult for vehicles pulling trailers to navigate this roundabout given the existing right-of-way at this intersection and that it would be more difficult to clean snow from the intersection, which would result in a rough road surface that would damage vehicles. It appears to me that simply cutting brush that obstructs the stop signs and perhaps stringing a flashing yellow light above the intersection would be sufficient to address the crash problem.	See response to Comment #1.
10	Peede/Nordale Roundabout	I fully support a roundabout at the intersection of Peede and Nordale. As a resident in that immediate area I believe it will help reduce accidents at that intersection.	See response to Comment #1.
11	Peede/Nordale Roundabout	I oppose the roundabout construction. It's an unnecessary \$4+ million expense. Our current intersection functions adequately, and those funds could be better allocated to critical community needs.	See response to Comment #1.
12	Peede/Nordale Roundabout	I absolutely do not support the proposed roundabout. The triples in front of Safeway in North Pole are hot garbage, it is nearly impossible to get out of the parking lot. They are too small of a radius, and the grade of the slope, collects water, in liquid and solid forms. Further, the CHSR & Steese, are just as bad, requiring personnel to open gates to bypass, the visibility is terrible, and the grade of the slope tends to collect snow & ice, resulting in a very, very slippery roadway. I wish AK DOT would explain their reasoning behind their decision to mandate a roundabout. No doubt, it will be built, with very little consideration for the equipment needed to maintain the roundabout, much less the traffic. All resulting in another year of road construction & millions wasted on a roundabout. How about redirecting these funds to maintaining the schools that are now shut down. They will be required to accommodate the kids, when the gas line construction gets the go ahead.	See response to Comment #1.
13	Holmes Road Reconstruction & Badger/Peede/Holmes Intersection	I support Holmes Road Reconstruction (IRIS # NFHWY00816). I would also support widening the shoulders on Holmes from Dennis to Badger road, but would not support constructing a separate bicycle/pedestrian lane. Constructing a roundabout at the Badger/Peede/Holmes intersection should also be considered.	Thank you for your comment. We will share these comments with our Policy Board, the DOT&PF project manager working on Holmes Road, and DOT&PF Traffic & Safety staff analyzing data on Badger Road.
14	Richardson Highway MP 341-362 Variable Speed Limit	Richardson Highway MP 341-362 Variable Speed Limit (IRIS # NFHWY00949) I cannot imagine how it would be possible to spend \$6.3 million dollars to "Construct variable speed limit signs on the Richardson Highway between MP 341-362." If indeed it would cost this much, I would be opposed to this project.	Thank you for your comment. We will share this with our Policy Board. We believe the cost is largely due to the extent of power and communication line connections to DOT's Traffic Control Center, but will verify with DOT&PF staff that developed the estimate for the project.
15	Peede/Nordale Roundabout	We do not need a round about on nordale and peede.	See response to Comment #1.
16	Chena River Watershed Culvert Replacements	Chena River Watershed Culvert Replacements. I am fairly certain that culverts at Peede Road were replaced about 20 years ago for the same fish passage purpose. Please explain why it is necessary to replace them again.	Thank you for your comment. For Peede Road, we do not know the exact age of the culvert but our notes from agency partners indicated the issue at this location is the culvert is "perched" and has a shallow depth at the outlet inhibiting fish passage. We will reach out to our DOT&PF staff, however, to inquire about the history of replacement and any records they have from recent inspections.

17	Peede/Nordale Roundabout	The Nordale-Peede roundabout is a bad idea. There is no need to add a roundabout where it is not needed, and ignoring this is a waste of taxpayer money.	See response to Comment #1.
18	Peede/Nordale Roundabout	I oppose a roundabout here at the Nordale and Peede intersection. This would not help traffic. Brightening up the intersection and making the stop sign more visible would help. A roundabout is not the answer when we are in financial crisis with our schools.	See response to Comment #1.
19	Peede/Nordale Roundabout?	This is far from needed an a waste of funding.	See response to Comment #1.
20	Peede/Nordale Roundabout	I oppose a traffic circle at Nordale/Needed intersection. Nordale is frequently used by big trucks doing work on CHSR. Big trucks and traffic circles are an accident waiting to happen. If the purpose is to prevent accidents, there are stop signs on Peede on both sides of Nordale and, well, you cannot prevent stupid.	See response to Comment #1.
21	Peede/Nordale Roundabout	I am a resident of nordale road and a school bus driver whose route goes down peede and nordale. I strongly object to this roundabout. Nordale is a major thoroughfare with a 50 mph speed limit. It is also icy. Forcing people to slow down for a roundabout would cause more accidents and put our children at risk. The issue is visibility. Put lights on the stop signs at peede like you have in North pole at the intersection of the main rd and 5th and this will address the problem. A street light would also help.	See response to Comment #1.
22	Peede/Nordale Roundabout	I am objecting to the Nordale-Peede roundabout being added to the Transportation Improvement Plan at FAST. I live near Nordale-Peede and travel this intersection almost daily with no problems. This project would be a waste of money.	See response to Comment #1.
23	Peede/Nordale Roundabout	Please reconsider plans to pit a round about at the intersection of Nordale and Peede. This will be an unnecessary and expensive project. Please consider making some changes to the intersection before adding a round about. Add some street lights. Replace the existing stop lights with ones that have flashing red lights on them. Clear the trees that are obstructing the stop sign. I go through that intersection almost on a daily basis and never had understood why there are so many accidents. The accidents seem to be occurring at night because that intersection is so dark. It's simple make it more visible!	See response to Comment #1.
24	Chena Pump/Chena Small Tracts Roundabout & Peede/Nordale Roundabout	We are speaking AGAINST the following unnecessary projects that we feel are a huge waste of money. First # 5 Chena Pump/ Chena Small tracks Roundabout. Second # 9 Nordale/Peede Improvements AKA Roundabout. ROUNDABOUTS suck in Alaska, they are never graded properly due to the angle and they are always a slick ice rink. People can't even merge on a highway now you put a circle and various exits? Don't do it! We have Bentley nightmare, 2 round about's at 5 mph you are sliding into the curbs. Fix the damn roads we have FIRST. Chena Pump near each stop light are full of pot holes. They get half ass fixed constantly and we are tired of calling in and reporting it. Every rain, every season change and temperatures cause these enormous holes and they come out throw some black top fixit and run off! Fix them properly!!! NO MORE SPENDING..... FIX WHAT WE HAVE! Why create more when you can't manage what we have already? Trying to maintain new vehicles due to our crappy maintenance on our roads already and the slurry you dump to corrode our cars! Lets go back to sand and gravel. Enough of the excessive spending.	See response to Comment #1 for the Peede/Nordale Roundabout project, and thank you for your comment on the Chena Pump/Chena Small Tracts Roundabout. The Chena Pump/Chena Small Tracts Roundabout was previously approved by our Policy Board in the TIP in 2023 and is scheduled to be bid for construction this year. We have shared your concerns, however, with our Policy Board for consideration for future roundabout projects as well as your concerns regarding maintenance.
25	Peede/Nordale Roundabout	Project #9, Nordale/Peede intersection project is a waste of money. The vehicle accidents are a result of drivers not familiar with the area and cannot see the stop sign due to overgrowth surrounding the signage. Reducing the speed limit and minor work on the overgrowth surrounding the already in place signage would solve this issue.	See response to Comment #1.
26	Peede/Nordale Roundabout	We do not need a Round-about at the intersection of Perdue & Nordale. You could get a turn lane, cut back trees, get a blinking light instead. Nordale & Badger would be a better candidate. This is a waste of money.	See response to Comment #1.

27	Peede/Nordale Roundabout?	This is another idiotic idea from the borough. Stop wasting our money. We need DOGE to look into you self-serving crooks.	See response to Comment #1.
28	Peede/Nordale Roundabout	I'm writing to comment on the proposed roundabout at the intersection of Peede and Nordale Roads. I grew up in that neighborhood and had to cross Nordale on a regular basis. As a kid on foot or on a bike, it was terrifying. Cars routinely sped over the 50MPH speed limit and appeared to come out of nowhere. Peede road comes to a crest at the Nordale intersection and it wasn't unusual to see cars run the stop sign blindly in order to catch air. All of this is to say that, although I no longer live in that neighborhood, I fully and completely support the addition of a roundabout at this intersection. Had it been there when I was growing up, it would have made riding my bike to school or to the slough to go fishing a much safer and more enjoyable experience. I would love to see something similar at the Peede/Holmes/Badger intersection so that children and pedestrians can safely cross Badger to access the bike path.	See response to Comment #1.
29	Peede/Nordale Roundabout	Nordale and Peede does not need a round about. There are two different intersections along Badger road that need to be fixed, Badger/Nordale and Badger/Peede. There are far more accounts at those two intersections than the Nordale/Peede.	See response to Comment #1.
30	Peede/Nordale Roundabout	Peedie and Nordale is not where it's needed! Badger and Peedie is where most accident's are!	See response to Comment #1.
31	Peede/Nordale Roundabout	I am writing to request that a round about at Nordale/Peede not be one of the projects this summer and that a flashing stop sign be put at that intersection instead. The main cause for accidents at this intersection is people not seeing the stop sign due to it being covered by trees. This could be solved with the removal of said trees and the installation of a stop sign with flashing red LED's. This would also keep many homes and even businesses from having to be moved. This would save a lot of money for other projects that need to be done in the borough as well. Thank you for your time.	See response to Comment #1.
32	Peede/Nordale Roundabout & Richardson Hwy/Peridot Road Safety Audit	In favor of Peede-Nordale round about. This is a dangerous intersection and any way to slow down traffic through it is an improvement. Drivers pass through the intersection at a great deal of speed with little regard for safety. Any sort of impediment to this recklessness is appreciated by community members. I, along with many other informed citizens stand behind this proposal. I am also strongly in favor of an overpass or any other improvement to the Peridot-Richardson interchange. That is one of the most dangerous areas of travel on my commute. I would also like to recognize the board for addressing the intersection of Richardson-Old Richardson at 12 mile Roadhouse. Terrible intersection about to get better.	See response to Comment #1 for the Peede/Nordale Roundabout project, and thank you for your comment on the Richardson Highway/Peridot Road Safety Audit. The results of the audit and potential alternatives for the Peridot intersection will be available for public review once the audit is complete.
33	Peede/Nordale Roundabout	If you guys gravel the roads and did a better job at snow removal that would lower the accidents and maybe if you put up some flashing lights before the four-way should solve all the problems we do not need a roundabout	See response to Comment #1.
34	Peede/Nordale Roundabout	Please remove the roundabout planned for the Peede/Nordale intersection. It will take significant property from local landowners to build, it is on a road frequently traveled by large trucks to the Alyeska facility and vehicles with trailers headed to the boat launch, it will likely divert some traffic down smaller side roads in the area as people drive to avoid it, and it doesn't by itself solve the primary problems at that intersection, namely visibility from large amounts of brush and a significant difference in grade between the two roads. It appears that DOT has fudged the numbers on the accidents at that intersection as opposed to accidents in the general area. We would be better off clearing brush and lowering the speed limits on Nordale or both roads before we spend money on a project that will alter traffic patterns for the area and increase time and money required to clear snow and ice in the winter. Focus on the much more dangerous intersections of Nordale/Badger and Peede/Badger.	See response to Comment #1.
35	Peede/Nordale Roundabout	See letter attached.	See response to Comment #1.

April 4, 2025

To: FAST Planning / Alaska Department of Transportation

From: Jeff Whipple
441 Keeling Road
North Pole, Alaska 99705
(907)-590-5915
riverrat@alaska.net

Subject: Opposition to Nordale Road and Peede Road proposed Roundabout

I am writing to voice my opposition to ADOT's proposed Nordale/Peede intersection roundabout HSIP project.

With experience utilizing local roundabouts and as a frequent user of the above-mentioned intersection, it is easy to identify cost-effective improvements to increase the visibility, function and safety of this intersection, without a roundabout.

The statement that DOT "has pretty much exhausted what they can do here," is not true. A roundabout is not the best possible solution for this location. Possible improvements include:

- Peede Road has a 66-ft wide ROW and Nordale Road has a 200-foot wide ROW. There is no reason for the current poor sight distance visibility that exists. Brush clearing needs to be completed on a regular basis. Additionally, clear or push back snow berms in winter months
- Brush clearing around signs with an additional "Stop Ahead" or "Intersection Ahead" and "Reduced Speed" signage on both east and west bound legs of Peede Road will slow traffic and provide additional warning and safety measures for Peede Road Traffic approaching the intersection.
- Additional "Intersection Ahead" warning signs on the north and south bound legs of Nordale Road combined with the existing Peede Road signs will provide additional warning for Nordale Traffic approaching the intersection.
- Raising the elevation and grade of the approach landings for both east bound and west bound legs of Peede Road will enhance the sight distance visibility as well as vastly improve the start-stop of traffic associated with slick road

conditions during winter months. Removal/replacement of asphalt and building up existing road grade is a fraction of the material, work and cost compared to construction and maintenance of a new roundabout.

- Incorporating intersection lighting and/or a flashing warning light is another option that would improve intersection safety for all directions of travel, especially in winter conditions.

"While I do agree that of potential intersection safety improvements, roundabouts are a safer alternative to traffic signals or stop signs. However, all alternative solutions and safety improvements need to be evaluated.

The proposed roundabout at this intersection is not warranted for the following reasons:

- 2017–2021 ADOT Crash Data for this intersection results in only 2 accidents per year with no fatalities of record for this intersection. Other nearby intersections have higher accident data with fatalities.
- The overwhelming number of accidents are Eastbound on Peede Road and caused by a failure to stop at the intersection. This identifies and highlights a specific problem area to implement improvements.
- Nordale Road serves as the only thorough-fare connector road with no stops crossing the Chena River between Badger Road and Chena Hot Springs Road. Installing an obstacle such as a roundabout disrupts the traffic pattern for a majority of traffic thus creating potential safety problems for north and south bound traffic.
- Other alternative intersection improvements are more cost effective to implement and maintain compared to a roundabout.

For reasons noted above, I respectfully request ADOT and FAST Planning to NOT adopt the Nordale-Peede roundabout project into the transportation plan.

If you have additional questions, comments or concerns, please contact me by phone or email.

Thank you



Jeff Whipple

Certificate Of Completion

Envelope Id: 8DB88976-5A8C-4136-A42F-10945411EC68

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Subject: ALPHA FAST FFY 2023-20267 TIP Amendment #1 Memo and Documents Bundle

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Document Pages: 59

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Winnie Cichosz

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Signer Events

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Timestamp

Adam Moser

Sent: 6/30/2025 4:07:34 PM

adam.moser@alaska.gov

Viewed: 7/1/2025 2:39:28 PM

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State of Alaska

Signature Adoption: Pre-selected Style

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Electronic Record and Signature Disclosure:

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ID: 05ed778f-696a-4fcb-9938-4b83c5a98aef

Company Name: State of Alaska

Dom Pannone

Sent: 7/1/2025 2:39:31 PM

dom.pannone@alaska.gov

Resent: 7/2/2025 8:07:20 AM

Admin Services Director

Viewed: 7/2/2025 10:19:11 AM

State of Alaska

Signed: 7/2/2025 10:19:15 AM

Security Level: Email, Account Authentication
(None)

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Electronic Record and Signature Disclosure:

Accepted: 7/3/2024 1:09:51 PM

ID: 11b3a1ef-41f4-4592-b993-4988f7b0f24b

Company Name: State of Alaska

Ryan Anderson

Sent: 7/2/2025 10:19:17 AM

ryan.anderson@alaska.gov

Viewed: 7/2/2025 1:08:33 PM

Commissioner

Signed: 7/2/2025 1:23:05 PM

State of Alaska

Signature Adoption: Uploaded Signature Image

Security Level: Email, Account Authentication
(None)

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ID: 0378bc3e-7e1f-436c-9206-64910c877123

Company Name: State of Alaska

In Person Signer Events

Signature

Timestamp

Editor Delivery Events

Status

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Agent Delivery Events

Status

Timestamp

Intermediary Delivery Events	Status	Timestamp
Certified Delivery Events	Status	Timestamp
Carbon Copy Events	Status	Timestamp
karin.mccoy@alaska.gov karin.mccoy@alaska.gov State of Alaska Security Level: Email, Account Authentication (None) Electronic Record and Signature Disclosure: Accepted: 9/20/2023 3:45:18 PM ID: 75653b3c-3da9-414b-8f6f-6e0ba9f7618c Company Name: State of Alaska	COPIED	Sent: 7/2/2025 1:23:07 PM Viewed: 7/2/2025 1:31:22 PM
DOT Commissioner's signature email dot.co.sign@alaska.gov Security Level: Email, Account Authentication (None) Electronic Record and Signature Disclosure: Accepted: 7/28/2024 7:36:16 AM ID: 7977aff-99e2-467d-b0fa-732d627252b9 Company Name: State of Alaska	COPIED	Sent: 7/2/2025 1:23:07 PM
Witness Events	Signature	Timestamp
Notary Events	Signature	Timestamp
Envelope Summary Events	Status	Timestamps
Envelope Sent	Hashed/Encrypted	6/30/2025 4:07:34 PM
Certified Delivered	Security Checked	7/2/2025 1:08:33 PM
Signing Complete	Security Checked	7/2/2025 1:23:05 PM
Completed	Security Checked	7/2/2025 1:23:07 PM
Payment Events	Status	Timestamps
Electronic Record and Signature Disclosure		

ELECTRONIC RECORD AND SIGNATURE DISCLOSURE

Please read this Electronic Records and Signature Disclosure (ERSD). It concerns your rights regarding electronically undertaking, and the conditions under which you and the State of Alaska agree to electronically undertake, the transaction to which it relates (the "TRANSACTION").

Consent to Electronically Undertake the TRANSACTION

You can electronically undertake the TRANSACTION only if you confirm that you meet the following requirements by selecting the box next to "I agree to use electronic records and signature" (the "AGREE BOX"):

1. you can fully access and have read this ERSD;
2. you can fully access all of the information in the other TRANSACTION records;
3. you can retain all of the TRANSACTION records in a form that you will be able to fully access for later reference;
4. you consent to undertake the TRANSACTION electronically; and
5. you are authorized to undertake the TRANSACTION. (Please note that falsely undertaking the TRANSACTION may subject you to civil liabilities and penalties and/or to criminal penalties.)

If you cannot or are not willing to confirm each of these five things, do not select the AGREE BOX.

Withdrawing Consent

If you select the AGREE BOX, you can withdraw your consent to electronically undertake the TRANSACTION at any time before you complete the TRANSACTION: simply do not finalize it. The only consequence of withdrawing your consent is that you will not finalize the TRANSACTION.

If you select the AGREE BOX, your consent will apply only to this TRANSACTION. You must separately consent to electronically undertake any other transaction with the State of Alaska.

Paper Option for Undertaking the TRANSACTION

You may undertake the TRANSACTION with the State of Alaska using paper records. (State of Alaska employees who want to undertake the TRANSACTION in paper should contact the agency responsible for the TRANSACTION.) Print the paper records on the website of the State of Alaska agency responsible for the TRANSACTION, or request them from the agency. The State of Alaska homepage is at <http://alaska.gov/>.

Copies of TRANSACTION Records

After completing the TRANSACTION but before closing your web browser, you should download the TRANSACTION records. Or you can download the records within 30 days after

completing the TRANSACTION using the link in the DocuSign email sent to the email address you used to complete the TRANSACTION. The State of Alaska will not provide a paper copy of the TRANSACTION records as part of the TRANSACTION. Under the Alaska Public Records Act (APRA), AS 40.25.100–.295, you can request a copy from the agency responsible for the TRANSACTION, but if too much time has passed, the agency may no longer have the records when you make your request. If required under the APRA, the agency will charge a fee.

Required Hardware and Software

For the minimum system requirements to electronically undertake the TRANSACTION, including accessing and thereby retaining the TRANSACTION records, visit <https://support.docusign.com/guides/signer-guide-signing-system-requirements>. These requirements may change. In addition, you need access to an email account.

How to Contact the State of Alaska

To ask a question on this ERSD or the DocuSign document generated after you complete the TRANSACTION or on using DocuSign to electronically undertake the TRANSACTION, contact the Alaska Department of Administration at either of the following addresses:

State of Alaska
Department of Administration
550 West 7th Avenue
Suite 1970
Anchorage, AK 99501
Reference: DocuSign

doa.commissioner@alaska.gov
Subject: DocuSign

To ask any other question on the TRANSACTION records or to update the information for contacting you electronically, contact the State of Alaska agency responsible for the TRANSACTION using the contact information in the TRANSACTION records or, if those records contain no contact information, using the contact information on the agency's website. Again, the State of Alaska homepage is at <http://alaska.gov/>.