



May 20, 2024

Joe Kemp, P.E., Northern Region Director  
Alaska Department of Transportation & Public Facilities  
2301 Peger Road  
Fairbanks, Alaska 99709

Subject: **Transmittal of FAST Planning FFY2023-27 TIP Administrative Modification #3**

Dear Mr. Kemp,

Attached for your inclusion in the Statewide Transportation Improvement Program (STIP) is the Fairbanks Area Surface Transportation Planning (FAST Planning) FFY2023-27 Transportation Improvement Program (TIP) Administrative Modification #3. FAST Planning's Policy Board approved this document on May 15, 2024. Please incorporate TIP Administrative Modification #3 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](mailto:jackson.fox@fastplanning.us) or (907) 590-1618.

Sincerely,

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**Jackson C. Fox**  
Executive Director

Attachments: May 15, 2024 Policy Board Action Items  
FFY2023-27 TIP Administrative Modification #3

Copy: Randi Bailey, Alaska DOT&PF Northern Region



## ❖ POLICY BOARD ❖

### Action Items

**05.15.2024**

**Motion:** To release the Draft FFY2025-26 Unified Planning Work Program for a 30-day public comment period. (Welch/Crass). None opposed. Approved.

**Motion:** To adopt FFY2023-27 Transportation Improvement Program Administrative Modification #3. (Cleworth/Kemp). None opposed. Approved.

*Bryce J Ward*  
Bryce J Ward (May 16, 2024 13:47 AKDT)  

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**Bryce Ward, FNSB Mayor**  
**Chair, Policy Board**

May 16, 2024  

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Date



FAIRBANKS METROPOLITAN AREA FFY23-27

# Transportation Improvement Program (TIP)

ADMINISTRATIVE MODIFICATION #3

MAY 2024

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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 Administrative Modification #3 to Fairbanks Area Surface Transportation (FAST) Planning's FFY2023-27 Transportation Improvement Program (TIP). In addition to capturing minor project changes that occurred since February 2024, the primary purpose of the Administrative Modification is to:

1. Delay the construction of the 'Bike Lane Signing & Striping Pilot Program' from 2024 to 2025.
2. Adjust the FFY2023 funding details for the 'Aurora Drive/Noyes Slough Bridge Replacement' project to match the actual obligation which used FFY2024 Advance Construction funding.
3. Add note "Refer to FAST Planning's CMAQ/CRP supplemental table for project list, descriptions, and locations" for three Programs in the TIP – FAST Carbon Reduction Program, Committed Measures for the Fairbanks SIP [PM2.5 Area State Implementation Plan], and Statewide Congestion Mitigation & Air Quality.

This Administrative Modification was reviewed at the May 1, 2024 FAST Planning Technical Committee meeting and approved at the May 15, 2024 FAST Planning Policy Board meeting. This document was not released for a 30-day public comment period; however, both meetings were open to the public for the opportunity to provide testimony. The TIP continues to be fiscally constrained, and none of the changes trigger the need for a new air quality conformity determination.

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.

## 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. 4<sup>th</sup> 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, and #3 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 &amp; AMENDMENTS

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

	TIP Revision <u>not</u> Required	Administrative Modification	Amendment
<b>Project</b>	Adding/Updating Project Numbers and Need IDs	Splitting projects into phases or combining multiple projects	Addition/deletion of projects
<b>Project Phase</b>	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
<b>Title &amp; Scope</b>	Spelling and grammatical corrections, adding detail or clarification to project descriptions, and project title changes that do not affect the project scope	<u>Minor Revision</u> : Revisions that do <b>not</b> (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 $\geq 30\%$	<u>Significant Revision</u> : 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 $\geq 30\%$
<b>Schedule</b>	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
<b>Funding</b>	<p><u>Total Project Cost <math>\leq</math> \$3,000,000:</u> Cost increases <math>\leq 30\%</math> total project cost*</p> <p><u>Total Project Cost <math>&gt;</math> \$3,000,000:</u> Cost increases <math>\leq 10\%</math> total project cost <b>or</b> <math>\leq</math> \$1,000,000*</p> <p><u>All Projects:</u> Time-sensitive cost increases required to award consultant and construction contracts regardless of amount*</p>	<p><u>Total Project Cost <math>\leq</math> \$3,000,000:</u> Cost increases <math>&gt; 30\%</math> to <math>\leq 50\%</math> of total project cost <b>or</b> <math>\leq</math> \$1,000,000</p> <p><u>Total Project Cost <math>&gt;</math> \$3,000,000:</u> Cost increases <math>&gt; 10\%</math> to <math>\leq 30\%</math> of total project cost <b>or</b> <math>\leq</math> \$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 <math>\leq</math> \$3,000,000:</u> Cost increases <math>&gt; 50\%</math> of total project cost <b>or</b> <math>&gt;</math> \$1,000,000</p> <p><u>Total Project Cost <math>&gt;</math> \$3,000,000:</u> Cost increases <math>&gt; 30\%</math> of total project cost <b>or</b> <math>&gt;</math> \$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 <sup>th</sup> Avenue Reconstruction	X	X		X
2	5 <sup>th</sup> 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:

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#### 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.

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#### 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.

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#### 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.

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### 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.

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### 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.

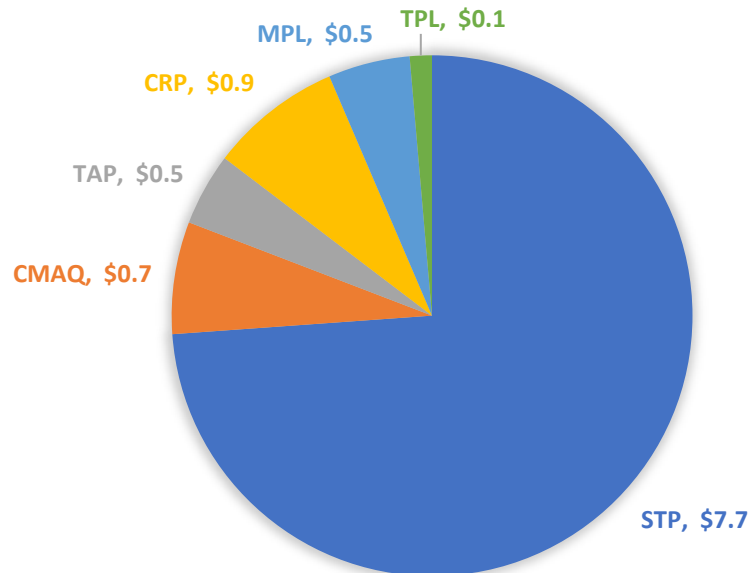
The FHWA and FTA reviewed the Air Quality Conformity Analysis and approved the conformity determination on May 12, 2023. Since the FFY2023-27 TIP was based on the projects and timelines listed in the 2045 MTP, 40 CFR 93.122(g) permits reliance on the regional emissions analysis from the MTP. Every project 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 5<sup>th</sup>

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

### 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 is 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’s informational 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

<b>3PF</b>	<b>Third Party Funds</b>	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.
<b>AC</b>	<b>Advance Construction</b>	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.
<b>ACC</b>	<b>Advance Construction Conversion (Payback)</b>	Repayment of Advance Construction (AC) funding in the year from which the funds were borrowed.
<b>CMAQ</b>	<b>Congestion Mitigation &amp; Air Quality</b>	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.
<b>CR</b>	<b>Carbon Reduction Program</b>	Federal funding for transportation projects that reduce carbon dioxide emissions.
<b>FM</b>	<b>FAST Planning Match</b>	Non-Federal funding contributed by FAST Planning for the purpose of providing matching funds for Federally funded projects/plans/programs.
<b>HSIP</b>	<b>Highway Safety Improvement Program</b>	Federal funding for transportation projects designed to reduce traffic fatalities and serious injuries on public roadways.
<b>ILLU</b>	<b>Illustrative (Funding Placeholder)</b>	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.
<b>MPL</b>	<b>Metropolitan Planning</b>	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.
<b>NHPP</b>	<b>National Highway Performance Program</b>	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.
<b>OFF</b>	<b>Offset Funds</b>	Federal funding from project phase closures with leftover/unspent funding, reductions to low bid award amounts, and other funding de-obligations.
<b>SA</b>	<b>State Funding Appropriation</b>	State funding for transportation projects; typically from a legislative appropriation or grant.



<b>SM</b>	<b>State Match</b>	Non-Federal funding contributed by the State for the purpose of providing matching funds for Federally funded projects/plans/programs.
<b>STP</b>	<b>Surface Transportation Block Grant Program</b>	Flexible Federal funding for transportation projects that address State and local transportation needs for both motorized and non-motorized users.
<b>TAP</b>	<b>Transportation Alternatives Program</b>	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.
<b>TPL</b>	<b>Transit Planning</b>	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.
<b>5307</b>	<b>Urbanized Area Formula Program</b>	Federal funding for capital projects, planning, and operating costs of equipment and facilities for use in public transportation in urbanized areas of the State.
<b>5310</b>	<b>Capital Investment Grants Program</b>	Federal funding for capital projects and operating assistance for the enhanced mobility of seniors and individuals with disabilities.
<b>5311</b>	<b>Rural Area Formula Program</b>	Federal funding for capital projects, planning, and operating costs of equipment and facilities for use in public transportation in rural areas of the State.
<b>5337</b>	<b>State of Good Repair Grants Program</b>	Federal funding for capital projects that replace, rehabilitate, and maintain public transportation systems in a state of good repair.
<b>5339(a)</b>	<b>Bus &amp; Bus Facilities Formula Program</b>	Federal funding for capital projects that replace, rehabilitate, and purchase buses and related equipment, and/or construct bus-related facilities.
<b>5339(b)</b>	<b>Bus &amp; Bus Facilities Grants Program</b>	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) Administrative Modification #3  
Summary of Changes - Approved May 15, 2024**

<b>Project</b>	<b>Description</b>
1 Bike Lane Signing & Striping Pilot Program	Moved construction phase funding from FFY24 to FFY25 and modified project title per request from DOT&PF; no funding increase/decrease
2 FAST Carbon Reduction Program	Added program's active project numbers and sentence to description "Refer to FAST Planning's CMAQ/CRP supplemental table for project list, descriptions, and locations."
3 FAST Improvement Program	Added project numbers for current FFY24-26 design phase and FFY25 and FFY26 construction phases
4 FAST Planning Office	Updated annual Federal allocation amounts for MPL and TPL based on amounts listed in FFY24-27 STIP
5 Pioneer Park North Parking Lot & Boat Launch	Added project number and sentences to description "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."
6 Available Funding Summary Table	Updated annual Federal allocation amounts for TAP, MPL, and TPL based on amounts listed in FFY24-27 STIP; carried forward FFY24 TAP funds to FFY25 per delay in construction phase for Bike Lane Signing & Striping Pilot Program from FFY24 to FFY25
7 Aurora Drive / Noyes Slough Bridge	Adjusted and converted FFY23 funding to AC and moved STP funding and ACC to FFY24 based on actual project obligation in FFY23
8 Northern Region ADA Recon & Improvements	Added project number and description for FFY24 construction phase (4th and 11th Avenues)
9 Northern Region Pavement & Bridge Preservation	Modified project title, description, and funding amounts to match combined new Statewide program shown in FFY24-27 STIP
10 Parks Highway/Sheep Creek Ext Traffic Signal	Added project number
11 Committed Measures for the Fairbanks SIP	Updated annual Federal allocation amounts based on FHWA apportionment schedule for PM2.5 Area set aside (minus 10% obligation limitation); added sentence to description "Refer to FAST Planning's CMAQ/CRP supplemental table for project list, descriptions, and locations."
12 Statewide Congestion & Mitigation Air Quality	Updated annual funding amounts based on DOT&PF project funding commitments shown in CMAQ/CRP supplemental table; added sentence to description "Refer to FAST Planning's CMAQ/CRP supplemental table for project list, descriptions, and locations."
13 FTA Projects Informational Tables	Updated informational tables to match new project funding details from ARRC and FNSB Transit (pending receipt of changes)
14 CMAQ/CRP Supplemental Table	<p>Pearl Creek Elementary Access Improvements - added CRP funding to match latest construction estimate from DOT&amp;PF of \$4.75 million</p> <p>Peger Road Bike/Ped Path - added parent project number for Pioneer Park North Parking Lot project</p> <p>Morris Thompson Cultural/Visitors Center &amp; Downtown Parking Garage - moved construction year from FFY25 to FFY26</p> <p>Northern Region Signal Interconnect, Stage 2 - added project number and corrected match amount in FFY25</p> <p>Local Electric Vehicle Deployment Plan - added offset funding approved in FFY24 for consultant contract</p> <p>Electric Vehicle Charging Stations - moved design start from FFY24 to FFY25 and construction year from FFY26 to FFY27; modified CMAQ &amp; CRP funding amounts to maintain fiscal constraint</p> <p>High School Access &amp; Circulation Plans - added CRP funding to match consultant contract award amount and DOT&amp;PF labor</p> <p>Chena Lake Recreation Area Bike/Ped Access via Plack Road - increased design funding amounts per DOT&amp;PF's request; modified CMAQ &amp; CRP funding amounts for construction phase to maintain fiscal constraint</p> <p>Motor Vehicle Plugins #2 - added design funding and parent project number for Pioneer Park North Parking Lot project</p> <p>Available Funding Summary Table - updated annual Federal allocation amounts for CRP and CMAQ based on amounts listed in FFY24-27 STIP and FHWA apportionment schedule for PM2.5 Area set aside</p>

**FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM  
Administrative Modification #3 - Approved 05.15.2024**

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond		
34141	TBD	<b>4th Avenue Reconstruction</b> 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			272.9	227.4				
			3PF				27.1	22.6				
			STP	Right-of-Way								
			3PF									
			STP	Utilities							159.2	
			3PF								15.8	
			STP	Construction								909.7
			3PF									90.3
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>300.0</b>	<b>250.0</b>	<b>0.0</b>	<b>1,175.0</b>		
33041	NFHWY00445	<b>5th Avenue Reconstruction</b> 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	Construction	409.4	2,877.4						
			SW-TAP		454.9							
			AC		2,798.0							
			ACC			-2,798.0						
			OFF		103.7	62.2						
3PF	373.8	14.1										
<b>Project Total</b>					<b>4,714.7</b>	<b>155.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		
21934	NFHWY00648	<b>Advanced Project Definition</b> Provide funding to the State and City to develop new estimates for TIP projects.	STP	Planning			91.0					
			FM				9.0					
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		
30011	TBD	<b>Barnette Street Reconstruction</b> 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. This project should be consistent with the Complete Streets concept of Cushman Street.	ILLU	Design						2,500.0		
				Right-of-Way						100.0		
				Utilities						1,000.0		
				Construction						14,350.0		
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17,950.0</b>		
32278	NFHWY00835	<b>Fairbanks Bike Lane Striping &amp; Signing – Pilot Program</b> Signing and striping of existing paved shoulders withing Fairbanks City Limits on City streets to accommodate bicyclists as designated bike lanes for seasonal use.	TAP	Design	91.0							
			3PF		9.0							
			TAP	Construction			454.9					
			3PF				45.2					
<b>Project Total</b>					<b>100.0</b>	<b>0.0</b>	<b>500.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		

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**FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM  
Administrative Modification #3 - Approved 05.15.2024**

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond	
33863	NFHWY00843 NFHWY00844 NFHWY00845 NFHWY00862	<b>FAST Carbon Reduction Program</b>	CRP	All	887.0	1,929.2	1,051.1	1,066.8	1,082.8		
		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.	SM/3PF		88.0	191.5	104.3	105.9	107.5		
		<b>Project Total</b>			<b>975.0</b>	<b>2,120.7</b>	<b>1,155.4</b>	<b>1,172.7</b>	<b>1,190.3</b>	<b>0.0</b>	
26078	NFHWY00280	<b>Chena River Walk Stage III</b> 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. <i>TAP funds for construction from FFY22 and FFY23.</i>	STP	Design							
			FM								
			STP	Right-of-Way							
			FM								
			STP	Utilities							
			FM								
			TAP	Construction			305.1				
			CMAQ				1,275.1				
FM			156.9								
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>1,737.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
30012	NFHWY00126 NFHWY00883	<b>Cowles Street Reconstruction - Phase I</b> 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>	STP	Design		363.0					
			SM			18.0					
			3PF			18.0					
			STP	Right-of-Way							
			SM								
			3PF								
			STP	Utilities							190.4
			SM							9.5	
			3PF							9.5	
			STP	Construction			3,210.1				6,992.0
			CMAQ				1,793.3			0.0	
			3PF				248.3			347.0	
			SM				248.3			347.0	
<b>Project Total</b>					<b>0.0</b>	<b>5,899.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7,895.4</b>	
38471	Z622070000	<b>Cushman Street Bridge Rehabilitation</b> Rehabilitate the Cushman Street Bridge and Cushman Street between the First Avenue and Terminal Street intersections. Project work will include bridge work, roadside hardware, ADA sidewalk and curb ramp improvements.	STP	Construction	4,134.1						
			CMAQ		727.8						
			ACC		-4,861.9						
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	

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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond	
34122	NFHWY00815	<b>Doughchee Avenue/Beaver Springs Bridge</b> Reconstruct Doughchee Avenue to improve drainage, resurface roadway, and maintain accessibility to the local neighborhood by addressing erosion at bridge abutments. <i>Project is planned to be bundled with FFY25 FAST Improvement Program for bid advertisement.</i>	STP	Design	127.4	84.6					
			3PF		12.6	8.4					
			STP	Right-of-Way							
			3PF								
			STP	Utilities							
			3PF								
			STP	Construction					357.5		
			AC					357.5			
			ACC							-357.5	
3PF						35.5					
<b>Project Total</b>					<b>140.0</b>	<b>93.0</b>	<b>393.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
19096	NFHWY00633 NFHWY00881 NFHWY00913 NFHWY00914	<b>FAST Improvement Program</b> Perform gravel or asphalt surface maintenance and preservation activities on roads, sidewalks and pathways. Work may also include new or upgraded illumination, signing and striping, storm drains and intersection improvements including nonmotorized crossings, as well as ADA upgrades to sidewalks and curb ramps. <i>State pays design match and local governments pay construction match, per agreement.</i> <i>FFY23 construction includes Aztec Subdivision, 2nd Ave dog park, and College Road pedestrian crossing. FFY25 and FFY26 construction project locations to be determined.</i>	STP	Design			191.7	181.9			
			AC				191.7	181.9			
			ACC				-191.7	-181.9			
			SM			19.0	18.1				
			STP	Utilities							
			SM								
			STP	Construction	1,694.6	261.1			1,943.5		
			AC		261.1		909.7				
			ACC			-261.1		-909.7			
SM	20.8										
3PF	173.4		90.3	93.7							
<b>Project Total</b>					<b>2,149.9</b>	<b>210.7</b>	<b>1,200.0</b>	<b>1,127.5</b>	<b>0.0</b>	<b>0.0</b>	
34346 34348	HFHWY00289 NFHWY00830	<b>FAST Planning Office</b> Funding for the FAST Planning office which supports delivery of the FAST Planning's programs.	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	120.3	123.9	127.6	131.4		
			FM		66.8	69.2	71.3	73.4	75.6		
<b>Project Total</b>					<b>739.5</b>	<b>766.2</b>	<b>789.2</b>	<b>813.0</b>	<b>837.5</b>	<b>0.0</b>	
TBD	TBD	<b>Geist/Chena Pump Road Corridor Study</b> 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. <i>Need planning estimate from DOT (Preconstruction Engineer indicates amount will be higher than placeholder amount shown).</i>	STP	Planning				272.9			
			AC				272.9				
			ACC					-272.9			
			FM				27.1				
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>300.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	

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**FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM  
Administrative Modification #3 - Approved 05.15.2024**

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond	
32798	NFHWY00816	<b>Holmes Road Reconstruction</b> Rehabilitate Holmes Road from the Badger/Montgomery intersection to Badger/Peede intersection, including consideration of widened shoulders, seperated 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>	STP	Design	545.8			298.4			
			AC				298.4				
			ACC				-298.4				
			OFF		20.0						
			SM		56.2		29.6				
			STP	Right-of-Way					454.9		
			AC					454.9			
			ACC						-454.9		
			SM					45.2			
			STP	Utilities							272.9
			SM							27.1	
			STP	Construction							10,916.4
			SM								1,083.6
<b>Project Total</b>					<b>622.0</b>	<b>0.0</b>	<b>328.0</b>	<b>500.0</b>	<b>0.0</b>	<b>12,300.0</b>	
34309	NFHWY00873	<b>Household Travel Survey</b> 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.	STP	Planning		91.0					
			FM			9.0					
<b>Project Total</b>					<b>0.0</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
30029	TBD	<b>Lacey Street Reconstruction</b> Reconstruct Lacey Street from 1st to 12th Avenue. Reconstruction includes drainage improvements, intersection and sidewalk upgrades, utility relocation, signing, striping, and landscaping. <i>Project to be initiated as a planning study to examine feasibility of burying overhead utilities and gain additional feedback from the public on design alternatives.</i>	STP	Planning			136.5				
			3PF				13.5				
			ILLU	Design							1,500.0
				Right-of-Way							100.0
				Utilities							
				Construction							10,000.0
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>150.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11,600.0</b>	
33138	TBD	<b>Metropolitan Transportation Plan Update</b> Update FAST Planning Metropolitan Transportation Plan as required under 23 USC 134 (occurs every 4 years).	STP	Planning			363.9				
			FM				36.1				
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>400.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	

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**FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM  
Administrative Modification #3 - Approved 05.15.2024**

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond			
31389	NFHWY00509	<b>Minnie Street Upgrade</b> Reconstruct Minnie Street between Illinois Street and Old Steese Highway. Project will include roadside hardware, drainage improvements, intersection improvements, ADA improvements, and utilities. <i>50% local match / 50% state match</i>	STP	Design		227.4	796.0						
			SM			11.3	39.5						
			3PF			11.3	39.5						
			STP	Right-of-Way							1,364.6		
			AC					1,364.6					
			ACC								-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			
<b>Project Total</b>					<b>0.0</b>	<b>250.0</b>	<b>875.0</b>	<b>1,500.0</b>	<b>300.0</b>	<b>11,775.0</b>			
24960	TBD	<b>Nelson Road Bicycle &amp; Pedestrian Facility</b> Construct a bicycle and pedestrian facility along Nelson Road by adding shoulders or a seperated multiuse path. <i>Grandfathered illustrative project from FFY19-23 TIP; need SSE from DOT to update funding amounts if there is desire to fund this project.</i>	ILLU	Design							1,153.0		
				Right-of-Way								150.0	
				Utilities									770.0
				Construction									5,919.0
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7,992.0</b>			
30106	NFHWY00269	<b>North Pole Streetlight Standardization - Phase II</b> 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 I focused on the city core. Phase II focuses on Highway Park Subdivision. Future project phases may include Ford and Morning Star subdivisions.	ILLU	Design							350.0		
				Right-of-Way								5.0	
				Utilities									40.0
				Construction									2,001.0
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,396.0</b>			
34124	TBD	<b>Peger Road/Airport Way Intersection Study</b> 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. <i>Need planning estimate from DOT (Preconstruction Engineer indicates amount will be higher than placeholder amount shown)</i>	ILLU	Planning							300.0		
					<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond	
34123	NFHWY00891	<b>Pioneer Park North Parking Lot &amp; Boat Launch</b> <small>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 &amp; Pedestrian Path' and 'Motor Vehicle Plugins #2' from CMAQ/CRP supplemental table. See supplement table for additional funding details for these two projects.</small>	STP	Design		409.4	213.8				
			3PF			40.6	21.2				
			STP	Right-of-Way							
			3PF								
			STP	Utilities							
			3PF								
			STP	Construction					1,053.1		
			CMAQ						1,080.5		
			TAP							587.3	
3PF							270.1				
<b>Project Total</b>					<b>0.0</b>	<b>450.0</b>	<b>235.0</b>	<b>2,991.0</b>	<b>0.0</b>	<b>0.0</b>	
34157	HFHWY00790	<b>Transit Plan Updates</b> <small>Update the Fairbanks North Star Borough Long &amp; Short Range Transit Plan, Coordinated Human Services Transportation Plan, Fare Pricing &amp; Integration Study, and Operational Efficiency Study using unspent FFY2019-22 Transit Planning Funds.</small>	TPL	Planning	457.7						
			3PF		45.4						
<b>Project Total</b>					<b>503.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
32178	NFHWY00448	<b>Woll Road Resurfacing &amp; Widening</b> <small>Resurface and widen Woll Road from Bradway to Schut Road.</small>	STP	Design							
			SM								
			STP	Right-of-Way	181.9						
			SM		18.1						
			STP	Utilities							
			SM								
			STP	Construction		1,659.3	1,251.7				
			AC			1,251.7					
			ACC				-1,251.7				
SM		289.0									
<b>Project Total</b>					<b>200.0</b>	<b>3,200.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
9939	NFHWY00139	<b>Yankovich/Miller Hill Road Reconstruction</b> <small>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.</small>	STP	Design							
			SM								
			STP	Right-of-Way		297.1					
			SM			29.5					
			STP	Utilities							
			SM								
			STP	Construction			5,913.1				
			SM				587.0				
<b>Project Total</b>					<b>0.0</b>	<b>326.6</b>	<b>6,500.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	

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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
<b>Available Funding</b>										
		Surface Transportation Program	STP	Federal	7,716.3	9,630.3	9,399.0	9,921.4	10,070.2	
		Congestion Mitigation/Air Quality	CMAQ	Federal	727.8	1,793.3	1,275.1	2,232.3	1,316.8	
		Transportation Alternatives Program	TAP	Federal	91.0	0.0	1,738.7	587.3	596.2	
		Carbon Reduction Program	CRP	Federal	887.0	1,929.2	1,051.1	1,066.8	1,082.8	
		Metropolitan Planning	MPL	Federal	584.9	579.2	596.6	614.5	633.0	
		Transit Planning	TPL	Federal	598.1	120.3	123.9	127.6	131.4	
		FAST Planning Offset Funds	OFF	Federal	123.7	62.2	0.0	0.0	0.0	
		State Funding Appropriation	SA	State	0.0	0.0	0.0	0.0	0.0	
					<b>10,728.7</b>	<b>14,114.5</b>	<b>14,184.3</b>	<b>14,549.9</b>	<b>13,830.4</b>	
		<i>Federal Match</i>								
		Surface Transportation Program	SM/3PF/FM	State/Local	765.9	955.9	933.0	984.8	999.6	
		Congestion Mitigation/Air Quality	SM/3PF/FM	State/Local	72.2	178.0	126.6	221.6	130.7	
		Transportation Alternatives Program	SM/3PF/FM	State/Local	9.0	0.0	172.6	58.3	59.2	
		Carbon Reduction Program	SM/3PF/FM	State/Local	88.0	191.5	104.3	105.9	107.5	
		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	11.9	12.3	12.7	13.0	
		FAST Planning Offset Funds	SM/3PF/FM	State/Local	12.3	6.2	0.0	0.0	0.0	
					<b>1,065.0</b>	<b>1,401.1</b>	<b>1,408.0</b>	<b>1,444.3</b>	<b>1,372.9</b>	
		<b>TOTAL</b>			<b>11,793.6</b>	<b>15,515.6</b>	<b>15,592.3</b>	<b>15,994.2</b>	<b>15,203.2</b>	
<b>Programmed Funding</b>										
<b>Federal</b>										
		Surface Transportation Program	STP	Federal	7,716.3	9,630.3	9,380.5	4,484.8	2,242.3	
		Congestion Mitigation/Air Quality	CMAQ	Federal	727.8	1,793.3	1,275.1	1,080.5	0.0	
		Transportation Alternatives Program	TAP	Federal	91.0	0.0	759.9	587.3	0.0	
		Carbon Reduction Program	CRP	Federal	887.0	1,929.2	1,051.1	1,066.8	1,082.8	
		Metropolitan Planning	MPL	Federal	432.4	426.7	444.1	462.0	480.5	
		Transit Planning	TPL	Federal	598.1	120.3	123.9	127.6	131.4	
		FAST Planning Offset Funds	OFF	Federal	123.7	62.2	0.0	0.0	0.0	
					<b>10,576.2</b>	<b>13,962.1</b>	<b>13,034.6</b>	<b>7,809.0</b>	<b>3,937.0</b>	
		Advanced Construction	AC	Federal	3,059.1	1,443.4	2,020.4	1,819.4	0.0	
		Advanced Construction Conversion (Payback)	ACC	Federal	-4,861.9	-3,059.1	-1,443.4	-2,020.4	-1,819.4	
<b>Federal Match</b>										
		State Match	SM	State	95.0	615.1	674.1	112.9	13.5	
		Local Government Match	3PF	Local	666.2	340.7	245.2	431.5	13.5	
		FAST Planning Match	FM	State/Local	66.8	78.2	300.4	73.4	75.6	
					<b>828.0</b>	<b>1,034.0</b>	<b>1,219.7</b>	<b>617.8</b>	<b>102.7</b>	
<b>State</b>										
		State Funding Appropriation	SA	State	0.0	0.0	0.0	0.0	0.0	
<b>Illustrative</b>										
		Illustrative (Funding Placeholder)	ILLU	N/A	0.0	0.0	0.0	0.0	0.0	
		<b>TOTAL</b>			<b>11,404.2</b>	<b>14,996.1</b>	<b>14,254.3</b>	<b>8,426.8</b>	<b>4,039.7</b>	

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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
<b>Statewide Transportation Improvement Program (STIP) Projects within FAST Planning Boundary</b>										
3843	Z640780000	<b>Airport Way / Cushman Street Intersection Reconstruction</b>	CMAQ	Construction		11,826.1				
		Reconstruct the intersection at Airport Way and Cushman Street.	SM			1,173.9				
<b>Project Total</b>					<b>0.0</b>	<b>13,000.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
15685	Z618720000	<b>Airport Way (West) Improvements</b>	NHPP	Construction	10,729.8					
		Construct intersection improvements along Airport Way between Dale Road and the Parks Highway. Project includes bicycle/pedestrian facilities along Hoselton Road to the Boat Street path.	ACC		-10,729.8					
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
26076	NFHWY00124	<b>Aurora Drive / Noyes Slough Bridge</b> Replace the Noyes Slough bridge on Aurora Drive in Fairbanks.	STP	Utilities		154.7				
			AC		154.7					
			ACC			-154.7				
			SM		15.4					
			STP	Construction		6,963.3				
			AC		6,963.3					
			ACC			-6,963.3				
			SM		691.2					
<b>Project Total</b>					<b>7,824.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
27542	NFHWY00289	<b>Chena Hot Spring Road MP 0-6 Rehabilitation</b> Rehabilitate Chena Hot Spring Road.	STP	Construction	5,000.0					
			ACC		-5,000.0					
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
19217	NFHWY00699	<b>Chena Pump Road/Chena Small Tracts Road Roundabout</b> Construct a roundabout at the intersection of Chena Pump Road, Old Chena Ridge Road, and Chena Small Tracts Road. <i>Project included in FFY23-27 TIP for informational purposes only.</i>	HSIP	Design	260.0					
				Construction			2,001.0			
<b>Project Total</b>					<b>260.0</b>	<b>0.0</b>	<b>2,001.0</b>	<b>0.0</b>	<b>0.0</b>	
19217	NFHWY00592	<b>City of Fairbanks Systematic Signal Upgrades</b> 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. <i>Project included in FFY23-27 TIP for informational purposes only.</i>	HSIP	Right-of-Way	50.0					
				Utilities		50.0				
				Construction		6,845.0				
<b>Project Total</b>					<b>50.0</b>	<b>6,895.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
30369	NFHWY00155 NFHWY00840 NFHWY00426	<b>Northern Region ADA Reconnaissance &amp; Improvements</b> Design and construct improvements recommended by the Northern Region ADA Reconnaissance Study. [FFY24 Construction - 4th & 11th Avenues]	STP	All	1,592.0	1,637.5	1,455.5			
			SM		158.0	162.5	144.5			
<b>Project Total</b>					<b>1,750.0</b>	<b>1,800.0</b>	<b>1,600.0</b>			

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34302	Varies	<b>Northern Region Statewide Pavement &amp; Bridge Preservation (DOT&amp;PF Preventative Maintenance Program)</b>	NHPP	All	25,854.6	53,445.5	57,454.1	61,716.8	70,758.5	
		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 and improve curb ramps to meet ADA standards. Project also includes preservation planning and reconnaissance activities. The scope does not include landscaping or other elements inconsistent with a pavement preservation focus. [FFY24 Construction - East College Road Resurfacing & Chena Ridge Road Resurfacing]	STP		28,727.4	77,860.5	42,961.3	50,815.0	51,726.0	
			BRIDGE			30,635.3	21,131.9	8,341.6	0.0	
			SM		5,418.0	16,057.0	12,065.2	11,998.3	12,158.2	
<b>Project Total</b>					<b>60,000.0</b>	<b>177,998.4</b>	<b>133,612.6</b>	<b>132,871.7</b>	<b>134,642.8</b>	
27010	Z617630000	<b>Northern Region Signal Interconnect</b>	CMAQ	Construction	4,548.5					
		Improve capabilities of the Northern Region to communicate with signals, allowing for troubleshooting, signal timing modifications, and monitoring at single/multiple 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.	SM		451.5					
<b>Project Total</b>					<b>5,000.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5,000.0</b>
19217	NFHWY00531	<b>Northern Region Systematic Signal Upgrades</b>	HSIP	Utilities		176.0				
		Install overhead signal head for each lane of each approach at 8 intersections around Northern Region. Install retroreflective backplates on all signal heads. Project included in FFY23-27 TIP for informational purposes only.		Construction		3,085.0				
<b>Project Total</b>					<b>0.0</b>	<b>3,261.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
26082	Z624870000	<b>Old Steese Highway Reconstruction</b>	STP	Design	1,728.4					
		Reconstruct the Old Steese Highway from Wendell Avenue Bridge to, and including, the intersection at the Johansen Expressway.	SM		171.6					
<b>Project Total</b>					<b>1,900.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15,000.0</b>
19217	NFHWY00898	<b>Parks Highway/Sheep Creek Extension Traffic Signal</b>	HSIP	Design		420.0	280.0			
		Construct a continuous green T signal on the Parks Highway at the intersection with Sheep Creek Extension. Project included in FFY23-27 TIP for informational purposes only.		Utilities		50.0				
<b>Project Total</b>					<b>0.0</b>	<b>420.0</b>	<b>330.0</b>	<b>0.0</b>	<b>0.0</b>	
25598	Z615970000	<b>Richardson Highway MP 357-362 Bicycle/Pedestrian Path</b>	HSIP	Construction	4,112.8					
		Construct a multi-use pathway between Badger 6-mile interchange and GARS intersection. Project included in FFY23-27 TIP for informational purposes only.								
<b>Project Total</b>					<b>4,112.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	

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19217	NFHWY00097	<b>Richardson Highway MP 351 Interchange</b>	HSIP	Construction	21,000.0					
		Construct interchange to replace intersection of the Richardson Highway and the Old Richardson Highway at North Pole, near Richardson Highway MP 351. <b>Project included in FFY23-27 TIP for informational purposes only.</b>								
<b>Project Total</b>					<b>21,000.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
28069	Z607340000	<b>Richardson Highway MP 360-361 (MP 359) Railroad Grade Separated Facility</b>	NHPP	Construction		24,284.0				
		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).	AC		24,284.0					
			ACC			-24,284.0				
			SM		1,716.0					
<b>Project Total</b>					<b>26,000.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
29829	Z607320000	<b>Steese Expressway / Johansen Expressway Interchange</b>	NHPP	Design	1,819.4					
		Construct a grade separated interchange at the intersection of Steese Expressway and Johansen Expressway. Realign adjacent access as necessary to accommodate the selected interchange configuration. Work includes a new bridge.	SM		180.6					
			NHPP	Right-of-Way	2,729.1					
			SM		270.9					
<b>Project Total</b>					<b>5,000.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>51,000.0</b>
32220	NFHWY00698	<b>Steese Expressway MP 2-5 Rehabilitation</b>	NHPP	Design	258.4					
		Reconstruct the Steese Expressway from the intersection with Farmer's loop Road up to and including the Chena Hot Springs Road interchange.	SM		25.6					
			NHPP	Utilities	467.0					
			SM		33.0					
<b>Project Total</b>					<b>784.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10,500.0</b>
3821	Z632130000	<b>University Avenue Widening</b>	NHPP	Construction		6,549.8				
		Widen and reconstruct University Avenue to current standards. NID's associated with this parent design project: 29655, 29656, and 33345. This is the final segment of construction of the project, with work occurring from Airport Way to Holden Road.	AC		6,549.8					
			ACC			-6,549.8				
			SM		650.2					
<b>Project Total</b>					<b>7,200.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
29655	Z632130000	<b>University Avenue Rehabilitation: Wolf Run to DNR BLM Access</b>	NHPP	Construction	14,555.2					
		Widen and reconstruct University Avenue to current standards from Thomas Street to the Chena River, including replacement of University Ave Bridge #0263. This project is associated with NIDs 29656, 33345, and the parent design project NID 3821.	ACC		-14,555.2					
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	

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<b>STIP Air Quality Programs within FAST Planning Boundary</b>										
20294	HFHWY00211	<b>Air Quality Public Education</b> 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).	CMAQ	All	181.9	181.9	181.9	181.9	181.9	
			SM		18.1	18.1	18.1	18.1	18.1	
<b>Project Total</b>					<b>200.0</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>	
26161	NFHWY00647	<b>Fairbanks Air Quality Planning Project</b> The goal of this project is to update the local transportation model and EPA mobile source emissions model. Fairbanks is a newly designated PM <sub>2.5</sub> non-attainment area and also a CO Maintenance area. An up to date transportation model and EPA mobile source emission model are needed for on-going transportation and air quality planning activities in the community. This project will provide funding to conduct federally mandated Air Quality Conformity Analysis for all long and short term planning documentation.	CMAQ	All	72.8	72.8	72.8	72.8	72.8	
			SM		7.2	7.2	7.2	7.2	7.2	
<b>Project Total</b>					<b>80.0</b>	<b>80.0</b>	<b>80.0</b>	<b>80.0</b>	<b>80.0</b>	
29232	NFHWY00555 NFHWY00612 NFHWY00712 NFHWY00862 NFHWY00874	<b>Committed Measures for the Fairbanks SIP</b> 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.	CMAQ	All	1,960.5	1,960.1	1,960.1	1,960.1	1,960.1	
			SM		183.7	194.6	194.6	194.6	194.6	
<b>Project Total</b>					<b>2,144.2</b>	<b>2,154.6</b>	<b>2,154.6</b>	<b>2,154.6</b>	<b>2,154.6</b>	
18791	NFHWY00612 NFHWY00902 NFHWY00911	<b>Statewide Congestion &amp; Mitigation Air Quality</b> 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.	CMAQ	All	3,211.2	700.3	2,729.3	3,393.6	2,884.7	
			SM		318.8	69.5	270.9	336.9	286.3	
<b>Project Total</b>					<b>3,530.0</b>	<b>769.8</b>	<b>3,000.2</b>	<b>3,730.5</b>	<b>3,171.0</b>	

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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
<b>Federal Transit Administration (FTA) Projects within FAST Planning Boundary</b>										
19635	DOT MPDG - ARRC		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
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>5,000.0</b>	<b>10,000.0</b>	<b>10,000.0</b>	<b>2,000.0</b>
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	
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>5,000.0</b>	<b>5,000.0</b>	<b>5,000.0</b>	
19634	FRA CRISI STC - ARRC		FRA	STC		8,000.0	8,000.0	800.0	800.0	800.0
	Track infrastructure replacement, rehabilitation or upgrade.		Match			2,000.0	2,000.0	200.0	200.0	200.0
<b>Project Total</b>					<b>0.0</b>	<b>10,000.0</b>	<b>10,000.0</b>	<b>1,000.0</b>	<b>1,000.0</b>	<b>1,000.0</b>
21314	Urbanized Area Formula - ARRC		FTA	5307		20.0	20.0	20.0	20.0	80.0
	Associated transit improvements.		Match			5.0	5.0	5.0	5.0	20.0
<b>Project Total</b>					<b>0.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>100.0</b>
19634	Urbanized Area Formula - ARRC		FTA	5307		320.0	492.8	335.0	340.0	800.0
	Track infrastructure replacement, rehabilitation or upgrade.		Match			80.0	123.2	83.7	85.0	200.0
<b>Project Total</b>					<b>400.0</b>	<b>616.0</b>	<b>418.7</b>	<b>425.0</b>	<b>425.0</b>	<b>1,000.0</b>
19658	Urbanized Area Formula - ARRC		FTA	5307		200.0	200.0	200.0	200.0	800.0
	Preventive maintenance.		Match			50.0	50.0	50.0	50.0	200.0
<b>Project Total</b>					<b>250.0</b>	<b>250.0</b>	<b>250.0</b>	<b>250.0</b>	<b>250.0</b>	<b>1,000.0</b>
31091	Urbanized Area Formula - ARRC		FTA	5307		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
<b>Project Total</b>					<b>0.0</b>	<b>125.0</b>	<b>625.0</b>	<b>625.0</b>	<b>0.0</b>	<b>250.0</b>
19635	Urbanized Area Formula - ARRC		FTA	5307			160.0		160.0	
	Bridge replacement, rehabilitation or upgrade.		Match				40.0		40.0	
<b>Project Total</b>					<b>0.0</b>	<b>200.0</b>	<b>0.0</b>	<b>200.0</b>	<b>0.0</b>	
33245	Urbanized Area Formula - ARRC		FTA	5307			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	1,000.0
<b>Project Total</b>					<b>0.0</b>	<b>5,000.0</b>	<b>5,000.0</b>	<b>5,060.0</b>	<b>5,000.0</b>	<b>250.0</b>
33243	Urbanized Area Formula - ARRC		FTA	5307			20.0			
	Signal, in-track, and communication replacement, rehabilitation, or upgrade.		Match				5.0			
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	
33246	Urbanized Area Formula - ARRC		FTA	5307			240.0	160.0	260.0	10,100.0
	Operations support facility replacement, installation, rehabilitation or upgrade.		Match				60.0	40.0	65.0	2,020.0
<b>Project Total</b>					<b>0.0</b>	<b>300.0</b>	<b>200.0</b>	<b>325.0</b>	<b>12,120.0</b>	<b>1,200.0</b>
33244	Urbanized Area Formula - ARRC		FTA	5307			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	25.0
<b>Project Total</b>					<b>0.0</b>	<b>300.0</b>	<b>100.0</b>	<b>250.0</b>	<b>125.0</b>	<b>250.0</b>
19635	Urbanized Area Formula - ARRC		FTA	5337		840.0	7,946.0	2,700.0	2,620.0	2,400.0
	Bridge replacement, rehabilitation or upgrade.		Match			210.0	1,986.5	675.0	655.0	600.0
<b>Project Total</b>					<b>1,050.0</b>	<b>9,932.5</b>	<b>3,375.0</b>	<b>3,275.0</b>	<b>3,275.0</b>	<b>3,000.0</b>

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**FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM  
Administrative Modification #3 - Approved 05.15.2024**

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
19658	Urbanized Area Formula - ARRC	Preventive maintenance.	FTA	5337	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
<b>Project Total</b>					<b>600.0</b>	<b>301.6</b>	<b>211.0</b>	<b>198.0</b>	<b>200.0</b>	<b>240.0</b>
19634	Urbanized Area Formula - ARRC	Track infrastructure replacement, rehabilitation or upgrade.	FTA	5337		200.0	200.0	200.0	200.0	800.0
			Match			50.0	50.0	50.0	50.0	200.0
<b>Project Total</b>					<b>0.0</b>	<b>250.0</b>	<b>250.0</b>	<b>250.0</b>	<b>250.0</b>	<b>1,000.0</b>
31091	Urbanized Area Formula - ARRC	Radio system and communication component replacement, installation, rehabilitation, or upgrade.	FTA	5337		100.0	80.0	100.0	100.0	60.0
			Match			25.0	20.0	25.0	25.0	15.0
<b>Project Total</b>					<b>0.0</b>	<b>125.0</b>	<b>100.0</b>	<b>125.0</b>	<b>125.0</b>	<b>75.0</b>
33243	Urbanized Area Formula - ARRC	Signal, in-track, and communication replacement, rehabilitation, or upgrade.	FTA	5337			20.0			50.0
			Match				5.0			10.0
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>60.0</b>
33246	Urbanized Area Formula - ARRC	Operations support facility replacement, installation, rehabilitation or upgrade.	FTA	5337				200.0	100.0	200.0
			Match				50.0	25.0	50.0	
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>250.0</b>	<b>125.0</b>	<b>250.0</b>
24001	Urbanized Area Formula Grant - FNSB		FTA	5307		408.6				
24002	Purchase of approximately four buses and three vans.		CMAQ	FFY23 & FFY24		3,920.0				
			Match				470.8			
<b>Project Total</b>					<b>0.0</b>	<b>4,799.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
25001	Urbanized Area Formula Grant - FNSB	Purchase of approximately six buses and three vans.	FTA	5307			500.0			
			FTA	5339(c) LONO			3,118.4			
			CMAQ	FFY25			1,960.0			
			Match				918.2			
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>6,496.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
23001	Urbanized Area Formula Grant - FNSB	Transit operating assistance.	FTA	5307	2,174.4	2,174.4	2,174.4	2,174.4	2,174.4	
			Match		2,174.4	2,174.4	2,174.4	2,174.4	2,174.4	
<b>Project Total</b>					<b>4,348.8</b>	<b>4,348.8</b>	<b>4,348.8</b>	<b>4,348.8</b>	<b>4,348.8</b>	<b>4,348.8</b>
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.	FTA	5307						
			Match							
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
19120	Rural Transit - FNSB	Operational funding for the gray line.	ILLU	5311						
			Match							
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
19119	Enhanced Mobility for Seniors & Individuals with Disabilities	Funding for VanTran service.	FTA	5310						
			Match							
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
21028	Transit Administration & Maintenance Facility - Phase II	Renovation and expansion of the transit maintenance facility, including utility connection and/or storage of CNG.	FTA	5339						
			Match							
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

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**FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM  
Administrative Modification #3 - Approved 05.15.2024**

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
21038	<b>Van Tran Fleet Transition to CNG</b>		FTA	5310						
	Transition the Van Tran fleet to CNG in accordance with Van Tran Recommended 10-year Bus Replacement Plan 2019-2028.		Match							
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
23002	<b>Bus &amp; Bus Facility Grant</b>		FTA	5307	326.8					
	Capital CNG Transit Van		Match		81.7					
					<b>408.6</b>					
23003	<b>Bus &amp; Bus Facility Grant</b>		FTA	5339(a)	90.5					
	FFY23 small urban maintenance facility equipment.		Match		22.6					
					<b>113.1</b>					
23004	<b>Urbanized Area Formula Grant - FNSB</b>		FTA	5307	1,160.0					
	Security camera system and fat bike racks.		Match		290.0					
					<b>1,450.0</b>					
23005	<b>Urbanized Area Formula Grant - FNSB</b>		FTA	5307	2,147.7					
	FNSB CNG fueled transit buses.		Match		536.9					
					<b>2,684.7</b>					
21038	<b>Bus &amp; Bus Facility Allocations - FNSB</b>		FTA	5339(a)						
	Purchase of CNG fueled buses.		Match							
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
27969	<b>Buses and Bus Facility Competitive Grant</b>		ILLU	5339(b)						
			Match							
<b>Project Total</b>					<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	

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



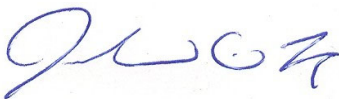
## **APPENDIX**

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.



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**FAST Planning**

Jackson C. Fox, Executive Director

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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.

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### 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]

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### 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<sup>2.5</sup> 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]

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### 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]

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### 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]

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### 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<sup>2-5</sup> 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]

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### 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]

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### 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<sup>2.5</sup> 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<sub>2.5</sub> 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]

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### 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]

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### 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]