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August 10, 2026

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

Subject: Federal Actions:

- 1) Approval of 2024-2027 Alaska State Transportation Improvement Program (STIP) Amendment #3 which incorporates the FAST Planning 2024-2027 Transportation Improvement Program (TIP) Amendment #2
- 2) Approval of 2024-2027 Alaska STIP Amendment #4 which incorporates the AMATS 2023-2026 TIP Amendment #4
- 3) Approval of 2024-2027 STIP Amendment #5 which incorporates the AMATS 2027-2030 TIP
- 4) Approval of Air Quality Conformity Finding for AMATS 2023-2026 TIP
- 5) Approval of Air Quality Conformity Finding for FAST Planning 2023-2026 TIP
- 6) Approval of Air Quality Conformity Finding for AMATS 2027-2030 TIP

Dear Mr. Anderson:

We received the Department of Transportation & Public Facilities (DOT&PF) 2024 – 2027 Statewide Transportation Improvement Program (STIP) Amendment #3, Amendment #4, and Amendment #5. Upon review of the STIP submittal, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have determined that pursuant to 23 CFR 450.220(b)(1)(i), STIP Amendment #3, Amendment #4, and Amendment #5 are Approved.

STIP Amendment #3 incorporates the Fairbanks Area Surface Transportation (FAST)

Planning Metropolitan Planning Organization (MPO) 2024-2027 Transportation Improvement Program (TIP) Amendment #2. STIP Amendment #4 incorporates the Anchorage Metropolitan Area Transportation Solutions (AMATS) MPO 2023-2026 TIP Amendment #4. STIP Amendment #5 incorporates the AMATS MPO 2027-2030 TIP. The FAST Planning MPO TIP Amendment #2 is submitted with the notes from an Interagency Consultation held on December 11, 2025 where EPA, FHWA, FTA, Fairbanks North Star Borough and Alaska Department of Environmental Conservation concluded that a new air quality analysis is not required. FTA and FHWA have determined the FAST Planning MPO TIP Amendment #2 satisfies the requirements of 40 CFR 93 and, therefore, a conformity finding is also approved. The AMATS MPO 2023-2026 TIP Amendment #4 is submitted with the Air Quality Conformity Analysis, dated November 21, 2025, and FTA and FHWA determined this satisfies the requirements of 40 CFR 93 and, therefore, a conformity finding is also approved by FHWA and FTA for the AMATS MPO 2023-2026 TIP Amendment #4. The AMATS MPO 2027-2030 TIP is submitted with the Air Quality Conformity Analysis, dated March 19, 2026, and FTA and FHWA determined this satisfies the requirements of 40 CFR 93 and, therefore, a conformity finding is also approved by FHWA and FTA for the AMATS MPO 2027-2030 TIP.

FHWA and FTA are required to make a joint Federal Planning Finding (FPF) on the extent to which the transportation planning processes through which statewide transportation plans and programs are developed is consistent with 23 U.S.C. 134 and 135 (for FHWA) and 49 U.S.C. 5303 and 5304 (for FTA). The Federal Review Team's FPF concludes that the STIP Amendment #3, Amendment #4, and Amendment #5 were developed in accordance with the applicable requirements. The issuance of a FPF is a prerequisite to FHWA and FTA's approval of the STIP and STIP amendments (23 U.S.C. 135(g)(7) and 49 U.S.C. 5304(g)(7)).

The FPF provides recommendations to support improvements to the planning and STIP development processes. We appreciate the DOT&PF's engagement to improve the STIP and coordination processes and look forward to the advancement of projects in Alaska.

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

Sincerely,

**Renwick L
Warden**

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Randy Warden
Division Administrator, Alaska Division
Federal Highway Administration

**SCOT TANNER
RASTELLI**

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

Attachments:

Federal Planning Finding (FPF)

Electronically cc:

Katherine Keith, Deputy Commissioner, DOT&PF

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

Aaron Jongenelen, Transportation Planning Manager/MPO Coordinator, AMATS

Jackson Fox, Executive Director, FAST Planning

Kim Sollien, Executive Director, MVP for Transportation

Alaska

2024-2027 Statewide Transportation Improvement Program

Amendment #3, Amendment #4 & Amendment #5

Federal Planning Finding

Introduction

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are required to make a joint Federal Planning Finding (FPF) on the extent to which the transportation planning processes through which statewide transportation plans and programs are developed is consistent with 23 U.S.C. 134 and 135 (for FHWA) and 49 U.S.C. 5303 and 5304 (for FTA). The FPF review includes a determination whether the Statewide Transportation Improvement Program (STIP) and the Metropolitan Planning Organization (MPO) Transportation Improvement Programs (TIPs) were developed in accordance with applicable requirements. The issuance of a FPF is a prerequisite to FHWA and FTA's approval of the STIP and STIP amendments (23 U.S.C. 135(g)(7) and 49 U.S.C. 5304(g)(7)).

Based on the Federal involvement in the statewide and metropolitan planning processes, and review of the required documents, the FHWA and FTA has determined that DOT&PF and the MPOs have demonstrated conformance with the requirements of 23 U.S.C. 134 and 135 and 49 U.S.C. 5303 and 5304. The FHWA and FTA has included Recommendations in this FPF that will continue to help improve the Alaska transportation planning process.

Federal Action Definitions

The FPF outlines the Federal planning regulations for which there are findings based on review of the STIP, TIPs, and other required planning processes and activities. Findings act as the official record for what State DOTs and MPOs are doing well, where improvements are needed and where there are compliance issues that must be resolved. For each finding, a Federal action is also documented as needed. These actions are defined as:

- **Corrective Actions:** Items that do not meet statutory and regulatory requirements. Each corrective action requires action by the State and/or MPO.
- **Recommendations:** Items that meet the statutory and regulatory requirements but may represent opportunities to improve the transportation planning processes.
- **Commendations:** A planning activity that demonstrates innovative, highly effective, well-thought-out procedures for implementing the planning requirements or represents a national model for implementation and can be cited as an example for others.

Summary of Federal Actions

Due to the shared scope and similar nature of the three separate amendments covered under this federal planning finding, FHWA and FTA have consolidated the Federal Actions into a single, combined section rather than issuing separate, repetitive decisions for each individual amendment. This streamlined format ensures a cohesive review while maintaining clarity and administrative efficiency for all stakeholders.

While each amendment remains independently evaluated against federal planning standards, including fiscal constraint and public involvement, consolidating the decision-making rationale into a single action prevents redundant documentation and simplifies the final determination. Proceeding with joint action rather than three isolated findings allows for a clearer, more holistic evaluation of the requested changes and their combined impact on the STIP and TIPs.

1. 23 CFR 450.218 Development and content of the statewide transportation improvement program (STIP)

Corrective Actions:

None.

Recommendations:

1.1 STIP Simplification & Usability

- Streamlined Design: Simplify the overall STIP structure to meet regulatory requirements while making planning information transparent, accessible, and easy for the general public to navigate.

1.2 Targeted Amendment Submittals

Isolated Project Scope: Limit future STIP amendments exclusively to the specific projects being modified—accompanied by a supporting fiscal constraint demonstration—to expedite federal review and clearly highlight changes for all stakeholders.

Commendations:

None.

2. 23 CFR 450.208 Coordination of Planning Process Activities

Corrective Actions:

None.

Recommendations:

2.1. Formalize Interagency Governance (3C Process)

- 3C Agreement & Signatures: Include Metropolitan Planning Organizations (MPOs) as official signatories to the Continuous, Cooperative, and Comprehensive (3C) Process document with concurrence from all parties and establish ongoing monitoring mechanisms for continuous feedback.

- Early Coordination & Dispute Resolution: Implement documented procedures under 23 CFR 450.208 requiring DOT&PF and MPOs to align planning data and resolve differences *before* releasing draft documents to the public.

2.2. Standardize STIP Development & Amendment Workflows

- Joint Workflow Protocol: Utilize the STIP Working Group to define agreed-upon timelines and processes for developing, reviewing, and finalizing new Statewide Transportation Improvement Programs (STIPs) and STIP amendments.
- Post-Draft Control: Establish clear rules and limits regarding modifications made between public draft releases and final STIP submissions.

2.3. Enhance Public Transparency & Review Standards

- Homepage Transparency: Post clear, accessible guidelines and thresholds for STIP Amendments and Modifications directly on the main STIP homepage.
- Re-opening Public Comment: Require additional public review and comment periods whenever post-draft changes meet the threshold for a formal STIP amendment.

Commendations:

None.

3. 23 CFR 450.210 Interested Parties, Public Involvement, and Consultation

Corrective Actions:

None.

Recommendations:

3.1. Public Review & Change Management Procedures

- Scope of Post-Review Changes: Update the Public Participation Plan to explicitly define allowable modifications between draft public review versions and final submittals for STIPs, STIP Amendments, and other federal planning documents.
- Re-engagement Triggers: Document formal protocols for re-engaging the public whenever significant or substantive changes are introduced after the initial review period.

3.2. Comment Disposition & Feedback Transparency

- Specific Comment Tracking: Require the disposition of comments to directly respond to specific input received, allowing stakeholders to see exactly how their individual feedback was considered.
- Public Traceability: Publish and make comment disposition documentation easily accessible so members of the public can readily locate their comments and understand their impact on the final document.

Commendations:

As stated in Commendations under item #1, the STIP Amendment Online Dashboard is an intuitive way to provide information to the public on projects in the STIP.

4. 23 CFR 450.218(m) Fiscal Constraint

Corrective Actions:

None.

Recommendations:

4.1. Collaboration on Funding Clarity and Fiscal Constraint

- Moving Forward Together: FHWA, FTA, Alaska DOT&PF, FAST Planning, and AMATS should continue to work together to maintain transparent, real-time public access to project cost changes, schedule shifts, and funding conversions as possible, including refining and clarifying fiscal constraint demonstrations found in the STIP to ensure a transparent and resilient planning process.

4.2. Establish Active Obligation Tracking Workflows to Minimize Delivery Delays

- Tracking Reviews: In both the FAST Planning and AMATS planning boundaries, several active transportation, complete street, and highway preservation project phases experienced schedule shifts into "Beyond" years or cost reductions due to state/local staffing constraints and unobligated funds. Alaska DOT&PF, FAST Planning, and AMATS should consider establishing joint quarterly obligation tracking reviews to actively monitor project phase delivery milestones well before the federal fiscal year closure. Proactive tracking of design, right-of-way, and utility clearances will ensure that suballocated Surface Transportation Block Grant (STBG) and Transportation Alternatives Program (TAP) funds are obligated as scheduled under 23 U.S.C. § 134(j) and 23 U.S.C. § 135(g), improving project delivery turnaround and reducing reliance on late-stage administrative modifications.

4.3. Accelerate the Procurement and Implementation of Web-Based e-TIP/e-STIP Software

- Timely Implementation: FHWA and FTA supports and encourages Alaska DOT&PF and its MPO partners to continue the statewide deployment of a unified e-STIP/e-TIP database system. Replacing manual spreadsheet tables with an integrated electronic platform will streamline real-time fiscal constraint verification, automate Year of Expenditure (YOE) inflation calculations, simplify the processing of administrative modifications versus formal STIP amendments under 23 CFR § 450.218(n), and enhance public visual accessibility pursuant to 23 CFR § 450.210 and 23 CFR § 450.316.

Commendations:

None.

5. 23 CFR 450.218(q) Transportation Performance Management (TPM) and 23 CFR 450.206(c) Performance-Based Planning and Programming

Corrective Actions:

None.

Recommendations:

5.1. Embed Planning and Environmental Linkages (PEL) Metrics into Project Prioritization Criteria

- **Embedded PEL Studies:** Dedicated PEL and corridor planning studies are included in the TIPs, such as the *Seward Highway to Glenn Highway Connection PEL Study (PLN00003)* and the *Geist/Chena Pump Road Corridor Study (NFHWY01057)*. However, environmental and cultural screening data from early planning are not always formally integrated into project scoring criteria. It is recommended that DOT&PF and MPO planners should work on incorporating PEL screening metrics into the MTP and TIP project prioritization frameworks under 23 CFR 450.326(d). Utilizing early planning data such as Section 106 historic property mapping (54 U.S.C. § 306108; 36 CFR Part 800), preliminary NEPA environmental constraint screening (42 U.S.C. § 4332; 23 CFR Part 771), and project-level air quality evaluations (as performed for the Parks Highway Auxiliary Lane) as weighted scoring factors will favor projects that minimize environmental impacts and avoid late-stage design modifications or cost escalations.

5.2. Integrate Vulnerable Road User (VRU) Safety Assessment Recommendations into Safety Programming

- **Strengthen Safety Planning:** Under 23 U.S.C. § 148(l), States must conduct Vulnerable Road User (VRU) Safety Assessments, and 23 CFR 450.206(c)(2) requires safety performance target coordination to reduce motorized and non-motorized fatalities and serious injuries. DOT&PF and MPOs should consider directly tying the findings of the statewide VRU Safety Assessment and local MPO Safety Plans to TIP project selection under 23 CFR 450.218(q). Explicitly prioritizing HSIP and active transportation investments on identified High-Crash Networks and tracking non-motorized fatality and serious injury rate trends against programmed safety countermeasures. This effort will strengthen the direct link between safety investments and regional safety target achievement.

5.3. Enhance System Performance Reporting by Linking Obligated Projects to Long-Term Target Trends

- **Performance Based Planning and Programming:** 23 CFR 450.218(q) requires the STIP to describe the anticipated effect of programmed investments toward achieving performance targets, and 23 CFR 450.334 mandates the publication of an Annual Listing of Obligated Projects. MPOs' annual System Performance Reports and obligation listings could not be easily located online. Alaska DOT&PF, FAST Planning, and AMATS should consider integrating historical obligation data with multi-year performance trend analyses within future major STIP and TIP updates. Demonstrating how previously obligated construction phases have historically impacted regional pavement condition indices, travel time reliability ratios, or vehicle emission reductions will provide the MPO Policy Boards, State DOT leadership, federal interagency partners (EPA, FTA, FRA, HUD), and the public with a clear, data-driven evaluation of performance-based planning and programming effectiveness over time.

Commendations:

None.

Alaska DOT&PF STIP Amendment #3: Findings and Federal Actions

1. 23 CFR 450.218 Development and content of the statewide transportation improvement program (STIP)

STIP Amendment #3 Findings:

The DOT&PF STIP Amendment #3 effectively includes the FAST TIP Amendment #2 and by reference into the 2024-2027 STIP without change. The DOT&PF has certified during submittal for joint approval by FHWA and FTA that STIP Amendment #3 that the transportation planning process is being carried out in accordance with all applicable requirements.

Project data and information are provided in multiple ways, including numerical order and alphabetical order. The STIP Amendment Online Dashboard provides additional ways to search for projects programmed in the STIP. Additionally, the Dashboard includes multiple features to view changes from Amendments.

The FAST Planning MPO TIP Amendment #2 covers a period of five years, 2023 through 2027. A TIP may only be approved for a period of four years; however, there is no issue – and may, in fact, provide a benefit for public transparency – with including additional years to outline intentions for future programming. The FAST Planning MPO TIP cannot cover years beyond the current STIP so the applicable years are 2024-2027.

Similarly, the AMATS MPO 2023-2026 TIP Amendment #4 and AMATS MPO 2027-2030 TIP covers a period of eight years, 2023 through 2030. The applicable period that is programmed by AMATS is 2024-2027. When a new STIP is approved, the programmed years will also be updated.

2. 23 CFR 450.208 Coordination of Planning Process Activities

STIP Amendment #3 Findings:

The DOT&PF held a working session with three MPOs, FHWA, and FTA, to help develop an internal Alaska DOT&PF document that describes collaborative efforts between the DOT&PF and the MPOs in the development and management of the STIP. This document is described as part of the DOT&PF Planning Manual. The DOT&PF and MPOs are working on developing this finalized 3C process. The status of this document is unknown and continuing to make progress is recommended. It is clear there is commitment from DOT&PF and the MPOs to have clear, agreed to expectations to promote all transportation planning within Alaska which FTA and FHWA support.

In December 2023, FAST Planning and AMATS submitted revised Metropolitan Planning Area (MPA) boundaries to the Alaska Department of Transportation and Public Facilities (DOT&PF) to incorporate the 2020 Census Urban Area Boundaries (approved by FHWA on March 5, 2024) and contiguous areas forecasted to urbanize over a 20-year planning horizon, pursuant to 23 U.S.C. § 134(e) and 23 CFR § 450.312. In June 2026, DOT&PF recommended and the Governor agreed to the FAST Planning MPA boundary developed in 2023. DOT&PF has identified further questions about the AMATS MPA boundary and work sessions have been proposed. Although there is interest in updating the MPOs' Operating Agreements (23 CFR § 450.314), federal regulations do not require Operating Agreement revisions as a prerequisite for MPA boundary approvals. Coupling these two processes risks unnecessary administrative delay; therefore, DOT&PF and the MPOs should finalize the revised MPA boundaries immediately while pursuing Operating Agreement enhancements through a separate, ongoing negotiation. Although the statutory deadline for final MPA boundary approval is December 29, 2026 (per 23 CFR § 450.312(a)), MPOs are legally restricted from performing federally funded planning activities in newly expanded areas until boundaries are formally established. Timely state approval is critical to ensure that ongoing Metropolitan Transportation Plan (MTP) updates (23 U.S.C. § 134(i) and 23 CFR § 450.324) can validly encompass the region's full 20-year planning footprint.

3. 23 CFR 450.210 Interested Parties, Public Involvement, and Consultation.

Public participation requirements set forth in 23 U.S.C. § 134(i)(6) and 23 CFR § 450.316 were fully satisfied by the MPO. FAST Planning extended its standard public review period to a 40-day public comment period (December 21, 2025, through January 30, 2026) to accommodate the holiday season, receiving and responding to 17 public and agency comments. However, the documented DOT&PF's public participation process does not address how the public will be engaged when significant changes take place between an initial draft put out for comment and prior to the submittal of a final amendment for Federal approval. The process does not define how public comments on a project are considered, weighed or answered.

4. 23 CFR 450.218(m) Fiscal Constraint

STIP Amendment #3 Findings:

In nonattainment and maintenance areas, whole phases of projects (e.g., Preliminary Engineering/Design, Right-of-Way, Utilities, Construction), and all regionally significant projects regardless of whether they are funded with Federal funds, non-Federal funds or Federal funds other than those administered by FHWA or FTA, must be included in the STIP to allow for an accurate transportation conformity determination. The FAST Planning boundary lies within a fine Particulate Matter (PM_{2.5}) Serious Nonattainment Area and Carbon Monoxide (CO) Maintenance Area. The project tables in the document clearly show discrete, whole project phases across fiscal years, and includes information for a wide range of projects types and funding mechanisms.

In accordance with 23 CFR § 450.326(j) and 40 CFR § 93.108, the amendment demonstrates that all programmed project phases are fiscally constrained using realistic estimates of federal suballocations, statewide program apportionments, and required state/local matching funds identified in the Alaska 2024–2027 STIP. Financing mechanisms and funding sources, such as Advance Construction (AC) and AC

Conversions (ACC), are appropriately accounted for across fiscal years, clearly labeled by year and include the local match and State funds anticipated throughout the life of the STIP.

5. 23 CFR 450.218(q) Transportation Performance Management (TPM) and 23 CFR 450.206(c) Performance-Based Planning and Programming

STIP Amendment #3 Findings:

This amendment incorporates FAST TIP Amendment #2 in its entirety into the 2024–2027 STIP, directly integrating the MPO's performance analysis into the statewide program. FAST Planning formally adopted the DOT&PF statewide performance targets across all national performance measures established under 23 CFR Part 490, satisfying the regulatory requirement for state and MPO target alignment. The incorporated document includes an explicit Performance Measures section containing a matrix that maps each programmed capital and non-capital project (including road, non-motorized, and transit projects) to four primary national performance areas: Safety, Pavement & Bridge Condition, Travel Time Reliability, and Mobile Source Emissions. The document provides a detailed narrative explaining how specific investments advance targets established under 23 U.S.C. 150(b). Specifically, it highlights that safety is weighted as the highest criterion in project scoring; details targeted funding for Safe Routes to School and "Roundabout First" safety initiatives; outlines National Highway System (NHS) pavement and bridge preservation projects; describes roadway shoulder widening and seasonal maintenance coordination to preserve travel reliability; and documents \$2 million in annual Congestion Mitigation and Air Quality (CMAQ) and Carbon Reduction Program (CRP) investments targeting fine Particulate Matter (PM_{2.5}) emission reductions.

Alaska DOT&PF STIP Amendment #4: Findings and Federal Actions

1. 23 CFR 450.218 Development and content of the statewide transportation improvement program (STIP)

STIP Amendment #4 Findings:

The DOT&PF STIP Amendment #4 effectively includes the AMATS TIP Amendment #4 by reference into the 2024-2027 STIP without change. The DOT&PF certified, during the STIP Amendment #4 submittal for joint FHWA and FTA approval, that the transportation planning process is being carried out in accordance with all applicable requirements.

AMATS is the designated MPO for the Anchorage urbanized area (including the Anchorage Bowl, Chugiak, Eagle River, and the Native Village of Eklutna). All project modifications across Tables 1 through 10 provide distinct project descriptions, termini, phasing plans (Design, ROW, Utilities, Construction/Implementation), year-of-expenditure (YOE) cost estimates, and specific federal and non-federal funding categories pursuant to 23 CFR 450.218(i) and 23 CFR 450.326(g).

2. 23 CFR 450.208 Coordination of Planning Process Activities

STIP Amendment #4 Findings:

Documentation included in the amendment reflects continuous coordination between DOT&PF Central Region/Anchorage Field Office, the Municipality of Anchorage (MOA), public transit operators (MOA People Mover / Public Transportation Department), and the Alaska Railroad Corporation (ARRC). For example, projects such as the Motorized Pavement Preservation Project (RDY00012) and Central Region ADA Compliance Project (NHS0016) reflect coordinated scoping between DOT&PF engineering staff and MOA municipal staff to ensure local curb ramps, sidewalks, and pavement overlays align with both municipal priorities and the State Asset Management Plan under 23 CFR 450.208(e).

AMATS programs substantial capital preservation funds, including \$202.5 million for AMATS Area NHS Pavement and Bridge Preservation (NHS0005), localized motorized pavement preservation (RDY00012), and ARRC State of Good Repair rail infrastructure preservation under FTA Section 5337.

3. 23 CFR 450.210 Interested Parties, Public Involvement, and Consultation.

STIP Amendment #4 Findings:

AMATS executed an initial 45-day public review period (January 1 – February 15, 2026), receiving 40 comments, followed by a second 15-day public review period (February 23 – March 9, 2026) to incorporate four additional scope/funding modifications requested during agency consultation. The transmittal includes a detailed Public Comment Response Summary categorizing comments into clarifications, expressions of support, policy recommendations, and technical team guidance.

An Interagency Consultation Team (ICT) meeting was held on December 11, 2025, with representatives from FHWA, FTA, EPA, ADEC, DOT&PF, and MOA Air Quality to review non-exempt status and ensure conformity for the Eagle River (PM10) Limited Maintenance Area (LMP) pursuant to 40 CFR 93.105.

4. 23 CFR 450.218(m) Fiscal Constraint

STIP Amendment #4 Findings:

In accordance with 23 CFR § 450.326(j) and 40 CFR § 93.108, the amendment demonstrates that all programmed project phases are fiscally constrained using realistic estimates of federal suballocations, statewide program apportionments, and required state/local matching funds identified in the Alaska 2024–2027 STIP. The amendment demonstrates year-by-year financial constraint across all funding streams, project estimates explicitly state that costs are calculated using year of expenditure (YOE) dollars and there is detailed tracking of state match, local match and private funding.

5. 23 CFR 450.218(q) Transportation Performance Management (TPM) and 23 CFR 450.206(c) Performance-Based Planning and Programming

STIP Amendment #4 Findings:

Federal regulations mandate a performance-based planning framework that directly links STIP and TIP investment priorities to established state and MPO targets in support of national goals under 23 U.S.C. 150(b) and 49 U.S.C. 5301. In alignment with 23 U.S.C. 148, Table 7 programs targeted Highway Safety Improvement Program funds for essential safety interventions, including signal conversions, vulnerable road user protections, and rapid response crash review team activities. To preserve infrastructure condition pursuant to 23 U.S.C. 119, Tables 6 and 8 direct capital investments toward National Highway System pavement preservation, corridor rehabilitation, and critical bridge replacements. Addressing mobile source emissions and system reliability under 23 U.S.C. 149, Table 5 allocates Congestion Mitigation and Air Quality Improvement and Carbon Reduction Program funds to dust control, ridesharing, micro-transit expansions, and fleet electrification. Table 9 fulfills Transit Asset Management provisions under 49 CFR Part 625 by coordinating FTA Sections 5307, 5310, 5339, and 5337 grant funds with local transit and rail asset management plans to maintain a state of good repair.

Alaska DOT&PF STIP Amendment #5: Findings and Federal Actions

1. 23 CFR 450.218 Development and content of the statewide transportation improvement program (STIP)

STIP Amendment #5 Findings:

The DOT&PF STIP Amendment #5 effectively includes the AMATS FY 2027-2023 TIP by reference into the 2024-2027 STIP without change. The DOT&PF certified, during the STIP Amendment #5 submittal for joint FHWA and FTA approval, that the transportation planning process is being carried out in accordance with all applicable requirements.

Per 23 CFR 450.218(i) and 23 CFR 450.326(g), all 87 programmed projects across Tables 1 through 10 provide sufficient descriptive details (type of work, termini, length, phasing plan, year-of-expenditure cost estimates, and designated federal/non-federal funding categories). All programmed project phases are consistent with the adopted AMATS 2050 Metropolitan Transportation Plan (MTP) and the State Long Range Plan.

2. 23 CFR 450.208 Coordination of Planning Process Activities

STIP Amendment #5 Findings:

The submittal demonstrates continuous coordination among DOT&PF Central Region/Anchorage Field Office, the Municipality of Anchorage (MOA), public transit operators (MOA People Mover / Public Transportation Department), and the Alaska Railroad Corporation (ARRC). Asset management principles under 23 U.S.C. § 119 and 23 CFR Part 515 are reflected through \$422.6 million programmed for NHS Pavement and Bridge Preservation (NHS0005), localized motorized pavement replacement (RDY00012), and ARRC State of Good Repair investments (TRN00020–TRN00027).

3. 23 CFR 450.210 Interested Parties, Public Involvement, and Consultation.

STIP Amendment #5 Findings:

AMATS conducted a 45-day public review period from January 1, 2026, through February 15, 2026, and held a dedicated Municipal Assembly public hearing on February 3, 2026. Appendix D includes a complete Comment Response Summary documenting 70 public and agency comments, technical team recommendations, and final Policy Committee disposition actions. Outreach adhered to the AMATS Public Participation Plan (PPP) and Title VI Plan, utilizing visualization tools, online accessibility, and translations into Safe Harbor languages (Hmong, Korean, Samoan, Tagalog, Spanish) to engage all populations. Interagency consultation was conducted on December 11, 2025, with representatives from FHWA, FTA, EPA, ADEC, DOT&PF, and MOA Air Quality pursuant to 40 CFR § 93.105. Tribal consultation was conducted with the Native Village of Eklutna in accordance with 23 CFR 450.210(c) and 23 CFR 450.316(c).

4. 23 CFR 450.218(m) Fiscal Constraint

STIP Amendment #5 Findings:

Table 1 (Four-Year Program Summary) demonstrates financial constraint by year across the 2027–2030 timeframe, balancing \$963.6 million in total program costs with matching anticipated revenues. Cost estimates incorporate YOY inflation factors drawn from the AMATS 2050 MTP. Tables 4, 5, and 6 document system-level operations and maintenance (O&M) costs and revenues, confirming that \$398.8 million in total O&M revenue is available to maintain Federal-aid highways and \$36.9 million annually is dedicated to public transit facilities. Advanced Construction (AC) and AC Conversions (ACC) are tracked across programming years.

5. 23 CFR 450.218(q) Transportation Performance Management (TPM) and 23 CFR 450.206(c) Performance-Based Planning and Programming

STIP Amendment #5 Findings:

The AMATS TIP features a dedicated Performance Management section in which Table 2 details regional performance targets, and Table 3 maps every project directly to national performance measures.

Table 7 programs \$50.6 million in Highway Safety Improvement Program funds for signal upgrades, channelization, road diets, and Vulnerable Road User (VRU) improvements.

Table 8 targets \$422.6 million toward NHS pavement/bridge preservation, Glenn Highway corridor rehabilitation, and bridge replacements.

Table 5 programs \$58.6 million in Congestion Mitigation and Air Quality (CMAQ) and Carbon Reduction Program (CRP) funds for arterial dust control, Rideshare marketing, transit fleet electrification, and micro-transit expansions.

Table 9 aligns FTA Section 5307, 5310, 5339, and 5337 investments with People Mover and ARRC TAM plans for fleet replacements, transit center modernizations, and rail State of Good Repair

Alaska

2024-2027 Statewide Transportation Improvement Program

Amendment #3, Amendment #4 & Amendment #5

Transportation Conformity Finding

FHWA and FTA have completed our joint review of the State of Alaska Department of Transportation and Public Facilities (DOT&PF) transmittal dated March 13, 2026, requesting Federal approval for Alaska 2024–2027 STIP Amendment #3, which incorporates by reference FAST Planning FFY 2023–2027 TIP Amendment #2 (approved by the FAST Planning Policy Board on February 25, 2026). We have also completed our joint review of the State of Alaska Department of Transportation and Public Facilities (DOT&PF) transmittals dated April 7, 2026 (STIP Amendment #4) which incorporates by reference AMATS TIP Amendment #4 and April 21, 2026 (STIP Amendment #5) which incorporates by reference AMATS FY 2027– 2030 TIP.

Based on our thorough evaluation of the submitted documentation, consultation with the U.S. EPA Region 10, and adherence to federal planning regulations, FHWA and FTA hereby jointly find that Alaska STIP Amendment #3 and FAST TIP Amendment #2 meet all transportation conformity requirements under Section 176(c) of the Clean Air Act (42 U.S.C. 7506(c)), 23 U.S.C. 109(j), 23 CFR Part 450 (Subpart C), and 40 CFR Part 93 (Subpart A).

Based on our thorough evaluation of the submitted documentation, consultation with the U.S. EPA Region 10, and adherence to federal planning regulations, FHWA and FTA hereby jointly find that Alaska STIP Amendment #4 and AMATS TIP Amendment #4 meet all transportation conformity requirements under Section 176(c) of the Clean Air Act (42 U.S.C. 7506(c)), 23 U.S.C. 109(j), 23 CFR Part 450 (Subpart C), and 40 CFR Part 93 (Subpart A).

Based on our thorough evaluation of the submitted documentation, consultation with the U.S. EPA Region 10, and adherence to federal planning regulations, FHWA and FTA hereby jointly find that Alaska STIP Amendment #5 and AMATS FY 2027-2030 TIP meet all transportation conformity requirements under Section 176(c) of the Clean Air Act (42 U.S.C. 7506(c)), 23 U.S.C. 109(j), 23 CFR Part 450 (Subpart C), and 40 CFR Part 93 (Subpart A).

Transportation Conformity Determination Finding (40 CFR Part 93, Subpart A & 23 U.S.C. § 109(j)) STIP Amendment #3

- The FAST Planning Metropolitan Planning Area (MPA) lies within the Fairbanks North Star Borough (FNSB) 2006 24-hour Fine Particulate Matter PM 2.5 Serious Nonattainment Area and Carbon Monoxide (CO) Maintenance Area.

- On January 4, 2024, the EPA issued partial approval/disapproval for the FNSB PM 2.5 Serious Nonattainment Area SIP, placing the area under a Conformity Freeze pursuant to 40 CFR § 93.120. Under the freeze, new projects must be evaluated through interagency consultation to verify exemption status or consistency with previously conforming emissions analyses before inclusion in the TIP/STIP.
 - A formal Interagency Consultation Team (ICT) meeting was held on December 11, 2025, with representatives from FAST Planning, FHWA, FTA, EPA Region 10, Alaska Department of Environmental Conservation (ADEC), Alaska DOT&PF, and FNSB.
 - Hot-Spot Evaluation: For the Parks Highway MP 356 Auxiliary Lane (NFHWY01140), a project-level technical evaluation prepared by Trinity Consultants was reviewed. The analysis demonstrated that the auxiliary lane does not increase heavy-duty diesel vehicle volumes or alter overall travel patterns, confirming it is not a project of local air quality concern and does not require PM 2.5 hot-spot analysis under 40 CFR § 93.116 and § 93.123.
 - The ICT concurred that the proposed changes in TIP Amendment #2 do not require a new regional emissions analysis, but do require a formal joint FHWA/FTA conformity determination letter under 23 CFR § 450.104 and 40 CFR § 93.104(c) prior to STIP approval.
- Assessment of Conformity Criteria [40 CFR §§ 93.110–93.118]:
 - Latest Planning Assumptions [40 CFR § 93.110]: The TIP relies on the latest population, employment, land use, and travel demand assumptions established in the FAST Planning 2045 Metropolitan Transportation Plan (MTP) Update.
 - Latest Emissions Model [40 CFR § 93.111]: Regional emissions modeling supporting the underlying 2045 MTP Update utilized EPA's approved MOVES emissions model.
 - Timely Implementation of Transportation Control Measures (TCMs) [40 CFR § 93.113]: TIP Amendment #2 does not interfere with or delay the implementation of any committed TCMs identified in the applicable Alaska SIP.
 - Currently Conforming MTP and TIP [40 CFR § 93.114 & § 93.115]: All projects programmed in Amendment #2 derive from and remain consistent with the short-range project priorities in the conforming FAST 2045 MTP Update (jointly approved by FHWA/FTA on May 12, 2023, and reaffirmed November 20, 2025).
 - Fiscal Constraint [40 CFR § 93.108 & 23 CFR § 450.326(j)]: The financial plan in TIP Amendment #2 demonstrates year-by-year fiscal constraint through FFY 2027 based on anticipated suballocations (STP, CMAQ, TAP, CRP, MPL, TPL) and statewide program apportionments in the approved Alaska 2024–2027 STIP.
 - Public Consultation [40 CFR § 93.105(e) & 23 CFR § 450.316]: FAST Planning conducted an extended 40-day public comment period (December 21, 2025 – January 30, 2026) to accommodate the holidays, receiving and responding to 17 public and agency comments in an attached disposition summary.

Transportation Conformity Determination Finding (40 CFR Part 93, Subpart A & 23 U.S.C. § 109(j)) STIP Amendment #4 and #5

General Information:

- Anchorage completed its 20-year Carbon Monoxide (CO) maintenance period on July 16, 2024, eliminating regional CO conformity requirements for the Anchorage Bowl. However, Chugiak/Eagle River remains in its second 10-year (PM₁₀) maintenance period through 2033.
- Under EPA's Limited Maintenance Plan policy (40 CFR § 93.109(e)), areas qualifying for an LMP demonstrate that future motor vehicle emission growth is unlikely to cause a NAAQS violation. The 5-year average PM₁₀ Design Value (DV) for Eagle River (2020–2024) was calculated at 67 µg/m³, which remains well below the federal qualification threshold of 98 µg/m³.
- An Interagency Consultation Team (ICT) meeting was held on December 11, 2025, with representatives from the Municipality of Anchorage (MOA) Health Department Air Quality Program, AMATS, Alaska Department of Environmental Conservation (ADEC), Alaska DOT&PF, FHWA, FTA, and EPA Region 10.
 - The ICT unanimously approved the methodology and appropriateness of the draft Air Quality Conformity Demonstration using EPA's LMP option for the Eagle River PM₁₀ Limited Maintenance Area. The ICT confirmed that the proposed changes in TIP Amendment #4 do not jeopardize PM₁₀ control strategies in the SIP.
- **Amendment #4: Assessment of Specific Conformity Criteria [40 CFR §§ 93.110–93.118]**
 - Latest Planning Assumptions [40 CFR § 93.110]: The TIP amendment relies on the latest population, employment, land use, and travel demand assumptions established in the conforming AMATS 2050 Metropolitan Transportation Plan (MTP).
 - Latest Emissions Model [40 CFR § 93.111]: Regional emissions modeling supporting the underlying 2050 MTP utilized EPA's approved MOVES motor vehicle emissions model.
 - Timely Implementation of Transportation Control Measures (TCMs) [40 CFR § 93.113]: TIP Amendment #4 provides for the ongoing support and promotion of transit and rideshare programs (e.g., CMQ00009) and does not interfere with the implementation of any TCM in the applicable Alaska SIP.
 - Currently Conforming MTP and TIP [40 CFR § 93.114 & § 93.115]: All projects modified or added in Amendment #4 derive from and remain consistent with the conforming AMATS 2050 MTP (approved by FHWA/FTA on May 24, 2024).
 - Fiscal Constraint [40 CFR § 93.108 & 23 CFR § 450.326(j)]: Table 1 (Four-Year Program Summary) demonstrates financial constraint by fiscal year across FFY 2023–2026, balancing \$527.6 million in total programmed costs against matching federal allocations, state funds, and local municipal revenues.

- Public Consultation [40 CFR § 93.105(e) & 23 CFR § 450.316]: AMATS executed a 45-day public review period (January 1 – February 15, 2026), followed by a second 15-day review period (February 23 – March 9, 2026). All 40 public comments received were addressed in an attached Comment Response Summary.

- **Amendment #5: Assessment of Specific Conformity Criteria [40 CFR §§ 93.110–93.118]**
 - Latest Planning Assumptions [40 CFR § 93.110]: The TIP relies on the latest population, employment, travel, and land use assumptions established in the conforming AMATS 2050 Metropolitan Transportation Plan (MTP).
 - Latest Emissions Model [40 CFR § 93.111]: Regional emissions modeling supporting the underlying 2050 MTP utilized EPA's approved MOVES motor vehicle emissions model.
 - Timely Implementation of Transportation Control Measures (TCMs) [40 CFR § 93.113]: The FFY 2027–2030 TIP provides for the ongoing support and promotion of transit bus and rideshare programs (e.g., CMQ00009) and does not interfere with the implementation of any TCM in the applicable Alaska SIP.
 - Currently Conforming MTP and TIP [40 CFR § 93.114 & § 93.115]: All projects programmed in the FFY 2027–2030 TIP derive from and remain consistent with the conforming AMATS 2050 MTP (jointly approved by FHWA/FTA on May 24, 2024).
 - Fiscal Constraint [40 CFR § 93.108 & 23 CFR § 450.326(j)]: Table 1 (Four-Year Program Summary) demonstrates financial constraint by fiscal year across FFY 2027–2030, balancing \$963.6 million in total program costs against matching federal suballocations, state funds, and local municipal revenues.
 - System-level operations and maintenance (O&M) revenues (\$398.8 million total for highways; \$36.9 million annually for transit) are fully documented.
 - Public Consultation [40 CFR § 93.105(e) & 23 CFR § 450.316]: AMATS executed a 45-day public review period (January 1 – February 15, 2026) and held a Municipal Assembly public hearing on February 3, 2026. All 70 public comments received were addressed in an attached Comment Response Summary (Appendix D)



THE STATE
of **ALASKA**

GOVERNOR MICHAEL J. DUNLEAVY

**Department of
Transportation and
Public Facilities**

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

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

March 13th, 2026

Randy Warden, Division Administrator
Federal Highway Administration
Alaska Division
P.O. Box 21648
Juneau, AK 99802-1648

Susan Fletcher, P.E., Regional Administrator
Federal Transit Administration, Region 10
915 2nd Avenue, Suite 3142
Seattle, WA 98174-1002

Dear Randy Warden and Susan Fletcher,

Enclosed for your review is the Alaska 2024-2027 Statewide Transportation and Infrastructure Program (STIP) Amendment #3, submitted for the sole purpose of incorporating the Fairbanks Area Surface Transportation (FAST) 2023-2027 Transportation Improvement Program (TIP) Amendment #2, which was approved by the FAST Policy Board on February 25, 2026.

FAST TIP Amendment #2 meets all requirements of U.S. Code Title 23, Section 134 and U.S. Code 5303, and is fiscally constrained by the allocations in the Alaska 2024-2027 STIP. An interagency consultation for air quality conformity indicated a new air quality analysis is not required but a new conformity determination will need to be made per 23 CFR 450.104 and 40 CFR §93.104(c). Requirements for public review were met by the FAST TIP public review period.

We request your approval of the 2024-2027 STIP Amendment #3 to incorporate by reference the 2023-2027 FAST TIP Amendment #2 into the Alaska 2024-2027 STIP.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ryan Anderson".

Ryan Anderson, P.E.
Commissioner

Enclosed: FAST 2023-2027 TIP Amendment #2, transmittal letters and documents.

Cc:

Katherin Keith, Deputy Commissioner & Acting Director, Central Region, DOT&PF
Dom Panone, Director, Program Management & Administration, DOT&PF
Judy Chapman, Division Operations Manager, Project Delivery, DOT&PF
Brett Nelson, Northern Region Planning Chief, Fairbanks Field Office, DOT&PF
Ben White, Urban Planning Chief, Anchorage Field Office, DOT&PF
Karin McCoy, STIP Coordinator, Program Management & Administration, DOT&PF
Randi Bailey, FAST Planning Transportation Planner, Fairbanks Field Office, DOT&PF
Kayla Sweitzer, Federal Aid Program Manager, Program Management & Administration, DOT&PF
Scot Rastelli, Deputy Regional Administrator, Region 10, FTA
Danielle Casey, Community Planner, Region 10, FTA
Pauline Chandler, Program Management Analyst & Acting Financial Manager, AK Division, FHWA
Christina Mounce, Environmental Program Manager, AK Division, FHWA
Emily Haynes, Acting Deputy Division Administrator, AK Division, FHWA
Randy Warden, Division Administrator, AK Division, FHWA
Jackson Fox, FAST Planning Executive Director
Erica Ruerup, Project Control Chief, Northern Region, DOT&PF

MEMORANDUM

State of Alaska

Department of Transportation & Public Facilities
Program Management and Administration

TO: Ryan Anderson, Commissioner

DATE: March 6, 2026

THRU: Katherine Keith, Deputy Commissioner
& Acting Director, Central Region

Initial
KK

FROM: Adam Moser, Program Management &
Administration

DS
AM

SUBJECT: Recommend Approval of
FAST FFY 2023-2027
TIP Amendment #2

The Fairbanks Area Surface Transportation (FAST) Planning Policy Board approved Amendment #2 to the FAST FFY 2023-2027 Transportation Improvement Program (TIP) on February 25, 2026.

The FAST FFY 2023-2027 TIP Amendment #2 meets all the requirements of U.S. Code Title 23, Section 134 and U.S. Code 5303 and is fiscally constrained by the allocations made in the 2024-2027 Statewide Transportation Improvement Program (STIP). An interagency consultation for air quality conformity was held on December 11, 2025, which indicated a new air quality analysis is not required but a new conformity determination will need to be made per 23 CFR 450.104 and 40 CFR §93.104(c).

Approval by the Commissioner is recommended and required as the statutory designee for state transportation planning matters as outlined in AS 44.42.050 and 17 AAC 05. Staff recommend approval to incorporate FAST FFY 2023-2027 TIP Amendment #2 into the 2024-2027 STIP. Upon approval to incorporate by the Commissioner, 2024-2027 STIP Amendment #3 will be submitted by DOT&PF to FHWA and FTA with a request for approval to incorporate the FAST FFY 2023-2027 TIP Amendment #2. The requirements for public review were satisfied by the 40-day TIP Amendment #2 public review period and further public review is not required.

Attachments:

DOT&PF Fairbanks Field Office/Project Delivery Transmittal Memo
FAST FFY 2023-2027 TIP FAST Planning Transmittal Memo
FAST FFY 2023-2027 TIP Amendment #2, Summary of Changes, Air Quality Consultation Notes, Policy Board Actions, Public Comment Response Summary, and Self-certification.

Approved:

Signed by:



3BFC856830834FF...

Ryan Anderson, Commissioner

3/12/2026

Date

Page 2

Cc: Dom Panone, Director, Program Management & Administration, DOT&PF
Judy Chapman, Division Operations Manager, Project Delivery, DOT&PF
Brett Nelson, Northern Region Planning Chief, Fairbanks Field Office, DOT&PF
Ben White, Urban Planning Chief, Anchorage Field Office, DOT&PF
Karin McCoy, STIP Coordinator, Program Management & Administration, DOT&PF
Randi Bailey, FAST Planning Transportation Planner, Fairbanks Field Office, DOT&PF
Kayla Sweitzer, Federal Aid Program Manager, Program Management & Administration, DOT&PF
Scot Rastelli, Deputy Regional Administrator, Region 10, FTA
Danielle Casey, Community Planner, Region 10, FTA
Pauline Chandler, Program Management Analyst & Acting Financial Manager, AK Division, FHWA
Christina Mounce, Environmental Program Manager, AK Division, FHWA
Emily Haynes, Acting Deputy Division Administrator, AK Division, FHWA
Randy Warden, Division Administrator, AK Division, FHWA
Jackson Fox, FAST Planning Executive Director
Erica Ruerup, Project Control Chief, Northern Region, DOT&PF

MEMORANDUM

State of Alaska

Department of Transportation & Public Facilities
Project Delivery

TO: Adam Moser, Program Management
Chief, Program Management and
Administration

DATE: February 26, 2026

THRU: Ben White
Urban Planning, Urban Planning Chief
Project Delivery



FROM: Randi Bailey
DOT&PF Transportation Planner,
Project Delivery



SUBJECT: Recommend Approval of FAST
2023-2027 TIP Amendment #2

The Fairbanks Area Surface Transportation (FAST) Planning Policy Board approved Amendment #2 to the FAST FFY 2023-2027 Transportation Improvement Program (TIP) on February 25, 2026.

The FAST Planning FFY 2023-2027 TIP Amendment #2 meets all the requirements of U.S. Code Title 23, Section 134, and is fiscally constraint by the allocations made in the 2024-2027 Statewide Transportation Improvement Program (STIP). An interagency consultation for air quality conformity was held on December 11, 2025.

Staff recommends approval and requests that appropriate action be taken to incorporate the FAST Planning FFY2023-2027 TIP Amendment #2 into the 2024-2027 STIP.

Attachments:

FAST Planning FFY 2023-2027 TIP Amendment #2
Transmittal Memo
Summary of Changes
Policy Board Actions

Cc: Brett Nelson, Planning Chief, Fairbanks Field Office, DOT&PF
Jackson Fox, FAST Planning Executive Director
Judy Chapman, Deputy Director, Project Delivery, DOT&PF
Karin McCoy, STIP Manager, Project Delivery, DOT&PF
Erica Ruerup, Project Control Chief, Northern Region, DOT&PF



February 26, 2026

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

Subject: **Transmittal of FAST Planning FFY2023-27 TIP Amendment #2**

Dear Mr. Nelson,

Attached for inclusion in the Statewide Transportation Improvement Program (STIP) is Fairbanks Area Surface Transportation Planning (FAST Planning) FFY2023-27 Transportation Improvement Program (TIP) Amendment #2. FAST Planning's Policy Board approved this Amendment on February 25, 2026. Please incorporate TIP Amendment #2 into the STIP as required under 23 U.S.C. 135 at your earliest convenience. Thank you in advance, and if you have any questions or need additional information, please contact me at jackson.fox@fastplanning.us or (907) 590-1618.

Sincerely,

Jackson C. Fox
Executive Director

Attachment: FFY2023-27 TIP Amendment #2, including Summary of Changes
Interagency Consultation for Air Quality Conformity Meeting Notes – December 11, 2025
FAST Planning Policy Board Action Items – February 25, 2026
Public Comment Response Summary – December 21, 2025 to January 30, 2026

Copy: Randi Bailey, MPO Coordinator, Fairbanks Field Office



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

AMENDMENT #2

APPROVED FEBRUARY 25, 2026



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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 Amendment #2 to Fairbanks Area Surface Transportation (FAST) Planning's FFY2023-27 Transportation Improvement Program (TIP). **The purpose of Amendment is to add funding for the FAST Improvement Program, ADA Improvements Program, Old Steese Highway Reconstruction project, and Parks Highway/Sheep Creek Road Extension Intersection projects.**

This Amendment was reviewed at the November 5 and December 3, 2025 FAST Planning Technical Committee meetings and approved for release for public comment at the December 17, 2025 FAST Planning Policy Board meeting. An interagency consultation for air quality conformity was also held for this Amendment on December 11, 2025 with the U.S. Environmental Protection Agency (EPA), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Alaska Department of Environmental Conservation (ADEC), Alaska Department of Transportation & Public Facilities (DOT&PF), and Fairbanks North Star Borough (FNSB). The agencies present at the meeting concurred that a new air quality conformity analysis would likely not be required for the proposed changes to the TIP, but a final conformity determination will be made by FHWA and FTA following the close of the public comment period. In consideration of the holiday season, the standard 30-day Public Comment Period was extended to 40 days from December 21, 2025 to January 30, 2026, and a total of 17 comments were received. A comment response summary is attached to this Amendment. Revisions to the Amendment were made based on the comments received and new information about project schedules and funding estimates from Alaska DOT&PF during the comment period. The final draft of the Amendment was reviewed by the Technical Committee on February 4 and approved by the Policy Board on February 25. The TIP continues to be fiscally constrained.

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

TIP DEVELOPMENT PROCESS

Development of the FFY2023-27 TIP began in June 2022 with review and revision of the project scoring criteria and nomination form from the previous FFY2019-23 TIP. The revisions primarily reflected new project eligibilities and FHWA planning emphasis areas from the Infrastructure Investment & Jobs Act (IIJA) and were approved by FAST Planning's Technical Committee and Policy Board in July 2022. This was followed by a call for project nominations from local agencies and the public, which was held July 29 to August 30. In addition to asking for new project nominations, FAST Planning requested updated cost estimates for active and illustrative projects in the current FFY2019-23 TIP and input on the list of previously scored high-priority (illustrative) projects that still await funding, as well as newly identified planning efforts and studies cited in the FFY23-24 Unified Planning Work Program. A workshop was held during the open call for project nominations for local agencies and the public to explain the nomination

process, scoring criteria, and project selection process for funding. At the close of the nomination period, FAST Planning Technical Committee members scored and ranked the newly nominated projects in order of priority for consideration of funding in the new TIP. Concurrently, the Alaska Department of Transportation & Public Facilities (DOT&PF) prepared scopes, schedules, and estimates (SSEs) for all active, illustrative, and new projects nominated. Once the SSEs and project rankings were completed, FAST Planning developed a fiscally constrained Draft TIP providing a funding plan for all active/ongoing projects, top ranked illustrative projects and planning efforts/studies, and the top scored new projects for release for public comment. The rankings for newly nominated projects were as follows:

Road/Multimodal Projects

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

Non-Motorized Projects

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

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

The original TIP and Administrative Modifications #1, #2, #3, #4, #5, #6, and #7 and Amendment #1 and #2 are fiscally constrained and were developed in conformance with 23 USC 134, 49 USC 5303, 23 CFR Part 450, sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 USC 7504, 7506 (c) and (d)), 40 CFR Part 93, Title VI of the Civil Rights Act as amended (42 2000d-1) and 49 CFR Part 21, 49 USC 5332, Section 1101(b) of the SAFETEA-LU (Pub. L 109-59 and 49 CFR part 26, 23 CFR part 230, provisions of the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.), 49 CFR parts 27, 37, and 38, the Older Americans Act as amended (42 USC 6101), 23 USC 324, Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and 49 CFR 27 and all other applicable federal requirements for Metropolitan Planning Organizations.

ADMINISTRATIVE MODIFICATIONS & AMENDMENTS

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

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

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

PERFORMANCE MEASURES

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

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

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

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

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

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

Pavement & Bridge Condition

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

Travel Time Reliability

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

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

On-Road Mobile Source Emissions

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

Transit Performance Measures

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

AIR QUALITY CONFORMITY

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

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

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

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

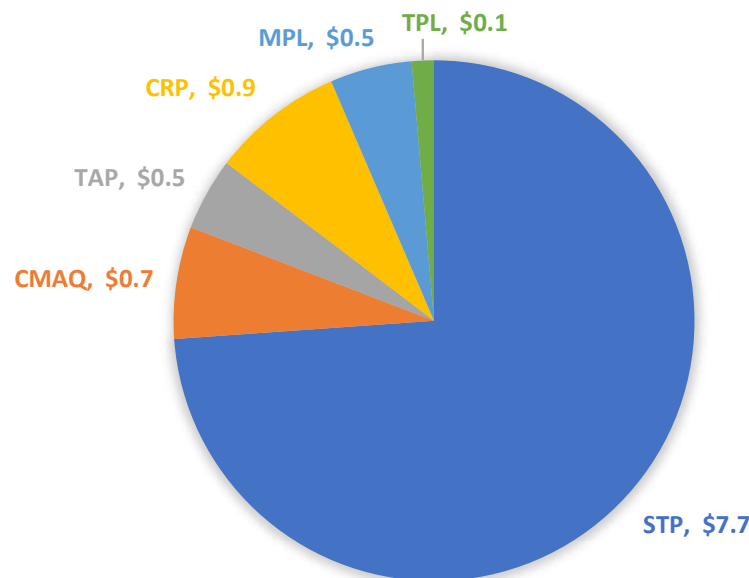
The FHWA and FTA reviewed the Air Quality Conformity Analysis and approved the conformity determination on May 12, 2023. Since the FFY2023-27 TIP was based on the projects and timelines listed in the 2045 MTP, 40 CFR 93.122(g) permits reliance on the regional emissions analysis from the MTP. Every project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

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

FINANCIAL PLAN

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

ANNUAL ALLOCATION OF FEDERAL FUNDING (MILLIONS)



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

PROJECT PROGRAMMING

CONSISTENCY WITH LONG RANGE TRANSPORTATION PLAN

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

STATUS OF MAJOR PROJECTS FROM PREVIOUS TIP

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

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

ILLUSTRATIVE PROJECTS

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

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

REGIONALLY SIGNIFICANT PROJECTS

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

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

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

ANNUAL LISTING OF OBLIGATED PROJECTS

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

PUBLIC PARTICIPATION & TITLE VI

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

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

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

PUBLIC PARTICIPATION IN TIP DEVELOPMENT PROCESS

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

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

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

TITLE VI COMPLIANCE & ENVIRONMENTAL JUSTICE

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

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

SELF-CERTIFICATION

See Appendix for Self-Certification statement and supporting information.

TIP ACRONYMS & DEFINITIONS

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

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



FAST Planning FFY23-27 Transportation Improvement Program (TIP) Amendment #2
SUMMARY OF CHANGES - February 25, 2026

Project	Description
1 Chena Riverwalk Stage III	Added \$66k TAP funding to FFY2026 right-of-way phase per request from DOT during public comment period
2 Committed Measures for the Fairbanks SIP	Added \$91k CMAQ funding to FFY2026 construction phase for Fairbanks Airport Area Non-Motorized Wayfinding Signage per request from DOT during public comment period; added \$68k CMAQ funding to FFY2026 design phase for Lavery Transportation Center Enhancements per request from DOT during public comment period; added \$82k CMAQ funding to FFY2026 design phase for Fairbanks Morris Thompson Cultural & Visitors Center Enhancements per request from DOT during public comment period; added \$73k CMAQ funding to FFY2026 utilities phase for Fairbanks Morris Thompson Cultural & Visitors Center Enhancements per request from DOT following public comment period
3 FAST ADA Improvements Program	Added \$9.9M CMAQ-SW to FFY2026 construction phase per DOT request for project numbers NFWY01102, 1103, 1104, & 1105 (Steese Hwy between Johansen Expy and Airport Way, Chena Spur Rd between Old Chena Pump and Chena Pump Rd, Phillips Field Rd between Noyes Slough and Peger Rd, Parks Hwy/Old Nenana Rd between Village and Geist Rd, Birch Hill Rd between Fairhill and East Birch Hill Rd, Hurst Rd between Badger and Nelson Rd, and Farmers Loop Rd between College Rd and Steese Hwy); increased utilities phase for Steese Hwy between Johansen Expy and Airport Way (NFWY01102) from \$35k to \$105k per request from DOT during public comment period; increased utilities phase for Steese Hwy from \$105k to \$150k per request from DOT following public comment period
4 FAST Improvement Program	Added \$2M STP and CMAQ funding to FFY2026 construction phase per latest estimate from DOT for 2026 construction program; added \$182k STP funding to FFY2026 design phase and \$910k STP funding to FFY2027 construction phase for 2027 construction program; added \$45k STP funding to FFY2026 design phase per request from DOT during public comment period; added \$90k STP AC funding to FFY2026 construction phase for Trainor Gate Road/F Street intersection per Policy Board motion at February 25th meeting
5 FAST Carbon Reduction Program	Added \$23k CRP funding to FFY2026 design phase for Fairbanks Airport Area Non-Motorized Wayfinding Signage per request from DOT during public comment period
6 Holmes Road Rehabilitation	Added \$657k STP AC funding to FFY2026 design phase per request from DOT during public comment period
7 Old Steese Reconstruction	Moved construction phase funding from Beyond year to FFY2027 and updated amount per new estimate provided by DOT
8 Parks Hwy/Sheep Creek Ext Traffic Signal	Added \$2.3M to construction phase per latest HSIP funding plan; added \$333k to construction phase and reduced utilities phase by \$100k per request from DOT following public comment period
9 Parks Highway MP 356 Auxiliary Lane	Added new project per DOT request (will be constructed with Parks Hwy/Sheep Creek Ext Traffic Signal project); moved construction phase from FFY2026 to FFY2027 and updated scope description per request from DOT following public comment period
10 Statewide Congestion Mitigation & Air Quality	Added \$455k CMAQ-SW funding to design phase and removed funding for right-of-way phase for Sheep Creek Road & West Tanana Drive Roundabout per request from DOT following public comment period
11 Steese/Johansen Expy Interchange	Added \$382k NHPP funding to FFY2026 design phase per request from DOT during public comment period; added \$2.7M NHPP funding to FFY2026 utilities phase per request from DOT following public comment period
12 Funding Summary - MPO Suballocations	Updated FFY2026 available funding amounts for STP and TAP, including carryforward, per new calculations provided by DOT
13 FTA & FRA Projects Table	Added 5339(c) 'Low or No Emission Grant' recently awarded to FNSB per their request during public comment period

FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
Projects Funded with MPO Suballocations within FAST Planning Boundary										
33041 SR-21	NFHWY00445	5th Avenue Reconstruction	STP	Design	159.2					
		Reconstruct 5th Avenue from Barnette to Noble Street to provide improved facilities for all users. Reconstruction includes ADA-compliant sidewalks and shoulders to accommodate bicyclists, wayfinding and bicycle route signs, and landscaping in accordance with FAST Planning's "Complete Streets" Policy.	3PF		15.8					
		Completed	STP	Right-of-Way						
			3PF							
			STP	Utilities	363.9					
			3PF		36.1					
			STP	Construction	409.4	2,877.4				
			SW-TAP		454.9					
			AC		2,798.0					
			ACC			-2,798.0				
			OFF		103.7	62.2	16.3			
			3PF		373.8	14.1	1.6			
Project Total				4,714.7	155.7	17.9	0.0	0.0	0.0	
21934 SR-5	NFHWY01023	Advanced Project Definition	STP	Planning			136.5	145.6		
		Provide funding to the State and City of Fairbanks to develop new estimates for TIP projects. Project Start Year: 2025 Total Project Cost: \$310,000 Air Quality Status: Exempt	FM				13.5	14.4		
Project Total					0.0	0.0	150.0	160.0	0.0	0.0
32278 SR-23	NFHWY00835	Fairbanks Bike Lane Striping & Signing	TAP	Design	91.0	91.0				
		Signing and striping on City streets of existing paved shoulders within City of Fairbanks to accommodate bicyclists, as designated bike lanes for seasonal use. Locations include Barnette Street from 1st Avenue to Airport Way and 10th Avenue from Steese Highway to 2nd Avenue. Project Start Year: 2023 Total Project Cost: \$884,728 Air Quality Status: Exempt	3PF		9.0	9.0				
		Completed	TAP	Construction			580.0			
			OFF				43.0			
			3PF				61.8			
Project Total					100.0	100.0	684.8	0.0	0.0	0.0
33863 SR-30	NFHWY00844	FAST Carbon Reduction Program	CRP	All	887.0	1,929.2	1,066.6	1,077.7	1,099.2	
	NFHWY00845	Projects that support the reduction of transportation emissions, including evaluations, plans, and the design and construction of projects in accordance with 23 USC §175, within the FAST Planning Metropolitan Planning Area. Refer to FAST Planning's CMAQ/CRP supplemental table for project list, descriptions, and locations. Project Start Year: 2023 Total Project Cost: \$6,719,700 Air Quality Status: Exempt	SM/3PF							
	NFHWY00862									
	NFHWY00891									
	NFHWY00922									
	NFHWY01060									
	NFHWY01085									
NFHWY00885										
Project Total					975.0	2,120.7	1,172.5	1,184.6	1,208.3	0.0

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

FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
26708 SR-3	NFHWY00280	Chena River Walk Stage III	TAP	Design		363.9				
		Construct an approximately 3,200' long segment, multi-use asphalt path that is 10 feet wide with 2-foot gravel shoulders. The proposed path would be constructed on the north side of the Chena River from the existing Chena River pedestrian bridge crossing near Pioneer Park to the east side of Peger Road where the new path turns to a north/south orientation along Peger Road until it terminates at the southeast corner of the Peger Road and Phillips Field Road controlled intersection. Project Start Year: 2017 Total Project Cost: \$3,924,000 Air Quality Status: Exempt	FM			36.1				
		TAP	Right-of-Way				793.3			
				FM			78.7			
		STP	Utilities							
				FM						
		STP	Construction						1,580.2	
				TAP						
		CMAQ								
		FM						156.9		
Project Total					0.0	400.0	0.0	872.0	0.0	1,737.0
30012 SR-1	NFHWY00126 NFHWY00883	Cowles Street Reconstruction - Phase I & II Reconstruct Cowles Street from Airport Way to East Cowles Street. Project work will include roadside hardware, drainage improvements, intersection improvements, ADA improvements and utilities. Phase II will reconstruct Cowles Street from 1st Avenue to Airport Way. 50% local match / 50% state match. Project Start Year: 2019 Total Project Cost: \$15,960,784 Air Quality Status: Exempt	STP	Design		422.7	1,060.2	295.7		
			AC			264.2	295.7			
			ACC				-264.2	-295.7		
			OFF			130.9				
			SM			40.6	54.2			
			3PF			40.6	54.2			
			STP	Right-of-Way						
			SM							
			3PF							
			STP						190.4	
			SM	Utilities						9.5
			3PF						9.5	
			STP							
			AC	Construction		3,210.1		163.6		6,992.0
			ACC				163.6			
			CMAQ			1,793.3		-163.6		0.0
			OFF				204.9			
			3PF			248.3	17.6		347.0	
			SM			248.3	17.6		347.0	
			Project Total					0.0	6,399.0	1,603.7
38471 SR-7	Z622070000	Cushman Street Bridge Rehabilitation	STP	Construction	4,134.1					
		Rehabilitate the Cushman Street Bridge and Cushman Street between the First Avenue and Terminal Street intersections. Project work will include bridge work, roadside hardware, ADA sidewalk and curb ramp improvements.	CMAQ		727.8					
		ACC	-4,861.9							
Project Total					0.0	0.0	0.0	0.0	0.0	0.0

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

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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond		
34122 SR-14	NFHWY00815	Doughchee Avenue/Beaver Springs Bridge	STP	Design	127.4	84.6						
		Reconstruct Doughchee Avenue from Badger Road to Beaver Springs Bridge #2132. Project will include bridge work, drainage improvements, intersection improvements, and roadside hardware. Project is planned to be bundled with FFY26 FAST Improvement Program for bid advertisement. Project Start Year: 2023 Total Project Cost: \$626,000 Air Quality Status: Non-Exempt	3PF		12.6	8.4						
			STP	Right-of-Way								
			3PF									
			STP	Utilities								
			3PF									
			STP	Construction				357.5				
			3PF					35.5				
Project Total					140.0	93.0	0.0	393.0	0.0	0.0		
19096 SR-28	NFHWY00881 NFHWY00913 NFHWY00914 NFHWY01088	FAST Improvement Program	STP	Design			191.7	836.9	27.3			
		Perform gravel or asphalt surface maintenance and preservation activities on roads, sidewalks and pathways. Work may also include new or upgraded illumination, signing and striping, storm drains and intersection improvements including nonmotorized crossings, as well as ADA upgrades to sidewalks and curb ramps. State pays design match and local governments pay construction match, per agreement. FFY25 construction includes West Tanana Drive, 8th Avenue (Fairbanks), Chief Thomas Drive, Chief William Drive, Tesoro Avenue, E 4th Avenue (North Pole), NPHS Boulevard, CLRA South Lake Loop & Peninsula Trails, Chena Riverwalk (southside), and Mitchell Expressway, Davis Road, and Farmers Loop Road Paths. FFY26 construction includes Shannon Drive, Doyon Estates roads, Cary Avenue, 8th Avenue path, Old Richardson Highway pedestrian crosswalk, BHRA access road, Vue Crest subdivision roads, TLRA Westlake Lane, UAF Taku parking lot paths, Tanana Loop, Ballaine Road trail access, Old Airport Way shoulder, Van Horn Road, and Trainor Gate Road/F Street intersection. FFY27 construction locations TBD. Project Start Year: 2022 Total Project Cost: \$10,162,800 Air Quality Status: Exempt	AC			191.7	363.9	27.3				
			ACC				-191.7	-363.9	-27.3			
			SM			19.0	36.1	49.7				
			STP	Utilities								
			SM									
			STP		Construction	1,694.6	261.1	319.5	3,482.9	1,000.7		
			AC			261.1		909.7	91.0			
			ACC			-261.1		-909.7				
			CMAQ				681.2	727.8				
			OFF				120.6					
			SM	20.8				72.2				
			3PF	173.4			201.6	255.5	90.3			
		Project Total					2,149.9	210.7	2,632.6	4,269.6	1,091.0	0.0
		34346 34348 SR-4	NFHWY00830	FAST Planning Office	STP	Planning	100.0	150.0	150.0	150.0	150.0	
Funding for the FAST Planning office which supports delivery of the FAST Planning's programs. Project Start Year: 2023 Total Project Cost: \$3,946,900 Air Quality Status: Exempt	MPL			432.4	426.7		444.1	462.0	480.5			
	TPL			140.3	121.6		123.9	127.6	131.4			
				66.8	69.3		71.3	73.4	75.6			
	FM											
Project Total					739.5	767.6	789.2	813.0	837.5	0.0		
TBD SR-9	NFHWY01057	Geist/Chena Pump Road Corridor Study	STP	Planning			168.3	377.5				
		Examine safety and access control issues along Geist Road and Chena Pump Road from University Avenue to Chena Small Tracts Road, including driveway density, intersection configuration, and conflicts between motorized and non-motorized users to identify projects that improve safety and address access management for all users. Project Start Year: 2025 Total Project Cost: \$600,000 Air Quality Status: Exempt	AC				377.5					
			ACC					-377.5				
			FM				54.2					
Project Total					0.0	0.0	600.0	0.0	0.0	0.0		

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32798 MR-9	NFHWY00816	Holmes Road Rehabilitation	STP	Design	545.8		441.3	402.9	656.8	
		Rehabilitate Holmes Road from the Badger/Montgomery intersection to Badger/Peede intersection including consideration of widened shoulders, separated path, sidewalks, or bike lanes. Work includes drainage improvements, roadside hardware, and utilities. 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. Project Start Year: 2023 Total Project Cost: \$15,072,000 Air Quality Status: Non-Exempt	AC				104.5	656.8		
		ACC					-104.5	-656.8		
		OFF	20.0							
		SM	56.2			54.2	94.8			
		STP	Right-of-Way				454.9			
		SM					45.2			
		STP	Utilities				272.9			
		SM					27.1			
		STP	Construction						10,916.4	
		SM							1,083.6	
		Project Total					622.0	0.0	600.0	1,850.0
34309 SR-31	NFHWY00873	Household Travel Survey	STP	Planning		91.0				
		Complete new Household Travel Survey (last completed 2013) to collect data regarding origins and destinations, trip length, time of day, mode of transportation, and other household characteristics for more up-to-date trip data for the Travel Demand Model for future MTPs. Project Start Year: 2024 Total Project Cost: \$101,600 Air Quality Status: Exempt	OFF				1.5			
		SM			9.0	0.1				
Project Total					0.0	91.0	1.6	0.0	0.0	0.0
30029 SR-16	TBD	Lacey Street Reconstruction - Planning Study	STP	Planning					136.5	
		Reconstruct Lacey Street from 1st to 12th Avenue. Reconstruction includes drainage improvements, intersection and sidewalk upgrades, utility relocation, signing, striping, and landscaping. Project to be initiated as a planning study to examine feasibility of burying overhead utilities and gain additional feedback from the public on design alternatives. Project Start Year: 2027 Total Project Cost: \$150,000 Air Quality Status: Exempt	3PF						13.5	
Project Total					0.0	0.0	0.0	0.0	150.0	0.0
33138 SR-32	NFHWY01022	Metropolitan Transportation Plan Update	STP	Planning			454.9			
		Update FAST Planning Metropolitan Transportation Plan as required under 23 USC 134 (occurs every 4 years). Project Start Year: 2025 Total Project Cost: \$500,000 Air Quality Status: Exempt	FM				45.2			
Project Total					0.0	0.0	500.0	0.0	0.0	0.0

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31389 MR-2	NFHWY00509	Minnie Street Improvements	STP	Design		227.4		796.0			
		Reconstruct Minnie Street between Illinois Street and Old Steese Highway. Project will include roadside hardware, drainage improvements, intersection improvements, ADA improvements, and utilities. 50% local match / 50% state match	SM			11.3		39.5			
		3PF			11.3		39.5				
		Project Start Year: 2020	STP	Right-of-Way				1,364.6			
		Total Project Cost: \$15,500,000	SM					67.7			
		Air Quality Status: Non-Exempt	3PF					67.7			
			STP	Utilities					272.9		
			SM						13.5		
			3PF						13.5		
			STP	Construction							9,983.9
			CMAQ								727.8
			SM								531.6
			3PF							531.6	
Project Total					0.0	250.0	0.0	2,375.0	300.0	11,775.0	
34123 SR-19	NFHWY00891	Pioneer Park North Parking Lot & Boat Launch	STP	Design		409.4		682.3			
		Develop an improved entrance and parking area at the north end of Pioneer Park along the river to improve access to the boat launch, Chena Riverwalk, and general access for all park visitors. Parent project includes 'Peger Road Bicycle & Pedestrian Path' and 'Motor Vehicle Plugins #2' from CMAQ/CRP supplemental table. See supplement table for additional funding details for these two projects.	3PF			40.6		67.7			
		Project Start Year: 2024	STP	Right-of-Way							
		Total Project Cost: \$5,641,000	3PF								
		Air Quality Status: Non-Exempt	STP	Utilities					4.5		
			3PF						0.5		
			STP	Construction					3,307.7		
			CMAQ						727.8		
			TAP								
			3PF						400.6		
Project Total					0.0	450.0	0.0	750.0	4,441.0	0.0	
34157 SR-33	HFHWY00790	Transit Plan Updates	TPL	Planning	457.7						
		Update the Fairbanks North Star Borough Long & Short Range Transit Plan, Coordinated Human Services Transportation Plan, Fare Pricing & Integration Study, and Operational Efficiency Study using unspent FFY2019-22 Transit Planning Funds.	3PF		45.4						
Project Total					503.2	0.0	0.0	0.0	0.0	0.0	

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32178 SR-8	NFHWY00448	Woll Road Resurfacing & Widening Resurface and widen Woll Road from Bradway to Schut Road.	STP	Design						
			SM							
			STP	Right-of-Way	181.9					
			SM		18.1					
			STP	Utilities						
			SM							
			STP	Construction		1,508.6	1,083.8			
			AC			1,083.8				
			ACC				-1,083.8			
			SM			257.3				
Project Total					200.0	2,849.8	0.0	0.0	0.0	0.0
9939 SR-2	NFHWY00139	Yankovich/Miller Hill Road Reconstruction Reconstruct Miller Hill Road and Yankovich Road, and improve existing separated multi-use path as needed. Project work will include roadside hardware, drainage improvements, and utilities. Project Start Year: 2016 Total Project Cost: \$10,430,000 Air Quality Status: Non-Exempt	STP	Design		91.0				
			OFF				91.0			
			SM			9.0	9.0			
			STP	Right-of-Way		297.1				
			SM			29.5				
			STP	Utilities						
			SM							
			STP	Construction			5,913.1	136.5	100.3	
			AC					100.3		
			ACC						-100.3	
SM			587.0		23.5					
Project Total					0.0	426.6	6,600.0	260.3	0.0	0.0

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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
Available Funding - MPO Suballocations										
		Surface Transportation Program	STP	Federal	7,716.3	9,630.3	9,919.2	9,919.5	10,117.9	
		Congestion Mitigation/Air Quality	CMAQ	Federal	727.8	1,793.3	727.8	727.8	727.8	
		Transportation Alternatives Program	TAP	Federal	91.0	454.9	580.0	1,545.3	608.9	
		Carbon Reduction Program	CRP	Federal	887.0	2,598.2	1,066.6	1,077.7	1,099.2	
		Metropolitan Planning	MPL	Federal	584.9	579.2	596.6	614.5	633.0	
		Transit Planning	TPL	Federal	598.1	121.6	123.9	127.6	131.4	
		FAST Planning Offset Funds	OFF	Federal	0.0	0.0	0.0	0.0	0.0	
		State Funding Appropriation	SA	State	0.0	0.0	0.0	0.0	0.0	
					10,605.0	15,177.4	13,014.1	14,012.4	13,318.2	
		<i>State/Local Match</i>								
		Surface Transportation Program	SM/3PF/FM	State/Local	765.9	955.9	984.6	984.6	1,004.3	
		Congestion Mitigation/Air Quality	SM/3PF/FM	State/Local	72.2	178.0	72.2	72.2	72.2	
		Transportation Alternatives Program	SM/3PF/FM	State/Local	9.0	45.2	57.6	153.4	60.4	
		Carbon Reduction Program	SM/3PF/FM	State/Local	88.0	257.9	105.9	107.0	109.1	
		Metropolitan Planning	SM/3PF/FM	State/Local	58.1	57.5	59.2	61.0	62.8	
		Transit Planning	SM/3PF/FM	State/Local	59.4	12.1	12.3	12.7	13.0	
		FAST Planning Offset Funds	SM/3PF/FM	State/Local	0.0	0.0	0.0	0.0	0.0	
					1,052.7	1,506.6	1,291.8	1,390.9	1,322.0	
		TOTAL			11,657.7	16,684.0	14,305.9	15,403.3	14,640.2	
Programmed Funding										
		Surface Transportation Program	STP	Federal	7,716.3	9,630.3	9,919.2	9,919.5	5,656.7	
		Congestion Mitigation/Air Quality	CMAQ	Federal	727.8	1,793.3	681.2	727.8	727.8	
		Transportation Alternatives Program	TAP	Federal	91.0	454.9	579.971	793.3	0.0	
		Carbon Reduction Program	CRP	Federal	887.0	1,929.2	1,066.6	1,077.7	1,099.2	
		Metropolitan Planning	MPL	Federal	432.4	426.7	444.1	462.0	480.5	
		Transit Planning	TPL	Federal	598.1	121.6	123.9	127.6	131.4	
		FAST Planning Offset Funds	OFF	Federal	123.7	193.2	477.2	0.0	0.0	
		State Funding Appropriation	SA	State	0.0	0.0	0.0	0.0	0.0	
					10,576.2	14,549.1	13,292.2	13,107.8	8,095.5	
		Advanced Construction	AC	Federal	3,059.1	1,539.8	2,214.8	875.4	0.0	
		Advanced Construction Conversion (Payback)	ACC	Federal	-4,861.9	-3,059.1	-1,539.8	-2,214.8	-784.4	
State/Local Match										
		State Match	SM	State	95.0	624.1	758.2	419.7	13.5	
		Local Government Match	3PF	Local	666.2	372.3	336.8	465.9	518.4	
		FAST Planning Match	FM	State/Local	66.8	105.4	184.1	166.6	75.6	
					828.0	1,101.9	1,279.1	1,052.2	607.6	
Illustrative										
		Illustrative (Funding Placeholder)	ILLU	N/A	0.0	0.0	0.0	0.0	0.0	
		TOTAL			11,404.2	15,651.0	14,571.3	14,160.0	8,703.1	

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Projects Funded with Statewide Apportionments within FAST Planning Boundary											
3843 SR-35	Z640780000	Airport Way/Cushman Street Intersection Reconstruction	NHPP	Construction						24,964.2	
		Reconstruct the intersection at Airport Way and Cushman Street. Works includes roadside hardware, drainage improvements, intersection improvements, utilities, and ADA improvements. (Funding for future phases, including construction, will be programmed in the TIP under a future Amendment if an air quality exemption is approved and/or the conformity freeze is lifted.) Project Start Year: 2014 Total Project Cost: \$40,940,797 Air Quality Status: TBD	SM							2,478.0	
Project Total					0.0	0.0	0.0	0.0	0.0	27,442.2	
15685 SR-25	Z618720000	Airport Way (West) Improvements	NHPP	Construction	10,729.8						
		Completed	Construct intersection improvements along Airport Way between Dale Road and the Parks Highway. Project includes bicycle/pedestrian facilities along Hoselton Road to the Boat Street path.		ACC	-10,729.8					
Project Total					0.0	0.0	0.0	0.0	0.0		
26076 SR-34	NFHWY00124	Aurora Drive / Noyes Slough Bridge	STP-SW	Utilities		154.7					
			AC		154.7						
			ACC			-154.7					
			SM		15.4						
			STP-SW	Construction		6,963.3					
			AC		6,963.3						
			ACC			-6,963.3					
			SM		691.2						
Project Total					7,824.5	0.0	0.0	0.0	0.0		
27452 SR-38	NFHWY00289	Chena Hot Spring Road MP 0-6 Rehabilitation	STP-SW	Construction	5,000.0						
		Completed	Rehabilitate Chena Hot Spring Road.		ACC	-5,000.0					
Project Total					0.0	0.0	0.0	0.0	0.0		
34657 SR-36	NFHWY00699	Chena Small Tracts Road Roundabout	HSIP	Design	260.0	138.3	100.0				
		Construct a roundabout at the intersection of Chena Pump Road, Old Chena Ridge Road, and Chena Small Tracts Road. Project will include intersection improvements, roadside hardware, and utilities. Project Start Year: 2022 Total Project Cost: \$6,888,255 Air Quality Status: Exempt	HSIP	Construction			5,250.0				
Project Total					260.0	138.3	5,350.0	0.0	0.0		
34657 SR-37	NFHWY00592 NFHWY00905 NFHWY01098	City of Fairbanks Systematic Signal Upgrades	HSIP	Design		860.0	500.0				
		Install overhead signal head for each lane of each approach at 11 intersections around City of Fairbanks. Install retroreflective backplates on all signal heads at 11 additional locations. Project Start Year: 2024 Total Project Cost: \$9,540,000 Air Quality Status: Exempt	HSIP	Right-of-Way		650.0					
			HSIP	Construction				5,860.0	4,970.0		
Project Total					0.0	1,510.0	500.0	5,860.0	4,970.0		

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34669	NFHWY00962 NFHWY00964 NFHWY00965 NFHWY01027 NFHWY01102 NFHWY01103 NFHWY01104 NFHWY01105	FAST ADA Improvements Program	STP-SW	Design			318.4	454.9	272.9				
		Construct ADA improvements in the Fairbanks Metropolitan Planning Area. Project will include drainage improvements, intersection improvements, widening, replacing, roadside hardware, and utilities. [FFY26 - 6th and 7th Ave between Cowles and Barnette St, Steese Hwy between Johansen Expy and Airport Way, Chena Spur Rd between Old Chena Pump and Chena Pump Rd, Phillips Field Rd between Noyes Slough and Peger Rd, Parks Hwy/Old Nenana Rd between Village and Geist Rd, Birch Hill Rd between Fairhill and East Birch Hill Rd, Hurst Rd between Badger and Nelson Rd, and Farmers Loop Rd between College Rd and Steese Hwy; FFY27 - 9th Ave between Lathrop and Bonnifield St; FFY28 - 10th Ave between Lathrop and Cowles St]	CMAQ-SW				2,274.3						
		SM				257.4	45.2	27.1					
				STP-SW	Right-of-Way				172.8				
			SM					17.2					
			STP-SW	Utilities					136.5	91.0			
			SM						13.5	9.0			
			STP-SW	Construction	1,592.0	1,637.5	69.4	2,001.3	1,728.4		1,637.5		
			CMAQ-SW						9,924.8				
			SM		158.0	162.5	6.9	1,183.8	198.7		162.5		
Project Total					1,750.0	1,800.0	2,926.3	13,950.0	2,327.1	1,800.0			
34302 SR-39	NFHWY00645 NFHWY00838 NFHWY00570 NFHWY01053 NFHWY01092 NFHWY01056	Statewide Pavement & Bridge Preservation Program - FAST Planning MPA only	STP-SW	All	8,061.5	2,621.2	22,469.6	2,547.2					
		Crack sealing, surface treatment drainage, signage, guardrail, illumination, and other refurbishments to prolong the life of road pavement and bridges and their safety related structures. Project includes NHS Lane Delineators, Destination & Distance Signing, Pavement Markings and Signalization, Abandoned Vehicle Program, Road Surfacing and Transfer, and Road Surface Treatments. [FFY23 - East College Road Resurfacing; FFY24 - Chena Ridge Road Resurfacing; FFY25 - Chena Ridge & Chena Pump Road Resurfacing, including spinoff to resurface Chena Pump Road from Hidden Drive to Chena Small Tracts to advertise with Chena Small Tracts Roundabout project, and Lathrop Pedestrian Overcrossing Bridge repairs; FFY26 - Parks Highway MP 355 Resurfacing.] Project Start Year: 2020 Total Project Cost: \$39,243,128 Air Quality Status: Exempt	SM		800.2	260.2	2,230.4	252.8					
		Project Total					8,861.7	2,881.4	24,700.0	2,800.0	0.0		
		34657	NFHWY00948		Nordale Road/Peede Road Improvements	HSIP	Design			753.6	188.4		
					Construct a roundabout at the intersection of Nordale and Peede Roads. Project Start Year: 2025 Total Project Cost: \$4,851,000 Air Quality Status: Exempt	HSIP	Right-of-Way					100.0	
HSIP	Utilities						200.0						
HSIP	Construction									3,609.0			
Project Total					0.0	0.0	753.6	388.4	100.0	3,609.0			
34657	NFHWY01058	Northern Region Accessible Pedestrian Signals Upgrades	HSIP	Design			280.0	70.0					
		Install accessible pedestrian signals at State-owned crosswalks to help blind and low-vision pedestrians know when it is safe to cross. Project Start Year: 2025 Total Project Cost: \$1,243,000 Air Quality Status: Exempt	HSIP	Construction						893.0			
Project Total					0.0	0.0	280.0	70.0	893.0				

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27010	Z617630000	Northern Region Signal Interconnect	CMAQ	Construction	4,548.5					
		Improve capabilities of the Northern Region to communicate with signals, allowing for troubleshooting, signal timing modifications, and monitoring at single/multiple locations. Project will include upgrades at NR Headquarters and incorporate improvements to interconnecting communication systems (for security and reliability), controller upgrades, signal timing plans, and other related items. Provide any related items and Training, Maintenance, and Operational funding as allowed by ITS.	SM		451.5					
Project Total					5,000.0	0.0	0.0	0.0	0.0	
34657	NFHWY00531 NFHWY00904	Northern Region Systematic Signal Upgrades	HSIP	Right-of-Way		125.0				
		Reconstruct signalized intersections at Lathrop St/Van Horn Rd, South Cushman St/Van Horn Rd, Parks Highway/Geist Rd /Chena Pump, and South Cushman St/30th Ave. Work includes roadside hardware and intersection improvements. Project Start Year: 2020 Total Project Cost: \$7,925,171 Air Quality Status: Exempt	HSIP	Construction		6,400.2		1,620.2		
Project Total					0.0	6,525.2	0.0	1,620.2	0.0	
26082 SR-38 SR-45	Z624870000	Old Steese Highway Reconstruction	STP-SW	Design	1,728.4					
		Reconstruct the Old Steese Highway from Wendell Avenue Bridge to, and including, the intersection at the Johansen Expressway. Project Start Year: 2014 Total Project Cost: \$38,281,000 Air Quality Status: Non-Exempt	SM		171.6					
			STP-SW	Construction					28,211.1	
			SM						2,800.3	
Project Total					1,900.0	0.0	0.0	0.0	31,011.4	
34657 LR-36	NFHWY00898	Parks Highway/Sheep Creek Extension Traffic Signal	HSIP	Design		420.0	1,200.0	470.0		
		Construct a continuous green T signal on the Parks Highway at the intersection with Sheep Creek Extension. Project includes ADA improvements, drainage improvements, intersection improvements, roadside hardware, and utilities. Project Start Year: 2024 Total Project Cost: \$11,790,000 Air Quality Status: Exempt	HSIP	Utilities				200.0		
			HSIP	Construction				9,500.0		
Project Total					0.0	420.0	1,200.0	10,170.0	0.0	
34657 LR-36	NFHWY01140	Parks Highway MP 356 Auxiliary Lane	NHPP	Design				591.3		
		Extend the two lane on Mitchell Expressway from the Geist exit past the Little Shot Road to provide auxiliary lane for the slower traffic that will be required to stop at the new traffic signal on the Parks Highway at Sheep Creek Road Extension Intersection (being constructed with the current HSIP project NFHWY00898).	SM					58.7		
			NHPP	Utilities				91.0		
			SM					9.0		
			NHPP	Construction					2,501.7	
			SM						248.3	
Project Total					0.0	0.0	0.0	750.0	2,750.0	

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34657 MR-59	NFHWY01059	Peridot Street Crossing at Richardson Highway RSA	HSIP	Planning			100.0			
		Conduct a road safety audit (RSA) between the Badger interchange at North Pole and the Richardson Highway MP 351 interchange. Project Start Year: 2025 Total Project Cost: \$100,000 Air Quality Status: Exempt								
Project Total					0.0	0.0	100.0	0.0	0.0	
34657	NFHWY00949	Richardson Highway MP 341-362 Variable Speed Limit	HSIP	Design			720.0	180.0		
		Construct variable speed limit signs on the Richardson Highway between MP 341-362. Project will include roadside hardware and utilities. Project Start Year: 2025 Total Project Cost: \$6,300,000 Air Quality Status: Exempt	HSIP	Utilities				200.0		
			HSIP	Construction					5,200.0	
Project Total					0.0	0.0	720.0	380.0	5,200.0	
34657 SR-41	Z615970000	Richardson Highway MP 357-362 Bicycle/Pedestrian Path	HSIP	Construction						
		Construct a multi-use pathway between Badger 6-mile interchange and GARS intersection.			4,112.8	64.7	155.9			
Project Total					4,112.8	64.7	155.9	0.0	0.0	
34657 SR-50	NFHWY00097	Richardson Highway MP 351 Interchange	HSIP	Construction						
		Construct interchange to replace intersection of the Richardson Highway and the Old Richardson Highway at North Pole, near Richardson Highway MP 351.				21,597.8				
Project Total					0.0	21,597.8	0.0	0.0	0.0	
25598 SR-51	Z607340000	Richardson Highway MP 360-361 (MP 359) Railroad Grade Separated Facility	NHPP	Construction	24,136.1					
		Construct grade-separated facility on the Richardson Highway to improve operations and reduce railroad/vehicle conflicts. Work includes new railroad overpass bridges (#2366 and 2367).	SM		1,705.5					
Project Total					25,841.6	0.0	0.0	0.0	0.0	
29829 SR-40	Z607320000	Steese/Johansen Expressway Interchange	NHPP	Design	1,819.4			682.3		
		Construct a grade separated interchange at the intersection of Steese Expressway and Johansen Expressway. Realign adjacent access as necessary to accommodate the selected interchange configuration. Work includes a new bridge. (Funding for future phases, including construction, will be programmed in the TIP under a future Amendment if conformity freeze is lifted.) Project Start Year: 2015 Total Project Cost: \$110,899,679 Air Quality Status: Non-Exempt	SM		180.6			67.7		
			NHPP	Utilities				3,638.8		
			SM					361.2		
			NHPP	Right-of-Way	2,729.1					
			SM		270.9					
			NHPP	Construction						81,873.0
			SM							8,127.0
Project Total					5,000.0	0.0	0.0	4,750.0	0.0	90,000.0

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32220 MR-70	NFHWY00698	Steese Expressway MP 2-5 Resurfacing	NHPP	Design	258.4					
		Reconstruct the Steese Expressway from the intersection with Farmer's loop Road up to and including the Chena Hot Springs Road interchange. Project Start Year: 2022 Total Project Cost: \$14,550,000 Air Quality Status: Non-Exempt	SM		25.6					
			NHPP	Utilities						454.9
			SM							45.2
			NHPP	Construction						11,644.2
			SM							1,155.8
Project Total					284.0	0.0	0.0	0.0	0.0	13,300.0
3821 SR-31 SR-36	Z632130000	University Avenue Widening	NHPP	Construction		6,711.9				
		Widen and reconstruct University Avenue to current standards. NID's associated with this parent design project: 29655, 29656, and 33345. This is the final segment of construction of the project, with work occurring from Airport Way to Holden Road.	AC		6,711.9					
			ACC		-6,711.9					
			SM		666.2					
Project Total					7,378.1	0.0	0.0	0.0	0.0	
29655 SR-31	Z632130000	University Avenue Rehabilitation: Wolf Run to DNR BLM Access	NHPP	Construction	14,555.2					
		Widen and reconstruct University Avenue to current standards from Thomas Street to the Chena River, including replacement of University Ave Bridge #0263. This project is associated with NIDs 29656, 33345, and the parent design project NID 3821.	ACC		-14,555.2					
Project Total					0.0	0.0	0.0	0.0	0.0	

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Air Quality Programs within FAST Planning Boundary										
20294 SR-42	HFHWY00211	Air Quality Public Education	CMAQ-SW	All	181.9	181.9	181.9	181.9	181.9	
		The statewide air quality public education project will focus on a number of air quality issues of concern to Alaska including, but not limited to: air pollution health/environmental impacts and ways local citizens can mitigate air pollution from sources like motor vehicles, unpaved roads, diesel engines/heavy duty vehicles, wood smoke, residential heating, etc. There may also be a focus on transportation alternatives that can assist in improving air quality (pedestrian, bike, transit, car/van pool). Project Start Year: Annual Total Project Cost: \$1,000,000 Air Quality Status: Exempt	SM		18.1	18.1	18.1	18.1	18.1	
Project Total					200.0	200.0	200.0	200.0	200.0	
26161 SR-43 SR-44	NFHWY00647	Fairbanks Air Quality Planning	CMAQ-SW	All	72.8	72.8	72.8	72.8	72.8	
		Preparation of air quality conformity determinations for short and long term transportation plans and individual projects in the entire PM 2.5 non-attainment area and the carbon monoxide maintenance area within the Fairbanks North Star Borough, consisting of FAST Planning, the MPO for the Fairbanks urban area, and the associated donut area within the PM 2.5 boundary. Project Start Year: Annual Total Project Cost: \$400,000 Air Quality Status: Exempt	SM		7.2	7.2	7.2	7.2	7.2	
Project Total					80.0	80.0	80.0	80.0	80.0	
29232	NFHWY00555 NFHWY00612 NFHWY00712 NFHWY00862 NFHWY00874 NFHWY01086 NFHWY01087 NFHWY01097	Committed Measures for the Fairbanks SIP	CMAQ-PM2.5	All	1,960.5	1,960.1	2,060.0	2,121.8	2,185.5	
		Funding for transportation projects and programs that are committed and contingency measures listed in the State Implementation Plan (SIP) for the Fairbanks PM2.5 Non-attainment Area, and non-SIP projects that are evaluated and scored by the Fairbanks area CMAQ Project Evaluation Board. Refer to FAST Planning's CMAQ/CRP supplemental table for project list, descriptions, and locations. Project Start Year: Annual Total Project Cost: \$11,298,100 Air Quality Status: Exempt	SM		183.7	194.6	204.5	210.6	216.9	
Project Total					2,144.2	2,154.6	2,264.5	2,332.4	2,402.4	
18791	NFHWY00612 NFHWY00902 NFHWY00911 NFHWY01108 NFHWY01109 NFHWY01110	Statewide Congestion Mitigation & Air Quality	CMAQ-SW	All	3,211.2	700.3	4,080.9	1,546.5	7,074.3	2,751.8
		The Department will work with DEC and appropriate local authorities to develop sub-allocations. Provide CMAQ funds to address non-attainment and maintenance measures in the Air Quality Statewide Improvement Program. Refer to FAST Planning's CMAQ/CRP supplemental table for project list, descriptions, and locations. Project Start Year: Annual Total Project Cost: \$21,287,300 Air Quality Status: Exempt	SM		318.8	69.5	405.1	153.5	702.2	273.2
Project Total					3,530.0	769.8	4,486.0	1,700.0	7,776.5	3,025.0

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Available Funding - Statewide Apportionments*										
		National Highway Performance Program	NHPP	Federal	369,961.5	377,360.5	384,908.0	392,606.1	400,458.2	
		National Highway Freight Program	NHFP	Federal	17,737.1	18,091.9	18,453.7	18,822.8	19,199.2	
		Bridge Formula Program	BFP	Federal	45,000.0	45,000.0	45,000.0	45,000.0	45,000.0	
		Highway Safety Improvement Program	HSIP	Federal	40,726.0	41,565.9	42,422.6	43,296.5	44,162.4	
		Railway-Highway Crossings Program	RAIL	Federal	1,225.0	1,225.0	1,225.0	1,225.0	1,225.0	
		Promoting Resilient Operations for Transformative, Efficient, & Cost-Saving Transportation Program	PROTECT	Federal	18,248.1	18,613.1	18,985.3	19,365.0	19,752.3	
		National Electric Vehicle Infrastructure Program	NEVI	Federal	10,483.1	10,483.1	10,483.1	10,483.1	10,483.1	
		Surface Transportation Program (including Transportation Alternatives Program)	STP	Federal	179,981.3	183,580.9	187,252.5	190,997.6	194,817.5	
		Congestion Mitigation/Air Quality	CMAQ	Federal	30,584.2	31,195.9	31,819.8	32,456.2	33,105.3	
		Carbon Reduction Program	CRP	Federal	16,048.3	16,369.3	16,696.7	17,030.6	17,371.2	
		State Funding Appropriation	SA	State	0.0	0.0	0.0	0.0	0.0	
					729,994.6	743,485.4	757,246.6	771,282.8	785,574.3	
*Values from Infrastructure Investments & Jobs Act (IIJA) FFY2022-26 apportionment tables; FFY2027 adjusted for 2% increase consistent with annual increases under IIJA apportionments.										
Programmed Funding										
		National Highway Performance Program	NHPP	Federal	54,227.9	6,711.9	0.0	5,003.4	2,501.7	
		National Highway Freight Program	NHFP	Federal	0.0	0.0	0.0	0.0	0.0	
		Bridge Formula Program	BFP	Federal	0.0	0.0	0.0	0.0	0.0	
		Highway Safety Improvement Program	HSIP	Federal	4,372.8	30,255.9	9,059.5	18,488.6	11,163.0	
		Railway-Highway Crossings Program	RAIL	Federal	0.0	0.0	0.0	0.0	0.0	
		Promoting Resilient Operations for Transformative, Efficient, & Cost-Saving Transportation Program	PROTECT	Federal	0.0	0.0	0.0	0.0	0.0	
		National Electric Vehicle Infrastructure Program	NEVI	Federal	0.0	0.0	0.0	0.0	0.0	
		Surface Transportation Program - Statewide	STP-SW	Federal	16,381.9	11,376.7	22,857.4	5,312.6	30,303.4	
		Congestion Mitigation/Air Quality - Statewide	CMAQ-SW	Federal	3,465.9	955.0	6,609.9	11,726.0	7,329.0	
		Congestion Mitigation/Air Quality - PM2.5 Area Set Aside	CMAQ-PM2.5	Federal	1,960.5	1,960.1	2,060.0	2,121.8	2,185.5	
		Transportation Alternatives Program	TAP-SW	Federal	0.0	0.0	0.0	0.0	0.0	
		Carbon Reduction Program	CRP-SW	Federal	0.0	0.0	0.0	0.0	0.0	
		State Funding Appropriation	SA	State	0.0	0.0	0.0	0.0	0.0	
					80,409.0	51,259.5	40,586.8	42,652.4	53,482.5	
		Advanced Construction	AC	Federal	13,829.9	0.0	0.0	0.0	0.0	
		Advanced Construction Conversion (Payback)	ACC	Federal	-30,285.0	-13,829.9	0.0	0.0	0.0	
State Match										
		State Match	SM	State	5,664.5	712.1	3,129.5	2,398.6	4,227.9	
Illustrative										
		Illustrative (Funding Placeholder)	ILLU	N/A	0.0	0.0	0.0	0.0	0.0	
		TOTAL			86,073.5	51,971.6	43,716.3	45,051.0	57,710.4	

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

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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
Federal Transit Administration (FTA) & Federal Railroad Administration (FRA) Projects within FAST Planning Boundary										
19635	Multimodal Project Discretionary Grant (MPDG) - ARRC		MPDG	FRA			3,000.0	6,000.0	6,000.0	1,200.0
	Bridge replacement, rehabilitation or upgrade.		Match				2,000.0	4,000.0	4,000.0	800.0
Project Total					0.0	0.0	5,000.0	10,000.0	10,000.0	2,000.0
19635	FRA - ARRC			FRA			4,000.0	4,000.0	4,000.0	
	Bridge replacement, rehabilitation or upgrade.		Match				1,000.0	1,000.0	1,000.0	
Project Total					0.0	0.0	5,000.0	5,000.0	5,000.0	
19634	FRA Consolidated Rail Infrastructure and Safety Improvements (CRISI) Special Transportation Circumstances (STC) Grant - ARRC		STC	FRA		8,000.0	8,000.0	800.0	800.0	800.0
	Track infrastructure replacement, rehabilitation or upgrade.		Match			2,000.0	2,000.0	200.0	200.0	200.0
Project Total					0.0	10,000.0	10,000.0	1,000.0	1,000.0	1,000.0
21314	Urbanized Area Formula - ARRC		5307	FTA		20.0	20.0	20.0	20.0	80.0
	Associated transit improvements.		Match			5.0	5.0	5.0	5.0	20.0
Project Total					0.0	25.0	25.0	25.0	25.0	100.0
19634	Urbanized Area Formula - ARRC		5307	FTA	320.0	492.8	335.0	340.0	340.0	800.0
	Track infrastructure replacement, rehabilitation or upgrade.		Match		80.0	123.2	83.7	85.0	85.0	200.0
Project Total					400.0	616.0	418.7	425.0	425.0	1,000.0
19658	Urbanized Area Formula - ARRC		5307	FTA	200.0	200.0	200.0	200.0	200.0	800.0
	Preventive maintenance.		Match		50.0	50.0	50.0	50.0	50.0	200.0
Project Total					250.0	250.0	250.0	250.0	250.0	1,000.0
31091	Urbanized Area Formula - ARRC		5307	FTA		100.0	500.0	500.0		200.0
	Radio system and communication component replacement, installation, rehabilitation, or upgrade.		Match			25.0	125.0	125.0		50.0
Project Total					0.0	125.0	625.0	625.0	0.0	250.0
19635	Urbanized Area Formula - ARRC		5307	FTA		160.0		160.0		
	Bridge replacement, rehabilitation or upgrade.		Match			40.0		40.0		
Project Total					0.0	200.0	0.0	200.0	0.0	
33245	Urbanized Area Formula - ARRC		5307	FTA		4,000.0	4,000.0	4,050.0	4,000.0	200.0
	Facility replacement, installation, rehabilitation or upgrade.		Match			1,000.0	1,000.0	1,010.0	1,000.0	50.0
Project Total					0.0	5,000.0	5,000.0	5,060.0	5,000.0	250.0
33243	Urbanized Area Formula - ARRC		5307	FTA			20.0			
	Signal, in-track, and communication replacement, rehabilitation, or upgrade.		Match				5.0			
Project Total					0.0	0.0	25.0	0.0	0.0	
33246	Urbanized Area Formula - ARRC		5307	FTA		240.0	160.0	260.0	10,100.0	1,000.0
	Operations support facility replacement, installation, rehabilitation or upgrade.		Match			60.0	40.0	65.0	2,020.0	200.0
Project Total					0.0	300.0	200.0	325.0	12,120.0	1,200.0
33244	Urbanized Area Formula - ARRC		5307	FTA		240.0	80.0	200.0	100.0	200.0
	Replace or upgrade technology and networking hardware, software, and connectivity components.		Match			60.0	20.0	50.0	25.0	50.0
Project Total					0.0	300.0	100.0	250.0	125.0	250.0
19635	Urbanized Area Formula - ARRC		5337	FTA	840.0	7,946.0	2,700.0	2,620.0	2,620.0	2,400.0
	Bridge replacement, rehabilitation or upgrade.		Match		210.0	1,986.5	675.0	655.0	655.0	600.0
Project Total					1,050.0	9,932.5	3,375.0	3,275.0	3,275.0	3,000.0

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

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

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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
21028	Transit Administration & Maintenance Facility - Phase II		5339	FTA						
	Renovation and expansion of the transit maintenance facility, including utility connection and/or storage of CNG.		Match							
Project Total					0.0	0.0	0.0	0.0	0.0	
21038	Van Tran Fleet Transition to CNG		5310	FTA						
	Transition the Van Tran fleet to CNG in accordance with Van Tran Recommended 10-year Bus Replacement Plan 2019-2028.		Match							
Project Total					0.0	0.0	0.0	0.0	0.0	
23002	Bus & Bus Facility Grant		5307	FTA	326.8					
	Capital CNG Transit Van		Match		81.7					
					408.6					
23003	Bus & Bus Facility Grant		5339	FTA	90.5					
	5339(a) FFY23 small urban maintenance facility equipment.		Match		22.6					
					113.1					
23004	Urbanized Area Formula Grant - FNSB		5307	FTA	1,160.0					
	Security camera system and fat bike racks.		Match		290.0					
					1,450.0					
23005	Urbanized Area Formula Grant - FNSB		5307	FTA	2,147.7					
	FNSB CNG fueled transit buses.		Match		536.9					
					2,684.7					
21038	Bus & Bus Facility Allocations - FNSB		5339	FTA						
	5339(a) Purchase of CNG fueled buses.		Match							
Project Total					0.0	0.0	0.0	0.0	0.0	
27969	Buses and Bus Facility Competitive Grant		5339	FTA						
	5339(b)		Match							
Project Total					0.0	0.0	0.0	0.0	0.0	
26002	Buses and Bus Facility Competitive Grant		5339	FTA				3,150.4		
	5339(c) Low or No Emission Grant for purchase of three (3) CNG fueled buses.		Match					787.6		
Project Total					0.0	0.0	0.0	3,938.0	0.0	
Programmed FTA & FRA Funding										
Urbanized Area Formula Program			5307	Federal	6,329.0	7,983.3	11,043.7	8,714.3	16,934.4	
Enhanced Mobility of Seniors and Individuals with Disabilities Program			5310	Federal	0.0	0.0	0.0	0.0	0.0	
Formula Grant Program for Rural Areas			5311	Federal	0.0	0.0	0.0	0.0	0.0	
State of Good Repair Grant Program			5337	Federal	1,320.0	8,416.8	3,170.8	3,280.4	3,182.0	
Bus & Bus Facilities Grant Program			5339	Federal	90.5	0.0	0.0	3,150.4	2,494.7	
Multimodal Project Discretionary Grant Program			MPDG	Federal	0.0	0.0	3,000.0	6,000.0	6,000.0	
Special Transportation Circumstances Grant Program			STC	Federal	0.0	8,000.0	8,000.0	800.0	800.0	
					7,739.5	24,400.1	25,214.5	21,945.1	29,411.1	
Match										
ARRC/FNSB Match			Match	State/Local	3,565.7	7,759.1	10,042.1	10,612.1	11,976.1	
Illustrative										
Illustrative (Funding Placeholder)			ILLU	N/A	0.0	0.0	0.0	0.0	0.0	
TOTAL					11,305.1	32,159.2	35,256.5	32,557.2	41,387.2	

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

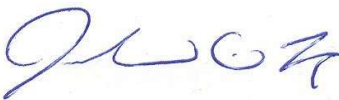
APPENDIX

Self-Certification Statement

METROPOLITAN PLANNING ORGANIZATION (MPO) SELF-CERTIFICATION

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

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



FAST Planning

Jackson C. Fox, Executive Director

March 15, 2023

Date

MPO DESIGNATION & STRUCTURE

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

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

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

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

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

Metropolitan Planning Area (MPA) Boundary

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

Metropolitan Planning Agreements

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

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

[23 CFR 450.314]

PLANNING & PROGRAMMING PROCESS

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

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

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

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

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

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

Unified Planning Work Program (UPWP)

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

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

Transportation Planning Studies & Project Development

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

Metropolitan Transportation Plan (MTP)

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

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

Transportation Improvement Program (TIP)

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

Annual Listing of Obligated Projects

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

Air Quality Conformity

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

PUBLIC INVOLVEMENT, TITLE VI, & RELATED REQUIREMENTS

Public Participation Plan (PPP)

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

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

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

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

Title VI Plan

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

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

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

Contracting Requirements

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



Interagency Consultation for Air Quality Conformity Transportation Improvement Program (TIP) Amendment #2

Meeting Summary

December 11, 2025 – 11:00 am to 12:00 pm (AK Time)

Attendees

FAST Planning – Jackson Fox

Federal Highway Administration (FHWA) – Christina Mounce, Christopher Dresser

Federal Transit Administration (FTA) – Danielle Casey

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

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

Alaska Department of Environmental Conservation (ADEC) – Adeyemi Alimi

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

Trinity Consultants – Thomas Carlson, Suriya Vallamsundar

Other Attendees – none

Introduction & Public Comment

Jackson Fox (FAST Planning) led the attendee introductions/roll call. He then stated the purpose of the meeting is to review the changes FAST Planning's TIP that are being proposed under Amendment #2. The Amendment has been reviewed by FAST Planning's Technical Committee and Policy Board and authorized to be released for public comment. However, there have been some additional funding changes that have come in since last month and recently been added to the Amendment, so it is being cycled back through the Technical Committee and Policy Board at their December meetings. The Amendment will be back before the Policy Board on December 17th for its final approval for release for public comment. Mr. Fox added that he believes the changes do not trigger the need to redemonstrate air quality conformity, but that is what everyone is here to discuss today to see if there are any flags or concerns from our Federal partners before it is released. Mr. Fox then stated the meeting was open to the public, but no members of the general public were present for the public comment period, so he moved the discussion to the main agenda item.

TIP Amendment #2

Mr. Fox provided an overview of each of the proposed changes in the TIP Amendment, which includes additional funding for the FAST Improvement Program, ADA Improvements Program, Old Steese Reconstruction, and Parks Highway/Sheep Creek Road Extension Intersection projects. He also introduced the memo prepared by Trinity Consultants for the auxiliary lane along the Parks Highway supporting the Parks Highway/Sheep Creek Road Extension Intersection projects. The memo concluded that based on a project-level evaluation, the auxiliary lane is not a project of air quality concern and therefore does not require a PM [particulate matter] hot spot analysis.

Christopher Dresser [FHWA] stated he agreed the Parks Highway auxiliary lane does not need a PM hot spot analysis.

Danielle Casey [FTA] stated there were no comments from FTA and thanked Mr. Fox for including her.

Tess Bloom [EPA] stated she agreed with Mr. Dresser that the new project [auxiliary lane] does not need an air quality analysis. She wanted to clarify, however, the TIP still needs a new conformity determination even if it does not require a new air quality analysis. She added that the Old Steese Reconstruction project was frozen due to the Conformity Freeze and funding that needed to be added to the project, which requires a new conformity determination but could not happen under the Conformity Freeze since it is a non-Exempt project. She added that it was her understanding that there has not been any change to the design, which would require a new air quality analysis, but that there would still need to be a new conformity determination on the TIP.

Mr. Fox responded that he thought that was what FAST Planning had received on November 20th with the joint FHWA/FTA letter issuing a new transportation conformity determination for the MTP [Metropolitan Transportation Plan] and TIP.

Ms. Bloom asked if the funding was updated for that project [Old Steese Reconstruction] for that determination?

Mr. Dresser said this seemed like an administrative or minor change for the TIP in moving some funding around and asked if that project was included in the emissions analysis.

Mr. Fox stated yes, it was included in the emissions analysis.

Mr. Dresser added that he was also curious if the Parks Highway was included in the approved plan or was this a new project being added?

Mr. Fox stated yes, the Parks Highway project was a new project being added to the TIP that previously was not there, but it was included in the MTP under a project titled 'Parks

Highway MP 349-356' to construct safety and mobility improvements along the Parks Highway including the intersections at Sheep Creek Road and Cripple Creek Road.

Mr. Dresser responded that would be the one piece that he would be concerned about – if that auxiliary lane could trigger a new conformity demonstration.

Ms. Bloom said she was also wondering the same thing because it is a non-Exempt project that is being added to the TIP. That would require a new conformity determination, but she did not think it would require a new air quality analysis because there is no capacity being added.

Mr. Dresser stated that clearly the Parks Highway/Sheep Creek Road Extension Intersection project that is being funded with safety dollars and could fall under the safety exemption, but for the auxiliary lane it would be harder to make that argument.

Tom Carlson [Trinity Consultants] stated that one of the things they looked at for the auxiliary lane was there was some precedence in Federal guidance about an auxiliary lane under certain conditions qualifying as safety project. But where they got a little stuck was the length of the lane and the guidance indicated it was up to a mile.

Suriya Vallamsundar [Trinity Consultants] stated that one part of the auxiliary lane on the east end is 0.73 mile. The west end, however, is greater than a mile [1.32 miles], so we were not sure if it would qualify. But, they looked at the traffic metrics to make sure it was not a project of air quality concern showing no changes in the volumes and traffic percentages.

Mr. Dresser confirmed there is an exemption for auxiliary lanes as long as they are less than one mile. But, he would have to get back to everyone on this and hopefully FHWA can just issue a new letter saying these amendments are covered in the TIP and no emissions analysis is needed. He said he agreed with Ms. Bloom that he thought none of these projects are going to need a new emissions analysis.

Mr. Fox stated he heard clearly that a new conformity determination letter is needed for the TIP so that could follow after the close of the public comment period. He then asked if any of the Federal partners had concerns about releasing the TIP Amendment for public comment later this month?

Mr. Dresser asked if we typically do get the letter from FHWA before releasing for public comment?

Mr. Fox responded no, typically we get the letter after the fact. But, we state as FAST Planning what our preliminary determination is that these changes will not trigger a new conformity analysis to advertise as part of the public comment opportunity. At that time, however, it is just our opinion and FHWA and FTA will make the final determination at the end of the process.

Mr. Dresser asked if Christina Mounce [FHWA] was good with that plan.

Ms. Mounce stated she was good with the plan. She added that it did not really sound like the auxiliary lane fell under the exemption so we should do a new conformity determination but that no further air quality analysis was needed.

Mr. Fox then opened the floor for any comments or questions from the State and Borough attendees in the meeting.

Adeyemi Alimi [ADEC] stated he agreed with the Federal partners that the auxiliary lane project does not need a PM hot spot analysis, but getting a letter from FHWA clarifying the project does not require a new conformity analysis would benefit everybody.

Next Steps & Adjournment

Mr. Fox thanked everyone for their attendance and input. He reminded everyone the TIP Amendment will go back before FAST Planning's Policy Board for review on December 17th. He added that FAST Planning typically releases Amendments for a 30-day public comment period but with the upcoming holidays he would extend up to 40 days. Following close of the comment period, comments will be resolved and responded to and the final, revised Amendment will go back through the Technical Committee and Policy Board in February for approval and then transmitted to FHWA and FTA for the new conformity determination letter, likely in March. He then asked if there were any final comments or questions and there were none. The meeting ended at 11:29 am (Alaska Time).



POLICY BOARD

Action Items 02.25.2026

Motion: To approve Amendment #2 for the Transportation Improvement Program [TIP]. (O'Neill/Crass). None opposed. Approved.

Motion: To postpone Item 7b Electric Vehicle Charging Station Nominations to the March agenda. (Terch/Hopkins). Five in favor. Two opposed. (O'Neill, Tidwell). Approved.

Motion: To refer this [next steps for the Chena Riverwalk project] to the Walk, Ride, & Roll Advisory Committee [WRRAC]. (Crass/Terch). None opposed. Approved.

Motion: To include the safety improvements for the Trainor Gate Road/F Street Intersection in the FFY2026 FAST Improvement Program. (O'Neill/Crass). None opposed. Approved.

DocuSigned by:

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**Lauren Little, P.E., Vice Chair
FAST Planning Policy Board**

2/26/2026

Date

FFY23-27 Transportation Improvement Program (TIP) Amendment #2 - Public Comment Response Summary

Public Comment Period: December 21, 2025 - January 30, 2026

#	From	Subject	Comment	Response
1	Alaska DOT&PF	Steese/Johansen Interchange	Is it possible to increase the Steese/Johansen Expressway Interchange Project Phase 2 by \$750,000 in FFY2026 as part of this Amendment? I understand it just went through Policy Board yesterday for release of public comment. If not, I believe we would need to wait until the next Administrative Modification in January or February, correct?	Provided this funding increase qualifies under the threshold for an Administrative Modification, we can accommodate this change as part of the Amendment without having to restart the public comment period. This change will be made to the TIP document and presented to the Technical Committee and Policy Board for approval at their February meetings.
2	Alaska DOT&PF	Chena Riverwalk Stage III	I received the updated Phase 3 estimate for the Chena River Walk NFWY00280 project. I see that we have \$800,000 programmed for FFY 26 on the Admin. Mod. #7, I'm requesting this amount to be increased to \$872,000 per the latest Phase 3 estimate I received this month.	Provided this funding increase qualifies under the threshold for an Administrative Modification, we can accommodate this change as part of the Amendment.
3	Alaska DOT&PF	MTCVC & Lavery Transportation Center Enhancements	The City is working on designing the remainder of the scope for these two projects. To deliver the project to construction, I am requesting additional design funding as follows: - For Priority #3 of the CMAQ/CRP, Fairbanks Morris Thompson Cultural & Visitor Center Enhancements NFWY00922, I am requesting to add in FFY26 for Design in the amount of \$90,000 - For Priority # 6, Lavery Transportation Center Enhancements (also NFWY00922), I am requesting to add for Design in FFY26, for the amount of \$75,000.	Provided this funding increase qualifies under the threshold for an Administrative Modification, we can accommodate this change as part of the Amendment.
4	Alaska DOT&PF	ADA Improvements Program - Steese Highway Path	For the Steese Hwy path (NFWY01102) project, please replace the current Utilities phase amount which I think is around \$35,000 (we found more utility poles and guy wires that would be in the way of widening the existing path) with our new estimate of \$105,000. This is based on adjusting four poles and some underground utilities.	Provided this funding increase qualifies under the threshold for an Administrative Modification, we can accommodate this change as part of the Amendment.
5	Alaska DOT&PF	FAST Improvement Program	Please add \$50k to Design phase for the FFY2026 program. The survey work for identifying and clearing encroachments has been prolonged and is using slightly more funding than anticipated.	Provided this funding increase qualifies under the threshold for an Administrative Modification, we can accommodate this change as part of the Amendment.
6	Alaska DOT&PF	Fairbanks Airport Area Non-Motorized Path Wayfinding Signage	I would like to request \$25k for FY2026 for phase 2b. Phase 2 we only asked for one lump sum of \$45k upon project start up. We have used approximately 70% of that funding and will require an additional amount to bring it to the finish line now that the environmental document is signed and detailed design is a little more in-depth than previously anticipated.	Provided this funding increase qualifies under the threshold for an Administrative Modification, we can accommodate this change as part of the Amendment.
7	Alaska DOT&PF	Fairbanks Airport Area Non-Motorized Path Wayfinding Signage	I am requesting an increase of \$100k in phase 4 funding for FY2026.	Provided this funding increase qualifies under the threshold for an Administrative Modification, we can accommodate this change as part of the Amendment.
8	Alaska DOT&PF	Holmes Road Rehabilitation	I am asking to increase the phase 2b amount expected in FY2026 from \$328k to \$1,050k, an increase of \$722k. Our current design funding is at \$1,222k, this would bring the total phase 2 to \$2,272k, which is 18% of ~\$13m in construction/utilities/ROW. That percent of design/construction/utilities/ROW is a very reasonable amount given the design is being consulted out. Additional reasons for the design cost escalation (and likely some increase to construction in the future) include what the project has developed into through our extensive public outreach as well as additional items being incorporated through our context-sensitive design approach including a mini roundabout and traffic calming measures. Extensive surveying and 106 historical efforts have played a part in the large project design cost as well.	Provided this funding increase qualifies under the threshold for an Administrative Modification, we can accommodate this change as part of the Amendment.
9	FNSB	FTA & FRA Projects Table	Please add 5339(c) 'Low or No Emission Grant' recently awarded to FNSB in November to the TIP for the purchase of three (3) CNG fueled buses.	This grant award has been added to the TIP.

↓ Comments received after close of Public Comment Period ↓

10	Alaska DOT&PF	Parks Highway MP 356 Auxiliary Lane	Please move all Phase 4 [construction] for the Parks Highway MP 356 Auxiliary Lane project from 2026 to 2027.	This was a new project included in the Amendment, so the original request was modified to address this comment.
11	Alaska DOT&PF	Parks Highway MP 356 Auxiliary Lane	Please change the NFWY01140 Parks Highway MP 356 Auxiliary Lane project's scope to read "Construct auxiliary lane for the Parks Highway/Sheep Creek Road intersection. Project includes reconstruction, drainage, roadside hardware, utilities and ADA improvements."	This was a new project included in the Amendment, so the original request was modified to address this comment.
12	Alaska DOT&PF	Parks Hwy/Sheep Creek Ext Traffic Signal	I just had a discussion with construction and I need to update the construction estimate for the Parks/Sheep Creek signal project. Can you please update the estimate from the listed \$9,127,000 to be \$9,500,000? I also received updated Phase 7 (utilities) estimate. The estimate can be lowered to \$200,000. In summary, I would like the following changes to NFWY00898 in the proposed TIP: - Decrease the Utilities amount from \$300,000 to \$200,000 - Increase the Construction amount from \$9,127,000 to \$9,500,000	Provided these funding changes qualify under the threshold for an Administrative Modification, we can accommodate this change as part of the Amendment.
13	Alaska DOT&PF	Steese/Johansen Expy Interchange	Please increase the Steese/Jo Expressway Interchange Phase 7 from 1M to 4M per project manager request.	Provided this funding increase qualifies under the threshold for an Administrative Modification, we can accommodate this change as part of the Amendment.
14	Alaska DOT&PF	ADA Improvements Program - Steese Highway Path	I just received an updated estimate for Phase 7 for NFWY01102, FAST ADA Improvements (parent project is NFWY01027). I previously asked for this amount to be \$105,000, however we just identified additional utility companies that we will need to relocate, hence please increase the Ph 7 from \$105,000 to \$150,000.	Provided this funding increase qualifies under the threshold for an Administrative Modification, we can accommodate this change as part of the Amendment.
15	Alaska DOT&PF	Sheep Creek Road & West Tanana Drive Roundabout	Would you support one more project or a scope increase of our existing roundabout project to finish the shared use connection between Goldhill road and the roundabout? I feel like this is a good opportunity with this project to get this connectivity with all the project work in the area. In terms of costs, I think we are looking at an additional \$500k in phase 2 for additional consultant design and environmental work but will know more once I start negotiations with the consultant. Also, Alternative 3 is now our preferred alternative. With that it appears that a phase 3 will not be needed. At best DOT will need to get TCE's in the future to support construction activities and that work can be performed under phase 2 efforts.	Provided these funding changes qualify under the threshold for an Administrative Modification, we can accommodate this change as part of the Amendment.
16	Alaska DOT&PF	CLRA Bike & Pedestrian Access via Plack Road	We need to reduce the CMAQ/CRP TIP for the Chena Lakes Rec Area from \$3,400,000 to \$3,130,275 for a total decrease of \$269,725.	Provided this funding decrease qualifies under the threshold for an Administrative Modification, we can accommodate this change as part of the Amendment.
17	Alaska DOT&PF	MTCVC & Lavery Transportation Center Enhancements	I need to request a Phase 7 to be added to the Fairbanks Morris Thompson Cultural and Visitors Center Enhancements project, NFWY00922. It is listed in the CMAQ table. To bring the power to the proposed RRFB, the planned original power drop was not determined feasible during the site visit (conflict with existing landscaping and no place to put in the guy wire for the proposed pole. We will need to replace/relocate a pole to bring the power in underground (the pole from which we will be connecting is in a curb ramp landing and the pole was estimated to be replaced during the preliminary site visit inspection. The utility pole has several utility companies using it, and it has lines in both directions. It is likely that relocation of other pole(s) will be necessary. This utility relocation, if relocated as desired, should also make the curb ramp landing ADA compliant. Please add Phase 7 to NFWY00922 for FFY26 in the amount of \$80,000.	Provided this funding increase and phase addition qualifies under the threshold for an Administrative Modification, we can accommodate this change as part of the Amendment.



U.S. DEPARTMENT OF TRANSPORTATION

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ALASKA DIVISION
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P.O. BOX 21648
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915 SECOND AVENUE, SUITE 3192
SEATTLE, WASHINGTON 98174

November 20, 2025

Mr. Jackson Fox
Executive Director
Fairbanks Area Surface Transportation Planning
100 Cushman Street, Suite 205
Fairbanks, Alaska 99701

Subject: Federal Actions:

- 1) Transportation Conformity Determination for the Metropolitan Transportation Plan 2045 Update and Amended FY 2023-2027 Transportation Improvement Program

Dear Mr. Fox,

We have reviewed the transportation conformity determination and supporting documentation for the Fairbanks Area Surface Transportation Planning - Metropolitan Planning Organization's (FAST) Metropolitan Transportation Plan 2045 Update (MTP 2045 Update) and Amended FY 2023-2027 Transportation Improvement Program (Amended 2023-2027 TIP), adopted by the Transportation Planning Committee (Policy Board) on April 16, 2025. The conformity documentation includes updated analyses to demonstrate conformity to the annual PM 2.5 standards for the Fairbanks North Star Borough.

Based upon our review and consultation with the U.S. Environmental Protection Agency (EPA), we hereby find

that the MTP 2045 Update and Amended 2023-2027 TIP meet the requirements for making a joint conformity determination under the Clean Air Act Amendments of 1990.

Additionally, we find

that the MTP 2045 Update satisfactorily complies with the requirements of 23 CFR §450.324 regarding the development and content of metropolitan transportation plans; and

that the Amended 2023-2027 TIP satisfactorily complies with the requirements of 23 CFR §450.326 regarding the development and content of transportation improvement programs.

The EPA indicated that transportation conformity has been demonstrated in their communication dated October 3, 2025. The conformity determination and procedures used to make this determination are in accordance with the provision of the Transportation Conformity Rule (40 CFR Parts 51 and 93).

FHWA and FTA are required to make a joint transportation conformity determination in accordance with the May 2016, *Memorandum of Agreement (MOA) between FTA, Region 10 and FHWA Alaska, Idaho, Oregon and Washington Division Offices*.

If you have any questions, please reach out to Christina Mounce at christina.mounce@dot.gov and Danielle Casey at danielle.casey@dot.gov.

Sincerely,

EMILY ROSE
HAYNES

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ROSE HAYNES
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Randy Warden
Division Administrator, Alaska Division
Federal Highway Administration

SUSAN KAY
FLETCHER

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Date: 2025.11.25
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Susan Fletcher, P.E.
Regional Administrator, Region 10
Federal Transit Administration

Attachments:

Electronically cc:

Danielle Casey, Community Planner, FTA
Colby McFarland, Office of Planning and Environment, FTA
Tess Bloom, Region 10, EPA
Adeyemi Alimi, Air Quality Division, DEC
Aaron Jongenelen, Transportation Planning Manager/MPO Coordinator, AMATS
Kim Sollien, Executive Director, MVP for Transportation
Ryan Anderson, Commissioner, DOT&PF
Katherine Keith, Deputy Commissioner, DOT&PF