EXISTING CONDITIONS REPORT

October 2025

FAST Planning 2050 MTP Update

Fairbanks Area Surface Transportation Planning

Prepared for:

FAST Planning

Prepared by:

R&M Consultants, Inc.
9101 Vanguard Drive
Anchorage, AK 99507

212 Front Street #150
Fairbanks, AK 99507

In Collaboration With:

Kinney Engineering, LLC

and

Michael Baker International, Int'l.

Contents

Introduction 1
FAST Planning Area 2
FAST Planning Programs, Policies & Studies 4
Population & Population Change 8
Components of Population Change 9
Demographics 11
Population Projections 13
Employment & Economics 14
Transportation System Today 20
System Overview 20
Roadways 27
Congestion 27
Highway Level of Service 27
Intersection Level of Service 28
Roadway Travel Times 28
Pavement and Bridges 31
Crash & Safety Analysis 37
Public Transportation 43
Bus Service 43
Paratransit 44
Non-Motorized Transportation 46
Pedestrian System 47
Bicycle System 47
Land Use 47

Land Use and Activity Centers 47
FNSB Regional Comprehensive Plan 47
Freight Distribution & Regional Connections 51
Modal Freight & Regional Highway Links 51
Aviation 51
Trucking 51
Railroad 53
Regional Connections 58
Evaluation/analysis of progress made towards performance measure targets 58
Gap Analysis 58
Maintenance Gaps 58
Regulations, Funding, and Coordination 60
Non-Motorized 61
Transit 62
Rail 63
Road Freight 64
Electric Vehicles 64

Existing Conditions Report

Introduction

Figure 1: Aerial View of Fairbanks

Fairbanks Area Surface Transportation (FAST) Planning is the Metropolitan Planning Organization (MPO) for the urbanized areas of the Fairbanks North Star Borough, including the cities of North Pole and Fairbanks. FAST Planning is a 501(c)(3) nonprofit organization. FAST Planning focuses on creating plans, including this MTP update, that will guide local multi-modal transportation system investments to safely and efficiently move people and goods while simultaneously supporting economic progress, environmental protection, and an improved quality of life.

Metropolitan Planning Organizations (MPOs) are required to develop Metropolitan Transportation Plans (MTPs) for their MPA to be eligible to receive Federal transportation funding. In air quality non-attainment/maintenance areas, such as Fairbanks and North Pole, MTPs are additionally required to be updated every four years. The MTP is a long-range planning document that identifies the current and future needs of the multimodal transportation system, and establishes policies, programs and projects to address those needs over a 20-year planning horizon. FAST Planning is updating the 2045 MTP, adopted in 2023.

The purpose of this existing conditions and system performance report is to establish a profile of the FAST Planning region by looking at a current snapshot of the planning area and pulling valuable insights from historical trends. Our community is the regional hub of interior Alaska, offering employment opportunities that draw diverse transportation system users through, around, and within the area.

This report provides an overview of the region's demographics, land use, mobility, and emerging conditions. The region's existing transportation system is also summarized by establishing an inventory of the infrastructure assets and progress made towards achievement of performance

measure targets, and some indicators of how the system is performing. The data and existing conditions established here will form the basis of future forecasts and transportation needs assessments.

FAST Planning Area

The Metropolitan Planning Area (MPA) is the boundary within which FAST Planning conducts all its planning. The base determination of this planning area comes from the Census designated 'urban area' that gets updated with each Decennial Census. The base boundary is then expanded to what is expected to become urbanized in 20 years.

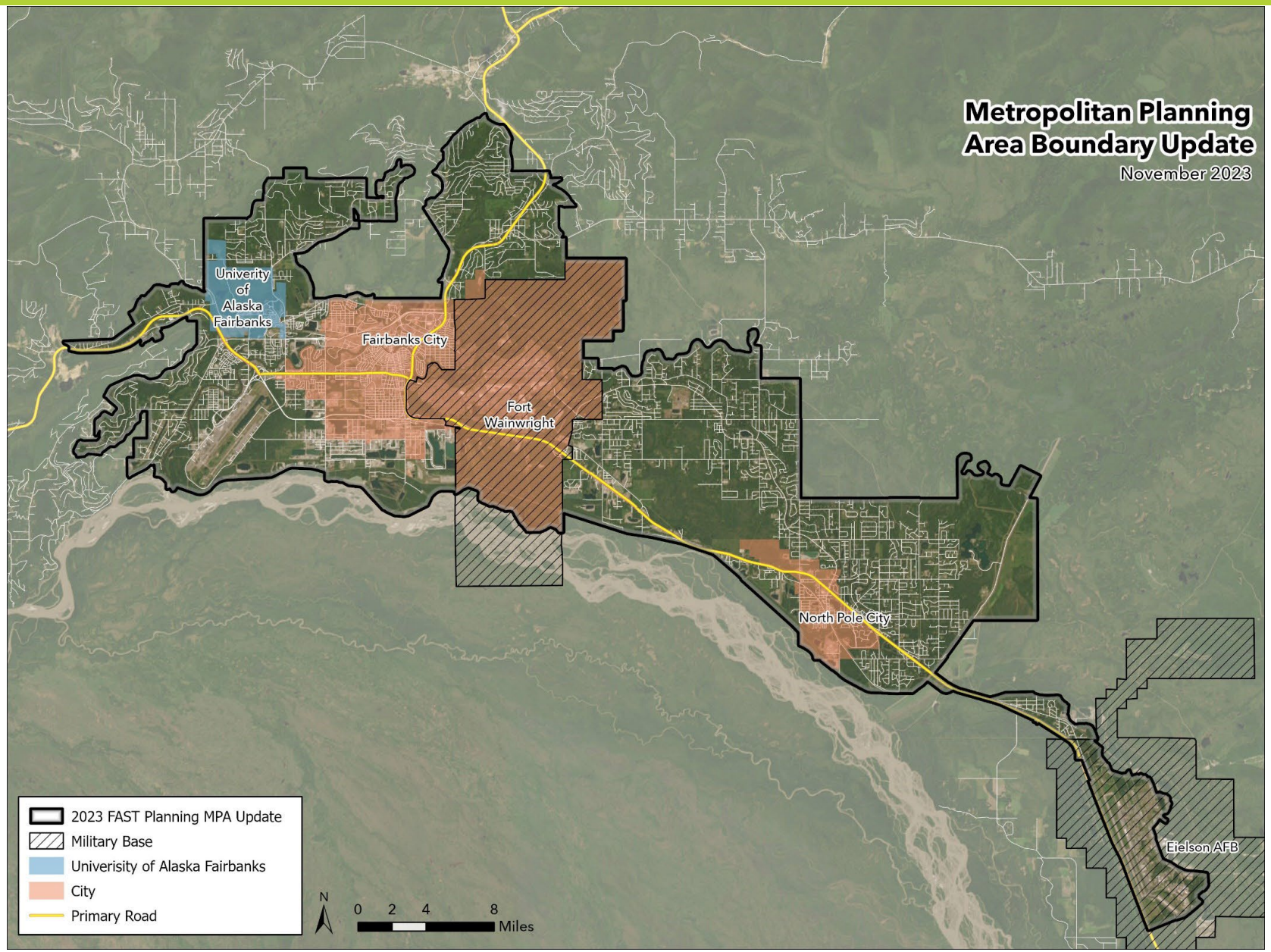

Figure 2: FAST Planning Area Boundary Map. Source: FAST Planning

FAST Planning Programs, Policies & Studies

2045 in Motion, Metropolitan Transportation Plan, 2023

An update to the MTP, the plan presents a long-range vision for the transportation system in the urbanized area of the FNSB, including the cities of Fairbanks and North Pole. The plan identifies current and future transportation needs. It also provides a list of projects needed to meet the identified needs, a project cost breakdown and expected timeframe for implementation.

Connect Fairbanks, Non-motorized Plan, 2021

This plan is a regional non-motorized transportation plan that outlines policy and recommends programmatic and infrastructure improvements to increase access to transit, walking and bicycling. It also lays out a framework to connect routes for those traveling without the use of a personal vehicle.

Complete Streets Policy, 2015

This policy specifies that complete streets should be considered at all phases of planning and project development for the development of a multimodal transportation system. The policy is a commitment that future transportation projects will consider all modes of transportation within the road right-of-way throughout the planning process.

FAST Planning Seasonal Mobility Task Force – Mobility Recommendations Report, 2021

This report updates the 2010 report. The report outlines the goals of the Seasonal Mobility Task Force, and agency responsibilities for maintenance of the pedestrian and bicycle network within the FAST-Planning area. It also lists accomplishments since the 2010 report was published, reaffirms performance guidelines established in the previous report, and establishes the FAST-Planning Bicycle & Pedestrian Network priority route map. The report also notes the committee and FAST Planning created a second supplemental map showing where bicycle and pedestrian facilities receive regular maintenance, with the intent that the two maps will be used together for allocating resources. The report includes eleven recommended actions.

FAST Planning FFY2023-2027 Transportation Improvement Program, 2023

FAST Planning's TIP is the five-year funding plan for prioritized transportation projects, plans, and programs as associated timelines listed in the region's 20-year, long-range Metropolitan Transportation Plan and FAST Planning's Public Participation Plan. It was adopted by FAST Planning's Policy Board in March 2023, and the Federal Highway Administration and Federal Transit Administration in May 2023. The most recent update is "TIP Administrative Modification

#6", completed in June 2025. This TIP is submitted to the Department of Transportation and Public Facilities (DOT&PF) for inclusion in the State Transportation Improvement Program.

The TIP includes funding for safety projects, road and path resurfacing projects, sidewalk improvement, a corridor study, and a household travel survey. It also includes performance measures for safety, pavement and bridge condition, time travel reliability, on-road mobile source emissions and transit performance measures and a financial plan.

FAST Public Participation Plan, 2023

This plan serves as a procedural document for public engagement in FAST Planning processes. This plan meets the federal participation requirements required of a MPO. The plan also incorporates public participation recommendations from the FNSB Regional Comprehensive Plan. The plan is intended to provide a balanced decision making and planning process that is open to the public and encourages equitable public engagement. The plan was last updated in 2023.

FAST Title VI Plan, 2023

The purpose of this plan is to ensure that all races, income levels, ages, abilities, and genders have equal opportunity for input in, and equal benefit from, the planning and projects delivery processes of FAST Planning. The plan identifies roles, responsibilities, required training, compliant processes, data collection criteria, public notice and education processes, to guide FAST Planning and ensure compliance with Title VI of the Civil Rights Act of 1964.

Green Streets Plan, 2019

FAST Planning has a policy that endorses the concept of Green Streets for all projects within the FAST-Planning service area. Specifically, the policy encourages the use of Green Infrastructure facilities as part of urban street design to retain, treat, and reduce stormwater runoff. This plan identifies and prioritizes streets within the urbanized area that are in greatest need of green infrastructure for the management of stormwater runoff. The plan includes specific design recommendations for each of those streets. The report also includes research into best management practices in a subarctic environment.

Freight Mobility Plan, 2019

The purpose of the Freight Mobility Plan (FMP) is to assess freight transportation mobility deficiencies, identify potential project solutions and strategies that best address these identified deficiencies, and integrate recommendations into the FAST transportation planning process.

Salcha-Badger Road Area Plan, 2019

This plan serves as a community resource to guide transportation needs in the Salcha-Badger Road area. Proposed by FNSB with participation from FAST Planning, this plan was adopted as a component of the FNSB Regional Comprehensive Plan.

Road/Rail Realignment/Reduction Plan, 2021

This Fairbanks Road/Rail Crossing Reduction/Realignment Plan (FRRX) is a near term planning document to enable FAST Planning and partnering agencies, including the DOT&PF, to implement a more efficient and effective approach to integrate road/rail crossing elements into the larger multi-modal and intermodal transportation framework, address at-grade rail/road crossings to relieve congestions on the roadways, and improve network safety and efficiency The FRRX does not intend to replace, void, or validate those previous plans; but to serve as a more near term plan to help mitigate safety and operational issues at existing at-grade crossings.

Road Service Area (RSA) Expansion Plan, 2021

This plan evaluates the FNSB Road Service Area system to identify deficiencies and make recommendations for organizational changes and operational improvements. Three potential alternatives were presented. The plan evaluated other second-class boroughs to identify best practices and equitable maintenance strategies.

Metropolitan Planning Area Boundary Update Methodology, 2023

This methodology document provides the analysis and details used to develop the 2023 FAST Planning MPA. With the release of the U.S. 2020 Decennial Census Data, the FAST-Planning MPA was due for an update in concordance with 23 CFR 450.312, which requires that “At a minimum, the MPA boundaries shall encompass the entire existing urbanized area (as defined by the Bureau of the Census) plus the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan. There were extents of the previous FAST Planning MPA that did not encompass the Census designated “Urban Area Boundary”.

Fairbanks Transit Plan, 2024

This plan updates the 2013 Short- and Long-Term Transit Plan for the Metropolitan Area Commuter System (MACS). The Plan addresses the current and future public transportation needs of all residents of the greater Fairbanks community. The Plan considers short-term needs

and goals related to operations, finances and capital improvements, and long-term issues that could affect how transit is provided such as forecasted changes in population or infrastructure

Fairbanks Coordinated Human Services Transportation Plan, 2024

The 2024 Coordinated Human Services Transportation Plan creates a systematic approach for the community to collaborate and communicate across human service organizations and transportation providers, with the purpose of improving access, efficiency, and effectiveness of community transportation systems to meet the needs of persons with disabilities or mobility challenges, older adults and low-income households

Fairbanks and North Pole Electric Vehicle (EV) Infrastructure Deployment Plan, 2024

The purpose of the EV Infrastructure Deployment Plan is to help make the community infrastructure ready for EV integration. EV growth is happening in the region without supporting EV charging infrastructure in place or a thorough understanding of the implications of cold climate challenges. This plan presents growth scenarios to forecast and identify EV infrastructure needs, policy recommendations to local jurisdictions, and a framework to create a network of EV charging stations in Fairbanks and North Pole.

Safe Routes to School, 2012

The Safe Routes to School (SRTS) plan presents a comprehensive assessment of 18 schools in the MPA. It examines existing infrastructure and parent concerns to identify and recommend future development to enhance pedestrian and bicyclist safety, to increase the number of children walking and biking to school.

Conformity Analysis for the FAST-Planning 2045 MTP Update, 2023

This report presents the fine particulate matter (PM2.5) and carbon monoxide (CO) Regional Conformity Analysis for the “2045 in Motion” FAST MPT, 2023. MTPs must be updated or revised at least every four years to ensure these long-range transportation plans continue to conform to air quality-related vehicle emission limits or budgets within areas that are designated as Nonattainment or Maintenance areas for health-based National Ambient Air Quality Standards (NAAQS) established by the U.S. Environmental Protection Agency (EPA).

Airport Way Functional Features Analysis (2018)

This report evaluates the functional features with the existing right-of-way along the Fairbanks Airport Way corridor against aesthetics, functionality, and engineering standards. The report summarizes recommendations for attaining the vision as well as a toolkit of design elements

that can be incorporated into current and future Airport Way projects. The corridor is a major, controlled-access corridor linking Fairbanks International Airport (FAI) to Downtown Fairbanks and Fort Wainwright.

Population & Population Change

The Fairbanks North Star Borough (FNSB) reached a record population of more than 100,000 people in 2012. The population generally trended down over the following decade. In 2024, the Alaska Department of Labor and Workforce Development (ADOL) reported the FNSB population as 97,327. About one-third of the borough's residents live within the Fairbanks city limits. Most residents live in the borough's unincorporated areas outside the cities of Fairbanks and North Pole.

As seen in the table below, the city of Fairbanks and College (the area around the University of Alaska Fairbanks) have lost population over the past two decades. Some outlying areas including Chena Ridge, Steele Creek, and Farmers Loop gained population between 2005 and 2024. All the largest population centers, except Eielson Air Force Base, decreased in population between 2012 and 2024.

Table 1: Population by City and Census Designated Place, Fairbanks North Star Borough, 2005-2024

Year	Alaska	FNSB	Fairbanks	Badger*	College*	Steele Creek*	Chena Ridge*	Farmers Loop*	Eielson*	North Pole City
2005**	667,146	90,381	31,478	16,497	12,138	5,379	4,502	4,097	4,661	1,624
2012***	731,799	100,498	32,200	20,035	13,453	6,724	6,096	4,981	2,946	2,182
2024	741,147	97,327	31,238	19,349	11,957	6,385	6,045	4,725	4,346	2,404
'12-'24 % Change	+1%	-3%	-3%	-3%	-11%	-5%	-1%	-5%	+48%	+10%
'05-'24 % Change	+11%	+8%	-1%	+17%	-1%	+19%	+34%	+15%	-7%	+48%

Source: Alaska Department of Labor and Workforce Development (2005-2024)
*Denotes a Census Designated Place. **Year of previous comprehensive plan. ***Peak Fairbank North Star Borough Population.

In 2024, about one third of borough residents lived in the city of Fairbanks, and about half lived in the six largest Census Designated Places (CDP) in the surrounding areas: Badger, College, Steele Creek, Chena Ridge, Farmers Loop, and Eielson Air Force Base. The remaining 13% of residents lived in communities including Goldstream, Ester, North Pole (besides Fairbanks, the only city in the borough), Salcha, Two Rivers, Pleasant Valley, South Van Horn, Moose Creek, Fox, and the Harding-Birch lakes area.

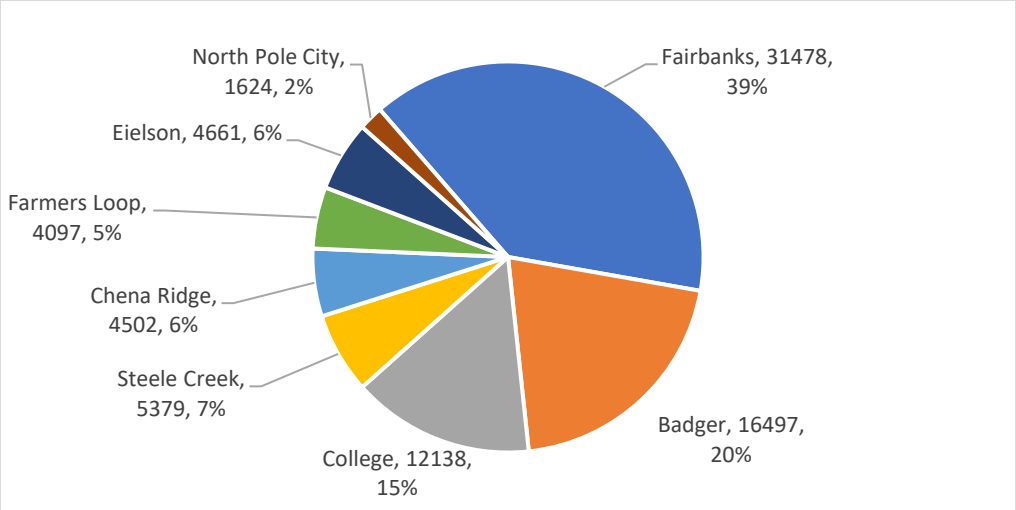

Figure 3: Population of Fairbanks North Star Borough By Census Designated Place, 2024

Components of Population Change

Net out-migration – the difference between the number of people moving into and out of a region – drove population decline in FNSB between 2021 and 2024. The natural growth rate (number of births minus number of deaths) also decreased over the past five years, from more than 1,000 in 2019 to fewer than 700 in 2024.

Table 2: Components of Population Change, Fairbanks North Star Borough, 2005-2024

Year	Period Population	Population Change	Growth Rate	Births	Deaths	Natural Increase	Net Migration
2005-06	90,953	+572	+0.6%	+1,519	-347	+1,172	-600
2006-07	95,354	+4,401	+4.8%	+1,602	-377	+1,225	+3,176
2007-08	96,423	+1,069	+1.1%	+1,918	-377	+1,541	-472
2008-09	96,631	+208	+0.2%	+1,704	-376	+1,328	-1,120
2009-10	97,581	+950	+1.0%	+1,186	-295	+891	+59
2010-11	98,178	+597	+0.6%	+2,169	-539	+1,630	-1,033

Year	Period Population	Population Change	Growth Rate	Births	Deaths	Natural Increase	Net Migration
2011-12	100,498	+2,320	+2.4%	+1,593	-435	+1,158	+1,162
2012-13	99,808	-690	-0.7%	+1,710	-463	+1,247	-1,937
2013-14	98,459	-1,349	-1.4%	+1,699	-421	+1,278	-2,627
2014-15	98,348	-111	-0.1%	+1,693	-485	+1,208	-1,319
2015-16	98,551	+203	+0.2%	+1,718	-485	+1,233	-1,030
2016-17	97,346	-1,205	-1.2%	+1,614	-490	+1,124	-2,329
2017-18	96,278	-1,068	-1.1%	+1,625	-502	+1,123	-2,191
2018-19	95,314	-964	-1.0%	+1,464	-460	+1,004	-1,968
2019-20	95,655	+341	+0.4%	+1,008	-363	+645	-304
2020-21	97,819	+2,164	+2.3%	+1,737	-737	+1,000	+1,164
2021-22	96,922	-897	-0.9%	+1,445	-696	+749	-1,646
2022-23	96,697	-225	-0.2%	+1,369	-645	+724	-949
2023-24	97,327	+630	+0.7%	+1,254	-559	+695	-65

Source: Alaska Department of Labor and Workforce Development (2005-2024)

Intrastate Migration to Fairbanks

Migration to and from other regions of Alaska played an important role in Fairbanks's population changes. Between 2022 and 2023, 1,202 Alaska residents moved to FNSB from elsewhere in Alaska while 1,327 left FNSB to move to another borough or census area.

Most residents moving from FNSB to another area of Alaska relocated to Anchorage, the Matanuska Susitna Borough, the Yukon-Koyukon Census Area, or the Southeast Fairbanks Census Area.

Table 3: Intra-State Migration, Fairbanks North Star Borough, 2014-2023

Year	Into FNSB (in-state, no births)	Out of FNSB (in-state, no deaths)	Net In-State Migration
2014-2015	+1,578	-1,733	-155
2015-2016	+1,540	-1,582	-42
2016-2017	+1,473	-1,547	-74
2017-2018	+1,430	-1,434	-4
2018-2019	+1,462	-1,473	-11
2019-2020	+1,541	-1,436	+105
2020-2021	+1,225	-1,211	+14
2021-2022	+1,169	-1,467	-298

Year	Into FNSB (in-state, no births)	Out of FNSB (in-state, no deaths)	Net In-State Migration
2022-2023	+1,202	-1,327	-125

Source: Alaska Department of Labor and Workforce Development (2005-2024)

Demographics

Age

Like Alaska in general, the FNSB population is aging. The number of FNSB residents who are 65 years or older has more than tripled since 2003, reaching more than 13,000 in 2024. FNSB's population has a similar age distribution to the state, though the median age of 34 years in FNSB is slightly lower than that of the state (37 years). The percentage of residents who are 65 years or older has nearly tripled since 2003.

Table 4: Age Demographics, Fairbanks North Star Borough, 2003-2024

Age Group	Under 20 Years	20 to 65 Years	65 Years and Above	% Under 20 Years	% 65 Years and Above	Median Age
2003	26,476	52,954	4,284	32%	5%	30
2004	27,377	55,668	4,510	31%	5%	30
2005	27,813	57,797	4,771	31%	5%	30
2006	27,408	58,519	5,026	30%	6%	31
2007	28,397	61,586	5,371	30%	6%	31
2008	28,473	62,221	5,729	30%	6%	31
2009	28,178	62,413	6,040	29%	6%	31
2010	27,983	63,223	6,375	29%	7%	31
2011	27,786	63,776	6,616	28%	7%	31
2012	28,031	65,370	7,097	28%	7%	31
2013	27,718	64,662	7,428	28%	7%	31
2014	27,261	63,449	7,749	28%	8%	31
2015	27,096	62,974	8,278	28%	8%	32
2016	27,046	62,735	8,770	27%	9%	32
2017	26,626	61,433	9,287	27%	10%	32
2018	26,237	60,258	9,783	27%	10%	32
2019	25,649	59,373	10,292	27%	11%	33
2020	25,374	59,320	10,961	27%	11%	33
2021	25,740	60,082	11,997	26%	12%	33
2022	25,440	58,938	12,544	26%	13%	34
2023	25,341	58,613	12,743	26%	13%	33
2024	25,278	58,719	13,330	26%	14%	34

Source: Alaska Department of Labor and Workforce Development

Race/Ethnicity

About three-quarters (75%) of FNSB residents are white, a higher percentage than the entire state (64%). A smaller proportion of FNSB's population (8%) identifies as Alaska Native/American Indian than in the state in general (16%).

Table 5: Population by Race and Ethnicity, Fairbanks North Star Borough, 2023

Race	FNSB	Alaska
White Alone	75%	64%
Alaska Native /American Indian Alone	8%	16%
Black /African American Alone	5%	4%
Asian Alone	3%	7%
Native Hawaiian or Pacific Islander Alone	1%	2%
Two or More Races	7%	8%
Total	100%	100%
Hispanic Origin (of any race) Alone	9%	7%

Source: Alaska Department of Labor and Workforce Development

Alaska Native Culture

About half of Alaska Native FNSB residents (46%) are Athabascan, with Iñupiat and Yup'ik people comprising 16% and 9% of the FNSB Alaska Native population respectively.

Table 6: Alaska Native Tribal Distribution, Fairbanks North Star Borough, 2022

Tribe	FNSB Native Population	Alaska Native Population
Athabascan	46%	12%
Iñupiat	16%	23%
Yup'ik	9%	34%
Tlingit-Haida	3%	7%
Aleut (Unangan)	2%	8%
Tsimshian	-	1%
Not specified	22%	12%
Two or More Tribes	2%	3%

Source: US Census Bureau ACS 5 Year Estimates (2022)

Fort Wainwright and Eielson Air Force Base Personnel

In 2024 there were more than 6,700 soldiers stationed at Fort Wainwright and 3,100 airmen stationed at Eielson Air Force Base. In addition to this active duty contingent, a far larger group

of borough residents are connected to the military: this includes military family members, military civilian employees, and contractors.

Estimated Unhoused Population

According to the Point in Time Count in Fairbanks on January 30, 2024, with temperatures between -35 and -49 F, there were at least 89 people left unsheltered and an unknown number seeking temporary shelter with friends and family. In 2020, the Fairbanks Housing & Homeless Coalition estimated that around 197 people were homeless in Fairbanks, about 10% of the state's homeless population. The Coalition cited behavioral health and substance abuse issues as common long-term barriers preventing many local houseless individuals and families from accessing and/or accepting assistance.

Population Projections

The FNSB population is projected by the Alaska Department of Labor and Workforce Development to decrease by about 7,000 residents (-7%) between 2025 and 2050. The population of younger residents (birth to age 19) is projected to decrease by 16%, with those aged 20-64 decreasing by 5%. The population of residents 65 and older is projected to increase by 1% over the 2025-2050 period, increasing to a high of more than 14,500 by 2030 and then decreasing.

Table 7: Projected Population Distribution by Age Group, Fairbanks North Star Borough, 2025-2050

Year	Total	Under 20 Years	20 to 64 Years	65 Years and Above
2025	95,701	25,594	56,702	13,405
2030	94,976	24,969	55,438	14,569
2035	93,616	23,967	55,194	14,455
2040	91,965	22,868	55,335	13,762
2045	90,194	22,008	55,157	13,029
2050	88,835	21,410	53,929	13,496
2050-2025 % Change	-7%	-16%	-5%	+1%

Source: Alaska Department of Labor and Workforce Development Estimates (2025-2050)

The number of annual births in FNSB is expected to decline between 2025 and 2050 as the number of deaths increases, consistent with regional population trends between 2020 and

2024. Continued net outmigration from FNSB is also expected to contribute to a declining population in the next 25 years.

Table 8: Projected Components of Average Annual Population Change, Fairbanks North Star Borough, 2025-2050

Year	Births	Deaths	Net Migration	Population Change	Growth Rate
2025-2030	+1,247	-645	-747	-145	-0.2%
2030-2035	+1,160	-719	-713	-272	-0.3%
2035-2040	+1,120	-789	-661	-330	-0.4%
2040-2045	+1,104	-827	-631	-354	-0.4%
2045-2050	+1,089	-823	-538	-272	-0.3%

Source: Alaska Department of Labor and Workforce Development Estimates (2025-2050)

Employment & Economics

Income

Median household income among FNSB residents was about 5% below the statewide median income in 2023. FNSB average income was about 3% below that of residents statewide.

Table 9: Annual Household Income, Fairbanks North Star Borough and Alaska, 2023

Income	FNSB	Alaska
Median Income	$84,722	$89,336
Average Income	$110,923	$114,947

Source: US Census Bureau 5 Year Estimates (2023)

FNSB residents had total personal income of $6.6 billion in 2023, accounting for approximately 12.6% of personal income in Alaska. Work-related income accounted for 64% of personal income. Personal transfer receipt, including permanent fund dividend income, social security benefits, and other sources accounted for 19%, and investment income accounted for 17%.

Table 10: Personal Income ($ 2023 USD Millions), Fairbanks North Star Borough and Alaska, 2023

Income Source	FNSB		Alaska	
	Income (Millions)	Income (%)	Income (Millions)	Income (%)
Salaries and benefits (including proprietors' income)	$4,237.2	64%	$33,027.5	63%
Government Transfers	$1,235.7	19%	$10,068.6	19%
Investments	$1,144.4	17%	$9,423.9	18%
Personal Income	$6,617.4	100%	$52,520	100%

Source: Bureau of Economic Analysis (2023)

Labor Force

About 45,645 FNSB residents participated in the labor force in 2024. FNSB had a lower unemployment rate (4.1%) compared to the statewide average (4.6%). Residents included in these labor force statistics include those working within the borough and those employed elsewhere but living in FNSB.

Table 11: Labor Force Characteristics, Fairbanks North Star Borough and Alaska, 2024

Employment Status	FNSB	Alaska
Employment	43,777	341,062
Unemployment	1,868	16,455
Labor Force	45,645	357,517
Unemployment Rate	*4.1%*	*4.6%*
Labor Force Participation Rate	*71.6%*	*76.0%*

Source: US Bureau of Labor Statistics

About 3,800 FNSB residents (about 9% of employed residents) worked in parts of Alaska outside the borough in 2023. Most residents who worked in other parts of the state worked in Anchorage (1,440), the North Slope Borough (539), the Southeast Fairbanks Census Area (498), the Yukon-Koyukuk Census Area (428), or the Denali Borough (190).

Wage and Salary Employment and Key Sectors

The following table describes wage and salary employment in FNSB by sector. These data describe employment within FNSB regardless of employee residency, and exclude sole proprietor and military employment, both of which contribute significantly to the Fairbanks economy.

Among wage and salary positions, government employment accounted for 28% of employment in FNSB in 2023, while private industry employed the remaining 72%.

Table 12: Wage and Salary Employment, Fairbanks North Star Borough, 2023

Industry	Average Annual Employment	Percent of Total Employment	Annual Wages (Millions)	Percent of Total Wages
Government	10,295	28%	$718.7	30%
State Government	4,479	12%	$278.7	12%
Federal Government	3,199	9%	$286.0	12%
Local Government	2,617	7%	$154.0	6%
Private Employers	26,969	72%	$1,696.4	70%
Trade, Transportation, and Utilities	7,377	20%	$401.5	17%
Retail Trade	*4,593*	*12%*	$191.7	8%
Transportation and Warehousing	*1,712*	*5%*	$117.6	5%
Wholesale Trade	*620*	*2%*	$45.1	2%
Utilities	*452*	*1%*	$47.0	2%
Educational and Health Services	5,492	15%	$398.5	17%
Health Care and Social Assistance	*5,279*	*14%*	$391.5	16%
Educational Services	*213*	*1%*	$7.0	0%
Leisure and Hospitality	4,465	12%	$131.2	5%
Arts, Entertainment and Recreation	*497*	*1%*	$12.2	1%
Food Services and Drinking Places	*2,921*	*8%*	$74.9	3%
Accommodation	*1,047*	*3%*	$44.1	2%
Professional and Business Services	2,449	7%	$172.0	7%
Construction	2,658	7%	$281.8	12%
Natural Resources and Mining	1,176	3%	$116.9	5%
All Other Industries	3,352	9%	$194.4	8%
Total Industries	37,264	100%	$2,415.1	100%

Source: Alaska Department of Labor and Workforce Development (2023)

Government

Government employment represented slightly more than one-quarter (28%) of wage and salary employment in FNSB in 2023. However, data related to federal government employment do not

include active-duty military personnel, including approximately 10,000 total active-duty personnel stationed at Fort Wainwright and Eielson Air Force Base. These two installations also reported more than $100 million in contracting expenses in 2024.

Various state departments maintain a presence in Fairbanks, including the Alaska Department of Transportation & Public Facilities' Northern Region headquarters. The University of Alaska Fairbanks is included in state government employment data.

Leisure and Hospitality

Last estimated in summer 2016, the Fairbanks summer visitor market included an estimated 320,000 non-Alaska visitors, with 41% of visitors taking an Alaska cruise prior to or after visiting Fairbanks. Popular visitor activities and locations in Fairbanks include Chena Hot Springs Resort, the Riverboat Discovery, the University of Alaska Museum of the North, sled dog kennel tours, and various outdoor activities. While most visitors come to Fairbanks during summer months, interest in winter tourism has grown in recent years.

Employment in the leisure and hospitality industry varies seasonally, with employment increasing in summer months to accommodate the tourism season. In 2023, peak leisure and hospitality employment was 5,006 workers in July. The fewest workers in sector were employed in October, 4,071.

Construction

With an annual average employment of 2,658, the Fairbanks construction industry is an important contributor to statewide construction employment. Fairbanks-based contractors work on projects statewide, including work on Alaska's North Slope, across rural Western and Interior Alaska, and on transportation-related infrastructure. Fort Wainwright and Eielson Air Force Base reported more than $102 million in military spending in 2024.

Statewide, construction industry activity increased between 2021 and 2024 amid considerable increases in federal infrastructure funding. Funding related to the federal Infrastructure Investment and Jobs Act (IIJA) is expected to be awarded between federal fiscal years (FFY)2022 and FFY2026, with spend-down occurring through FFY2031. This period of federal funding increases has coincided with significant new developments on Alaska's North Slope which have increased demand for construction services statewide. The current level of demand relates to federal funding. Spending down was previously scheduled through FY 2031, but several grants are currently under review, which may influence construction demand.

Health Care

Fairbanks is a regional hub for health care. In addition to serving borough residents, the Fairbanks Memorial Hospital, Chief Andrew Isaac Health Center, and Bassett Army Community Hospital are important facilities for the wider Interior region.

A top employer in the region, tribal health organization Tanana Chiefs Conference (TCC) serves residents of Fairbanks and 39 villages spread across Interior Alaska. TCC operates the Chief Andrew Isaac Health Center in Fairbanks, as well as outpatient services provided at community health centers. In addition to health services, TCC provides a range of social services including early childhood education, workforce development, and tribal support, as well as administering tribal social assistance programs.

Mining

The Fairbanks area is a current and historic center for mining activity, including mines within borough boundaries and outlying areas. Kinross' Fort Knox Mine is Alaska's largest producing gold mine and the only Large Mine currently operating in the borough. The mine is a source of year-round employment in Fairbanks, directly employing 717 people in 2022. In 2023, Kinross began operating the Mahn Choh Gold Mine 240 miles southeast of Fairbanks near Tok. While Mahn Choh is outside the Fairbanks North Star Borough, ore from the mine is trucked to Fort Knox for milling, passing through Fairbanks on the Richardson and Steese Highways.

Two other important regional mines outside of the borough are the Usibelli Coal Mine near Healy (which supplies coal via rail for power plants in Fairbanks, the University of Fairbanks, Fort Wainwright, and Eielson Air Force Base) and the Pogo gold mine southeast of Fairbanks.

Proposed mine projects in and around the borough include Treasure Creek, an antimony mine within the borough, and the Tower Hill Livengood Project, a proposed gold mine north of the borough.

Oil & Gas

The Trans Alaska Pipeline System (TAPS) passes through the Fairbanks North Star Borough and operator Alyeska Pipeline Service Company is the second largest property taxpayer in the borough (after Kinross). The borough is also home to the Petro Star oil refinery in North Pole and many North Slope workers. In 2022, 246 primary oil and gas company employees lived in the borough, in addition to 50 oil and gas support service employees.

Non-Resident Employment

Wage and salary data described above includes all people working in FNSB, regardless of residency. In 2023, about 72% of people working in FNSB were borough residents. Another 11% of those working in the borough lived elsewhere in Alaska. The remaining 18% were non-Alaska residents.

The percentage of non-resident workers in the FNSB has increased from 15% in 2003 but remains below the statewide average of 23%.

Table 13: Percent of Workers Who Were Not Alaska Residents, Fairbanks North Star Borough and Alaska, 2004 and 2023

Year	Employed in FNSB	Employed in Alaska
2004	15%	18%
2023	18%	23%

Source: Alaska Department of Labor and Workforce Development

Non-resident employment in the FNSB is most common in the accommodations and food service industries, which hire many people for seasonal summer-only jobs.

Table 14: Employment Among Industries with a Large Non-Resident Employee Percentage, Fairbanks North Star Borough, 2023

Industry	Total Workers	Percentage of Workers Who Were Not Alaska Residents
Accommodation and Food Services	5,322	30%
Transportation and Warehousing	2,406	20%
Mining, Quarrying, and Oil and Gas Extraction	1,351	28%
Construction	3,723	20%

Source: Alaska Department of Labor and Workforce Development.

Transportation System Today

System Overview

Transportation Improvements Since March 2023

Table 15: Alaska DOT&PF Project Status

Project ID	Project Name	Description
Completed Projects		
SR-1	Cowles Street Reconstruction – Phase I (Airport Way to East Cowles)	Reconstruct Cowles Street from Airport Way to East Cowles. Parent project is Cowles Street Airport Way to East Cowles, Phase II for from 1st Avenue to Airport Way is in progress.
SR-4	Old Richardson Highway Intersection Improvements	Improve intersections in North Pole at Santa Claus Lane and East 5th Avenue and North Pole High School Boulevard at Old Richardson Highway and 8th Avenue. The railroad crossing will also be improved to current standards.
SR-5	North Pole Streetlight Standardization and Improvement Project	Upgrade the streetlights in older subdivisions and illuminate several areas in the city currently not illuminated. The project has four major areas of concentration: The City Core, Highway Park, Ford and Morning Star Subdivisions.
SR-6	Tanana Lakes Recreation Area South Lathrop Street Extension & Parking Area	Extend South Lathrop Street, to include non-motorized facilities, into the newly developed Tanana Lakes Recreation Area.
SR-7	Fairbanks Cushman Street Bridge Rehabilitation	Rehabilitation or upgrade of the existing Cushman Street bridge to meet current seismic standards.
SR-8	Woll Road Resurfacing & Widening	Resurface and widen Woll Road from Bradway Road to Ownby Road.
SR-13	Sidewalk Snow Removal Equipment	Purchase articulated tractors for the City of Fairbanks.
SR-18	Old Airport Way Improvements	Reconstruct Old Airport Way and construct an adjacent pedestrian facility.
SR-19	College Road Bus Pullouts	Construct new bus stop facilities along College Road. Work includes roadside hardware, drainage improvements, ADA improvements and utilities.
SR-21	5th Avenue Reconstruction	Reconstruct 5th Avenue from Barnette Street to Noble Street in order to provide improved facilities for all users. Reconstruction includes improved drainage, ADA-compliant pedestrian facilities, shoulders to

Project ID	Project Name	Description
		accommodate bicyclists and temporary snow storage, utility relocates and improvements, as required, installation of wayfinding and bicycle route signs, and landscaping in accordance with City of Fairbanks' Complete Streets.
SR-23	Fairbanks Bike Lane Signing and Striping	Signing and striping on City streets of existing paved shoulders within City of Fairbanks to accommodate bicyclists, as designed bike lanes for seasonal use. Locations include Barnette Street from 1st Avenue to Airport Way to and 10th Avenue from Steese Highway to 2nd Avenue.
SR-25	Airport Way West Improvements	Reconstruct Airport Way, Hoselton Road, Dale Road, Old Airport Way and Wien Lake Road. Work includes roadside hardware, draining improvements, intersection improvements, utilities and ADA improvements such as curb ramps and sidewalks.
SR-33	Transit Plan Updates	Update the Fairbanks North Star Borough Long & Short Range Transit Plan, Coordinated Human Services Transportation Plan, Fare Pricing & Integration Study, and Operational Efficiency Study.
SR-34	Aurora Drive Noyes Slough Bridge #0209 Replacement	Replace the Noyes Slough Bridge #0209 on Aurora Drive in Fairbanks. Project work includes bridge work, roadside hardware, drainage improvements, intersection improvements, ADA improvements, and utility work.
SR-35	Airport Way / Steese Expressway Reconstruction	Replace existing intersection with displaced left turn intersection at Gaffney Road, Airport Way, Richardson Highway, and Steese Expressway (GARS).
SR-36	University Ave Rehabilitation & Widening	Widen and reconstruct University Avenue from Airport Way to Mitchell Expressway, including the Rewak Drive intersection.
SR-37	City of Fairbanks Systemic Signal Upgrades – Stage I (HSIP)	Install overhead signal head for each approach at intersections around Fairbanks, including retroreflective backplate at signal heads.
SR-38	Chena Hot Springs Road MP 0-6 Rehabilitation	Rehabilitate Chena Hot Springs Road from MP 0 to MP 6.
SR-41	Richardson Highway MP 357-362 Bicycle/Pedestrian Path	Construct a paved bicycle/pedestrian path on the Richardson Hwy starting from the Richardson Hwy/Airport Wy intersection, continuing along the Richardson Hwy to the Badger Lp Northbound Ramp, and terminating at the Badger Rd/Old Badger Hwy intersection. Improvements will include bridge work,

Project ID	Project Name	Description
		roadside hardware, drainage improvements, ADA improvements, and utilities.
SR-44	FNSB Air Quality Programs (CMAQ)	Funding to support ongoing efforts and recommendations outlined under the Fairbanks North Star Borough Carbon Monoxide Air Quality Maintenance Plan.
SR-45	FNSB Statewide Implementation Plan (SIP)	Prepare a Fairbanks PM 2.5 Non-Attainment Area Statewide Implementation Plan (SIP). This project includes inventory development, data collection, analysis, modeling, identifying control measures, and components that demonstrate attainment.
SR-46	TIP/LRTP Conformity Analysis	Preparation of a PM 2.5 conformity determination for short- and long-term transportation plans and individual projects in the entire nonattainment area with the FNSB, consisting of FAST, the MPO for the Fairbanks urban area, and the associated "donut area" within the PM 2.5 Boundary.
SR-50	Richardson Hwy MP 351 Interchange (HSIP)	Replace the existing at grade intersection with an interchange to reduce turning related crashes.
SR-51	Richardson Highway MP 359 Railroad Grade Separated Facility	Construct a grade separated facility on the Richardson Highway near Milepost 359 to reduce railroad/vehicle conflicts. Improve connectivity with the Old Richardson Highway and potential access for Fort Wainwright South gate.
MR-9	Household Travel Survey	Complete new Household Travel Survey (last completed 2013) to collect data regarding origins and destinations, trip length, time of day, mode of transportation, and other household characteristics for more up-to-date trip data for the Travel Demand Model for future MTPs.
MR-35	Fairbanks/North Pole Electric Vehicle Infrastructure Deployment Plan	Develop a locally-coordinated plan to address introducing EV charging infrastructure to Fairbanks and North Pole.
MR-42	Airport-West Bicycle and Pedestrian Facilities	Construct bicycle and pedestrian connections from the Fairbanks International Airport to the neighborhoods west of the Airport and planned non-motorized facilities along Dale Road.
MR-58	Highway Dynamic Messaging Signs	Install highway dynamic messaging signs along the Richardson Highway and Badger Road.
MR-62	Highway Dynamic Messaging Sign	Place variable message signs on major arterials in the Fairbanks and North Pole area with the primary

Project ID	Project Name	Description
		function to alert the community about Air Quality stage restrictions. The signs could serve multiple functions such as alerting drivers to adverse road conditions or amber alerts. The signs will be placed on each side of the roadway for inbound and outbound traffic, necessitating 2 signs for each roadway identified. The following roadways have been identified as candidates for this project: Parks Highway, Richardson Highway, Johansen Expressway, Mitchell Expressway and the Steese Expressway.
	Northern Region Signal Interconnect	Improve capabilities of the Northern Region to communicate with signals, allowing for troubleshooting, signal timing modifications, and monitoring at single/multiple locations.
	Parks Hwy/Chena Pump Rd-Geist Rd	Make ADA improvements to make the crossings of the ramp terminals more comfortable for non-motorized users.
	North Pole Sidewalk/Road Lighting Enhancements	Replace high pressure sodium light bulbs with LED lights. Funded as a change order under the North Pole Streetlight Standardization Phase I project (SR-5)
	Motor Vehicle Plug-Ins	Install motor vehicle plug-ins at Birch Hill Recreation Area, Chena Lake Recreation Area, and Tanana Lakes Recreation Area.
Projects in Construction		
SR-2	Yankovich/Miller Hill Road Reconstruction	Reconstruct Miller Hill and Yankovich Road from Sheep Creek to Ballaine Road, including widened shoulders on Yankovich Road.
SR-17	University Avenue South Bicycle & Pedestrian Path	Construct a bicycle and pedestrian facility on the east side of University Avenue from the Mitchell Expressway to Armstead Way to accommodate Fairbanks International Airport East Ramp users.
SR-36	Chena Small Tracts Road Roundabout (HSIP)	Construct a roundabout at the intersection of Chena Pump Road, Old Chena Ridge Road, and Chena Small Tracts Road.

Project ID	Project Name	Description
In-Progress Projects		
SR-1	Cowles St Reconstruction – Phase II (1st Avenue to Airport Way)	Reconstruct Cowles Street from 1st Avenue to Airport Way. Project work will include roadside hardware, drainage improvements, intersection improvements, ADA improvements and utilities.
SR-3	Chena Riverwalk Stage III	Expand the Chena River Walk to the north side of the Chena River with approximately 2,200 linear feet of pathway from Peger Road to the existing Chena River pedestrian bridge crossing at Pioneer Park. Construct a connection of the existing pedestrian facilities along Peger Road.
SR-4	FAST Coordinator's Office	Funding for the Fairbanks Area Surface Transportation (FAST) Coordinator's office which supports delivery of the FAST program.
SR-7	Pearl Creek Elementary Access Improvements & Motor Vehicle-Plug Ins	Construct a new driveway to Pearl Creek Elementary and reconfigure parking lot and access roads.
SR-9	Geist/Chena Pump Road Corridor Study	Examine safety and access control issues along Geist Road and Chena Pump Road from University Avenue to Chena Small Tracts Road, including driveway density, intersection configuration, and conflicts between motorized and non-motorized users to identify projects that improve safety and address access management for all users.
SR-9	University Avenue Rail Crossing Automated Train Switch	Replace the Fairbanks main rail yard's manually operated lead switch with a remote control to allow trains to come into and exit the rail yard without stopping.
SR-14	Doughchee Avenue/Beaver Springs Bridge	Reconstruct Doughchee Avenue from Badger Road to Beaver Springs Bridge #2132. Project will include bridge work, drainage improvements, intersection improvements, and roadside hardware.
SR-19	Pioneer Park North Parking Lot & Boat Launch	Develop an improved entrance and parking area at the north end of Pioneer Park along the river to improve access to the boat launch, Chena Riverwalk, and general access for all park visitors.
SR-22	Advance Project Definition	Provide funding to the State and City to develop new estimates for TIP projects.
SR-24	Old Steese Highway Reconstruction	Reconstruct the Old Steese Highway from Wendell Street bridge to the intersection at Johansen Expressway.

Project ID	Project Name	Description
SR-25	Peger Road Bicycle & Pedestrian Path	Construct a bicycle path on the east side of Peger Road from the Chena River Bridge to Airport Way. Combined with SR-30 and SR-19.
SR-28	FAST Improvement Program	Funding for the annual Preventative Maintenance or Rehabilitation Activities Program within the FAST Area for non-NHS routes.
SR-30	FAST Carbon Reduction Program	Projects that support the reduction of transportation emissions, including evaluations, plans, and the design and construction of projects in accordance with 23 USC 175, within the FAST MPA.
SR-30	Motor Vehicle Plug-Ins #2	Install motor vehicle plug ins at Pioneer Park. Partial funding transfer for north Pioneer Park parking lot to SR-25 and SR-19.
SR-30	Lavery Transportation Center Enhancements	Construct improvements in and near the downtown Lavery Transportation Center parking garage.
SR-30	Fairbanks Airport Area Non-Motorized Path Wayfinding Signage	Install non-motorized wayfinding signs for FAI main terminal area and out to newly installed path to Dale/Hoselton Roads.
SR-32	MTP Update	Update the FAST Metropolitan Transportation Plan, as required under 23 USC 134.
SR-34	Steese/Johansen Expressway Interchange	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.
SR-35	Airport Way/Cushman Street Intersection Reconstruction	Reconstruct the intersection at Airport Way and Cushman Street.
SR-37	City of Fairbanks Systemic Signal Upgrades – Stage I	Install overhead signal head for each approach at intersections around Fairbanks, including retroreflective backplate at signal heads.
SR-39	NHS Pavement Management/Preventive Maintenance	Funding for the annual DOT&PF Preventative Maintenance Program within the FAST Area for NHS routes. Recommendations for pavement rehabilitation are developed under the ongoing Pavement Management System.
SR-40	Steese Expressway/Johansen Expressway Interchange	Construct a grade separated interchange at Steese Expressway/Johansen Expressway.
SR-42	Fairbanks North Star Borough Transit Garage Expansion Project: Phase 1	Construct a larger vehicle storage and maintenance facility.

Project ID	Project Name	Description
SR-43	Fairbanks North Star Borough Transit Garage Expansion Project: Phase 2	Phase 2 of the Transit Garage replacement and expansion project and are seeking an additional $12 million for the second and final phase of the project. This project will replace the aging and inadequate facility that is currently used to house the Transit Department including the Maintenance, Administrative, and Operations divisions.
MR-2	Minnie Street Reconstruction	Reconstruct Minnie Street between Illinois Street and Old Steese Highway. Project will include roadside hardware, drainage improvements, intersection improvements, ADA improvements, and utilities.
MR-9	Holmes Road Rehabilitation	Rehabilitate Holmes Road from the Badger/Montgomery intersection to Badger/Peede intersection including consideration of widened shoulders, separated path, sidewalks, or bike lanes. Work includes drainage improvements, roadside hardware, and utilities.
MR-25	Chena Lake Recreation Area Bicycle and Pedestrian Access via Plack Road	Pave and extend Plack Road from Nelson Road to Gordon Road and construct a new parking lot and bicycle/pedestrian path into Chena Lake Recreation Area.
MR-35	Fairbanks and North Pole Electric Vehicle Infrastructure Charging Stations	Install EV charging stations at public facilities in Fairbanks and North Pole (exact locations TBD.)
MR-70	Steese Expressway MP 2-5 Resurfacing	Resurface the Steese Expressway from Farmer's Loop to Chena Hot Springs Road.
MR-71	Four New Buses	Purchase four new CNG buses to begin fleet conversion from diesel to CNG.
	FAST ADA Improvements	Design and construct improvements recommended by the Northern Region ADA Reconnaissance Study. [FFY26 Construction - 6th and 7th Avenues between Cowles and Barnette Street, and shared-use path resurfacing (multiple locations); FFY27 Construction - 9th Avenue between Lathrop and Bonnifield Street & 10th Avenue between Lathrop and Cowles Street]
	Nordale/Peede Road Improvements	Construct a roundabout at the intersection of Nordale and Peede Roads.
	Northern Region Accessible Pedestrian Signals Upgrades (HSIP)	Install accessible pedestrian signals at State-owned crosswalks to help blind and low-vision pedestrians know when it's safe to cross.
	Northern Region Signal Interconnect	Improve capabilities of the Northern Region too communicate with signals, allowing for

Project ID	Project Name	Description
		troubleshooting, signal timing modifications, and monitoring at single/multiple locations.
	Parks Highway/Sheep Creek Extension Traffic Signal (HSIP)	Construct a continuous green T signal on the Parks highway a Sheep Creek Extension.
	Peridot Street at Richardson Highway RSA (HSIP)	Conduct a Road Safety Audit between Badger interchange at North Pole and Richardson Highway MP 351 Interchange.
	Richardson Highway MP 341-362 Variable Speed Limit	Construct variable speed limit signs between MP 341-362 Richardson Highway.
	UAF CNG Fueling Station	Construct a CNG fueling station on the UAF campus.
	MACS Transit Software as a Service (SaaS)	Purchase annual subscriptions to SaaS (ongoing/annual funding)
	Northern Region Signal Interconnect – Stage 2	Construct a signal interconnect system to communicate with six traffic signals back to the Traffic Operations Center on Peger Road.
	Sheep Creek Road and West Tanana Drive Roundabout	Construct a roundabout at Sheep Creek Road and West Tanana Drive.
	FNSB Hybrid Fleet Vehicle Pilot Program	Purchase four hybrid sport utility vehicles.
	High School Access & Circulation Plans	Evaluate access, circulation and safety for all modes around high school campuses. Study for West Valley and Hutchison High School complete in 2025. North Pole and Lathrop High pending.
	FNSB MACS Transit Bus Bike Racks	Purchase 20 bike racks for MACS Transit Buses

Source: FAST TIP documents and dot.alaska.gov

Roadways

Congestion

TO BE COMPLETED WHEN THE TRAVEL DEMAND MODEL HAS BEEN UPDATED

Highway Level of Service

TO BE COMPLETED WHEN THE TRAVEL DEMAND MODEL HAS BEEN UPDATED

Intersection Level of Service

TO BE COMPLETED WHEN THE TRAVEL DEMAND MODEL HAS BEEN UPDATED

Roadway Travel Times

Travel Time Reliability

Travel time reliability measures how often travelers run into *unexpected* delays. People generally expect some delay while traveling, especially during the typical morning and evening weekday commutes. When delays are expected, people can plan for them. They may leave a little early to be sure they make it on time to work or appointments, and freight operators can build expected delays into their delivery schedules. Unexpected delays can be more disruptive to individuals and businesses, causing them to be late for important engagements or miss critical delivery windows.

According to data provided by FHWA for the years 2018-2023, the FAST Planning area has reliable travel times (few unexpected delays) on about 70% of its major routes. Routes that are considered "less reliable" and "least reliable," meaning there are more unexpected delays, are concentrated in the urban areas of Fairbanks. Several interstate and principal arterial routes including the Johansen, Mitchell, and portions of the Steese Expressways have less reliable travel times. The least reliable routes include portions of University Avenue, a principal arterial with an at-grade railroad crossing and a multi-year reconstruction project that occurred during the years measured, and a small portion of South Cushman Street near Airport Way, a minor arterial in a busy commercial area with a high density of approaches.

Travel time reliability within the MPO is below the statewide average and below Alaska DOT&PF targets, as shown in the table below.

Table 16: Travel Time Reliability within the MPO vs. Statewide

Road Type		FAST Planning Average	State Target	State Average
Interstate		89.9 % Reliable	92% Reliable	97.2% Reliable
Non-Interstate	Principal Arterial	54.7% Reliable	70% Reliable	90.3% Reliable
	Minor Arterial	0% Reliable		

Source: System Reliability | Alaska DOT Performance Measures

Travel time reliability was taken from DOT&PF's System Reliability dashboard. The dashboard presents the Level of Travel Time Reliability (LOTTR) for the Interstate and principal arterial roads throughout the state from 2018 through 2023. Roadways with LOTTR values over 1.5 are considered to be unreliable. Figure 4 presents the maximum 2023 LOTTR values published for the roads within the MPA boundary.

A project is planned for the Steese Expressway at Johansen Expressway to convert the intersection into a diverging diamond interchange. In 2023, University Avenue and the Gaffney Road/Airport Way/Richardson Highway/Steese Expressway (GARS) intersection were actively under construction with road and lane closures present; this resulted in unreliable levels of vehicle travel times for these roadways as well as along the construction detour routes.

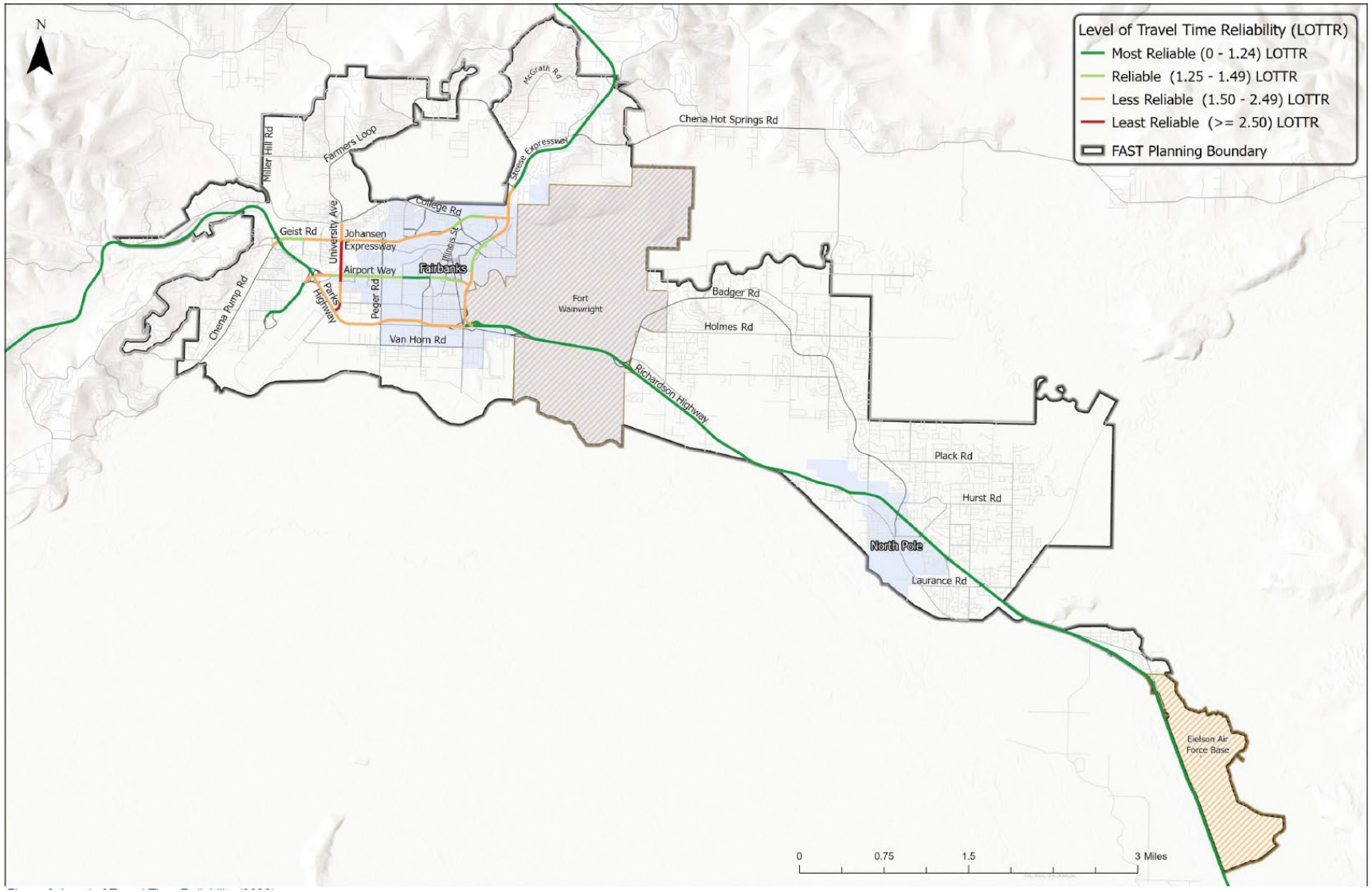

Figure 4: Level of Travel Time Reliability (2023)

Pavement and Bridges

DOT&PF is required to establish pavement and bridge performance targets under 23 CFR 490.105 for National Highway System (NHS) routes. These targets must be set for both Interstate and Non-Interstate routes with 4-year targets and 2-year midpoint targets. These targets were established in its Transportation Asset Management Plan (TAMP) in 2022. The FAST Policy Board voted to adopt the state's targets in 2022. Pavement targets are as follows:

Pavement in the MPA

The Fairbanks urban area has 810 centerline miles of road within the Fairbanks urban area, not all of which are paved, and not all of which are maintained by a government authority.[1] For maintenance authority, Figure 5 reveals the estimation of this breakdown by borough, state, city government, or other. The substantial portion (329 miles) of "other/orphan" roads are road miles that DOT&PF's certified public road mileage attributes to the three non-DOT entities (two cities and FNSB) within the MPA, which in all cases are higher miles than each entity reports as maintenance responsibility. The majority of these are believed to be orphan roads (including section line roads), with some portion believed to be non-maintained alleys. It is also worth

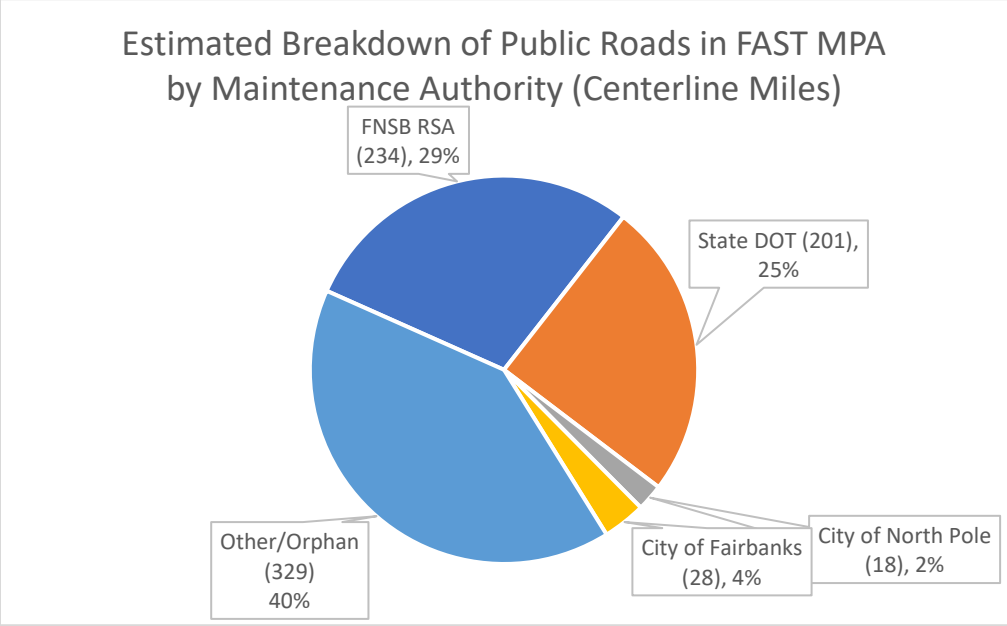

Figure 5: Road Maintenance by Agency Authority

[1] Total mileage of 810 miles for the MPA and DOT miles from Certified Public Road Mileage (CPRM) Dashboard. Figure 5 city-maintained miles obtained from respective city websites. FNSB RSA miles obtained from their GIS data layer.

noting that most agencies report their maintenance responsibility in lane miles to account for total road and shoulder width. For example, the City of Fairbanks maintains considerably more lane miles (350) than centerline miles (29.)

Pavement data measured by DOT&PF in 2024 reveals that for all measured pavement in the MPA, 24.2% is good, 71.5% is fair, and 4.4% is poor. This does not include all paved roads in the MPA but can be considered representative. While FAST Planning has adopted pavement targets to match the state's targets, which only apply to the NHS, overall measured pavement conditions exceed the targets for the state and MPO on the NHS. Federal performance metrics for pavement include rut, roughness, and cracking. Cracking refers only to longitudinal cracking within the wheel paths. This means transverse cracking and longitudinal cracking outside of the wheel paths are not counted in the federal metric. Pavement is classified as "good" when all three metrics are rated as such, "poor" when two of the three metrics are rated as such, and "fair" for all other combinations. For example, although a stretch of pavement may have significant rutting, if it is smooth and has no longitudinal cracking, the pavement will be rated as "fair." Similarly, another pavement section may have significant cracking in all directions (which is usually indicative of inevitable failure), but if rutting and roughness are considered "good," the pavement will also be rated as "fair." As a result, drivers could consider a road to be in poor condition, but the rating according to federal standards could be "fair."

Local entities maintain their pavement through capital project funding, including preventive maintenance funding for preservation. FAST Planning supports capital projects on agency-maintained roads through its annual allocations in the TIP, including for DOT&PF roads off the NHS.

DOT&PF is most challenged with outlying areas with degrading permafrost or poor foundation soils, such as along the first six miles of Chena Hot Springs Road and sections of Farmers Loop Road. Lower priority roads (generally, off NHS, their Priority 3 and 4 routes) are more difficult to prioritize with resources available. Pavement condition measurements may not always reflect their needs if measured after hot mix patching through its preventative maintenance program ($10M annually in the Fairbanks area).

FNSB Rural Services oversees the volunteer RSA commissions. They report that most of their asphalt paved roads are in good condition, mostly thanks to stable base. They have several subdivisions that had a chip seal surface treatment applied in the 1980s that are increasingly difficult to keep up with, especially in low-lying areas or areas with poor drainage. They have

managed these areas historically by nominating asphalt pavement projects to the FAST Improvement program. Subdivisions such as the Aztec Service Area in North Pole have received asphalt paving of previously chip sealed roads and also had some gravel roads converted to asphalt. Rural Services believes asphalt roadways are the lowest cost to maintain ultimately, even though they have a higher upfront cost. The RSAs cannot typically afford large capital projects that repave, so they rely heavily on the FAST program. State funding for capital improvements within RSAs used to be commonplace but has been scarce for over a decade.

The City of Fairbanks reports that their main roads have good pavement conditions, but like FNSB, struggle with their chip sealed subdivisions including Hamilton Acres, Shannon Park, and parts of Aurora. Most of their asphalt pavement upgrades have been achieved through FAST projects, including ADA upgrade projects that upgraded pavement in support of drainage work.

The City of North Pole has had most of their roads upgraded through the FAST program in the last decade and reports generally good condition. They have some perennial areas with subsurface issues such as on Fifth Avenue and Snowman Lane that they have contracted out asphalt patch repairs for, and Finnel Drive is also a challenging surface to keep up with. They report that most of their pavement would benefit from more routine crack sealing efforts, which they are aware can be done through FAST programs.

NHS Pavement

DOT&PF owns 5,683 centerline miles of road, 2, 230 of which are NHS miles. By comparison, the urban portion of FNSB (generally considered FAST MPO boundary) has 810 total centerline miles and 54 NHS centerline miles, indicating the MPO contains a very low (2.4%) proportion of the state's NHS, which limits FAST Planning's ability to significantly impact statewide NHS pavement performance measures.

DOT&PF maintains its NHS pavement through STIP capital project funding, including preventive maintenance funding for preservation. FAST Planning does not generally allocate its funding toward NHS improvements due to the funding streams available to DOT&PF for bridge improvements provided through the National Highway Performance Program but has historically invested in pavement preservation for shared-use non-motorized pathways on the NHS.

Table 17: NHS Pavement Targets

Performance Measure	2-Year Target	4-Year Target	State Results, 2025	FAST Planning MPO Results, 2024[2]
Poor Pavement on the Interstate	5%	5%	1.6%	0.3%
Good Pavement on the Interstate	20%	20%	21.9%	24.1%
Poor Pavement on NHS Non-Interstate	10%	10%	8%	1.8%
Good Pavement on NHS Non-Interstate	15%	15%	23.8%	10.7%

Bridges

The FAST MPA has 45 bridges on DOT&PF's bridge inventory with condition ratings. This does not include pedestrian bridges or large culvert structures. For all bridges in the MPA, 46% by deck area are rated in overall good condition (25 bridges), 53% in fair condition (19 bridges) and 1% in poor condition. Eighteen of the 45 bridges are off the NHS (including the MPA's only bridge rated as poor overall) as shown in the following table.

Table 18: Off System (Non-NHS) Bridges in FAST Planning MPA

Owner	Bridge Name/Route	Bridge Number	Condition	Deck Area (SF, est)
State	Chena River @ Cushman St	390	Fair	11,664
State	Chena River @ Peger Rd	1191	Fair	15,420
State	Noyes Slough @ Danby St	1448	Fair	3900
State	E-N Loop Ramp, Parks Northbound Off-Ramp	1912	Fair	3806
City of North Pole	Beaver Springs Creek @ Doughchee Ave	2132	Fair	900
State	Noyes Slough @ Aurora Dr	209	Good	3000
State	Noyes Slough @ Illinois St	283	Good	8160
State	Chena River @ Old Steese Hwy	532	Good	11940
State	Cripple Creek @ Chena Pump Rd	1008	Good	1829

[2] State Results from https://measures-akdot.hub.arcgis.com/pages/pavement. MPO results extracted from 2024 data at this site, not from dashboard. Data reporting by MPO filter not yet functional and DOT&PF reports these values may differ from those reported to FHWA for the Highway Performance Monitoring System.

Owner	Bridge Name/Route	Bridge Number	Condition	Deck Area (SF, est)
State	C-N Ramp OC, Richardson NB On-Ramp	1706	Good	3542
State	W-W Ramp OC, Richardson NB Off-Ramp	1707	Good	3850
State	Veterans Memorial @ Barnette St	1792	Good	7800
State	Noyes Slough NW Ramp, Johansen WB On-Ramp	1806	Good	2352
State	Noyes Slough SW Ramp, Johansen EB Off-Ramp	1807	Good	1752
State	Thompson Dr Overhead	1981	Good	10449
City of Fairbanks	Noyes Slough @ O'Connor Rd	2097	Good	1680
Borough	Chena Slough @ Airway Dr	2139	Good	800
State	Noyes Slough @ Minnie St	295	Poor	4050

Bridges on orphan roads or bridges with no owner that are in the MPA but not on DOT&PF's inventory list include Outside Hust (#2295) and Spruce Branch (#2386), both in North Pole. Outside Hurst falls between the Brookside Road Service Area and Hurst Road (DOT&PF) ROW. Spruce Branch Road is off of Newby Road and has no road service area, but near Newby Park RSA. Neither bridge has been officially inspected, but DOT&PF has observed that Spruce Branch is fracture critical, which means each member is critical to supporting the structure and there are no redundancy in its design if one member fails.

NHS Bridges

As of 2024, Alaska has 432 NHS bridges and FAST MPA has 27 NHS bridges (6% of the state's total), with one more pending opening in 2025 (Richardson Highway MP 351 Interchange.) No NHS bridges in the FAST MPO are rated as "poor", and 12 are rated as "good."

DOT&PF's 2022 TAMP established statewide targets of 40% of NHS bridges by deck area as good and 10% by deck area as poor on the NHS. Statewide results compared to FAST MPO are summarized in the following table:

Table 19: Bridge Performance Measures

Performance Measure	Target	State Results, 2025[4]	FAST Planning MPO Results, 2025
NHS Bridges in Good Condition (by deck area)	>40%	41%	37%
NHS Bridges in Poor Condition (by deck area)	<10%	5%	0%

DOT&PF maintains NHS bridge conditions through STIP capital project funding, including preventive maintenance funding for preservation. FAST Planning does not generally allocate its funding toward NHS improvements due to the funding streams available to DOT&PF for bridge improvements provided through the National Highway Performance Program. The MPA's NHS Bridges are listed in the following table, all of which are state-owned:

Table 20: NHS Bridges in FAST Planning MPA

Bridge Name/Route	Bridge Number	Condition	Deck Area (SF, est)
Chena River @ Steese Expressway	231	Fair	11,664
Moose Creek @ Richardson Hwy	531	Fair	3520
Chena River @ Parks Hwy	1161	Fair	19,722
Airport Way OC @ Parks Hwy	1244	Fair	6250
Chena Flood Channel NB @ Richardson Hwy	1364	Fair	32,406
ARRC Overhead @ Johansen Expy	1697	Fair	27,720
Noyes Slough @ Johansen Expy	1766	Fair	8056
Badger Loop Rd Undercrossing @ Richardson Hwy	1767	Fair	9750
Noyes Slough @ Johansen Expy	1793	Fair	11,120
Peger/Geist Overcrossing @ Johansen Expy	1794	Fair	24,192
Moose Creek Westbound @ Richardson Hwy	1832	Fair	3480
Parks/Chena Ridge #1 @ Parks Hwy	1878	Fair	3852
Parks/Chena Ridge #2 @ Parks Hwy	1879	Fair	3852
Airport Way OC @ Parks Hwy	1914	Fair	6048
Chena River @ University Ave	263	Good	18,423
Chena Hot Springs Undercrossing @ Steese Hwy	1342	Good	8008
Cushman St Overcrossing @ Parks Hwy	1705	Good	7844
College Rd Undercrossing @ Johansen Expy	1808	Good	15,656

Bridge Name/Route	Bridge Number	Condition	Deck Area (SF, est)
Chena Flood Channel SB @ Richardson Hwy	1866	Good	32,406
Chena River @ Parks Hwy	1913	Good	18,720
Badger Loop Rd Undercrossing @ Richardson Hwy	1959	Good	10,500
Moose Creek Southbound @ Richardson Hwy	2123	Good	3078
Moose Creek Northbound @ Richardson Hwy	2124	Good	3078
Eielson Access Undercrossing @ Richardson Hwy	2133	Good	4560
Dawson Road Undercrossing @ Richardson Hwy	2147	Good	9956
Richardson Hwy Overhead MP 359 Northbound	2367	Good	9614
Richardson Hwy Overhead MP 359 Southbound	2366	Good	9614

Crash & Safety Analysis

Crash data was provided by the Alaska Department of Transportation and Public Facilities (DOT&PF) for the most recent 5 years of data (2020- 2024). There were 3,774 crashes reported within the MPA Boundary from 2020 through 2024. The breakdown of crashes by year is shown in Figure 6.

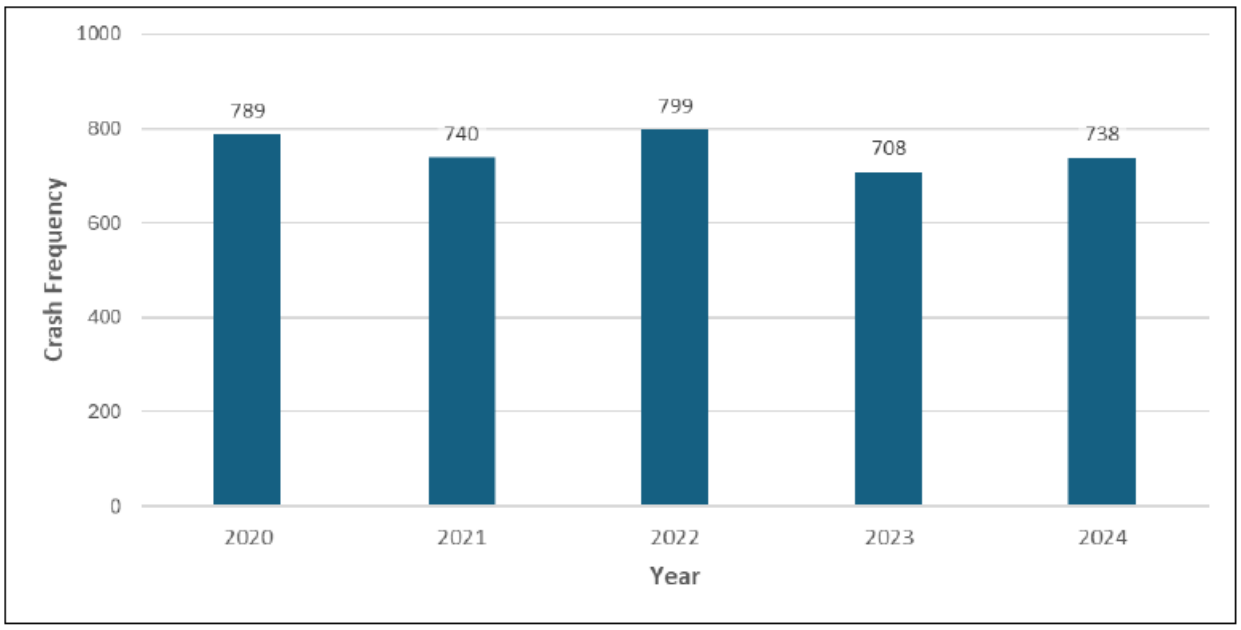

Figure 6: Crashes by Year (2020-2024)

Figure 7 presents the frequency of crashes by month. More crashes occur during the winter months, from October to March.

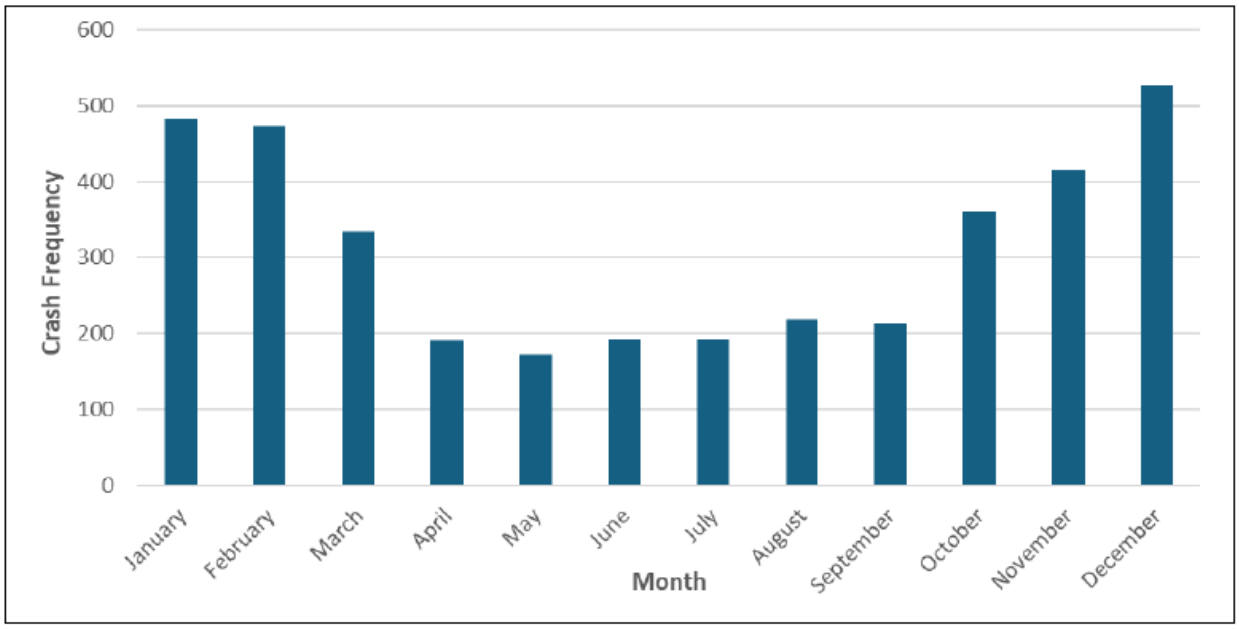

Figure 7: Crashes by Month (2020-2024)

Table 21 presents the severity of crashes. High severity (fatal and serious) crashes make up 3% of the total crashes. Figure 8 presents the location of the high severity crashes within the MPA boundary.

Table 21: Crash Severity (2020-2024)

Severity	Frequency	Percent of Total
Fatal Injury (Killed)	23	1%
Suspected Serious Injury	73	2%
Suspected Minor Injury	458	12%
Possible Injury	471	12%
No Apparent Injury	2602	69%
Unknown	147	4%
Total	**3774**	**100%**

Forty-three crashes involved either a pedestrian or a bicycle over the five-year study period. Figure 9 presents the locations of pedestrian and bicycle crashes within the MPA boundary. The severity breakdown of these crashes is shown in Table 22.

Table 22: Pedestrian and Bicycle Crashes by Severity (2020-2024)

Severity	Pedestrian	Bicycle
Fatal Injury (Killed)	5	1
Suspected Serious Injury	5	4
Suspected Minor Injury	7	14
Possible Injury	0	3
No Apparent Injury	2	2
Unknown	0	0
Total	19	24

The crash data was categorized into intersection and segment locations. To compare location crashes, an Equivalent Property Damage Only (EPDO) value was calculated for each location, along with the number of high severity crashes and the total number of crashes. Each intersection location was ranked based on these three components (EPDO, high severity, and total crashes). The segment locations were ranked similarly on a per-mile basis.

The locations of highest concern were determined by summing the three component rankings together to get an overall score. Figure 10 presents the Top 30 intersections and Top 30 segments of highest concern within the MPA boundary. Intersections that were reconstructed during the 2020-2024 crash period or later were excluded from the highest concern list as the crashes do not reflect current conditions.

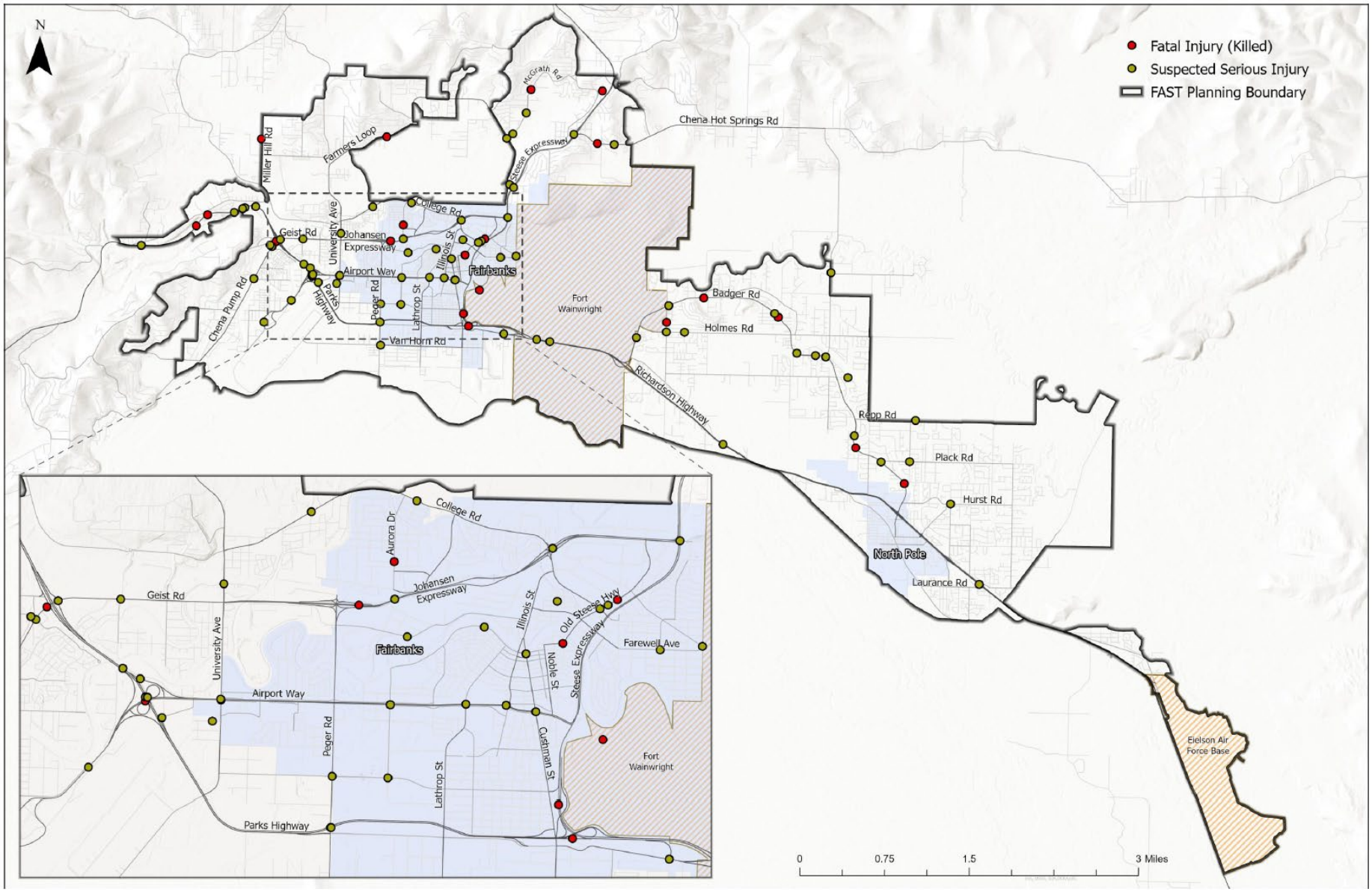

Figure 8: Location of High Severity (Fatal and Serious) Crashes (2020-2024)

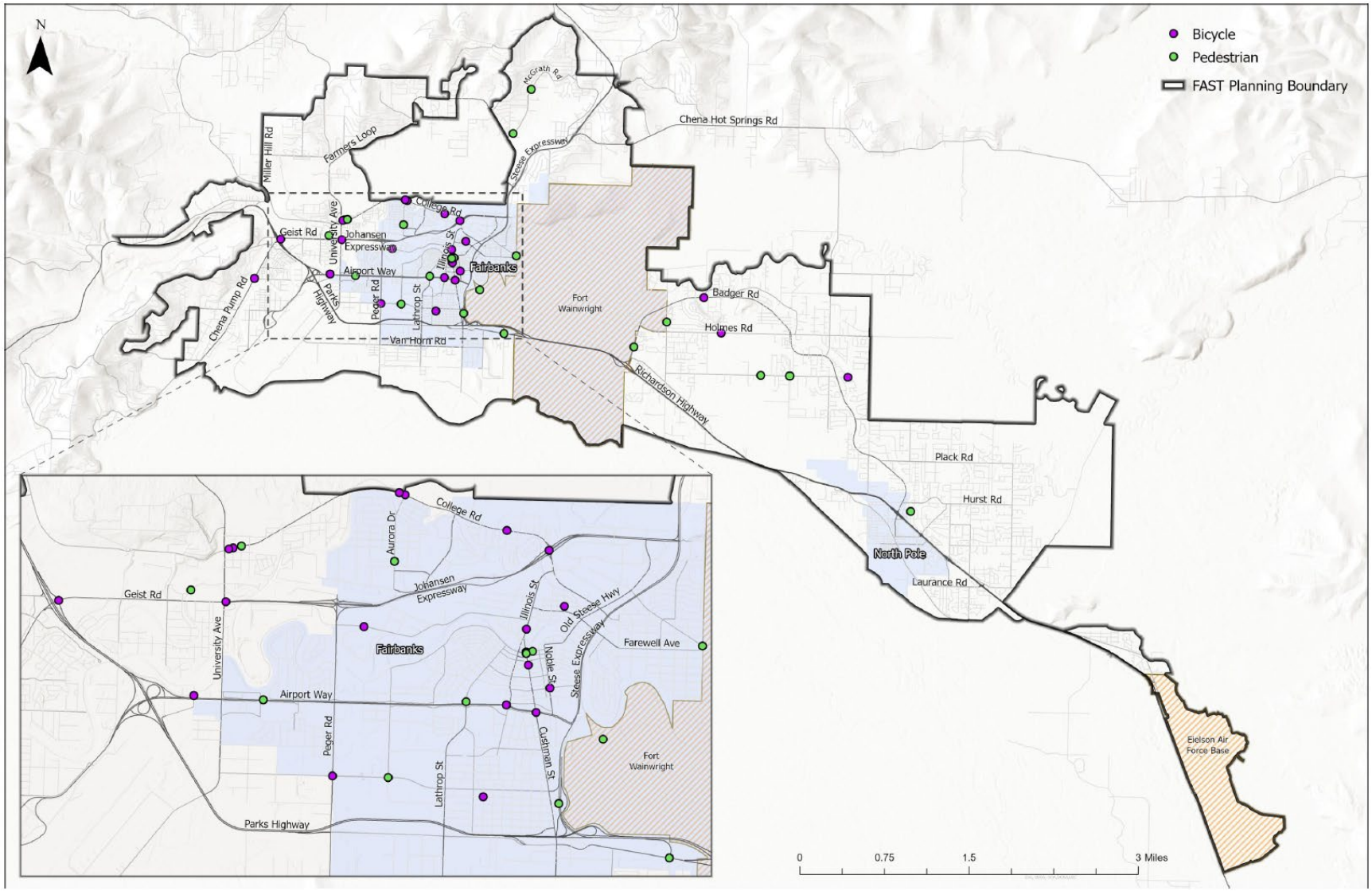

Figure 9: Location of Pedestrian and Bicycles Crashes (2020-2024)

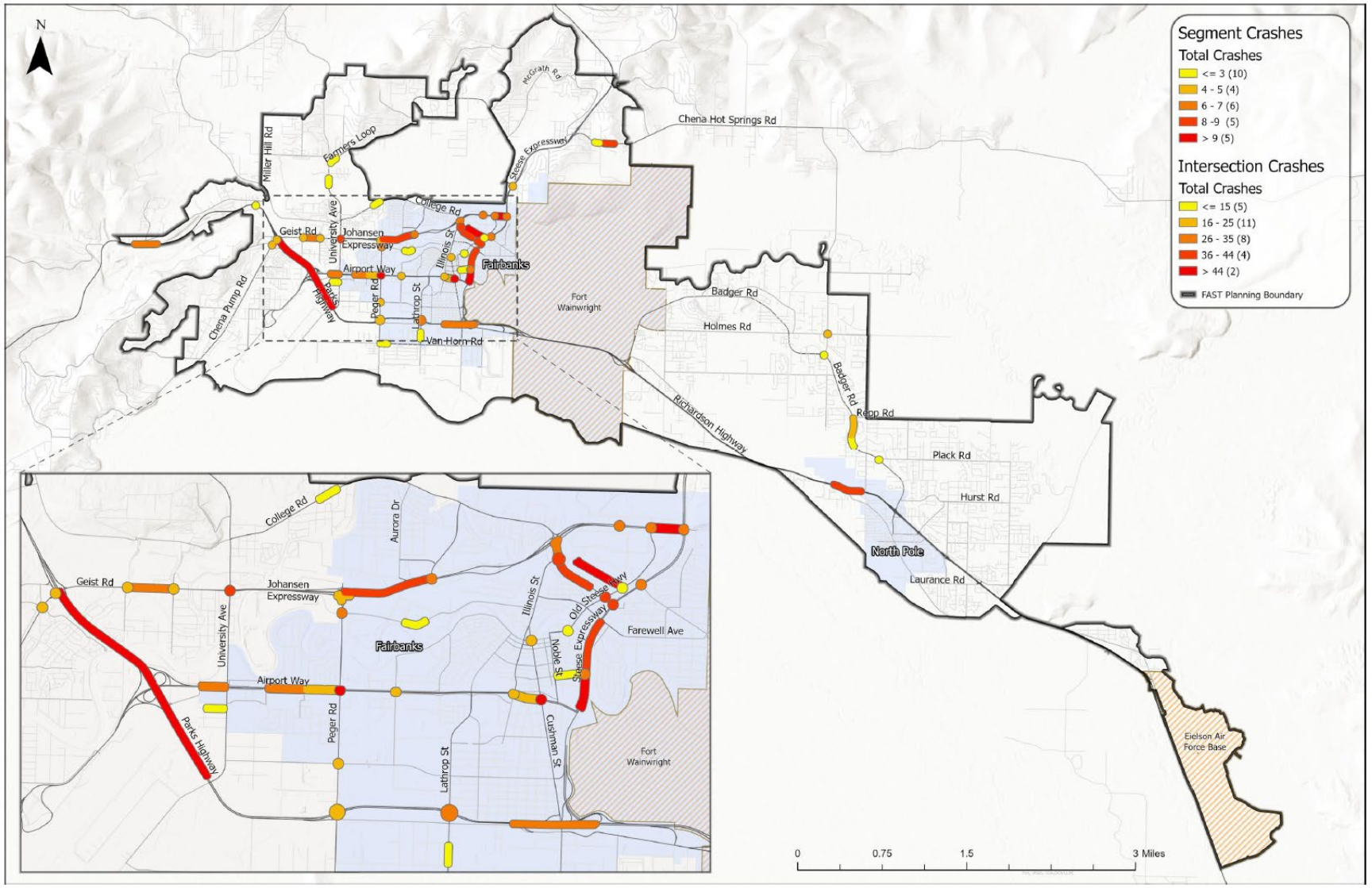

Figure 10: Top 30 Locations of Highest Concern (2020-2024 Crashes)

Public Transportation

Public transportation provides additional mobility options to residents, workers and visitors. Public transit can help support and expand employment opportunities. It can also reduce congestion and air emissions. While public transportation offers an alternative to the private vehicle as a transportation mode, it is especially important for people without access to a vehicle, people with a disability and aging seniors.

Metropolitan Area Commuter System (MACS) Transit, operated by the FNSB Transportation Department, is the fixed route bus service system for the borough. FNSB began operating MACS in 1977. Bus service is provided throughout Fairbanks and North Pole, around Farmer's Loop Road, and to and from the Fairbanks International Airport main terminal and East Ramp.

FNSB provides demand-responsive paratransit service with Van Tran to meet requirements of the Americans with Disabilities Act (ADA). The service is available for senior citizens and people with disabilities who are unable to use MACS. Riders must complete an application to become eligible to use Van Tran.

Bus Service

The MACS Transit service currently operates eight fixed-route bus lines that serve the FNSB, including the City of Fairbanks and the City of North Pole. The MACS fixed-route system consists of two types of fixed route bus lines:

Regular: Bus lines that provide service at varying intervals for most of the system's regular span of service. These lines are intended for all-day use for many different types of trips. Generally, regular bus lines operate every 30 to 60 minutes on weekdays between about 6 am and 10 pm.

Limited: Bus lines that only provide service that is mostly aligned with traditional morning and evening peaks. These lines area oriented towards serving traditional commuter needs. Generally, limited bus lines operate every 30 to 60 minutes on weekdays during select morning and afternoon/evening commuting hours. There is currently no weekend service. Saturday service was eliminated in 2021 due to a shortage of bus operators.

The 2024 Transit Plan makes recommendations aimed towards improving and expanding MACS Transit. Recommendations address funding, staffing and winter maintenance. The plan also

provides maps with proposed MACS bus route changes. The proposed bus route changes, when implemented, would allow riders to reach destinations more quickly and easily. Route modeling shows an average increase of about 64% in the number of jobs accessible to the average rider within 30 to 60 minutes.

Paratransit

Paratransit is door-to-door transportation service that is provided to people who are not able to use the fixed route bus system due to a qualifying disability. FNSB provides demand-responsive paratransit service with Van Tran to meet requirements of the Americans with Disabilities Act (ADA). The service is available for senior citizens and people with disabilities who are unable to use MACS. Whether or not a disability qualifies an individual for Van Tran service is determined through an application process that requires input from a medical provider in addition to an interview and assessment with MACS staff.

For qualifying individuals, Van Tran service is typically provided anywhere within the Van Tran service area, which is 3/4 of a mile on each side of MACS fixed route lines. This is the minimum service area required for systems receiving FTA funding. Van Tran may also provide rides outside the minimum service area and to seniors older than 60 years of age who do not meet Van Tran eligibility criteria related to disabilities. Such riders are assigned a lower priority than rides within the minimum service area for people that meet eligibility requirements. Riders must generally request demand trips by 5:30 PM on the business day preceding the trip, although riders may also request same-day rides subject to availability via a standby list. Pickups are scheduled for a 30-minute window, from 15 minutes before the requested time to 15 minutes after the requested time.

Many other organizations in the FNSB provide transportation or transportation assistance to ensure their customers have access to essential human services. These organizations cater to the specific needs of their clientele or beneficiaries and often fill in service gaps not addressed by the transit system.

Table 23: Transportation Options

Organization	Transportation Type(s)	Passenger Eligibility	Eligible Destinations or Trip Purpose
Access Alaska	Demand Response	Persons with physical or mental impairment	For access to programs and independent living access

Organization	Transportation Type(s)	Passenger Eligibility	Eligible Destinations or Trip Purpose
Aging At Home Fairbanks	Demand Response.	Seniors 60+ who are paying members of Aging at Home Fairbanks	Anywhere, any purpose.
Arctic Medical Transport	Demand Response NEMT; door-to-door	NEMT trips for the elderly, ambulatory disabled, or wheelchair-bound clients. Accepts Medicaid. ADA-accessible.	Anywhere. Medical purposes if Medicaid/Medicare trip.
Chief Andrew Isaac Health Center	Fixed route; Demand Response	Indian Health Service beneficiaries from outside of Fairbanks who are visiting for medical reasons.	Chief Andrew Isaac Health Center or other medical facility. Airport and hotels.
Denali Center	Demand response	Terminally ill residents of Denali Center.	Medical appointments; limited non-medical appointments.
Fairbanks Natives Association (various programs)	Shuttles to programs (locations may vary)	Fairbanks area Alaska Native (specific eligibility varies by program)	FNA Programs
Fairbanks Resource Agency	Fixed Route; Demand Response; Other (Limited individualized services)	Individuals with developmental/physical disabilities (all ages).	Fixed Routes Transport employees to contract locations. Demand response to access FRA facilities or sponsored trainings and activities.
FNSB Parks & Recreation	Demand Response	Van Tran eligible Senior and Adaptive Program Participants	Access to FNSB Adaptive and Senior Programs
FNSB School District	Fixed Route	FNSB School District Students	Access to FNSB Schools
FNSB Transportation - MACS	Fixed Route	General Public	Fixed Route bus stops
FNSB Transportation – Van Tran	Demand Response paratransit	Persons with Disabilities	Destinations withing ¾ mile of MACS fixed route.

Organization	Transportation Type(s)	Passenger Eligibility	Eligible Destinations or Trip Purpose
Fort Wainwright Shuttle	Fixed route and limited demand response	Soldiers or FWW residents	Fixed route shuttle on FWW Post. Demand response van limited to limited medically necessary appointments off post.
Interior Alaska Bus Line	Fixed Route	General Public	Fixed route bus along the Richardson &AK Highway (Tok to Fairbanks)
King Cab	Demand Response	General Public	Anywhere, any reason.
North Star Council on Aging	Demand Response	Seniors age 60+	Anywhere, any reason.
Pioneer Home	Prearranged client access, shuttle	Pioneer Home residents (Seniors 60+)	Medical appointments by reservation. Shuttles for Pioneer Home field trip events.
Timber Creek Senior Living	Shuttle	Timber Creek residents (Seniors 60+)	Excursion destinations determined by residents.
UAF	Fixed Route	UAF Students & Staff, Campus Visitors	Access around UAF Campus and between Campus and Fairbanks.

Non-Motorized Transportation

Non-motorized transportation options are low cost, can reduce congestion, are better for the environment and provide health and wellness benefits. For some, using non-motorized transportation may be the only choice available for financial or physical reasons. Having good, safe infrastructure for walking, biking and using mobility devices, expands transportation options for everyone. The FAST Planning region provides facilities for people to walk, bike and roll (use mobility devices) for recreation and transportation.

In winter, sidewalks and paths are generally not maintained to the same priority as roadways. All agencies maintain sidewalks and curb ramps year-round. DOT&PF maintains separated asphalt paths as resources permit in winter.

Pedestrian System

Separated pathways and sidewalks are maintained by agencies who manage the adjoining roadway, or by mutual agency agreement. FAST Planning's 2021 Bicycle and Pedestrian Plan, *Connect Fairbanks* estimated the urbanized area has 85 miles of shared-use path and 47 miles of roadway shoulder at least four feet wide. Sidewalk quantities were not reported in *Connect Fairbanks* but are believed to be wholly encompassed within the MPO's boundary as they are within the urbanized area. Numerous projects have been completed since the adoption of this plan, and the

Bicycle System

FNSB has substantially more miles of road shoulder available outside of the urbanized area and a limited additional amount of separated pathway, such as on sections of the Parks Highway and Farmers Loop Road. These reported numbers may have increased some through a variety of capital projects constructed since 2021, such as the six miles of separated path along the Richardson Highway between Airport Way and Badger Road, constructed in 2024.

Land Use

Land Use and Activity Centers

Transportation patterns are influenced by land use. Understanding where different types of existing and planned development (where people live and work) provides information about where people are and where they go.

FNSB Regional Comprehensive Plan

2005 FNSB Comprehensive Plan establishes the foundation for future growth, stewardship of major community attributes, and the framework for making land use and development decisions in the FNSB. The Comprehensive Plan provides strategies and actions which, when implemented, will help actualize the community's vision for the Borough. The Plan describes its vision for the growing community by highlighting significant opportunities that deserve attention:

- Strengthening the Borough's role as the commercial, transportation, and cultural hub of Interior Alaska.
- Expanding the urban area and increasing water and sewer infrastructure.
- Creating opportunities for development while minimizing land use conflicts.
- Maintaining a healthy economy provides ongoing opportunities for residents to be gainfully employed.
- Integrating existing services and industries with emerging technologies.
- Providing essential human services that support the needs of the population.
- Integrating development with responsible stewardship of our resources.
- Encourage solving the extreme shortage of privately owned land within the Borough.

The 2005 FNSB Regional Comprehensive Plan land use policy and practice focuses on preserving private property rights while balancing community needs and interests; ensuring the preservation of lands for mining, industrial use, agriculture, and access to wildlife; and taking advantage of future opportunities while minimizing conflicts between land-uses. In accordance with these overarching goals, FNSB developed four broad Borough Area Designations and longer list of Land Use Categories.

The borough has also developed sub-area plans targeted to smaller geographic areas. There are currently three sub-area plans within the FNSB for Downtown Fairbanks (2024), North Pole (2010), and the Salcha-Badger Road area (2019). This sub-area planning structure is well suited for a borough as large and diverse as the FNSB, providing a method to address unique features and needs of distinct areas. Sub-area plans provide direction for future land use policy and make changes to the borough land use map within the sub-area plan boundaries, which in turn guide future zoning or code changes. Each of the three current sub-area plans added new Land Use Categories applied to the distinct area addressed in the sub-area plan.

An update to the FNSB Regional Comprehensive Plan is underway, with an anticipated completion and Assembly adoption in February 2027. The plan will update the borough's vision, goals and priorities. It will also establish a framework for community driven sub-area plans that will provide for planning of focused areas with greater specificity than the regional plan. The

updated Regional Comprehensive Plan will not update the Land Use Map. The Land Use Map will be updated through the sub-area plans as they are developed.

The Land Use Plan Map applies these Area Designations and Land Use Categories to different locations throughout the borough, indicating the desired land use for each area. The Land Use Plan Map is general and conceptual in nature. It presents a picture of the eventual land use pattern toward which the borough might evolve through ongoing land use decisions. In this respect, it is meant to guide public and private decisions about land development toward the vision outlined in the Comprehensive Plan.

The Land Use Plan Map is not a map of existing uses or a zoning map that applies to proposed development. Adoption of the Land Use Plan Map does not, by itself, impose any new limitations on land use, although it may be the conceptual basis for implementing regulations on future land uses.

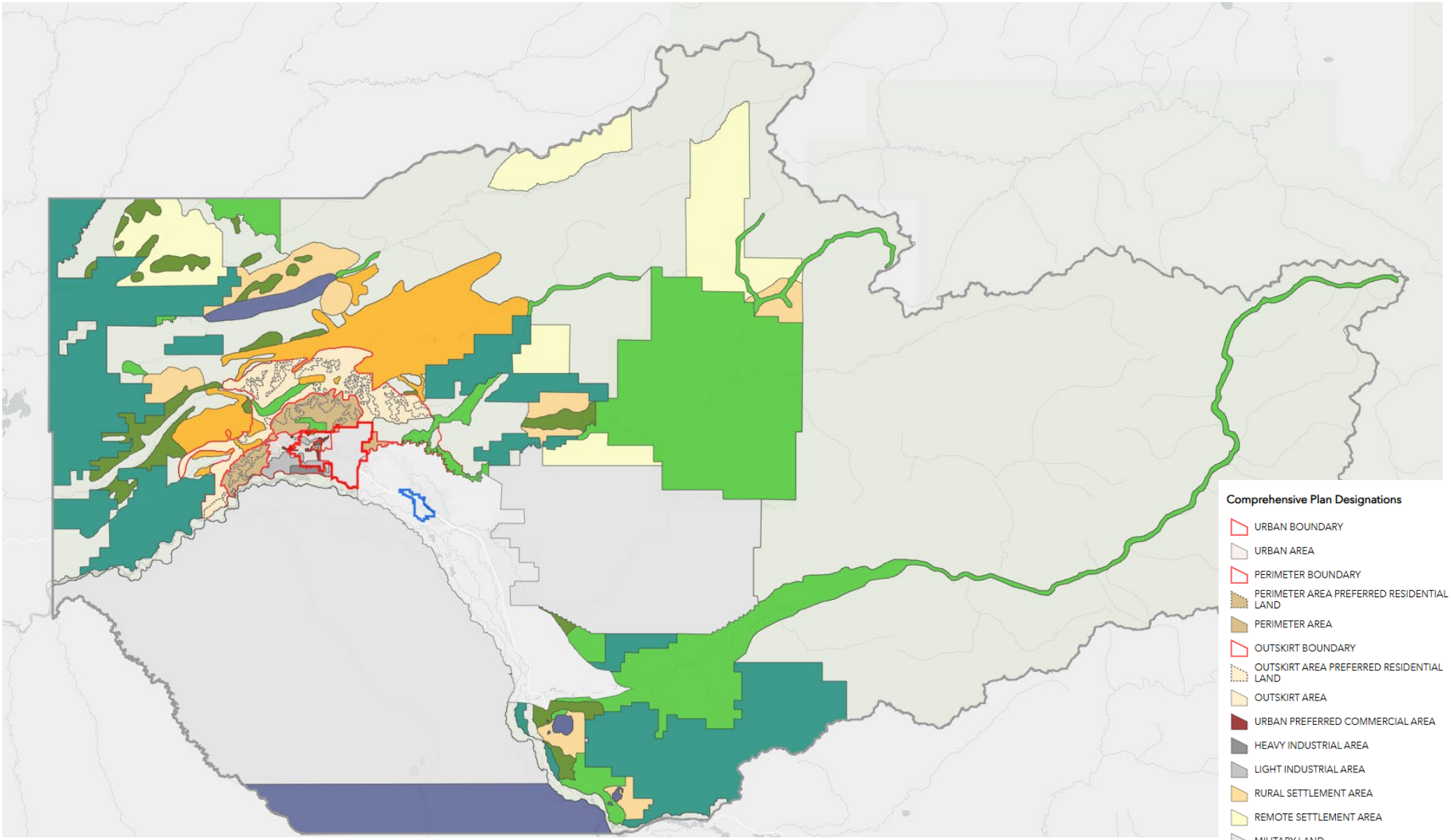

Figure 11: FNSB Regional Comprehensive Plan Land Use Map

Freight Distribution & Regional Connections

Modal Freight & Regional Highway Links

Aviation

Fairbanks International Airport (FAI) is part of the Alaska International Airport System which includes Ted Stevens Anchorage International Airport (ANC). In state fiscal year 2023, nearly 1.1M passengers passed through FAI on nearly 17,000 passenger plane landings. Additionally, over 19M pounds of incoming cargo was imported on over 2,300 cargo plane arrivals.[3] Cargo more than doubled between 2019 and 2023, largely attributed to the addition of Amazon flights to its new processing facility. FAI is a major transportation hub and a major economic generator for the Interior, with a total economic output in 2022 estimated at $866M, including direct, indirect, and induced impacts.[4] However, these numbers pale in comparison to ANC where with 54,864 cargo plane arrivals and $1.2 billion of estimated impact to the Anchorage economy in 2021, they are the fourth busiest cargo airport in the world.[5]

There are at least twelve private airstrips within the FNSB and five larger commercial or military airports, including Eielson Air Force Base, Ladd Army Field at Fort Wainwright, Chena Marina, Metro Field, and Bradley Sky Ranch.[6]

Trucking

Freight by trucking is active in the MPA region due to Fairbanks' proximity to military bases and connecting routes to Prudhoe Bay, Anchorage via the Parks Highway, Valdez via the Richardson Highway, as well as to other modal facilities including Fairbanks International Airport and the ARRC freight yard. As a hub for the mining, energy, and military sectors, it is critical that Fairbanks and North Pole's road network supports robust freight activity.

With expected continued oil development of projects such as Willow and Pikka, steady to increasing truck traffic can be expected within the MPA's road network, along with associated

[3] https://dot.alaska.gov/aias/assets/Activity_Summary_Report_FY_20-29.pdf
[4] https://dot.alaska.gov/faiiap/pdfs/FAI-Economic-Impact-Report-Summary-2022.pdf
[5] https://aedcweb.com/wp-content/uploads/2023/04/Ted-Stevens-Anchorage-Economic-Impact-Study-2023.pdf
[6] FAI East Side Master Plan, August 2019.

impacts heavier loads put on road and bridge infrastructure. Trucking of Liquefied Natural Gas (LNG) from the North Slope began in 2025 and will eventually bring at least ten loads a day from the north to the LNG storage facility on South Peger Road.[7] Fairbanks is logically positioned to be an industry hub if construction of Alaska LNG pipeline is initiated, though the line itself bypasses town and there are no current plans to build a spur line into Fairbanks at this time.

Truck traffic as a percent of overall traffic has remained steady on most routes around Fairbanks from 2022-2024, with a slight increase on the Steese Highway and notable increase on the Parks Highway in 2024, as noted in Table 24 below:

Table 24: Truck Traffic Percentages on Major Routes

Route	2024	2023	2022
Steese Highway north of Farmers Loop	9%	9%	8%
Parks Highway west of Goldhill Road	15%	10%	10%
Johansen Expressway	5%	5%	5%
Richardson Highway @ MP 359	4%	4%	4%

Mining activity is also expected to impact the network through increased truck traffic and loading. The haul from the Manh Choh mine in Tetlin brings approximately 60 round trips each day through FNSB via the Richardson and Steese Highways to the Fort Knox Mine near Cleary Summit.[8] These hauls, and most permitted overloads, must bypass the Chena Hot Springs crossing of the Steese Highway at MP 5 due to repetitive overload concerns of the bridge, though the 53 year old bridge is in good condition. As a result, there are regular double loads traversing the east Chena Hot Springs roundabout, creating periods of bottleneck for both freight and regular traffic. Discussions continue around a prospective road to the Ambler mining district via the Dalton Highway, which would add considerable truck traffic (and repetitive load impacts on infrastructure) through Fairbanks from the north to the ARRC freight yard.

[7] Haul Road Safety Group (DOT&PF and industry meeting), October 2024 and October 2025 conversations with freight stakeholder.
[8] https://manhchoh.com/wp-content/uploads/2023/12/Just_the_Facts.pdf

It is anticipated that resource development will continue to necessitate additional capital investment in road and bridge upgrades, and continued maintenance needs for the NHS and the freight routes within Fairbanks. While resource extraction needs are ideally served by rail, expanding the rail network to the Southeast (Delta Junction and Tok) or to the North (Livengood and North Slope) to support industry needs would come at considerable costs and competes with other rail needs in the state, such as the Port MacKenzie rail extension.

A few freight challenges identified in the 2019 Freight Mobility Study have been addressed. For example, Alaska DOT&PF changed its design standards for signal head vertical clearance requirement to 18 feet in the last five years, which will ensure all new signals are less of an obstruction for permitted over height vehicles, and the Richardson Highway MP 359 grade separation addressed one at-grade railroad crossing.

Some freight bottlenecks identified will be addressed in pending projects, such as Steese/Johansen Interchange and Airport/Cushman intersection, but others, such as such as at Peger Road and Van Horn Road, have no planned projects to address the bottleneck.

Peger Road over the Chena River has limitations for oversize permits for trucking, and is a common complaint area for non-motorized users due to the underpass path geometry and frequent flooding.

Railroad

Fairbanks is the northern terminus for the Alaska Railroad (ARRC). The ARRC provides freight to and from the Interior along its track line to Seward, with cargo ports in Seward, Whittier, Anchorage, and Seattle.[9] Passenger service to and from Anchorage on the Denali Star is available daily mid-May through mid-September. The Aurora Winter Train provides weekend service between Fairbanks, Denali, and Anchorage September through May, with select mid-week service available.

Fairbanks was primarily developed around the tracks of the Alaska Railroad (completed from Seward to Fairbanks in 1923), which today limits some development and presents challenges to the highway network with multiple at-grade crossings.

[9] www.alaskarailroad.com

In 2014, ARRC completed the 3,300 ft long bridge over the Tanana River near Salcha as Phase 1 of the Northern Rail Extension project envisioned to connect the tracks from Moose Creek near Eielson to Delta Junction. The bridge was in part funded by the United States Department of Defense and is used by soldiers to access the Joint Pacific Alaska Range Complex for military training exercises.

Train activity between Fairbanks and North Pole has declined since Flint Hills closed its refinery in 2014, causing ARRC to de-prioritize the projects identified as part of its 2013 Environmental Assessment for the North Pole Road/Rail Crossing Reduction project, notably the Richardson Highway crossing near Peridot Street. This crossing and track presence paralleling the north side of the Richardson Highway near North Pole presents a challenge to the FNSB Salcha-Badger Area plan's transportation goal #1 to "ensure the transportation system is planned, constructed and maintained to facilitate access" because of the extent of undeveloped general use (GU) lands in this area. Developing these lands will require new crossings and permits from ARRC, in addition to development of roads along section lines, and a frontage road network on the north side of the Richardson Highway between Old Richardson Highway and Peridot Street (approximately Milepost 350-Milepost 353.) However, as the Salcha-Badger Area plan notes, wetlands are prevalent in this area which may preclude development beyond its current use for gravel extraction.

Prior to the 2023 boundary update, there were 107 total railroad crossings[10] within the MPA. A total of 74, including 69 at-grade, were evaluated in the Fairbanks Road/Rail Crossing Reduction/Realignment Plan in 2021.[11] This study excluded evaluating crossings outside of the MPO's ability to influence, such as those on Fort Wainwright and within the ARRC freight yard. With the new boundary update and the grade separation of Richardson Highway MP 359 in 2024, this total is now 82 total crossings within the MPA, six of which are grade separated. Table 25 shows the eight new rail crossings added to the 2023 MPA, and the locations are depicted in Figure 12. These crossings have two or fewer freight trains per day and are located on roadways with low vehicle traffic volumes, resulting in low anticipated vehicle-train conflicts.

[10] State of Alaska Geoportal: https://gis.data.alaska.gov/datasets/6d65cec6449b4bd598a8a32a187ebb6f_1/about. This site indicates 16 crossings within Eielson AFB, 11 within Fort Wainwright, and 14 within ARRC freight yard.

[11] Fairbanks Road/Rail Crossing Reduction/Realignment Plan, FAST Planning, 2021. Note this study excluded crossings within Fort Wainwright and the ARRC freight yard.

The additional crossings are not expected to rank in priority compared to other crossings included in the Fairbanks Road/Rail Crossing Reduction/Realignment Plan. Figure 13 shows the entirety of 82 crossings within the MPA that FAST may influence. Eielson Air Force Base was added to the MPA boundary in 2023, but its crossings are excluded in this count and Figure 13.

Table 25: At-Grade Railroad Crossings Added in the 2023 MPA

Crossing	ARRC Milepost	AADT	Trains Per Day	Track Speed
868486E - Pipeline Access Rd at Richardson Highway	G-21.24	10	2	10
868487L - Claude St at Old Richardson Hwy	G-22.36	100	2	10
868488T - Cory St at Old Richardson Hwy	G-22.61	150	2	10
868489A - Baker Rd at Old Richardson Hwy	G-22.82	100	2	10
868490U - Bellwood St at Old Richardson Hwy	G-23.21	100	2	10
868491B - Osage St at Old Richardson Hwy	G-23.28	90	2	10
868493P - Give-A-Way St at Old Richardson Hwy	G-23.84	50	2	10
910406W - Pullman Dr	G-23.57	50	1	10

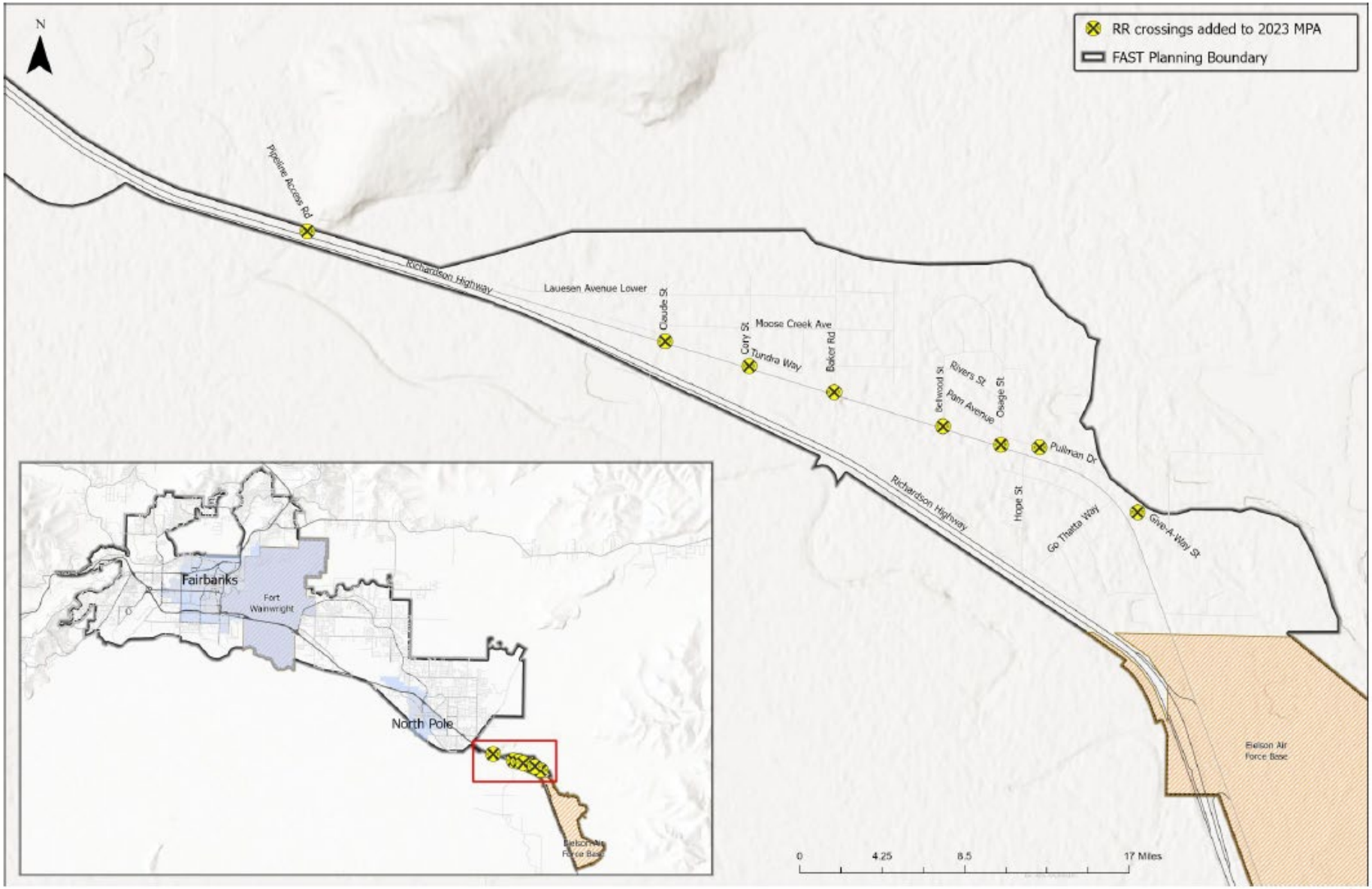

Figure 12: Rail Crossing Locations Added to 2023 MPA

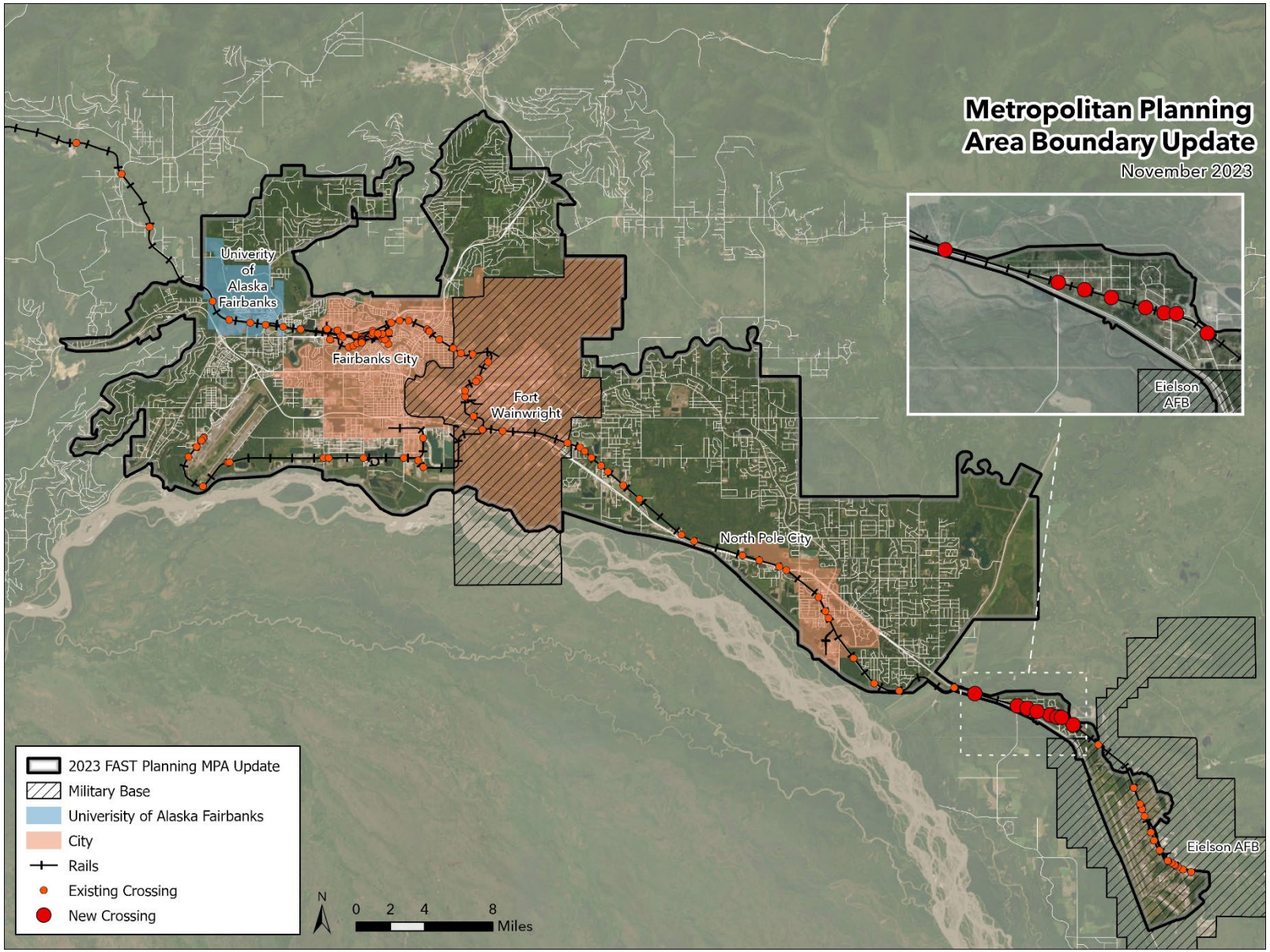

Figure 13: Railroad Crossings within FAST Planning MPA Boundary

Regional Connections

A review of a map of Alaska's highway network confirms the central location of the FSNB within the state's road network. Certified public road mileage prepared by the Alaska Department of Transportation & Public Facilities (DOT&PF) indicates FNSB's centerline mileage is about 12% of the state's total, with 2,110 total road surface miles, 753 of which are paved and 1,357 miles unpaved (36% and 64% respectively.)

Fairbanks connects to the only road to the North Slope oil fields (Dalton Highway) via the Elliott Highway, which also connects to Minto, Manley Hot Springs, and Tanana to the west. To the south, the Richardson Highway connects Fairbanks to the junction of the Alaska Highway into Canada, as well as the Port of Valdez, the terminus of the Trans Alaska Pipeline System. The Parks Highway connects Fairbanks to Anchorage and communities in between. The Steese Highway extends from Fairbanks east to Central and Circle Hot Springs. All these routes connect communities, and critical commerce needs throughout the state.

Evaluation/analysis of progress made towards performance measure targets

TO BE COMPLETED WHEN THE TRAVEL DEMAND MODEL HAS BEEN UPDATED

Gap Analysis

A transportation gap in the context of this MTP update describes a barrier to reliable and/or accessible transportation for all users of the transportation network. This analysis reviews gaps identified in previous planning efforts and the progress that has been to close those gaps since the plans were developed.

Maintenance Gaps

Gaps in maintenance throughout the FAST Planning area are barriers to each mode of travel and were discussed in each of the plans reviewed for the gap analysis. The most significant maintenance gaps fall into two primary categories: winter maintenance and maintenance coverage.

Winter Maintenance

Gaps in winter maintenance affect all modes of travel, but the impacts are especially acute for vulnerable road users, transit users, pedestrians, and bicyclists. Three entities perform and manage the majority of snow and ice removal within the MPO boundaries: DOT&PF, the City of Fairbanks, and the City of North Pole. While maintenance of non-motorized facilities has improved over the past several years, there is more work to be done to close maintenance gaps.

Connect Fairbanks, FAST Planning's 2021 non-motorized plan, states that 80% of survey respondents "noted that lack of maintenance is a barrier to walking and cycling in the region." For community members who use wheelchairs or have other mobility challenges, lack of maintenance can make pedestrian facilities impassable.

While DOT&PF maintains sidewalks in the same order it maintains adjacent roads, limited equipment and staffing means longer response times. Further, high-priority vehicle routes do not always correspond with high-priority pedestrian routes. The high speeds plows used to maintain roads adjacent to sidewalks often push snow onto walking paths, making it difficult for pedestrians to navigate. This can be especially problematic for transit users who sometimes must wait for buses in the road due to snow and ice build-up at transit stops.

Multi-use paths are generally not maintained by DOT&PF in the winter due to resource and budget limitations. After snow melts in the spring, gravel build-up on paths and along road shoulders can create hazards for road bikes with narrow tires.

The Cities of Fairbanks and North Pole do not specify timeframes for ice and snow removal, nor do they itemize maintenance of non-motorized facilities in their budgets. Connect Fairbanks noted that the City of North Pole has increased the level of service on its city paths in recent years.

Despite improvements, the level of service on non-motorized facilities in the winter does not meet all users' needs. As additional non-motorized facilities are constructed, these issues will persist unless addressed through budget increases and policy changes.

Maintenance Coverage

Within the Fairbanks North Star Borough, 103 road service areas (RSAs) governed by volunteer commissioners manage the maintenance of local subdivision roads with funds provided through RSA taxes. Within the FAST Planning area, 131 miles of orphan roads that are not part of an

RSA have no maintenance authority. These orphan roads are often in poor condition with sub-standard construction and a lack of regular maintenance.

Poor maintenance of orphan roads causes a host of issues including access difficulties for emergency services, school buses, delivery of essential commodities like heating oil and potable water, and last-mile freight. Existing RSAs have little incentive to annex orphan roads due to the cost of bringing these roads up to standard.

Disparities in levels of maintenance among existing RSAs create equity gaps. RSAs with higher density housing can spread the cost of road maintenance among more residents, and RSAs with higher-value properties generally have the financial means to support better maintenance.

Regulations, Funding, and Coordination

Previous planning efforts have identified regulation changes and funding increases as methods for addressing maintenance gaps. Some of the recommendations that have not yet been implemented include:

- Enforcement or repeal of the City of Fairbanks ordinance requiring sidewalk maintenance by private entities (General Code Sec. 70-321)
- Identifying priority non-motorized routes and creating a priority plan for regular maintenance of non-motorized facilities
- Developing consistent maintenance standards agreed upon by all applicable agencies
- Creating a new RSA that encompasses all orphan roads
- Consolidating all RSAs into six RSAs or one borough-wide RSA

Some recommended maintenance efforts are ongoing or in progress including several FAST Planning programs. The FAST Planning Seasonal Mobility Taskforce is working to improve interagency communication and coordination through its annual Winter Maintenance Forum. FAST Planning has also purchased maintenance equipment for local agencies including [needs to be filled in].

Non-Motorized

While winter maintenance is a major gap in non-motorized facilities, it is not the only barrier to accessible travel for pedestrians and bicyclists. Specific infrastructure needs were identified in the 2045 In Motion and Connect Fairbanks plans including:

- New pedestrian crossings at 12 locations, and bicycle crossings at 19 locations (some of which overlap)
- New bicycle and pedestrian facilities across the MPO including on major motorized routes like the Richardson Highway, to major destinations like the airport and university, and local connections in urban, rural, and disadvantages areas
- Modified facilities that reduce conflicts between pedestrians and bicycles, particularly in West Fairbanks and along College Road
- Modified facilities that increase the separation between vehicles and non-motorized users, including widened shoulders
- Modified facilities that address the MPO's low compliance with ADA standards

Since the last MTP update, the following completed projects have addressed non-motorized infrastructure needs through the construction of new facilities or through improvement of existing facilities (including addressing ADA deficiencies):

- Old Richardson Highway Intersection Improvements (SR-4)
- Cowles Street Reconstruction – Phase I (Airport Way to East Cowles) (SR-1)
- Fairbanks Cushman Street Bridge Rehabilitation (SR-7)
- Airport Way West Bicycle and Pedestrian Facilities (MR-42)
- Old Airport Way Improvements (SR-18)
- Fairbanks Bike Lane Signing and Striping (SR-23)
- Richardson Highway MP 357-362 Bicycle/Pedestrian Path (SR-41)
- 5th Avenue Reconstruction (SR-21)
- Aurora Drive Noyes Slough Bridge #0209 Replacement (SR-34)

- Lathrop Street Extension (SR-6)
- Woll Road Resurfacing and Widening (SR-8)

Several on-going projects in construction, design, and planning phases address non-motorized pedestrian needs including:

- Parks Highway / Chena Pump Road – Geist Road (SR-33)
- Yankovich / Miller Hill Road Reconstruction (SR-2)
- Cowles Street Reconstruction – Phase II (1st Avenue to Airport Way) (SR-3)
- Chena Riverwalk Stage III (SR-3)
- Geist / Chena Pump Road Corridor Study (SR-9)
- Holmes Road Rehabilitation (MR-9)
- Minnie Street Improvements (MR-2)
- Pioneer Park North Parking Lot, Boat Launch, and Peger Road Path (SR-19)
- Old Steese Highway Reconstruction (SR-24)
- Chena Lake Recreation Area Bicycle and Pedestrian Access (MR-25)

Transit

In addition to the winter maintenance challenges present for transit users described above, transit gaps include limited service and coverage, cumbersome processes for paratransit users, and unmet infrastructure and equipment needs. Funding and staffing challenges are the primary factors in addressing these gaps.

Limited service and coverage are significant barriers to increased ridership. Transit coverage for fixed routes and paratransit are limited to urban areas, lack service to some major destinations, and do not serve rural areas of the MPO. In addition, service times on fixed routes do not meet the needs of shift and non-traditional workers, and no services are offered on the weekends. Low frequency of service also means long wait times between buses and difficulty transferring between bus lines. Several routes operate as loops or have deviations that increase travel time for riders. Paratransit users face additional challenges through a cumbersome application process, which may be difficult for some vulnerable road users to navigate.

Infrastructure needs include improving connectivity for riders. Many bus stops are not easy or comfortable to navigate to on foot, especially outside of the downtown core, and lack adequate sidewalks and crossings. A lack of amenities at bus stops including shelters and lighting at many stops may cause additional discomfort in the winter months. In addition to closing these capacity gaps, providing electronic fare options could further reduce barriers to accessing transit.

Several projects completed since the last MTP update addressed some of these gaps including:

- College Road Bus Pullouts (SR-19)
- Transit Plan Updates (SR-33)
- Fairbanks North Star Borough Transit Garage Expansion Project: Phase 1 (SR-42)
- Fairbanks North Star Borough Transit Garage Expansion Project: Phase 2 (SR-43)
- Four New Buses (MR-71)

Rail

The previous MTP update identified 69 at-grade rail crossings in the MPO that create delays in the transportation network and create conflicts between vehicles and trains. The 2021 Fairbanks Road/Rail Crossing Reduction/Realignment Plan identifies 18 projects, ranging from short-term to very long-term, to address these gaps.

Of the 25 projects identified in the plan, four have been constructed:

- Richardson Highway MP 359 Interchange and Grade Separated Facility (eliminated at-grade rail crossing)
- Old Richardson Highway Intersection Improvements (5th Avenue)
- Old Richardson Highway Intersection Improvements (8th Avenue)
- College Road sidewalk pedestrian crossing arms

A project is in progress to address train impacts to University Avenue as a result of activity in the ARRC freight yard through automated switches.

Road Freight

Gaps in the road freight network include inadequate geometry for large trucks in some areas, which can result in challenging left-turn movements for oversize loads and double trailers, and low clearance for overhead signal mast arms. In addition to these infrastructure challenges, traffic congestion and high traffic volumes can hinder the efficient movement of freight trucks. Some of these are being addressed in pending projects,

The ongoing City of Fairbanks Systematic Signal Upgrades project (stages I and II) is addressing signal clearance issues at some intersections.

Roadway capacity issues at intersections or at-grade railroad crossings that have helped address some freight bottlenecks include Geist/University/Johansen intersection, 3rd Street and Steese Highway, restriping at South Cushman and 23rd, and Richardson Highway MP 359 overpass.

Several bridges are in the process of being upgraded to accommodate changes in design standards and limitations associated with repetitive and/or truck overloads, which are more critical with the increase in freight traffic associated with the Manh Choh ore haul and other freight operations. These bridges include Richardson Highway MP 346 Northbound and Southbound Flood Control bridges and the Chena Hot Springs Road undercrossing at Steese Highway MP 5. In 2025, Richardson Highway at Old Richardson Highway (12 Mile Village) completed a partial interchange with new bridge to improve crossing for all vehicles, including fuel haulers to the former North Pole refinery site.

Electric Vehicles

As of June 30, 2025, there were 318 registered electric vehicles (EVs), including battery EVs and plug-in hybrid EVs, in the Fairbanks North Star Borough. Modeling from the Fairbanks and North Pole Electric Vehicle Infrastructure Deployment Plan (2024) projects there will be up to 612 EVs in the region in 2030.

Research from Ernst and Young suggests that one publicly accessible charging port should be built for every four EVs. Currently there are two publicly available charging ports in Fairbanks with 14 planned to be constructed soon, leaving a gap of up to 84 public charging ports by 2030.

Other gaps that exist include minimal requirements for ADA accessible charging sites, lack of regulatory involvement or EV-related code, geographic gaps, limited number of technicians who are certified to install or work on chargers, and misunderstanding and misconceptions about EVs and their performance in Alaska.