



TECHNICAL COMMITTEE

Meeting Agenda

Wednesday, April 1, 2026, 12:00 – 2:00 PM
100 Cushman Street, Suite 215 (Key Bank Building)

To join the Zoom Meeting via computer, go to: www.fastplanning.us/keepup/zoom

Zoom Meeting Phone Number: 1 (253) 215-8782, enter Meeting ID: 894-3714-2155

1. Call to Order
2. Introduction of Members & Attendees
3. Approval of April 1, 2026 Agenda
4. Approval of March 4, 2026 Meeting Minutes | Pg 2-9
5. Staff/Working Group/Chair Report | Pg 10-17
6. Public Comment Period
7. Old Business
 - a. Chena Riverwalk Stage III Project Update | Pg 18-57
 - Review of recommendations from Walk, Ride, & Roll Advisory Committee and discussion of next steps for advancing project
8. New Business
 - a. Airport Way - the 'Ugliest Road' in Fairbanks | Pg 58-87
 - Refresher on recommendations from Airport Way Improvements Reconnaissance Study (2007), Airport Way Functional Features Analysis (2018), and Airport Way Design Toolkit & Site-Specific Recommendations (2018) to assist with identification of specific projects to include in Metropolitan Transportation Plan (MTP) Update
 - b. FFY2027 FAST Improvement Program - Project Selection | Pg 88-90
 - Review of previously nominated projects (not yet funded) for FAST Improvement Program and next steps for Subcommittee meeting
 - c. Draft FFY2027-28 Unified Planning Work Program (UPWP) Task List | Pg 91-94
 - Review of draft task list and opportunity for input from Technical Committee
9. Informational Items
 - a. Highway Safety Improvement Program (HSIP) Workshop - April 8th | Pg 95
 - b. Fairbanks Area 2026 Construction Projects | Pg 96-97
 - c. FFY2026 Obligations & Offsets | Pg 98-101
10. Other Issues
11. Committee Member Comments
12. Adjournment

Next Scheduled Technical Committee Meeting: Wednesday, May 6, 2026 | 12:00 - 2:00 PM



TECHNICAL COMMITTEE

Meeting Minutes

March 4, 2026 • 12:00 – 2:00 P.M.

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

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

Zoom Meeting Telephone Number: 1 (253) 215-8782 Meeting ID: 823-9227-7142

1. Call to Order

Jackson Fox, Chair called the meeting to order at 12:02 pm.

2. Introduction of Members and Attendees

The following were present:

Name	Representing
*Jackson Fox, Chair	FAST Planning
*Olivia Lunsford, Vice Chair	FAST Planning
*Corey DiRutigliano	FAST Planning
*Deborah Todd	FAST Planning
*Randi Bailey (absent)	DOT&PF Planning
*Don Galligan	FNSB Planning
**Michael Bredlie	FNSB Rural Services
**Jennifer Campbell	FNSB Planning Commission
**Michelle Denton	FNSB MACS Transit
**Kate Dueber	Alaska Railroad Corporation
**Tim Glidden	City of North Pole
**Alexa Greene	Eielson Air Force Base
**Brett Nelson	DOT&PF Planning
**Al Beck for John Netardus	DOT&PF Preconstruction
**Jason Olds	ADEC Air Quality
**Robert Pristash	City of Fairbanks Engineering
**Corey Richardson	Tanana Chiefs Conference
**Lt. Mike Roberts	Alaska State Troopers
**Tim Zinza for William Rogers	City of Fairbanks Engineering
**Kellen Spillman	FNSB Community Planning
**R.J. Stumpf	Fairbanks International Airport
**Jakob Theurich	University of Alaska Fairbanks
**John Weinberger	Fort Wainwright
Megan Flory	RESPEC
Emily Haynes	FHWA Alaska Division
*FAST PLANNING Staff members ** FAST PLANNING Technical Committee members	

3. Approval of the March 4, 2026 Agenda

Motion: To approve the March 4, 2026 agenda. (Pristash/Dueber).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

4. Approval of the February 4, 2026 Meeting Minutes

Motion: To approve the February 4, 2026 Meeting Minutes. (Spillman/Campbell).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

5. Staff/Working Group/Chair Report

At the February 25, 2026 meeting, the Policy Board:

- Approved Transportation Improvement Program (TIP) Amendment #2. It was transmitted to DOT&PF for inclusion in the Statewide Transportation Improvement Program (STIP).
- Postponed decision on the Electric Vehicle (EV) Charging station sites.
- The Chena Riverwalk Stage III project was referred to the Walk, Ride, and Roll Advisory Committee for recommendations.
- Approved the addition of safety improvements at Trainor Gate Road/F Street intersection to the FFY2026 FAST Improvement Program.

Ms. Lunsford was accepted to be part of the 16-week League of American Bicyclists Active Mobility Leadership Lab. A \$10K grant was also procured for quick build solutions and the Trainor Gate/F Street Intersection was chosen to have kids involved in decision-making for the safety improvements installed at Trainor Gate/F Street intersection.

FAST Planning has obtained the equipment to build a data bike. The purpose of this is to perform a condition assessment of bike/shared use paths in our community.

Mr. DiRutigliano has been working with Mayor O'Neall on the Just City Lab fellowship at the Harvard Institute of Design that she was accepted to. There are two virtual sessions and a final in-person event in April. The purpose of this organization is to connect mayors with people/resources to accomplish specific projects in their community. Mayor O'Neall is interested in making the downtown core area more accommodating.

6. Public Comment

No public comment.

7. Old Business

No old business.

8. New Business

a. FAST Planning Community Transportation Grant Program (Action Item)

Review of Program and Application Materials and Recommendation(s) to Policy Board for any Revisions and Approval

At the previous Technical Committee meeting, a draft of the new application form for the FAST Planning Community Transportation Grant Program was reviewed and revised. The

revised application is included in the meeting packet for further review and/or edits by the Technical Committee before forwarding it to the Policy Board for approval.

Public Comment:

No public comment.

Motion: To recommend to the Policy Board to adopt the FAST Planning Community Transportation Grant Program application materials and advertise it to the public. (Campbell/Pristash).

Discussion:

Ms. Campbell: I just wanted to say that I think this is great. When I started looking through the agenda last night, I was very excited. So, thank you for setting aside funds for this. I'm especially happy that it's for the disenfranchised areas of our community but what I wonder about is that "reach out" part, so I'll be thinking about how to send the word out when the time comes. At the Borough Assembly meeting last week afterward, one person came and testified about a park that is being built in her area. She was excited that the Borough was putting more money into "A Park a Year" and she was excited about that. So, I think this will just add to that so thank you.

Vote on Motion: None opposed. Approved.

b. Bridges & Safety Infrastructure for Community Spaces (BASIC) Act – Letter of Support to Congressional Delegation (Action Item)

Last fall the Secretary of Transportation, Sean Duffy, put out a request for information about what transportation infrastructure MPOs across the country wanted to see in the next transportation bill. The organizations that serve local governments and MPOs nationwide formed a coalition and drafted language for a new transportation bill and were able to get bipartisan support in the House of Representatives. The new bill doubles the amount of planning (PL) funds that would be available to Metropolitan Planning Organizations (MPOs). The bill increases the Surface Transportation Block Grant (STBG), would eliminate the local match funding requirements for a federal project, and increases the amount of Highway Safety Improvement Program (HSIP) funding. The bill continues the Bridge Formula Program allocation, reaffirms MPO project selection, strengthens consultation with areas below 50K in population, provides direct access to MPOs to the Federal Financial Management System (FMIS), protects suballocated funds from transfer, and provides dedicated funding to Regional Transportation Planning Organizations (RTPOs). Mr. Fox prepared a Letter of Support for this bill for review and recommendation by the Technical Committee to the Policy Board.

Public Comment:

Megan Flory: It sounds beneficial to our community and to local transportation planning in general. You mentioned trying to strengthen the letter. I think the recommendation is that the opening should be, "We are in support of the BASICS Act,

and we're asking you to also be in support." That sets the stage for everything that you've been discussing so far in this meeting.

Mr. Fox: Thank you, Megan. It sounds like you had that written up. Would you mind emailing that to me?

Ms. Flory: I can most certainly send that to you.

Motion: To forward this letter [Letter of Support for BASICS Act to Alaska Congressional Delegation] to the Policy Board for their approval. (Pristash/Campbell).

Discussion:

Ms. Campbell: One thing I think it's important to do is to make sure that the Delegation, during the conversations when it does hit the Senate floor, protect the things that we think are the most important, which is the nine percent match. Just because it hasn't been named, I think we need to flag for them to be aware of these things. I would make sure that we put that in that this is of special concern or special interest that we protect this match. The other question I had was in your letter to Duffy you mentioned this year-to-year carryforward was needed by us and probably every MPO across the country and I don't see that ever mentioned again. So, that might be another thing that Senators in D.C. probably don't realize how important that is. We're talking tens of thousands when they're looking at billion-dollar budgets, and they don't realize how important \$100K would be to us. The other thing that goes along with what Ms. Flory was saying was that the thing that was most important aspect of this BASIC Act is the transparency. I think that should be up in the beginning of the letter because this is going to be read by some staff member who is looking for key words. I'm curious to see what Ms. Flory has drafted up.

Mr. Spillman: I compared this to the letter we sent last year, and it seems like 60-70% of what we asked for is in there again. Honestly, that's better than I would have hoped for when we sent that letter. We might as well as for more. Right?

Mr. Fox: Yes.

Mr. Spillman: I'll say what I intend on doing and then I'll make the motion. The four things that I listed out that I think I would like to include are: still going forward with the 10-year requirement for the MTP, the carry forward or banking of the funds, the exemption criteria for non-attainment areas, and maintaining the nine percent local match for Alaska.

Amendment to the Motion: To amend the letter to include (1) extending the required cycle for Metropolitan Transportation Plan updates to every ten (10) years, (2) allowing year-to-year carryforward/banking of Federal funds, (3) expanding and updating the exemption criteria for air quality non-attainment areas, and (4) maintaining the 9.03% local match rate for Alaska. (Spillman/Campbell).

Discussion:

Mr. Spillman: I may be iffy on the non-attainment area requirements, but it would significantly help this community with federal sanctions and the conformity freeze that we just got out of. So, I see no harm in asking again with all the pains we saw as an organization during the last conformity freeze.

Mr. Pristash: Mr. Spillman, can you tell me about this ten-year time change? What was that?

Mr. Spillman: An MPO is required to update their Transportation Plan every five years.

Mr. Pristash: Five years.

Mr. Spillman: Because we're a non-attainment area, we have to do it every four years. I had the pains when I was on staff and I've had it at Planning. It seems like we finish one of these, like we're in right now, and then a couple of months later we start it again so we can be ready for four years. It's just so much, I don't want to say wasted effort because I think it's a good process, but I think it could be not as frequent, and we would get the same value out of it.

Mr. Fox: And just make amendments as necessary between those cycles.

Mr. Spillman: The cost of these Travel Demand Model runs, renewing the model, and populating it, etc. we're just spending so much money every couple of years on these.

Mr. Pristash: What about the non-attainment area? Can you explain what that is?

Mr. Spillman: I think Mr. Fox could probably talk a little more about this from some of his conversations with EPA on this. We're a non-attainment area for PM2.5. I think we all know that. Ninety-nine percent of the other PM2.5 non-attainment areas are due to vehicle/mobile source emissions. We have wood smoke issues. There are certain exemptions for things like wildfires, etc. So, we were just asking to look a little more at possible exemptions for our situation that really doesn't impact anyone else.

Mr. Pristash: You mean wood smoke? Is that part of it?

Mr. Spillman: Exactly. We're getting punished with getting our transportation funds potentially withheld when it's not a transportation issue.

Mr. Pristash: I see.

Mr. Fox: I've tried to attack this from a few different angles. Right now, there are exemption criteria for projects, and I want that project list expanded. A safety project is exempt. Adding a roadway shoulder is exempt. A sidewalk/bike path project and road resurfacing are exempt. I just feel like there are a lot of other project categories out there that could be added to that list that don't have any negative impact towards air quality. Also, there is the separate issue of, I was trying to get into this threshold of tons per day or percent of emissions or something like that, so that if vehicle emissions are not the primary contributor to your air quality problem, then we would be exempt from highway sanctions in the future. If cars are not causing the problem, then you can't withhold our federal highway funding.

Mr. Pristash: Does anyone regulate wood smoke? Is there something like that?

Mr. Fox: The highway sanctions are tied to our air quality issue. Period. It doesn't matter what the source is.

Mr. Pristash: Okay. But what was the tie to the vehicles then?

Mr. Fox: I'm trying to get in a de minimus exemption so that if vehicles are less than five or ten percent of the contribution to the air quality problem, we get a de minimus exemption and we would not be subject to highway sanctions if our area didn't meet attainment and air quality standards. They need to use a different hammer. They can't use that hammer on us if vehicles are not causing the problem.

Mr. Pristash: Right.

Mr. Fox: I flew to D.C. and talked to EPA staff about this. We don't have the silver bullet yet because nobody wants to open up the Clean Air Act and change the language from fifty years ago. So, we're trying to get something in the bill where we can get an offramp for it. We have this fleshed out in our letter from last fall and previous letters we've sent directly to the EPA. I can reference those in this bullet but not go into all the detail that's already been provided and just provide copies of what we've asked for in the past.

Mr. Nelson: It looks like most of the asks from last time, like Mr. Spillman said, were picked up, so you just need to rework them into this.

Mr. Fox: Right. Basically, with the amendment that's on the table here, if I was to add those four bullets, I would have another paragraph and I would add those four bullets and say that we support what's in the bill and would like them to strengthen the bill and add those four things that we asked for and haven't seen yet.

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

Amendment to the Motion: To amend the beginning of the letter to add the language, "We are writing you to express our support for the BASICS Act and to encourage each of you to support and strengthen the bill as it moves through Congress. We appreciate that this Act addresses many of our past comments about federal transportation programs and hope you will consider improving the bill with the additional items detailed in this letter." (Glidden/Zinza).

Discussion:

Mr. Glidden: I think it's important that we lead with the positive that we appreciate what they have done. I'd hate if we were really aggressively forgetting about all the work that they've put in and saying give us this other stuff also. I feel like we'd be happy with just getting this, so I'd hate to make it sound like in the letter we're not happy with what's happening. We just gave some grants out in North Pole. After the grant was given out, they came back and said we didn't give them enough money, and it ruined their event. I felt like we shouldn't have given them any money because they weren't satisfied that we gave them something, so I'd hate for our letter to sound like that, like we feel entitled.

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

Amendment to the Motion: To amend the letter to move the language, “We would also like to highlight; however, what we think is the most important aspect of the BASICS Act – ensuring transparency and collaboration among Federal, State, regional, and local partners in Federal transportation investments and project delivery.” to the first paragraph of the letter. (Campbell/Theurich).

Discussion:

Mr. Pristash: I want to leave it at the bottom. It kind of seems like a negative thing to me. Opening with it might be a little bit salt in the wound kind of thing.

Ms. Campbell: It would be nice if we could write it out and see how it sounds.

Mr. Fox: I’ll take all these edits and there will be an updated version by next week. You can look at the letter in the Policy Board packet and make suggestions to the Policy Board about how you want it to be written.

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

Discussion:

No further discussion.

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

c. Metropolitan Transportation Plan (MTP) Schedule Update and Base Project List

The MTP is currently being updated by R&M Consultants working with Michael Baker and RSG. There are some delays that are going to prohibit the consultant team from completing the full update of the Plan as required by regulation. Due to the Travel Demand Model update, the availability of employment data into that model due to closure of government offices, and the decision to change software for the Travel Demand Model. The old Travel Model is outdated, and we do not have an approved Metropolitan Planning Area (MPA) Boundary yet. The Plan update has to use the new MPA Boundary. The proposal is to do what is called an Interim MTP Update. The schedule for the Interim MTP, which will include the new MPA boundary, is outlined in the meeting packet. A draft project list is also included in the meeting packet.

9. Informational Items

a. FFY2026 Obligations & Offsets

Mr. Fox explained the FFY2026 Obligations and Offsets.

10. Other Issues

No other issues.

11. Committee Member Comments

Mr. Zinza: I just wanted to say that I know this is a lot of work. I don’t know who does it but thanks. It’s a lot of work and I recognize it.

Mr. Spillman: I thought it came up at the Policy Board last fall that it was in March that the boundary update might be submitted to the Governor for approval. I was hoping that we could get an update on the status of that.

Mr. Fox: I had another request from two Policy Board members. I have it on the March 18, 2026 Policy Board meeting agenda.

Motion to Adjourn: (Zinza/Beck). None opposed. Approved.

The meeting was adjourned at 1:36 p.m. The next Technical Committee Meeting is

Wednesday, April 1, 2026.

Approved: _____ **Date:** _____

Jackson C. Fox, Chair
FAST Planning Technical Committee



≡ POLICY BOARD ≡

Action Items

03.18.2026

Motion: To authorize Jackson Fox as Executive Director to sign the IRS Form 990 and send it to the IRS. (Little/Terch). None opposed. Approved.

Motion: To approve the application materials and advertising of the FAST Planning Community Transportation Grant Program. (Crass/O'Neall).

Amendment: To add "as discussed" to the motion [eliminating requirement for match, adding match/in-kind to scoring rubric for bonus points, and making program available Boroughwide]. (Little/Crass). Vote taken on Amendment to include the Main Motion. None opposed. Approved

Motion: To authorize Mr. Fox to sign and send the letter of support [for the BASICS Act to Congressional Delegation]. (Crass/O'Neall). Four in favor. Two opposed. (Little, Czarnecki). Approved.

Motion: The Policy Board concurs with the preliminary findings of the Interagency Consultation group that a new air quality conformity analysis is not required for TIP Amendment #2, and the TIP remains consistent with the previous Conformity Determination made jointly by FHWA and FTA on November 20, 2025. (Crass/Little). None opposed. Approved.

Motion: To move forward with the staff recommendations on the Electric Vehicle Charging Stations [selecting for funding the Fairbanks Daily News-Miner, Three Bears (North Pole), Morris Thompson Cultural & Visitors Center, Noel Wein Library, North Pole Library, and Pioneer Park]. (Terch/O'Neall). None opposed. Approved.

Motion: To postpone this item [Chena Riverwalk Stage III Project] with public comment still open to the next meeting. (Crass/Terch). None opposed. Approved.

**Mayor Grier Hopkins, Chair
FAST Planning Policy Board**

Date



March 18, 2026

The Honorable **Lisa Murkowski**
 The Honorable **Dan Sullivan**
 The Honorable **Nick Begich**

Subject: **H.R. 7437 Bridges & Safety Infrastructure for Community Success (BASICS) Act**
 Local Support for Targeted Updates to existing Federal Transportation Programs

Dear Senator Murkowski, Senator Sullivan, & Representative Begich,

We are writing you to express our support for the BASICS Act and to encourage each of you to support and strengthen the Act as it moves through Congress. We appreciate that this Act addresses many of our past comments about Federal transportation programs, and hope you will consider improving the Act with additional items detailed in this letter. We would also like to highlight what we think is the most important aspect of the Act – ensuring transparency and collaboration among Federal, State, regional, and local partners in Federal transportation investments and project delivery. This improves accountability to taxpayers, ensures investments are actually reaching communities to meet core infrastructure needs, and projects of the greatest public benefit are delivered efficiently and effectively.

Fairbanks Area Surface Transportation (FAST) Planning is the State-designated Metropolitan Planning Organization (MPO) for Fairbanks and North Pole, Alaska. As an MPO, we develop the long- and short-range transportation plans that guide the Federal transportation investments for our area. Last fall we submitted comments to the Honorable Sean Duffy, U.S. Secretary of Transportation, in response to the Request for Information on development of the next Surface Transportation Reauthorization Bill. A copy of this letter is attached, which we shared with your offices and the National Association of MPOs (AMPO) at the time.

FAST Planning sincerely appreciated the opportunity to provide input to the U.S. DOT on the future of policies and programs in the next Bill. We were even more surprised and appreciative, however, with the release of H.R. 7437 [BASICS Act], a new bipartisan Bill focused on improvements to existing Federal Transportation Programs that directly address many of our comments and those of other MPOs throughout the country. Specifically, the BASICS Act addresses the following comments previously submitted by FAST Planning:

- Strengthening local and regional access to safety funding and ensuring locally sponsored safety projects are eligible for Highway Safety Improvement Program funding [*Section 6 of BASICS Act*]
- Guaranteeing access to bridge funding for Tribal and local governments [*Section 5*] and expanding the definition for off-system bridges [*Section 2*] for the Bridge Investment Formula Program
- Maintaining similar or increased funding levels as the current Transportation Bill, particularly for Formula funding programs [*Section 3*]
- Eliminating the match requirement for Metropolitan Planning funds for MPOs [*Section 9*]
- Increasing the apportionment of Metropolitan Planning funds to fulfill basic Federal planning requirements outlined in 23 CFR 450 Subpart C [*Section 3*]

- Establishing dedicated formula funding for planning activities for Regional Transportation Planning Organizations (RTPOs) [*Section 10*]

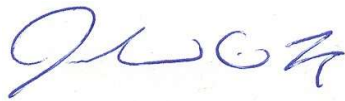
Additional detail for each of these comments is provided in the attached letter from last fall. We would also like to bring to your attention, however, there are a few important comments from this letter that are not yet part of the Act. We encourage you to consider strengthening the Act by supporting the addition of these provisions:

- Extending the required cycle for Metropolitan Transportation Plan updates to every 10 years
- Allowing year-to-year carryforward/banking of Federal transportation funds
- Expanding and updating the Exemption Criteria for Air Quality Non-Attainment Areas
- Maintaining the 9.03% special match rate for Alaska

Last, we would like to highlight the BASICS Act is supported by the **Local Officials in Transportation (LOT) Coalition**, representing more than 25,000 counties, cities, towns, MPOs, regional councils, and economic development organizations. Coalition members include AMPO, National Association of Regional Councils (NARC), National Association of Development Organizations (NADO), National Association of Counties (NACo), National League of Cities (NLC), and U.S. Conference of Mayors (USCM). This broad coalition reflects the nationwide recognition that local and regional governments must have a stronger voice and better tools in shaping Federal transportation policy.

Thank you for your leadership and consideration of supporting this bipartisan Bill in both the U.S. House of Representatives and Senate. If you have any questions or need additional information, please contact me at jackson.fox@fastplanning.us or (907) 590-1618.

Sincerely,



Jackson C. Fox
Executive Director

Copy: **FAST Planning Policy Board**

Mayor Grier Hopkins, Fairbanks North Star Borough
 Mayor Mindy O'Neall, City of Fairbanks
 Mayor Larry Terch, City of North Pole
 Crystal Tidwell, Council Member, City of Fairbanks
 Scott Crass, Assembly Member, Fairbanks North Star Borough
 Nick Czarnecki, Alaska Dept. of Environmental Conservation
 Lauren Little, P.E., Alaska Dept. of Transportation & Public Facilities



August 20, 2025

The **Honorable Sean Duffy**, U.S. Secretary of Transportation
1200 New Jersey Avenue SE, Washington, DC 20590

Subject: Request for Information on Surface Transportation Reauthorization Bill
Federal Register Docket No. DOT-OST-2025-0468

Dear Secretary Duffy,

Thank you for the opportunity to submit comments in response to the Request for Information on development of the next Surface Transportation Reauthorization Bill. Fairbanks Area Surface Transportation (FAST) Planning is the State-designated Metropolitan Planning Organization (MPO) for Fairbanks and North Pole, Alaska. As an MPO, we develop the long- and short-range transportation plans that guide the Federal transportation investments for our area. We sincerely appreciate the U.S. DOT seeking input on the future of policies and programs in the next Bill. Our comments are as follows:

Enhancing Transportation Safety

➤ **Reinstate dedicated formula funding for the Safe Routes to School (SRTS) Program**

- The SRTS Program was established and funded by Congress in 2005 and provided more than \$1 billion in funding (at 100% Federal share) to all States for infrastructure improvements through 2012 to make it safer for children to walk and bicycle to and from school
- The Program has remained codified in law for the purpose of conducting school assessments to identify project needs at elementary and middle schools, and more recently expanded to high schools under the current Transportation Bill, but has not had dedicated funding since 2012 for infrastructure improvement (project) needs that are identified in the assessments
- Our MPO has completed assessments for every elementary and middle school and two high schools within our Metropolitan Planning Area, and has been relying on using other Federal funding suballocations (STP, TAP, CMAQ, and CRP) to try to fulfill project needs
- Reinstating dedicated formula funding for the SRTS Program will help fulfill already-identified project needs nationwide and drastically improve safety for one of our most vulnerable populations – our children
- The U.S. DOT should also recognize that playgrounds at schools are used by the community at large when school is not in session, as well as the fact that standards and requirements for pedestrians and bicyclists have been updated since 2012 and therefore consideration should be given to updating existing school assessments

➤ **Expand definition of Off-System Bridges for the Bridge Investment [Formula] Program**

- Bridge formula funds can be spent anywhere in the State but are most often used for large State-owned interstate/highway bridges, neglecting the needs of other State and locally owned bridges in poor condition on lower classification roads
- Expanding the definition of off-system bridges, for which FHWA requires 15% of the bridge formula funds to be used, to include any local, collector, or arterial road would improve the condition of more bridges for more communities
- According to data from the national Association of MPOs, locally owned bridges also make up half of all bridges nationwide and are twice as likely to be in poor condition compared to

State-owned bridges, and Alaska data shows a similar trend with the majority of poor condition bridges being off the National Highway System

- This program needs a more balanced approach to meet local and regional needs
- Bridges on lower classification roads are often smaller, making them less expensive to rehabilitate or replace than large interstate/highway bridges so more bridges could be addressed with the same amount of formula funding
- Our MPO has multiple bridges in poor condition on lower classification roads within our Metropolitan Planning Area that do not meet the criteria the off-system bridge set aside; and, even though the cost of one of these bridges in our area is a fraction of the cost of an interstate/highway bridge, the cost can completely exhaust or exceed the annual suballocation of project funding to our MPO

Accelerating Project Delivery

- **Allow year-to-year carryforward for all Federal transportation fund categories**
 - This would allow more flexibility and uninterrupted progress for transportation projects which commonly experience unforeseen delays such as permitting, environmental document reevaluations, utility conflicts, discovery of contaminated soils, and right-of-way issues
 - These delays can result in the risk of current year funding obligations not being met by Federal fiscal yearend, which often leads to the funding programmed for that project to be reprogrammed to another, unrelated project to meet full Federal obligation
 - If more flexibility was provided to carryforward funds, however, it would help keep projects on track for delivery and ultimately result in wiser investment decisions with Federal funds
- **Maintain Alaska's special match rate for Federal transportation funding**
 - Alaska is one of a handful of states that has been granted a special non-Federal match rate of 9% for transportation funding for which the standard match rate is 20%
 - This match rate not only benefits our State government, but also all of our local governments and non-profit project sponsors providing them better access to Federal transportation funding for their local project needs and priorities
- **Extend required cycle for Metropolitan Transportation Plan (MTP) updates from every 4/5 years to every 10 years**
 - MTPs are the 20-year long-range transportation plans required to be developed by MPOs under 23 CFR 450.324, and are required to be updated every four years in air quality non-attainment and maintenance areas and every five years in attainment areas
 - It takes an MPO an average of two years to complete an update to an MTP in accordance with the regulations, and it is most often a costly, consultant-led effort
 - Our MPO spends an average of \$500,000 for each consultant-led MTP update, and provided we do not have sufficient planning funds suballocated to our MPO for this work we use project funds (STP) to fulfill the contracts
 - This update cycle is too frequent and burdensome for MPOs; the frequency is unnecessary because MPOs are able to update their MTPs as needed by Amendment
 - We suggest extending the required cycle to every 10 years with some potential triggers for a more timely update such as experiencing 10% population growth over 5 years for rapidly growing areas which might warrant a fresh look at their transportation system
- **Eliminate match requirement for Metropolitan and Transit planning funds for MPOs**
 - The existence of MPOs and the preparation of long- and short-range transportation plans are required by law for every urbanized area in the U.S. in order to receive Federal transportation funding for their areas

- Provided these are Federal mandates (not voluntary), the requirement for non-Federal match should be eliminated
 - MPOs rely on State and local governments to fulfill their non-Federal match obligation and it can be a struggle, particularly for local governments, to assist with meeting this obligation
- **Update and expand the Exemption Criteria for projects and highway sanctions in air quality non-attainment areas**
- FHWA's policy on Exemption Criteria was published in 1996 for the purpose of identifying which project types could advance if the EPA imposed highway sanctions (see <https://www.govinfo.gov/content/pkg/FR-1996-04-01/pdf/96-7821.pdf>)
 - Our MPO is located within a PM2.5 Serious Non-attainment Area, which has been subject to a Conformity Freeze imposed by the EPA under a Sanction Clock since January 2024; even though highway sanctions (withholding Federal funding) have not yet taken effect, the Conformity Freeze in itself has had a significant negative impact on delivery of non-Exempt transportation projects over the past year and a half
 - Several large transportation projects (approximately \$150 million) had to be paused due to the increased need for funding to deliver them to construction and inability to amend our transportation plans due to the Conformity Freeze despite funding being available
 - Vehicle emissions in our non-attainment area only comprise 6.8% of the area emission contribution and imposing these penalties on the transportation sector is a punishment that does not fit the crime as our MPO and State DOT have no control or influence over residential wood combustion (seasonal woodsmoke), which is the primary contributor to the air quality problem
 - We believe improvements can be made, however, to the implementing regulations and policies of FHWA and EPA to give us and other MPOs and States in similar situations some more flexibility and meaningful offramps with updated and expanded Exemption Criteria

Increasing Opportunities through Investment in Transportation Infrastructure

- **Maintain similar or increased funding levels as the current Transportation Bill, but convert some discretionary grant funding to formula funding**
- As a product of the current Transportation Bill there are more discretionary grant opportunities and funding available through U.S. DOT than ever before
 - Smaller communities across the nation, however, cannot compete for these discretionary grants as well as larger 1+ million population communities
 - Our small MPO, for example, has applied for a number of rounds of discretionary grants under the current Transportation Bill and has not been successful despite making it on the 'Recommended' list for grant award
 - Shifting some of this discretionary grant funding back to formula-based funding allows better access and distribution of funds to meet the needs of more communities across the nation
- **Provide the opportunity for a match waiver for economically disadvantaged entities**
- Some project sponsors such as public schools, rural road service areas, hospitals/medical clinics, parks and recreation facilities, and non-profit organizations cannot meet the match requirement to access critical Federal funds for projects that benefit the whole community
 - Our MPO has experienced this locally with K-12 public schools, our University, road service areas, and our non-profit visitors center
 - If U.S. DOT was open to this idea, a match waiver application process could be established with specific criteria for applicants to demonstrate their financial need for a waiver

➤ **Increase (double) apportionment of Metropolitan planning funds to fulfill basic Federal planning requirements outlined in 23 CFR 450 Subpart C**

- Most MPOs do not receive enough planning funds to operate a fully staffed office, let alone have enough planning funds for their required MTP updates every 4/5 years (that necessitate hiring consultants)
- Often MPOs use project funds to fulfill their operating budget and planning requirements, which reduces the amount of funding available for projects
- Our MPO, for example, has an annual operating expense of \$750,000 but we are only suballocated \$600,000 in Metropolitan planning funds
- We supplement our operating budget with \$150,000 annually in project funds (STP) to maintain our office and complete our required planning work outlined in 23 CFR 450; and, as previously stated, have to use \$500,000 in project funds (STP) to update our MTP every four years under a consultant contract
- Provided Metropolitan planning funds are less than 1% of the formula funding in the Transportation Bill, we think it is reasonable to raise this amount to 2% to fully fund our operating budgets and required planning work without having to use project funds

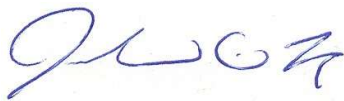
Strengthening Partnerships with States and other Key Stakeholders

➤ **Establish dedicated formula funding for planning activities for Regional Transportation Planning Organizations (RTPOs)**

- RTPOs have been established in 33 states, including Alaska, to conduct planning activities to identify transportation needs for rural areas
- See https://www.planning.dot.gov/documents/RTPO_factsheet_master.pdf and <https://ruraltransportation.org/about-rtpos/rtpo-states/> for an overview of RTPOs
- Their existence is recognized in law [23 USC 135(m)], and they fulfill the same planning activities that MPOs do for urban areas, but they are not provided with dedicated planning funds like their counterpart (MPOs)
- Our MPO is a Pilot RTPO in Alaska, but has not been able to start any meaningful work in identifying transportation needs for rural areas outside our Metropolitan Planning Area due to the lack of discretionary funding granted to us by the State and/or U.S. DOT
- Establishing dedicated formula funding for planning activities for RTPOs would remedy this issue and promote a more systematic transportation planning process for a regional area to identify and prioritize projects for incorporation into the Statewide planning process

Thank you for the opportunity to comment. If you have any questions or need additional information, please contact me at jackson.fox@fastplanning.us or (907) 590-1618.

Sincerely,



Jackson C. Fox
Executive Director

Copy: **Alaska Congressional Delegation**

Senator Lisa Murkowski
Senator Dan Sullivan
Representative Nick Begich

Potential Project Bundles for Electric Vehicle Charging Stations

March 13, 2026

Technical Committee Recommendation

(Public property locations only)

North Pole Utility Property adjacent to Terry Miller Park

Morris Thompson Cultural & Visitors Center

Juanita Helms Administrative Center

Noel Wien Library

North Pole Library

Carlson Center

Pioneer Park

Staff Scoring Results using Evaluation Criteria

Three Bears (North Pole)

North Pole Utility Property adjacent to Terry Miller Park

Pike's Waterfront Lodge

Morris Thompson Cultural & Visitors Center

Noel Wien Library

Pioneer Park

Staff Recommendation

Fairbanks Daily News-Miner

Three Bears (North Pole)

Morris Thompson Cultural & Visitors Center

Noel Wien Library

North Pole Library

Pioneer Park

Excluded Locations

Fairbanks Daily News-Miner

Three Bears (North Pole)

Property (North Pole) adjacent to Taco King

Pike's Waterfront Lodge

Warehouse (old bus barn) off Helmericks Ave

Excluded Locations

Fairbanks Daily News-Miner

Property (North Pole) adjacent to Taco King

Warehouse (old bus barn) off Helmericks Ave

Juanita Helms Administrative Center

North Pole Library

Carlson Center

Excluded Locations

North Pole Utility Property adjacent to Terry Miller Park

Property (North Pole) adjacent to Taco King

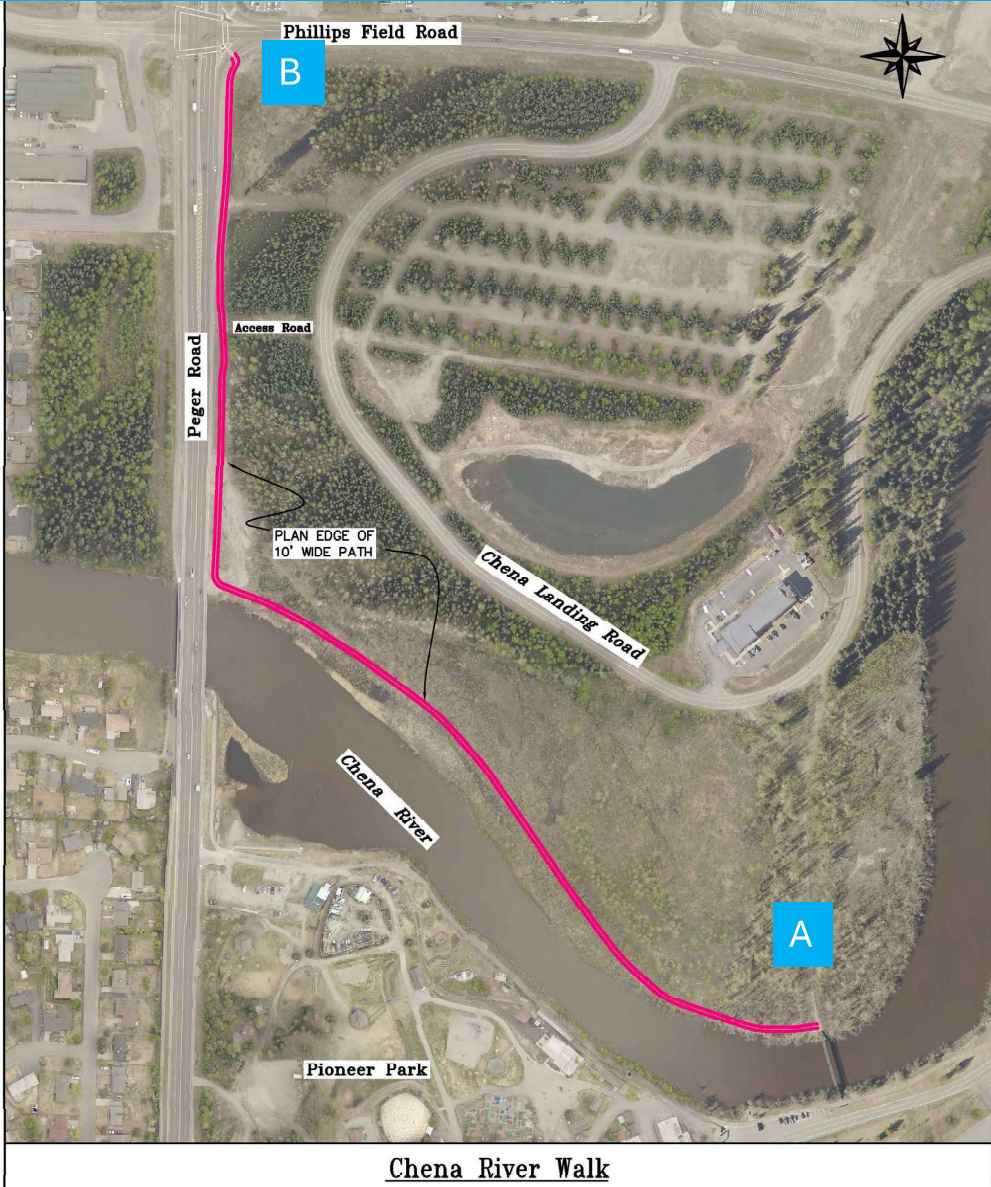
Pike's Waterfront Lodge

Warehouse (old bus barn) off Helmericks Ave

Juanita Helms Administrative Center

Carlson Center

PRESENT DESIGN ROUTE





STAFF MEMORANDUM

Date: February 20, 2026
 To: **Policy Board**
 Subject: Chena Riverwalk Stage III

The Chena Riverwalk is on the Policy Board agenda as an ‘open action item’ for the Board to provide direction on next steps for the project in regard to design, maintenance, and funding. Key topics to discuss and actions to consider are as follows:

- **Design** – the original design was an asphalt path on an embankment throughout the alignment with an estimated construction cost of \$1.7 million. The current design, however, is an embankment on either end of the path with a 1,378-ft elevated boardwalk through the floodplain with an estimated cost of \$7.1 million. The decision to include the boardwalk section was based on right-of-way constraints, proximity to the floodway, and public interest. Design of the boardwalk will require retention of a structural engineer and supporting geotechnical investigation, hydraulic analysis, and permitting activities. This work could also further explore design alternatives and permitting opportunities to try to reduce construction cost. How would the Board like to proceed with regard to the design and overall cost of the project?
- **Maintenance** – when the project was initiated in 2017 with Federal funds, the signed maintenance agreement was between the City of Fairbanks and Alaska Railroad under an ARRC Land Use Permit issued in 2014. Provided current right-of-way negotiations are for acquisition/purchase of the land, this permit will be obsolete/void and one of our local governments will need to sign a new maintenance agreement with the Alaska DOT&PF. By default, the portion of the path within the Peger Road right-of-way (Chena River bridge to Phillips Field Road) will be the State’s maintenance responsibility. However, the portion of the path along the riverfront is subject to discussion among all parties as to which is the most appropriate government entity to commit to the maintenance responsibility.
- **Funding** – when the project was initiated in 2017 with Federal funds, the non-Federal match for all project phases was programmed with State Legislative fund appropriations given to FMATS for general use on projects. Over the past 10+ years these funds have been used on a variety of projects and there is no longer a

sufficient fund balance to cover the construction phase on this project. The non-Federal match will therefore need to be covered by a new State match commitment and/or local government contributions. Though a variety of Federal funding sources (STP, TAP, CMAQ, CRP, etc) can be used for this project to cover the Federal portion, currently the largest bucket of available funding is CMAQ funds. By Alaska DOT&PF policy, the State covers the match for CMAQ funds. How would the Board like staff to proceed with programming Federal funding for this project in the Transportation Improvement Program (TIP) funding plan?

No action is required this month on the right-of-way phase for this project, but it will be a future action item in the coming months. The Policy Board has already approved the necessary funding in the TIP for the land acquisition option, and the Railroad Board of Directors recently approved sale of the land to Alaska DOT&PF. As requested by the Policy Board, however, this will be brought back to the Board for final authorization once negotiations have concluded.



❖ POLICY BOARD ❖

**Action Items
02.25.2026**

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

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

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

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

DocuSigned by:

0B7718E00CC647E

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

2/26/2026

Date



WALK, RIDE, & ROLL ADVISORY COMMITTEE

Meeting Agenda

Friday, March 13th, 2026, 2:00 – 3:00 PM

100 Cushman Street, Suite 205 (Key Bank Building)

To join the Zoom Meeting via computer, go to: www.fastplanning.us/keepup/zoom

Zoom Meeting Phone Number: 1 (253) 215-8782, enter Webinar ID: 835-5614-7547

1. Call to Order
2. Introduction of Members and Attendees
3. Approval of March 13th, 2026 Agenda
4. Public Comment Period
5. Business Item
 - a. Chena Riverwalk Phase III (**Action Item**)
6. Other Issues
7. Committee Member Comments
8. Adjournment

Next Scheduled Meeting: Thursday, March 26, 2026 | 5:00 – 7:00 P.M.

WRRAC Discussion Topics for Recommendations to Policy Board

March 13, 2026

SHORT RANGE (2023-2027)

FAST PLANNING PROJECTS

SR-3	Chena River Walk 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.
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The desired outcome of this Special Meeting is bulleted list of recommendations from the WRRAC to the Policy Board for the Chena Riverwalk Stage III project. Discussion topics for potential recommendations include, but are not limited to, the following:

Blue text is WRRAC's comments and recommendations from March 13th Special Meeting; vote on Motion to advance these to Policy Board was unanimously approved

1. Purpose and Need for Project

- Project has been supported by the community and local governments over the span of 40 years (see Resolutions attached)
- Provides a loop for people to walk, take families, grandparents, etc.
- Buys back ½-mile of riverfront from the Railroad for community use

2. Recently discussed Project Alternatives (Chena Landings Loop, Peger Road Bridge)

- Alternatives being solely considered based on the cost, not involving the consideration for public safety, desire for movement, enjoying the riverfront
- Phases I and II of the riverwalk were constructed in 2003 and 2009; this is an integral part of finishing the next Phase (III) of the riverwalk; there is another Phase (IV) after this project that this directly supports
- Urge to not recommend alternatives that channel people along Phillips Field Road for recreational and commuting purposes
- The current project is an excellent alternative for when the Peger Road bridge undercrossing is flooded; when traveling from University towards downtown, this would be the preferred route, and would keep some traffic off the southside path along Pioneer Park (different users/paces, would reduce user conflicts)

3. Design and Cost Considerations for Current Preferred Alternative

- Support the path and boardwalk being 12-ft wide as currently designed
- Considering issuing a vendor RFP for prefabricated sections of the boardwalk (metal grated walkway w/ railing) to reduce costs
- Support helical pile foundation for boardwalk, which prefabricated sections could be delivered to Fairbanks and placed on
- Consider metal surface options for bike tires, which might be slippery when wet/icy
- Consider adding access points along riverwalk down to the river's edge
- Worth looking at supports for stairs at UAF; what maintenance have they had to do on the metal stair boardwalk
- Path along east side of Peger Road could eliminate need for Peger Road bridge undercrossing

4. What entity(ies) should take on Maintenance Responsibilities

- DOT is a given for maintenance responsibility for portion of path along Peger Road; City already has maintenance responsibility for pedestrian bridge at Pioneer Park; FNSB should be maintenance authority for riverwalk portion of path
- If the FNSB takes this on, they should be part of the design team for maintenance concerns, etc.
- The cost of building something isn't the whole cost; let's make the project something that will require less maintenance in the long term, it will be easier to garner a commitment if they know they aren't inheriting something that might be a nightmare
- Boardwalk might be cheaper in the long run due to pavement degradation and erosion from river
- Metal is best option for boardwalk
- Is there enough ROW along Peger Road to set the path back so snowplowing activity doesn't obscure the path

5. Considerations for Federal Funding Type and Match Commitment

- Defer to Jackson

6. Right-of-Way Acquisition of Riverfront

- Important to restore community ownership of riverfront that could be used for public use/recreation

- Will make the lots more valuable for the Railroad to sell/lease for businesses that want to build on lots; could be a huge driver and economic impact could be significant

7. Due Diligence and Public Process

- The path on the south side of the river is one of the highlights of our town; adding to the quality of life for residents and visitors alike is a priority here and completing *this project that already contributes so much* to the above should be a priority

8. Consistency with Local Plans

- Project has been in Chena Riverfront Plan for decades, which also supports the Comprehensive Plan
- Project has long been included in FMATS/FAST Planning long-range Metropolitan Transportation Plan and Non-Motorized Plan
- Project directly supports Vision of Pioneer Park Master Plan (“expanding the relationship with the Chena River” + connectivity)
- Statewide Comprehensive Outdoor Recreation Plan cites loops and strolling and highly participated in activities that align with this project completion

Recommendation from WRRAC for Next Steps: Go through with the land purchase, move forward on design criteria and costs, **DO IT**. Not concerned about the price tag and we need more opportunities for movement like this in the community.

Chena Riverwalk Stage III

Local Government Resolutions & Related Correspondence

1987 - 2021

By: Juanita Helms
 Howard "Buzz" Otis
 Introduced: 10/08/87
 Amended: 10/08/87
 Adopted: 10/08/87

RESOLUTION NO. 87-099

**A RESOLUTION REGARDING LOCAL PUBLIC INTEREST IN
 ALASKA RAILROAD LAND LOCATED ALONG
 THE NORTH BANK OF THE CHENA RIVER**

WHEREAS, the Alaska Railroad Corporation recognizes the potential importance of some of its lands to local municipalities through its definition of "High Public Interest Lands" as a part of the leasing procedures for Alaska Railroad lands; and

WHEREAS, the Fairbanks North Star Borough, the City of Fairbanks and private citizens are considering long term riverfront enhancements to the Chena River that could involve Alaska Railroad lands along the north bank of the Chena River; and

WHEREAS, the possibility of Alaskaland expanding across the river exists in the future; and

WHEREAS, the potential conflicting commercial and industrial development on the north bank of the Chena River may be detrimental to the long range development of the community enhancements along both sides of the river.

NOW, THEREFORE BE IT RESOLVED, that the Alaska Railroad be requested to classify that portion of Government Lots 4 and 5, Section 9, T. 1 S., R. 1 W., F.M., which lie south of an east-west line originating at the intersection of Peger Road and the north bank of the Chena River together with a strip of land 200 feet in width contiguous and parallel to the north bank of the Chena River where ever possible within Government Lots 2, 3, 4, and 5 and the NE $\frac{1}{4}$ of the NW $\frac{1}{4}$ of Section 9, T. 1 S., R. 1 W., F.M., as High Public Interest for future riverfront recreational development.

BE IT FURTHER RESOLVED, that the Fairbanks North Star Borough Assembly and Administration appreciate the opportunity to register public interest in Alaska Railroad lands.

PASSED AND APPROVED THIS 8TH DAY OF OCTOBER, 1987.



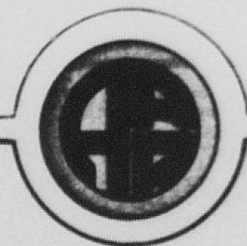
Presiding Officer

ATTEST:



Clerk of the Assembly

ALASKA RAILROAD CORPORATION



P.O. Box 107500 • Anchorage, Alaska 99510-7500

May 29, 1990

MAYOR'S OFFICE

JUN 04 1990

RECEIVED

The Honorable Juanita Helms
Mayor
Fairbanks North Star Borough
P. O. Box 1267
Fairbanks, AK 99707

Dear Juanita,

Re: Chena River Greenbelt Park

For many years, management of the Alaska Railroad Corporation (ARRC) has been aware of concern by the Fairbanks community and local government about development along the Chena River on property owned by the ARRC. The ARRC, as you are aware, has a proposal involving the development of a large parcel situated on the Chena River for a hotel site. We have held public hearings and communicated directly with you on this development. The major input we have received is that the river frontage needs to be preserved as much as possible and use of it should be for the benefit of the entire community.

Management and the Board of Directors recognize the importance of ARRC's participation within each railbelt community. ARRC is in complete agreement that any development along the river needs to be done so as to assure preservation of the river frontage for greenbelt, trails, and appropriate public amenities.

Toward this end, the ARRC proposes that its staff and consultants prepare an overall conceptual master plan for development of the parcel containing approximately eighty acres and generally bounded by Pagar Road, Phillips Field Road, and the Chena River up to the sewer pump station on Phillips Field Road. This plan, with input from your staff, will identify specific property that is to be retained for greenbelt, trails, and appropriate public amenities.

To assure the public purpose is achieved, the ARRC proposes to transfer control to the Fairbanks North Star Borough those areas along the river designated for greenbelt, trails, and public amenities by entering into a rent-free, long-term ground lease for this property consistent with ARRC's public entity lease policy. The lease document will include an intent clause to provide guidance for future development of this property for trails, river crossings, public access to the river, and other such amenities.

The Honorable Juanita Helms
May 29, 1990
Page Two

Additionally, we would like to make a presentation to the Borough Assembly about the proposed development and park areas. We would ask that time be made available at the Assembly meeting scheduled for June 28.

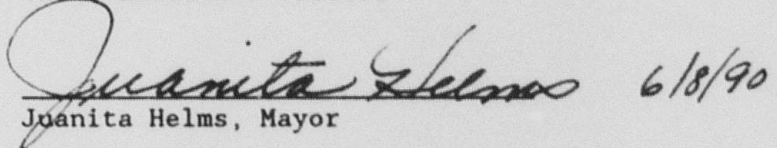
By signature below, we request that you and the Fairbanks North Star Borough accept the above proposal and agree to enter into a rent-free, long-term lease consistent with ARRC Public Entity Lease Policy for the greenbelt and park areas to be identified in the conceptual master plan.

Sincerely,



F. G. Turpin
President and Chief Executive Officer

Concurrence:


Juanita Helms, Mayor

cc: M. J. Yetter, Vice President/Finance
P. L. Cowart, Manager/Real Estate

* Master Plan development will fully involve Borough staff in the planning process. JH.

ALASKA RAILROAD CORPORATION

P.O. Box 107500 • Anchorage, Alaska 99510-7500

July 19, 1993

The Honorable Jim Sampson
 Mayor
 Fairbanks North Star Borough
 P.O. Box 71267
 Fairbanks, Alaska 99707-1267

MINUS 63 63116

JUL 22 1993

RECEIVED

Real Estate Office	Info	Action
City of Anchorage		
State Accountant		
Real Estate Office		
(907) 265-2465		
Gen. Plan		
Gen. Servs		
Gen. Svcs		
Legal		
Library		
Parks & Rec		
Prog. Mgt		
Public Works		
Transit		

Dear Mayor Sampson:

Thank you for meeting with Mark Hickey and myself last week. Your continual interest and support for projects related to improving the Chena River area is appreciated.

As we discussed, the Department of Transportation and Public Facilities (DOT&PF) recently initiated a new planning process to develop a Statewide Three-Year Capital Improvement Program. A portion of this program will describe the department's proposal for expanding all federal aid highway funds over the next three fiscal years, including those relating to the transportation enhancement category.

Based on discussions with your staff and regional DOT&PF personnel, the proposed project to construct a trail system and accompanying pedestrian crossing of the Chena River near Alaskaland and the Alaska Railroad's 80-acre undeveloped tract can be ready for construction by fiscal year (FY) 1995. As a result, we respectfully request your endorsement that this proposal be included within the DOT&PF's new Three-Year Plan as a FY 1995 expected construction project.

Although more specificity will be know regarding project scope and costs following completion of the location study, there should not be any difficulty in developing a general scope and cost estimate for planning purposes now. On the basis of the planning efforts by the Chena Riverfront Commission, the scope should include construction of trails on both sides of the river encompassing the railroad's 80-acre tract and the riverbank adjacent to Alaskaland and the Carlson Center complex, as well as the pedestrian crossing of the Chena. An initial cost estimate of \$800,000 should serve as a reasonable, ballpark figure for planning purposes.

The railroad has consistently acknowledged since discussions first started well over a year ago that this project will enhance our ability to market our property and expedite development of the 80-acre tract. In recognition of those benefits, the railroad

The Honorable Jim Sampson
July 19, 1993
Page Two

has agreed to provide the land needed for the trail system for only a small administrative fee, and accept the ongoing maintenance responsibility for the bridge and the portion of the trail system site on the 80-acre parcel. In addition, the railroad's efforts to attract tourism-related development will result in meaningful investment, employment and tax benefits for Fairbanks.


There are considerable benefits to be enjoyed by the Fairbanks North Star Borough and the general Fairbanks community from this project as well. The Chena River through the greater Fairbanks area stands as an untapped resource. A planned, comprehensive development of this valuable asset to enhance the recreational and related tourism potential will provide real benefits. Alaskaland and the Carlson Center are two, important borough enterprise activities. Positive revenue benefits should accrue to both facilities from this project and the accompanying proposed development of the railroad's 80 acres.

It is also worth note that considerable support exists for the project. This includes the Chena Riverfront Commission, regional DOT&PF officials, Carlson Center management personnel, and University of Alaska officials. In addition, the Fairbanks North Star Borough has formerly endorsed a comprehensive trail system enhancement project along the Chena River in Resolution 92 048.

Timely completion of the location study will be essential to initiate construction within FY 1995. Based on an informal discussion with borough staff, we understand the current timetable is to request completion of the location study using outside consulting assistance by January 1995. While we recognize there is a need to be thorough with this work given the comprehensive approach envisioned, it would appear feasible to complete this work on a slightly quicker timetable. Accordingly, we also wish to request your assistance in expediting performance for the location study to allow construction of the proposed improvements by early summer of 1995 at the latest.

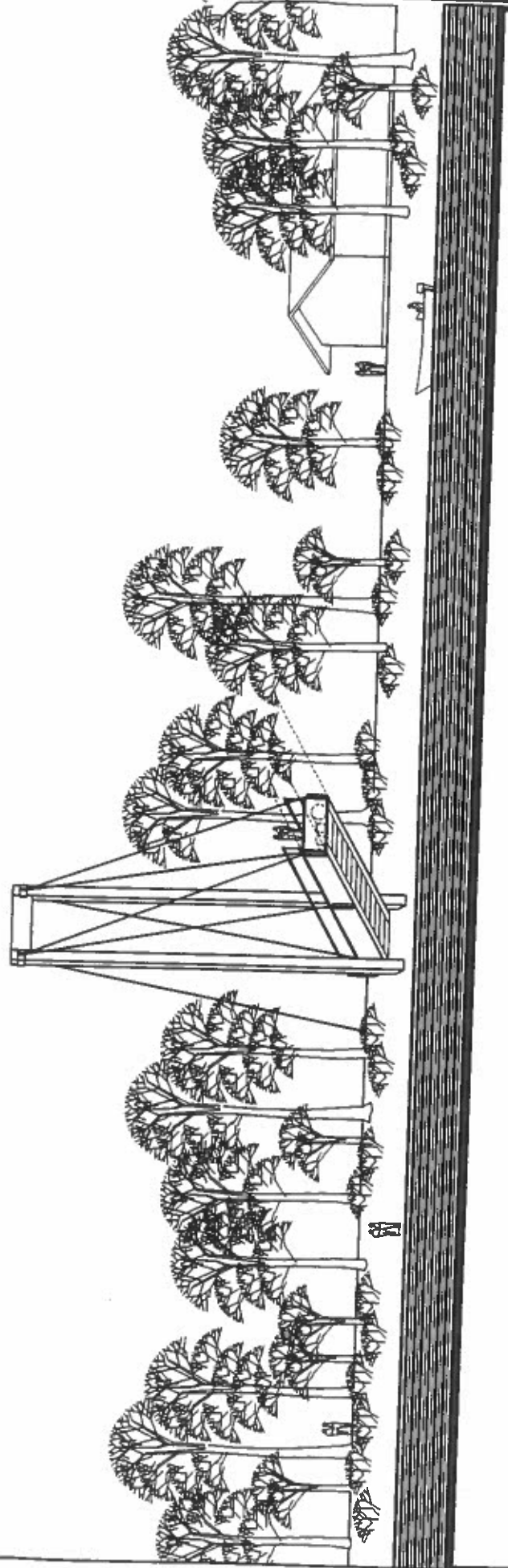
Thank you again for your time and continuing support of this work. If there are any questions regarding this letter please do not hesitate to call me at 265-2478.

Sincerely,



William H. Oldham
Manager, Real Estate

ALASKA RAILROAD
CORPORATION
CHENA RIVER
DEVELOPMENT

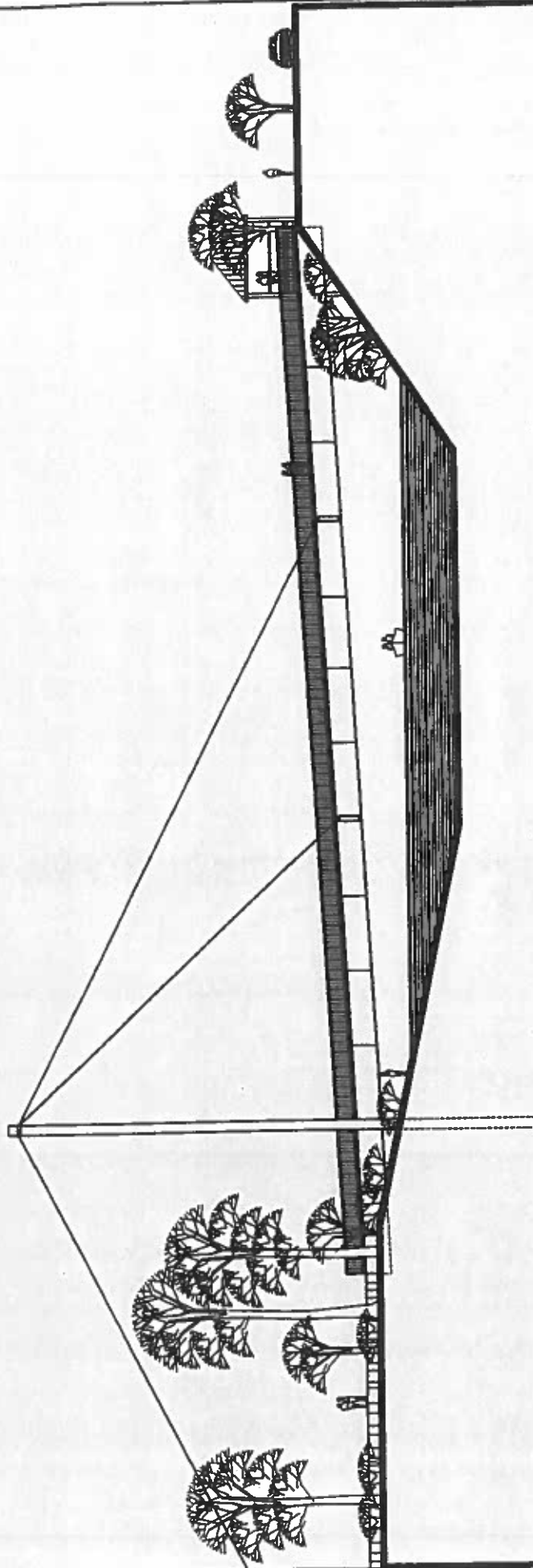


BRIDGE SECTION
0 5 10 20 30 FEET
1" = 10'

ALASKA RAILROAD CORPORATION
ARCHITECTURAL DEPARTMENT
1000 EAST 10TH AVENUE
ANCHORAGE, ALASKA 99501

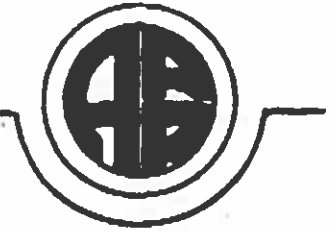
CHENA RIVER DEVELOPMENT
Alaska Railroad Corporation
PO Box 67500
Anchorage, Ak
Page 33

**ALASKA RAILROAD
CORPORATION
CHENA RIVER
DEVELOPMENT**



BRIDGE ELEVATION
0 5 10 20 30 FEET
1" = 10'

ALASKA RAILROAD CORPORATION



Corporate Address: P.O. Box 107500, Anchorage, Alaska 99510
327 W. Ship Creek Avenue, Anchorage, Alaska 99501

REAL ESTATE OFFICE
Telephone: (907)265-2465
Facsimile: (907)265-2439

March 15, 1994

The Honorable Jim Sampson
Mayor
Fairbanks North Star Borough
P.O. Box 71267
Fairbanks, Alaska 99707-1267

Dear Mayor Sampson:

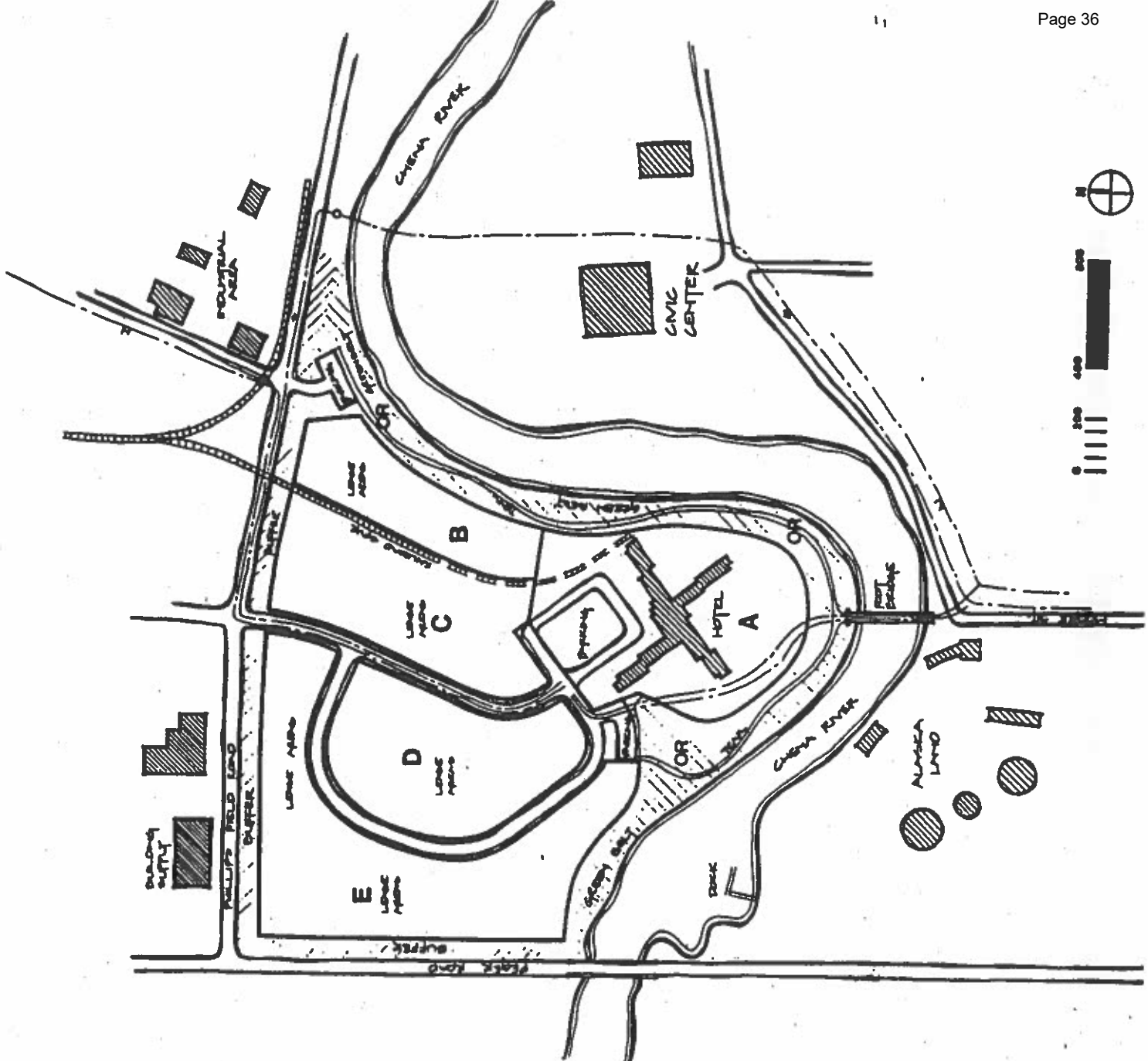
The Alaska Railroad Corporation (ARRC) is moving forward with the tourism oriented development of the parcel of land on the north side the Chena River at the intersection of Phillips Field and Peger Roads. DOT&PF's Statewide Three Year Capital Improvement Program includes a project to construct a trail system and accompanying pedestrian crossing of the Chena River on this parcel of land. ARRC recognizes this trail and pedestrian crossing will enhance our property and encourage the development of the eighty acres. In recognition of those benefits the Railroad will ensure land is available for the construction of the trail at no cost to the community. ARRC will dedicate land utilizing a Public Use Permit for a term equal to the economic life of the trail. In addition, ARRC will accept the ongoing maintenance responsibility for the bridge and the portion of the trail system sited on the eighty acre development.

The Railroad appreciates the Borough's support for both the trail project and the development of the eighty acres of land. If I can be of any further assistance, please call me at 265-2478.

Sincerely,

William H. Oldham
Manager Real Estate

cc: Merritt R. Helfferich
Chairman - Chena Riverfront Commission

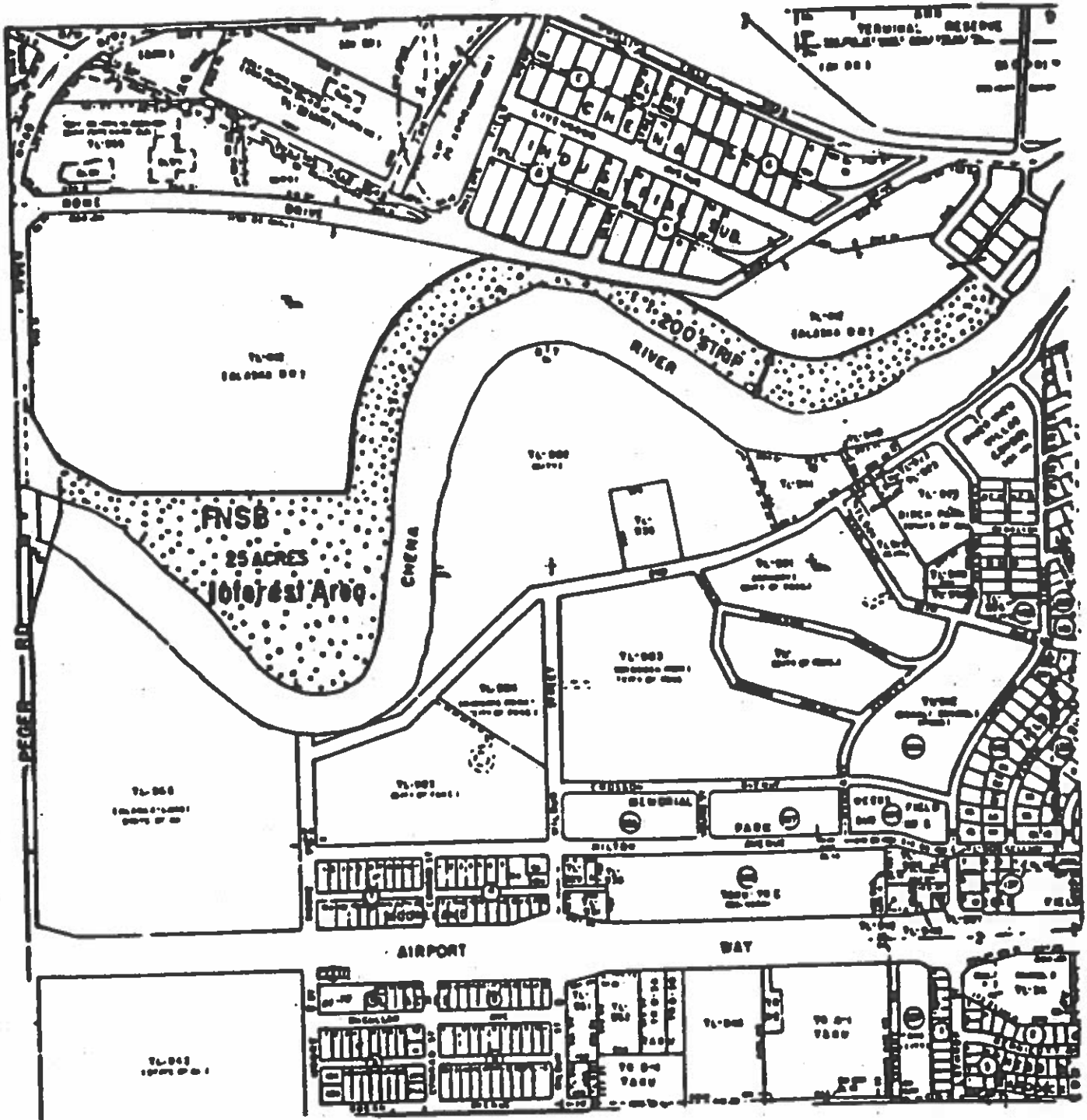


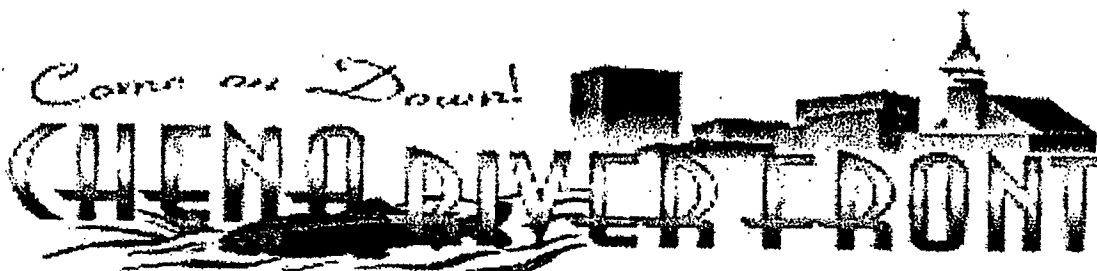
- A** 12 ACRES
1000 sq ft building
- B** 12 ACRES
Temporary and portable structures only. Streets, water, sewerage, utility facilities, lights and other needs.
- C** 14 ACRES
Large main office and main 175,000 sq ft office building.
- D** 11 ACRES
Main office building, 200,000 sq ft office building, 11,000 sq ft parking garage.
- E** 14 ACRES
Site and 200 sq ft office and other. 120,000 sq ft office building, 11,000 sq ft parking garage.
- OR** 11 ACRES
Office building with special features.
- ///** 11 ACRES
Landscape driver.



87-099

DERIVED FROM BASE MAP 3118





*City of Fairbanks/ Fairbanks North Star Borough
Joint Chena Riverfront Commission*

**A RESOLUTION REGARDING THE BIKE PATH / PEDESTRIAN WALKWAY ALONG
THE NORTH SIDE OF THE CHENA RIVER**

Resolution #2006-2

WHEREAS, the Chena Riverfront Commission is a joint commission of the City of Fairbanks and the Fairbanks North Star Borough and is charged with the on-going development and support of the adopted Chena Riverfront Plan to guide and foster development of the riverfront; and

WHEREAS, a policy contained in the unanimously adopted Chena Riverfront Plan is to "encourage public and private partnerships that facilitate appropriate access to, on, and along the river," and objectives included in the plan are to "Develop year-round transportation and design linkages to connect riverfront attractions to other nearby attractions with emphasis on the downtown core area," and to "Use public land resources and facilities to enhance river-oriented business opportunities"; and

WHEREAS, the Chena Riverfront has been and will be a focal point for the residents of the City of Fairbanks and Interior Alaska as well as visitors; and

WHEREAS, bike and pedestrian pathways should be designed to link people with cultural resources, businesses, and recreation features throughout our community while promoting environmental restoration, business development, and tourism; and

WHEREAS, the bike path in the current DOT&PF Phillips Field Road Project conceptual design runs directly adjacent to Phillips Field Road and does not yet recognize these community values; and

WHEREAS, with the improvements contained within the Conceptual Master Plan presented by Festival Fairbanks, beginning at Peger Road and ending at the Fairbanks North Star Borough building on the north side of the Chena River and ultimately connecting to the William Ransom Wood Centennial Bridge, Fairbanks will finally realize our "Golden Heart Chena River Walk," a lasting tribute to the 50th Anniversary of Statehood being celebrated in 2009; and

WHEREAS, most recently Festival Fairbanks has been working to restore the south side of the Chena riverbank where to date they have replaced three overlooks near the Cushman Street Bridge and the Fairbanks Convention and Visitors Bureau, created seven flower beds, three major overlooks, and a rest area between Cushman Street and the Aurora Power plant. This construction represents an investment of more than \$1,000,000 with funding provided by corporate, foundation, and private sector funds; and

WHEREAS, construction has continued during the summer of 2006 with the addition of landscaping in front of the Aurora Energy Power Plant and additional amenities and decorative fencing continuing to Lathrop Street on First Avenue;

NOW THEREFORE BE IT RESOLVED that the Chena Riverfront Commission does strongly support the Festival Fairbanks Conceptual Master Plan for the development of a pedestrian walkway and bike path on the north side of the Chena River from Peger Road to the William Ransom Wood Centennial Bridge; and

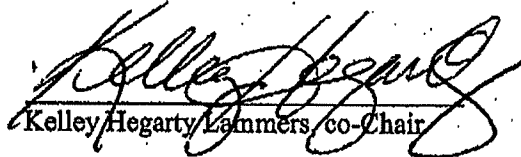
BE IT FURTHER RESOLVED that the public would benefit from and realize a net savings by the merger of public and private funding resources to design and build one collaborative bike path along the river's edge; and

BE IT FURTHER RESOLVED that the Chena Riverfront Commission supports construction of the Phillips Field Road project pedestrian walkway and bike path no further than 10-to-20 feet from the normal high water mark of the Chena River as presented in the Festival Fairbanks Conceptual Master Plan (attached), which has already taken into consideration the existing built environment, floodplain boundaries, and other natural environmental constraints.

Passed and approved this 11th day of September, 2006.

CHENA RIVERFRONT COMMISSION


Cameron Leonard, co-Chair


Kelley Hegarty Lammers, co-Chair

cc: Steve Thompson, Mayor, City of Fairbanks
Jim Whitaker, Mayor, FNSB
City Council members
FNSB Assembly members

By:	Hank Bartos
Introduced:	09/23/10
Amended:	09/23/10
Adopted:	09/23/10

FAIRBANKS NORTH STAR BOROUGH

RESOLUTION NO. 2010 - 44

A RESOLUTION BY THE ASSEMBLY OF THE FAIRBANKS NORTH STAR
BOROUGH TO ESTABLISH AS A LEGISLATIVE PRIORITY, THE TRANSFER OF
PARCELS OF ALASKA RAILROAD LAND, SUBJECT TO ANY EXISTING LEASES, TO
THE FAIRBANKS NORTH STAR BOROUGH

WHEREAS, on February 25, 2010 the Fairbanks North Star Borough passed Resolution NO. 2010-10 requesting the Alaska Legislature to transfer parcels of Alaska Railroad land to the Fairbanks North Star Borough; and

WHEREAS, most land adjacent to the Chena River is already in private ownership and unavailable for public use; and

WHEREAS; most of the remaining public land adjacent to the Chena in the City of Fairbanks is located between Cushman Street and Peger Road and is owned by the Alaska Railroad; and

WHEREAS; the Fairbanks North Star Borough wishes to expand the availability and use of the public waterfront property in the City of Fairbanks; and

WHEREAS; the land requested from the State is mostly vacant and is not essential for present or future railroad operations; and

WHEREAS; cities throughout the United States with riverfront property have redeveloped their riverfronts to boost year around businesses and tourism; and

WHEREAS; the Borough wishes to provide a permanent home for the world class Ice Park and expand Pioneer Park which has outgrown available space; and

WHEREAS; this necessary transfer would allow ventures on both sides of the Chena River to expand and attract tourism year around; and

WHEREAS; the acquisition of this state owned land would provide the borough the stimulus to redevelop an industrial eyesore into a riverfront that would provide new ventures and jobs; and

46 WHEREAS; Alaska Statute Section 42.40.285 allows the Legislature to
47 exchange, donate, sell or otherwise convey the railroads interest in land; and
48

49 WHEREAS; The Alaska Railroad, with legislative approval, has previously
50 transferred land to several communities; and
51

52 WHEREAS; the Fairbanks North Star Borough has land along the Flood Control
53 Levy and in South Fairbanks that the Alaska Railroad needs to realign the railroad that
54 can be exchanged for the referenced land; and
55

56 WHEREAS; This transfer of land can be accomplished at little or no cost to State
57 of Alaska and the Fairbanks North Star Borough; and
58

59 WHEREAS; the Fairbanks North Star Borough desires to establish their
60 legislative priorities at an early date for public comment.
61

62 NOW THEREFORE BE IT RESOLVED, that the Assembly of the Fairbanks
63 North Star Borough, as a legislative priority, respectfully requests the Alaska Legislature
64 to transfer the referenced land, subject to existing leases, from the Alaska Railroad to
65 the Fairbanks North Star Borough.
66

67 BE IT FURTHER RESOLVED, that copies of this resolution shall be sent to the
68 Honorable Governor Sean Parnell, the Alaska Legislature, the Alaska Railroad Board of
69 Directors, the City of Fairbanks and the Greater Fairbanks Chamber of Commerce.
70

71 PASSED AND APPROVED THIS 23rd DAY OF SEPTEMBER 2010.
72

Mike Musick

Mike Musick
Presiding Officer

ATTEST:

Nanci A. Ashford, CMC

Nanci A. Ashford, CMC, Deputy Clerk
Acting for Mona Lisa Drexler, MMC
Borough Municipal Clerk

73
74 Ayes: Brown, Howard, Beck, Blanchard II, Bartos, Want, Sattley, Musick
75 Noes: None
76 Excused: Winters

Introduced by: Mayor Cleworth
Introduced: December 13, 2010

RESOLUTION NO. 4450

**A RESOLUTION SUPPORTING THE NOMINATION OF AN FMATS
TRANSPORTATION IMPROVEMENT PROGRAM PROJECT FOR
PHASE III OF THE CHENA RIVER WALK**


WHEREAS, Phase I and II of the project, which consists of the existing Chena River Walk on the south side of the river from Cushman Street Bridge to Pioneer Park, is fully completed, is a significant downtown attraction for winter and summer recreation by local residents and seasonal tourists, and fosters economic development in the downtown core area.

WHEREAS, Phase I, II and III of the project were coordinated by Festival Fairbanks and completed by local designers who have donated approximately \$25,000 in engineering and landscape design effort; and

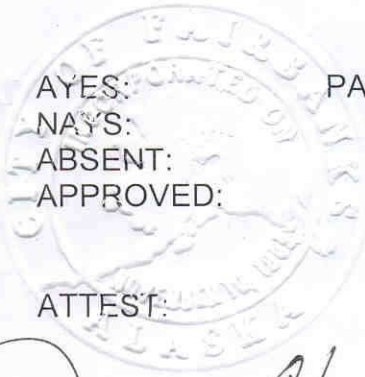
WHEREAS, Phase III of the Chena River Walk includes expansion of the facility to the north side of the river

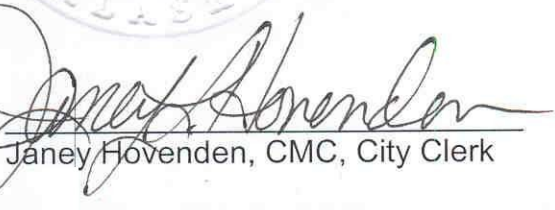
NOW, THEREFORE, BE IT RESOLVED by the City Council that it supports the nomination of an FMATS Transportation Improvement Program project for Phase III of the Chena River Walk.


PASSED AND APPROVED AND EFFECTIVE THIS 13TH DAY OF DECEMBER, 2010


Jerry Cleworth, City Mayor

AYES: PASSED and APPROVED without objection
NAYS:
ABSENT:
APPROVED:



ATTEST:

Janey Hovenden, CMC, City Clerk

APPROVED AS TO FORM:

Paul Ewers, City Attorney

Introduced by: Mayor Cleworth
Introduced: February 14, 2010

RESOLUTION NO. 4456

**A RESOLUTION ENCOURAGING THE ALASKA LEGISLATURE TO
TRANSFER PARCELS OF ALASKA RAILROAD LAND, SUBJECT TO ANY
EXISTING LEASES, TO THE FAIRBANKS NORTH STAR BOROUGH
THROUGH A LAND EXCHANGE OR OTHER METHOD**

WHEREAS, the Alaska Railroad, with legislative approval, has previously transferred land to several communities; and

WHEREAS, Alaska Statute Section 42.40.285 allows the legislature to exchange, donate, sell or otherwise convey the railroad's interest in land; and

WHEREAS, the Fairbanks North Star Borough has adopted Resolution No. 2010-44 addressing the lands adjacent to the Chena River, which would be ideal for public use; and

WHEREAS, the City of Fairbanks has nominated the Chena River Walk as an FMATS transportation improvement program project which encompasses this area; and

WHEREAS, this Resolution only pertains to the land adjacent to the Chena River between Cushman Street and Peger Road owned by the Alaska Railroad.

NOW, THEREFORE, BE IT RESOLVED that the City Council supports Borough Resolution No. 2010-44 and respectfully requests the Alaska Legislature to consider a transfer of property to help accomplish this community goal.

PASSED and APPROVED this 14th day of February, 2011.



JERRY CLEWORTH, MAYOR

AYES: PASSED and APPROVED on the Consent Agenda
NAYS:
ABSENT:
APPROVED: February 14, 2011

ATTEST:

APPROVED AS TO FORM:



JANEY HOVENDEN, CMC, City Clerk



PAUL J. EWERS, City Attorney

Introduced By: Mayor John Eberhart
Date: January 6, 2014

RESOLUTION NO. 4604

A RESOLUTION AUTHORIZING THE CITY TO ACCEPT A LAND USE PERMIT FROM THE ALASKA RAILROAD CORPORATION TO CONSTRUCT AND MAINTAIN A PEDESTRIAN/BICYCLE PATH ON RAILROAD PROPERTY

WHEREAS, Fairbanks General Code Section 70-134 states, "The City shall neither accept legal title to nor assume the maintenance or improvement obligation of any new street, public or private, or other thoroughfare in the City except upon the express approval of the City council by resolution"; and

WHEREAS, the City of Fairbanks ("City") applied for a Land Use Permit ("Permit") from the Alaska Railroad Corporation ("Railroad") to construct two segments of pedestrian/bicycle path ("Path") totaling 5,500 linear feet and associated improvements on the north bank of the Chena River on Railroad property; and

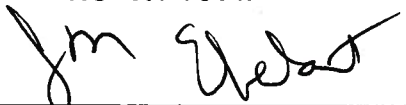
WHEREAS, the Permit requires the City to be ultimately responsible for maintenance of the Path once constructed, though the City may enter into separate agreements with other entities to perform the maintenance on the City's behalf; and

WHEREAS, the Permit additionally requires the City to take ownership of the existing pedestrian bridge over the Chena River at Pioneer Park, which is currently owned by the Railroad and will become part of the new Path; and

WHEREAS, four hundred thousand dollars (\$400,000) has already been secured from the Fairbanks Metropolitan Area Transportation System Policy Committee to design the Path.


NOW, THEREFORE, BE IT RESOLVED that the Mayor is authorized to accept and sign the Permit in accord with the terms stated herein.

PASSED AND APPROVED THIS 6TH DAY OF JANUARY 2014.

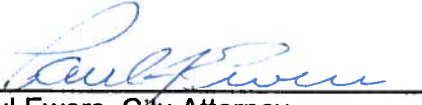


JOHN EBERHART, MAYOR

AYES: Anderson, Matherly, Staley, Eberhart
NAYS: Gatewood
ABSENT: Walley, Hilling
APPROVED: January 06, 2014

ATTEST:


Janey Howenden, CMC, City Clerk

APPROVED AS TO FORM:


Paul Ewers, City Attorney



February 7, 2011

The Honorable Joe Thomas
Alaska State Senate
120 4th Street, State Capitol Room 514
Juneau, AK 99801

EXECUTIVE OFFICE

TEL 907.265.2403
FAX 907.265.2312

RE: Chena River Trail Permit

Dear Senator Thomas:

During a recent meeting you requested the Alaska Railroad Corporation (ARRC) consider a proposal to issue a permit for ARRC land along the Chena River to be used as an enhancement to the Fairbanks community's trail system.

In discussing this concept with the ARRC Management, we believe it to be an excellent idea. Although I have discussed this informally with several Board members individually; next week I will request the full Board approve the concept. This would allow for a long term permit of a trail and greenbelt from Peger Road to the area where Phillips Field Road narrows. We feel this would complement our property in the Chena Landings area and provide visitors and residents alike an opportunity to enjoy the riverfront.

We have indicated our support for a trail permit to Mayor Hopkins, Mayor Cleworth and Michelle Roberts at Festival Fairbanks. Because the permit would be long term in nature, it would be subject to public notice and comment. This would qualify as a public use permit and we believe could be issued sometime this year and hopefully at no cost to the community.

This letter should serve as the Alaska Railroad's commitment to moving this proposal forward. Please feel free to contact me if you need further information.

Best regards,

John Binkley
Chairman



November 13, 2019

Robert H. Pristash, P.E.
City of Fairbanks
800 Cushman Street
Fairbanks, AK 99701

Re: Chena Riverwalk Phase III, Non-Motorized Vehicle Trail Path

Dear Robert Pristash,

The Chena Riverfront Commission is a joint City of Fairbanks / Fairbanks North Star Borough commission. The Chena Riverfront Commission plan calls for more public paths along the Chena River. The language in our adopted plan calls for recreational opportunities on and along the Chena River and to create and enhance physical and visual access to the river for all people through pedestrian friendly riverfront corridors.

The non-motorized vehicle trail path from Peger Road to the pedestrian bridge across the Chena River has three areas for pedestrians to rest and lookout on the Chena River. Educational boards can also be displayed in these areas. The pathway proposed by City of Fairbanks in Chena Riverwalk Phase III meets both of these needs very well. In addition, it improves public safety for pedestrians and cyclists along Peger Road that is often used by these non-motorized users.

For these reasons, the Chena Riverfront Commission hereby advises the Fairbanks North Star Borough Assembly and the City of Fairbanks that it supports that City of Fairbanks plan for the Chena Riverwalk Phase III non-motorized vehicle trail path.

This is a much needed project and does, in fact, have our support.

Sincerely,

A handwritten signature in blue ink that reads "Buki Wright". The signature is fluid and cursive, with a long horizontal line extending from the end of the name.

Buki Wright
Chair

Fairbanks North Star Borough
Chena Riverfront Commission

Cc: Mayor Bryce Ward, FNSB
Mayor Jim Matherly, COF



March 2, 2021

Dear Mayor Ward, Mayor Matherly, Borough Assembly members, & City Council members,

The Chena Riverfront Commission was recently informed the Alaska Railroad Corporation (ARRC) Board of Directors has decided to not proceed with the Chena Riverwalk project at this time in consideration of potential future land sales, leases, and development of the Chena Landings Subdivision. This project has long been supported by the Chena Riverfront Commission, Borough Assembly, and City Council for over 30 years, and we ask that you show your continued support and help engage in the conversation with ARRC on how we can make the project compatible with their interests in development of the subdivision.

The City of Fairbanks Engineering Department and Alaska Department of Transportation & Public Facilities are in the final design phase of the Chena Riverwalk project, and Fairbanks Area Surface Transportation (FAST) Planning has programmed \$1.7 million in federal funding for construction in 2022. Time is of the essence to secure a long-term land interest on ARRC's property to finish the design and right-of-way negotiations to get the project out to bid in the next 12 months, and we do not want to risk losing this construction funding opportunity for the Community.

The Chena Riverfront Commission again encourages both Mayors, the Borough Assembly, and the City Council to show your continued support for the Chena Riverwalk project and help engage in the conversation with ARRC. This may be accomplished by Resolution or letters to the ARRC Board, testimony at one of their future Board meetings, or any other means you deem appropriate. The Commission thanks you in advance for your consideration of this request. If you have any questions or need any additional information, please contact me at buki.wright@fnsb-bc.us or Jackson Fox at FAST Planning at jackson.fox@fastplanning.us.

Sincerely,

for  Annette Tubinger, Vice-Chair

Buki Wright, Chair
Chena Riverfront Commission

By: Bryce J. Ward, Mayor
Referred to the Chena
Riverfront Commission: 03/25/2021
Introduced: 04/22/2021
Adopted: 04/22/2021

FAIRBANKS NORTH STAR BOROUGH

RESOLUTION NO. 2021 – 10

A RESOLUTION ENCOURAGING CONTINUED WORK ON THE CHENA RIVERWALK
PHASE III PROJECT AND CONSIDERATION FROM THE ALASKA RAILROAD
CORPORATION TO GRANT A LONG-TERM LAND INTEREST FOR THE PROJECT

WHEREAS, The Fairbanks North Star Borough (Borough) has been working with the State of Alaska, City of Fairbanks, and Alaska Railroad Cooperation (ARRC) since the late 1980’s to construct a Riverwalk on the North side of the Chena River; and

WHEREAS, The Chena Riverfront Commission is a joint Commission of the Borough and City of Fairbanks charged with, “planning and fostering the development of riverfront property along the Chena River;” and

WHEREAS, The Borough has adopted a Chena Riverfront Plan as an element of the Borough Regional Comprehensive Plan; and

WHEREAS, The Chena Riverfront Plan states, “Construct new paths along, above, and as close as possible to the riverbank in order to take full advantage of river views;” and

WHEREAS, In 1987, the Borough Assembly passed Resolution 87-099 requesting “local public interest in Alaska Railroad Land located along the North Bank of the Chena River;” and

WHEREAS, In 1990, the ARRC offered in a letter to the Borough, “to transfer control to the FNSB this area along the river designated for greenbelt, trails, and public amenities by entering into a rent-free, long-term ground lease for this property” which was accepted by the signature of Borough Mayor Juanita Helms, but never transferred; and

WHEREAS, In 1993, the ARRC stated in a letter to the Borough they, “agreed to provide the land needed for the trail system for only a small administrative fee and accept the ongoing maintenance responsibility for the bridge and the portion of the trail system site on the 80-acre parcel;” and

44 WHEREAS, In 1994, the ARRC restated this commitment in a letter to the
45 Borough with, "...the Railroad will ensure land is available for the construction of the trail
46 at no cost to the community..." and "ARRC will accept the ongoing maintenance
47 responsibility for the bridge and the portion of the trail system site on the 80-acre parcel;"
48 and

49
50 WHEREAS, From 1994 to 2006, the project did not make substantial
51 progress due to lack of construction funding, but the effort was renewed with
52 development of a Conceptual Master Plan by Festival Fairbanks and the Chena Riverfront
53 Commission passed Chena Riverfront Resolution 2006-2 "...strongly support[ing] the
54 Festival Fairbanks Conceptual Master Plan for the development of a pedestrian walkway
55 and bike path on the north side of the Chena River from Peger Road to the William
56 Ransom Wood Centennial Bridge;" and

57
58 WHEREAS, In 2010, the Borough and City of Fairbanks, respectively, passed
59 Resolutions 2010-44 and 4456 encouraging the Alaska Legislature to transfer the parcels
60 of ARRC land to the Borough; and

61
62 WHEREAS, In 2011, the ARRC sent a letter to Senator Joe Thomas stating
63 their commitment and support for the project and offered to issue a long-term land use
64 permit at no cost to the community, and the City of Fairbanks applied for the permit; and

65
66 WHEREAS, In 2014, the ARRC granted a 5-year Land Use Permit and the
67 City of Fairbanks accepted its terms and conditions by Resolution, including the
68 maintenance responsibility for the path and ownership and maintenance responsibility for
69 the pedestrian bridge over the Chena River; and

70
71 WHEREAS, In 2014, the City of Fairbanks received State funds to initiate
72 design of the Chena Riverwalk Stage III project; and

73
74 WHEREAS, In 2017, the Fairbanks Metropolitan Area Transportation System
75 (FMATS) provided Federal funds to complete the design and construction of the project;
76 and

77
78 WHEREAS, During the design process it was realized by the City of
79 Fairbanks and Alaska Department of Transportation and Public Facilities (ADOT&PF) that
80 the permit was not adequate to meet Federal requirements for an investment in a public
81 transportation facility since a revocable, near-term permit (expiring January 31, 2019) is
82 not a secure land interest; and

83
84 WHEREAS, In July 2020, FAST Planning (formerly FMATS) sent a letter to
85 the ARRC Board of Directors summarizing the project's history and discussions with ARRC
86 over the past 30 years and requested a long-term interest in the land for the past as an

87 easement or long-term lease (preferably 50 years) at nominal or no cost to the
88 community; and

89
90 WHEREAS, The ARRC expressed concerns about the width of the footprint
91 needed for the project and the City of Fairbanks and ADOT&PF reduced the width to 20
92 feet and submitted new design drawings to the ARRC, but the ARRC Board of Directors
93 decided to, "...not proceed with the project at this time..." to watch development of the
94 subdivision over the next year; and

95
96 WHEREAS, The City of Fairbanks and ADOT&PF are in the final design phase
97 of the project and FAST Planning has programmed \$1.7 million in Federal funds for
98 construction of the project in 2022; and

99
100 WHEREAS, Time is of the essence to secure a long-term land interest on
101 ARRC's property to finish the design and right-of-way negotiations to get the project out
102 to bid in the next 12 months, and the Borough does not want to risk losing this
103 construction funding opportunity for the Community; and

104
105 WHEREAS, Expanding the Chena Riverwalk to the North side of the Chena
106 River is consistent with the Borough Comprehensive Plan and the Borough Chena
107 Riverfront Plan; and

108
109 WHEREAS, On July 28, 2020, the Borough Planning Commission voted to
110 approve Chena Riverwalk Stage III project as being consistent with the Borough Regional
111 Comprehensive Plan; and

112
113 WHEREAS, This project has long been supported by the Chena Riverfront
114 Commission, Borough Assembly, and City Council for over 30 years, and the Community
115 continues to support this project.

116
117 NOW, THEREFORE BE IT RESOLVED, that the Assembly of the Fairbanks
118 North Star Borough encourages all parties involved to continue working on securing a
119 long-term land interest from the ARRC for the Chena Riverwalk Phase III project to bring
120 the project to construction as soon as practical.

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ADOPTED THE 22ND DAY OF APRIL 2021.


Mindy O'Neall
Presiding Officer

ATTEST:


April Trickey, CMC
Borough Clerk

Yeses: Sanford, Tomaszewski, Wilson, Cash, Lyke, Williams, Cooper, Lojewski, O'Neall
Noes: None

Introduced by: Mayor Matherly
Introduced: March 22, 2021

RESOLUTION NO. 4961

A RESOLUTION ENCOURAGING CONTINUED WORK ON THE CHENA RIVERWALK PHASE III PROJECT AND CONSIDERATION FROM THE ALASKA RAILROAD CORPORATION TO GRANT A LONG-TERM LAND INTEREST FOR THE PROJECT

WHEREAS, the City of Fairbanks has been working with the State of Alaska, the Fairbanks North Star Borough, and the Alaska Railroad Cooperation (ARRC) since the late 1980s to construct a Riverwalk on the north side of the Chena River; and

WHEREAS, the Chena Riverfront Commission is a joint Commission of the City and the Borough charged with, "planning and fostering the development of riverfront property along the Chena River;" and

WHEREAS, in 2015 the Fairbanks City Council adopted the goals, policies, and objectives of the Chena Riverfront Plan by Ordinance No. 5995; and

WHEREAS, one of the objectives in the Chena Riverfront Plan is to "Construct new paths along, above, and as close as possible to the riverbank in order to take full advantage of river views;" and

WHEREAS, in 1990, the ARRC offered in a letter to the Borough, "to transfer control to the FNSB this area along the river designated for greenbelt, trails, and public amenities by entering into a rent-free, long-term ground lease for this property" which was accepted by the signature of Borough Mayor Juanita Helms, but never transferred; and

WHEREAS, in 1993, the ARRC stated in a letter to the Borough they, "agreed to provide the land needed for the trail system for only a small administrative fee and accept the ongoing maintenance responsibility for the bridge and the portion of the trail system site on the 80-acre parcel;" and

WHEREAS, in 1994, the ARRC restated this commitment in a letter to the Borough with, "... the Railroad will ensure land is available for the construction of the trail at no cost to the community ..." and "ARRC will accept the ongoing maintenance responsibility for the bridge and the portion of the trail system site on the 80-acre parcel;" and

WHEREAS, from 1994 to 2006, the project did not make substantial progress due to lack of construction funding, but the effort was renewed with development of a Conceptual Master Plan by Festival Fairbanks, and the Chena Riverfront Commission passed Chena Riverfront Resolution 2006-2 "...strongly support[ing] the Festival Fairbanks Conceptual Master Plan for the development of a pedestrian walkway and bike path on the north side of the Chena River from Peger Road to the William Ransom Wood Centennial Bridge;" and

WHEREAS, in 2010, the City and Borough, respectively, passed Resolutions 4456 and 2010-44 encouraging the Alaska Legislature to transfer parcels of ARRC land to the Borough through a land exchange or by other method; and

WHEREAS, in 2011, the ARRC sent a letter to Senator Joe Thomas stating their commitment and support for the project and offered to issue a long-term land use permit at no cost to the community, and the City of Fairbanks applied for the permit; and

WHEREAS, in 2014, the ARRC granted a 5-year Land Use Permit, and the City of Fairbanks accepted its terms and conditions by Resolution 4604, including the maintenance responsibility for the path and ownership and maintenance responsibility for the pedestrian bridge over the Chena River; and

WHEREAS, in 2014, the City of Fairbanks received State funds to initiate design of the Chena Riverwalk Stage III project; and

WHEREAS, in 2017, the Fairbanks Metropolitan Area Transportation System (FMATS) provided Federal funds to complete the design and construction of the project; and

WHEREAS, during the design process it was realized by the City of Fairbanks and Alaska Department of Transportation and Public Facilities (ADOT&PF) that the permit was not adequate to meet Federal requirements for an investment in a public transportation facility since a revocable, near-term permit (expiring January 31, 2019) is not a secure land interest; and

WHEREAS, in July 2020, Fairbanks Area Surface Transportation (FAST) Planning (formerly FMATS) sent a letter to the ARRC Board of Directors summarizing the project's history and discussions with the ARRC over the past 30 years and requested a long-term interest in the land as an easement or long-term lease (preferably 50 years) at nominal or no cost to the community; and

WHEREAS, the ARRC expressed concerns about the width of the footprint needed for the project, and the City of Fairbanks and ADOT&PF reduced the width to 20 feet and submitted new design drawings to the ARRC; but the ARRC Board of Directors decided to, "...not proceed with the project at this time..." to watch development of the subdivision over the next year; and

WHEREAS, the City of Fairbanks and ADOT&PF are in the final design phase of the project, and FAST Planning has programmed \$1.7 million in Federal funds for construction of the project in 2022; and

WHEREAS, time is of the essence to secure a long-term land interest on ARRC's property to finish the design and right-of-way negotiations to get the project out to bid in the next 12 months, and the City and the Borough do not want to risk losing this construction funding opportunity for the community; and

WHEREAS, expanding the Chena Riverwalk to the north side of the Chena River is consistent with the Chena Riverfront Plan and the Borough Comprehensive Plan; and

WHEREAS, on July 28, 2020, the Borough Planning Commission voted to approve the Chena Riverwalk Stage III project as being consistent with the Borough Regional Comprehensive Plan; and

WHEREAS, the ARRC gave the City a Notice of Termination of the path permit on January 15, 2021; and

WHEREAS, the City Administration requested the ARRC to rescind the Notice of Termination on February 1, 2021; and

WHEREAS, the ARRC reconsidered the permit termination and sent a letter to the City rescinding the Notice of Termination on February 19, 2021; and

WHEREAS, the Chena Riverwalk Phase III project has been supported by the Chena Riverfront Commission, Borough Assembly, and City Council for over 30 years, and the community continues to support the project.

NOW, THEREFORE BE IT RESOLVED, that the Fairbanks City Council encourages all parties involved to continue working on securing a long-term land interest from the ARRC for the Chena Riverwalk Phase III project to bring the project to construction as soon as practical.

PASSED and APPROVED this 22nd day of March 2021.

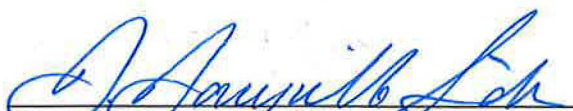


Jim Matherly, City Mayor

YEAS: PASSED and APPROVED on the CONSENT AGENDA
NAYS: None
ABSENT: None
APPROVED: March 22, 2021

ATTEST:

APPROVED AS TO FORM:



D. Danyielle Snider, MMC, City Clerk



Paul J. Ewers, City Attorney



March 22, 2021

Alaska Railroad Corporation
 Attn. Board of Directors
 P.O. Box 107500
 Anchorage, Alaska 99510-7500

Subject: Support for Chena Riverwalk, Stage III Project – Fairbanks, Alaska

Dear Mr. Campbell,

The Greater Fairbanks Chamber of Commerce would like to express our support for Stage III of the Chena Riverwalk project in Fairbanks. The Chena River is the central focus of our community and the vision for a Riverwalk has been long supported by our residents, City of Fairbanks, Fairbanks North Star Borough, and Chena Riverfront Commission for over 30 years. Stages I and II of the project successfully constructed the portion of the Riverwalk along the south side of the Chena River from our downtown core to Pioneer Park, a year-round theme park for community gatherings, events, and activities for residents and visitors alike. The City of Fairbanks in partnership with the Alaska Department of Transportation & Public Facilities is in the final design phase of Stage III project, which would construct a new portion of the Riverwalk on the north side of the Chena River on Railroad land from the footbridge at Pioneer Park to Peger Road. This segment would be a new attraction for winter and summer recreation for residents and visitors to our community, improve safety and route options for non-motorized commuters, and help foster economic development in Fairbanks.

Fairbanks Area Surface Transportation (FAST) Planning has programmed \$1.7 million in federal funding for construction of Stage III in 2022, and we understand is seeking a long-term land interest from the Railroad to finish the design and right-of-way negotiations to get the project out to bid in the next 12 months. We also understand the land is currently vacant and not essential for present or future Railroad operations, but that the Railroad has interest in future land sales, leases, and development of the subdivision. The Chamber firmly believes the investment for this project on Railroad land along the waterfront for public use would not only be compatible, but also significantly benefit the prospects of future land sales, leases, and development of the subdivision. Additionally, the project would enhance Fairbanks as a year-round visitor destination, which is of equal importance to the railroad for its passenger service division. We highly encourage the Railroad to take advantage of this opportunity for both the benefit of the Railroad and our Community.

EXECUTIVE PARTNERS

DIAMOND

Alaska Airlines
 Denali State Bank
 Foundation Health Partners
 Fairbanks Memorial Hospital, TVC Orthopedics & Sportsmedicine
 Mt. McKinley Bank
 Vivlamore Companies

PLATINUM

Alyeska Pipeline Service Co.
 ConocoPhillips
 Costco Wholesale
 Doyon, Limited
 Golden Heart Utilities
 Kinross Fort Knox Mine
 Lockheed Martin

GOLD

Alaska Executive Search
 BP Exploration
 Carlson Center
 Design Alaska
 Doyon Utilities LLC
 First National Bank Alaska
 GCI
 Matson Alaska
 Northern Star Pogo LLC
 TOTE Maritime Alaska
 Usibelli Coal Mine
 WAL-MART Stores, Inc.
 Westmark Fairbanks Hotel & Fairbanks Princess Riverside Lodge

SILVER

Ahna Incorporated
 Alaska USA
 Alaska Railroad
 Ambler Metals
 AT&T
 Crowley Fuels Alaska
 Everts Air Cargo, Everts Air AK
 Exclusive Paving/University Redi-Mix
 Fairbanks Daily News-Miner
 Flowline Alaska
 Gene's Chrysler, Jeep & Dodge
 Golden Valley Electric Association
 Hale & Associates, Inc.
 Hilcorp Alaska, LLC
 HUB International
 Interior Gas Utility
 JL Properties, Inc.
 Key Bank
 LifeMed Alaska
 Lynden
 MAC Federal Credit Union
 McDonald's of Fairbanks
 Northrim Bank
 Seekers Ford Lincoln
 Sourdough Fuel
 Spirit of Alaska Federal Credit Union
 Stewart Title Company
 TDL Staffing
 Tower Hill Mines-Livengood Gold Project
 Trilogy Metals
 University of Alaska Fairbanks
 Verizon Wireless
 Wells Fargo Bank Alaska



The Greater Fairbanks Chamber of Commerce represents over 650 business members throughout Interior Alaska. We work to advocate for the best business environment, promote economic strength and growth for Interior Alaska, and to develop the resources and networks enterprising people use to share knowledge.

Thank you in advance for your consideration of supporting Stage III of the Chena Riverwalk project in Fairbanks, and please feel free to reach out to us with any questions you have regarding our support of this project.

Respectfully,

A handwritten signature in black ink that reads "Jinnel Choiniere".

Jinnel Choiniere
President/CEO

A handwritten signature in black ink that reads "Angie M. Tallant".

Angie Tallant
Board Chair



Feb 11, 2021

To Whom It May Concern,

This is a letter of support for The Chena Riverwalk project. Fairbanks Soil and Water Conservation District has been an avid supporter of this project from its inception and will continue our support through completion and after completion. We firmly believe the project plays a significant role in the connection of the downtown Fairbanks walkways to the borough-wide trail system, as well as a way of introducing the public to the importance of the Chena River in our community as both a vital natural resource and an asset to the outdoor beauty of Fairbanks.

To date, through private and corporate donations, and funding allocations from the City of Fairbanks, Fairbanks North Star Borough, Fairbanks Fastplanning, State of Alaska Department of Transportation projects, plus foundation trails grants, the Chena Riverwalk includes pathways from Golden Heart Plaza to Peger Road at Pioneer Park on the south side of the river with six river overlooks, flower beds, decorative railing and about 19 zones with benches, trash receptacles, and picnic areas. It connects with the Pioneer Park and its boat and float launch area.

The project broke ground on the north side in 2013 with a riverbank restoration project at the Fairbanks North Star Borough building. The adjacent property is a privately owned business (The Big I) which embraced the Chena Riverwalk project by connecting the pathway along the river and adding a publicly accessible boat launch and picnic area while performing their own riverbank restoration project working with US Fish and Wildlife Service. Fairbanks Soil and Water was directly involved with this part of the project and we are proud of the assistance we provided.

As we are an agency that works with streambank restoration projects throughout the Fairbanks area, we know that the addition of the Chena Riverwalk to the Chena Landings Subdivision will offer riverbank stabilization at no cost to the Railroad Corporation while enhancing the value of the property creating greenbelt access and recreation to future landowners and tenants.

We encourage the Alaska Railroad Corporation to continue to work with the Fairbanks community by creating an open channel of communication with Fairbanks Fastplanning and community partners to approve the Chena Riverwalk plans so that Fairbanks can finally realize the completion of the Golden Heart Chena Riverwalk.

Sincerely,

A handwritten signature in blue ink that reads 'Joni Scharfenberg'.

Joni Scharfenberg
Fairbanks Soil and Water Conservation District Coordinator

Airport Way Improvements Reconnaissance Study

Fairbanks, Alaska

January 2007

DOT&PF Project No. 63195

Federal Project No. IR-OA4-5(6)

KAI Project No. 4721.00



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Most Promising Alternatives

In this task, the three most promising alternatives were developed and evaluated at a greater level of detail. The project team developed functional layout drawings for each alternative, conducted detailed traffic analyses, prepared functional bridge designs, developed planning-level construction cost estimates, and conducted a detailed safety evaluation for each alternative. The team then rated the alternatives with respect to the project evaluation criteria.

While the three alternatives presented here depict a series of improvements for the entire length of the corridor, it is possible and, in fact, likely that the ultimately selected alternative will consist of individual elements from two or all three of the current alternatives. For this reason, the study area was divided into the five subareas for purposes of evaluating alternatives. In addition, the alternatives for the Steese Expressway/Airport Way intersection were analyzed separately.

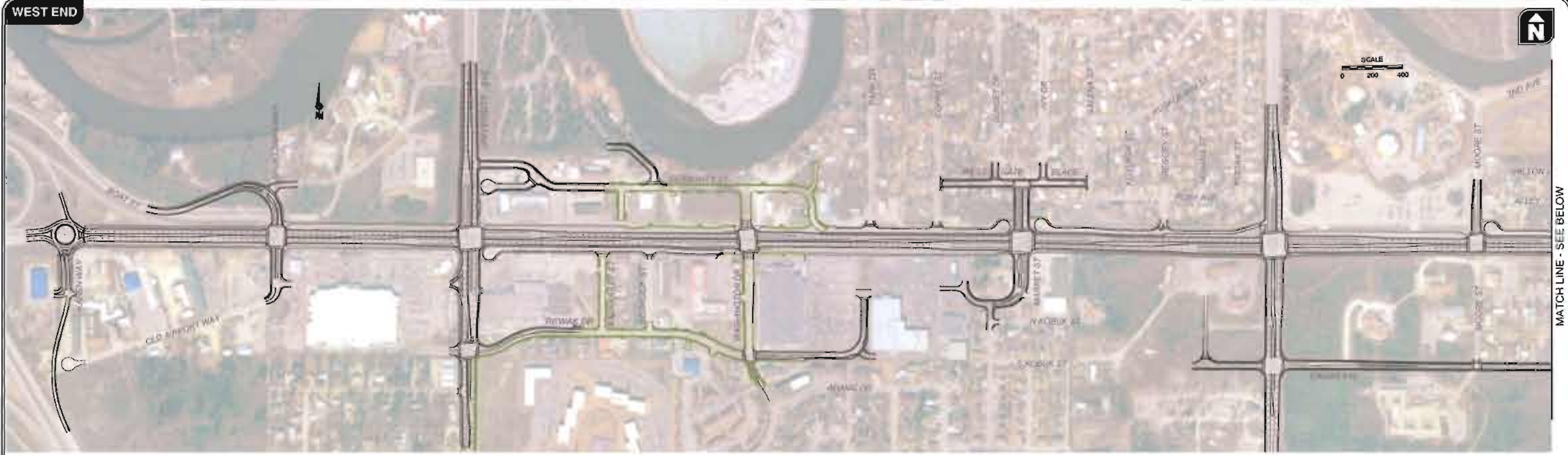
Functional Layouts

The project team developed functional layout drawings for the three corridor alternatives carried forward from the solution development task. The team also developed functional layouts for the five Steese Expressway/Airport Way intersection improvement alternatives. The functional layouts depict the proposed horizontal roadway alignments, lane configurations, turn pocket storage lengths, channelization, sidewalk, and approximate right-of-way lines associated with the proposed and existing roadways.

The drawings presented in this section represent scaled, conceptual layouts of proposed improvements to the roadways and pedestrian/bicycle paths. The designs were developed using the project aerial photo and planimetric tax lot mapping. Although designed and engineered with appropriate lane widths, horizontal curve radii, storage lengths, taper lengths, and other design dimensions in accordance with current practices, the plans are still quite conceptual in nature.

Figures 70, 71, and 72 display overviews of the functional layouts for Alternatives A, B, and C, respectively. Figures 73 to 77 display the alternatives for the Steese Expressway-Richardson Highway/Airport Way intersection. These functional layouts are provided at a larger scale in Appendix C, together with the estimated traffic volumes and traffic analysis results for each alternative. Appendix D displays proposed typical sections for the primary roadways affected by the improvements.





LEGEND

- = PROPOSED NEW / IMPROVED ROADWAY
- = EXISTING ROADWAY

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LEGEND

- = PROPOSED NEW / IMPROVED ROADWAY
- = EXISTING ROADWAY

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AIRPORT WAY

FUNCTIONAL FEATURES ANALYSIS

IRIS Program No. NFHWY00268 / Federal Project No. 0610008

PLANNING SUMMARY

January 2018

FINAL

Prepared for:

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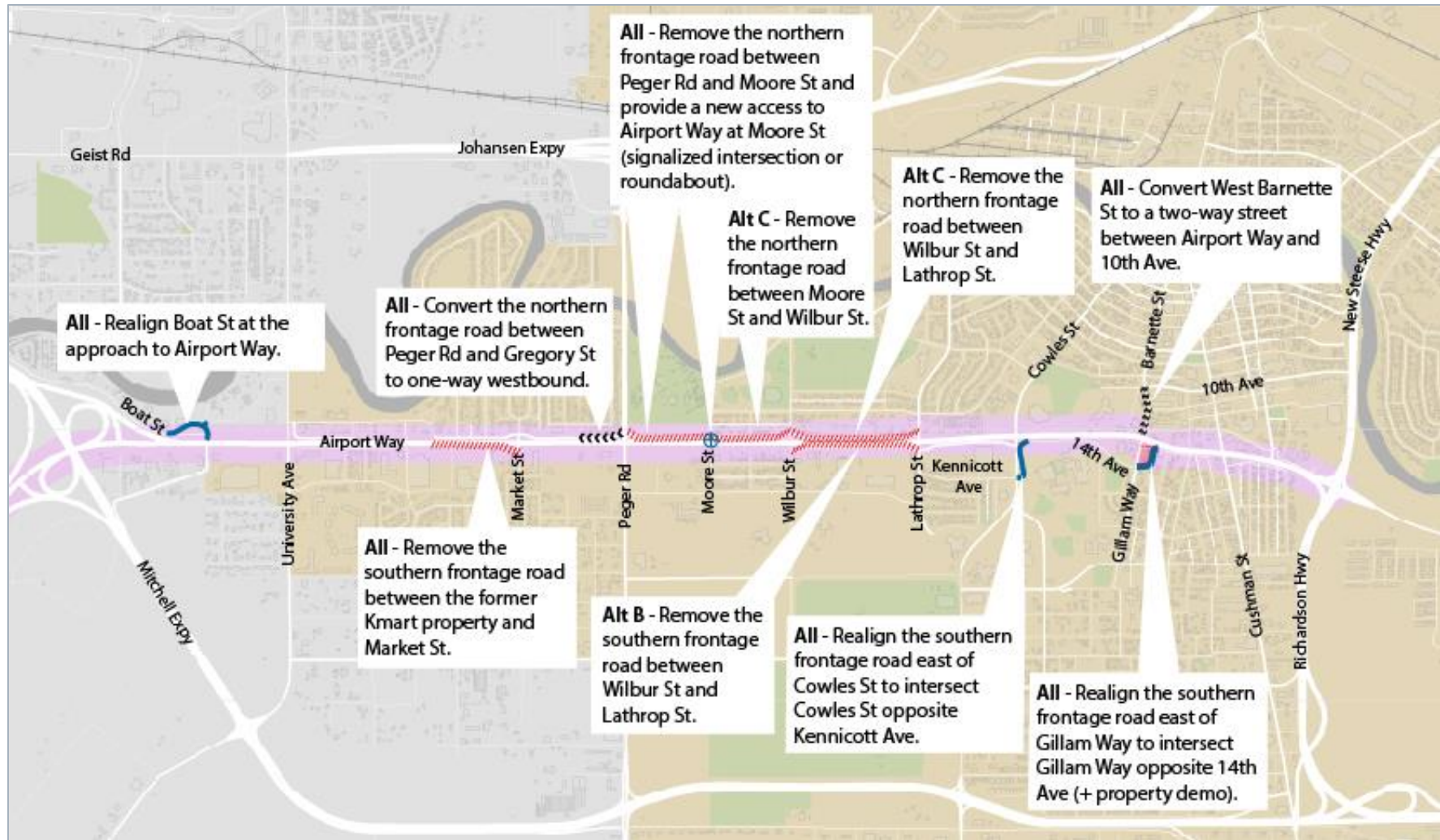
**Airport Way Functional Features Analysis
PLANNING SUMMARY**

January 2018

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(map by PDC Engineers; source: 2007 Airport Way Reconnaissance Study)



Airport Way

Design Toolkit & Site-Specific Recommendations

Final: 09/25/2018

Functional Features Analysis
Program No: NFHWY00268
Federal Project No: 0610008
PSA No: 25-17-1-065



Executive Summary

Project Overview

Beginning in the summer of 2017, the consultant team evaluated functional features (e.g. medians, barriers, fences, etc) within the existing right-of-way (ROW) along the Airport Way corridor against aesthetics, function, and engineering standards, incorporating public and stakeholder outreach. The team developed a long-term vision for the corridor, which lead to a concept toolkit to be used in short-term projects effecting Airport Way, and conceptual designs that can be incorporated into long-term projects. The toolkit and design concepts can also be applied to comparable facilities in Fairbanks.

Members of the steering committee identified several functional changes to how Airport Way operates, including incorporating bicycle, pedestrians and transit in the mainline road prism, increasing direct access to the mainline road and eliminating/repurposing frontage roads. Additional studies are necessary to ensure these changes are not detrimental to the system and provide a net benefit to the traveling public.

Next steps from this analysis include DOT&PF and FMATS deciding what new studies and projects should be started to address the proposed long term functional changes and site specific recommendations. No specific schedule or funding has been identified at this point for adopting the proposed vision. The recommendations and suggestions in the toolkit will be considered in current DOT&PF and FMATS projects on Airport Way. Implementing the suggestions in the toolkit into current and future projects will require further review that may include additional engineering analysis, further public involvement, addressing of Maintenance & Operations concerns, developing maintenance agreements between agencies, and coordination of funding sources.



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Concepts Toolkit

Landscape Features

Traffic Features

Landscape Features

Barriers

Fences

Gateways

Lighting

Linear Landscaping

Median Treatment

Permeable Pavers

Planting Palette

Traffic Islands

Site Furnishings

Vegetated Swales

Tree Wells & Planters

Wayfinding

Concept

LANDSCAPE FEATURES

Applicable Locations



Example of an imprinted Jersey barrier

Barriers

Replace barriers with imprinted "Northern Lights" design, or by curb-and-gutter as described in the site-specific recommendations.

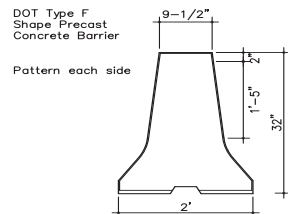
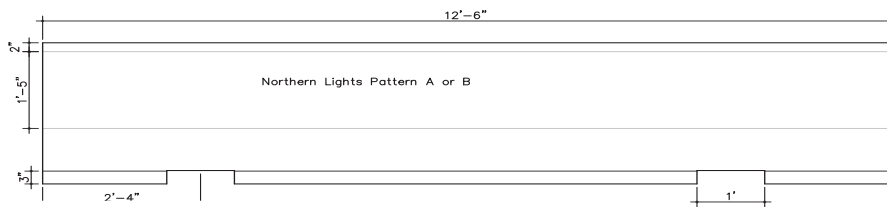
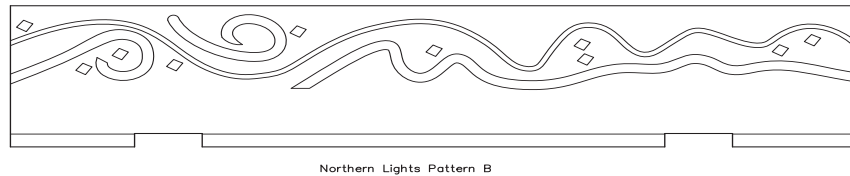
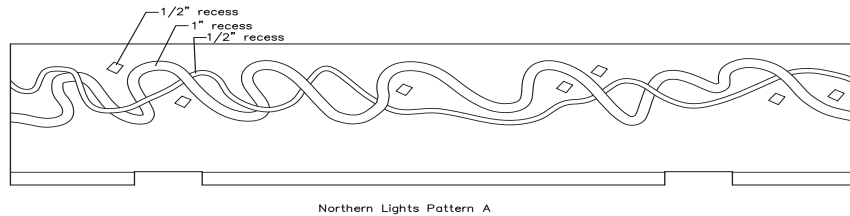
Airport Way is considered a limited access roadway, which is why heavy duty concrete barriers were initially placed along Airport Way to improve safety. They provide separation for both pedestrian and vehicles in many locations along either side of the road. However, these are not required from a roadway design standpoint; curb is considered an acceptable option. The existing concrete barriers are massive and have an unfriendly, industrial appearance but also provide a linear visual element, that if improved could actually improve the appearance of the road.

Implementation

Figure Note: Red denotes barriers to be removed; blue, replaced by curb and gutter if repurposing frontage road; orange, barriers to be replaced with new design.

The majority of residents participating in public outreach desired an imprinted Jersey barrier using a "Northern Lights" theme (poured in-place walls, and modular block walls had fewer votes). Below are two imprinted concrete barrier pattern designs that can be connected, in any pattern, and provide a continuous aesthetic treatment to the standard concrete barrier type.

All concrete barriers at present locations should continue, unless a frontage road is repurposed. Previously repurposed frontage roads can have their Jersey barriers replaced with curb and gutter.



Existing barriers



Concept

LANDSCAPE FEATURES

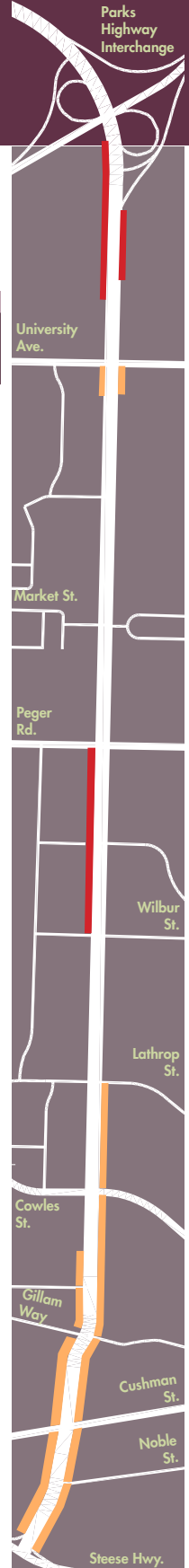


Downtown Corridor Fencing



Tall Downtown Corridor Fencing

Applicable Locations



Fences

Replace or remove fences with alternative options and remove unnecessary fencing.

Airport Way fencing has been criticized as ugly and unnecessary. Existing fencing is 5' tall chain link.

Chain link fences were used along Airport Way as a safety measure. They keep pedestrians from mid-block crossing of Airport Way. However from a roadway design standpoint, they are not required.

Two options are available to improve the aesthetic of Airport Way as it relates to fences: remove chain link fences completely where they are not needed, or replace chain link fences with more aesthetic fences consistent with the style used in the downtown area.

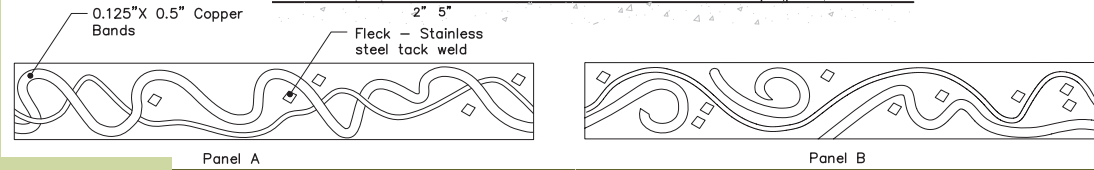
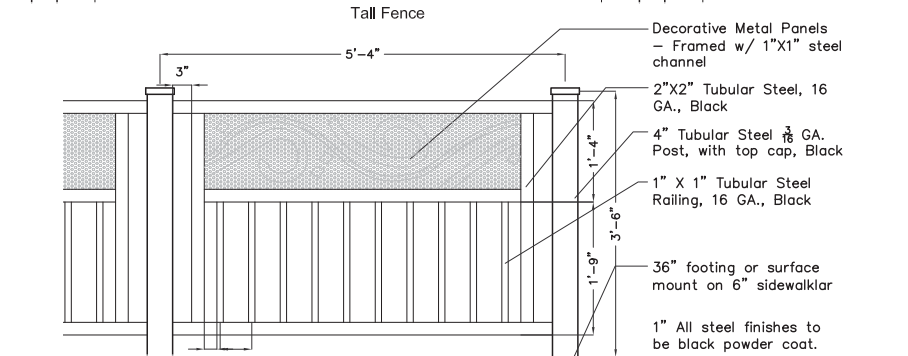
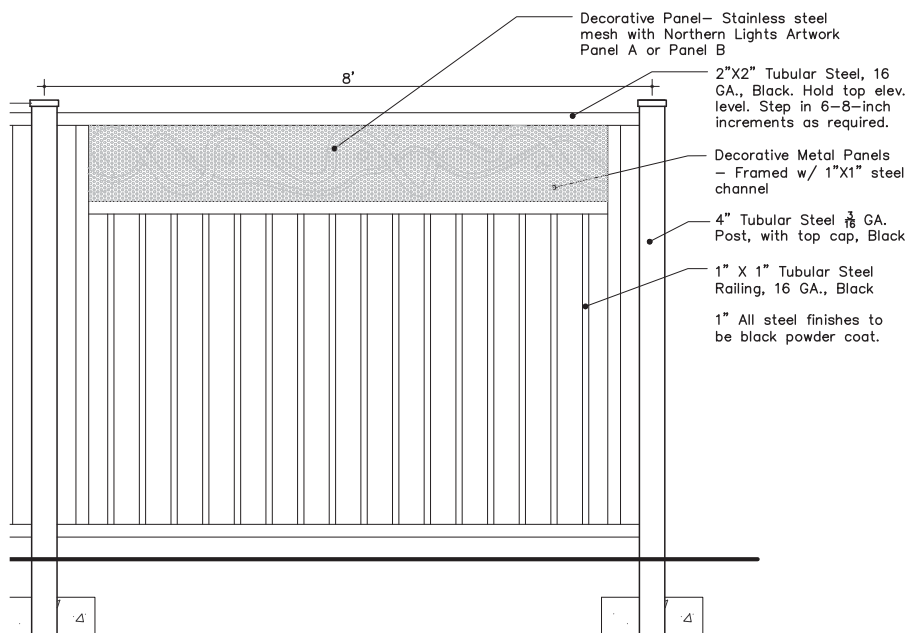


Existing Fencing

Implementation

Many locations along the alignment where chain link fence is located are narrow and unattractive. In these locations the existing fencing helps to cue drivers as to the road's edge and the adjacency of the frontage roads. Removal of the fence in these locations may not have the desired effect of improving the road's character and a better solution may be to replace the fence with a more aesthetically pleasing barrier.

Figure Note: Red denotes fencing to be removed; orange, fencing to be replaced with new design.



Site-Specific Recommendations

These recommendations are functional changes to Airport Way identified by the Steering Committee and Consultant Team to further implement the plan vision. Further studies are needed to determine these changes are not detrimental to the system and provide a net benefit to the travelling public.

Site-Specific Recommendations



Recommendation 1 location area

1. Southern Frontage Road, University Avenue to Washington Drive

The frontage road south of Airport Way between University Avenue and Washington Drive is an underutilized road serving commercial properties that have alternative access routes to the wider road network. This situation opens an opportunity to convert the frontage road into a multimodal greenway for pedestrians and low-speed, non-motorized users, connecting to existing multimodal path greenway segments at the corner of Washington Drive. This opportunity supports the public desire for safe, healthy, and attractive green streets, and reduces storm water volume by replacing impervious areas with landscaped, pervious area. Further, there is opportunity to convert the large turn-around area at the corner of University Avenue into a pathway node that can be utilized as a public meeting and sitting location. Existing perpendicular streets must be designed for turn-around cul-de-sacs, which will break-up the multimodal paths and linear landscaping, calling for designs that would mitigate these effects.



Recommendation 2 location area

2. Market Street Entrance to Riverview Neighborhood

Re-landscaping the traffic islands at the Market Street intersection presents an opportunity to create a distinct character for Riverview neighborhood residents, as well as to utilize the surface area for green infrastructure. Final design must provide space for the maintenance of utility infrastructure (e.g., utility poles, street lights) and protect the landscaped area from gravel deposits from the roadway, but allow storm water to flow into the islands. A design that marks the entrance to the Riverview neighborhood could be as simple as planting distinctive trees alongside the sidewalks, or another type of design which may require coordination and acceptance by neighborhood groups. Due to the design of the path network around “traffic islands,” many people choose to walk through the island rather than cross the street, resulting in “desire lines” of exposed soil. These lines present an opportunity to formalize them into trails by including a path of permeable pavers and openings in vegetation.



Recommendation 3 location area

3. Avenue of Flags, at Pioneer Park

This recommendation allows for the elimination of the frontage road entrance from Peger Road up to Entrance 3, leaving over 800 ft of linear space that can be used as pervious green surface and multimodal pathways, provides an opportunity for unique sculptures that complement Pioneer Park's theme, and eliminates a closely spaced intersection.

Pioneer Park currently has four entrances: 1) approximately 500 ft north of Airport Way on Peger Road, 2) 250 ft east of Peger Road on the Avenue of Flags frontage road, 3) 600 ft east of the second entrance on the Avenue of Flags, and 4) farther north on Moore Street at Hilton Avenue. Entrance 1 can be accessed by vehicles traveling both directions on Airport Way. Entrance 2 is only accessible to vehicles that have just crossed the Peger Road/Airport Way intersection going

Site-Specific Recommendations

North on Peger Road. Entrance 3 is located nearest to the Park's entrance and main parking area. Entrance 4 is the least used and is usually blocked from access. This configuration can be improved by increasing direct access to Entrance 3 while closing access to Entrance 2.

By opening up access to Moore Street from Airport Way for right-in, right-out, and left-in turning movements, east- and westbound Airport Way motorists can access Entrance 3 in a more direct way. Furthermore, this increase in access improves the road network by allowing those traveling westbound on 2nd Avenue to turn left onto Moore Street and then right onto Airport Way, instead of needing to drive down the Avenue of Flags to Peger Road through the parking lot and make two more turns to access Airport Way. Likewise, this increase in access allows both directions of Airport Way traffic to access 2nd Avenue through Moore Street as an alternative to turning at the Wilbur Street intersection.

4. Wilbur Street Gateway to Carlson Center & Growden Park



Recommendation 4 location area

Re-landscaping the traffic islands at the Wilbur Street intersection presents an opportunity to create a distinct gateway to the Carlson Center and Growden Memorial Field, as well as utilize the surface area for green infrastructure. Final design must provide space for the maintenance of street lights and street signs and protect the landscaped area from gravel deposits from the roadway, but also allow storm water to flow into the areas. A design that marks the entrance to the entertainment and sports venues to the north could be as simple as terraced concrete planters, or another type of design which may require coordination and acceptance by the surrounding neighborhood.

5. Lathrop Street Traffic Islands



Recommendation 5 location area

Design and engineering should follow the specifications in site-specific recommendations 2 and 4, and general guidelines in the traffic islands toolkit concept. Designers should use the space for multi-height, precast concrete planters and permeable pavers due to the surface area limitations of the islands.

6. Southern Frontage Road, West and East of Cowles Street



Recommendation 6 location area

Both frontage road entrances at the Cowles Street intersection are unnecessary for access, create a complex traffic situation for all modes, and cause congestion from cars and buses lining-up to turn into, or out, of them. For Lathrop High School, alternative access routes exist at the Kennicott Avenue/Cowles Street intersection and to the west on 14th Avenue from Gillam Way. For the commercial properties to the west of the Cowles Street intersection, access points are located mid-block between Airport Way and Kennicott Avenue, and at the Kennicott Avenue/Buttercup Street intersection.

Site-Specific Recommendations

Repurposing the frontage roads provides opportunity for “pocket park” space, as well as improvements to the multimodal path network, and an increase of pervious surface. Due to the proximity to Shopper’s Forum and Lathrop High School, the “pocket park” could be designed to include street furniture and paved areas that could function as a small, informal gathering place for students, shoppers, and those traversing the walking route along Airport Way or Cowles Street.

7. 14th Avenue, S. Cushman Street to Eielson Street

Fourteenth Avenue between S. Cushman Street and Eielson Street is unnecessary for access to the wider road network, though a few properties access the avenue either through a driveway or connected to an alley. These properties can also access the road network via the perpendicular residential streets.

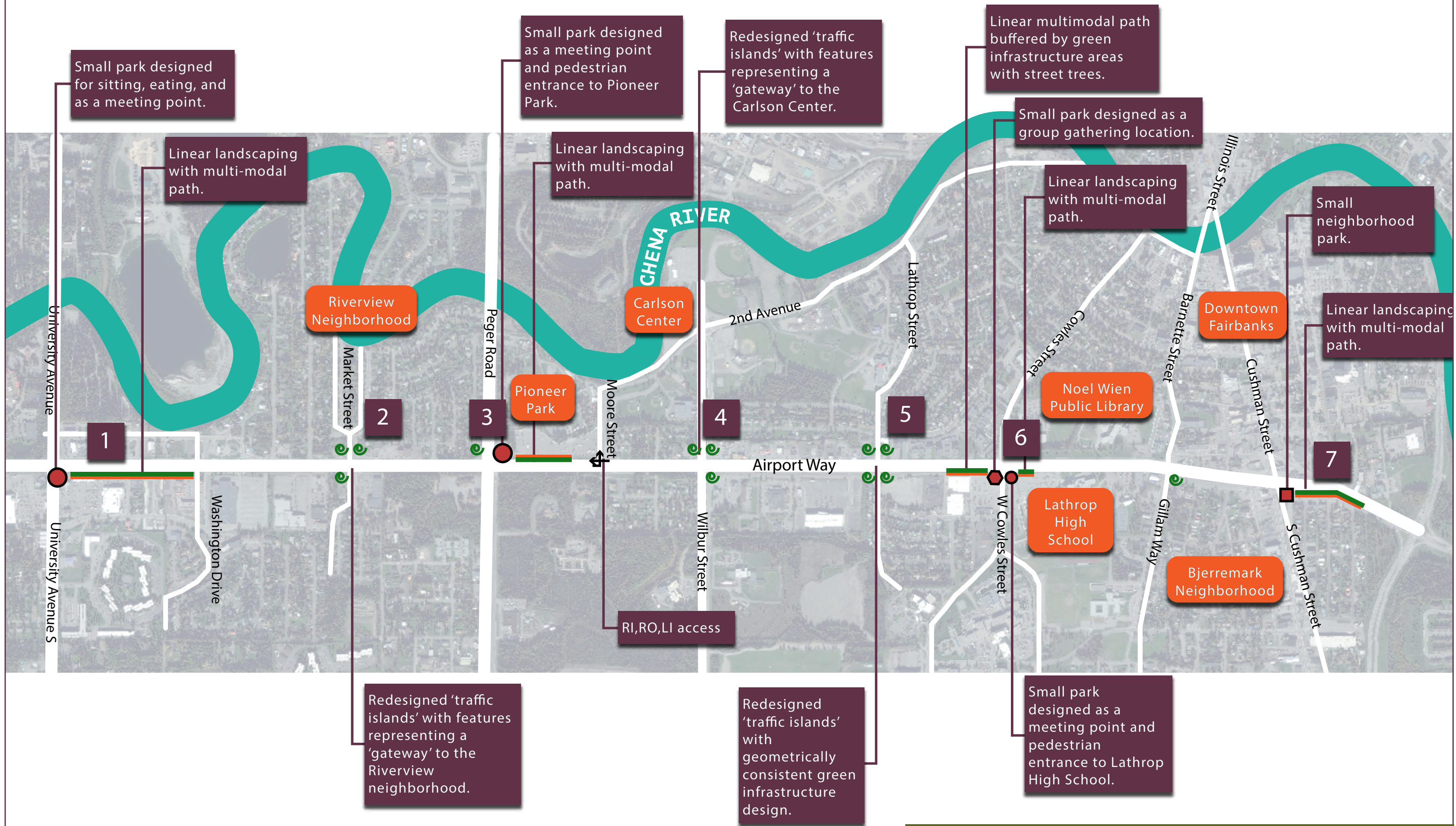
Repurposing the frontage roads and replacing them with multimodal paths and pervious surfaces allows for a significant improvement in environmental quality while creating an opportunity for “pocket park” space to be designed for residential purposes (e.g., an open area for ball play and seating for child supervisors). This kind of design would support the Bjerremark Neighborhood Improvements Plan (2015), which calls for reduction in cut-through traffic, improved pedestrian pathways, neighborhood gateway features, and implementation of defensible space measures, which includes creating a buffer between commercial and residential areas, and creating a sense of ownership in community members, in this case by providing attractive, functional green spaces for families and local residents.

Similar to requirements in site-specific recommendation 1, between University Avenue and Washington Drive, turn-around areas need to be included, which will break up the multimodal pathways and continuity of the linear landscape. Design of features surrounding the turnarounds should incorporate cues for drivers farther down the perpendicular streets that the roads are dead ends, as a supplement to standard “dead end” road signs.



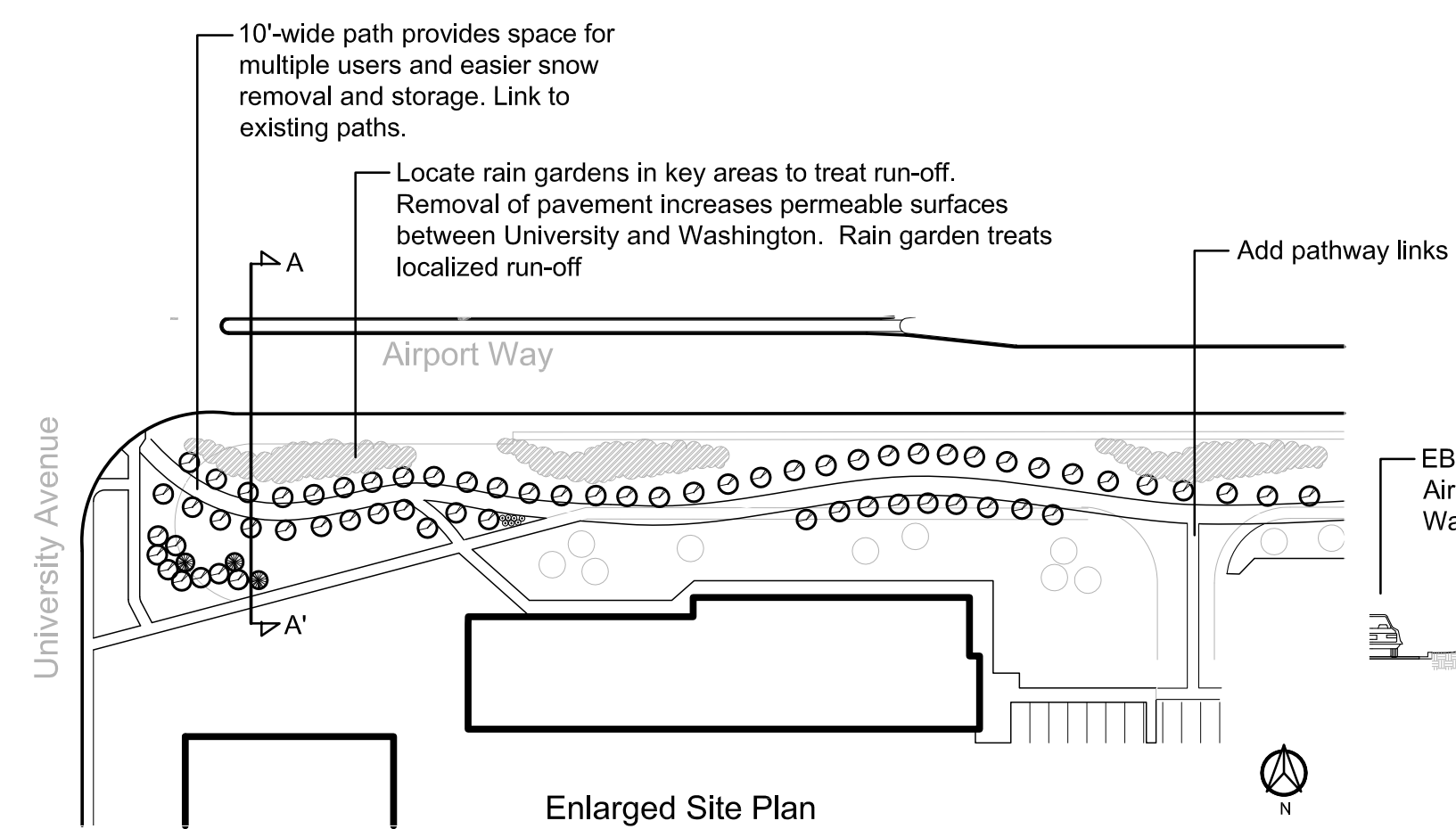
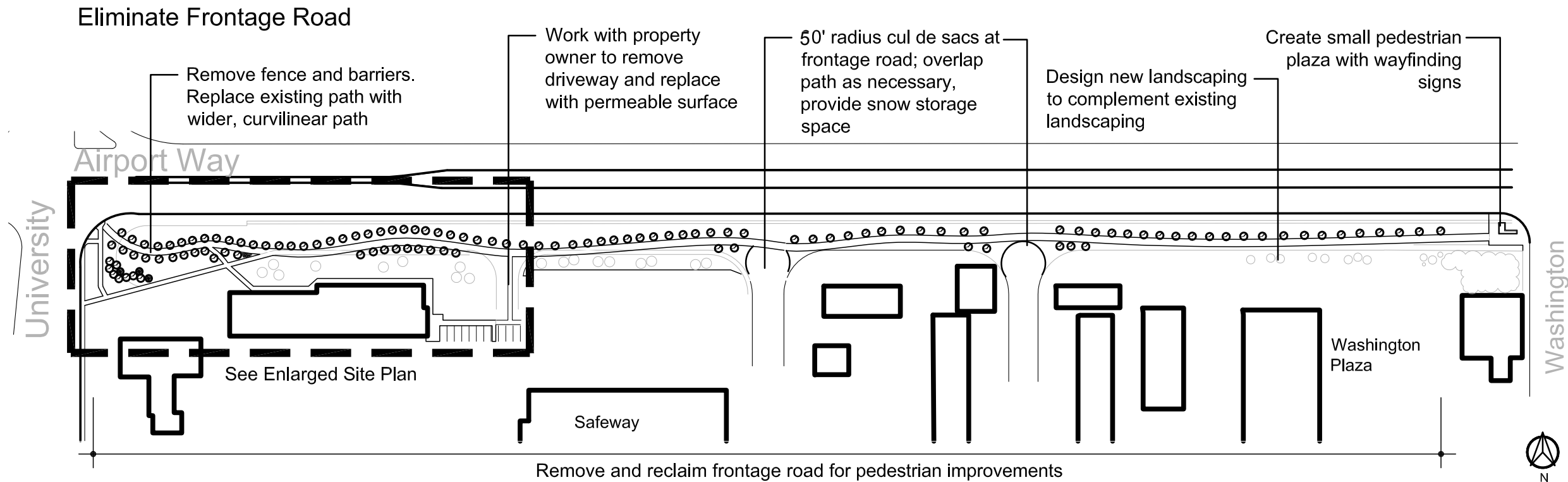
Recommendation 7 location area

Site-Specific Recommendations Map

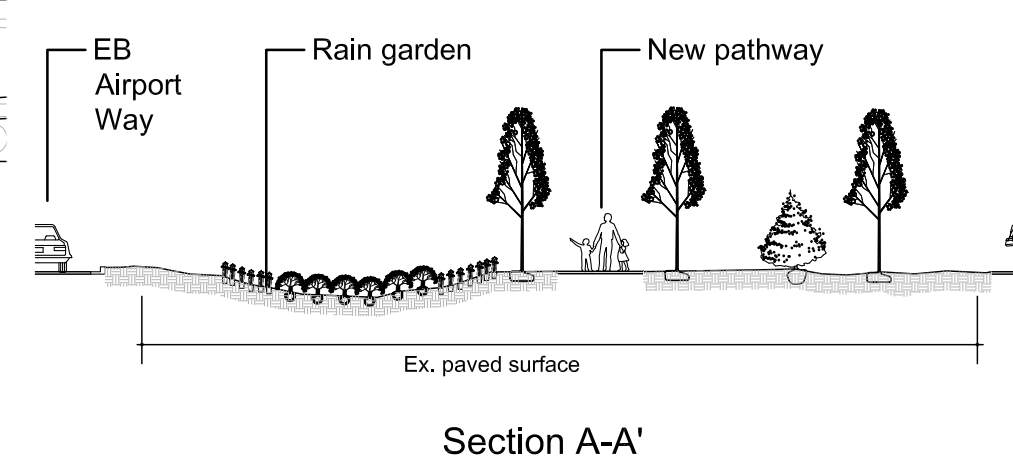


1

Southern Frontage Road, University Avenue to Washington Drive



Toolkit Concepts	
(Remove) Barriers	Planting Palette
Linear Landscape	Site Furnishings
Repurposed Frontage Roads	Wayfinding



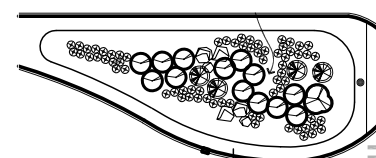
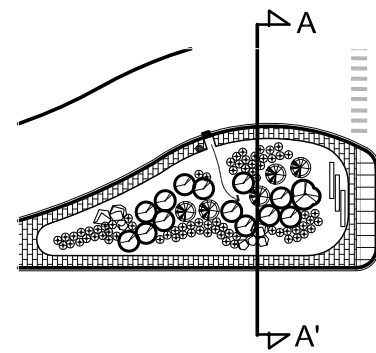
2

Market Street Entrance to Riverview Neighborhood

Develop Landscaped Traffic Islands



- Utility Pole
- Catch basin
- Planter (modular block)
- Concrete barrier



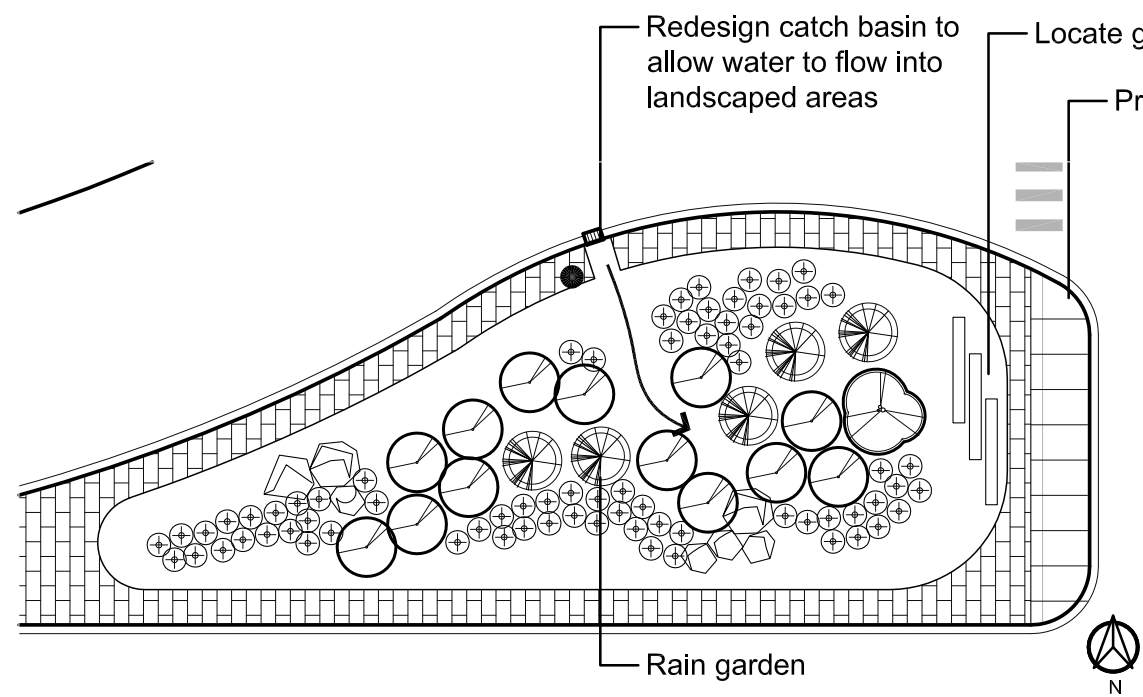
6' wide clear zone - permeable pavers

Market Street

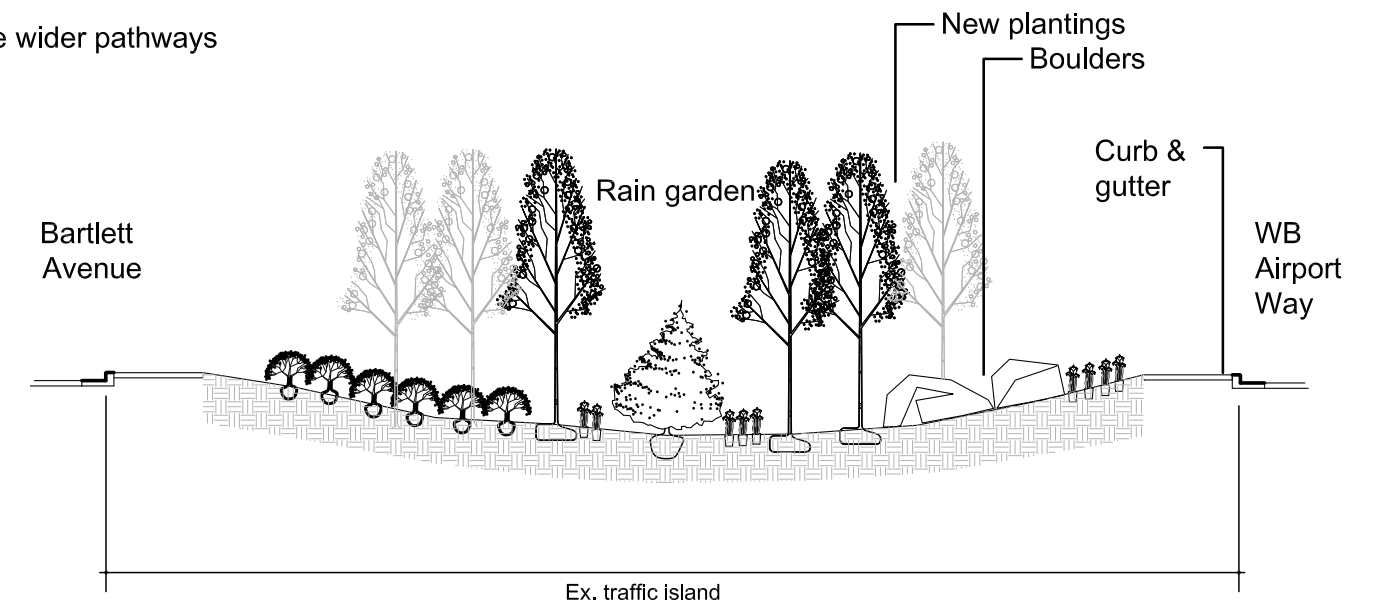
Airport Way



- Toolkit Concepts
- Gateways
 - Planting Palette
 - Traffic Islands
 - Wayfinding



Enlarged Site Plan



Section A-A'

3

Avenue of Flags, at Pioneer Park



Gated
Emergency Entry

Existing Entries

Toolkit Concepts

(Remove) Barriers

Planting Palette

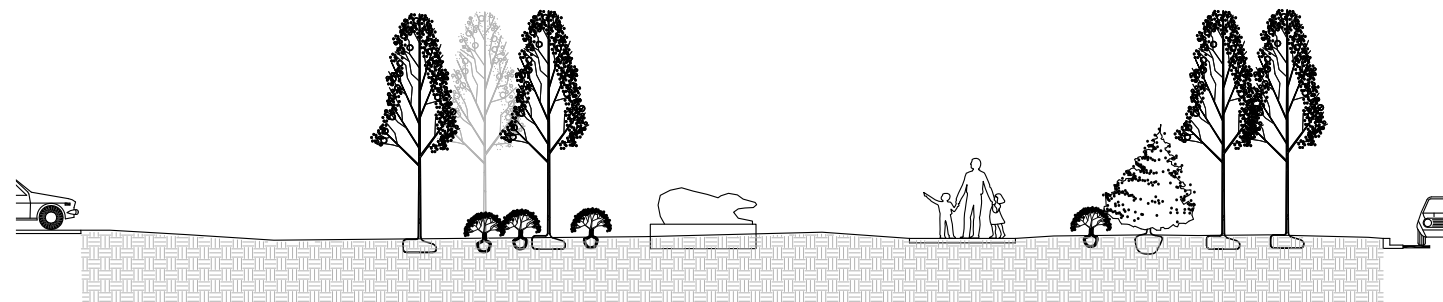
Linear Landscape

Site Furnishings

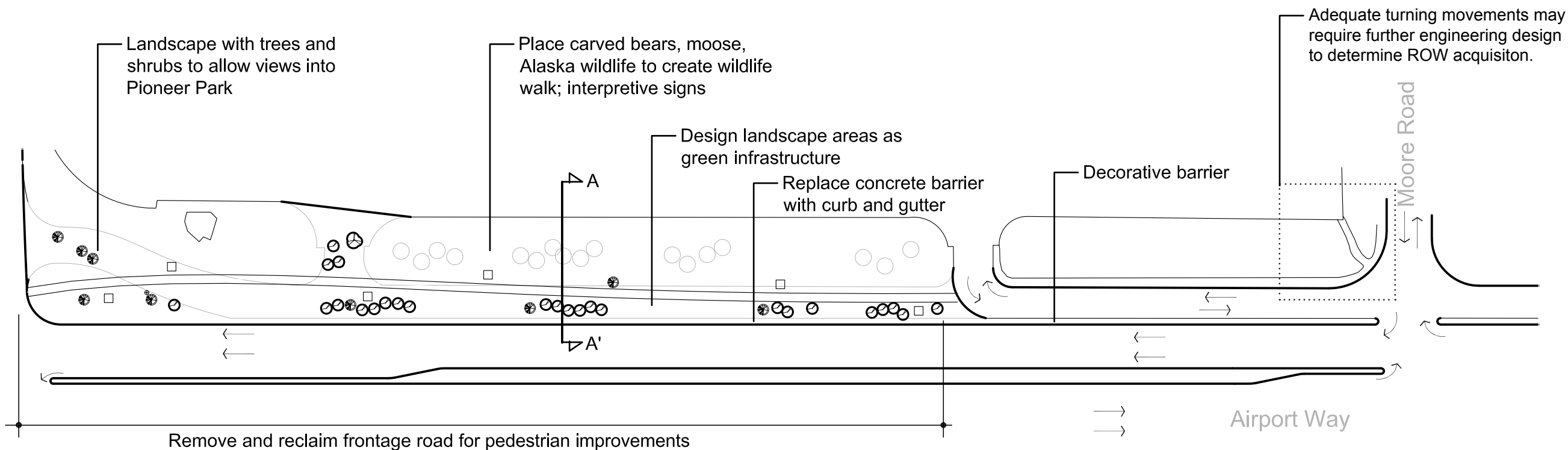
Mid-Block Access

Wayfinding

Repurposed Frontage Roads



Section A-A'

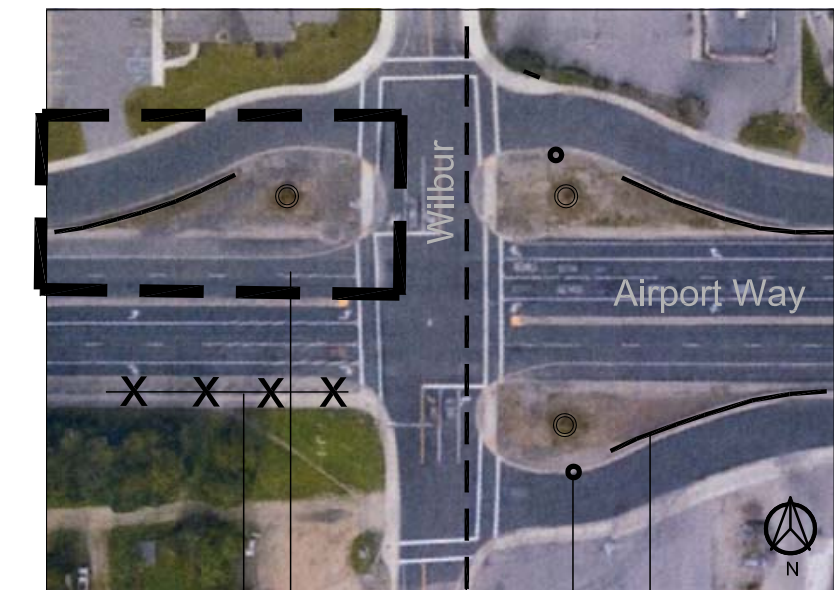


Site Plan

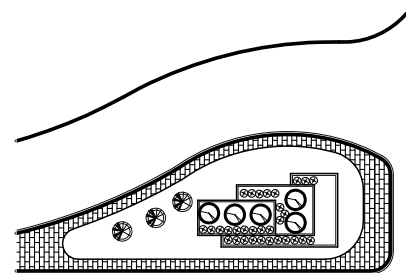
4

Wilbur Street Gateway to Carlson Center & Growden Park

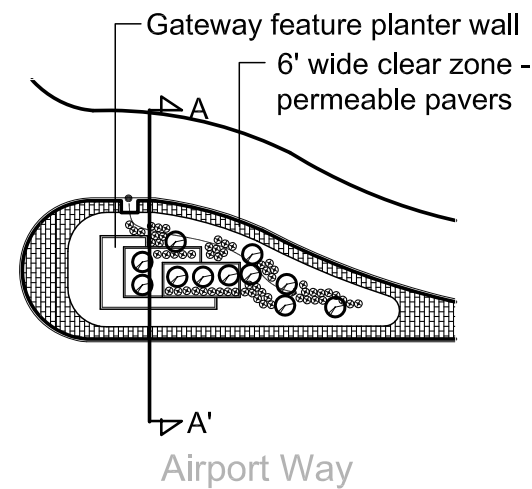
Develop Landscaped Traffic Islands



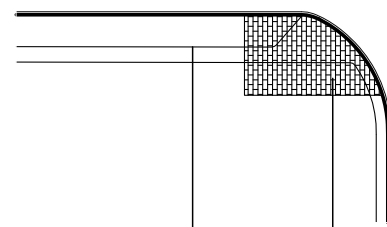
Chain link fence
 Planter (modular block)
 Overhead utility
 Catch basin
 Concrete barrier



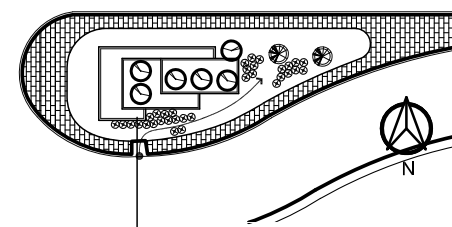
Wilbur Street



Airport Way



Remove fence
 Plaza with wayfinding and matching pavement



Landscaped Islands as storm water treatment areas

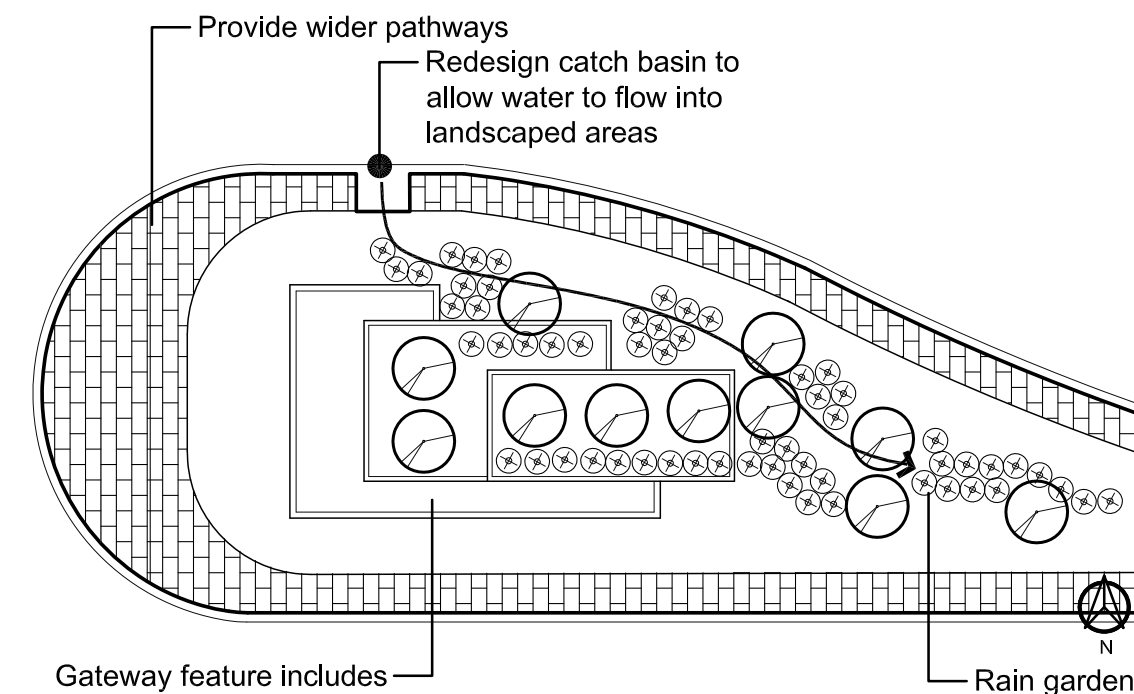
Toolkit Concepts

Gateways

Planting Palette

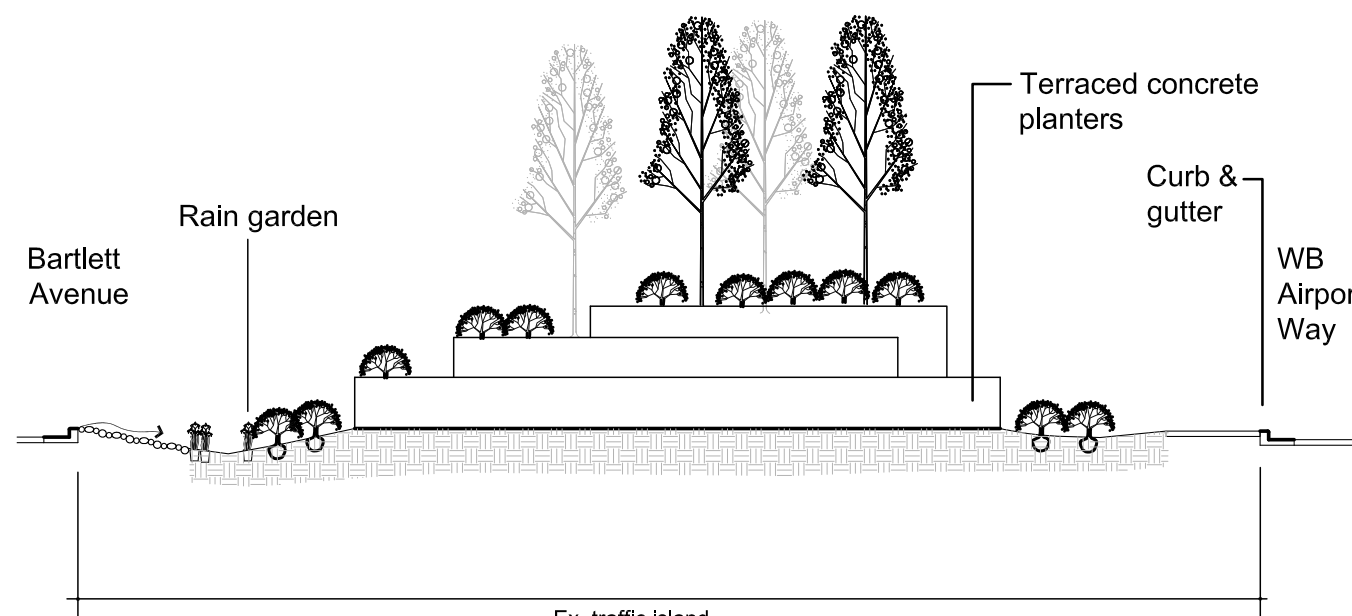
Traffic Islands

Wayfinding



Gateway feature includes decorative concrete wall with imprinted graphic/signage

Enlarged Site Plan

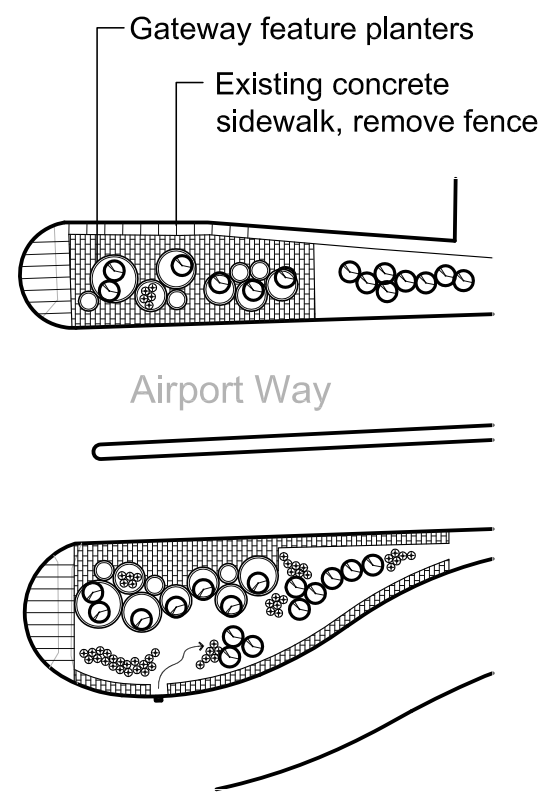
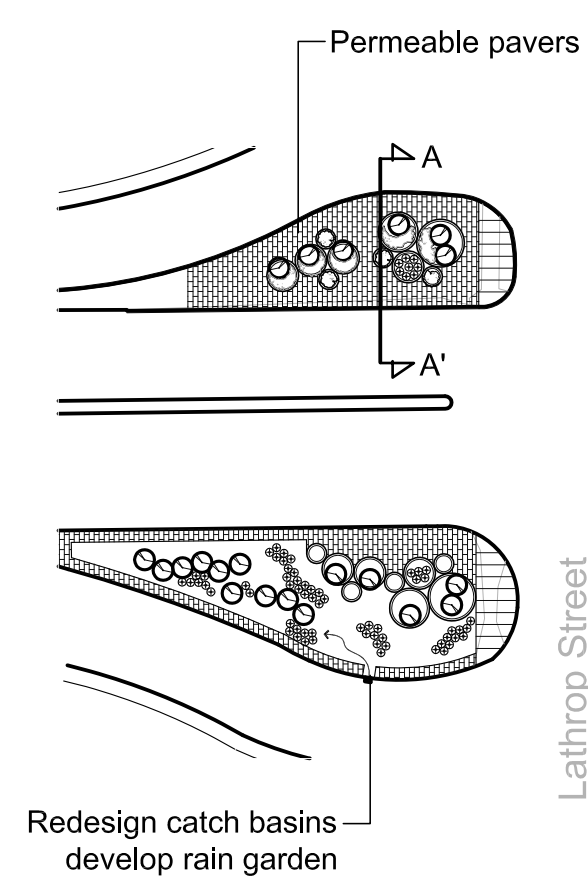
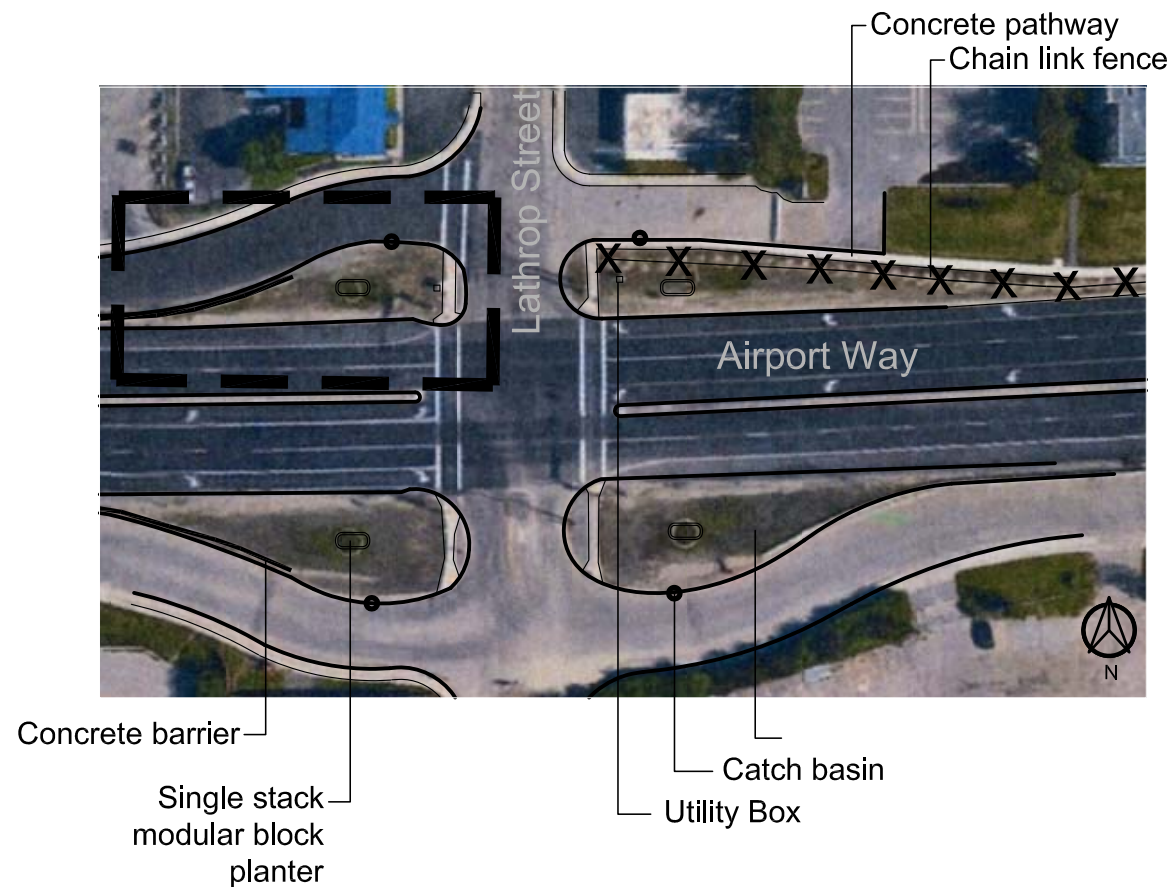


Ex. traffic island

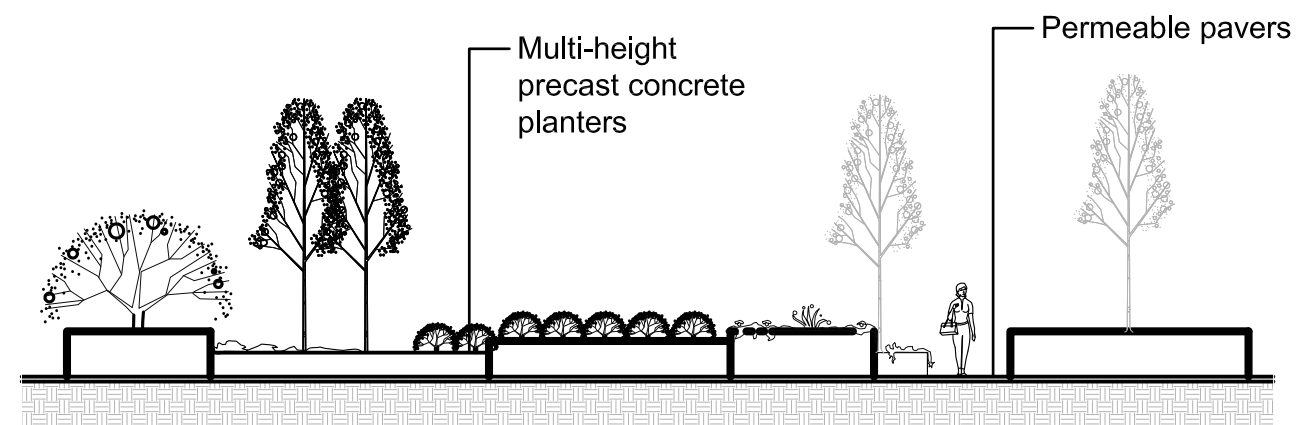
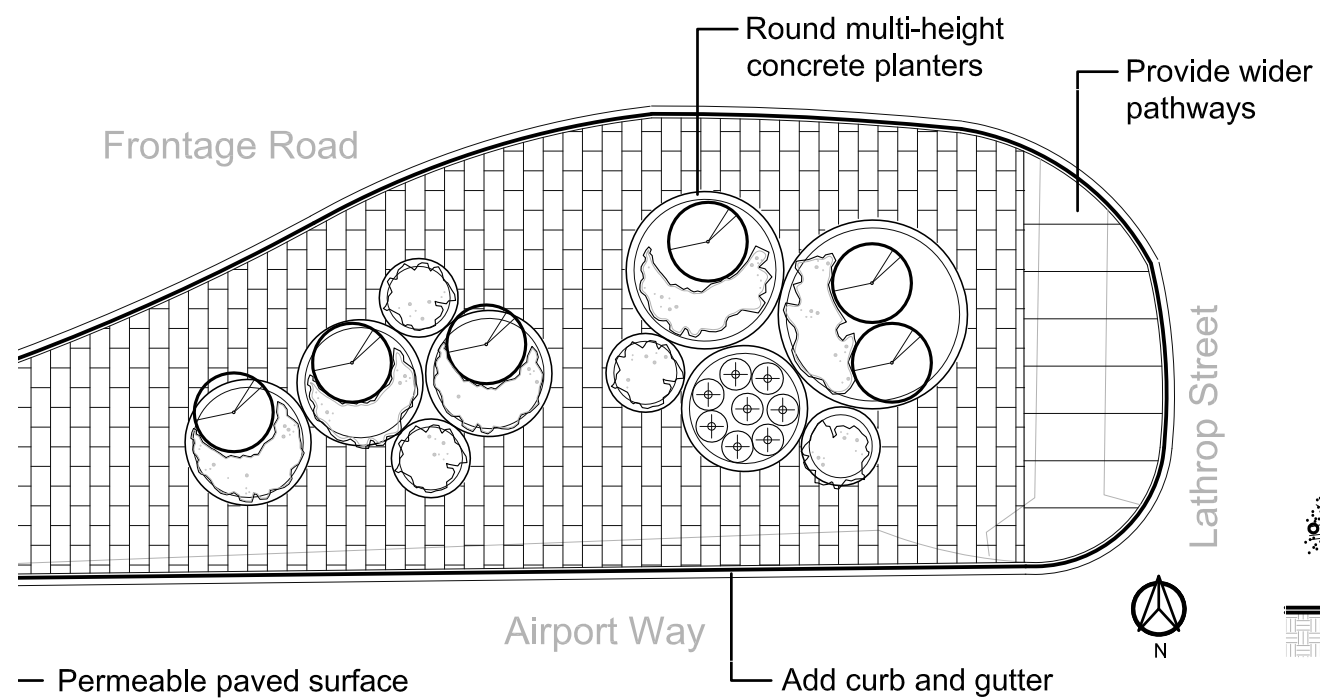
Section A-A'

5

Lathrop Street Traffic Islands



- Toolkit Concepts**
- Gateways
 - Planting Palette
 - Traffic Islands
 - Wayfinding



Section A-A'

Enlarged Site Plan

6

Southern Frontage Road, West and East of Cowles Street

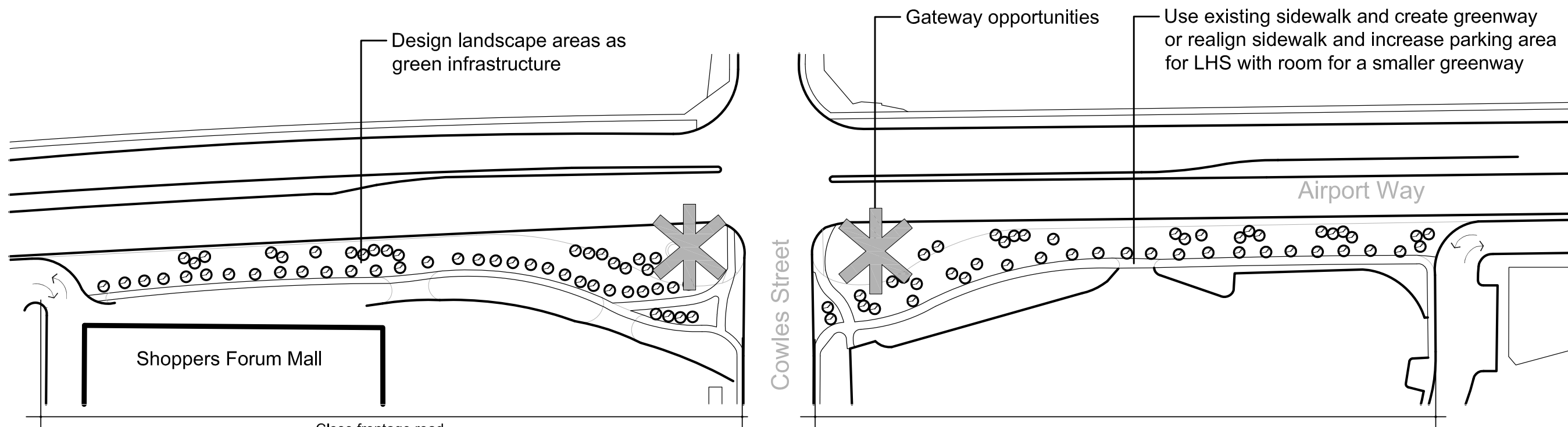


Ex. block planter
Pole mounted sign

Lathrop High School

Toolkit Concepts

(Remove) Barriers	Repurposed Frontage Roads
Improved Intersections	Planting Palette
Linear Landscape	Site Furnishings
Mid-Block Access	Wayfinding

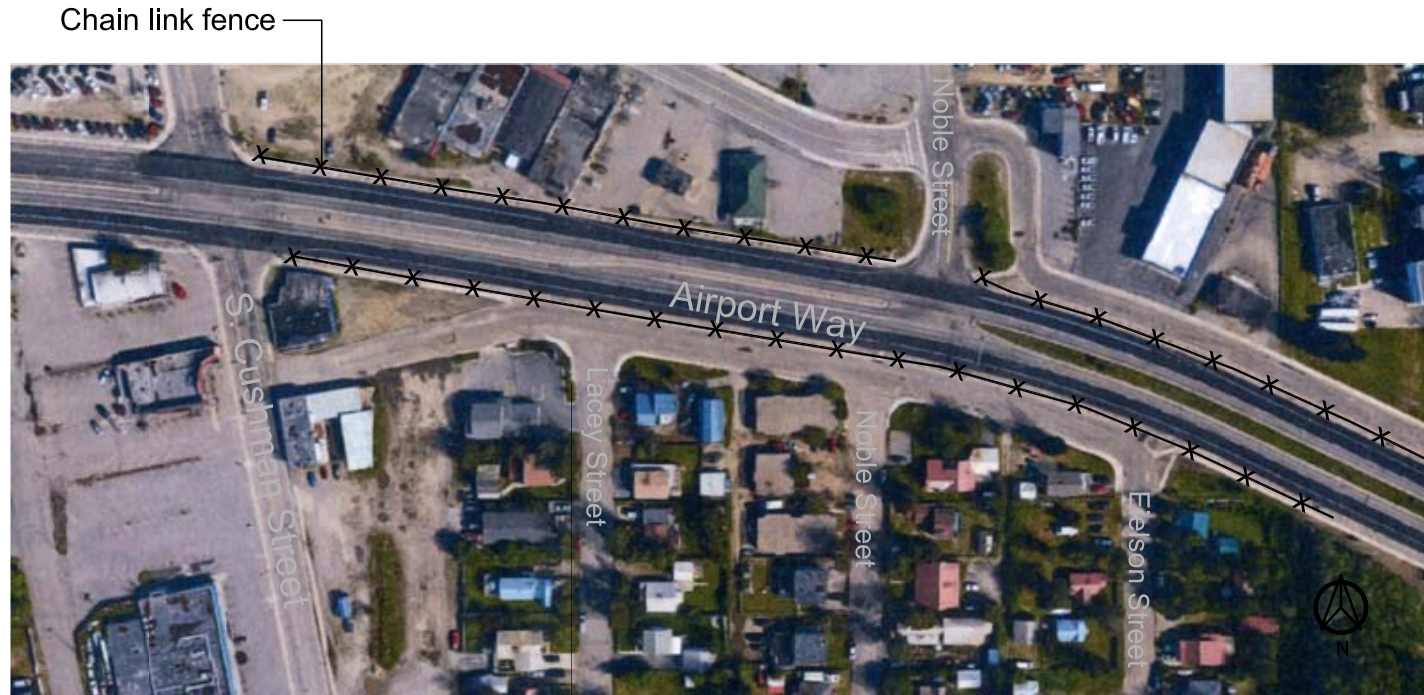


Close frontage road

Site Plan

7

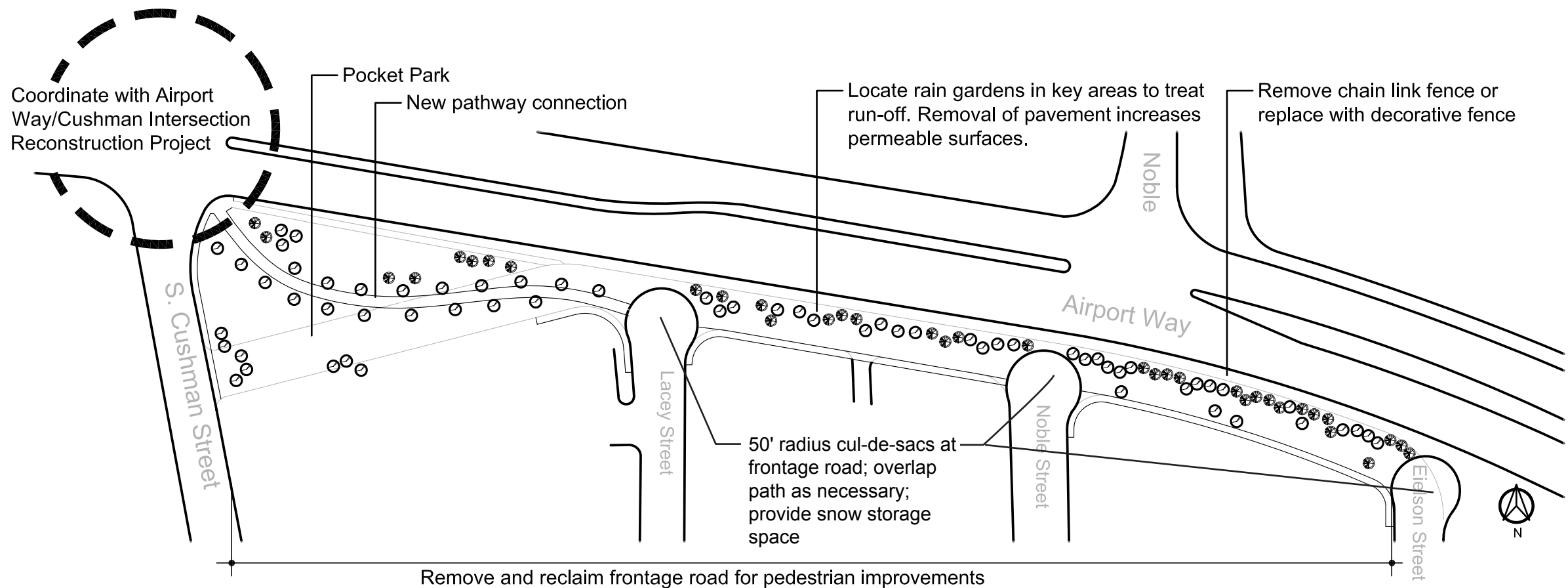
14th Avenue, S. Cushman Street to Eielson Street



Chain link fence

Commercial properties ← → Residential properties

- ### Toolkit Concepts
- Fencing
 - Linear Landscape
 - Repurposed Frontage Roads
 - Planting Palette
 - Site Furnishings
 - Wayfinding



Policy Board approved - August 20, 2025

Policy Board updated - February 25, 2026

FAST Improvement Program	Road	Path/ Sidewalk	FFY2026	% Share of Funding	New Estimate (Nov 2026)
City of Fairbanks					
Shannon Drive (3,000 LF)	X		\$ 558,000	29%	\$ 581,803
Doyon Estates Additional Roads	X		\$ 150,000		\$ 185,210
Trainor Gate Road/F Street Intersection		X			\$ 100,000
City of North Pole					
Cary Avenue	X		\$ 42,000	7%	\$ 51,241
8th Avenue Path (includes striping)		X	\$ 87,000		\$ 143,318
Old Richardson Hwy Ped Xing @ 5th Ave		X	\$ 28,000		\$ 26,204
Fairbanks North Star Borough					
Birch Hill Recreation Area Access Road	X		\$ 190,000	35%	\$ 241,011
Vue Crest Subdivision - Crest & Hillside Dr	X		\$ 534,000		\$ 581,968
TLRA Westlake Lane (gravel-to-pavement)		X	\$ 113,000		\$ 279,587
University of Alaska Fairbanks					
Taku Parking Lot Paths		X	\$ 67,000	7%	\$ 183,549
Tanana Loop - Hardwood to N. Tanana Dr	X		\$ 110,000		\$ 177,249
Alaska DOT&PF					
Ballaine Road - Skarland Trail Winter Access		X	\$ 8,000	22%	\$ 34,917
Old Airport Way (shoulder)		X	\$ 182,000		\$ 124,730
Van Horn Road - Cushman to Easy St	X		\$ 341,000		\$ 460,102
TOTAL			\$ 2,410,000	100%	\$ 3,170,891

Roadway	\$ 1,925,000	80%	\$ 2,278,586
Path/Sidewalk	\$ 485,000	20%	\$ 892,306

Projects nominated in mid-2025, but not funded for FFY2026 Program

FAST Improvement Program	Road	Path/ Sidewalk	FFY2027
City of Fairbanks			
Gaffney Road Sidewalk		X	\$ 139,000
City of North Pole			
Andrea Drive	X		\$ 88,000
N Santa Claus Lane	X		\$ 465,000
Blanket Boulevard Path		X	\$ 67,000
Psalms Way Path		X	\$ 93,000
Fairbanks North Star Borough			
South Davis Park - 25th Ave (gravel to pavement)	X		\$ 550,000
TLRA South Cushman (gravel-to-pavement)	X		\$ 332,000
TLRA Northlake Lane (gravel-to-pavement)	X		\$ 669,000
University of Alaska Fairbanks			
Alaska DOT&PF			
Bridge Redecking - Mitchell @ Chena, Johansen @ RR	X		\$ 933,000
Dale Road	X		\$ 786,000
Van Horn Road - Beaverland to Peger Rd	X		\$ 933,000
TOTAL			\$ 5,055,000

TIP FUNDING TABLE

80% of the FAST Planning STP allocation should be used for roads and associated appurtenances and 20% should fund Non-Motorized projects, averaged over four years. The following programs and projects are funded with these allocations listed above.

Surface Transportation Program (STP) Projects

1. All items listed as STP Projects, except the FAST Planning Improvement Program and planning efforts, will be ranked and scored with the approved scoring criteria and projects will be prioritized according to score.
2. Once a project has been initiated, it will remain a TIP priority until it is complete or otherwise closed.
3. STP Projects may include other items besides specific road projects that benefit the road network, landscaping, beautification or may include planning efforts.

FAST Planning Improvement Program

1. The FAST Planning Improvement Program projects will not be scored. It is the intended goal of the FAST Planning Improvement Program to aim to allocate 80% of the funding to roadway projects and 20% of the funding to non-motorized projects, with the understanding that this could vary from year to year.
2. The scope of the Program is to “Perform gravel or asphalt surface maintenance and preservation activities on roads, sidewalks and pathways. Work may also include new or upgraded illumination, signing and striping, storm drains and intersection improvements including nonmotorized crossings, as well as ADA upgrades to sidewalks and curb ramps.”
3. Projects nominated to the Program shall meet the following criteria:
 - a. Limited design effort in order for projects to be delivered for construction within a 1-2 year timeframe
 - b. No right-of-way impacts
 - c. Limited/no utility impacts
4. A subcommittee will meet annually to develop a list of projects to include in the following year’s program.
5. DOT&PF will develop estimates for the projects nominated based on the scope of work cost.
6. After Scope, Schedule’s and Estimate’s (SSE’s) are developed, the Technical Committee will review the list and make recommendations as to which projects to bring forth to the Policy Board for approval. All projects will be brought forth with the recommendations clearly identified.



THE STATE
of **ALASKA**
GOVERNOR MICHAEL J. DUNLEAVY

Department of Transportation and Public Facilities

DIVISION of PROGRAM MANAGEMENT and ADMINISTRATION

3132 Channel, Suite 350
P.O. Box 112500 Juneau, Alaska 99811-2500
Main: (907) 465-2985
dot.alaska.gov

March 13, 2026

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

RE: Metropolitan Planning (PL) estimated funding distribution for FFY 2027

Dear Mr. Fox,

This letter serves to advise you of the State of Alaska's Department of Transportation & Public Facilities (DOT&PF) estimated distribution of Metropolitan/Urban Planning (PL) funds for Federal Fiscal Year 2027 (FFY27). Both the final apportionments and obligation limit are subject to the United States Congress passing a law for transportation funding and annual appropriations for FFY27.

Under the state's Alaska Metropolitan Planning distribution formula and based on the estimated highway apportionments under the continuation of funding at IJA, a.k.a. BIL levels, the FAST Planning MPO may plan on \$602,671 in federal urban PL funds for FFY27. Of that, a portion is allocated to DOT&PF Fairbanks Field Office Planning in the amount of \$66,000 for work on the Unified Planning Work Program (UPWP). Additionally, the DOT&PF will request that FTA transfer Section 5303 urban transit PL funds to FHWA and estimates that the MPO will receive \$124,079 in 5303 funds to be made available in FFY27. The total of all planning funds for FFY27 is estimated to be \$726,750.

The State continues the application of an Indirect Cost Allocation Program (ICAP) rate. The estimated SFY27 Federal Highways ICAP rate is 7.21%, which should be factored into future UPWP budgets.

Sincerely,

A handwritten signature in cursive script that reads "Adam Moser".

Adam Moser
Program Management Chief

"Keep Alaska Moving through service and infrastructure."

FAST Planning

Draft FFY2027-28 Unified Planning Work Program (UPWP)

Summary of Proposed Updates - DRAFT

March 27, 2026

Regional Planning Priorities

- Revisit and redefine planning priorities for Metropolitan Planning Area (MPA) for 2027 & 2028

Task 100 MPO Planning Process

Task 100(a) UPWP

- With FAST Planning's State Legislative fund balance dwindling, explore pros and cons of using third party in-kind contributions as non-Federal match for Planning (PL) funds
- Monitor Congressional action for next Surface Transportation Reauthorization Bill

Task 100(b) MTP

- Adopt Interim Metropolitan Transportation Plan (MTP) Update by December 2026 utilizing new MPA Boundary
- Continue working with Alaska DOT&PF and FNSB on full Travel Demand Model update through mid-2027
- Adopt Final MTP Update by December 2027
- Develop a Scope of Work to hire a consultant team for next update to MTP in late 2028 (MTP is required to be updated every 4 years)
- Participate in Statewide planning efforts, including but not limited to, the State Rail Plan Update, State Freight Plan Update, and Truck Parking Study

Task 100(c) TIP

- Adopt new FFY2027-30 Transportation Improvement Program (TIP) by December 2026 utilizing new MPA Boundary
- Complete TIP Administrative Modifications and Amendments as needed
- Document strategies used to manage the TIP during the Conformity Freeze for future reference and presentation to other MPOs
- Participate in the Prioritization Process Pilot Program (PPPP) – a recent grant award by FHWA to Alaska DOT&PF in partnership with all three MPOs in Alaska

Task 100(d) PPP

- Update Public Participation Plan (PPP) and Title VI Plan to reflect current practices and new MPA Boundary by December 2026

Task 100(e) Air Quality

- Work with air quality consultant team on conformity determinations for MTP and TIP
- Continue working with the EPA on proposed revisions to PM2.5 Implementation Rule

Task 100(f) MPA Boundary

- Provide GIS files of new MPA Boundary to FHWA and FTA for informational purposes once concurrence from Governor's Office is received
- Conduct focused outreach to expanded boundary areas (i.e. Farmers Loop, Moose Creek, Eielson Air Force Base) during MTP Update effort

Task 100(g) Support Services

- Participate in quarterly Statewide MPO Coordination meetings
- Continue to support development of the new MPO in the MatSu Valley

Task 200 Public Transit System Planning

- Complete Paratransit Operational Efficiency Study for VanTran services
- Continue working with Service providers on implementing recommendations from Transit Plan and Coordinated Human Services Transportation Plan adopted in late 2024
- Provide planning support for FTA grant applications (5307, 5309, 5337, 5339 funds)

Task 300 Supplemental Plans & Projects

Current & Ongoing Efforts (*already funded*)

- a. Advanced Project Definition
- b. High School Access & Circulation Study for North Pole High School
- c. Geist/Chena Pump Road Corridor Study
- d. Complete Streets Prioritization Plan

New Plans & Projects (*High Priority for funding in the TIP*)

- e. Downtown Fairbanks Traffic Study (one-way to two-way conversion)
- f. Freight Mobility Plan Update
- g. Pavement Condition Survey for non-DOT Roads
- h. ~~Peger Road /Airport Way Intersection Study~~ <or> Peger Road Corridor Study
- i. _____
- j. _____
- k. _____

Task 400 Contingency Plans & Projects (*Lower Priority*)

- a. Richardson Highway Corridor Study - North Pole to EAFB
- b. Tanana Lakes Recreation Area Bicycle/Pedestrian Connections
- c. Lacey Street Reconstruction Planning Study
- d. Wendell Avenue Study
- e. Vulnerable Road User Safety Assessment & Local Safety Action Plan
- f. Student Driver’s Education Program
- g. Local Resilience Improvement Plan
- h. Housing Coordination Plan
- i. Update Household Travel Survey
- j. Bicycle & Pedestrian Facility Improvements Implementation Plan
- k. _____
- l. _____
- m. _____

↑ Should one, two, or three of these planning efforts be moved up to Task 300/High Priority? ↑



Strengthening HSIP with a new role in DOT&PF's Highway Safety Office

From Langley, Christine M (DOT) <christine.langley@alaska.gov>

Date Mon 3/16/2026 9:00 AM

To Jongenelen, Aaron M. <aaron.jongenelen@anchorageak.gov>; Jackson Fox <jackson.fox@fastplanning.us>; kim.sollien@mvpmpo.com <kim.sollien@mvpmpo.com>

Cc Anderson, Ryan (DOT) <ryan.anderson@alaska.gov>; Little, Lauren M (DOT) <lauren.little@alaska.gov>; Keith, Katherine M (DOT) <katherine.keith@alaska.gov>; Bailey, Randi L (DOT) <randi.bailey@alaska.gov>; Bosin, Anna D (DOT) <anna.bosin@alaska.gov>; Purves, Nathan A (DOT) <nathan.purves@alaska.gov>; White, Ben M (DOT) <ben.white@alaska.gov>; Stephan, Nathan J (DOT) <nathan.stephan@alaska.gov>; Golden, Pamela K (DOT) <pamela.golden@alaska.gov>; Chapman, Judy (DOT) <judy.chapman@alaska.gov>; Mills, Andy J (DOT) <andy.mills@alaska.gov>; Bradway, Adam R (DOT) <adam.bradway@alaska.gov>; Heim, Carl F (DOT) <carl.heim@alaska.gov>; McCarthy, Shannon K (DOT) <shannon.mccarthy@alaska.gov>; Oien, Evan S (DOT) <evan.oien@alaska.gov>; Perry, Dalton (DOT) <dalton.perry@alaska.gov>; Spry, Tim (DOT) <tim.spry@alaska.gov>; Bowland, Luke S (DOT) <luke.bowland@alaska.gov>; Beck, Albert M L (DOT) <albert.beck@alaska.gov>; Miller, Kirk D (DOT) <kirk.miller@alaska.gov>

Aaron, Jackson, and Kim—

Alaska DOT&PF is making several positive changes to strengthen the Highway Safety Improvement Program (HSIP) and the Highway Safety Office (HSO), with a renewed focus on collaboration, data-driven decision-making, and delivering safety projects more efficiently across the state. As part of this effort to enhance the program and better support regional teams and MPO partners, we are expanding our HSIP capacity and coordination.

I'm pleased to formally announce Nathan Stephan as the new Road Safety Engineer for the Highway Safety Office. This is a new role within the Data Modernization & Innovation Division that will strengthen coordination and support the department's efforts to deliver data-driven safety improvements across Alaska. Nathan brings a wealth of experience and will add important capacity and expertise to the department's safety programs. Please join me in welcoming him to his new position.

As part of filling this important role, Alaska DOT&PF is continuing to strengthen the Highway Safety Improvement Program by deepening collaboration among regional staff, MPOs, and statewide experts. By working together, we can address safety needs using data, proven countermeasures, and local knowledge while supporting our staff and the communities we serve. Our goal is to deliver improvements efficiently and ensure HSIP funding is fully utilized each year.

Nathan Stephan and Pam Golden, our Traffic and Safety Engineer, will facilitate this year's HSIP workshops with all three MPOs, with support from regional staff. The department will share the network screening tools used in past workshops, along with updated maps, VRU-focused information where applicable, and new insights from the INRIX Safety View platform to help identify high-risk locations.

Thanks for everything you do,
Christine

Christine Langley | Data Modernization and Innovation Director
State of Alaska Department of Transportation & Public Facilities
Fairbanks, Alaska | 907.347.3730 | christine.langley@alaska.gov

NORTHERN REGION RURAL 2026 CONSTRUCTION



REGION-WIDE PROJECTS

16

CONTINUING

- 1 | Dalton Hwy MP 90-104 Resurfacing
- 2 | Dalton Hwy MP 245-274 Resurfacing
- 3 | Deadhorse Airport Improvements
- 4 | Kotzebue Crosswind Runway Improvements
- 5 | Parks Hwy MP 319-322 Reconstruction
- 6 | Richardson Hwy MP 97-106.5 Resurfacing

NEW IN 2026

- 7 | Buckland Airport Improvements
- 8 | Copper River Highway Odiak Slough Culvert Replacement
- 9 | Dalton Hwy MP 247-289 & 305-362 Delineator Replacements
- 10 | Dalton Hwy MP 315 Culvert Replacement
- 11 | Deering Airport Improvements
- 12 | Elliott Hwy MP 43-51 Resurfacing
- 13 | Kotzebue to Cape Blossom Road - Stage 2
- 14 | Nome-Council Hwy Permanent Repairs MP 4-5, MP 9-11, MP 14.2-14.7
- 15 | NR ADA Improvements - Nome: Steadman St
- 16 | NR Bridges Seismic Retrofit
- 17 | Parks Hwy MP 206-209 Reconstruction
- 18 | Parks Hwy MP 322-325 Reconstruction
- 19 | Parks Hwy Nenana River Bridge at Moody Pin Replacement
- 20 | Parks Hwy Nenana River Bridge at Rex Replacement
- 21 | Richardson Hwy MP 167-173 Reconstruction
- 22 | Richardson Hwy MP 210 Rockfall Mitigation
- 23 | Seppala Drive Upgrade
- 24 | Utqiagvik Airport Apron Culvert Replacement



This map was last updated on September 8, 2025

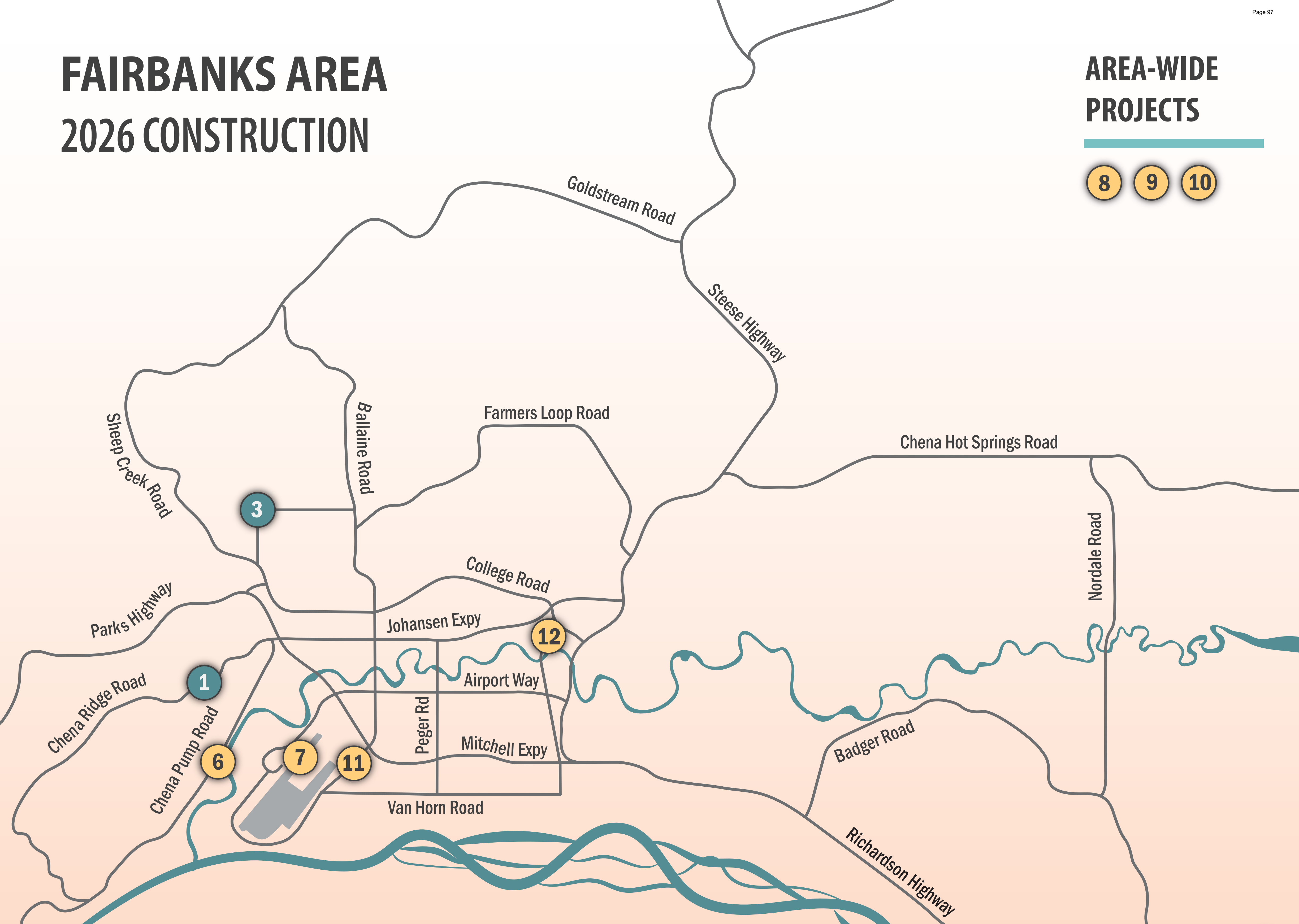


Scan this QR code to visit the Northern Region projects website or visit dot.alaska.gov/nreg/projects

FAIRBANKS AREA 2026 CONSTRUCTION

AREA-WIDE PROJECTS

8 9 10



CONT.

- 1 | Chena Pump & Chena Ridge Resurfacing
- 2 | Richardson Hwy MP 346 Chena Bridge Replacement
- 3 | Yankovich Miller Hill Road Reconstruction & Multi-Use Path

NEW IN 2026

- 4 | Beaver Springs Doughchee Slough Bridge
- 5 | Chena Lake Recreation Area Bicycle and Pedestrian Access
- 6 | Chena Small Tracts Roundabout
- 7 | FAI Terminal North Apron and Fencing Improvements
- 8 | FAST ADA Improvements
- 9 | FAST Area Surface Upgrades - Stage 2
- 10 | FAST Area Surface Upgrades 2026 & Fairbanks Airport Area Wayfinding Signs
- 11 | University Ave South Bicycle/Pedestrian Facility
- 12 | Old Steese Highway Reconstruction



This map was last updated on September 8, 2025



Scan this QR code to visit the Northern Region projects website or visit dot.alaska.gov/nreg/projects

FAST Planning FFY2023-27 TIP Amendment #2: FFY2026 OBLIGATION STATUS REPORT (as of March 2, 2026)
ALLOCATION TOTALS (Federal Share)

ALLOCATIONS	PHASE	AMOUNT	FFY25 OBLIGATIONS	PERCENT OBLIGATED
STP	All	\$7,704.7	\$586.6	8%
STP AC	All	\$875.4	\$0.0	0%
PL (Metropolitan + Transit)	All	\$589.6	\$589.6	100%
TAP (Transportation Alternatives)	All	\$793.3	\$0.0	0%
CMAQ	All	\$16,977.1	\$227.4	1%
CRP (Carbon Reduction)	All	\$2,556.1	\$0.0	0%
OFFSET	All	\$528.1	\$0.0	0%
TOTAL		\$30,024.3	\$1,403.6	5%

STP FUNDS (Federal Share)

IRIS	STP	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY25 OBLIGATIONS	PERCENT OBLIGATED	COMMENTS
NFHWHY01023	Advanced Project Definition	Planning	11/3/2026	\$145.6	\$72.8	50%	
NFHWHY00815	Doughchee Ave/Beaver Springs Bridge	Construction		\$357.5		0%	
NFHWHY00913 NFHWHY00914 NFHWHY01088	FAST Improvement Program	Design	2/17/2026	\$473.0	\$363.8	77%	
				\$27.3			FFY2027 AC
		Construction		\$2,573.2		0%	
				\$91.0		0%	FFY2027 AC
HFHWHY00830	FAST Planning Office	Planning	10/1/2025	\$150.0	\$150.0	100%	
NFHWHY00816	Holmes Road Rehabilitation	Design		\$298.4		0%	
				\$656.8			FFY2027 AC
		Right-of-Way		\$454.9		0%	
	Utilities		\$272.9		0%		
NFHWHY00509	Minnie Street Improvements	Design		\$796.0		0%	
		Right-of-Way		\$1,364.6		0%	
NFHWHY01022	Pioneer Park North Parking Lot & Boat Launch	Design		\$682.3		0%	
NFHWHY00139	Yankovich/Miller Hill Road Reconstruction	Construction		\$136.5		0%	
				\$100.3		0%	FFY2027 AC
	TOTAL			\$8,580.1	\$586.6	7%	

PL FUNDS (Federal Share)

IRIS	PL	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY25 OBLIGATIONS	Percent Obligated	COMMENTS
HFHWHY00830	FAST Planning Office - Metro PL	Planning	10/1/2025	\$462.0	\$462.0	100%	
HFHWHY00830	FAST Planning Office - Transit PL	Planning	10/1/2025	\$127.6	\$127.6	100%	
	TOTAL			\$589.6	\$589.6	100%	

TAP FUNDS (Federal Share)

IRIS	TAP	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY25 OBLIGATIONS	Percent Obligated	COMMENTS
NFHWHY00280	Chena Riverwalk Stage III	Right-of-Way		\$793.3		0%	
	TOTAL			\$793.3	\$0.0	0%	

CMAQ FUNDS (Federal Share)							
IRIS	CMAQ	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY25 OBLIGATIONS	Percent Obligated	COMMENTS
NFHWY00862	Chena Lakes Recreation Area Access via Plack Road	Utilities		\$4.5		0%	
		Construction		\$1,396.7		0%	FFY24 Carryforward
NFHWY00891	Peger Road Bicycle & Pedestrian Path	Design		\$181.9		0%	
NFHWY00845	Fairbanks Airport Area Non-Motorized Path Wayfinding Signage	Construction		\$181.9		0%	
NFHWY01088	FAST Improvement Program	Construction		\$727.8		0%	
NFHWY00922	Lavery Transportation Center Enhancements	Design		\$68.2		0%	
NFHWY00922	Morris Thompson Cultural & Visitors Center Enhancements	Design		\$154.6		0%	FFY25 Carryforward
		Utilities		\$72.8		0%	
		Construction		\$463.9		0%	
NFHWY01086	Motor Vehicle Plugins #1 (NP City Hall, Pioneer Park main parking lot)	Design		\$139.2		0%	
		Construction		\$1,118.0		0%	FFY25 Carryforward
NFHWY00912 NFHWY00885	Sidewalk Snow Removal Equipment	Equipment		\$454.9		0%	
NFHWY01097	UAF Shuttle Bus CNG Fueling Station	Design		\$91.0		0%	
NFHWY01169	UAF CNG Shuttle Buses	Equipment		\$454.9		0%	
NFHWY01109	Sheep Creek Road Estension Shared Use Path	Design	2/1/2026	\$227.4	\$227.4	100%	SW-CMAQ
		Construction		\$591.3		0%	SW-CMAQ
NFHWY00902	Sheep Creek Road & West Tanana Drive Roundabout	Design		\$454.9		0%	SW-CMAQ
NFHWY01108	Gaffney Road Parking Lot	Design		\$91.0		0%	SW-CMAQ
NFHWY01110	Ballaine Path Improvements	Design		\$181.9		0%	SW-CMAQ
NFHWY01102 NFHWY01103 NFHWY01104 NFHWY01105	FAST ADA Improvements Program	Construction		\$9,924.8		0%	SW-CMAQ
	TOTAL			\$16,977.1	\$227.4	1%	
CRP FUNDS (Federal Share)							
IRIS	CRP	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY25 OBLIGATIONS	Percent Obligated	COMMENTS
NFHWY00862	Chena Lakes Recreation Area Access via Plack Road	Construction		\$1,450.9		0%	FFY24 Carryforward
NFHWY00845	Fairbanks Airport Area Non-Motorized Path Wayfinding Signage	Design		\$22.7			
NFHWY00922	Lavery Transportation Center Enhancements	Construction		\$573.1		0%	
NFHWY00891	Motor Vehicle Plugins #2 (Pioneer Park North Parking Lot)	Design		\$22.7		0%	
NFHWY01060	Fairbanks & North Pole Electric Vehicle Charging Stations	Design		\$213.8		0%	
NFHWY00844	High School Access & Cicalation Study - North Pole	Planning		\$272.9		0%	FFY25 Carryforward
	TOTAL			\$2,556.1	\$0.0	0%	

FAST Planning FFY26 Offsets

March 2, 2026

PROJECT OFFSETS

	Federal	Total w/ Match
Yankovich/Miller Hill Road Reconstruction	\$528,075	\$580,494

Total	\$528,075	\$580,494
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COMMITTED OFFSETS

Total	\$0	\$0
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Remaining Funds to be Obligated

\$528,075	\$580,494
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