



POLICY BOARD

Meeting Agenda

Wednesday, April 15, 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: 818-0002-8285

1. Call to Order
2. Introduction of Members & Attendees
3. Approval of April 15, 2026 Agenda
4. Approval of March 18, 2026 Meeting Minutes | Pg 3-12
5. Staff/Working Group/Chair Report | Pg 13-15
6. Public Comment Period
7. Old Business
 - a. Chena Riverwalk Stage III Project Update (**Action Item**) | Pg 16-24
 - Agenda item continued from March 18th meeting; item is still open for public comment
 - Continuation of discussion of recommendations from Walk, Ride, & Roll Advisory Committee and consideration for action from Policy Board on next steps
 - b. Metropolitan Planning Area (MPA) Boundary (**Action Item**) | Pg 25-34
 - Update from Alaska DOT&PF on Governor's approval of new MPA Boundary and consideration for action from Policy Board on next steps
 - c. Walk, Ride, & Roll Advisory Committee (WRRAC) Roles & Responsibilities (**Action Item**) | Pg 35-39
 - Reconsideration of accepting revisions to roles and responsibilities document and addition of member seats
8. New Business
 - a. Project Enhancement Committee (PEC) Meeting Frequency (**Action Item**) | Pg 40-43
 - Consideration of changing meeting frequency from quarterly to every other month
 - b. FAST Planning Bylaws Revision (**Action Item**) | Pg 44-45
 - Consideration of restoring the original language in the Bylaws to allow FAST Planning staff to serve as a non-voting Chair or Vice Chair for the WRRAC and PEC
 - c. Chena Small Tracts Roundabout Construction | Pg 46-47
 - Presentation and discussion of traffic control plan and temporary closure of transfer site during summer construction

d. Airport Way - voted the 'Ugliest Road' in Fairbanks | Pg 48-77

Refreshers 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

9. Informational Items

a. Fairbanks Area 2026 Construction Projects | Pg 78-79

b. FFY2026 Obligations & Offsets | Pg 80-84

10. Other Issues

11. Policy Board Member Comments

12. Adjournment

Next Scheduled Policy Board Meeting: Wednesday, May 20, 2026 | 12:00 - 2:00 PM



POLICY BOARD

Meeting Minutes

MARCH 18, 2026 • 12:00 – 2:00 P.M.

FAST Planning Office, KeyBank Building, 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: 889-1800-4065

1. Call to Order

Mayor Hopkins, Chair, called the meeting to order at 12:00 p.m.

2. Introduction of Members and Attendees

Attendee	Representative Organization
*Scott Crass	FNSB Assembly
*Nick Czarnecki	DEC Air Quality
*Grier Hopkins, Chair	Mayor, Fairbanks North Star Borough
*Lauren Little, Vice Chair	DOT&PF Chief Engineer
*Mindy O'Neall	Mayor, City of Fairbanks
*Larry Terch	Mayor, City of North Pole
*Crystal Tidwell (absent)	Fairbanks City Council
**Corey DiRutigliano	FAST Planning
**Jackson Fox	FAST Planning
**Olivia Lunsford	FAST Planning
**Deborah Todd	FAST Planning
**Randi Bailey	DOT&PF Planning
**Don Galligan	FNSB Community Planning
+Brett Nelson	DOT&PF Planning
+Kate Dueber	Alaska Railroad
+Kellen Spillman	FNSB Planning
Al Beck	DOT&PF Preconstruction
Ethan Graetz	DOT&PF Preconstruction
Adam Moser	DOT&PF Program Development
Ben White	DOT&PF Planning
Emily Haynes	FHWA
Randy Warden	FHWA
Kimberly Diamond	FNSB Parks & Recreation
Jack Barnwell	Fairbanks News Miner

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Kathleen Thompson	Alliance CPAs, LLC
Tania Clucas	Morris Thompson Cultural & Visitors Center
Julie Jones	Festival Fairbanks
Anonymous	Unknown

***FAST Planning Policy Board Members, ** FAST Planning Staff Members, +FAST Planning Technical Committee Members**

3. Approval of the March 18, 2026 Agenda

Motion: To approve the March 18, 2026 Agenda as amended. (O’Neill/Crass).

Amendment to the Motion: To move New Business Item 8a and 8b before Old Business Item 7 in the Agenda. (Little/Terch).

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

4. Approval of the February 25, 2026 Meeting Minutes

Motion: To approve the February 25, 2026 Meeting Minutes. (Terch/O’Neill).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

5. Staff/Working Group/Chair Reports (including mid-year Operating Budget review)

- The Walk, Ride, and Roll Advisory Committee (WRRAC) held a Special Meeting on March 13, 2026 to review and provide recommendations to the Policy Board for the Chena Riverwalk Stage III project.
- FAST Planning held Steering Committee Meeting #3 for the Metropolitan Transportation Plan (MTP) update.
- Mr. Fox met with EPA Region 10 staff regarding the PM2.5 standards under the Clean Air Act. EPA is still motivated to open the regulations for proposed revisions in the future.
- Mr. Fox met with FHWA and FTA staff to discuss the lack of boundary approvals for Anchorage and Fairbanks and the expectations the federal partners have for the MTP updates. The federal partners have requested that FAST Planning utilize the new boundaries for the MTP updates. The MPO authority letters were also discussed.
- DOT&PF released a preliminary draft of the 2026 Statewide Transportation Improvement Program (STIP). Mr. Fox reviewed the draft and submitted comments.
- Mr. Fox emailed all the private property vendor applicants for the Electric Vehicle (EV) Charging Stations. Out of the four private property locations that did not have a landowner letter, Mr. Fox received responses from Three Bears and the Fairbanks Daily News Miner.
- Mr. Fox drafted a letter of support to the Congressional Delegation for the new transportation bill – Bridges & Safety Infrastructure for Community Success (BASICS) Act.

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- Alliance CPAs completed the FFY2025 Audit and their findings will be presented in the agenda below. The IRS Form 990 was also completed for signature.
- Staff met with the College Rotary to discuss bus stop improvements.
- FAST Planning met with Barbara Johnson, a local artist, regarding getting artwork on Wendell Street Bridge and other locations around town.
- Staff submitted Transportation Improvement Program (TIP) Amendment #2 for incorporation into the STIP. It was delivered to FHWA and FTA for concurrence and conformity determination. The Federal partners would like additional language in the air quality conformity determination.
- Staff completed the draft of the new Community Transportation Grant Program application for non-profits to do transportation related projects.
- At the March 4, 2026 meeting, the Technical Committee:
 - Recommended that the Policy Board approve the Community Transportation Grant application materials and release it to the public.
 - Recommended that the Policy Board approve the Letter of Support to the Congressional Delegation regarding the BASICS Act.

6. Public Comment Period (Non-Action Items)

No public comment.

7. Old Business

a. Metropolitan Planning Organization (MPO) Authorities

Review of Recent Correspondence Between Federal Highway Administration, Federal Transit Administration, and State of Alaska

Mr. Fox explained that FAST Planning received a joint letter from FHWA/FTA on February 13, 2026 explaining MPO authorities and ability to add to or remove projects from the TIP.

b. Metropolitan Planning Area (MPA) Boundary

Update from Alaska DOT&PF on Governor's Approval of New MPA Boundary

Ms. Little provided an update on the status of approval for the new Metropolitan Planning Area (MPA) boundary.

Motion: To extend the meeting until 3:00 p.m. (O'Neill/Crass).

Vote on Motion: None opposed. Approved.

c. Transportation Improvement Program Amendment #2 Air Quality Conformity Determination (Action Item)

Request for Additional Motion on TIP Amendment approval to include a determination from Policy Board on Air Quality Conformity

The TIP Amendment was submitted to DOT&PF for incorporation into the STIP on February 25, 2026. A request was made by FHWA Alaska Division to modify the

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TIP Amendment to include a statement of initial air quality conformity determination.

Public Comment:

No public comment

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).

Discussion:

No discussion.

Vote on Motion: Five in favor. None opposed. Approved. (Note: Mr. Czarnecki left the meeting at 2:20 so he did not vote on this item).

d. Electric Vehicle Charging Stations Project Nominations (Action Item)

Follow up on Landowner Letters for Private Property Locations and Consideration of Selecting the First Bundle of Projects

Public Comment:

No public comment.

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 Wien Library, North Pole Library, and Pioneer Park]. (Terch/Little).

Discussion:

Ms. Little: I just want to thank the staff for going through this effort. It made it easy today.

Mayor Terch: I thank you for your diligence in reaching out to those private property owners who have expressed interest. I think it's a great way for the public and private entities to come together and make things happen for our community so thank you.

Mr. Crass: I'll just echo those comments. Good work. I think it's a good list and hopefully these are successful and well used.

Mayor Hopkins: I want to thank staff for your work and having good rationale.

Vote on Motion: None opposed. Approved.

e. Chena Riverwalk Stage III Project Update (Action Item)

Recommendations from Walk, Ride, and Roll Advisory Committee and Consideration of Action from Policy Board on Next Steps

Mr. Fox explained that this item was referred to the WRRAC for review and they came up with recommendations at a Special Meeting on March 13, 2026. The

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WRRAC recommendations for overall project design, maintenance, and funding are included in the meeting packet.

Public Comment:

Julie Jones, Festival Fairbanks: Festival Fairbanks brought this project for the north side Chena Riverwalk forward to the Railroad to build on their property with our conceptual design. It was pushed through and they asked their land office to work with Festival Fairbanks to forward the project. However, at that point, they said that Festival Fairbanks being a non-profit organization, they would prefer to work with a municipality, so we brought the project over to the City of Fairbanks. They took on the project, and we created a lease agreement with the City of Fairbanks paying that annual fee to keep this right-of-way open for us to build the Chena Riverwalk. We thank Mr. Fox and his team for bringing forward all this funding from trail monies to get this done. Then, of course, when they decided to subdivide the property located near the Chena Landings Loop, the Railroad put the brakes on this project again and we weren't getting the support back from them. We advocate that this Board make an action item to move forward as soon as possible because we would love to see this project be completed so we can finish the north side Chena Riverwalk. Thank you.

Mayor Hopkins: I'm going to leave this item open until next month and leave public comment open.

Motion: To postpone the item [Chena Riverwalk Stage III Project] with public comment still open to the next meeting. (Crass/Terch).

8. New Business

a. Annual Audit – Independent Auditor's Report to Policy Board

Kathleen Thompson of Alliance CPAs, LLC presented the FY2025 FAST Planning audit findings.

b. Annual Tax Return (IRS Form 990) Review (Action Item)

Kathleen Thompson of Alliance CPAs, LLC presented the completed FY2025 IRS Form 990 to the Policy Board for their approval.

Public Comment:

No public comment.

Motion: To authorize Jackson Fox as Executive Director to sign the IRS Form 990 and send it to the IRS. (Little/Terch).

Discussion:

No discussion.

Vote on Motion: None opposed. Approved.

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

Consideration of Approval of Application Materials and Advertising Grant Program

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Mr. DiRutigliano presented the FAST Planning Community Grant Program application materials. The Grant provides funding up to \$5K to non-profits for transportation-related activities that align with the goals and objectives of FAST Planning. A webpage has been created on the FAST Planning website to provide information and the online application materials.

Public Comment:

No public comment.

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

Amendment to the Motion: 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).

Amended Motion: To approve the application materials as discussed and advertising of the FAST Planning Community Transportation Grant Program.

Vote on Main Motion and Amendment: None opposed. Approved.

d. Bridges & Safety Infrastructure for Community Success (BASICS) Act – Letter of Support to Congressional Delegation (Action Item)

Congress is working on the next transportation bill. A new bill called the BASICS Act was drafted. This transportation bill would: double planning funds and eliminate match requirement, increase Surface Transportation Block Grant overall funds, increase Highway Safety Improvement Program overall funds, continue bridge formula program funding, reaffirm MPO project selection, strengthen consultation with areas below 50K in population, give MPOs Federal Financial System access, protect suballocated funds from transfer, and provide funding for Regional Transportation Planning Organizations (RTPOs).

Public Comment:

No public comment.

Motion: To authorize Mr. Fox to sign and send the letter of support [for the BASICS Act to Congressional Delegation]. (Crass/O’Neill).

Discussion:

Mr. Crass: I think that any time we can support local control on local planning efforts, it’s incumbent on us to do so. This would also lower the burden for our local municipalities of paying for a lot of these activities. It would increase the amount of federal funding that would come into this MPO so it would lower the burden on our local taxpayers. I feel like there’s a lot of room as this is moving along and developing but I think, conceptually, I support large swaths of this. I know that state departments of transportation, and this is going to come up in a few of our other agenda items, are focused on the mission and implementation. Sometimes the folks that live in those areas want you to slow down and talk about

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it. I feel that our role as local municipal leaders is to encourage that conversation and ensure that we have as much input locally as possible as to how federal transportation dollars are spent in our area. I would support this and recommend that we sign the letter.

Mayor Hopkins: I will echo those sentiments. If we're going to be seeing an expanded boundary. We're going to be seeing the ability to get more local dollars and local control spent on some of the road service areas within the Borough, which is an important aspect in my book also. Those roads are going to need support. As we work to try to get more service to some of those service areas, which is something our Assembly is talking about, that will also be a good opportunity to work through locally at this level. I look back at the discussion between road miles and lane miles, and the push and pull between Northern Region and the Anchorage area. That was something we always struggled with when I was with the Interior Delegation. I err on the side of road miles because that's what we're dealing with here and looking at locally that's certainly a big impact as well. So, I'm going to support the motion as well.

Mayor O'Neill: Mr. Fox, do you have any concerns or any anticipation of any issues in the state if this passes?

Mr. Fox: No. I don't have any concerns. With the exception of the Bridge Formula funds and the Highway Safety Improvement Program funds, we would have control over programming those dollars on projects that you all select here at the table in our TIP document. It just expands our ability to fund more and different types of projects than we have in the past. It adds a little bit more work to our plate, but it gives our local governments direct paths, direct avenues, to access fund categories that you all have not been able to access in the past.

Mr. Crass: I guess to follow up on the idea of how Alaska is unique in this situation. This MPO is unique in that we have state agencies that are voting members on our Board. So, you are engaged and get to say how these funds move. I think some of the concerns of this separation of implementation and I think you are very engaged in the planning piece here at the MPO as well. I hope you understand that we are welcoming that input in determining how we can affect change locally with the help of the State Department of Transportation.

Ms. Little: I just want to clarify. The State perspective on this isn't that we don't necessarily support local investment. It's that by putting strings on it, you're dividing the money into specific buckets. If you don't meet every penny of that chunk, and now there's twenty chunks instead of five chunks; now you've hurt yourself in the distribution conversation. We're at risk of lapsing funds in the AMATS boundary because of challenges in being able to get those projects moving forward. They've been suffering from a lot of locally driven scope changes on projects that have been on the books for a long time and that will come up in

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some of the business items where some of the conversation is being driven there. That's where, from the State's perspective, we're happy to work with locals and we want to make the investment where the investment is needed. Putting regulatory strings on these things just hurts us all in the long run. It makes it that much harder for us to get a project across the finish line as opposed to working together on less restrictive pots of money. So, if we wanted to put more money into STBG-flex [Surface Transportation Block Grant] funds, I can use that money anywhere on any type of road, service area, Minnie Street, and I can use it on a bridge. The more money we have in STBG-flex, the better off I feel like for us, as a state, we are because we can make those investments wherever they're needed. If it's STBG of 50-200K population, I have a very narrow place where I can make those investments. We want maximum flexibility for the funding so that we can make our programming decisions wholistically and not be in the situation of trying to fit things into things so that we're competitive for distribution and we don't lapse. You hear of a competitive grant program and, as a state, we administer the burden of that and getting all of that stuff done in time to meet fiscal year obligations. None of these things fit the real-life cycle of projects. That's what we keep finding out. Projects can be delivered in 24 months. Some projects take years, multiple funding bills, and multiple Policy Boards. That's where the more flexibility you have regulatorily and for working things out as individuals as opposed to federal requirements, from my experience and perspective, is better.

Mr. Crass: I suppose that there's some concern of mine that what you see happen is - dedicated funds looking to support multimodal transport and users that are basically users that are not in cars. Then you'll find that those funds lapse, projects aren't put together, they're too difficult, they sit on the shelf forever, and then they go to support motorized users. It's interesting. I think this is a nationwide issue where you see the state DOTs count cars and that's how they define success and that's how they define use is motorized users. I think it's something that comes up a lot locally where we look at people who are multi-modal users and we think we want those dedicated funds to be directed towards those users, and make sure those funds stick with them. If that's just a lack of imagination on project identification. But that's it. I understand the desire for flexibility. The DOT is in the game of execution. Is there an amendment that you would like to offer that highlights the concern for sub-allocated funds being trapped? I don't think the entire piece is contingent on that, you know, the whole BASICS Act. These groups have highlighted it as an ongoing negotiation.

Ms. Little: As a state, we're going to oppose a change in allocation. Any change in allocation. I think it's important to note the Alaska (inaudible). We are able to use those funds on local roads. We do it routinely. That is not the case in any other state. Like I said, there are components of the BASICS Act and DOT has put

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a policy paper together on this that I can check if I can share but I suspect that I can share with this group. Obviously, we support the 100 percent federal share of planning funds, the increase in planning funds, and funding for RPOs. But that fundamental creation of new sub-allocations and eliminating flexibility for us to maximize our transfers from multiple funding sources to a flexible STBG pot are things that make it harder for us to deliver infrastructure.

Mayor Hopkins: One of the things you said is why I definitely want to support this. I do support a reallocation to make sure that MPOs have more of that control over our ability to track more projects. The ones in the North Pole area. You know, a lot of the discussion we had here, I don't know about all the fun things, but the all things that can have a big impact on the communities that are useful in this. Multimodal but also small roads, parking, and transportation of all kinds I think is really important. Our ability to move that around here locally and if we can get more of those funds to be done here, with the seven of us, that's something I strongly support. I think it would make a bigger impact on this community than just about any way we could spend those dollars. I'm excited to write this letter and see how far we can go with this Bill. I'm sure that we still have a long, long, long way to go to come out on the other end.

Vote on Motion: Four in favor. Two opposed. (Little, Czarnecki). Approved.

Motion: To extend the meeting to 2:30 p.m. (Little/Terch).

Vote on Motion: None opposed. Approved.

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

Mr. Fox explained that the consultant working on the Travel Demand Model Update sent a memo that there were delays in getting data, a government shutdown, and the current Travel Demand Model is from 2013 and doesn't utilize the updated features required. A memo was sent to the Federal partners to inform them of the delay with the Travel Demand Model. A plan was outlined to do an interim update to the Long-Range Transportation Plan parallel to the more robust final Long-Range Transportation Plan.

9. Informational Items

a. FFY2026 Obligations and Offsets

Mr. Fox explained the obligations and offsets included in the meeting packet.

10. Other Issues

No other issues.

11. Policy Board Member Comments

No comments.

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12. Adjournment

Motion to Adjourn: (Crass/O’Neill). The meeting was adjourned at 3:01 p.m. The next Policy Board Meeting is scheduled for Wednesday, April 15, 2026.

Approved: _____ **Date:** _____

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



STAFF REPORT

April 10, 2026

Regular Meetings

- Hosted the Walk, Ride, & Roll Advisory Committee, Project Enhancement Committee, Technical Committee, and Policy Board meetings; prepared meeting packets, minutes, and action items; posted advertisements in the newspaper, social media, and on the State and FNSB online public notice systems; and prepared and submitted Title VI reports to DOT&PF
- Attended the following other regularly scheduled meetings:
 - Weekly FAST Planning Staff Meetings
 - Biweekly Downtown Implementation Working Group Meetings
 - Monthly Project Coordination Meeting with DOT&PF Planning & Preconstruction
 - Monthly Gas Line Tiger Team Meeting
 - Monthly Alaska Transportation Working Group Meeting
 - Monthly UAF Master Planning Committee Meeting

Project/Planning Meetings

- Meeting on proposed safety improvements at Trainor Gate Road & F Street intersection with School Principals and City Police, Engineering, and Mayor's Office
- Fairbanks & North Pole Area Future Land Use Workshop for Metropolitan Transportation Plan (MTP) Update
- FAST Planning Project Status Meetings (x3) with DOT&PF Project Managers
- Highway Safety Improvement Program Workshop
- FNSB CEDS 2026 Update: Land Use, Environment, & Transportation Planning Roundtable
- Fairbanks City Council Work Session on Resolution for Chena Riverwalk project
- Meeting with USFWS on upcoming grant opportunities for culvert replacements for fish passage

- 📌 Meetings (x2) with Alaska DOT&PF and consultant team working on FAST Planning's Travel Demand Model Update
- 📌 Biweekly coordination meeting with consultant team working on MTP update

Correspondence

- 📌 Submitted approved Letter of Support to Congressional Delegation for Bridges & Safety Infrastructure for Community Success (BASICS) Act

Organization

- 📌 Submitted monthly invoice to DOT&PF for March 2026
- 📌 Signed and submitted annual Tax Return (IRS Form 990) to IRS
- 📌 Completed insurance renewal applications for Directors & Officers, General Liability, Commercial Property, Auto, Drone, Health, Dental, and Vision policies

Public Outreach

- 📌 Published and advertised FAST Planning's new Community Transportation Grant Program
- 📌 Created first FAST Planning podcast (in a series) for the new Grant Program
- 📌 Provided presentation to Chamber's Transportation & Infrastructure Committee on BASICS Act and FAST Planning's Letter of Support

Submittals/Reports

- 📌 Submitted 2nd Quarter Unified Planning Work Program (UPWP) Report to DOT&PF

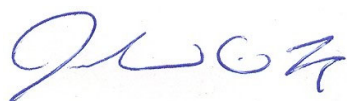
Funding

- 📌 Forwarded recent Policy Board motion on air quality conformity to FHWA and FTA for FFY2023-27 Transportation Improvement Program (TIP) Amendment #2

Training

- 📌 None

Submitted by:



April 10, 2026

Jackson C. Fox, Executive Director

Date



PROJECT ENHANCEMENT COMMITTEE

Action Items


04.02.2026

Motion: To restore the Bylaws to the original language to allow FAST Planning staff to serve as Chair and Vice Chair. (Sprinkle/Adamczak). None opposed. Approved.

Motion: To move PEC [Project Enhancement Committee] meetings from quarterly to bimonthly starting in April 2026. (Sprinkle/O'Brien). None opposed. Approved.



Jeff Jacobson, Vice Chair
Project Enhancement Committee



Date



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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.

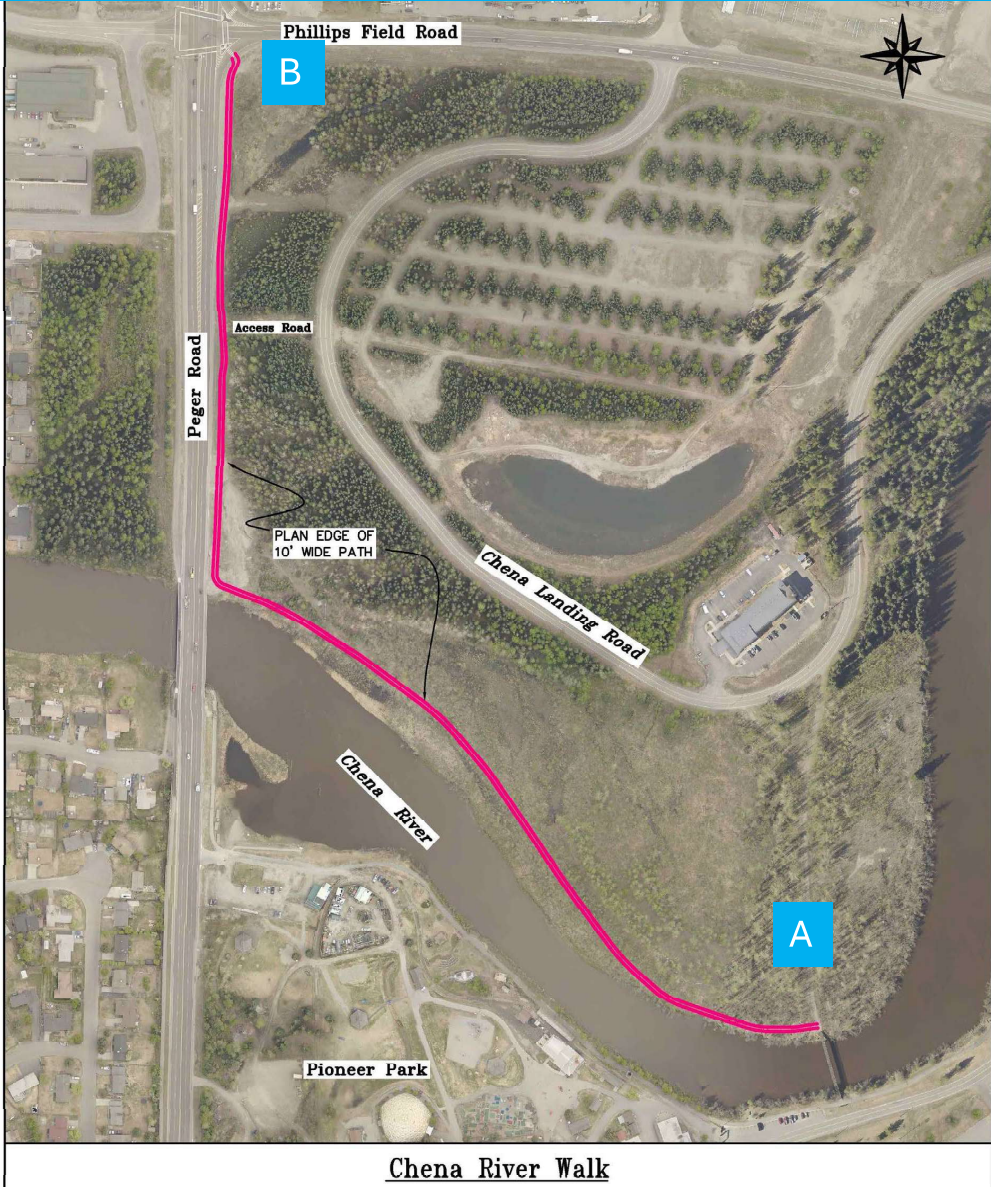
Motion: To move forward with the staff recommendations on the Electric Vehicle Charging Stations [selecting for funding the Fairbanks Daily News-Miner, Three Bears (North Pole), Morris Thompson Cultural & Visitors Center, Noel Wein Library, North Pole Library, and Pioneer Park]. (Terch/O'Neall). None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

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.

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 Project Nomination & Funding History

December 2010 – City of Fairbanks nominated project to FMATS for funding in the Transportation Improvement Program (TIP) accompanied by Council Resolution

May 2011 – Chena Riverwalk added to TIP as an Illustrative project [*project remained Illustrative (no funding) until 2014*]

February 2013 – City requested FMATS to initiate the project with \$400k from FMATS' State Legislative Appropriation funds; FMATS Policy Board approved funding contingent upon City acquiring Land Use Permit from ARRC

January 2014 – City received ARRC Land Use Permit and requested FMATS to initiate the project and execute a Transfer of Responsibilities Agreement with the City for the design of the project

April 2014 – project was granted \$400k in State Legislative Appropriation funds from FMATS in the TIP for the City to begin design

June 2016 – City had spent \$230k of the \$400k, and proposed to use the remainder (\$170k) as match to Federalize the project [with Transportation Alternatives Program (TAP) funding]

September 2016 – FMATS Policy Board approved use of remaining funds as match to Federalize the project

February 2017 – FMATS converted the project from State-funded to Federally-funded in the TIP with a planning level estimate of \$1.5 million for construction

April 2017 – Project start initiated with City in design lead under DOT&PF oversight

April 2019 – New construction estimate received increasing project from \$1.5 to \$1.7 million based on and embankment design with equalization culverts and asphalt path surface

November 2025 – with right-of-way negotiations wrapping up between ARRC and DOT&PF, FAST Planning's Policy Board approved just over \$800k for acquisition of the property needed to construct the path

January 2026 – Construction cost estimate increased from \$1.7 to \$7.1 million based on new boardwalk (1,378-ft metal elevated grated walkway structure) design

April 2026 – to date, \$622k has been spent on the design and right-of-way negotiations under the Federal project...combined with the previous \$230k expenditure of State funds, at total of \$852k has been spent on the project to date

Chena Riverwalk Stage III

April 15, 2026 Policy Board Meeting

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. Potential topics for motions include the following (in no particular order):

1. The construction cost estimate recently increased from \$1.7 to \$7.1 million. Would the Board like to direct the Design team to develop alternatives that reduce this cost? And, if so, what is the overall cost target and/or ceiling for this project?
2. The Policy Board asked for final authorization on the land purchase once negotiations concluded between the DOT&PF and ARRC. The Board has already approved the Federal funding in the TIP for the land purchase. Is the Board ready to provide this authorization, and which entity should consider paying the 9% match?
3. Which government entity should consider taking on the maintenance responsibility for the riverwalk portion of the path?
4. Who needs to be added the Design team? The current design cannot be stamped without the retention of a structural/bridge engineer and geotechnical investigation. A cost-saving measure would be to shorten the length of the boardwalk structure, which may require fill/construction in the floodway and necessitate a hydraulic analysis and permitting activities. And, whichever entity is selected to be responsible for maintenance should be added to the Design team to address their maintenance concerns and costs.
5. Are there any topics here the Board would like to refer to the Technical Committee for specific recommendations?



❖ POLICY BOARD ❖

Action Items

11.15.2023

Motion: To approve funding and scope of work for an Amendment to FAST Planning's 2045 Metropolitan Transportation Plan to consider adding the Steese Highway/Chena Hot Springs Road overpass/bridge replacement project. (Cleworth/Welch). Two in favor (Kemp, Olds). Five opposed (Rotermund, Pruhs, Cleworth, Ward, Welch). Motion failed.

Motion: To accept the Metropolitan Planning Area Boundary Update contingent upon a positive letter of support from Eielson Air Force Base. (Cleworth/Welch). None opposed. Approved.

Motion: To consider adding representatives from the Fairbanks North Star Borough Rural Services Department and Eielson Air Force Base to the Technical Committee. (Welch/Rotermund). Five in favor (Rotermund, Kemp, Ward, Welch, Olds). Two opposed (Pruhs, Cleworth). Approved.

Motion: To approve the FAST Planning 2024 Meeting Calendar. (Welch/Rotermund). None opposed. Approved.

Bryce J. Ward
[Bryce J. Ward \(Nov 16, 2023 13:30 AKST\)](#)

Mayor Bryce Ward
 Chair, Policy Board

Nov 16, 2023

Date



December 21, 2023

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

Subject: FAST Planning Metropolitan Planning Area Boundary Update

Mr. Kemp,

In accordance with 23 CFR 450.312, Fairbanks Area Surface Transportation (FAST) Planning is required to update our Metropolitan Planning Area (MPA) Boundary after each Decennial Census. At a minimum, the MPA Boundary shall encompass the entire existing urbanized area (as defined by the U.S. Census Bureau) plus the contiguous area expected to become urbanized within a 20-year forecast period for the Metropolitan Transportation Plan. Attached is the methodology report and map of the MPA Boundary Update in coordination with the results of the 2020 Census.

FAST Planning's Policy Board approved the MPA Boundary Update on November 15, 2023, contingent upon a positive letter of support from Eielson Air Force Base (which was received on December 19, 2023). Following approval by our Policy Board, 23 CFR 450.312 asks for the Governor's concurrence. Please transmit this MPA Boundary Update to the Governor's Office for approval so we can provide our final, approved MPA Boundary to the Federal Highway Administration and Federal Transit Administration as required by the regulations.

Thank you in advance for your coordination with Governor's Office. Please contact me at Jackson.fox@fastplanning.us or 907-205-4276 if you have any questions or need additional information.

Regards,

Jackson C. Fox
Executive Director



**DEPARTMENT OF THE AIR FORCE
354TH FIGHTER WING (PACAF) EIELSON
AIR FORCE BASE, AK**

14 December 2023

MEMORANDUM FOR Fairbanks Area Surface Transportation Planning
ATTN: Jackson Fox, Executive Director
100 Cushman Street, Suite 205
Fairbanks, AK 99701
Submitted via email jackson.fox@fastplanning.us

FROM: 354 FW/CC
354 Broadway Street, Unit 19A
Eielson AFB AK 99702

SUBJECT: 2023 Metropolitan Planning Area Boundary Update

1. The Fairbanks Area Surface Transportation (FAST) Planning is the Metropolitan Planning Organization (MPO) for the urbanized areas of the Fairbanks North Star Borough (FNSB), including the cities of North Pole and Fairbanks.
2. In coordination with the results of the 2020 U.S. Census, FAST Planning is required to develop a new Metropolitan Planning Area (MTA) boundary, areas of boundary expansion include Farmer's Loop, Chena Ridge, Chena Pump, Moose Creek, and Eielson Air Force Base (Eielson).
3. Fairbanks Area Surface Transportation Planning requested a letter of support from Eielson to endorse the inclusion of Eielson within the MTA boundary.
4. Eielson is in full support of being included within the MTA boundary.
5. Eielson understands that Federal Highway funds allocated to and used within the MTA Boundary area cannot be spent on Department of Defense (DoD) installations.
6. Eielson looks forward to the partnership to collaborate on plans, programs, and projects that support Airmen, their families, and civilian workers that live and work in the community.
7. Additionally, the FAST Planning Executive Director requests that Eielson join the FAST Planning's Technical Committee.
 - a. The purpose of the FAST Planning Technical Committee is to provide technical level evaluation on proposed plans and projects, provide technical data and information, and make recommendations to the Policy Board.

b. As a member of the Technical Committee Eielson can participate in discussions about transportation infrastructure improvements to the local transportation network directly impacting mission resiliency and the local community at large.

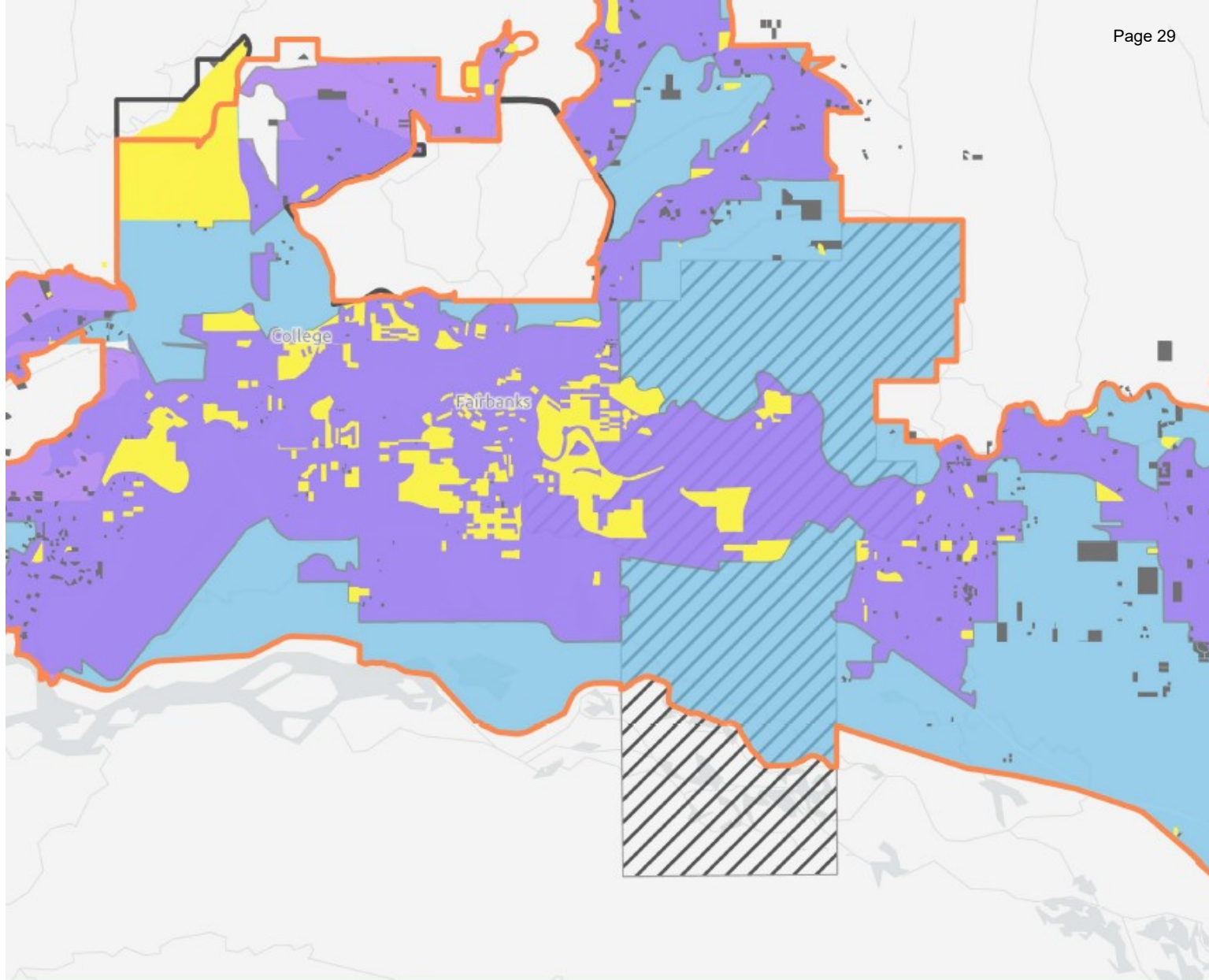
c. The Eielson representative will be a subject matter expert such as an engineer, a planner, or other specialist to advise the committee in a direction that is in accordance with installation plans, policies, and mission.

d. The Eielson representative will advise only on projects and issues that affect the Eielson military community.

8. Eielson is in full support of being added to the FAST Planning Technical Committee as a voting member.

9. My point of contact is Alexa Greene, Community Planner, 354 CES/CENPL. She can be reached at, alexa.greene@us.af.mil or (907) 377-4251.

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TOWNSEND.PAUL.P.104667819
UL.P.1046678199 9
Date: 2023.12.18 17:11:46 -09'00'
PAUL P. TOWNSEND, Colonel, USAF
Commander

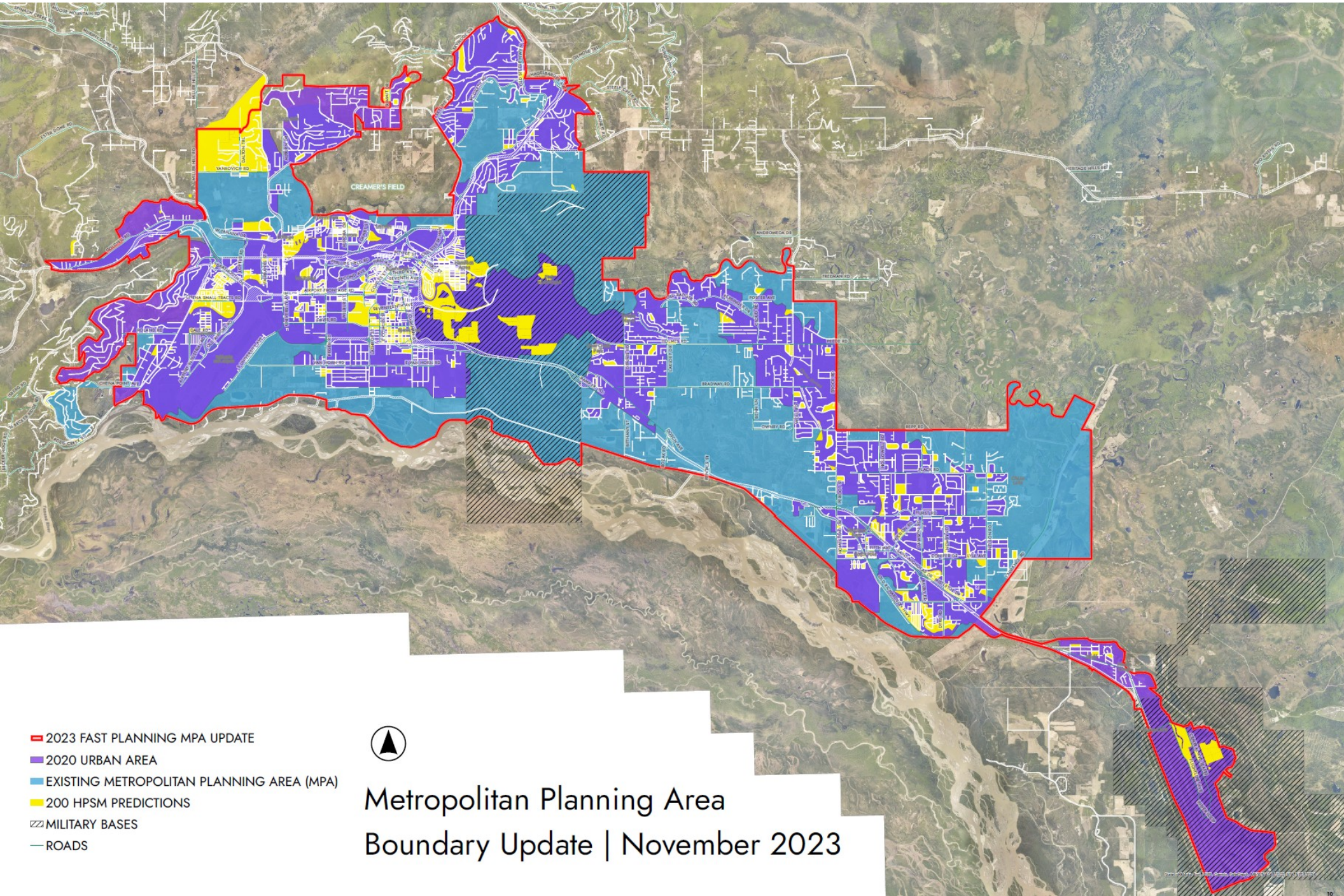


Metropolitan Planning Area Boundary Update Methodology

FAIRBANKS METROPOLITAN PLANNING AREA (MPA)
CONSTRUCTION, 2010-2023

DECEMBER 2023





- 2023 FAST PLANNING MPA UPDATE
- 2020 URBAN AREA
- EXISTING METROPOLITAN PLANNING AREA (MPA)
- 200 HPSM PREDICTIONS
- ▨ MILITARY BASES
- ROADS



Metropolitan Planning Area Boundary Update | November 2023

https://akdot.maps.arcgis.com/apps/mapviewer/index.html?webmap=b64bd8ddfd794aa9bcd463435caf0b6

Alaska Adjusted Urban Area Boundaries

Legend

AKDOTPF Adjusted Urban Boundaries 2020 - Final

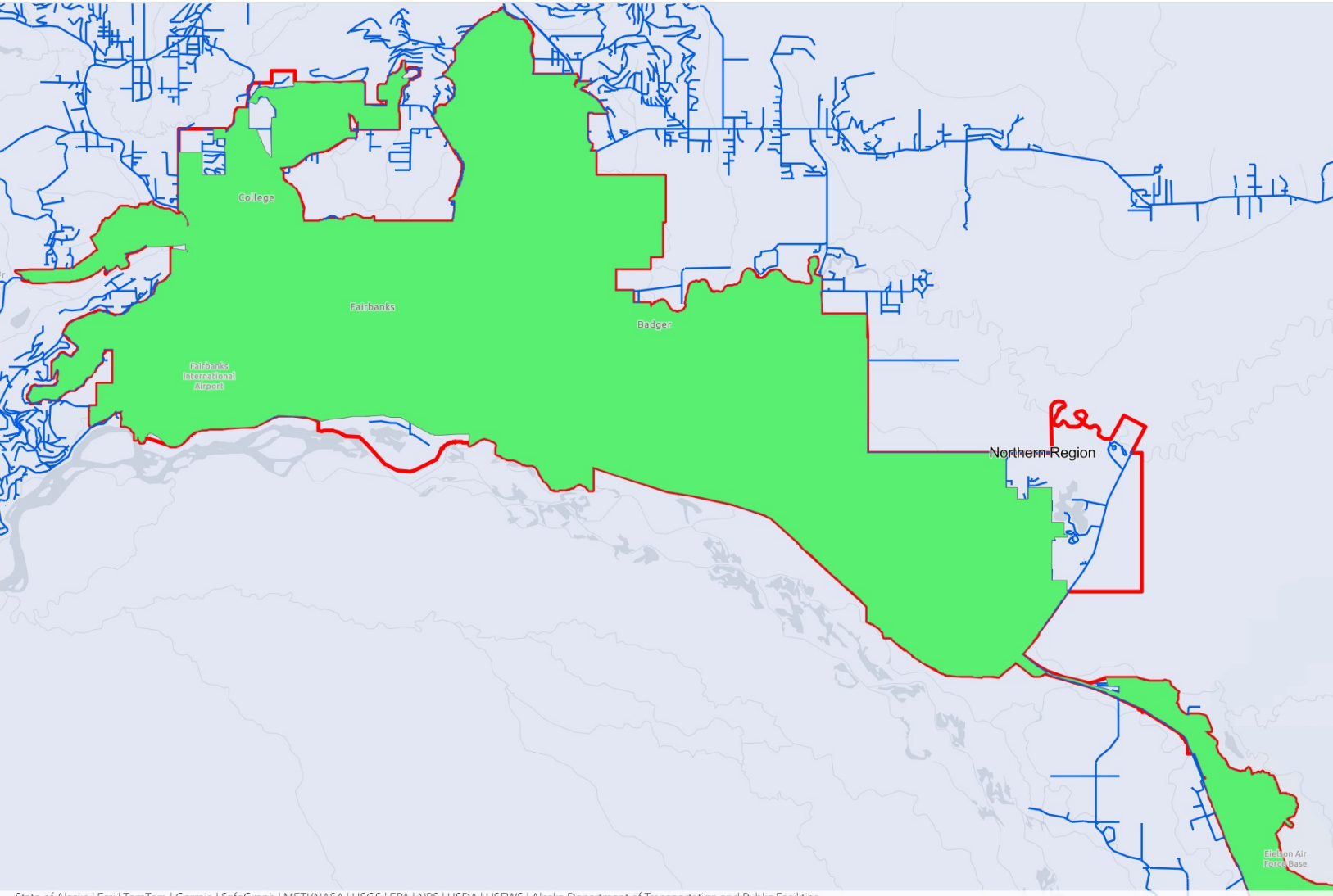
- TYPE
- SMALL URBAN AREA
 - URBANIZED AREA

Roadways

FAST Planning Boundary (Proposed)

Alaska DOT&PF Regions

- Region
- Central Region
 - Northern Region
 - South Coast Region



Alaska DOT&PF STIP Amendment #2: Findings and Federal Actions

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

STIP Amendment #1 Findings:

The DOT&PF STIP Amendment #2 provides over 1400 pages of material relevant to the planning, prioritization and selection of projects programmed for Federal funds from Federal Fiscal Year (FFY) 2024 through 2027. A Narrative document provides details relevant to the development and execution of the STIP while the data and programming of projects is documented in four subsequent Volumes.

Project data and information is provided in multiple ways, including numerical order and alphabetical order. The STIP Amendment #2 Online Dashboard provides additional ways to search projects programmed in the STIP. Additionally, the Dashboard includes multiple features to view changes from Amendment #1 to Amendment #2.

It is clear the DOT&PF is interested in transparency and has made significant improvements to consistency in information across the Dashboard and the documentation. The changes were identified within STIP Amendment #2 Volume 3 submitted to FHWA and FTA but there is no publicly available document or tool to see changes between the final Amendment #1 and the Amendment #2 submitted for approval until the STIP Amendment #2 is approved.

The FAST Planning MPO TIP Amendment #1 covers a period of five years, 2023 through 2027. A TIP may only be approved for a period of four years; however, there is no issue – and may, in fact, provide a benefit for public transparency – with including additional years to outline intentions for future programming. The approved FAST Planning MPO TIP Amendment #1 will only cover the period of 2023 through 2026 and the period covering 2027 is considered to be informational.

Corrective Actions:

None.

Recommendations:

- a. We continue to recommend significant simplification of the STIP to ensure requirements are met and to ensure information remains transparent but is easy for the general public to access and use.
- b. To support an expedited review process and make modifications more easily identifiable to all stakeholders, including the general public, any proposed STIP amendment should only include those projects that are being amended along with the fiscal constraint demonstration to support the amendment.

Commendations:

- a. The Amendment #2 Online Dashboard is an effective way to provide an overview of the STIP, project details, geographic region and a simple way to show changes between amendments. The dashboard is intuitive and easy for the general public to access and use.

2. 23 CFR 450.208 Coordination of Planning Process Activities

STIP Amendment #2 Findings:

The DOT&PF held a working session with three MPOs, FHWA, and FTA, to help develop an internal Alaska DOT&PF document that describes collaborative efforts between the DOT&PF and the MPOs in the development and management of the STIP. This document is described as part of the DOT&PF Planning Manual. The DOT&PF and MPOs are working on developing this finalized 3C process. At the June DOT&PF/MPO Quarterly meeting, which FTA and FHWA attended, DOT&PF identified September as a target date to get a final document out for consideration by the MPOs. It is clear there is commitment from DOT&PF and the MPOs to have clear, agreed to expectations to promote all transportation planning within Alaska which FTA and FHWA support. In development of STIP Amendment #2, it is not clear whether the coordination process is currently inculcated throughout the DOT&PF.

To this point, the DOT&PF has not taken action on the FAST Planning MPO's or AMATS MPO's revised Metropolitan Planning Area (MPA) boundaries which were submitted to DOT&PF in December 2023 to reflect the 2020 Census revised Urban Area Boundaries (approved by FHWA on March 5, 2024) and the area forecasted to become urbanized within the next 20 years. There has been interest to update the MPO Operating Agreements simultaneously with the MPA boundary updates. MPA boundary updates do not require any changes to the MPO Operating Agreements and requiring the Operating Agreement to be updated could unnecessarily delay the MPA boundary update. While DOT&PF may like to see improvements to the Operating Agreement, those could be pursued as an ongoing effort after the MPA boundary is updated which would allow for the time to negotiate thoughtfully and considerately. At a minimum, the revised MPA boundaries must be approved by December 29, 2026; however, the MPOs may not perform planning efforts for the revised area until they are finalized. The updated MPA boundaries are critical to the MPOs' ability to update their metropolitan transportation plans currently underway.

STIP Amendment #2 incorporates TIP Amendments for both the FAST Planning and AMATS MPOs. These TIP Amendments were approved by the MPOs in April 2025; however, they were not submitted to FHWA and FTA for approval until July 2025. The delay in the approval for these TIPs can lead to delays in projects advancing in a timely manner.

Corrective Actions:

None.

Recommendations:

c. The State DOT should develop processes and limitations on changes between the public version and the final submittal. If these changes are significant and meet the amendment guidelines, the DOT&PF should provide the opportunity for public review and comment of the most recent amended version.

As an example, the STIP Amendment #2 submitted to FTA and FHWA indicates an overall program change of \$229.5M in less revenue and \$214.2M in less programming from the draft version posted for public review. The Change Log in Volume 3 outlines all of these changes and includes 9 new projects and 26 removed projects, and a total of 140 project changes between the public draft and the STIP Amendment #2 submitted to FTA and FHWA for approval.

d. Through the STIP Working Group, DOT&PF and the MPOs should develop an agreed-to process for timely development and completion of Amendments and new STIPs.

e. FHWA and FTA recommend including the MPOs as signatories to the 3C Process document and finalize with concurrence from all parties. As the 3C Process is implemented, continuous monitoring of effectiveness should be incorporated for all parties to provide feedback.

f. The DOT&PF must develop and implement processes and procedures for a continuing, cooperative, and comprehensive planning process that meets the requirements of 23 CFR 450.208. These documented procedures should result in a tangible demonstration of coordination among the MPOs and the DOT&PF such that information is coordinated among the agencies in the development of documents including the STIP and STIP amendments. In addition, this coordination must provide for timely resolution of differences to ensure MPO processes are supported and before draft documents are released for public review.

Commendations:

None.

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

STIP Amendment #1 Finding:

STIP Amendment #2, Volume 3, Engagement Summary, provides an overview of the public engagement procedures used for STIP Amendment #2 and the DOT&PF's process to involve and coordinate with affected local and appointed officials. Many improvements to public involvement have been made since STIP Amendment #1.

Volume 3 references a Change Log on page 58 and the change log is included starting on page 654. The Change Log is a very helpful document to clearly see the changes from STIP Amendment #1 to public draft to the submitted STIP Amendment #2 and also identifies any changes made as a result of public comment. The public was not given the opportunity to comment on the final STIP Amendment #2 prior to submittal for Federal approval.

The documented DOT&PF's public participation process does not address how the public will be engaged when significant changes take place prior to adoption or submittal for Federal approval or how project comments are considered. Volume 3 identifies 222 comments received for STIP Amendment #2 and the Change Log identifies two project changes occurring as a result of public comment. The Change Log identifies 9 projects as added following public review with one attributed to a change as a result of public comment. Additionally, 26 projects were removed following public review. It is noted that of those 26, 16 were removed as a correction because they are programmed in the Tribal TIP which is incorporated by reference, and should not be duplicated into the STIP. Overall, 140 project changes were identified following public review ranging from seemingly minor funding adjustments to new/removed projects.

Corrective Actions:

None.



== POLICY BOARD ==

Action Items

07.16.2025

Motion: To remove Section 6 [of Article III of the Bylaws reading “In the absence of quorum no meeting shall be held.”] (Terch/Little). Six in Favor. One opposed. (Crass). Approved.

Motion: To change the name of the BPAC [Bicycle & Pedestrian Advisory Committee] to the Walk, Ride, and Roll Advisory Committee [WRRAC]. (Hopkins/Crass). Five in favor. Two opposed. (Cleworth, Terch). Approved.

Motion: To change the meeting frequency [of the WRRAC] from monthly to every other month. (Hopkins/Pruhs). None opposed. Approved.

Motion: To add four new seats to the Committee [WRACC] of representatives for North Pole area Law Enforcement, School District, Transit, and People with Disabilities. (Pruhs/Crass).

Amendment: To amend the motion to read “To add four new seats to the Committee of representatives for Law Enforcement, School District, Transit, and People with Disabilities, one of which shall be from the North Pole/Badger area. (Hopkins/Crass). Two in favor. Five opposed. (Pruhs, Cleworth, Terch, Little, Olds). Motion failed.

Vote on Main Motion: Motion withdrawn. (Pruhs/Crass).

Motion: To add the four new seats as written [on Page 36, including the revision from the Technical Committee to be ex-officio, non-voting seats]. (Crass/Hopkins). Two in favor. Five opposed. (Pruhs, Cleworth, Terch, Little, Olds). Motion failed.

Motion: To adopt the revisions for the Vision, Purpose, and Roles & Responsibilities section [on Page 37]. (Crass/Hopkins). Two in favor. Five opposed. (Pruhs, Cleworth, Terch, Little, Olds). Motion failed.


Motion: To send the letter [requesting information on outstanding MPO coordination items] to Deputy Commissioner Katherine Keith as written. (Hopkins/Crass).

Amendment: In the first paragraph, last sentence, reword to “Please respond at your earliest convenience” and strike the third bullet. (Cleworth/Terch). None opposed. Approved.

Amended Motion: To send the letter [requesting information on outstanding MPO coordination items] to Deputy Commissioner Katherine Keith as written, and in the first paragraph, last sentence, reword to "Please respond at your earliest convenience" and strike the third bullet. None opposed Approve.



Jerry Cleworth, Chair
FAST Planning Policy Board



Date

FAST Planning

Walk, Ride, & Roll Advisory Committee

Roles & Responsibilities

Authority

The Walk, Ride, & Roll Advisory Committee (WRRAC) was established and its representation ratified by the FAST Planning Policy Board (PB) in 2017.

Vision

The WRRAC will bring resources and attention ~~to all on-active~~ transportation modes ~~other than single-occupancy vehicle use~~, including ~~but not limited to walking, bicycling, micromobility (i.e. e-bikes, scooters, etc.), public transportation (i.e. transit, school buses, etc.), senior/human services transportation, and mobility for people with disabilities to better serve these user groups~~ ~~bicycle and pedestrian transportation, health, safety, educational opportunities and recreational use on eligible multimodal facilities~~ in the FAST Planning Area.

Purpose

The WRRAC will advise the Technical Committee (TC) on issues ~~that bicyclists and pedestrians~~ ~~these user groups~~ face as well as give insight to how better serve those users.

Roles and Responsibilities

- ~~Maintain-Be~~ ~~involved~~ ~~ment~~ with applicable FAST Planning plans and policies as they are being produced or updated, such as the Metropolitan Transportation Plan, ~~Non-Motorized Transportation Plan, Transit Plan, Coordinated Human Services Transportation Plan, Road Safety Audits, Safe Routes to School Reports~~ and the Complete Streets Policy
- Assist in public outreach and education regarding ~~bicycle and pedestrian~~ ~~user group~~ related topics
- Advise the TC on project-specific opportunities as they are developed and nominated
- Advise the TC on current deficiencies and future network needs
- Advise the TC on innovation, safety and best practices ~~of the bike and pedestrian~~ ~~for the~~ ~~users~~ ~~groups~~
- Establish and maintain communication with similar ~~groups~~ ~~committees and organizations~~ and interested users

Representatives

Committee Members selected must have an interest in non-motorized transportation. Nominations shall be made as follows:

- City of Fairbanks (x2)
- City of North Pole (x1)
- Fairbanks North Star Borough (x2)
- State of Alaska (x2)

- FAST Planning Executive Director (x2)

Ex Officio, Non-Noting Members

- Law Enforcement (x1)
- School District (x1)
- Transit (x1)
- People with Disabilities (x1)

Persons nominated do not have to reside within the geographic boundary of the nominating agency. Representatives of TC and PB will be non-voting members. Committee members shall serve at the pleasure of the seat sponsor and can be removed with a 30-day notice from the sponsor agency.

Terms

Representatives shall commit to a term of at least one year.

Meetings and Duration

The WRRAC will meet every other month with opportunity to have work sessions as needed for project presentations, design reviews, and scoring activities. Special meetings for action items may be held upon the Chair's request.

Walk, Ride, and Roll Advisory Committee

Committee Seat Sponsor

- | | | |
|---|--------------------|----------------|
| 1 | City of Fairbanks | Jim Richardson |
| 2 | City of Fairbanks | VACANT |
| 3 | City of North Pole | VACANT |
| 4 | FNSB | Matt Layral |
| 5 | FNSB | Susan Bissell |
| 6 | State of Alaska | Faith Espinosa |
| 7 | State of Alaska | Ron Davis |
| 8 | FAST Planning | Travis Naibert |
| 9 | FAST Planning | Kim Streeter |



PROJECT ENHANCEMENT COMMITTEE


**Action Items
04.02.2026**

Motion: To restore the Bylaws to the original language to allow FAST Planning staff to serve as Chair and Vice Chair. (Sprinkle/Adamczak). None opposed. Approved.

Motion: To move PEC [Project Enhancement Committee] meetings from quarterly to bimonthly starting in April 2026. (Sprinkle/O'Brien). None opposed. Approved.



Jeff Jacobson, Vice Chair
Project Enhancement Committee



Date

FAST Planning

Project Enhancement Committee

Roles & Responsibilities

Authority

The Project Enhancement Committee (PEC) was established and its representation ratified by the FAST Planning Policy Board (PB) in 2020.

Vision

The PEC will bring resources and attention to opportunities for enhancement of transportation projects, programs, and policies to improve the appearance and function of existing and future roadways to make our community more livable and stimulate economic development in the Fairbanks and North Pole areas.

Purpose

The PEC will advise the FAST Planning Technical Committee (TC) on opportunities for streetscape beautification that balances design and aesthetics with roadway safety and function. Streetscape beautification may include, but is not limited to, landscaping, environmental stewardship (water and air quality improvements), cultural and historical plaques, vehicle and pedestrian wayfinding signage, community/downtown/neighborhood gateway features, roadway and pedestrian lighting, outdoor furniture, decorative fencing, and artwork.

Roles and Responsibilities

- Maintain working knowledge of FAST Planning's long-range and short-range transportation plans, also known as the Metropolitan Transportation Plan and Transportation Improvement Program, and
- Maintain working knowledge of FAST Planning's Non-motorized Transportation Plan, Safe Routes to School plans, Green Streets Plan, Airport Way Plan, and Complete Streets, Green Streets, and Landscape Policies
- Maintain working knowledge of the area's maintenance authorities (City, Borough, State, etc.) and their operations, priorities, and budget limitations
- Assist in public education and outreach regarding the benefits of streetscape beautification to quality of life and economic development, including tourism
- Assist in forming partnerships with local businesses and organizations to engage and involve them in the planning process
- Advise the TC on opportunities for enhancement of current and future transportation projects, programs, and policies

- Advise the TC on current deficiencies and a vision for the community’s future transportation infrastructure
- Advise the TC on best practices and innovation used in other communities

Representatives

Committee members nominations shall be made as follows:

- City of Fairbanks (x2) – one member shall be from City Public Works Department
- City of North Pole (x2) – one member shall be from City Public Works Department
- Fairbanks North Star Borough (x2)
- State of Alaska (x2) – one member shall be from DOT&PF Maintenance & Operations Division
- FAST Planning (x2)

Persons nominated do not have to reside within the geographic boundary of the nominating agency. Representatives of TC and PB that are selected to serve on the PEC will be non-voting members. Committee members shall serve at the pleasure of the seat sponsor and can be removed with a 30-day notice from the sponsor agency.

Terms

Representatives shall commit to a term of at least one year.

Meetings and Duration

~~Meetings will be held quarterly.~~ The PEC will meet every other month with opportunity to have work sessions as needed for project presentations, design reviews, and scoring activities. Special meetings for action items may be held upon the Chair’s request.

Project Enhancement Committee

Committee Seat Sponsor

- | | | |
|----|--------------------|------------------|
| 1 | City of Fairbanks | John O'Brien |
| 2 | City of Fairbanks | Jeremiah Cotter |
| 3 | City of North Pole | Bethany Spence |
| 4 | City of North Pole | VACANT |
| 5 | FNSB | David Hayden |
| 6 | FNSB | Kayde Whiteside |
| 7 | State of Alaska | Dan Adamczak |
| 8 | State of Alaska | VACANT |
| 9 | FAST Planning | Trisha Levasseur |
| 10 | FAST Planning | Sue Sprinkle |



PROJECT ENHANCEMENT COMMITTEE

Action Items


04.02.2026

Motion: To restore the Bylaws to the original language to allow FAST Planning staff to serve as Chair and Vice Chair. (Sprinkle/Adamczak). None opposed. Approved.

Motion: To move PEC [Project Enhancement Committee] meetings from quarterly to bimonthly starting in April 2026. (Sprinkle/O'Brien). None opposed. Approved.



Jeff Jacobson, Vice Chair
Project Enhancement Committee



Date

SECTION 2 Public Comment shall be accepted for all old business and new business items.

SECTION 3 ~~The length of the public comment period, per speaker, may be determined at the discretion of the Chair at the beginning of any public meeting. The public comment period will be closed when all speakers have had an opportunity to comment on the item before the Policy Board. The length of the general public comment period and public comment period on each action item will be five minutes per speaker. The public comment period will be closed when all speakers have had an opportunity to comment before the Policy Board.~~

ARTICLE VI

Records

SECTION 1 The minutes and recordings of all Board and Committee meetings shall be ~~recorded-maintained~~ by the MPO staff ~~and maintained as a~~ public records and in the MPO Coordinator’s office and shall be accessible to the public during regular office hours and posted to FAST Planning’s website within two business days of the meeting occurrence.

ARTICLE VII

Other Standing and Ad Hoc Committees, excluding the Technical Committee

SECTION 1 All Committees shall consist of at least three (3) members each.

SECTION 2 Members of the Policy Board shall be a non-voting member of each Committee.

SECTION 3 Committee meetings may be called at the request of the Committee Chair or at the request of two (2) members. A written or verbal report of Committee business shall be made at the next meeting of the Policy Board by any Committee member or the Executive Director.

SECTION 4 All Committee meetings must be noticed according to AS 44.62.310, which shall be strictly adhered to in conduct of the meeting.

SECTION 5 Committee Chairs will come from the Committee membership.

SECTION 6 Every two years, the Policy Board will review the work of the Committees as well as attendance and ascertain if they should be continued, modified, or discontinued.

TCP 13 - Chena Small Tracts Closure with Detour

Page 1 of 1

1. This Traffic Control Plan shows a closure of Chena Small Tracts Rd at Chena Pump Rd in order to construct the new Chena Small Tracts Roundabout. This TCP is designed to be used in conjunction with TCPs 15 and 16 (Roundabout diversion) but may also be used independently if necessary. If used independently and prior to roundabout construction, the left turn pocket for southbound Chena Pump Rd to Chena Small Tracts Rd shall be closed (See TCP 20). The detour route will be Palo Verde Rd to Trinidad Dr. A message board will be in place for southbound, advertising the closure, as the detour is prior to Chena Small Tracts Rd.
2. Signs that are in place for more than 72 hours shall be installed on 4x4 wood posts in accordance with AK Standard Specifications unless otherwise directed by the engineer.
3. This TCP is not to scale and does conform to the ATM. It may be modified to fit field conditions when approved by the Project Engineer and can be used in conjunction with other TCPs for this project.

HC Contractors
FAIRBANKS, ALASKA

Date: 1/26/2025 Author: Camelia Hyde
 Comments:
 Owner: State of Alaska
 Project Name & Number:
 Chena Small Tracts Roundabout 0645(016)/NFHWY01053
 Chena Pump Road Resurfacing - Cripple Creek 0645(018)/NFHWY01053
 Prime: HC Contractors
 Phone: 907-488-5983
 Project Manager: Connor Owen (907)378-5704
 Project Superintendent: Dustin Richards (907)378-4914
 24 Hour point of contact: Brenda Murray (520)461-2208

X: *Dustin Richards* 1/26/2025
 Dustin Richards - Superintendent

X: *Brenda Murray* 1/26/2025
 Brenda Murray - T.C.S.



Advertising CMS
7 days prior

CMS

CHENA SM TRACTS CLOSURE
 STARTING 00 AM/PM 00/00

CHENA SM TRACTS CLOSED
 USE PALO VERDE DETOUR

Legend			
			Specialty Placards
W70-3 48 x 48	M4-9 30 x 24	R11-4 60 x 30	
W70-7 48 x 48	M4-9 30 x 24	R11-7 48 x 30	
	M4-10 30 x 24	M4-10 48 x 18	

TCP 14 - Old Chena Ridge Rd Closure with Detour

Page 1 of 2

HC Contractors
FAIRBANKS, ALASKA

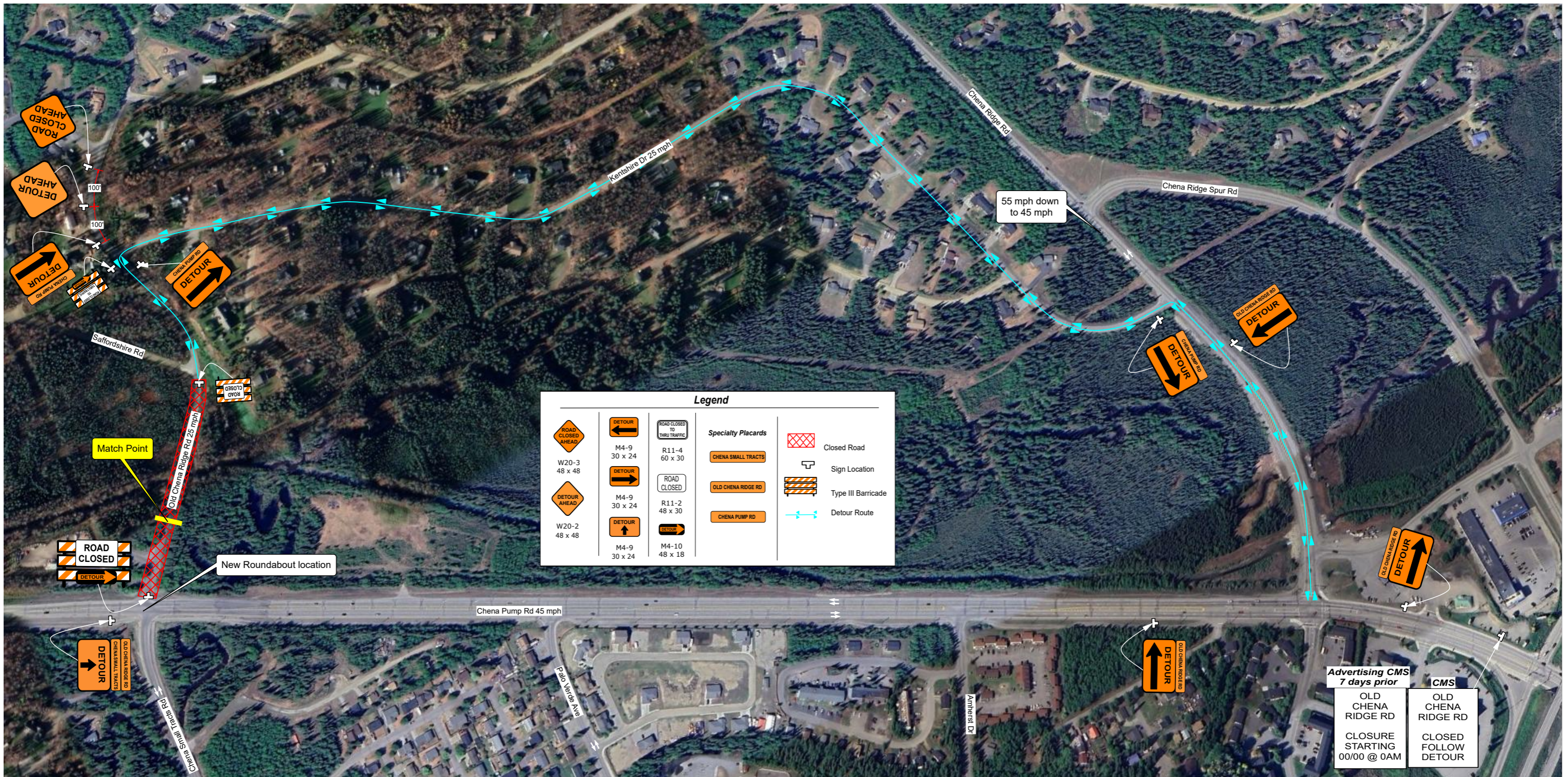
Date: 1/26/2025 Author: Camelia Hyde

Comments:
Owner: State of Alaska
Project Name & Number:
Chena Small Tracts Roundabout 0645(016)/NFHWY01053
Chena Pump Road Resurfacing - Cripple Creek 0645(018)/NFHWY01053
Prime: HC Contractors
Phone: 907-488-5983
Project Manager: Connor Owen (907)378-5704
Project Superintendent: Dustin Richards (907)378-4914
24 Hour point of contact: Brenda Murray (520)461-2208

1. This Traffic Control Plan shows a closure of Old Chena Ridge Rd at Chena Pump Rd in order to construct the new Chena Small Tracts Roundabout. Chena Ridge Rd may not be closed before the temporary closure of the Chena Pump Transfer station. This TCP is designed to be used in conjunction with TCPs 15 and 16 (Roundabout diversion) but may also be used independently if necessary. If used independently and prior to roundabout construction, the left turn pocket for northbound Chena Pump Rd to Old Chena Ridge Rd, and right turn pocket onto Old Chena Ridge Rd, shall be closed (See TCP 20). The detour route will Chena Ridge Rd to Kentshire Dr. A message board will be in place for southbound, advertising the closure, as the detour is prior to Old Chena Ridge Rd.
2. Signs that are in place for more than 72 hours shall be installed on 4x4 wood posts in accordance with AK Standard Specifications unless otherwise directed by the engineer.
3. This TCP is not to scale and does conform to the ATM. It may be modified to fit field conditions when approved by the Project Engineer and can be used in conjunction with other TCPs for this project.

X: Dustin Richards 1/26/2025
Dustin Richards - Superintendent

X: Brenda Murray 1/26/2025
Brenda Murray - T.C.S.



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.

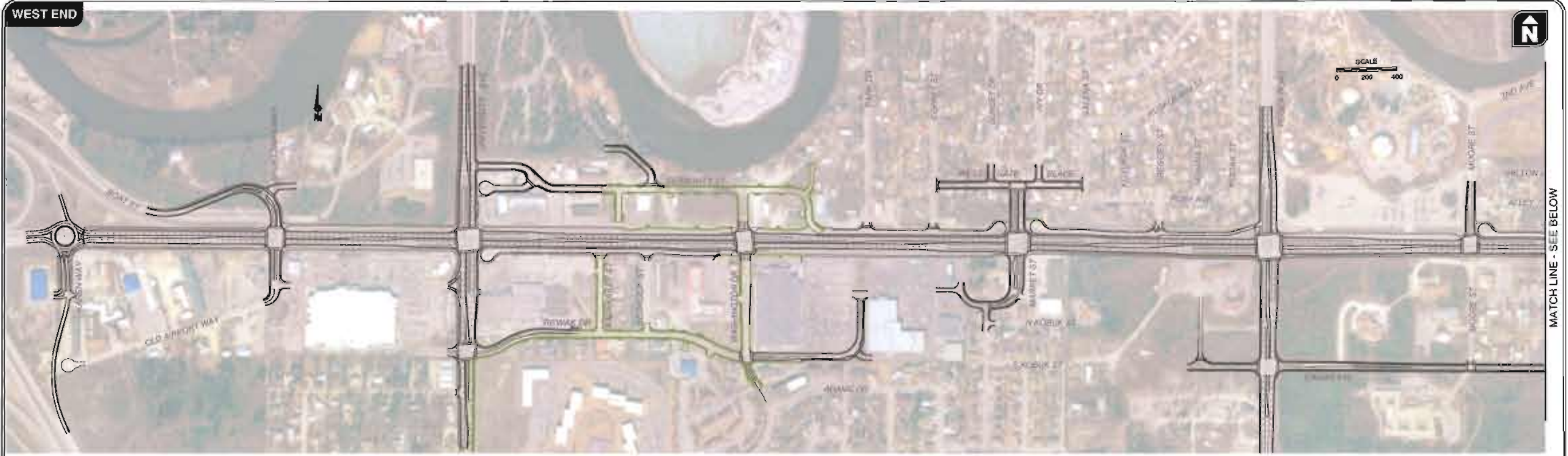
Functional Layouts

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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WEST END



MATCH LINE - SEE BELOW

EAST END



MATCH LINE - SEE ABOVE

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:

**Alaska Department of
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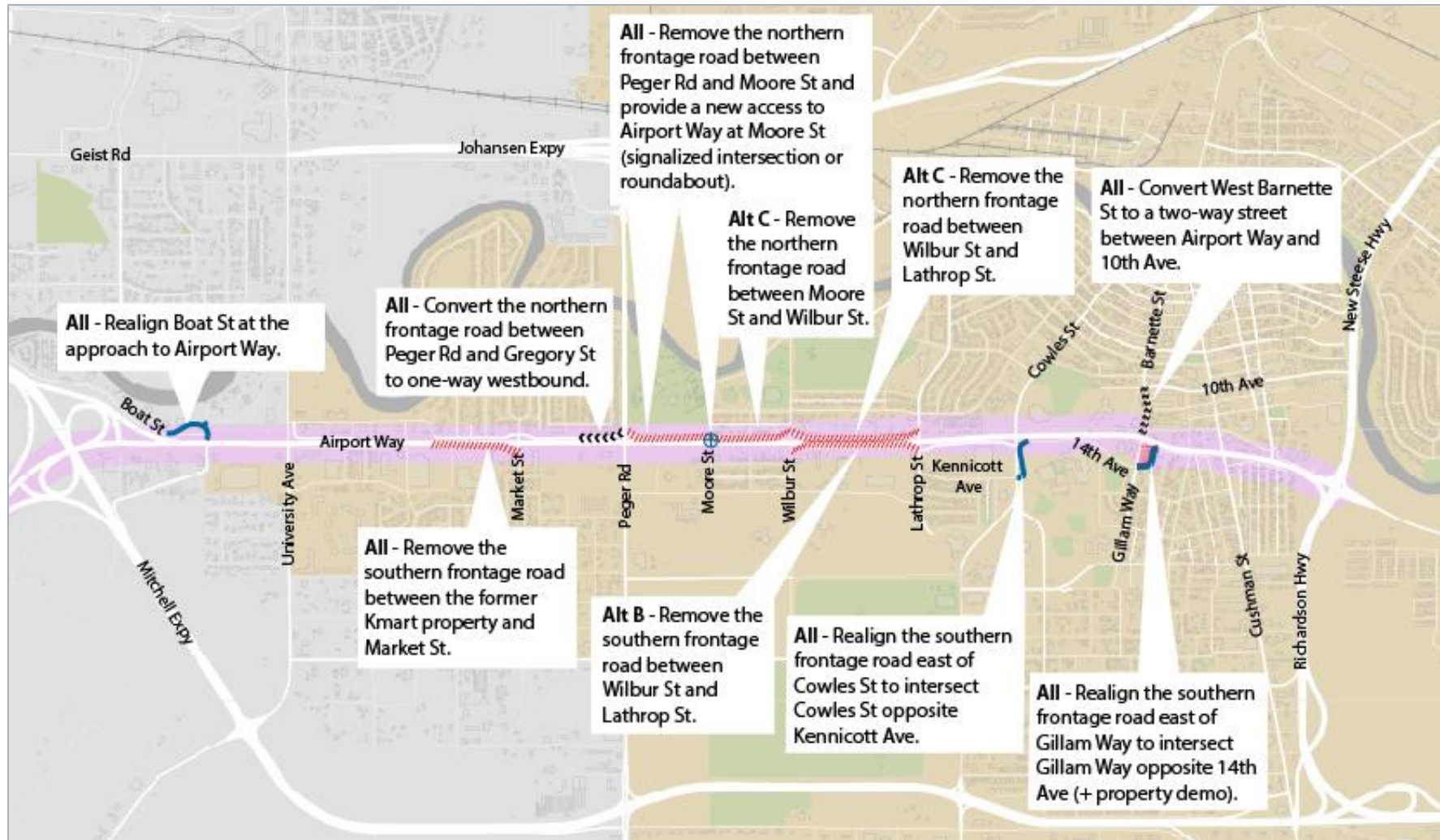
**Airport Way Functional Features Analysis
PLANNING SUMMARY**

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

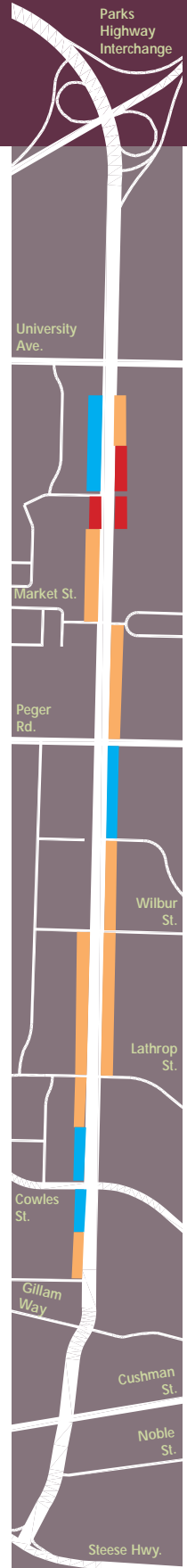
Concept

LANDSCAPE FEATURES



Example of an imprinted Jersey barrier

Applicable Locations



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.



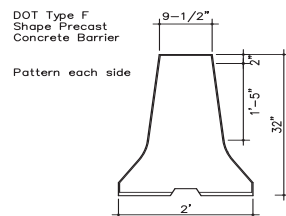
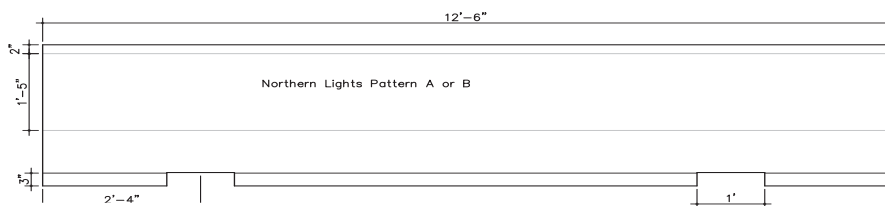
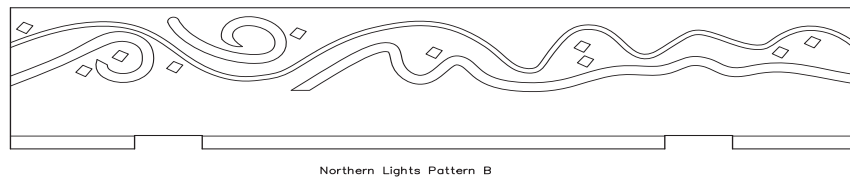
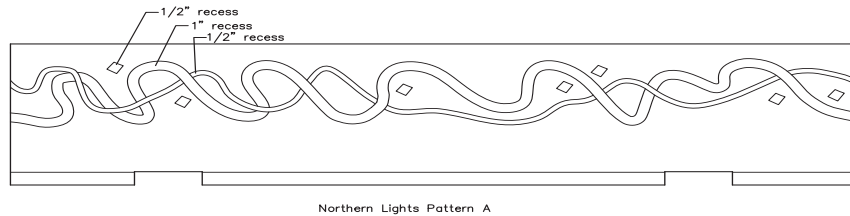
Existing barriers

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.



Concept

LANDSCAPE FEATURES

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



Downtown Corridor Fencing

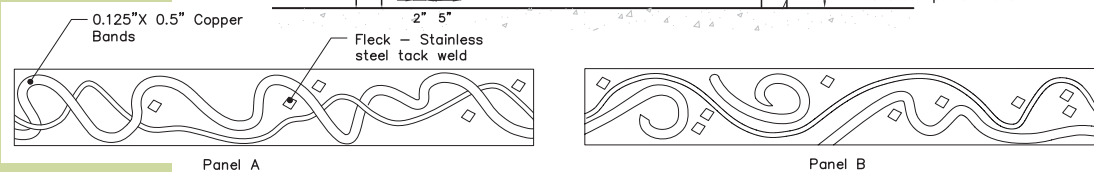
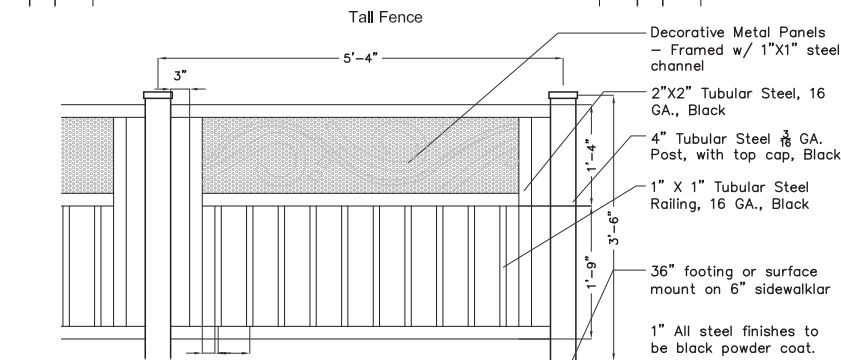
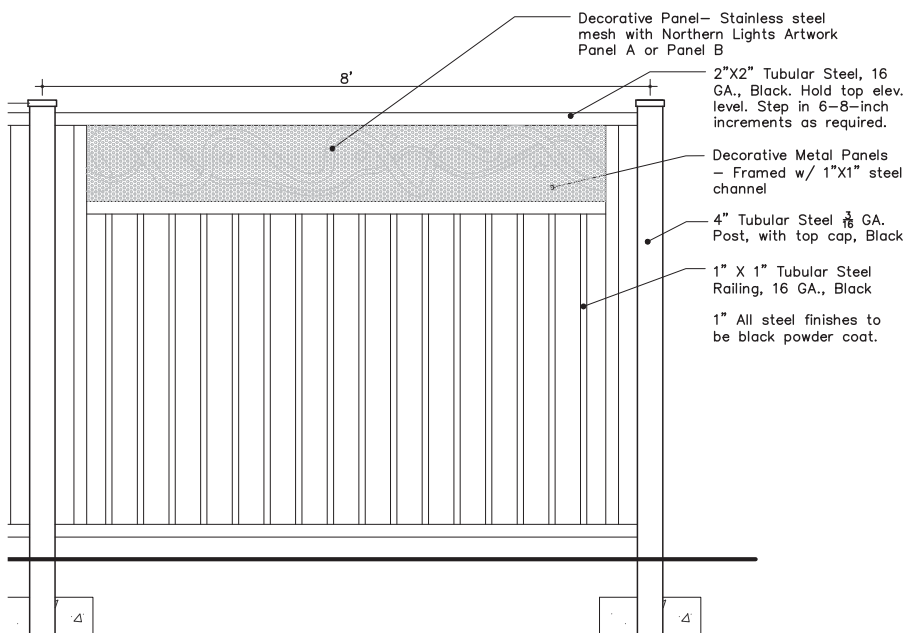


Tall Downtown Corridor Fencing

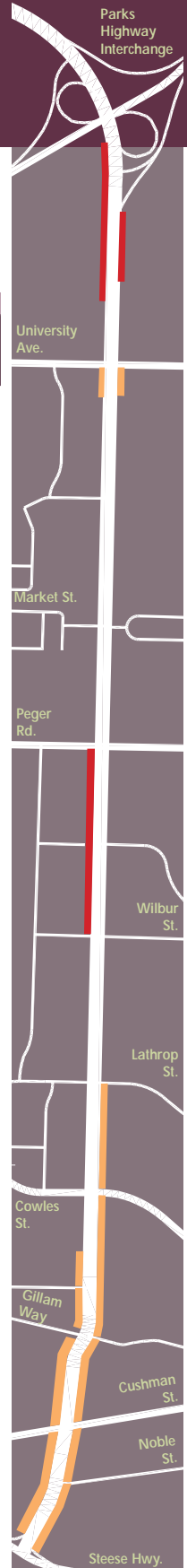
Implementation

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.



Applicable Locations



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

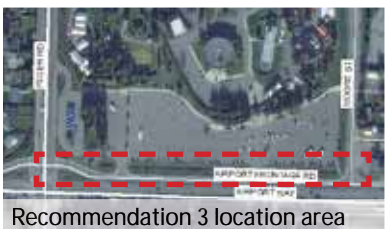
The frontage road south of Airport Way between University Avenue and Washington Drive is an underutilized road serving commercial properties that have alternative access routes to the wider road network. This situation opens an opportunity to convert the frontage road into a multimodal greenway for pedestrians 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.

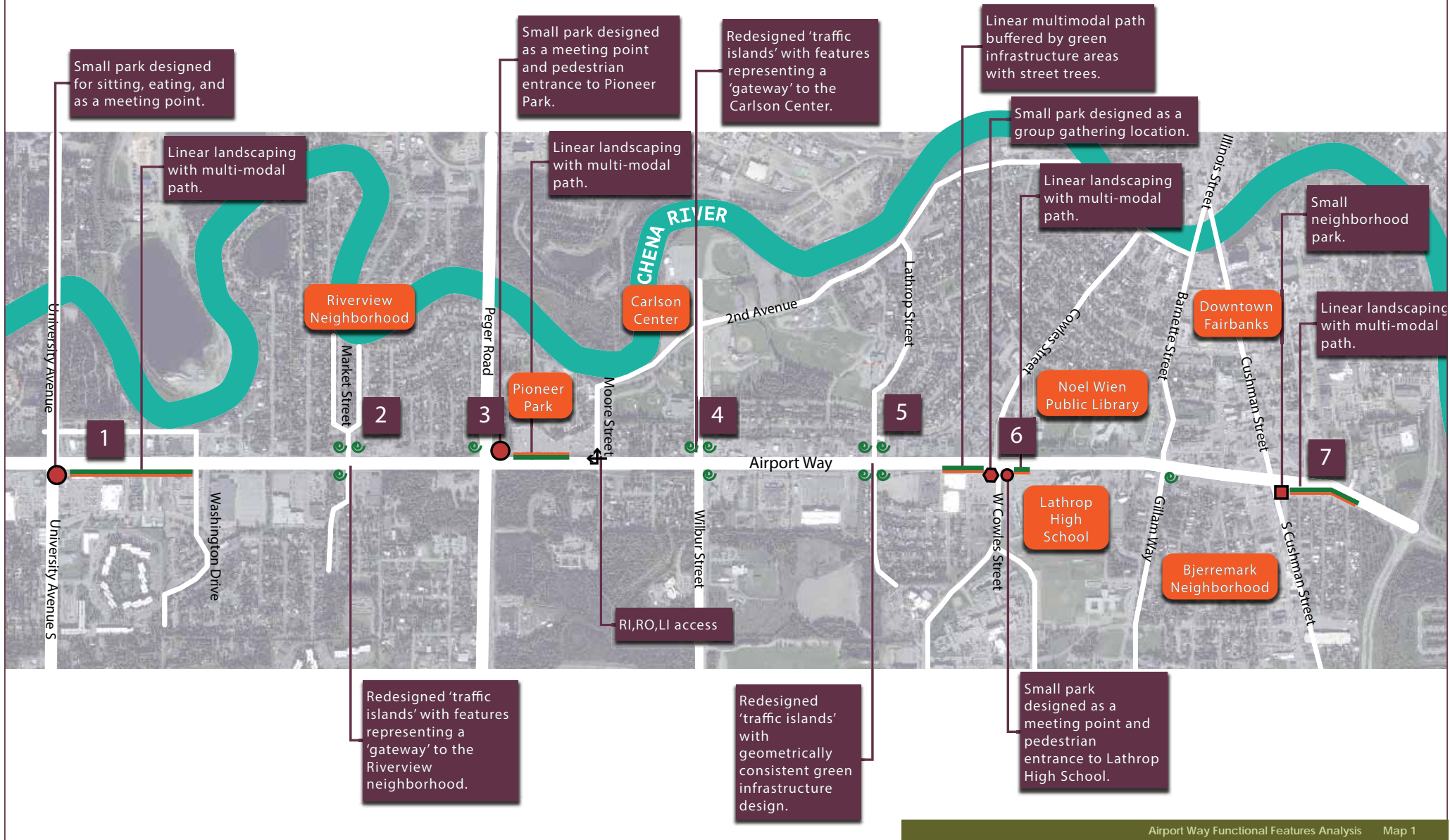
Repurposing the frontage roads and replacing them with multimodal paths and pervious surfaces allows for a significant improvement in environmental quality while creating an opportunity for “pocket park” space to be designed for residential purposes (e.g., an open area for ball play and seating for child 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.



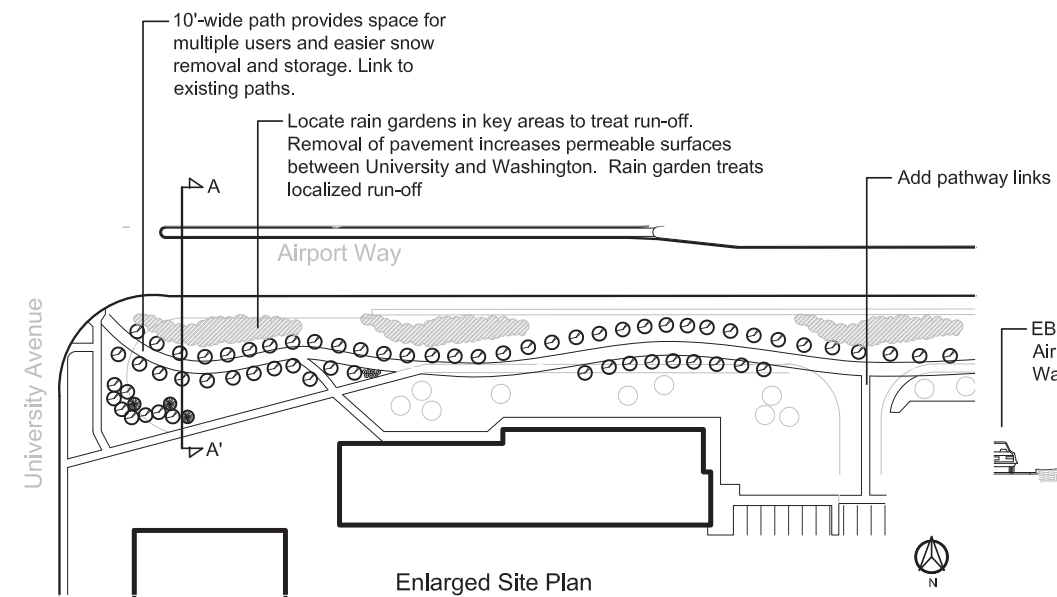
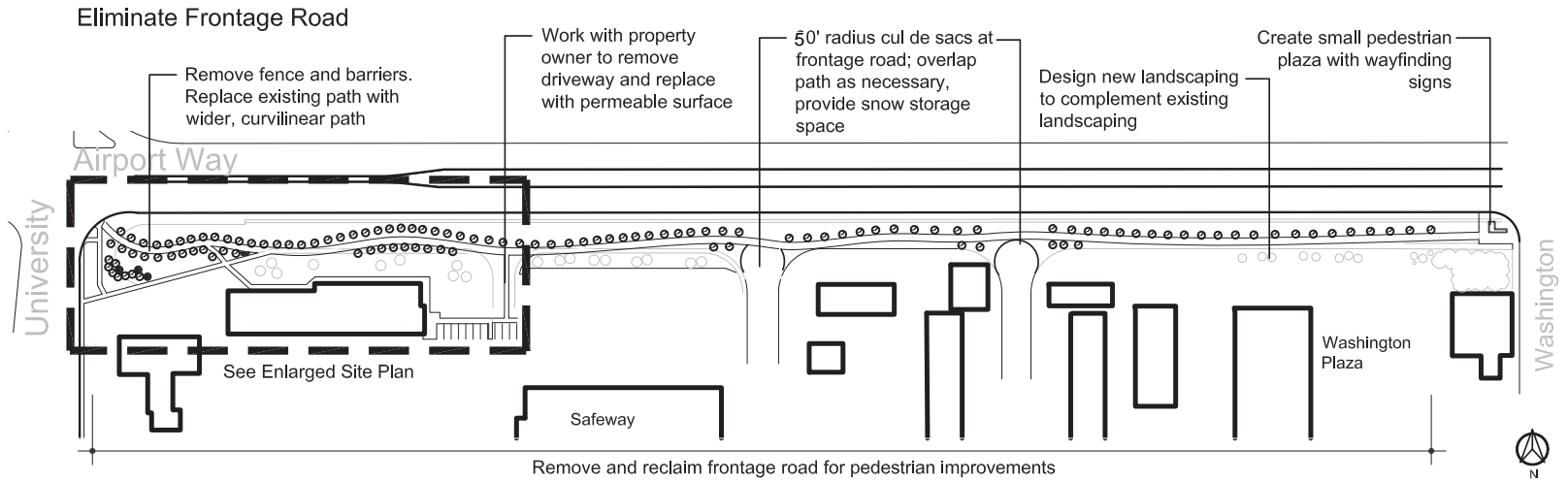
Recommendation 7 location area

Site-Specific Recommendations Map

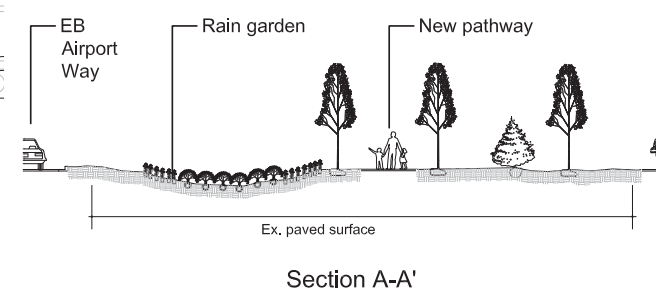


1

Southern Frontage Road, University Avenue to Washington Drive



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



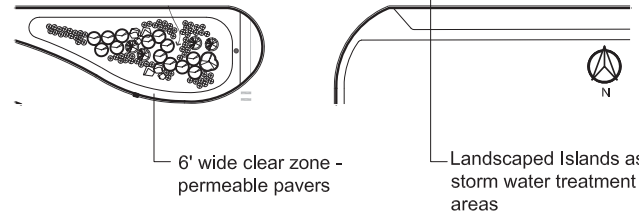
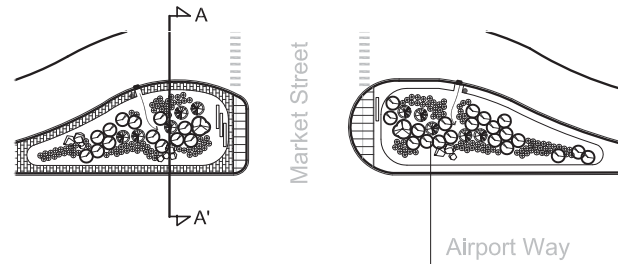
2

Market Street Entrance to Riverview Neighborhood

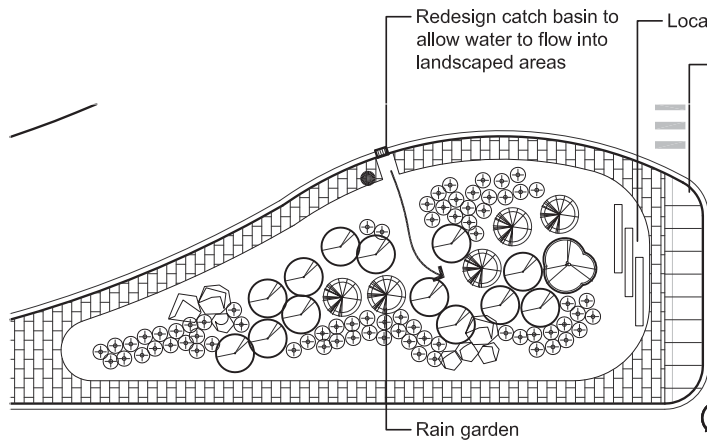
Develop Landscaped Traffic Islands



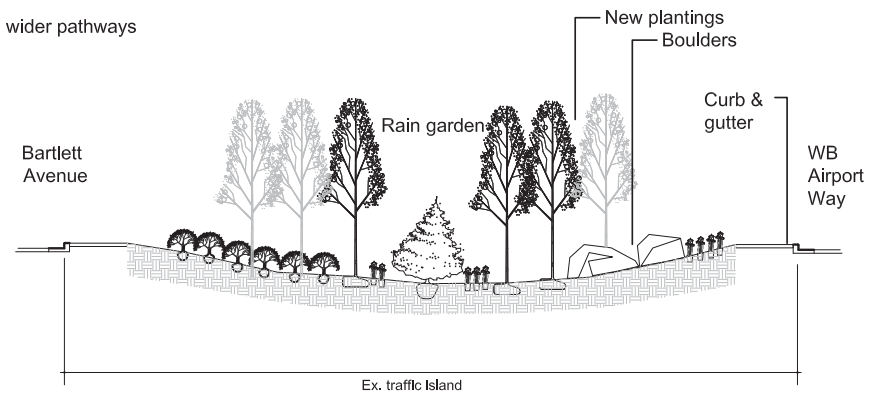
- Utility Pole
- Catch basin
- Planter (modular block)
- Concrete barrier



Toolkit Concepts	
Gateways	
Planting Palette	
Traffic Islands	
Wayfinding	



Enlarged Site Plan



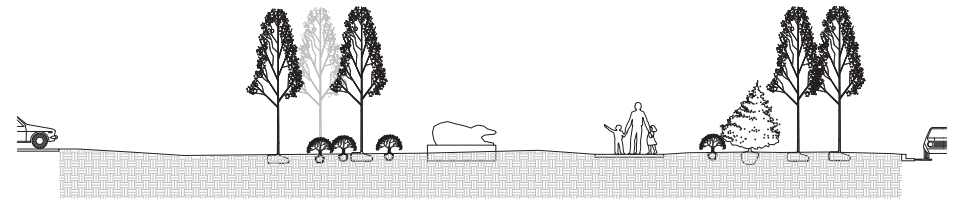
Section A-A'

3 Avenue of Flags, at Pioneer Park

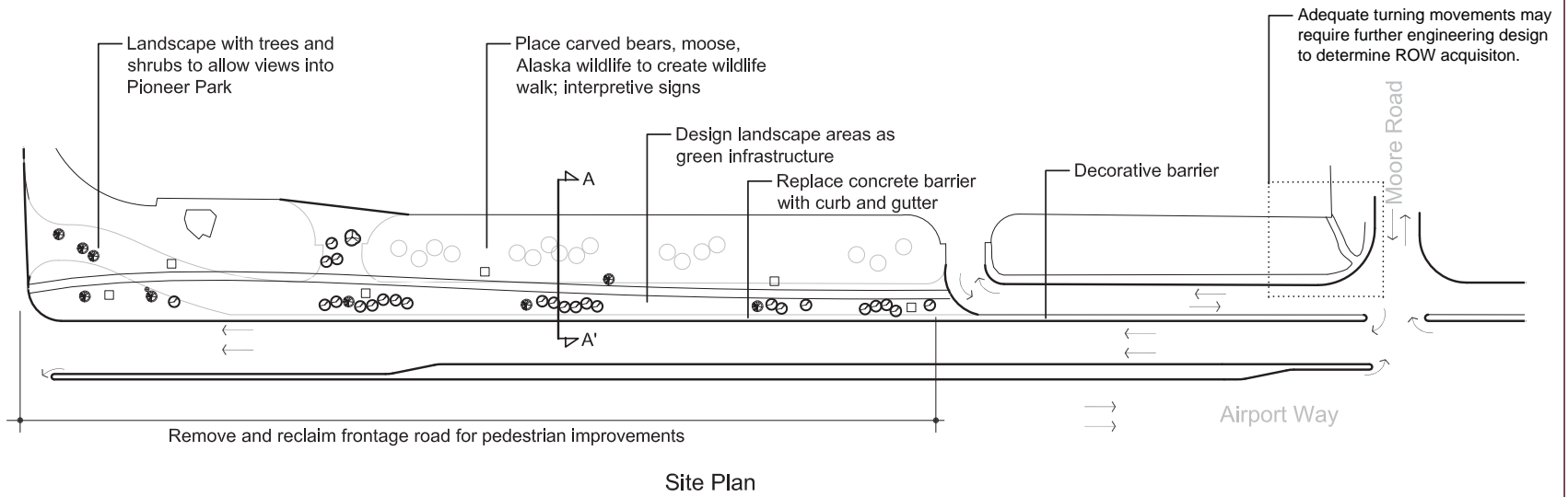


Gated
Emergency Entry

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



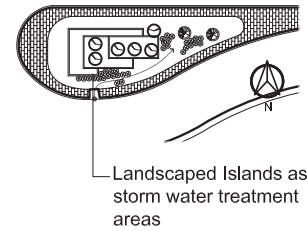
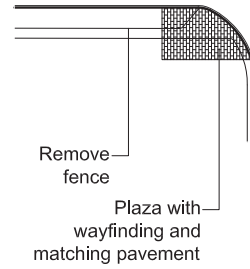
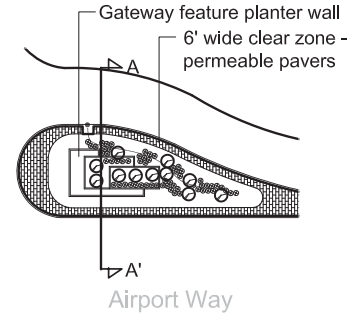
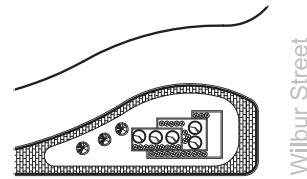
Section A-A'



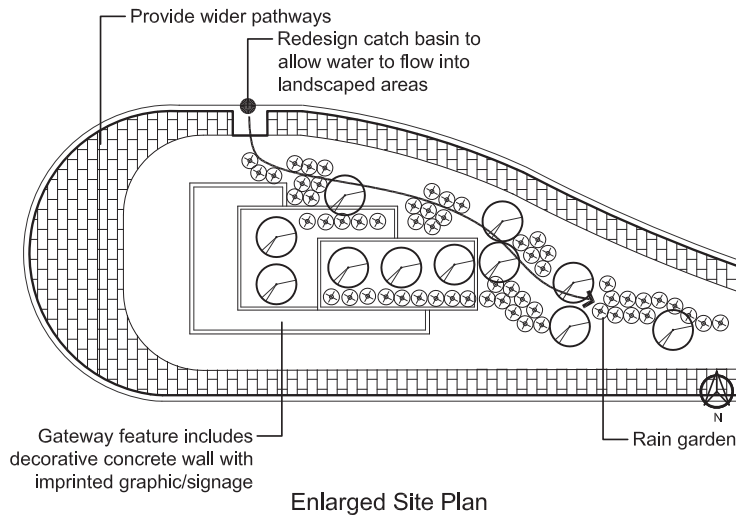
4

Wilbur Street Gateway to Carlson Center & Growden Park

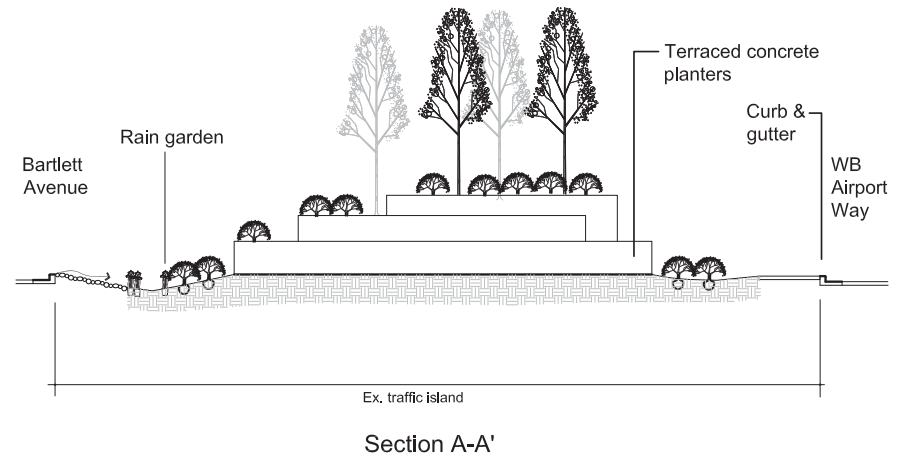
Develop Landscaped Traffic Islands



Toolkit Concepts	
Gateways	
Planting Palette	
Traffic Islands	
Wayfinding	



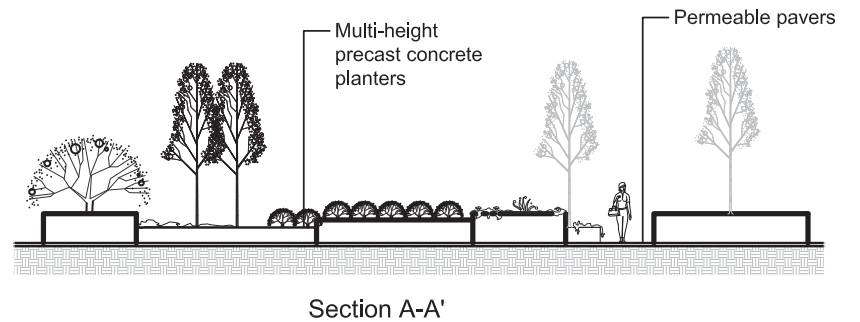
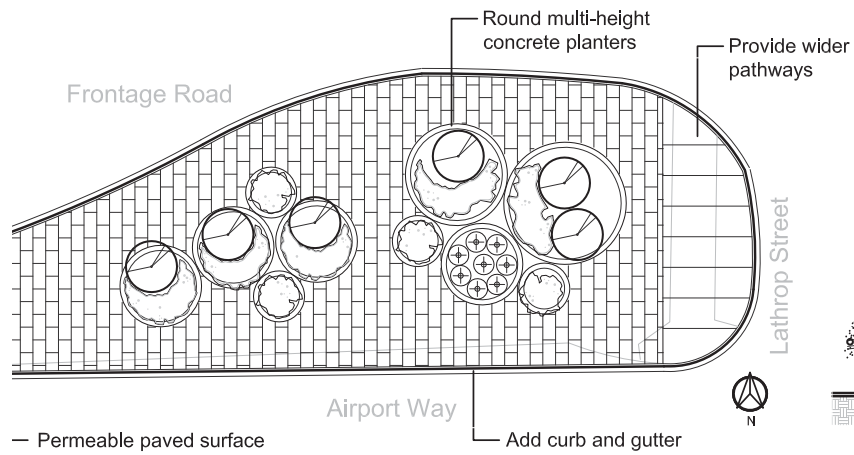
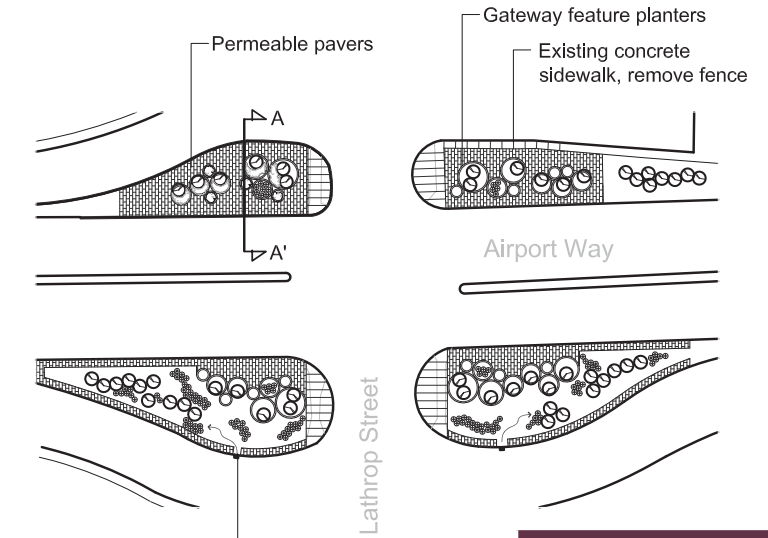
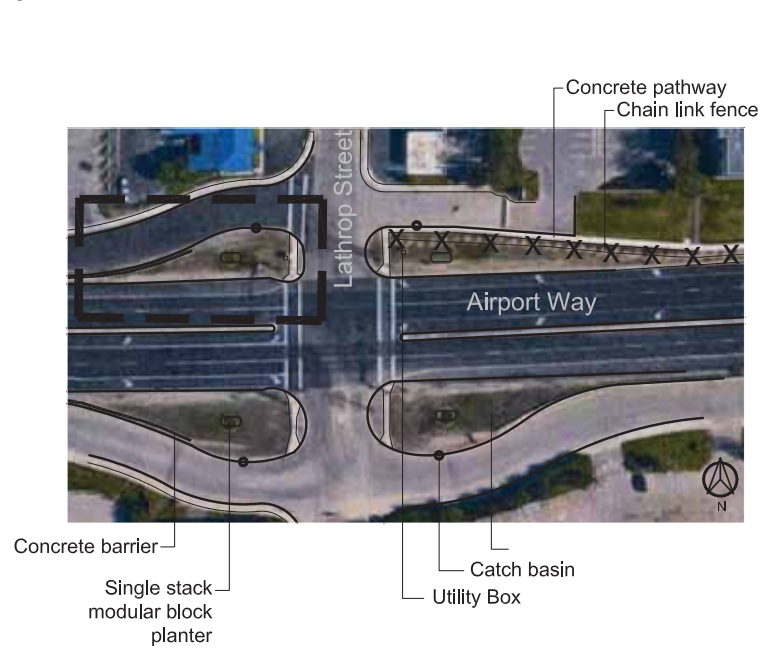
Enlarged Site Plan



Section A-A'

5

Lathrop Street Traffic Islands



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

Enlarged Site Plan

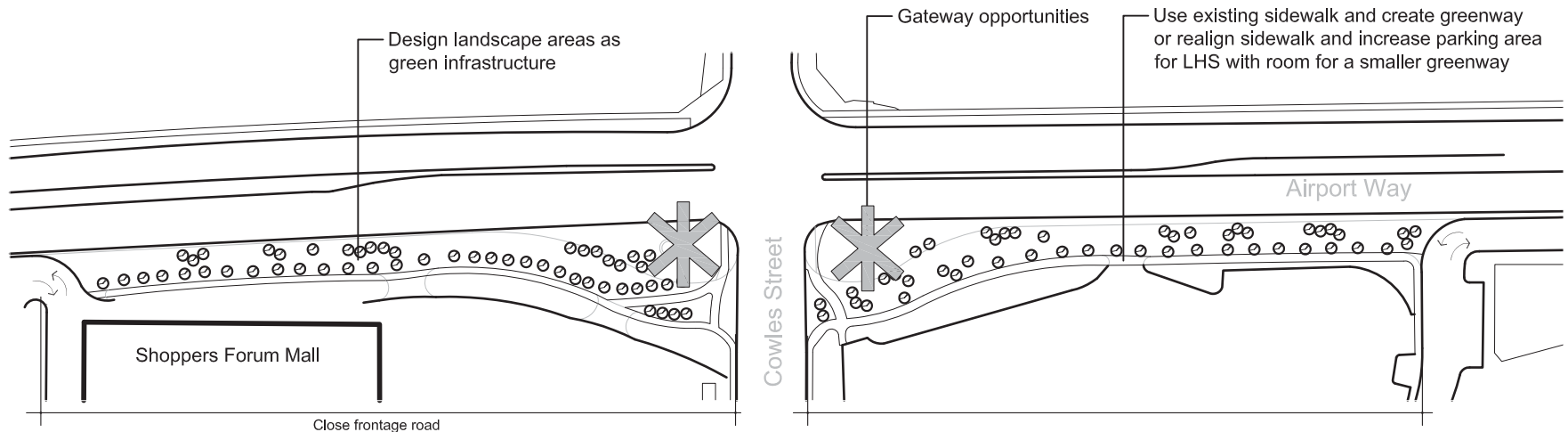
6

Southern Frontage Road, West and East of Cowles Street



Ex. block planter
Pole mounted sign

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



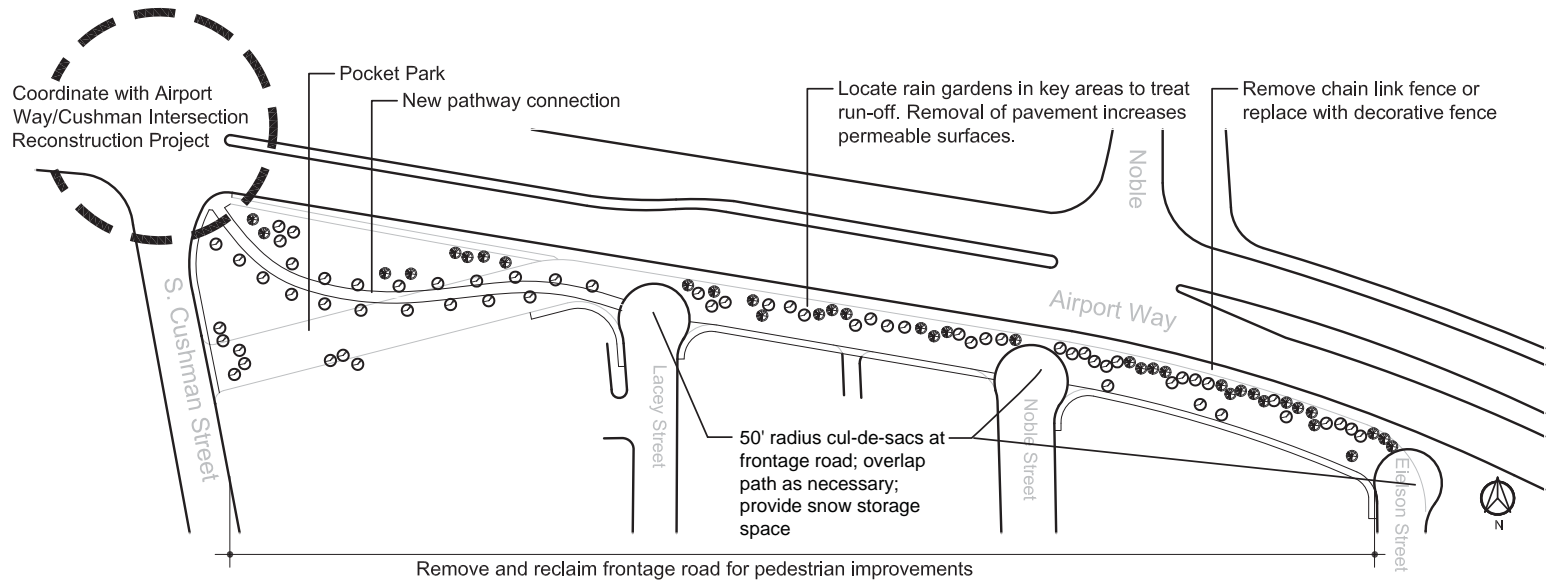
Site Plan

7

14th Avenue, S. Cushman Street to Eielson Street



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



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

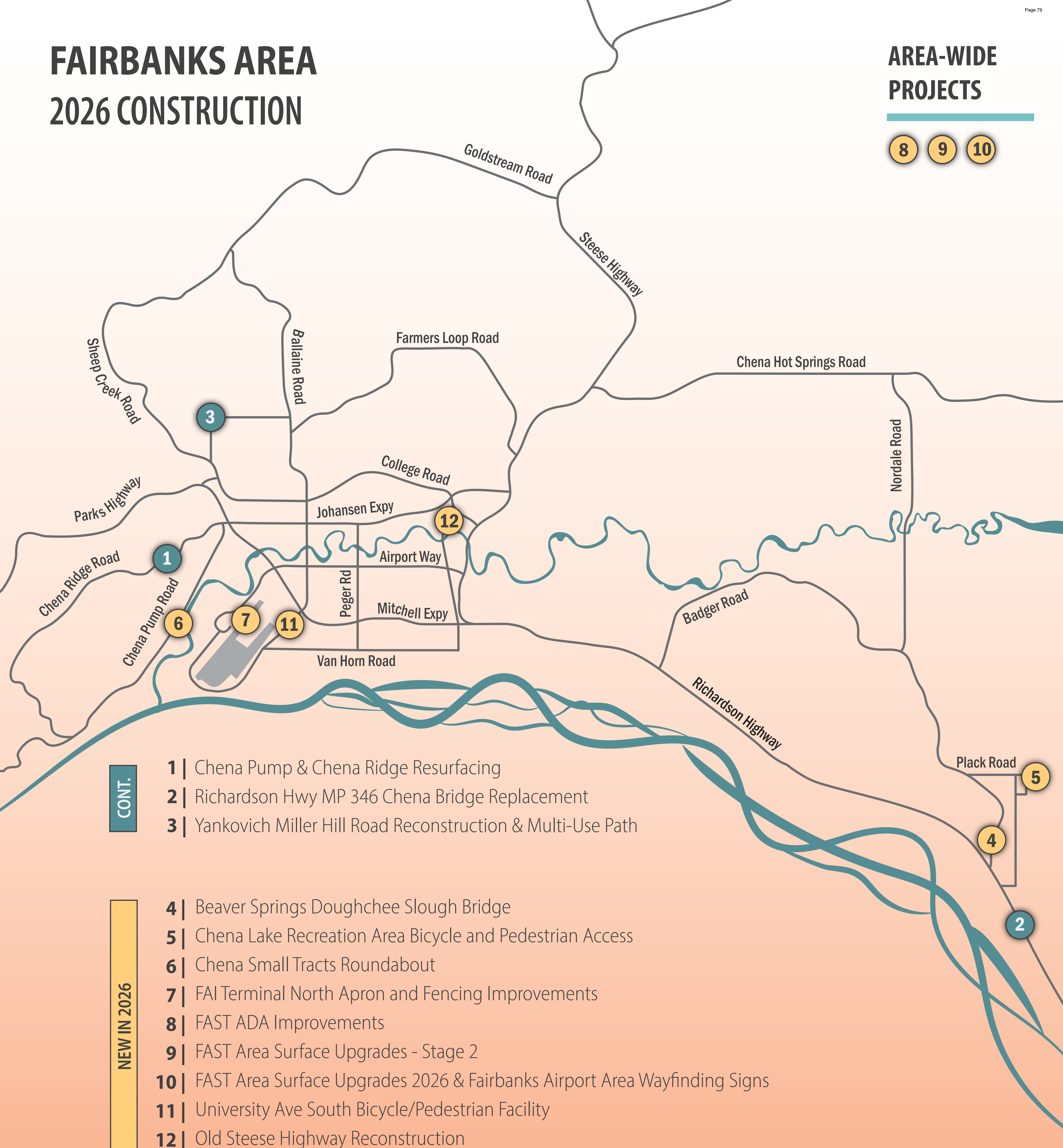


Scan this QR code to visit the Northern Region projects website or visit dot.alaska.gov/nreg/projects

FAIRBANKS AREA 2026 CONSTRUCTION

AREA-WIDE PROJECTS

8 9 10



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 April 6, 2026)

ALLOCATION TOTALS (Federal Share)

ALLOCATIONS	PHASE	AMOUNT	FFY26 OBLIGATIONS	PERCENT OBLIGATED
STP	All	\$8,161.1	\$1,115.8	14%
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	\$16,904.4	\$1,624.1	10%
CRP (Carbon Reduction)	All	\$2,556.1	\$1,450.9	57%
OFFSET	All	\$528.1	\$0.0	0%
TOTAL		\$30,408.0	\$4,780.4	16%

STP FUNDS (Federal Share)

IRIS	STP	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY26 OBLIGATIONS	PERCENT OBLIGATED	COMMENTS
NFHWY01023	Advanced Project Definition	Planning	3/9/2026	\$145.6	\$145.6	100%	
NFHWY00815	Doughchee Ave/Beaver Springs Bridge	Construction		\$357.5		0%	
NFHWY00913 NFHWY00914 NFHWY01088	FAST Improvement Program	Design	2/17/2026	\$473.0	\$363.8	77%	
				\$27.3		0%	FFY2027 AC
		Construction	3/10/2026	\$456.4	\$456.4	100%	FFY2025 Program
				\$2,573.2		0%	
			\$91.0		0%	FFY2027 AC	
HFHWY00830	FAST Planning Office	Planning	10/1/2025	\$150.0	\$150.0	100%	
NFHWY00816	Holmes Road Rehabilitation	Design		\$298.4		0%	
				\$656.8		0%	FFY2027 AC
		Right-of-Way		\$454.9		0%	
		Utilities		\$272.9		0%	
NFHWY00509	Minnie Street Improvements	Design		\$796.0		0%	
		Right-of-Way		\$1,364.6		0%	
NFHWY00891	Pioneer Park North Parking Lot & Boat Launch	Design		\$682.3		0%	
NFHWY00139	Yankovich/Miller Hill Road Reconstruction	Construction		\$136.5		0%	
				\$100.3		0%	FFY2027 AC
	TOTAL			\$9,036.6	\$1,115.8	12%	

PL FUNDS (Federal Share)

IRIS	PL	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY26 OBLIGATIONS	Percent Obligated	COMMENTS
HFHWY00830	FAST Planning Office - Metro PL	Planning	10/1/2025	\$462.0	\$462.0	100%	
HFHWY00830	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	FFY26 OBLIGATIONS	Percent Obligated	COMMENTS
NFHWWY00280	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	FFY26 OBLIGATIONS	Percent Obligated	COMMENTS
NFHWWY00862	Chena Lakes Recreation Area Access via Plack Road	Utilities		\$4.5		0%	
		Construction	3/16/2026	\$1,396.7	\$1,396.7	100%	FFY24 Carryforward
NFHWWY00891	Peger Road Bicycle & Pedestrian Path	Design		\$181.9		0%	
NFHWWY00845	Fairbanks Airport Area Non-Motorized Path Wayfinding Signage	Construction		\$181.9		0%	
NFHWWY01088	FAST Improvement Program	Construction		\$727.8		0%	
NFHWWY00922	Lavery Transportation Center Enhancements	Design		\$68.2		0%	
NFHWWY00922	Morris Thompson Cultural & Visitors Center Enhancements	Design		\$81.9		0%	FFY25 Carryforward
		Utilities		\$72.8		0%	
		Construction		\$463.9		0%	
NFHWWY01086	Motor Vehicle Plugins #1 (NP City Hall, Pioneer Park main parking lot)	Design		\$139.2		0%	
		Construction		\$1,118.0		0%	FFY25 Carryforward
NFHWWY00912 NFHWWY00885	Sidewalk Snow Removal Equipment	Equipment		\$454.9		0%	
NFHWWY01097	UAF Shuttle Bus CNG Fueling Station	Design		\$91.0		0%	
NFHWWY01169	UAF CNG Shuttle Buses	Equipment		\$454.9		0%	
NFHWWY01109	Sheep Creek Road Extension Shared Use Path	Design	2/1/2026	\$227.4	\$227.4	100%	SW-CMAQ
		Construction		\$591.3		0%	SW-CMAQ
NFHWWY00902	Sheep Creek Road & West Tanana Drive Roundabout	Design		\$454.9		0%	SW-CMAQ
NFHWWY01108	Gaffney Road Parking Lot	Design		\$91.0		0%	SW-CMAQ
NFHWWY01110	Ballaine Path Improvements	Design		\$181.9		0%	SW-CMAQ
NFHWWY01102 NFHWWY01103 NFHWWY01104 NFHWWY01105	FAST ADA Improvements Program	Construction		\$9,924.8		0%	SW-CMAQ
	TOTAL			\$16,904.4	\$1,624.1	10%	
CRP FUNDS (Federal Share)							
IRIS	CRP	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY26 OBLIGATIONS	Percent Obligated	COMMENTS
NFHWWY00862	Chena Lakes Recreation Area Access via Plack Road	Construction	3/16/2026	\$1,450.9	\$1,450.9	100%	FFY24 Carryforward
NFHWWY00845	Fairbanks Airport Area Non-Motorized Path Wayfinding Signage	Design		\$22.7		0%	
NFHWWY00922	Lavery Transportation Center Enhancements	Construction		\$573.1		0%	
NFHWWY00891	Motor Vehicle Plugins #2 (Pioneer Park North Parking Lot)	Design		\$22.7		0%	
NFHWWY01060	Fairbanks & North Pole Electric Vehicle Charging Stations	Design		\$213.8		0%	
TBD	High School Access & Circulation Study - North Pole	Planning		\$272.9		0%	FFY25 Carryforward
	TOTAL			\$2,556.1	\$1,450.9	57%	

FAST Planning FFY26 Offsets

April 6, 2026

PROJECT OFFSETS

Yankovich/Miller Hill Road Reconstruction

Federal

\$528,075

Total w/ Match

\$580,494

Total **\$528,075** **\$580,494**

COMMITTED OFFSETS

Total **\$0** **\$0**

Remaining Funds to be Obligated

\$528,075

\$580,494