



❖ TECHNICAL COMMITTEE ❖

Meeting Agenda

Wednesday, June 3, 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: 846-5749-1519

1. Call to Order
2. Introduction of Members & Attendees
3. Approval of June 3, 2026 Agenda
4. Approval of May 6, 2026 Meeting Minutes | Pg 2-15
5. Staff/Working Group/Chair Report | Pg 16-18
6. Public Comment Period
7. Old Business
 - a. Federal Transit Administration (FTA) Section 5307 Funding Split **(Action Item)** | Pg 19-24
 - Consideration of funding split between MACS Transit and Alaska Railroad Corporation; postponed from previous meeting
 - b. Draft FFY2027-28 Unified Planning Work Program (UPWP) **(Action Item)** | Pg 25-51
 - Consideration of releasing Draft UPWP for 30-day public comment period
 - c. FFY2027 FAST Improvement Program - Project Selection | Pg 52-53
 - Status update on cost estimates for proposed project list and schedule for next Subcommittee meeting
8. New Business
 - a. FFY2023-27 Transportation Improvement Program (TIP) Amendment #3 | Pg 54-67
 - Status update on scheduling interagency consultation meeting and release for public comment
9. Informational Item - FFY2026 Obligations & Offsets | Pg 68-71
10. Other Issues
11. Committee Member Comments
12. Adjournment

Next Scheduled Technical Committee Meeting: Wednesday, July 1, 2026 | 12:00 - 2:00 PM



TECHNICAL COMMITTEE

Meeting Minutes

May 6, 2026 • 12:00 – 2:00 P.M.

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

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

Zoom Meeting Telephone Number: 1 (253) 215-8782 Meeting ID: 839-3092-4554

1. Call to Order

Jackson Fox, Chair called the meeting to order at 12:03 pm.

2. Introduction of Members and Attendees

The following were present:

Name	Representing
*Jackson Fox, Chair	FAST Planning
*Olivia Lunsford, Vice Chair	FAST Planning
*Corey DiRutigliano	FAST Planning
*Deborah Todd	FAST Planning
*Randi Bailey	DOT&PF Planning
*Don Galligan (absent)	FNSB Planning
**Michael Bredlie	FNSB Rural Services
**Kerynn Fisher for Jennifer Campbell	FNSB Planning Commission
**Steven Hoke for Michelle Denton	FNSB MACS Transit
**Kate Dueber	Alaska Railroad Corporation
**Tim Glidden	City of North Pole
**Alexa Greene	Eielson Air Force Base
**Brett Nelson	DOT&PF Planning
**John Netardus	DOT&PF Preconstruction
**Jason Olds	ADEC Air Quality
**Corey Richardson	Tanana Chiefs Conference
**Lt. Mike Roberts	Alaska State Troopers
**Kirsten Loaiza for William Rogers	City of Fairbanks Engineering
**Kellen Spillman	FNSB Community Planning
**R.J. Stumpf	Fairbanks International Airport
**Jakob Theurich	University of Alaska Fairbanks
**John Weinberger	Fort Wainwright
**Tim Zinza	City of Fairbanks Engineering
Brian Lindamood	Alaska Railroad Corporation
Jeremiah Cotter	City of Fairbanks Public Works

Albert Beck	DOT&PF Preconstruction
Pam Golden	DOT&PF Traffic & Safety
Ben Glenn	DOT&PF Traffic & Safety
Ivet Hall	DOT&PF Preconstruction
Carl Heim	DOT&PF Preconstruction
Tim Spry	DOT&PF Traffic & Safety
Nathan Stephen	DOT&PF Traffic & Safety
Ben White	DOT&PF Planning
Emily Haynes	FHWA Alaska Division
Clay Anderson	FNSB School District
Julie Jones	Festival Fairbanks
Brett Johnson	Ft. Wainwright
Phoebe Bredlie	Kinney Engineering
Megan Flory	RESPEC
Audin McIlroy	RESPEC
1-907-687-6782	Unknown

***FAST PLANNING Staff members ** FAST PLANNING Technical Committee members**

3. Approval of the May 6, 2026 Agenda

Motion: To approve the May 6, 2026 agenda. (Zinza/Nelson).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

4. Approval of the April 1, 2026 Meeting Minutes

Motion: To approve the April 1, 2026 Meeting Minutes. (Zinza/Loaiza).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

5. Staff/Working Group/Chair Report

- At the April 15, 2026 meeting, the Policy Board:
 - Approved purchase of the land from the Alaska Railroad for the Chena Riverwalk Stage III project.
 - Requested that DOT&PF present a range of design alternatives for the Chena Riverwalk Stage III project at the next meeting.
 - Approved changing the frequency of the Project Enhancement Committee (PEC) meetings from quarterly to every other month.
 - Approved deletion of a section of the FAST Planning Bylaws to allow FAST Planning staff to serve as non-voting chair and vice chair of the PEC.
 - Eight applications were received for the FAST Planning Community Transportation Grant Program. One application was withdrawn and will be submitted again next year. The Project Enhancement Committee will score and rank the applications. The Policy Board will hold a special meeting to approve and award the applications.

6. Public Comment

No public comment.

7. Old Business

a. Chena Riverwalk Stage III Project Alternatives (Action Item)

Review of Newly Developed Project Alternatives and Recommendations to the Policy Board

The Policy Board approved purchase of the land from the Alaska Railroad for construction of the Chena Riverwalk path along the riverfront. DOT&PF was asked to provide a range of alternatives for the path. The Chena Riverwalk Commission provided a new letter of support for the project. They emphasized that they would like the pathway to be as close to the river as possible and do not support an alternate route connecting to Chena Landing Loop Road. Ivet Hall of DOT presented the design options for the path to the Technical Committee.

Public Comment:

Julie Jones, Festival Fairbanks: I just want to say that my concern would be we've always, from the very beginning of the design, had an elevated walkway in this area because of the ebb and flow of seasonal water. So, I guess my biggest concern would be, based on conversations with my friends at Fish and Wildlife, are we respecting that flow of water into that flood area? If we were to do the second option, which would be my second choice, are we filling in an area that would normally have some kind of seasonal water flow and are we going to be causing the water to flood under the other side of the bridge even more because it can't flow there anymore? Those are my concerns. However, I will say again, the \$7.1 million is a ridiculous price tag that I don't think we would want to do. I was hopeful that this might somehow go out to bid or something and come in with a better alternative price for an elevated walkway which is a feature that Fairbanks doesn't really have right now, and it would be a really neat attraction, I think, for our town. So, I'm still vying for the boardwalk, but not at that price. Those are my concerns.

Jeremiah Cotter: I had a question on the maintenance of it. Even though I heard that the Borough is going to be doing the maintenance, which is great. Are they going to be allowed to snowblow the snow off to the side of that path as far as getting it off of there, or is that going to be one of those DEC is not going to allow you to blow clean snow off to the side of the path? Does anybody know that question? That's a huge maintenance-important question especially when you're out in the middle of that path. I know they'll let you plow it off to the side, but will they let you blow it off to the side? If anybody knows that it would be great. It would surely help out the Borough.

Mr. Fox: We haven't delved into it that far at this time, but my assumption is they would be permitted if they blow it to the right up the hill as opposed to towards the river. If the

Borough accepts the maintenance for that path, that is something they would have to delve in to.

Motion: To recommend to the Policy Board to move forward with Option 2, the partial boardwalk [for the Chena Riverwalk project]. (Zinza/Loaiza).

Discussion:

Mr. Zinza: Again, I kind of know where the City stands on Option 1. So, I don't see why we would even bother. The cost. That's an issue. That's just from my perspective. But I also don't like the fact that we're not building the Chena Riverwalk, hence the name. We might as well call it the Peger Road Walk or whatever if we go with one of those other options. So, I don't agree with them. The partial boardwalk is a good price. It tackles the concern of potential flooding. Also, with that partial boardwalk it will address Ms. Jones' concern because that will allow water to go in and out. Maybe if we get two for one, maybe the Chena Landing Loop because that path needs to be improved from the bridge to the road. Then we don't have to do anything to the road. Then we probably don't even have to do anything to that little connector. That right in, right out. I believe that was already put in. So, it's just an improvement to the path.

Mr. Spillman: I like the motion. I'm going to support it. My concern is that it might come across that we want either Option 2 'or' Option 4. I'll be the first to say Option 4 is kind of a non-starter to me if it doesn't include a walkway on the river. A river walk. That's the forty-year vision of this project and this is just one piece of that. I just want to make sure that's clear in the motion that we're voting on.

Mr. Fox: The language they came up with was to recommend to the Policy Board to move forward with Options 2 and 4. So, it's not 'or' it's 'and'. If you all want to do a friendly amendment to say that it's a combined project.

Mr. Nelson: For clarification, did Ms. Hall say that Option 4 was going to be done either way?

Mr. Fox: It's not an approved project in the TIP so it has no funding for Option 4 at this time. It would have to be added to the scope, and the scope would have to be adjusted.

Mr. Spillman: My concern with that too is that we'd have to crack open the whole NEPA process and redo the whole document from the get-go because we're significantly rescoping this.

Mr. Fox: Option 4 could be a FAST Improvement Program project because it's just a mill and pave of the existing path and adding roadway shoulders.

Mr. Zinza: Then I'd like to amend my original motion to move forward with Option 2 and pull Option 4 because those are legitimate concerns. My new motion is that we proceed with Option #2, the partial boardwalk.

Mr. Fox: Do we have concurrence from the second?

Ms. Loaiza: Yes.

Discussion:

Mr. Netardus: I don't want to leave Option 3 off the table because given some more hydrological data we might find that Option 3 is totally sufficient. When we specifically model the area for this project and figure out how high the river will be and if Option 3 is already well above that, there may be no actual need for the boardwalk. So, I don't want to leave that one out in this vote when it could totally meet the needs of the project and be way cheaper.

Mr. Spillman: I agree with some of the comments that Mr. Netardus made as well. One thing I want to point out is that we still don't have a maintenance commitment. The Borough did not agree to maintain this and we need somebody who can do that. The City Council's Resolution very specifically said they didn't support maintenance or match as currently designed. So, I think there's additional conversations that could occur. Again, I'm not an engineer or public works director. I don't know with these bridge elevations if it's significant or if it's minor.

Amendment to the Motion: To amend the motion to recommend the Policy Board consider Alternatives 2 and 3 for reevaluation of the environmental document and additional public feedback. (Spillman/Netardus).

Discussion:

Mr. Spillman: I agree with everyone's comments here today. I first got involved in this project in 2010. I found drawings and resolutions on this thing going back to the 80's. I'm pretty narrowly focused right now on getting something. It seems just a couple of months ago that this project was on life support. So, I really would like to see something built because this is just really the first phase in this longer, more prolific Chena Riverwalk that could include up to three more pedestrian bridges on the Chena River. I'm open to whatever the options may be. It sounds like we're in a very positive place with the Railroad and the right-of-way negotiations. The price tag was a big hiccup before the Policy Board and the City Council. I'd be willing to put it back in the Policy Board and the public's court on Option 2 or 3.

Mr. Glidden: Option 3 is just to stay where the ground is currently? There's minimal fill, so it shouldn't affect seasonal water versus Option 2 that would potentially put some fill in and fill in where the water could go currently that it won't be able to go afterwards?

Mr. Fox: Yes. Or there's a boardwalk through those low stretches.

Mr. Glidden: Right. The boardwalk would allow it to go through but if it's infill it wouldn't. Right?

Mr. Fox: Correct.

Mr. Glidden: Are they planning to do infill and boardwalk or just stick on the high spots and have boardwalk over the low spots?

Mr. Fox: It hasn't been designed yet.

Mr. Spillman: A portion of this project is in what's called the Regulatory Floodway. There are borough and federal regulations that whatever happens here, even if one cubic foot of fill is added to that regulatory floodway, there needs to be a document called an H&H Analysis, a Hydraulic and Hydrologic Analysis, showing that the base flood elevation wouldn't come up even by .000001 percentage of an inch. There can be no rise to the base flood elevation. Regardless of the fill being added, DOT needs to model that no flood levels would change anywhere in the community. This could look like a number of things. If fill is added, there could be additional excavation made elsewhere in the river to make that conditional no rise. Regardless of what's done there cannot be any rise to the base flood elevation levels, and the project can't move forward without that document. Regardless of any of the options, the floodplain levels can't and won't change.

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

b. FFY2027 FAST Improvement Program Project Selection (Action Item)

 Review of Subcommittee's Proposed Project List and Recommendations to Policy Board

A subcommittee meeting was held April 30, 2026 and was well attended. A list of project nominations was put together and prioritized. Mr. Netardus will be performing site visits and providing cost estimates for each project.

Public Comment:

No public comment.

Motion: To raise the budget from \$1M to \$2M for the 2027 construction season, and \$2M for the 2028 season as well [for the FAST Improvement Program].
(Zinza/Netardus).

Discussion:

Mr. Netardus: I like the level of \$2 million.

Vote on Motion: None opposed. Approved.

8. New Business

a. FFY2023-27 Transportation Improvement Program (TIP) Administrative Modification #8 (Action Item)

 Review of Minor Changes to Multiple Projects for Approval by Policy Board

Mr. Fox explained the specific changes that were made to the TIP.

Public Comment:

No public comment.

Motion: To accept as read [FFY2023-27 Transportation Improvement Program (TIP) Administrative Modification #8]. (Zinza/Theurich).

Discussion:

Mr. Spillman: I'm hoping after the meeting DOT could just follow up on that Old Steese project and make sure we really did expend all the statewide funds. We got a ton of money for that. It was when DOT wanted to connect it up to McGrath Road through Creamers Field. It was a big state appropriation. I just want to make sure that we scraped that whole pot dry.

Mr. Nelson: I can look into that, but I'm pretty sure that we've spent most of that.

Amendment to the Motion: To add a new program block to the TIP for the FAST Improvement Program, Project #NFHWY01221, for 2027 to 2029 and include all current programmed funding; and move the Holmes Road Rehabilitation utilities phase from 2026 to 2027. (Netardus/Zinza).

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

Amended Motion: To accept as read [FFY2023-27 Transportation Improvement Program (TIP) Administrative Modification #8]. To add a new program block to the TIP for FAST Improvement Program, Project #NFHY01221, for 2027 to 2029 and include all current programmed funding; and move the Holmes Road Rehabilitation utilities phase from 2026 to 2027.

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

b. Highway Safety Improvement Program (HSIP) New Projects

Mr. Fox introduced Pam Golden and Nathan Stephen of DOT&PF to provide an overview of the three new HSIP projects.

- **Airport Way Connected Corridor (Action Item)**

Consideration of TIP Amendment to Add New Project Funded Under 2026 HSIP

Public Comment:

No public comment.

Motion: To recommend to the Policy Board to direct staff to prepare an Amendment to the TIP to add the Airport Way Connected Corridor project, conduct an interagency consultation for air quality conformity, and release the Amendment for a 30-day public comment period. (Zinza/Dueber).

Discussion:

Mr. Spillman: My only question is I see Item #1 recommends it to the Policy Board but also says, "release the amendment for a 30-day public comment period" but the other two options don't have that. Is there a reason for that?

Mr. Fox: Yes, there is. For the College Road three lane and the Badger Road Roundabouts, DOT would like to know the Technical Committee and Policy Board support those before they move forward so those are not in the funding plan yet for us to consider adding into our TIP. The Airport Way Corridor is already funded with HSIP.

Vote on Motion: None opposed. Approved.

- **College Road Three Lane Configuration (Action Item)**

- **Recommendation to Policy Board on Support for Potential New Project Nomination**

Public Comment:

No public comment.

Motion: To recommend the Policy Board support implementation of the three-lane configuration for College Road. (Zinza/Theurich).

Discussion:

Mr. Spillman: I don't even really know where to start. The first thing I'll start by saying is that I was one of the eight members on the College Road Corridor Study project team. We kicked it off in 2012. I think we completed it in 2013. I would encourage everyone to read that study. Most of it was data driven. It was a high crash location. If you look at the crash types, there were a lot of rear-end crashes. There are two lanes going each way. There's a lot of driveways on College Road. I'm sure we've all been in this situation if you've driven College Road. You stop in the travel lane to make a left-hand turn and there's a higher chance than normal of getting rear-ended because of that. So, everything made perfect sense. The whole committee was in agreement with the project. We voted to approve the study and approve the project. It went to the Technical Committee and Policy Board. All the approvals were there and then DOT started doing some open houses. I've never seen open houses like this. Hundreds of people showed up. There was a standing room only meeting at the Fairgrounds for the project. Folks were extremely passionate about this project and the ideas. I'd say many more folks on the negative in my recollection. A lot of press was on this. One of the factors why the Policy Board ultimately voted it down is that we didn't have bus turnouts at the time. That was one of the factors that the bus would actually have to stop in the travel lane to board people on and off the bus. Since then, we've actually constructed bus turnouts/pullouts in many of the locations that were originally identified. I think, on paper, it still makes sense. It is a proven countermeasure of reducing crashes, particularly rear-end crashes. I'm being very cautious. I think I have a lot of wounds from the last one. My advice to everyone at the table, particularly to DOT, would be to be very cautious with this. I would even start by reaching out to many of the involved folks through the 2014 project. I still have a lot of contact information if you'd like. End of comment.

Mr. Theurich: What was the main resistance? Why did they not want it?

Mr. Spillman: I could summarize some of the main factors. One of them was the delayed travel time. It would take them longer to get from one end of the corridor to the other. We did an analysis and it was somewhere between 30 and 60 seconds if I remember correctly. There was a lot of concern that it would take emergency response, fire trucks, and ambulances, longer to get from one end of the corridor to the other. There were a lot of interesting ideas brought up on different things. There were a lot of

Technical Committee Meeting Minutes

comments on citizens who didn't believe it would actually reduce the crashes, and many felt the opposite, that it would actually increase the crashes. There were a lot of ideas. I'm sure I'm missing quite a lot that came up. Again, at the Fairgrounds meeting I mentioned, I think there were two hundred people present and probably 100 of them spoke at one point.

Lt. Roberts: Thank you. I just wanted to jump in. On behalf of the Troopers, this project is fully supported by us. There are a couple things here. Not only are the rear-end crashes being an issue now, but vehicles trying to turn left across traffic is another issue. Trying to do that across two oncoming lanes versus having a turn lane and isolating it to just one oncoming lane significantly improves a person's success in doing that. The other thing is dealing with the public. Something that we've started implementing with DOT is when DOT has a project like this where they expect some public kickback, I throw some of my traffic troopers at the meeting to kind of help deal with some of the public because DOT catches flack that a uniformed trooper doesn't always catch when trying to talk about stuff. People think it may be just an engineering nerd that came up with some numbers and they don't understand reality. But the one-two punch of having a uniformed trooper there with them, I can say that about it because I have a brother-in-law that works over DOT and does engineering stuff, so we tease each other all the time. When we have that one-two punch where we're attacking it together, I think there's usually a considerable decrease in the public backlash. We've had a bunch of success with that at some of the other roundabout meetings and stuff that we've had. So, just to plant the seed with those in the room that the troopers are there. I'll throw my troops at that to jump in and kind of help deal with some of that public opinion. Not only just the people that are smarter than me that design, study, research, and develop this, but from a boots on the ground perspective of keeping people safe along that corridor, I think it's an awesome idea and we have uniforms ready and willing to lend support with the project.

Mr. Spillman: I really appreciate those comments, Trooper Roberts. I think that was one of the big missing aspects from the last time. There were a lot of folks, us and the public included, kind of guessing on the law enforcement's opinion on this. If we could have that solid, concrete backup during the process I think that could very much aid in the public involvement aspect.

Mr. Fox: I agree.

Mr. Johnson: As the public, I can point out places like Alaska Feed. Going out of either one of those driveways you just can't see the cars heading towards the University direction. If you're headed out towards Johansen, there's a visibility issue there with cars coming. If you have two sets of cars going 35 or 40mph, you punch it and go. It isn't the safest place to cross.

Mr. DiRutigliano: If I could add some context related to public safety. When the Trooper was there doing the walkthrough with us, they identified that they actually avoid

College Road because of this idea of delay. They found that because there was no shoulder for vehicles to yield in to, they would avoid taking College even though it may be the more direct route to some of these neighborhoods. They preferred to take the Johansen because vehicles can yield more appropriately and in a safer manner. The Troopers felt like they would be able to respond to events on College Road in a much safer manner if there was a shoulder that vehicles could move out of the way and into. That should be reflected in the comments in that report as well.

Lt. Roberts: It's still true.

Mr. DiRutigliano: Thank you.

Mr. Spillman: Again, I still support the concept. I think I've always supported it from when I participated in that study. College Road has changed significantly since the early 90s. This used to be the only, other than Airport Way, the only east-west connector in our community. I think it's the first page of that College Road Corridor Study that shows the traffic volumes. There were really high traffic volumes. I think it was in 1996 that they shot way down because the Johansen Expressway opened. If you were going from one side of town to the other, you were taking the Johansen Expressway. As part of that study, we looked at the number of cars going from one end of that corridor all the way through. So, it's being used more as an access corridor than a mobility corridor. I think it's still true today. Traffic volumes are consistent with what they were in 1996. More traffic hasn't been taking College Road. But one thing that really came to me is, as part of that study, I spent almost a whole day in the Beaver Sports parking lot. It was right after it snowed and you couldn't see the lanes on College Road. I took a whole bunch of pictures of this. If you were to show those pictures or little movie clips to anyone, they'd say it's a three-lane road, one lane going one each way and a center turn lane, and just instinctively that's how drivers were operating when they couldn't see the lanes on College Road. I think it's a really interesting concept. But the public involvement and taking and getting meaningful public comment as part of the project is going to be just as important as it was.

Mr. Nelson: I speculate that it'll be less of an issue than it was the last time. Last time, DOT had rolled out a couple projects at the same time.

Mr. Fox: We'll see.

Mr. Nelson: It's a change.

Ms. Golden: If I might add. It's eyes wide open for us. We know this is not going to be an easy one, but we also think it's important to make room for it in the budget.

Vote on Motion: Fourteen in favor. (Bredlie, Dueber, Fisher, Glidden, Hoke, Loaiza, Nelson, Netardus, Olds, Roberts, Spillman, Stumpf, Theurich, Zinza). Two Abstentions. (Greene, Weinberger). One Absent for Roll Call. (Richardson). Approved.

- **Badger Road Roundabouts (Action Item)**

 Recommendation to Policy Board on Support for Potential New Project Nomination

Motion: To extend the meeting to 2:15 p.m. (Dueber/Netardus).

Vote on Motion: None opposed. Approved.

Public Comment:

Ben Glenn, Badger Road Resident: I'll speak as someone who has lived on Badger Road for 10 years and dodged maybe a half dozen or so near misses at this intersection. Friends and family have passed away from accidents on this road. One of the things that we always experienced growing up here in our family was that it was right-hand turns and nearly getting rear-ended by people making a pass going into the head on left lane, but now it's the center shared left lane. Right-hand turn lanes don't exist on Badger Road. Something like a roundabout would slow people down significantly. That Badger Road intersection is something I'm intimately familiar with.

Motion: To recommend the Policy Board support consideration of roundabouts at the high crash intersections identified along Badger Road. (Netardus/Theurich).

Discussion:

Mr. Spillman: Of all three projects we're talking about today, this is the one I just don't feel like I have enough information on to make a decision today. I don't know what more information I would need. It's a big motion to recommend consideration of roundabouts at eight different locations. I personally would prefer something a lot more general like, "roundabouts or other intersection treatments." I'm willing to make that motion amendment when we get there. But again, I'm feeling really rushed and there's not a lot of information that I need to be able to make this decision right now.

Mr. Fox: Okay. Are you making that amendment to the language?

Mr. Spillman: Not at this time. I'm interested in what other folks think.

Mr. Glidden: Personally, when I drive in the winter, I prefer roundabouts to stop lights. In fact, if I know the roundabout is coming, I'm going to slow down on purpose because it's coming. The red lights, if it's green, I'm hoping it's gonna be green until I get to the other side. Right. So, I genuinely like on the Mitchell where it warns you, 'Hey get ready to stop.' So, I don't think putting stoplights is a safer option on fast roads than roundabouts. The point of a roundabout really is to slow people down so, I don't see that as a negative of the roundabout. If you put a bunch more red lights, then every mile or so you're hoping that you're going to make it, and you don't know until it turns red that you're not and you now have to stop on ice. But with roundabouts you know that two miles up when you get in the car that you have to slow down at the roundabout. It's a solid thing. I live on Badger and I drive down Peede every day and every winter I miss the stop sign at Nordale because it's not visible. It's just a little tiny sign in the trees that you just can't see. A roundabout you see it. You know it's there. There's no way you

don't know there's a giant concrete circle in the middle of the road. So, I think roundabouts are much better than a stop sign or a stoplight or any other situation that we have. Just as a guy that's lived on Badger Road for sixteen years now.

Mr. Nelson: When we were talking Nordale/Peede roundabout, several people commented that we should really be looking at Nordale or Badger Road instead. This doesn't say that they'll be eight roundabouts, it just says that they'll be roundabouts on Badger that are documented as high crash areas. There could be a couple, or it could be phased over time.

Mr. Netardus: The unintended consequence might be cut-through traffic so that might be something to look at on all these other roads. Holmes Road is like that too. That would be something that needs to be looked at too. For all the North Pole roundabout dislikers that might try to avoid them and take a different way.

Mr. Spillman: I appreciate Mr. Glidden's comments, and I agree with every single thing you just said. One concern I do have though is that we don't really have the public at the table right here. And when you start with an idea and take it to the public and the idea is 'Badger Road Roundabouts, consider roundabouts at high crash intersections,' that's somewhat of a predetermined alternative. If we can say 'Badger Road Intersection Review Project, and 'consider roundabouts and other intersection treatments.' I think it comes across that we're coming into this project as open-minded and not that we've already predetermined an alternative. I know we can change it at any point. I know we can consider those options, but something like the title carries a lot of weight when the public is not present and you go out to the public for the first time with that title right there.

Amendment to the Motion: To change the name of the project to 'Badger Road Intersection Review Project' and add "...or other intersection improvements..." after the word 'roundabouts.' (Spillman/Netardus).

Discussion:

Ms. Golden: To clarify, we're not proposing eight Badger Road Roundabout projects. It would be individual projects we would propose. We're not saying one project would do eight roundabouts. I just wanted that to be clear. It could be two roundabouts. We could do Nordale and Peede/Holmes. It could be any sort of variety of that. At this point, we just wanted to present that here are eight locations that could be roundabouts. Is there an appetite to pursue any of these? And if there's not, we'll (inaudible). What we found with Nordale/Peede is that some of the other things people wanted us to consider don't pencil out. Good or bad, based on a particular mitigation of the crash problems. It is somewhat predetermined with then the ability to select a solution whatever that might be, but we do have to allow for some solution.

Mr. Johnson: As far as you said that they need to vet the cost. Does that mean that they need to vet the cost to review the intersection for potential realignment or different additions at the intersection versus specifically meets if for the cost of a roundabout?

Ms. Golden: It meets it for us nominating it to be in the program.

Mr. Johnson: Okay.

Ms. Golden: So, it's at the threshold that we would consider advancing it to be a project.

Mr. Johnson: To review the intersection for improvements?

Ms. Golden: It's a nomination to the point that it becomes a project. It's a nomination at the point that it goes to be in the TIP.

Mr. Glidden: So, this isn't really a project? I feel like you're just saying; "Hey are you guys cool if we look at this?" This is not going out to the public. There's no funding involved. It's just, "Hey, should we not look at this because you guys don't want to do it?"

Mr. Fox: Yes. I think you summarized that really well.

Vote on Amendment to the Motion: Five in Favor. (Hoke, Nelson, Spillman, Stumpf, Theurich). Eight opposed. (Bredlie, Dueber, Glidden, Loaiza, Netardus, Olds, Roberts, Zinza). Two Abstentions. (Greene, Weinberger). Two absent for Roll Call. (Fisher, Richardson). Motion Failed.

Vote on Main Motion: Thirteen in Favor. (Bredlie, Dueber, Glidden, Hoke, Loaiza, Nelson, Netardus, Olds, Roberts, Spillman, Stumpf, Theurich, Zinza). Two Abstentions. (Greene, Weinberger). Two Absent for Roll Call. (Fisher, Richardson).

Motion: To extend the meeting to 2:30 pm (Netardus/Dueber).

Vote on Motion: None opposed. Approved.

c. Federal Transit Administration (FTA) Section 5307 Funding Split (Action Item)

 Consideration of Funding Split Between MACS Transit and Alaska Railroad Corporation

Mr. Fox introduced Brian Lindamood with the Alaska Railroad to provide information about the FTA Section 5307 funding split.

Public Comment:

No public comment.

Motion: To postpone to the next meeting [Federal Transit Administration (FTA) Section 5307 Funding Split]. (Hoke/Netardus).

Vote on Motion: None opposed. Approved.

9. Informational Items

a. FFY2026 Obligations & Offsets

Mr. Fox explained the FFY2026 Obligations and Offsets.

10. Other Issues

No other issues.

11. Committee Member Comments

No Comments.

12. Adjournment

Motion to Adjourn: (Netardus/Zinza). The meeting was adjourned at 2:29 p.m. The next Technical Committee Meeting is Wednesday, June 3, 2026.

Approved: _____ **Date:** _____

Jackson C. Fox, Chair

FAST Planning Technical Committee



POLICY BOARD SPECIAL MEETING

Action Items

05.08.2026

Motion: To approve the construction increase for Chena Lake Recreation Area Access via Plack Road project in the amount of \$655,145. (Terch/Tidwell). None opposed. Approved.

Motion: To award the Community Transportation Grant Program applications [as recommended by the Project Enhancement Committee]. (Tidwell/O'Neall). None opposed. Approved.

Motion: To retain an Alaska Fellow for 2026/27. (Tidwell/O'Neall). None opposed. Approved.

Mayor Grier Hopkins, Chair
FAST Planning Policy Board

Date

FAST Planning

Community Transportation Grant Program Applications - 2026

May 7, 2026

Applicant	Project	Type	Committee Scoring									Total	Award Request	Award Recommend	Notes
			Dan	Jeremiah	David	Trisha	John	Bethany	Sue	Kayde					
Festival Fairbanks	Paint artistic crosswalks and sidewalk art at the intersection of 1st Ave and Lacey Street	Supplies	N	95	Y	87	91	101	Y	85	459	\$ 5,000	\$ 5,000	Increased (up to \$1k)	
Ester Volunteer Fire Department / Ester Community Association	Ester Park Bike Rack and Bike Repair Station	Equipment	Y	73	Y	95	90	101	Y	81	440	\$ 2,000	\$ 3,000		
North Star Community Foundation / Fairbanks Skatepark Coalition	Lacey Street Mobile Skatepark at the Starter Bock	Equipment	Y	95	Y	72	76	93	Y	85	421	\$ 5,000	\$ 5,000		
Randy Smith PTSA	Reflective Tape for 300+ Students (for backpacks, jackets, etc.)	Supplies	Y	85	Y	59	96	98	Y	72	410	\$ 200	\$ 1,000		
FairBikes / Festival Fairbanks	FairBikes Starter Block Rental Fleet Expansion & Repair	Program	Y	98	Y	81	89	43	Y	84	395	\$ 5,000	\$ 5,000		
Fairbanks Children's Museum	Forget-Me-Not Steel Drums in Alley between Children's Museum and Post Office	Equipment	Y	75	N	56	69	87	N	51	338	\$ 4,560	\$ -	Refine & resubmit in 2027	
Yellow Bird Yoga Healing Collective / Golden Healing Collective	"Breathe, Hydrate, Move" engaging, movement-based program designed to help children build awareness of their bodies through breath, hydration, and play	Program	N	88	N	50	62	38	N	59	297	\$ 5,000	\$ -	Refine & resubmit in 2027	
Bread Line Inc	“Josh Hanson Memorial Bicycle Clinic” mini-fixit workshop	Program	(application withdrawn)									\$ -	\$ -	n/a	
												\$ 26,760	\$ 19,000		

Project Enhancement Committee reviewed and scored nominations on May 7, 2026, and passed motion recommending Policy Board award grants as outlined above.



POLICY BOARD

Action Items

05.20.2026

Motion: To have the Policy Board Chair contact the Governor's Office and impress upon them the importance of approving the new Boundary, and then authorize Mr. Fox to write a letter from the Policy Board urging signature by the Governor. (Crass/Terch). Five in favor. (Crass, Hopkins, O'Neill, Terch, Tidwell). Two abstentions. (Little, Czarnecki).

Motion: To approve FY2023-27 Transportation Improvement Program [TIP] Administrative Modification #8. (Little/Terch). None opposed. Approved.

Motion: To add 'Airport Way Connected Corridor' to the TIP via an Amendment. (Little/Tidwell). None opposed. Approved.

Motion: To move the College Road three lane configuration forward. (O'Neill/Tidwell). None opposed. Approved.

Motion: To move forward with the Badger Road roundabouts. (Terch/Little). None opposed. Approved.

Motion: To include the [North Pole] 5th Avenue Park Improvements into the TIP Amendment. (Terch/Little). None opposed. Approved.

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

Date



ALASKA RAILROAD CORPORATION

December 10, 2025

MEMORANDUM

To: Commissioner Ryan Anderson

Cc: Bill O' Leary, Michelle Maddox, Christina Isabelle

From: Brian Lindamood
Chief Engineer 

Subject: Proposed Formulaic Calculation of the Split for Direct Recipients of FTA 5307 funds for small MPO's

The Alaska Railroad Corporation (ARRC) is a direct recipient of Federal Transit Administration (FTA) 5307 funds for regularly scheduled year-round public passenger service. ARRC is dependent upon these funds to continue to make necessary capital investments in our fixed and mobile infrastructure to ensure the safety and viability of service. The amount of annual 5307 funds available is calculated by FTA in two ways depending upon the size of the Metropolitan Planning Organization (MPO).

For large MPO's (population over 200,000), the apportionments are calculated by FTA substantially upon Direct Route Mileage (DRM) maintained by the National Transit Database (NTD). The "split" between the Direct Recipients, is established by a letter signed by the Direct Recipients within the MPO, directing the FTA what portion of 5307 funds is to be allocated to each Direct Recipient ("Split Letter"). Typically, the mileage used for these calculations is within the MPO's boundary.

However, ARRC receives additional formula funds for providing year-round, regularly scheduled, fixed-guideway passenger service between Seward, Whittier, Anchorage, and Fairbanks. This additional mileage, calculated at 27% of DRM outside any MPO boundary, is added to ARRC's contribution to the Anchorage MPO (AMATS)¹. ARRC has long insisted, and it has been standard practice, for the Split Letter for 5307 funds in AMATS to be based upon the dollars "earned" by the respective Direct Recipients because the amount of 5307 funds that ARRC receives through AMATS is substantially generated through passenger rail operations outside the AMATS boundary.

¹ 49 United States Code 5336(b)(2)(E)

For small MPO's (under 200,000 people), FTA uses a population-based formula, allocated at the state level, from which it is impossible to calculate a "split" between different transit provider's contributions to the 5307 funds distributed to a specific MPO. FTA uses an Apportionment Letter from ADOT&PF Commissioner's Office to distribute all state small MPO 5307 funds between the small MPOs, and further incorporates a Split Letter generated by ADOT&PF distributing funding between Direct Recipients in those small MPOs. The difference is that the Split Letter for small MPOs comes directly from the Commissioner's Office, not a joint letter from the Direct Recipients from within a large MPO.

Until 2024, the only small MPO within which ARRC operated passenger service was Fairbanks (FAST). The route mileage attributable to ARRC within the FAST boundary pales in comparison to the Fairbanks transit provider, and for this reason, ARRC has not attempted to recoup any of these funds in the past, outside of special circumstances. The creation of the Mat-Su Valley MPO (MVP) has resulted in a larger portion of ARRC route miles being shifted from AMATS to MVP, and a subsequent amount of 5307 funding that ARRC received through AMATS will now have to come through the smaller MPOs.

Due to this shift in funding distribution, ARRC has been actively working to address this issue to both recover critical capital funds needed for the railroad's state of good repair, and that the solution needs to be applied evenly to both small MPO's (and future ones as they develop). Further, it is critical for this process to be standardized and predictable such that each entity can reasonably plan for future funding without time-consuming negotiations on an annual basis.

ARRC is respectfully requesting that, for 2024, 2025, and all future years, the "Split Letter" submitted by ADOT&PF to FTA for the distribution of 5307 funds to Direct Recipients in small MPOs be based upon the formulaic approach outlined below. The result would be that ARRC would be "made whole" for the 5307 funds we have historically received through AMATS that are no longer in the AMATS 5307 split calculation.

Route Miles, from NTD, used by FTA, by MPO:

MPO	NTD DRM
AMATS, within boundary	40.2
AMATS, outside boundary	891.4
MVP	20.4
FAST	8.0

For 2024, the calculations would be as follows:

The value of the route mile in the small MPOs is based upon the value of the route mile in AMATS. From FTA Region 10, the ARRC split of 5307 in AMATS is \$14,995,962.00². The calculation of 5307 funding per route-mile is:

$$\$14,995,962.00 \div (40.2 \text{ miles} + 27\% \times 891.4 \text{ miles}) = \$53,389.59$$

The apportionment for each small MPO then becomes 27% of the DRM within each small MPO boundary, multiplied by the AMATS 5307 apportionment per DRM. This represents what ARRC would receive through AMATS if the DRM in the small MPOs had remained outside of any MPO boundary.

MPO	Route Miles	27% of NTD DRM	2024 ARRC 5307 Share
MVP	20.4	5.5	\$293,642.75
FAST	8.0	2.2	\$117,457.10

For 2025 (NTD DRM remain unchanged):

From FTA Region 10, the ARRC split of 5307 in AMATS is \$15,342,576.00³. The calculation of 5307 funding per route-mile is:

$$\$15,342,576.00 \div (40.2 \text{ miles} + 27\% \times 891.4 \text{ miles}) = \$54,584.76$$

MPO	Route Miles	27% of NTD DRM	2025 ARRC 5307 Share
MVP	20.4	5.5	\$300,216.20
FAST	8.0	2.2	\$120,086.48

² FTA Apportionment Table 3 with supplementary split table from FTA Region 10 used for AMATS 2024 Split Letter.

³ FTA Apportionment Table 3 with supplementary split table from FTA Region 10 used for AMATS 2025 Split Letter.



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

Department of Transportation and Public Facilities

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

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

March 31, 2026

Re: Section 5307 Allocation – Mat-Su Small Urbanized Area

Mr. Mike Brown
Borough Manager
Matanuska-Susitna Borough

Mr. Brian Lindamood
Vice President, Chief Engineer
Alaska Railroad Corporation

Gentlemen:

Thank you for your recent correspondence regarding the allocation of Federal Transit Administration (FTA) Section 5307 Urbanized Area Formula funds within the Mat-Su Urbanized Area. As the designated recipient for small, urbanized areas, the Department is responsible for allocating Section 5307 funds in a manner consistent with federal requirements, available data, and the need for timely obligation of funds.

After reviewing the federal framework, prior allocation practice, and the Department's responsibilities as designated recipient for small, urbanized areas, the Department is issuing the following determinations for FFY2024 and FFY2025, along with direction for future policy development.

1. FFY2024 Allocation – Interim Continuity Action

The Department has fully allocated the remaining FFY2024 Section 5307 funds within the Wasilla–Knik–Fairview–North Lakes small, urbanized area to the Matanuska-Susitna Borough. This action was taken to ensure continuity of transit service, avoid disruption to existing contractual obligations, and provide stability during the startup phase of the Borough's urban transit program following its new Census designation.

At the time of allocation, sufficient information and agreement on a replicable methodology were not available to support a formula-based distribution. This decision was limited to FFY2024 and did not establish precedent for subsequent fiscal years.

"Keep Alaska Moving."

2. FFY2025 Allocation – Formula-Based Split

For FFY2025, the Department will allocate Section 5307 funds within the Mat-Su small, urbanized area based on a policy determination endorsed by the Matanuska-Susitna Valley Planning MPO (MVP) Policy Board.

Specifically:

- The FFY2025 apportionment will be distributed 90 percent to the Matanuska-Susitna Borough and 10 percent to the Alaska Railroad Corporation.
- This allocation reflects the outcome of discussions among the Department, MVP Policy Board, and eligible recipients, and represents a consensus-based resolution for FFY2025 funding.

This approach enables timely programming and obligation of FFY2025 funds while recognizing both the Borough's role as the primary provider of local transit services and ARRC's continued eligibility as a regional transit provider.

This allocation is adopted for FFY2025 based on MPO concurrence and does not constitute a final statewide policy determination or establish a binding precedent for future allocations.

The Department will issue a formal FFY2025 split letter consistent with this approach.

3. Eligibility

Both the Matanuska-Susitna Borough and the Alaska Railroad Corporation have asserted eligibility to receive Section 5307 funds within the Mat-Su Urbanized Area.

ARRC has historically administered Section 5307 funds and maintains passenger rail operations that have previously been treated as eligible under FTA determinations. The Borough serves as the designated recipient for the small, urbanized area and administers local transit services and federal compliance responsibilities.

The Department recognizes both entities as eligible participants under Section 5307, subject to applicable federal guidance. This decision distinguishes between eligibility determinations, which are governed by federal law, and allocation framework, which is a policy determination assigned to the Department.

4. Policy Development for FFY2026 and Forward

Beginning in FFY2026, DOT&PF will implement a formal statewide policy governing allocation of Section 5307 funds within small MPOs. The Department's Planning and Transit staff are hereby directed to immediately initiate development of this policy.

This effort will include direct engagement with:

- The Alaska Railroad Corporation
- The Matanuska-Susitna Borough
- Fairbanks North Star Borough
- The relevant MPOs
- FTA Region 10

The policy will:

- Establish a predictable, transparent, and replicable allocation framework.
- Address treatment of eligible rail providers.
- Be grounded in confirmed federal guidance from FTA Region 10.
- Apply consistently across current and future small MPOs.
- Eliminate the need for annual negotiation-based allocation decisions.

As part of this process, the Department will also evaluate whether a limited performance- or outcome-based component should supplement base formula allocation in future years, provided that such criteria can be applied objectively and prospectively.

The Department recognizes the importance of both maintaining continuity of local transit services and ensuring that eligible regional providers are treated consistently across urbanized areas. Service considerations, including potential changes in service levels, may be evaluated separately as part of future planning discussions and are not determined in this allocation decision.

The Department appreciates the engagement of both organizations and looks forward to working constructively toward a durable and equitable long-term framework.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ryan Anderson', with a stylized flourish at the end.

Ryan Anderson, P.E.
Commissioner

Cc:

Katherine Keith, Deputy Commissioner, Acting Central Region Director
Lauren Little, Chief Engineer, Acting Northern Region Director



DRAFT

FFY27-28 Unified Planning Work Program (UPWP)

MAY 2026



TABLE OF CONTENTS

INTRODUCTION	1
Purpose of the UPWP.....	1
History of the MPO	1
Operation of the MPO	2
Regional Planning Priorities	3
Federal Planning Factors.....	3
FFY2025/26 WORK PROGRAM ELEMENTS.....	6
Required Plans & Programs	6
Task 100(a) UPWP	6
Task 100(b) MTP	6
Task 100(c) TIP	7
Task 100(d) PPP.....	9
Task 100(e) Air Quality.....	10
Task 100(f) MPA Boundary	11
Task 100(g) Support Services	12
Public Transit System Planning	13
Task 200 Transit Planning	13
Supplemental Plans & Projects	14
Task 300(a) Advanced Project Definition [ongoing]	14
Task 300(b) Complete Streets Prioritization Plan [ongoing].....	14
Task 300(c) North Pole High School Access & Circulation Study [ongoing]	14
Task 300(d) Geist/Chena Pump Road Corridor Study [ongoing]	14
Task 300(e) Downtown Fairbanks Traffic Study [new]	15
Task 300(f) Pavement Condition Survey for Non-DOT Roads [new]	15

Task 300(g) Freight Mobility Plan Update [new]	15
Task 300(h) Peger Road Corridor Study [new]	15
Task 300(i) Lacey Street Planning Study [new]	16
Contingency Plans & Projects	17
Task 400(a) Local Safety Action Plan	17
Task 400(b) Driver's Education Program	17
Task 400(c) Housing Coordination Plan	17
Task 400(d) Resilience Improvement Plan	17
Task 400(e) Richardson Highway Corridor Study	18
Task 400(f) Tanana Lakes Recreation Area Bicycle/Pedestrian Connections Plan	18
Task 400(g) Bicycle & Pedestrian Facility Improvements Implementation Plan	18
Task 400(h) Wendell Avenue Study	18
Task 400(i) Household Travel Survey Update	19
FUNDING SOURCES & ESTIMATED COSTS	20
Table 1. National Performance Goals & New Planning Emphasis Areas	5
Table 2. Funding Sources for Metropolitan Planning Activities	20
Table 3. Funding Sources for Transit Planning Activities	20
Table 4. Estimated Costs by Task	21
Table 5. Funding Availability & Estimated Cost Comparison	22
Table 6. Metropolitan & Transit Planning Fund Distribution	22
Table 7. Past UPWP (FFY2024) Annual Office Budget for FAST Planning	23
Table 8. Metropolitan Planning Fund Distributions FFY2003-24	24

INTRODUCTION

PURPOSE OF THE UPWP

The Unified Planning Work Program (UPWP) for the Fairbanks Metropolitan Planning Organization (MPO), known as Fairbanks Area Surface Transportation (FAST) Planning, documents the MPO's transportation planning activities. The purpose of the UPWP is to ensure that a continuing, cooperative and comprehensive (3C) approach to planning for transportation needs is maintained and properly coordinated between the MPO, Alaska Department of Transportation & Public Facilities (DOT&PF), Fairbanks North Star Borough (FNSB), and other jurisdictions.

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

In addition to the UPWP, the MPO must develop and implement the following plans as part of the transportation planning process [23 USC 134 & 23 CFR 450]:

- **Metropolitan Transportation Plan (MTP)** – a multimodal transportation plan that addresses a 20-year planning horizon that the MPO develops, adopts, and updates every four years.
- **Transportation Improvement Program (TIP)** – a prioritized listing/program of transportation projects covering a period of four years that is developed, adopted, and implemented by the MPO in coordination with the MTP.
- **Public Participation Plan (PPP)** – a guiding document that outlines the goals, strategies, and implementation plan for involvement of the public in the development of MPO plans, programs, and policies, including the MTP and TIP.

The planning activities for FFY2027 and FFY2028 supporting development and implementation of these plans by FAST Planning, FNSB, and Alaska DOT&PF staff are addressed within the tasks identified in this UPWP.

HISTORY OF THE MPO

All Urbanized Areas over 50,000 in population must have an MPO to carry out a 3C transportation planning process, as stipulated in the Federal Highway Act of 1962. On May 1, 2002, the U.S. Census Bureau published a notice in the Federal Register identifying an area surrounding Fairbanks and North Pole as a Qualifying Urbanized Area for Census 2000. The Metropolitan Planning Area (MPA) boundary was finalized in December 2002, and the Fairbanks MPO was subsequently established in April 2003.

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

OPERATION OF THE MPO

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

- FAST Planning Articles of Incorporation (June 2018) and Bylaws, as amended (April 2026)
- Memorandum of Understanding for the Operation of the FAST Planning Office (March 2019)
- Intergovernmental Operating Agreement & Memorandum of Understanding for Transportation & Air Quality Planning in the Fairbanks Metropolitan Planning Area (April 2019)
- Memorandum of Agreement for the Selection & Funding of CMAQ Projects within the Fairbanks PM^{2.5} Non-attainment Area, as amended (August 2019)
- FAST Planning Policies & Procedures, as amended (May 2023)
- FAST Planning Title VI Civil Rights Plan (December 2023)

In accordance with the Bylaws and Intergovernmental Operating Agreement, FAST Planning has a Technical Committee and Policy Board that hold regularly scheduled meetings each month to guide the MPO's transportation planning process and make decisions for plans, programs, and policies. The Technical Committee consists of representatives, such as engineers, planners, and other specialists from the City of Fairbanks, City of North Pole, FNSB, Alaska DOT&PF, Alaska Department of Environmental Conservation (DEC) Air Quality, Fort Wainwright (FTWW), Eielson Air Force Base (EAFB), University of Alaska Fairbanks (UAF), Alaska Railroad Corporation, Fairbanks International Airport, transit, public safety, local freight industry, and local Tribal entities. The Policy Board consists of elected/appointed officials and has as members, the FNSB Mayor, City of Fairbanks Mayor, City of North Pole Mayor, and a designated representative of Alaska DOT&PF Northern Region, Alaska DEC Air Quality Division, the FNSB Assembly, and the Fairbanks City Council. The Technical Committee is an advisory body to the Policy Board, which is the decision-making body.

In addition to the Technical Committee and Policy Board, FAST Planning also has a Walk, Ride, & Roll Advisory Committee that meets bimonthly, Project Enhancement Committee that meets bimonthly, and Seasonal Mobility Task Force that meets biannually. The Walk, Ride, & Roll Advisory Committee consists primarily of representatives from local organizations and citizens that advise the Technical Committee on issues related to bicyclist and pedestrian mobility and provides insight on how to better serve those users. The Project Enhancement Committee consists of architects/designers, engineers, and

maintenance managers that advise the Technical Committee on opportunities for streetscape beautification that balances design and aesthetics with roadway safety and function. The Seasonal Mobility Task Force consists of road maintenance managers from the Alaska DOT&PF, City of Fairbanks, City of North Pole, FNSB Rural Services, FNSB Parks & Recreation, FNSB School District, and UAF that share with each other seasonal maintenance plans and priorities. These constituents also collectively participate in an annual “Winter Maintenance Forum” public event.

REGIONAL PLANNING PRIORITIES

The Fixing America’s Surface Transportation (FAST) Act, which was signed into law on December 4, 2015, identified the need for transportation plans to recognize and address the relationship between transportation, land use, and economic development. As such, FAST Planning takes into consideration the goals, objectives, performance measures, and targets of state and regional such as the Statewide Long-Range Transportation Plan and FNSB Regional Comprehensive Plan. This leads to more effective decisions on transportation investments and improved interconnectivity in the regional area beyond the boundary of the MPA. The Alaska DOT&PF and FNSB are currently updating their respective Statewide Long-Range Transportation Plan and FNSB Regional Comprehensive Plan, and FAST Planning is participating as a key stakeholder in the development of both Plan updates. This participation coincides with and helps inform the planned MTP Update (occurring in FFY2026-27) with identification of new plans, policies, and projects across a 20-year planning horizon for the MPA.

FEDERAL PLANNING FACTORS

The FAST Act also identified the following planning factors which have been incorporated into the MPO’s planning process and this UPWP:

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

In addition to the planning factors noted above, previous legislation [Moving Ahead for Progress in the 21st Century Act (MAP-21)] required that State DOTs and MPOs conduct performance-based planning by tracking performance measures and setting data-driven targets to improve those measures. Performance-based planning ensures the efficient investment of federal transportation funds by increasing accountability of local agencies receiving the funds, prioritizing transparency to the public, and providing insight for better investment decisions that focus on key outcomes which relate to the seven national goals of:

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

The FAST Act supplemented the MAP-21 legislation by establishing timelines for State DOTs and MPOs to comply with the requirements of MAP-21. State DOTs are required to establish statewide targets and MPOs have the option to support the statewide targets or adopt their own. To date, FAST Planning has chosen to accept and support all the statewide targets for safety, pavement condition, bridge condition, on-road mobile source emissions, and travel time reliability. The transition to performance-based planning has been addressed in the current MTP and TIP, as well as the tasks identified in this UPWP.

In addition to these performance goals, in December 2021 the FHWA and FTA jointly issued Planning Emphasis Areas for use in the development of MPO UPWPs and Statewide Planning & Research Work Programs. These emphasis areas are not bound in law, but MPOs, public transit providers, State DOTs, and Federal land management agencies are highly encouraged to incorporate them into their UPWPs and work programs during their next update cycle. FAST Planning has incorporated these emphasis areas into many of the tasks in this UPWP, as well as the most recent updates to the MTP and TIP.

1. Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future
2. Equity and Justice⁴⁰ in Transportation Planning
3. Complete Streets
4. Public Involvement
5. Strategic Highway Network (STRAHNET)/U.S. Department of Defense Coordination
6. Federal Land Management Agency Coordination
7. Planning and Environment Linkages
8. Data in Transportation Planning

The table on the following page shows how UPWP work tasks relate to the National Performance Goals and new Federal Planning Emphasis Areas.

Table 1. National Performance Goals & Federal Planning Emphasis Areas

FFY2027/28 UPWP WORK TASKS		National Performance Goals							Federal Planning Emphasis Area							
		Safety	Infrastructure Condition	Congestion Reduction	System Reliability	Freight Movement & Economic Vitality	Environmental Sustainability	Reduce Project Delivery Delays	Climate Change/ Resilience	Equity/ Justice40	Complete Streets	Public Involvement	STRAHNET/ DOD Coord	Federal Land Mgmt Agency Coordination	Planning & Environmental Linkages	Data in Transportation Planning
Required Plans & Programs																
100(a)	Unified Planning Work Program	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
100(b)	Metropolitan Transportation Plan	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
100(c)	Transportation Improvement Program	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
100(d)	Public Participation Plan	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
100(e)	Air Quality			X		X	X	X	X	X	X	X			X	X
100(f)	MPA Boundary	X	X	X	X	X			X	X		X	X	X	X	X
100(g)	Support Services	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Public Transit System Planning																
200	Transit Planning	X	X	X	X		X	X	X	X	X	X	X	X	X	X
Supplemental Plans & Projects																
300(a)	Advanced Project Definition	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
300(b)	Complete Streets Prioritization Plan	X	X	X	X	X	X	X		X	X	X			X	X
300(c)	North Pole High School Access & Circulation Study	X	X	X	X		X	X	X	X	X	X			X	X
300(d)	Geist/Chena Pump Road Corridor Study	X	X	X	X	X	X	X			X	X			X	X
300(e)	Downtown Fairbanks Traffic Study	X	X	X	X	X	X	X		X	X	X			X	X
300(f)	Pavement Condition Survey for Non-DOT Roads	X	X		X	X		X		X		X				X
300(g)	Freight Mobility Plan Update	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
300(h)	Peger Road Corridor Study	X	X	X	X	X	X	X			X	X			X	X
300(i)	Lacey Street Planning Study	X	X		X	X	X	X		X	X	X			X	X
Contingency Plans & Projects																
400(a)	Local Safety Action Plan	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
400(b)	Driver's Education Program	X			X					X		X				X
400(c)	Housing Coordination Plan	X	X	X	X	X	X	X	X	X	X	X	X		X	X
400(d)	Resilience Improvement Plan	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
400(e)	Richardson Highway Corridor Study	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
400(f)	TLRA Bicycle/Pedestrian Connections Plan	X	X		X		X	X		X	X	X		X	X	X
400(g)	Bicycle & Pedestrian Implementation Plan	X	X		X		X	X		X	X	X		X		X
400(h)	Wendell Avenue Study	X		X	X	X	X	X			X	X			X	X
400(i)	Household Travel Survey Update			X	X			X		X		X	X		X	X

FFY2025/26 WORK PROGRAM ELEMENTS

REQUIRED PLANS & PROGRAMS

Task 100(a) UPWP

The Alaska DOT&PF is responsible for providing the management oversight of the UPWP. FAST Planning and the FNSB will prepare and submit quarterly reports through FFY2027 and FFY2028 to the Alaska DOT&PF. The quarterly reports will document the planning activities performed and expenditures by FAST Planning and the FNSB in accordance with the tasks listed in the UPWP. The Alaska DOT&PF will review and compile the quarterly reports into annual reports at the end of each fiscal year. FAST Planning will initiate Administrative Modifications and Amendments to the UPWP as needed in accordance with the provisions of the MPO's April 2019 Intergovernmental Operating Agreement. FAST Planning will also initiate development of the next UPWP in April 2028, six months in advance of the expiration of this UPWP.

Participation by FAST Planning, Alaska DOT&PF, and FNSB staff in FFY2027-28 is anticipated to include:

- Preparation and submittal of FFY2026 final UPWP quarterly report and annual report (October 2026)
- Preparation and submittal of FFY2027-28 quarterly reports (January, April, July, October)
- Preparation of FFY2027 and FFY2028 annual reports (October 2027; October 2028)
- Monitor Congressional action for next Surface Transportation Reauthorization Bill to factor in any new or adjusted planning factors for MPOs

Task 100(b) MTP

The current 2045 MTP was approved and adopted in March 2023 and is required to be updated every four years. An update to the MTP is currently underway but has experienced some challenges with the lack of the Governor's approval of the new MPA Boundary and schedule delays associated with migrating to a new software for travel demand modeling. The updated MTP, utilizing the new MPA Boundary, is required to be adopted and approved by December 2026. Considering these challenges and deadline, FAST Planning plans to produce an Interim MTP by December 2026 and a full MTP update by fall 2027.

Work to date on the MTP has included collection of existing traffic and crash data, analysis of pavement and bridge condition and travel time reliability, evaluation of land use for travel demand model forecasts, outreach to local agencies and the public to identify transportation-related issues and needs within the new MPA Boundary, and development of project



screening criteria. Future work will include prioritization and cost estimates for all projects identified and considered for inclusion in the new MTP, travel demand model update, and an air quality conformity analysis and interagency consultation on the updated project list. The draft Interim MTP and associated quality conformity analysis will be released for public comment in late summer/fall 2026, and after resolution of public comments and a preliminary air quality conformity determination is made, the final Interim MTP will then be presented to the FAST Planning Technical Committee and Policy Board for consideration of adoption by November 2026. Following adoption, the MTP and preliminary air quality conformity determination will be transmitted to FHWA and FTA for approval/concurrence in December 2026. Work on the full MTP update will commence in January 2027 with a more robust travel demand model update, scenario planning and alternatives analysis, and addition/adjustment of planning factors if a new Transportation Bill is adopted by Congress. The full MTP update is anticipated to be adopted and approved in fall 2027.

Participation by FAST Planning, Alaska DOT&PF, and FNSB staff in FFY2027-28 is anticipated to include:

- Review and respond to comments received during public comment period (October 2026)
- Presentation of final Interim MTP to FAST Planning Technical Committee and Policy Board for consideration of adoption (November 2026)
- Transmittal of adopted Interim MTP and air quality conformity determination to FHWA and FTA for approval/concurrence (December 2026)
- Development of full MTP update (January-May 2027)
- Air quality conformity analysis and interagency consultation on MTP update (May 2027)
- Release of draft MTP and air quality analysis for 30-day public comment period (June-July 2027)
- Review and response to comments received during public comment period (July 2027)
- Presentation of final MTP to FAST Planning Technical Committee and Policy Board for consideration of adoption (August 2027)
- Transmittal of adopted MTP and air quality conformity determination to FHWA and FTA for approval/concurrence (September 2027)
- Develop a Scope of Work to hire a consultant team for next update to MTP (late 2028)
- Participate in Statewide planning efforts, including but not limited to, the State Rail Plan Update, State Freight Plan Update, and Truck Parking Study

Task 100(c) TIP

The current FFY2023-27 TIP was approved and adopted in March 2023 and is required to be replaced every four years. The obligation of funds programmed in the TIP and receipt of offsets from project closures, reductions to bid award, and other de-obligations are tracked monthly. Administrative Modifications and Amendments to the TIP are made on an as-needed basis for project schedule and funding adjustments.

NO	NO	Project Description	Phase Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Balance
1001	1001	Alaska Department of Transportation	001	Design						
1002	1002	Alaska Department of Transportation	002	Right of Way						
1003	1003	Alaska Department of Transportation	003	Utilities						
1004	1004	Alaska Department of Transportation	004	Construction						
1005	1005	Alaska Department of Transportation	005	Other						
1006	1006	Alaska Department of Transportation	006	Other						
1007	1007	Alaska Department of Transportation	007	Other						
1008	1008	Alaska Department of Transportation	008	Other						
1009	1009	Alaska Department of Transportation	009	Other						
1010	1010	Alaska Department of Transportation	010	Other						
1011	1011	Alaska Department of Transportation	011	Other						
1012	1012	Alaska Department of Transportation	012	Other						
1013	1013	Alaska Department of Transportation	013	Other						
1014	1014	Alaska Department of Transportation	014	Other						
1015	1015	Alaska Department of Transportation	015	Other						
1016	1016	Alaska Department of Transportation	016	Other						
1017	1017	Alaska Department of Transportation	017	Other						
1018	1018	Alaska Department of Transportation	018	Other						
1019	1019	Alaska Department of Transportation	019	Other						
1020	1020	Alaska Department of Transportation	020	Other						
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1097	1097	Alaska Department of Transportation	097	Other						
1098	1098	Alaska Department of Transportation	098	Other						
1099	1099	Alaska Department of Transportation	099	Other						
1100	1100	Alaska Department of Transportation	100	Other						

Development of a new FFY2027-30 TIP by FAST Planning staff will occur in late FFY2026 during the final stages of development of the Interim MTP update to consider funding the short range, high priority projects listed in the MTP. The effort will also include review and revision of project scoring criteria and nomination form by the FAST Planning Technical Committee and Policy Board, followed by a call for project nominations from local agencies and the public. A workshop will be held for local agencies and the public to explain the nomination process, scoring criteria, and project selection process for funding. At the close of the nomination period, FAST Planning Technical Committee members will score and rank the projects in order of priority for consideration of funding in the new TIP. Concurrently, Alaska DOT&PF staff will prepare scopes, schedules, and estimates (SSEs) for each project nominated. Once the SSEs and project rankings are complete, FAST Planning will develop a fiscally constrained draft TIP providing a funding plan for the top ranked projects for release for public comment. During the public comment period an interagency consultation will also be completed for air quality conformity. After public comments are addressed and resolved, and an air quality conformity determination is made, the final TIP will then be presented to the FAST Planning Technical Committee and Policy Board for consideration of being adopted. Following adoption, the final TIP will be transmitted to FHWA and FTA for approval and to Alaska DOT&PF for incorporation by reference into the Statewide Transportation Improvement Program (STIP). Based on the anticipated adoption and approval date of the Interim MTP in December 2026, the new TIP will be developed to be subsequently adopted and approved by January 2027.

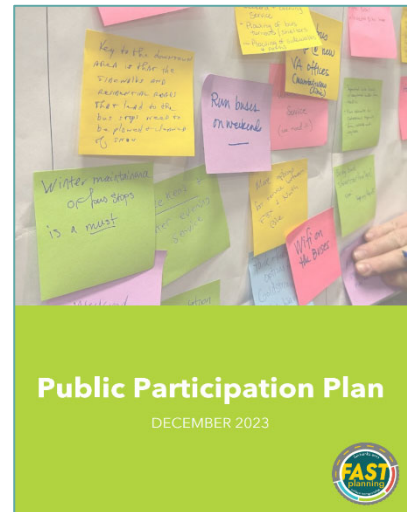
Participation by FAST Planning, Alaska DOT&PF, and FNSB staff in FFY2027-28 is anticipated to include:

- Development of FFY27-30 TIP, interagency consultation, and released for 30-day public comment period (September-October 2026)
- Review and response to comments received during public comment period (November 2026)
- Presentation of final FFY27-30 TIP to FAST Planning Technical Committee and Policy Board for consideration of adoption (December 2026)
- Transmittal of adopted TIP to FHWA and FTA for approval/ concurrence and Alaska DOT&PF for inclusion by reference into the STIP (January 2027)
- Monthly tracking of obligated funds in the TIP and receipt of offsets from project closures, reductions to bid award, and other de-obligations
- Administrative Modifications and Amendments to TIP on an as-needed basis
- Participate in the Prioritization Process Pilot Program (PPPP) – a recent grant award by FHWA to Alaska DOT&PF in partnership with all three MPOs in Alaska

Task 100(d) PPP

FAST Planning adopted updates to the Public Participation Plan (PPP) Title VI Civil Rights Plan in December 2023. The purpose of the PPP is to set procedures for FAST Planning to engage residents of the MPO in transportation planning process in a meaningful way. Key elements of this plan include the following:

- Maintaining a FAST Planning website with staff and committee member contact information, operating documents, plans and policies, project information, meeting calendar and agenda packets and minutes, online public comment submission form, and an interactive map for the MPA that shows the transportation network with comment form that welcomes any and all comments to the MPO
- Hosting all FAST Planning committee meetings open to and accessible by the public, including Technical Committee, Policy Board, Seasonal Mobility Task Force, Bicycle & Pedestrian Advisory Committee, Project Enhancement Committee and all other subcommittee, work session, and project-specific meetings
- Preparing meeting agendas, packets, and minutes for all FAST Planning committee meetings
- Providing public comment periods, open house events, workshops, online surveys, interactive maps, and other opportunities to comment on all FAST Planning plans, including the UPWP, MTP, TIP, PPP, Title VI, and supplemental plans such as the Road/Rail Crossing Reduction/Realignment Plan, Non-Motorized Plan, and Road Service Area Expansion Plan
- Maintaining a presence on social media (Facebook, X, Instagram, and LinkedIn) for additional interaction and opportunity for the general public to engage in the transportation planning process
- Hosting local events such as the Annual Winter Maintenance Forum, volunteer-based Annual Bicycle & Pedestrian Count Program, and Wheelabouts (wheelchair mobility exercises); and hosting booths at the Midnight Sun Festival and other local events
- Annual revision, printing, and distribution of a Bikeways map for Fairbanks and North Pole
- Advertising all meetings, events, and public comment opportunities in the newspaper, on FAST Planning's website and social media accounts, local bulletin boards, radio and television, and online public notices with the FNSB and Alaska DOT&PF



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

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



Participation by FAST Planning, Alaska DOT&PF, and FNSB staff in FFY2027-28 is anticipated to include implementation of the PPP and Title VI Plan as outlined above. A five-year review of each Plan will also be conducted in FFY2028 for consideration of updates to each Plan to reflect current practices prior to the end of FFY2028.

Task 100(e) Air Quality

The MPA is within a Serious PM_{2.5} Area Non-attainment Area as designated by the U.S. Environmental Protection Agency (EPA). The FNSB and Alaska DEC have joint responsibility to develop and implement a PM_{2.5} State Implementation Plan (SIP) to work towards attainment of air quality standards. The most recent Amendments to the SIP were approved by the EPA on October 20, 2025, which included more stringent motor vehicle emissions budgets for the PM_{2.5} Area and a deadline to meet attainment of the PM_{2.5} air quality standard by the end of 2027.

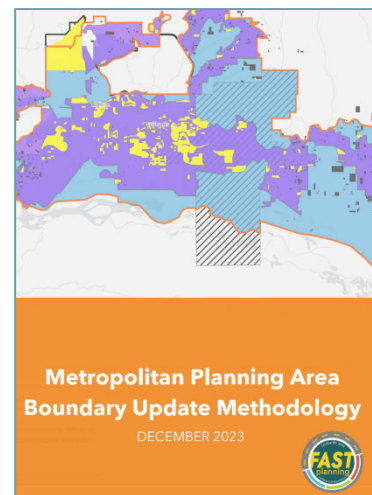
FAST Planning, FNSB, and Alaska DOT&PF staff support the SIP with travel demand modeling to forecast contributing vehicle emissions and assist with identification of transportation projects and programs that reduce emissions. The Alaska DOT&PF also annually sets aside Congestion Mitigation & Air Quality (CMAQ) funds for these projects and programs. FAST Planning serves as the Project Evaluation Board for development of project scoring criteria, carrying out the project nomination process, and scoring and prioritizing the projects for the Alaska DOT&PF to consider programming and executing the projects.

Participation by FAST Planning, Alaska DOT&PF, and FNSB staff in FFY2027-28 is anticipated to include:

- Travel demand modeling as needed for vehicle emission forecasts and MTP and TIP development to demonstrate conformity with the motor vehicle emissions budgets
- Interagency Consultations for all Amendments to the MTP and TIP
- New call for project nominations to CMAQ Program for projects within the PM2.5 Non-attainment Area and Carbon Reduction Program for projects within MPA boundary, and associated project scoring, selection, and fund programming for inclusion in the TIP

Task 100(f) MPA Boundary

Every 10 years the U.S. Census Bureau performs a count of the population and from this data collection effort Urbanized Area boundaries are established. Publication of the 2020 Urbanized Area boundaries across every state in the U.S. occurred in December 2022. MPOs were subsequently tasked with examining these boundaries in cooperation with State and other, local public transportation system operators to adjust them as necessary to develop an MPA boundary. The MPA boundary shall encompass the entire Urbanized Area (as defined by the U.S. Census Bureau) plus the contiguous area expected to become urbanized within a 20-year forecast period for the MTP. As appropriate, additional adjustments should be made to reflect the most comprehensive MPA boundary to foster an effective planning process that ensures connectivity between modes, improves access to modal systems, and promotes efficient overall transportation investment strategies. This process was completed for the MPA in 2023 and FAST Planning's Policy Board adopted their new MPA boundary in November 2023. The adopted MPA boundary was subsequently transmitted to the Governor's Office for approval/concurrence on December 21, 2023. FAST Planning is currently awaiting the approval/concurrence.



Participation by FAST Planning, Alaska DOT&PF, and FNSB staff in FFY2027-28 is anticipated to include:

- Continue to seek Governor's Office concurrence on new MPA boundary adopted by FAST Planning's Policy Board
- Provide GIS files of the MPA Boundary to FHWA and FTA for informational purposes once concurrence from Governor's Office is received

- Conduct focused outreach to expanded boundary areas (i.e. Farmers Loop, Moose Creek, Eielson Air Force Base) during updates to MTP and TIP

Task 100(g) Support Services

This task encompasses all other program needs for the operation of the MPO, including but not limited to the following:

- Management and operation of the FAST Planning 501(c)(3) Non-profit Corporation (human resources, payroll, accounts payable/receivable, office space leasing, asset management, insurance coverages, audits, business licensing, and tax filings)
- FAST Planning budget preparation, tracking, and amendment
- Monitoring FAST Planning's state fund appropriation balances
- Review of FAST Planning agreements and policies and procedures as needed
- Professional development for staff (attending online and in-person trainings and conferences)
- Attending and participating in local, regional, and state committee and commission meetings
- Providing guest presentations to committees, commissions, local organizations and chapters, and other interest groups
- Serving on the Alaska Transportation Working Group and Alaska Active Transportation Coalition
- Attending project status meetings, open house events, stakeholder group, and other Alaska DOT&PF and FNSB planning meetings
- GIS mapping of the transportation network, including preparation of areawide and project specific maps
- Review and submittal of comments on local, state, and federal legislation and planning documents
- Hosting and attending weekly FAST Planning staff meetings
- Responding to and fulfilling data and records requests
- Researching and pursuing grant funding opportunities for transportation projects and programs
- General communication and correspondence with members of the public, organizations, agencies, elected/appointed officials, and other interested parties

PUBLIC TRANSIT SYSTEM PLANNING

Task 200 Transit Planning

The FNSB Transportation Department has been receiving FTA Section 5303 planning funds through an agreement between the FNSB and Alaska DOT&PF since Fairbanks and North Pole became an Urbanized Area with the 2000 Census. This funding is used to conduct planning activities related to the operation and improvement of the public transit system, including data collection, studies, system performance management, capital planning and asset management, preparation of reports and plans, and training and technical assistance for staff. The public transit system currently consists of a fixed route and demand response systems respectively known as MACS and VanTran. The MACS fixed route system operates eight transit routes and serves the general public. The VanTran system is an ADA demand response service for individuals whose physical, cognitive, or sensory disabilities prevent them from using the MACS fixed route system.

Beginning in FFY2023 the FTA Section 5303 funds were transferred to FAST Planning under a Consolidated Planning Grant Agreement with the Alaska DOT&PF to perform the transit planning work for the public transit system on behalf of the FNSB Transportation Department. FAST Planning accomplishes the transit planning work through consulting contracts and addition of a new staff member at FAST Planning dedicated primarily to transit planning. One of the major tasks in the first year (FFY2024) of this new arrangement was to lead an effort to update the public transit system's Long & Short Range Transit Plan (last updated in 2013) and Coordinated Human Services Transportation Plan (last updated in 2015). These Plan updates were adopted in November 2024 with the assistance of a consultant team and stakeholder group. Implementation of the recommendations of each Plan is ongoing. Additional planning support for the FNSB Transportation Department is also needed for a variety of tasks through FFY2027 and FFY2028, including but not limited to support for FTA grant

applications, technology upgrades (automatic vehicle location with real-time customer facing apps, digital fare sales, wi-fi on buses, testing vehicle electrification technology, traffic signal prioritization, etc.), website modernization, fixed route maps/schedules/brochures, social media messaging to the public, and coordination of transit planning efforts with the MTP, TIP, and Non-motorized Plan. In FFY2027-28, FAST Planning will also complete a Paratransit Operational Efficiency Study for VanTran services as requested by the FNSB.



SUPPLEMENTAL PLANS & PROJECTS

Task 300(a) Advanced Project Definition [ongoing]

FAST Planning programmatically sets aside \$100,000 in STP funds every three years for development of SSEs on an as-needed basis for projects nominated to the MTP, TIP, and CMAQ Program. This is an ongoing project that will be funded again in FFY2028. The SSEs are completed by Alaska DOT&PF staff at the request of FAST Planning at the time projects are nominated by local agencies and the public for funding. The City of Fairbanks also received a portion of this funding for development of SSEs for their projects.

Task 300(b) Complete Streets Prioritization Plan [ongoing]

The IJIA requires MPOs to use at least 2.5% of their Metropolitan Planning funds to increase safe and accessible options for multiple travel modes for people of all ages and abilities, which may include development of Complete Streets standards/policies; development of Complete Streets Prioritization Plan; development of Active Transportation Plans; regional or megaregional planning to consider alternatives to new highway capacity; or development of plans and policies to support transit-oriented development. FAST Planning already has a Complete Streets Policy, which was adopted in 2015, but has not yet developed a Complete Streets Prioritization Plan. Beginning in FFY2025, FAST Planning has initiated a review and update the 2015 policy through a stakeholder group comprised of representatives from the Alaska DOT&PF, City of Fairbanks, and Walk, Ride, & Roll Advisory Committee. Following updates and amendments to this policy, FAST Planning will develop a Complete Streets Prioritization Plan utilizing existing staff resources at FAST Planning, Alaska DOT&PF, FNSB, City of Fairbanks, and City of North Pole. The work on the Plan will largely be accomplished by the end of 2026.

Task 300(c) North Pole High School Access & Circulation Study [ongoing]

In FFY2025 FAST Planning completed an Access & Circulation Study for the joint campus of West Valley and Hutchison High Schools. Beginning in FFY2027 FAST Planning will initiate a second Access & Circulation Study for North Pole High School. The purpose of the study is to: (1) determine existing issues/conflicts between student drivers, parent pickup/drop-off, buses, and freight delivery; (2) examine parking usage and needs, non-motorized connections and safety, and timing of activities; and (3) develop short- and long-term enhancements (infrastructure and non-infrastructure) to improve traffic flow and safety.

Task 300(d) Geist/Chena Pump Road Corridor Study [ongoing]

With the development of FAST Planning's latest Non-Motorized Plan (2021) for the MPA there were a number of safety and access control issues highlighted along Geist Road and Chena Pump Road, including driveway density, intersection configuration, and conflicts between motorized and non-motorized users. FAST Planning subsequently programmed funding in FFY2025 in the TIP to complete a

study to examine these issues throughout the corridor from University Avenue to Chena Small Tracts Road to identify projects that improve safety and address access management for all users. Work on the Geist/Chena Pump Road Corridor Study commenced in FFY2026 and will continue through FFY2027.

Task 300(e) Downtown Fairbanks Traffic Study [new]

With the new Downtown Plan recently adopted by the FNSB, many public comments were received about possibly converting the one-way streets in the downtown core to two-way streets. Based on the public's interest in this conversion, FAST Planning plans to secure a traffic engineering consultant to perform a traffic study to examine best practices of one-way versus two-way streets in downtowns of our size and provide an overview of the implications to traffic flow and roadway redesigns that would be needed to accommodate the conversion. Provided that downtown streets are managed and maintained by the City of Fairbanks they will be a key stakeholder in this planning effort as well.

Task 300(f) Pavement Condition Survey for Non-DOT Roads [new]

The Alaska DOT&PF annually collects data pavement conditions (i.e., smoothness, rutting, and cracking) on their roads and bridges. This is done under a contract with a geoscience services firm, Fugro, which uses road surface profiling equipment consisting of distance measuring instruments, accelerometers and a laser crack measurement system providing high-definition 3D profiles and 2D images of the road surface. FAST Planning would like to explore the option of amending/adding work to Alaska DOT&PF's existing contract to collect data for City of Fairbanks and City of North Pole streets, paved FNSB park access roads and Road Service Area roads, and UAF roads to help prioritize roadway resurfacing efforts.

Task 300(g) Freight Mobility Plan Update [new]

FAST Planning developed and adopted its first Freight Mobility Plan in 2019. Since this time, new local and regional freight operations have been established such as local Amazon package delivery service and the Kinross/Black Gold Transport ore hauling operation from Tetin to Fort Knox through the MPA. Other, new freight operations are also on the horizon with the potential for the construction of the Alaska LNG line and Ambler Road to the Westcoast mining district, which would increase both rail and heavy truck traffic in the MPA. Provided the new operations in place and potential other future operations, FAST Planning would like to update the Freight Mobility Plan.

Task 300(h) Peger Road Corridor Study [new]

During the initial public outreach effort for the current MTP update many public comments were received on issues with Peger Road such as lack of roadway and pedestrian lighting, intersection safety concerns, and gaps in bicycle/pedestrian facilities. The most recent crash data for Peger Road also flagged it as a high crash corridor. Considering these issues and concerns, the Alaska DOT&PF would like to hire a consultant team to complete a corridor study to develop alternatives and an implementation plan for improvements to the roadway from the Johansen Expressway to Van Horn Road.

Task 300(i) Lacey Street Planning Study [new]

Reconstruction of Lacey Street was previously nominated to FAST Planning for funding due to its poor pavement condition, non-ADA compliant sidewalks, and potential for undergrounding overhead utilities. The nomination led to a large stakeholder group discussion about a vision for the future of Lacey Street due to its low vehicle traffic numbers and opportunity for a north-south bicycle/pedestrian corridor and/or linear park in downtown Fairbanks. While some concepts and alternatives have already been developed through the stakeholder group process, a formal planning study is needed to evaluate them to scope out how the roadway should be reconstructed considering current and potential future uses.

CONTINGENCY PLANS & PROJECTS

Task 400(a) Local Safety Action Plan

The IIJA established the new Safe Streets and Roads for All (SS4A) Discretionary Grant Program to fund regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. FAST Planning will seriously consider applying for this grant opportunity in FFY2027 for a planning study to complete a vulnerable road user safety assessment and Local Safety Action Plan specific to FAST Planning's MPA. If awarded, the planning study would commence in FFY2027 or FFY2028.

Task 400(b) Driver's Education Program

Based on data compiled by the Alaska DOT&PF for the Fairbanks, Anchorage, and Juneau areas, younger drivers (age 15 to 19) have the highest crash rate among all other age groups. FAST Planning would therefore like to develop a plan/project to increase student participation in Driver's Education. Student participation in Driver's Education is extremely low in Fairbanks, though students and parents are interested. In the absence of state/local laws mandating Driver's Education courses, it appears the biggest incentive for students to complete the course is for the insurance discount. However, the cost of the courses available to Fairbanks drivers is a significant barrier to participation. FAST Planning would like to explore the possibility of providing a subsidy for the course cost to increase participation, or possibly partnering with the FNSB School District or a local driving school to get driver's education curriculum in the classroom or online that would be offered through the high schools (i.e. basic rules of the road, defensive driving techniques, etc.). High schools in Fairbanks currently do not have a driver's education curriculum/class.

Task 400(c) Housing Coordination Plan

The IIJA adds several policy changes to better coordinate transportation planning with housing, including as a new eligible activity that MPOs may develop a Housing Coordination Plan that includes projects and strategies that may be considered in the MTP. Creation of a Housing Coordination Plan is not required of MPOs, but FAST Planning has interest developing a Plan for the MPA if grant funding was secured through the U.S. Department of Housing & Urban Development or other Federal agency. The MPA is experiencing significant housing growth in the North Pole area due to the recent expansion of Eielson Air Force Base which necessitates a concentrated look at the transportation infrastructure needs for this area. In addition, the FNSB recently adopted a new Downtown Plan for Fairbanks, which outlines the need for new high-density/multi-family housing in the downtown area.

Task 400(d) Resilience Improvement Plan

The IIJA established the new Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program, which allows MPOs to apply for Resilience Planning Grants, which can be used for developing a local Resilience Improvement Plan, scenario development and

vulnerability assessments, technical capacity building, and/or evacuation planning and preparation. Provided the Fairbanks area's challenges in recent years with melting permafrost, increased wildfire activity, and extreme weather events that has resulted in increased precipitation, flooding, wind events/power outages, increased snowfall, and roadway icing, FAST Planning has interest in applying for a Resilience Planning Grant to develop a local Resilience Improvement Plan. The Plan would help the MPA identify new projects and programs to enable existing at-risk infrastructure better withstand these changing conditions, protect our transportation investments, and improve safety for the travelling public.

Task 400(e) Richardson Highway Corridor Study

The Alaska DOT&PF has interest in completing a Corridor Study for the Richardson Highway from North Pole (MP 356, Badger Road interchange) to EAFB focused on improving access control. The study would additionally consider upgrading and extending the existing frontage road system, constructing improved at-grade intersections, completing a bicycle/pedestrian path connection through the corridor, and eliminating a number of existing access approaches onto the Richardson Highway. If funded in FFY2027 or FFY2028, FAST Planning would participate in development of the study as a key stakeholder.

Task 400(f) Tanana Lakes Recreation Area Bicycle/Pedestrian Connections Plan

During development of FAST Planning's Non-Motorized Plan Update in 2021 and number of projects were identified to extend bicycle/pedestrians connections to Tanana Lakes Recreation Area (TLRA) along Peger Road, Lathrop Street, South Cushman Street, and Van Horn Road. TLRA is located in south Fairbanks, which is an area that lacks bicycle and pedestrian facilities along its roadways. Provided how popular TLRA is as a summer and winter destination for a variety of recreational activities, a Plan is needed to examine these potential new connections and develop an implementation plan to begin constructing these new facilities/connections.

Task 400(g) Bicycle & Pedestrian Facility Improvements Implementation Plan

FAST Planning has a Non-Motorized Plan for the MPA with a list of high, medium, and low priority projects, but not an implementation plan that prioritizes the investments into the non-motorized network. The vision for this supplemental plan is to develop that implementation plan to advance specific high priority projects into the MTP and TIP for consideration of funding. This type of effort could be accomplished with existing staff resources at FAST Planning in coordination with their Walk, Ride, & Roll Advisory Committee.

Task 400(h) Wendell Avenue Study

Wendell Avenue is a key connection to and from downtown, but its roadway geometry has identified safety issues and is not conducive to convenient access to the downtown area. Previous stakeholder group efforts examining this roadway led to concepts for realignment of the roadway to address the

safety issues and provide better flow for all users to and from downtown. This study would examine the issues and concerns with Wendell Avenue and develop alternatives and an implementation plan in consideration of current and future land uses in the area.

Task 400(i) Household Travel Survey Update

FAST Planning last completed a full Household Travel Survey in 2013. In 2025 to 2026 FAST Planning purchased Replica data (cellphone and connected vehicle data) to provide a more modern data set for origin-destination travel patterns, but this data still needs to be calibrated and validated with a new Household Travel Survey for travel demand forecasting model for future MTPs. This effort would involve hiring a consulting firm with experience in performing Household Travel Surveys and randomly recruiting households to participate to collect data regarding origins and destinations, trip length, time of day, mode of transportation, and other household characteristics.

FUNDING SOURCES & ESTIMATED COSTS

Table 2. Funding Sources for Metropolitan Planning Activities

Metropolitan Planning (PL) Funds

Description	FFY2027	FFY2028
FFY2027 PL Distribution	\$ 602,671	\$ -
FFY2028 PL Distribution	\$ -	\$ 620,751
PL Funds	\$ 602,671	\$ 620,751
9.03% Match	\$ 59,823	\$ 61,618
Subtotal	\$ 662,494	\$ 682,369
Less 7.21% ICAP	\$ (47,766)	\$ (49,199)
TOTAL	\$ 614,728	\$ 633,170

Supplemental Federal Funds from TIP

Description	FFY2027	FFY2028
FAST Planning Office (STP)	\$ 150,000	\$ 150,000
Advanced Project Definition (STP)	\$ -	\$ 90,970
Downtown Fairbanks Traffic Study (STP)	\$ 227,425	\$ -
Pavement Condition Survey for Non-DOT Roads (STP)	\$ 136,455	\$ -
Freight Mobility Plan Update (STP)	\$ -	\$ 272,910
Peger Road Corridor Study (STP)	\$ 545,820	\$ -
Lacey Street Planning Study (STP)	\$ -	\$ 136,455
Supplemental STP Funds	\$ 1,059,700	\$ 650,335
9.03% Match	\$ 105,190	\$ 64,555
Subtotal	\$ 1,164,890	\$ 714,890
Less 7.21% ICAP	\$ (83,989)	\$ (51,544)
TOTAL	\$ 1,080,901	\$ 663,346

Metropolitan Planning Total **\$ 1,695,629** **\$ 1,296,516**

Table 3. Funding Sources for Transit Planning Activities

Transit Planning (FTA 5303) Funds

Description	FFY2027	FFY2028
FFY2027 Suballocation	\$ 124,079	\$ -
FFY2028 Suballocation	\$ -	\$ 127,801
FTA 5303 Funds	\$ 124,079	\$ 127,801
9.03% Match	\$ 12,317	\$ 12,686
Subtotal	\$ 136,396	\$ 140,487
Less 7.21% ICAP	\$ (9,834)	\$ (10,129)
TOTAL	\$ 126,561	\$ 130,358

Table 4. Estimated Costs by Task

					Activity Type		
Task	Description	Fund Source	FFY2027	FFY2028	Metro Planning	Transit Planning	TIP Project/Grant
Required Plans & Programs							
100(a)	Unified Planning Work Program	PL/STP	\$ 50,000	\$ 100,000	X		
100(b)	Metropolitan Transportation Plan ¹	PL/STP	\$ 150,000	\$ 50,000	X		X
100(c)	Transportation Improvement Program	PL/STP	\$ 150,000	\$ 150,000	X		
100(d)	Public Participation Plan	PL/STP	\$ 230,000	\$ 250,000	X		
100(e)	Air Quality	PL/STP	\$ 50,000	\$ 100,000	X		
100(f)	MPA Boundary	PL/STP	\$ 5,000	\$ 5,000	X		
100(g)	Support Services	PL/STP	\$ 150,000	\$ 160,000	X		
	Subtotal		\$ 785,000	\$ 815,000			
	Less 7.21% ICAP		\$ (56,599)	\$ (58,762)			
	TOTAL		\$ 728,402	\$ 756,239			
Public Transit System Planning							
200	Transit Planning (includes Paratransit Operational Efficiency Study)	FTA 5303	\$ 135,000	\$ 140,000		X	
	Subtotal		\$ 135,000	\$ 140,000			
	Less 7.21% ICAP		\$ (9,734)	\$ (10,094)			
	TOTAL		\$ 125,267	\$ 129,906			
Supplemental Plans & Projects							
300(a)	Advanced Project Definition	STP	\$ -	\$ 100,000			X
300(b)	Complete Streets Prioritization Plan	PL	\$ 20,000	\$ -	X		
300(c)	North Pole High School Access & Circulation Study ¹	STP	\$ -	\$ -			X
300(d)	Geist/Chena Pump Road Corridor Study ¹	STP	\$ -	\$ -			X
300(e)	Downtown Fairbanks Traffic Study ¹	STP	\$ 250,000	\$ -			X
300(f)	Pavement Condition Survey for Non-DOT Roads ¹	STP	\$ 150,000	\$ -			X
300(g)	Freight Mobility Plan Update ¹	STP	\$ -	\$ 300,000			X
300(h)	Peger Road Corridor Study ¹	STP	\$ 600,000	\$ -			X
300(i)	Lacey Street Planning Study ¹	STP	\$ -	\$ 150,000			X
	Subtotal		\$ 1,020,000	\$ 550,000			
	Less 7.21% ICAP		\$ (73,542)	\$ (39,655)			
	TOTAL		\$ 946,458	\$ 510,345			
Contingency Plans & Projects							
400(a)	Local Safety Action Plan ¹	Federal Grant	\$ 150,000	\$ -			X
400(b)	Driver's Education Program	State Grant	\$ -	\$ -			X
400(c)	Housing Coordination Plan ¹	Federal Grant	\$ -	\$ 200,000			X
400(d)	Resilience Improvement Plan ¹	Federal Grant	\$ -	\$ 150,000			X
400(e)	Richardson Highway Corridor Study ¹	STP	\$ -	\$ 500,000			X
400(f)	TLRA Bicycle/Pedestrian Connections Plan ¹	STP	\$ 150,000	\$ -			X
400(g)	Bicycle & Pedestrian Implementation Plan	PL/STP	\$ 50,000	\$ -			X
400(h)	Wendell Avenue Study ¹	STP	\$ -	\$ 100,000			X
400(i)	Household Travel Survey Update ¹	STP	\$ -	\$ 300,000			X
	Subtotal		\$ 350,000	\$ 1,250,000			
	Less 7.21% ICAP		\$ (25,235)	\$ (90,125)			
	TOTAL		\$ 324,765	\$ 1,159,875			

¹Assumes use of a Consultant for plan development

Table 5. Funding Availability & Estimated Cost Comparison

Metropolitan Planning Activities	FFY2025	FFY2026
Available Funding (Table 2)	\$ 1,695,629	\$ 1,296,516
Estimated Costs (Table 4)		
Task 100 Requires Plans & Programs	\$ 728,402	\$ 756,239
Task 300 Supplemental Plans & Projects	\$ 946,458	\$ 510,345
Total	\$ 1,674,860	\$ 1,266,584

Transit Planning Activities

Available Funding (Table 3)	\$ 126,561	\$ 130,358
Estimated Costs (Table 4)		
Task 200 Public Transit System Planning	\$ 125,267	\$ 129,906

Additional Funding needed for Contingency Plans & Projects (from TIP/Grants)

Task 400 Contingency Plans & Projects (Table 4)	\$ 324,765	\$ 1,159,875
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Table 6. Metropolitan & Transit Planning Fund Distribution

Metropolitan Planning Funds	FFY2027	FFY2028
FAST Planning	\$ 450,171	\$ 468,251
FNSB Community Planning	\$ 86,500	\$ 86,500
Alaska DOT&PF Planning	\$ 66,000	\$ 66,000
Subtotal	\$ 602,671	\$ 620,751
9.03% Match ¹	\$ 59,823	\$ 61,618
Subtotal	\$ 662,494	\$ 682,369
Less 7.21% ICAP	\$ (47,766)	\$ (49,199)
TOTAL	\$ 614,728	\$ 633,170

Transit Planning (FTA 5303) Funds

FAST Planning	\$ 124,079	\$ 127,801
9.03% Match ¹	\$ 12,317	\$ 12,686
Subtotal	\$ 136,396	\$ 140,487
Less 7.21% ICAP	\$ (9,834)	\$ (10,129)
TOTAL	\$ 126,561	\$ 130,358

¹Cash match paid by receiving agency. FAST Planning's match comes from Annual Dues from local governments and/or State legislative appropriations.

Table 7. Past UPWP (FFY2026) Annual Office Budget for FAST Planning

Budgeted Expenditures	Amount
Personnel ¹	\$ 626,477
Office & Administrative	\$ 98,700
Information Technology	\$ 63,500
Meetings	\$ 12,200
Training	\$ 25,000
Membership Dues	\$ 3,670
Advertising	\$ 32,800
Office Supplies	\$ 22,300
TOTAL¹	\$ 884,647

Revenue	Amount
PL Fund Distribution	\$ 589,600
9.03% Match	\$ 58,526
Supplemental STP Funds	\$ 150,000
9.03% Match	\$ 14,890
TOTAL¹	\$ 813,015

¹ Difference between Budget and Revenue total is due to inflation of personnel budget for 240-hr per employee leave liability (max accrual) for required cashout at employment termination

Table 8. Metropolitan Planning (PL) Fund Distributions FFY2003-26

	Fairbanks MPO PL Fund Allocation	FMATS/FAST Planning	FNSB	Alaska DOT&PF	Notes
FFY2003	\$ 225,000	\$ -	\$ 131,907	\$ 36,000	TEA-21 in effect
FFY2004	\$ 225,000	\$ -	\$ 131,907	\$ 36,000	
FFY2005	\$ 225,151	\$ -	\$ 131,907	\$ 36,000	SAFETEA-LU passed by Congress
FFY2006	\$ 225,313	\$ -	\$ 131,907	\$ 36,000	
FFY2007	\$ 228,895	\$ -	\$ 131,907	\$ 48,950	
FFY2008	\$ 232,534	\$ -	\$ 131,907	\$ 48,950	Coordinator's Office Opened
FFY2009	\$ 232,534	\$ 51,677	\$ 131,907	\$ 48,950	SAFETEA-LU Extended
FFY2010	\$ 232,534	\$ 51,677	\$ 131,907	\$ 48,950	SAFETEA-LU Extended
FFY2011	\$ 232,534	\$ 51,677	\$ 131,907	\$ 48,950	SAFETEA-LU Extended
FFY2012	\$ 232,534	\$ 51,677	\$ 131,907	\$ 48,950	MAP-21 passed by Congress
FFY2013	\$ 232,534	\$ 51,677	\$ 131,907	\$ 48,950	
FFY2014	\$ 232,534	\$ 51,677	\$ 131,907	\$ 48,950	PL Distribution Formula revised beginning FFY2015
FFY2015	\$ 366,577	\$ 181,600	\$ 86,500	\$ 60,000	FAST Act passed by Congress
FFY2016	\$ 366,185	\$ 238,800	\$ 86,500	\$ 60,000	
FFY2017	\$ 448,228	\$ 252,500	\$ 86,500	\$ 66,000	
FFY2018	\$ 427,136	\$ 252,500	\$ 86,500	\$ 66,000	
FFY2019	\$ 427,925	\$ 274,636	\$ 86,500	\$ 66,000	
FFY2020	\$ 457,120	\$ 304,620	\$ 86,500	\$ 66,000	
FFY2021	\$ 473,744	\$ 321,244	\$ 86,500	\$ 66,000	
FFY2022	\$ 473,744	\$ 321,244	\$ 86,500	\$ 66,000	IIJA passed by Congress
FFY2023	\$ 529,344	\$ 376,844	\$ 86,500	\$ 66,000	
FFY2024	\$ 529,344	\$ 376,844	\$ 86,500	\$ 66,000	
FFY2025	\$ 727,545	\$ 575,045	\$ 86,500	\$ 66,000	Transit PL added under Consolidated Planning Grant
FFY2026	\$ 749,371	\$ 596,871	\$ 86,500	\$ 66,000	3% inflation rate applied

Nominations from April 30, 2026 Subcommittee Meeting

FAST Improvement Program	Road	Path/ Sidewalk	FFY2027	Notes
City of Fairbanks				
Craig & Eureka Ave mill & pave - B to C St	X		\$ 304,000	To follow City-funded storm drain improvements
B Street mill & pave - Dunbar to Adak Ave	X		\$ 200,000	
Gaffney Road sidewalk replacement - Barnette to Cushman St		X	\$ 275,000	North side of street
Doyon Estates remaining roads mill & pave	X		TBD	
5th Ave mill & pave - Badger St to Bonnifield Rd	X		\$ 155,000	
Myrtle Thomas Park sidewalk on 12th Ave		X	TBD	Utility poles in middle of sidewalk
City of North Pole				
Blanket Blvd path mill & pave		X	\$ 67,000	
Psalms Way path mill & pave		X	\$ 93,000	
Andrea Dr gravel-to-pavement	X		\$ 88,000	
N Santa Claus Lane mill & pave	X		\$ 465,000	
N Santa Claus Lane pedestrian refuge @ Safeway entrance		X	TBD	
8th Avenue bike/ped facility for slough crossing		X	TBD	
NPHS crosswalks (x2) higher visibility		X	TBD	
Bus Stop/Shelter @ Three bears in North Pole		X	TBD	
NPMS sidewalk replacement - Snowman Ln & 4th St		X	TBD	
Fairbanks North Star Borough				
TLRA South Cushman St gravel-to-pavement	X		\$ 332,000	
TLRA Northlake Lane gravel-to-pavement	X		\$ 669,000	
South Davis Park - 25th Ave gravel-to-pavement	X		TBD	
Hamilton Acres Park - access road & parking area gravel-to-pavement	X	X	TBD	
Lions Club Rec Area - access road gravel-to-pavement	X	X	TBD	
TLRA loop trail gravel-to-pavement		X	TBD	Flicker Trail is top priority
Borough RSA roads?? Check w/ Michael Bredlie	X		TBD	
University of Alaska Fairbanks				
Tanana Loop West mill & pave - roundabout to Yukon Dr	X	X	TBD	Maintain wide shoulder
Tanana Loop mill & pave south of Bunnell parking Lot	X		TBD	
Tanana Loop extension path mill & pave - end of Tanana Loop to Farmers Loop		X	TBD	

Alaska DOT&PF		
Birch Hill Rd mill & pave - bottom of 90° bend to circle	X	TBD
Lawlor Rd mill & pave - at end of Yankovich Rd	X	TBD
Van Horn Rd mill & pave - Peger Rd to University Ave	X	TBD
Badger Rd mill & pave (west end) - Richardson Hwy to Holmes Rd	X	TBD
Badger Rd mill & pave (west end) - St. Patricia Ct to Richardson Hwy	X	TBD
Resurface bridge decks (Mitchell @ Chena, Johansen @ RR)	X	\$ 933,000
Dale Road mill & pave - Western Ave to Industrial Airport Rd	X	\$ 786,000
Geist Rd path mill & pave - Fairbanks St to Mitchell Expy	X	TBD
TOTAL		\$ 4,367,000

Roadway	
Path/Sidewalk	



POLICY BOARD

Action Items

05.20.2026

Motion: To have the Policy Board Chair contact the Governor's Office and impress upon them the importance of approving the new Boundary, and then authorize Mr. Fox to write a letter from the Policy Board urging signature by the Governor. (Crass/Terch). Five in favor. (Crass, Hopkins, O'Neill, Terch, Tidwell). Two abstentions. (Little, Czarnecki).

Motion: To approve FY2023-27 Transportation Improvement Program [TIP] Administrative Modification #8. (Little/Terch). None opposed. Approved.

Motion: To add 'Airport Way Connected Corridor' to the TIP via an Amendment. (Little/Tidwell). None opposed. Approved.

Motion: To move the College Road three lane configuration forward. (O'Neill/Tidwell). None opposed. Approved.

Motion: To move forward with the Badger Road roundabouts. (Terch/Little). None opposed. Approved.

Motion: To include the [North Pole] 5th Avenue Park Improvements into the TIP Amendment. (Terch/Little). None opposed. Approved.

Mayor Grier Hopkins, Chair
FAST Planning Policy Board

Date



Outlook

New HSIP Project- Airport Way Connected Corridor

From Bailey, Randi L (DOT) <randi.bailey@alaska.gov>

Date Mon 4/13/2026 11:23 AM

To Jackson Fox <jackson.fox@fastplanning.us>; Golden, Pamela K (DOT) <pamela.golden@alaska.gov>

Cc Langley, Christine M (DOT) <christine.langley@alaska.gov>; Glenn, Benjamin J (DOT) <benjamin.glenn@alaska.gov>; Nelson, Brett D (DOT) <brett.nelson@alaska.gov>

 1 attachment (350 KB)

26HN01 Airport Way Connected Corridor 1.pdf;

Hi Jackson, could you please add the following project to the agenda for the next FAST meeting for discussion of adding this project in the TIP?

Project Name: Airport Way Connected Corridor

Scope: Update state-owned signals on Airport Way to create a connected corridor for V2X

Phase: 0

FFY: 2026

Funding Amount: \$1,850,000

Thanks,
Randi

Randi Bailey

Transportation Planner

AK Dept. of Transportation & Public Facilities, Fairbanks Field Office

2301 Peger Rd

Fairbanks, Alaska 99709

(907) 451-2386

FFY 2026 Approved HSIP Projects - Statewide (HQ)																					
Project Name:	Project Type	IRIS No.	HSIP Project Number	B/C	Safety Index	Crashes Susc. to Corr.					Region	Phase	Federal Fiscal Year			FFY26 Quarter	Bundle?	In MPO?	In TIP?	Project Description	Regional Response/Adjustment
						PDO	POS	MIN	MJR	FAT			26	27	28						
Rural/Remote School Zone Safety Audit Project	Funded Old	HFHWY00402	24HN01	N/C	N/A	0	0	0	0	0	H	0				0	N/A	FALSE	Multi-year project that provides immediate assessment and priority funding of Rural and Remote School Zone safety projects to produce rapid-deployment, low-cost safety improvements for children attending schools located on state highways.	0	
												2		\$ 1,000,000	\$ 1,000,000						
												3									
												4		\$ 1,000,000	\$ 1,000,000						
												7									
												8									
												9									
												Total	\$ -	\$ 2,000,000	\$ 2,000,000						
Numbered Highways MEDEVAC Sites	Funded Old	HFHWY00404	24HN03	N/C	N/A	0	0	0	0	0	H	0				0	N/A	FALSE	Identify, improve, and catalog MEDEVAC sites on the numbered highway system in locations with narrow roadways, insufficient pull outs, and similar issues that prevent air access.	0	
												2									
												3									
												4			\$ 5,000,000						
												7									
												8									
												9									
												Total	\$ -	\$ -	\$ 5,000,000						
Airport Way Connected Corridor	New	pend	26HN01	N/C	N/A	0	0	0	0	0	H	0	\$ 1,500,000			Q2	0	FAST	No	Update state-owned signals on Airport Way to create a connected corridor for V2X.	All signals are DOT&PF owned and operated signals, with no COF participation. A non-construction project as defined by FHWA. Not in the FAST TIP since it is a new project, will coordinate with FAST Planning to include it if required.
												2									
												3									
												4									
												7									
												8									
												9									
												Total	\$ 1,500,000	\$ -	\$ -						

0	\$ 1,500,000	\$ -	\$ -
2	\$ -	\$ 1,000,000	\$ 1,000,000
3	\$ -	\$ -	\$ -
4	\$ -	\$ 1,000,000	\$ 6,000,000
7	\$ -	\$ -	\$ -
8	\$ -	\$ -	\$ -
9	\$ -	\$ -	\$ -
Total	\$ 1,500,000	\$ 2,000,000	\$ 7,000,000

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
Statewide Traffic & Safety Section

FFY26 Highway Safety Improvement Program Candidate Projects
Project Description and Cost Estimate

Candidate Project Name:

26HN01 Airport Way Connected Corridor

Candidate Project Location:

Proposed improvements are located at the 12 signalized intersections along Airport Way in Fairbanks, Alaska.

1. Richardson Hwy/Steese Expwy (also known as GARS)
2. Noble St
3. Cushman St
4. Barnette St/ Gillam Way
5. Cowles St
6. Lathrop St
7. Wilbur St
8. Peger Rd
9. Market St
10. Washington Dr
11. University Ave
12. Old Airport Rd/Sportsman Way

Background:

The signals at the intersections along Airport Way were upgraded over the last 5-10 years to include flashing yellow arrow left turns and signal heads for each approach lane along with retroreflective backplates. Signal control equipment at these locations is modern and can support updating to provide Signal Phase and Timing (SPaT) and Intersection Geometry (MAP) messaging to connected vehicles.

Safety Problem Description:

Connected vehicles are an ever-increasing part of the vehicle fleet and currently, there are no intersections in Alaska that communicate safety messages to connected vehicles. SPaT messages enhance driver awareness, support decision-making, and reduce the likelihood of crashes through technologies including red light violation warnings and pedestrian in signalized crosswalk warnings.

Because the signal equipment along the Airport Way corridor is modern, the corridor is well suited for the first installation of vehicle-to-everything (V2X)

technologies. The corridor also supports transit and emergency service providers commonly access Airport Way due to the proximity of two fire stations and the regional hospital.

Proposed Mitigation:

This project proposes the construction of connected vehicle infrastructure at the 12 signalized intersections. The work would include:

- Roadside Units (RSUs) to enable SPaT/MAP broadcasting and V2X message relay
- Onboard Units (OBUs) in select transit, snowplow, and emergency vehicles to request signal priority or preemption
- Pedestrian and cyclist detection systems that adjust signal timing (e.g., LPIs, extended walk phases) and log presence data
- Necessary systems to ensure security and operation of the system such as Security Credential Management System, Connected Intersections Message Monitoring System, and Connected Vehicle Management System

Conformance with the Strategic Highway Safety Plan:

Installation of vehicle-to-infrastructure communication equipment is identified in 23 U.S. Code § 148 as HSIP eligible. Implementing HSIP eligible projects is Roadways Strategy 4 of the Alaska Strategic Highway Safety Plan (SHSP).

Program Information:

Indicate below if the proposed project is 1) only eligible if funded through the Specified Safety Project designation or 2) able to be applied to any applicable penalties (HRRR, VRU, or Older Drivers & Pedestrians).

☐ Specified Safety Project (<i>project eligibility requires use of SSP funds</i>)	
☐ HRRR Penalty Eligible Project	☐ VRU Penalty Eligible Project
☐ Older Drivers & Pedestrians Penalty Eligible Project	

This project supports VRU through deployment of pedestrian and bicycle detection and warnings.

Proven Safety Countermeasures:

Connected vehicle technologies are not currently on the list of Proven Safety Countermeasures.

Benefit/Cost Ratio:

This project is being nominated as non-ranked as there are no known crash reductions for implementing connected vehicle technologies.

Cost Estimate:

PHASE	AMOUNT	Estimated Start Date
Other (Phase 0):	\$1,850,000	FFY 2026

TOTAL: \$1,850,000*(Note: All phases include an Indirect Cost Allocation Plan (ICAP) rate of 5.37%)***Attachments:**

- HQ Reporting Information
- Cost Estimate

Jackson Fox

From: Trisha Levasseur <Trisha.Levasseur@fnsb.gov>
Sent: Wednesday, May 13, 2026 12:56 PM
To: Jackson Fox
Cc: Kimberly Diamond; Corey DiRutigliano; Olivia Lunsford
Subject: Re: 5th Avenue North Pole Park Project
Attachments: FAST Planning & FNSB Funded Project-5th Ave N.Pole Park Improvements.pdf

Hi Jackson,

I've attached a pdf of some figures and quite a few existing photos.

The goal of the Parks and Rec Department seeking funding from FAST for this project is to specifically help with the parking lot/ADA access and the paved trails through the park—while FNSB would primarily focus on the playground and surrounding park amenities, electrical, green space etc upgrades. Please let me know if you need anything else. I can also plan to tune into the meeting as well if there are any questions.

The site plan on the first page of the PDF is a **Concept** from the planning phase which the project is still in. The shape and routes of the pathways are not set in stone, however for planning purposes they are included in the design to show the ultimate goal in providing connections and improved access for all users which is where Parks and Rec is seeking FAST funding to help pay for that parking/access and paved pathways.

Again, please let me know if you have any questions!

Thanks Jackson,

Trisha Levasseur

FNSB Parks & Recreation
 Parks Project Coordinator
 trisha.levasseur@fnsb.gov
 (907)-459-1074



From: Trisha Levasseur <Trisha.Levasseur@fnsb.gov>
Sent: Friday, May 8, 2026 1:02 PM
To: Jackson Fox <jackson.fox@fastplanning.us>
Cc: Kimberly Diamond <kimberly.diamond@fnsb.gov>; Corey DiRutigliano <corey.diru@fastplanning.us>; Olivia Lunsford



FAST Planning Fund Upgrades

- Parking lot improvements including the addition of ADA parking
- Gravel to pavement pathways throughout the park

FNSB Funded Upgrades

- Playground renovation of 2-5 yrs and 5-12 yrs sections, all includes playground rubber tile safety surfacing
- Electrical improvements
- Park kiosk and wayfinding signage
- Green space/lawn area improvements

5th Avenue North Pole Park Upgrades Project

FAST Planning & FNSB Proposed Upgrades



Fairbanks North Star Borough
Parks & Recreation
1920 Lathrop St



Playground Layout
5th Avenue Park - North Pole, Alaska

04/28/2026
Public Open House



BETTISWORTH
NORTH

5th Avenue North Pole Park Upgrades Project

Close up of primary FNSB upgrades to playground area



Fairbanks North Star Borough

Parks & Recreation

1920 Lathrop St



There is no ADA access to the playground equipment. It is raised several feet above the trail and pathway route from the parking lot.



Arrow shows main route into park which requires climbing up a gravel path that is not ADA accessible.



The main path along the parking lot is also often under water during spring thaw.



CIP 5th Avenue Park - Site Photos



Photos taken from 5th Avenue looking into the park parking lot show mud accumulation from poor drainage, lack of ADA parking, and lack of ADA access to the park.



Left: the trail along 5th Avenue provides a good pedestrian and bicycle connection to the heart of North Pole.



CIP 5th Avenue Park - Site Photos

5th Avenue North Pole Park Upgrades Project

Existing Photos



Fairbanks North Star Borough

Parks & Recreation

1920 Lathrop St

Fairbanks, AK 99701

Pedestrian Path Routed through Parking Lot



There is little separation between the pedestrian pathway and the parking lot, with the path often used for additional parking.



The pedestrian path is often covered in gravel, though provides a safer route for pedestrians off the main roadway.



The parking lot is usually flooded in the spring, rendering the park unusable until the water drains in late April or May.



Fifth Avenue parking lot during spring breakup.

Ineffective drainage in existing parking area

5th Avenue North Pole Park Upgrades Project

Existing Photos



Fairbanks North Star Borough
Parks & Recreation
1920 Lathrop St
Fairbanks, AK 99701



There is no ADA access to the park or playground equipment. There is a rise of several feet above the path and parking lot up to the park and playground.



The parking lot only accommodates parallel parking, resulting in low capacity.



The park has no formal pathways. The park has areas with signs of wear and higher usage (informal social paths) that lead to park amenities.



No formal trails to access bridge over Beaver Slough and other North Pole Trails.

5th Avenue North Pole Park Upgrades Project

Existing Photos



Fairbanks North Star Borough

Parks & Recreation

1920 Lathrop St

Fairbanks, AK 99701

FAST PLANNING

TRANSPORTATION IMPROVEMENT PROGRAM

project nomination form

Project nominations are accepted from the public and are scored based on the adopted Project Scoring Criteria. The score the project receives will be used to determine the project's eligibility for funding in the Transportation Improvement Program, or TIP. The TIP identifies, prioritizes and allocates anticipated funding for transportation improvements over a 4 year period.

All projects must complete the General section of the nomination form and then choose one of the appropriate subsections (Road Projects or Non-Motorized Projects). Projects such as rail, lighting, signing, striping, transit, bridges, new road segments, or other projects that may fit into one of FAST Planning's programs, will not be scored with these criteria but will be reviewed individually by subcommittee.

Please note that project nominations may be disqualified if matching funds have not been identified and/or if a preliminary maintenance commitment has not been made by a local government agency.

NAME: Kimberly Diamond DATE: August 30, 2022

AGENCY NAME: Fairbanks North Star Borough Parks and Recreation

AGENCY ADDRESS: 1920 Lathrop Street, Fairbanks, AK 99701

PHONE: (907) 459- 1114

EMAIL: kimberly.diamond@fnsb.gov

Name of Proposed Project: FNSB Parking and Pathway Improvements and Community Access Project

Project Scope/Description:

The FNSB Parking and Pathway Improvements and Community Access Project is focused on community access to local parks and outdoor recreation opportunities. Parks are an essential public service, and all members of the community can derive benefits from visiting these facilities. To help community members visit parks and attain associated benefits, park infrastructure can be designed to make amenities easily accessible to visitors with a wide range of abilities and needs. Many FNSB parks pose access challenges, with limited to no designated parking or pathways to enable visitors to navigate the facility with ease. This project aims to address access deficiencies at three FNSB parks including Fifth Avenue Park, Nussbaumer Park, and South Fairbanks Park. These three parks were selected since they have substantial access shortcomings with parking and pathways that under serve the park and existing use. All three locations also have plans to improve in-park accessibility through the FNSB Capital Improvement Program (CIP), creating an opportunity for a partnership that would result in significant access enhancements.

Please attach photos of existing conditions and project figure(s) showing the proposed improvements.

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

Road/Multimodal Projects

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

Non-Motorized Projects

Funded



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

Not yet
funded



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

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

FAST Planning FFY2023-27 TIP Amendment #2: FFY2026 OBLIGATION STATUS REPORT (as of April 29, 2026)

ALLOCATION TOTALS (Federal Share)

ALLOCATIONS	PHASE		AMOUNT	FFY26 OBLIGATIONS	PERCENT OBLIGATED
STP	All		\$8,135.1	\$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		\$17,668.6	\$2,079.0	12%
CRP (Carbon Reduction)	All		\$2,556.1	\$1,450.9	57%
OFFSET	All		\$528.1	\$0.0	0%
TOTAL			\$31,146.2	\$5,235.3	17%

STP FUNDS (Federal Share)

IRIS	STP	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY26 OBLIGATIONS	PERCENT OBLIGATED	COMMENTS
NFWHY01023	Advanced Project Definition	Planning	3/9/2026	\$145.6	\$145.6	100%	
NFWHY00815	Doughchee Ave/Beaver Springs Bridge	Construction		\$357.5		0%	
NFWHY00913 NFWHY00914 NFWHY01088	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
				\$2,547.2		0%	
				\$91.0		0%	FFY2027 AC
HFHWY00830	FAST Planning Office	Planning	10/1/2025	\$150.0	\$150.0	100%	
NFWHY00816	Holmes Road Rehabilitation	Design		\$298.4		0%	
				\$656.8		0%	FFY2027 AC
		Right-of-Way		\$454.9		0%	
		Utilities		\$272.9		0%	
NFWHY00509	Minnie Street Improvements	Design		\$796.0		0%	
		Right-of-Way		\$1,364.6		0%	
NFWHY00891	Pioneer Park North Parking Lot & Boat Launch	Design		\$682.3		0%	
NFWHY00139	Yankovich/Miller Hill Road Reconstruction	Construction		\$136.5		0%	
				\$100.3		0%	FFY2027 AC
	TOTAL			\$9,010.5	\$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
NFHWY00280	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
NFHWY00862	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
NFHWY00891	Peger Road Bicycle & Pedestrian Path	Design		\$181.9		0%	
NFHWY00845	Fairbanks Airport Area Non-Motorized Path Wayfinding Signage	Construction		\$181.9		0%	
NFHWY01088	FAST Improvement Program	Construction		\$727.8		0%	
NFHWY00922	Lavery Transportation Center Enhancements	Design		\$68.2		0%	
NFHWY00922	Morris Thompson Cultural & Visitors Center Enhancements	Design		\$81.9		0%	FFY25 Carryforward
		Utilities		\$72.8		0%	
		Construction		\$463.9		0%	
NFHWY01086	Motor Vehicle Plugins #1 (NP City Hall, Pioneer Park main parking lot)	Design		\$139.2		0%	
		Construction		\$1,118.0		0%	FFY25 Carryforward
NFHWY00912 NFHWY00885	Sidewalk Snow Removal Equipment	Equipment		\$454.9		0%	
NFHWY01097	UAF Shuttle Bus CNG Fueling Station	Design		\$91.0		0%	
NFHWY01169	UAF CNG Shuttle Buses	Equipment		\$454.9		0%	
NFHWY01109	Sheep Creek Road Extension Shared Use Path	Design	2/1/2026	\$227.4	\$227.4	100%	SW-CMAQ
		Construction		\$591.3		0%	SW-CMAQ
NFHWY00902	Sheep Creek Road & West Tanana Drive Roundabout	Design	4/17/2026	\$454.9	\$454.9	100%	SW-CMAQ
NFHWY01108	Gaffney Road Parking Lot	Design		\$91.0		0%	SW-CMAQ
NFHWY01110	Ballaine Path Improvements	Design		\$181.9		0%	SW-CMAQ
NFHWY01102 NFHWY01103 NFHWY01104 NFHWY01105	FAST ADA Improvements Program	Design		\$454.9		0%	SW-CMAQ
		Right-of-Way		\$172.8		0%	SW-CMAQ
		Utilities		\$136.5		0%	SW-CMAQ
		Construction		\$9,924.8		0%	SW-CMAQ
	TOTAL			\$17,668.6	\$2,079.0	12%	

CRP FUNDS (Federal Share)							
IRIS	CRP	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY26 OBLIGATIONS	Percent Obligated	COMMENTS
NFWY00862	Chena Lakes Recreation Area Access via Plack Road	Construction	3/16/2026	\$1,450.9	\$1,450.9	100%	FFY24 Carryforward
NFWY00845	Fairbanks Airport Area Non-Motorized Path Wayfinding Signage	Design		\$22.7		0%	
NFWY00922	Lavery Transportation Center Enhancements	Construction		\$573.1		0%	
NFWY00891	Motor Vehicle Plugins #2 (Pioneer Park North Parking Lot)	Design		\$22.7		0%	
NFWY01060	Fairbanks & North Pole Electric Vehicle Charging Stations	Design		\$213.8		0%	
NFWY01195	High School Access & Circulation Study - North Pole	Planning		\$272.9		0%	FFY25 Carryforward
	TOTAL			\$2,556.1	\$1,450.9	57%	
OFFSET FUNDS (Federal Share)							
IRIS	OFFSET	PHASE	AMOUNT		FFY25 OBLIGATIONS	OBLIGATION DATE	PROJECT
NFWY00139	Yankovich/Miller Hill Road Reconstruction	Construction	\$528.1				
	TOTAL		\$528.1		\$0.0	Percent Obligated	0%

FAST Planning FFY26 Offsets*April 29, 2026***PROJECT OFFSETS**

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

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

Doughchee Avenue/Beaver Springs Bridge - Construction phase	-\$34,204	-\$37,599
Yankovich/Miller Hill Road Reconstruction - Right-of-Way phase	-\$167,385	-\$184,000

Total	-\$201,589	-\$221,599
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Remaining Funds to be Obligated

\$326,486	\$358,895
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