



❖ POLICY BOARD ❖

Meeting Agenda

Wednesday, June 17, 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: 898-5002-7701

1. Call to Order
2. Introduction of Members & Attendees
3. Approval of June 17, 2026 Agenda
4. Approval of May 20, 2026 Meeting Minutes | Pg 2-14
5. Staff/Working Group/Chair Report | Pg 15-19
6. Public Comment Period
7. Old Business
 - a. Metropolitan Planning Area (MPA) Boundary **(Action Item)**
 - ❖ Update from Alaska DOT&PF on Governor's approval of new MPA Boundary and consideration for action from Policy Board on next steps
8. New Business
 - a. Draft FFY2027-28 Unified Planning Work Program (UPWP) **(Action Item)** | Pg 20-46
 - ❖ Consideration of releasing Draft UPWP for 30-day public comment period
9. Informational Items
 - a. FFY2026 Obligations & Offsets | Pg 47-50
10. Other Issues
11. Policy Board Member Comments
12. Adjournment

Next Scheduled Policy Board Meeting: Wednesday, July 15, 2026 | 12:00 - 2:00 PM



POLICY BOARD

Meeting Minutes

May 20, 2026 • 12:00 – 2:00 P.M.

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

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

Zoom Meeting Telephone Number: 1 (253) 215-8782 Meeting ID: 899-2038-6802

1. Call to Order

Mayor Hopkins, Chair, called the meeting to order at 12:05 p.m.

2. Introduction of Members and Attendees

Attendee	Representative Organization
*Scott Crass	FNSB Assembly
*Nick Czarnecki	DEC Air Quality
*Grier Hopkins, Chair	Mayor, Fairbanks North Star Borough
*Lauren Little, Vice Chair	DOT&PF
*Mindy O'Neill	Mayor, City of Fairbanks
*Larry Terch	Mayor, City of North Pole
*Crystal Tidwell	Fairbanks City Council
**Corey DiRutigliano (absent)	FAST Planning
**Jackson Fox	FAST Planning
**Olivia Lunsford	FAST Planning
**Deborah Todd	FAST Planning
**Randi Bailey	DOT&PF Planning
**Don Galligan (absent)	FNSB Community Planning
+Brett Nelson	DOT&PF Planning
+Kate Dueber	Alaska Railroad
+Kellen Spillman	FNSB Planning
+John Netardus	DOT&PF Preconstruction
Albert Beck	DOT&PF Preconstruction
Ben Glenn	DOT&PF Traffic & Safety
Ivet Hall	DOT&PF Preconstruction
Adam Moser	DOT&PF Program Development
Tim Spry	DOT&PF Traffic & Safety
Nathan Stephen	DOT&PF Traffic & Safety
Clay Anderson	FNSB School District
Trisha Levasseur	FNSB Parks & Recreation

Randy Warden	FHWA
Phoebe Bredlie	Kinney Engineering
Sarah Schacher	Michael Baker
Megan Flory	RESPEC
Jack Barnwell	Fairbanks Daily News Miner
Elena Moore	Participant

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

3. Approval of the May 20, 2026 Agenda

Motion: To approve the May 20, 2026 Agenda as amended. (Terch/Tidwell).

Discussion: Ms. Little requested making an amendment to the agenda to make the Chena Riverwalk project a presentation rather than an action item since DOT has already presented the Policy Board with a range of design options to consider.

Amendment to Motion: To make Chena Riverwalk Item 7A an informational item rather than an action item. (Little/Tidwell).

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

Vote on Motion as Amended. None opposed. Approved.

4. Approval of the April 15 and May 8, 2026 Meeting Minutes

Motion: To approve the April 15, 2026 and May 8, 2026 Meeting Minutes. (Tidwell/Terch).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

5. Staff/Working Group/Chair Report

- A FAST Improvement Subcommittee Meeting was held April 30, 2026 to discuss new project nominations to the FFY2027 FAST Improvement Program.
- FAST Planning gathered speed and traffic data for the Trainor Gate intersection with students and staff at Tanana Middle School.
- A call for project volunteers was issued for the annual bike/pedestrian counts which will be held May 26-28, 2026.
- At the May 7, 2026 meeting, the Technical Committee:
 - Recommended the Policy Board consider Alternatives 2 and 3 for the Chena Riverwalk Project and get additional public feedback for those alternatives.
 - Recommended raising the project budget from \$1M to \$2M for the FFY27 and FFY28 FAST Improvement Program.
 - Recommended that the Policy Board approve Transportation Improvement Program (TIP) Administrative Modification #8.
 - Recommended proceeding with the addition of three projects to the Highway Safety Improvement Program (HSIP): Airport Way Connected Corridor

Project, which is already funded, and College Road Three-Lane Configuration and Badger Road Roundabouts, which are not yet funded.

- Postponed the proposed Alaska Railroad 5307 funding split between the Alaska Railroad and MACS Transit to the next meeting due to time constraints.

6. Public Comment Period (Non-Action Items)

No public comment.

7. Old Business

a. Chena Riverwalk Stage III Project Alternatives

Review of Newly Developed Project Alternatives for Consideration by Policy Board

This item was made an informational item in the agenda motion above. A brief introduction was provided by Mr. Fox who then introduced Ivet Hall of DOT&PF to provide a presentation of the design alternatives and answer questions.

b. Metropolitan Planning Area (MPA) Boundary Update (Action Item)

Update from Alaska DOT&PF on Governor's approval of new MPA Boundary and Consideration for Action from Policy Board on Next Steps

Ms. Little explained that a letter accepting the MPA Boundary recommendation, as proposed by FAST Planning, was submitted by DOT&PF to the Governor's Office for signature.

Public Comment:

Elena Moore, east Fairbanks: Despite Alaska DOT's update, I think that what I'm about to say still stands. 882 days. It's been 882 days since the Policy Board approved the boundary. Despite extensive discussions with fifteen different Policy Board members including five state seats, six mayors, four assembly/council members, the item still awaits the Governor's approval. Throughout this time various explanations from DOT have felt like tactics to delay and shift accountability. Key examples from recent meetings include:

- October 2025: DOT cited the western Alaska flooding as a reason for delay and stated they were only beginning to discuss sending the approval letter.
- November 2025: Ms. Little noted it was with her and legal counsel. She committed to personally ensuring the boundary reached the Governor by year end. She did note it was a personal commitment and couldn't commit the state to it. But she represents the state, so I don't know about that.
- Fast forward to March 2026. DOT claimed the boundary lacked legal definition, a point not raised during the preceding four months of legal review and only previously mentioned in a November 2024 DOT response to Federal Highways for the corrective action on the STIP.
- April 2026: DOT stated a recommendation letter for approval was ready yet immediately raised concerns regarding the flood control bridge in the TIP. One of the very bridges at the heart of all of this.

May 20, 2026

Policy Board Meeting Minutes

As a member of a Board representing FAST Planning, I believe this approval should've been a priority for the DOT. Instead, it appears to have been used as leverage and retaliation. Given these repeated delays, you should be hesitant to accept further verbal assurances. Trust is built on consistency and accountability. I urge DOT to acknowledge past mistakes, provide honest timelines, and finally follow through on their commitments. Unmet expectations are often the root of conflict. Thank you for your time.

Mayor Hopkins: Miss Moore, did you say you were a member of one of the FAST Planning committees or was that a reference to DOT being a member of the Policy Board?

Ms. Moore: That was a reference to DOT being a member of the Policy Board.

Mayor Hopkins: It was delivered to him [the Governor] shortly after last Policy Board, so it's been sitting there for three weeks. I know he's had other things on his mind. The amount of time spent in Juneau is maybe more than at other times, but not that much. So, I believe it certainly could have been signed by this time if the conversations had been there long enough with him. It can't be as messy as my desk, but there's probably a fair bit on it. That being said, do we have a motion for this action item?

Ms. Little: It might be helpful, Mr. Fox, if you could refresh everyone what the action was going to be. I recall if something hadn't gone to the Governor, we were going to do something.

Mr. Fox: It's listed as an action item at the request of a couple of Policy Board members. So, the thought was that if it hadn't gotten to the Governor, that myself as staff, would put it on his desk.

Ms. Little: Okay. That was the context I was looking for.

Mayor Hopkins: Ms. Little, you said it is on the Governor's desk?

Ms. Little: It has been submitted to the Governor's office from the DOT. It's outside of our control at this point.

Mr. Crass: You just asked the same question I had. Thank you Mayor.

Mayor Hopkins: It can certainly sit on a desk for a number of months, which is an easy decision when there's only a few months left. Anybody have any bright ideas on how they would like to move forward?

Mayor Terch: When was the last time that we checked with the Governor's office to ask for an update as to where this process was with his office? It was submitted to his office three weeks ago. Have we done any sort of weekly follow-up with him to see how things are coming? Are there any questions? Any sort of conversations like that via email or through phone calls?

Ms. Little: All of that is between the Commissioner and the Chief of Staff. No one below that level is privy to that knowledge. I don't know what, if any, follow-up has gone on. I just confirmed that it has gone to the Governor's office. I bugged

Commissioner Anderson again before this meeting to double check but there has been no change on that information.

Mayor Hopkins: There has been no change to that information?

Ms. Little: Correct. It has gone to the Governor's office, but he has not received a signed ruling back yet.

Mayor Hopkins: How do we want to proceed committee? There are certainly options of strongly worded letters. There's options of (inaudible) actions. There's options of members going down to have a meeting with the Governor to get him to sign it. There's holding our breath and waiting for the next one.

Mayor Terch: Mr. Fox, in your professional opinion, if you were to write a letter asking for an update, would that be appropriate to send to the Governor's office? To write a letter and ask for an update. Would that be a reasonable request? In your opinion what would be the best way to try and move this forward in a way that doesn't set off any alarm bells but asks for an update since we have been here 850-plus days waiting for a response?

Mr. Fox: Yes. I think it's very reasonable for staff to author the letter to the Governor's office. I think if I were to write a letter, it would include the gravity of the situation. That we need the approved boundary to utilize for our long-range plan update by the end of the year otherwise we risk the federal funding spigot getting turned off January 1. Then, impressing upon them that it's not just our local projects. It's not just the \$12M-\$14M of suballocation that we spend on city streets, borough stuff, and UAF stuff. DOT stands to lose a lot more federal money than we do. We're only about twenty percent of the construction contracts for our local suballocation. The larger highway projects could potentially get stalled, which is the other 80 percent of the federal funding that hits the ground here locally. Again, if I were to write a letter asking for an update, I would be compelled to explain the gravity of the situation and I would likely reach out to Federal Highways to make sure that my timelines and potential consequences are correct. But I don't take this situation lightly.

Mayor O'Neill: Thanks. I think the answer should be yes. I think that it's totally appropriate for the Chair of this committee, Mayor Hopkins, to call the Commissioner, and call the Governor, and personally check in on it. As Mayors, we can call the Commissioner. It's kind of an authority-to-authority conversation and I think that would be a good thing to do. I think Mayor Hopkins should lead on that and Mayor Terch and I are next in line to do the full court press.

Ms. Little: I'll just say that I do think the personal touch is probably a good approach. Letter writing campaigns sometimes just come across wrong. You try to put things into words in official correspondence as opposed to your own personal communication. I do think that may be more effective. I have no concerns that it's not going to get signed. It's just not at the top of the pile right now. I have no

concerns that it's not going to get signed before December but members of local government conveying their concern and the potential impacts to their community is always an effective approach in any administration in my experience.

Mayor Hopkins: Ms. Little, I agree with the vast majority of that in terms of the personal touch works and the phone call. Of course, you can't convey sarcasm in a text message. I'd be happy to reach out to the Governor. We had some conversations that were very productive around the gas line legislation and the spur line. I can reach out to him on his number and touch base with the Commissioner as well to try to make sure I have the information in hand. Mr. Fox, I'd love a meeting with you beforehand so I can get the talking points about the impacts if it's not signed would be really important, so I always ask for a personal meeting before I make that call. I'd be happy to do that. Depending on how that conversation goes, I'd like the permission of the body to follow up with a letter from the Policy Board. I'm going to assume that Mr. Czarnecki and Ms. Little would abstain from signing a letter. So, the remaining five members, if we can take an action today to say that, 'the Chair calls the Governor and the Commissioner' and then following that depending on how it goes, something along the lines of we write a letter followed with an Op Ed if we don't feel that it's being followed well to get the severity of the situation across to the public. Happy to do that. But I think something as a second option of seeing how that goes would be a good motion here.

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).

Discussion:

Ms. Little: I'll just say, as the State, we would abstain from writing a letter to our boss essentially.

Mayor Hopkins: I can understand that.

Mayor Terch: If I could speak to that a little bit. Since we are a board, and we are a voting board, they certainly can abstain from the vote, but the motion passes to write a letter from the Policy Board regardless of whether they approve it or not. I understand their reason for abstaining and respect that, but it's a Policy Board decision if it does pass.

Mr. Czarnecki: On the motion, I would recommend to say maybe call the Governor and also call the DOT Commissioner, and I'll defer to Ms. Little if she thinks this is a bad idea. But in my experience, at least with DEC, contacting the Commissioner before going up to the Governor is always a courtesy that is well received.

Mayor Hopkins: I don't think we need to change the motion. I will go ahead and do that if I can get his number, that would be helpful.

Vote on Motion: Five in favor. (Crass, Hopkins, O'Neill, Terch, Tidwell). Two abstentions (Czarnecki/Little). 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 changes made in TIP Administrative Modification #8.

Note: *Mr. Crass departed the meeting at 1:18 p.m.

Public Comment:

No public comment.

Motion: To approve FFY2023-27 Transportation Improvement Program [TIP] Administrative Modification #8 (Little/Terch).

Discussion:

Mayor Hopkins: Just out of curiosity, at the last meeting we had, we had to increase the price of the bid for asphalt. Was that part of the impact for Doughchee Avenue or any of the other project cost increases due to the asphalt costs this year?

Mr. Fox: I don't know the answer to that question. I do believe it's somewhat related. The construction phase estimate we have for that project is a couple years old. So, as they're getting into final design. Wait, that's actually out to bid at this point, or it will be out to bid after this is approved, perhaps.

Ms. Little: I can't remember. We've been seeing ATAs taking a really long time from Federal Highways.

Mr. Fox: Regardless, in that final design stage, the Project Managers will look at recent bids to update their unit prices for the quantities based on the bids they're receiving. So, if it was time to dust that off and update it and it is a small increase there, it's okay.

Mayor Hopkins: Was there a specific cause for the slip in the EV (Electric Vehicle) charging stations at North Pole?

Mr. Fox: There's no schedule delay for the EV Charging Stations. There was a schedule delay for the vehicle plug-ins at Alaskaland. I don't know the reason for that, but this is very common.

Mayor Hopkins: Are those Alaskaland plug-ins in the back or in the main parking lot?

Mr. Fox: These are in the main parking lot.

Mayor Hopkins: So, we'll have plug-ins there. Nice. One of the items that came up recently was ways to help fund the 5th Avenue Park replacement out in North

Pole utilizing some federal dollars. Would any of these projects in these amendments impact the opportunity to utilize some of the funds we have available for that project?

Mr. Fox: No. And that is later on the agenda here today to add into this funding plan by amendment which requires a 30-day public comment period. For that particular project, my proposed funding source is the Transportation Alternatives Program so it's our TAP funding is what we call it. We actually have quite a bit of that available that's been building up over a couple of years. We had been utilizing that on the Chena Riverwalk hoping that it would get to construction but because of those delays to Chena Riverwalk, we have plenty of TAP funding to do the North Pole project without utilizing any other funding in the TIP.

Vote on Motion: None opposed. Approved.

b. Highway Safety Improvement Program (HSIP) New Projects (Action Item)

Mr. Fox introduced and explained each of the three projects. Nathan Stephen, Ben Glenn, and Tim Spry from DOT&PF were also present to answer any questions about the proposed projects.

 Airport Way Connected Corridor (Action Item)

• ***Consideration of TIP Amendment to add New Project Funded Under 2026 HSIP***

This is a technology project to upgrade 12 intersections along Airport Way. It is V2X technology that allows connected vehicles to be able to communicate with the signals. There are devices that can be put in transit vehicles, emergency response vehicles, as well as snowplows for signal preemption. This project is already funded under the State's Highway Safety Improvement Program (HSIP), and the final step is to add it to the TIP by an amendment.

Public Comment:

No public comment.

Motion: To add 'Airport Way Connected Corridor' to the TIP via an Amendment. (Little/Tidwell).

Discussion:

No discussion.

Vote on Motion: None opposed. Approved.

 College Road Three-Lane Configuration (Action Item)

• ***Consideration of Support by Policy Board for Potential New Project***

DOT&PF is looking to provide safety improvements along this corridor. This project is not yet funded and is still in the exploratory phase. DOT&PF would like to see whether or not the Policy Board supports moving forward with safety improvements on this corridor. The recommendation is to convert College Road from a four-lane to a three-lane facility. A College Road Corridor Study was

previously prepared in 2012 and completed in 2014. Out of the Corridor Study, bus turnouts and turn lanes have been built and a pedestrian crossing was installed at the Farmer's Market. This project received a large amount of public feedback against the project. The three-lane configuration was ultimately voted down by the Policy Board in 2014. A Road Safety Audit was completed for College Road in the Fall of 2025. One of the main recommendations of the Audit was to make College Road a three-lane road with a center turning lane.

Public Comment:

Mayor O'Neall: I just want to voice my strong support for this project. As somebody who lives right off of College, I drive that every day, sometimes multiple times a day. Folks are driving 45-50 mph regularly on that road. There's a lot of pedestrian and bicyclist activity. This is definitely a safety road corridor that should be done in our community. I'm really excited to see that this is coming back up. I'm not sure if this is up for public comment, if there should be some discussion about engaging the public on this because of the history of the project. These things tend to rear their ugly heads even when we think that they're buried and dead. I would just urge some thought behind that. It doesn't seem quite appropriate through this Board, but whoever is going to put out that public comment, there should be a strategy discussion about how we engage the public with this.

Megan Flory, RESPEC: I just want to say I really strongly support this three-lane configuration. I work on Aurora right off of College. I'm a big fan of Little Owl, and I hate making that left turn. There have been so many times where I've thought I was going to get rear-ended because I'm waiting to make that left turn and somebody comes flying up behind me on that straight section and they swerve at the last second to go around me because they're annoyed that I'm stopped. So, as somebody who drives that road frequently and likes my coffee, I would really love to see this new configuration.

Mayor Hopkins: Thank you Ms. Flory. Do you live or have a business in the area?

Megan Flory, RESPEC: I live downtown but I work on Aurora. I work for RESPEC right near the Recycling Center.

Motion: To move the College Road three-lane configuration forward. (O'Neall/Tidwell).

Discussion:

Ms. Little: For both the College Road three lane and the Badger Road roundabouts to at least be supported and then moved forward with nominations, one thing we did for the Chena Small Tracts roundabout project was some pretty extensive pre-public involvement before we actually initiated the projects just to test the waters and put ourselves in a position of success, understanding whether

or not people supported that. We would be taking a similar tactic with these two projects as well, some pre-public involvement before we actually initiated something in the TIP document so we kind of understand what's ahead of us before we commit that dedicated funding.

Mayor Hopkins: Thank you very much for that. That was going to be my comment as well. Sending a postcard to the business owners all along College Road I think would be really important. Then, if there's a way to do a similar thing for the homeowners in the neighborhood but especially the business owners and the people who live right on College Road, I think would be most important. So, I strongly urge that.

Mayor Terch: Clarifying question, I guess. College Road runs a long way from where it starts at UAF. I would hate to see what we've already done on the portion of College Road past the Johansen be redone again. I think it makes sense to leave that as business industrial as a four lane. Just to clarify, we are only talking up to the Johansen out to University making that three lane capable, correct?

Ms. Little: I'm not sure if it even went all the way to the Johansen or if it started at College/Margaret/Antoinette.

Mr. Fox: College/Margaret/Antoinette is the termini.

Ms. Little: It is the lower volume feed streets.

Vote on Motion: None opposed. Approved.

Badger Road Roundabout (Action Item)

- ***Consideration of Support by Policy Board for Potential New Project Nomination***

DOT would like to see if the Policy Board supports potentially installing roundabouts at some of the high crash intersections along the corridor.

Public Comment:

No public comment.

Motion: To move forward with Badger Road roundabouts. (Terch/Little).

Discussion:

Mayor Terch: I have some questions about the data on Page 102. The timeline of this data. Maybe this is a good question for you, Mr. Stephen. Thank you for joining us today. What timeline and what section of time are we looking at as far as the data that's been provided? Is this within the last two to three years? Five years? Eight years?

Mr. Stephen: Yes. This is all 2020 through 2024 crash data.

Ms. Little: (inaudible) all based on the most recent available crash history.

Mayor Terch: Is there a way to edit the request of what we move forward with on these potential roundabouts, as a Policy Board, to change the predication of how many and where those are placed in this discussion?

May 20, 2026

Policy Board Meeting Minutes

Ms. Little: I think all we're asking is if there's a general consensus that this is a logical thing to look at and propose a nomination. Before a project is started, it would have to be approved in the TIP. So, the Policy Board is going to have more than one shot at what that final project nomination looks like. Certainly, we would want to hear from Policy Board today if there are for sure ones that you really like. I think strategically, as a department, we would probably want to pick one or two spots and build from there rather than build the whole suite. The beautiful thing about roundabouts on a road like this is that one of the big conflicts that you're seeing on Badger is that there is just a lot of data for a driver to absorb. There's the separated pathway, you've got ATVs running, you've got kids on bikes, you've got maybe bikes on the shoulders, you've got turning traffic: right/left. Roundabouts are really great in that when you approach a roundabout there is one decision to make, slow down. Whereas, with traffic signals you've got, is it yellow? Is it red? Is it green? It doesn't have the same data reduction that these roundabouts do. We did have the conversations about traffic signals as well. I think there's a couple things that I had preference for but that's definitely something that we would want to hear from the Policy Board whether it's today or during the public outreach.

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

Vote on Motion: None opposed. Approved.

Discussion continued:

Mayor Terch: All of the pinpoints that they have on this map, I don't necessarily agree with. I brought this topic forth for discussion. I think looking at the crash data, certainly having a roundabout at Nordale and Badger Road makes a lot of sense along with Plack and Badger Road, especially thinking about the new Chena Lakes Recreation Park at the end of Plack that may actually increase traffic along Plack Road where people who haven't normally used that intersection are going to start using that to access the back side of Chena Lakes. That intersection, I know, has been worked on a lot in the past ten years but there are still a lot of blind areas coming out of Plack Road onto Badger Road and it is extremely dangerous where cars get masked by cars who are turning. So, I would certainly try and focus on that Plack Road and Nordale where it meets Badger before anything else. If I might also add in my concern for moving forward with a Peede/Nordale roundabout at the same time through this process. I don't think it makes a lot of sense to have a roundabout at Peede and Nordale if we are going to look at a roundabout at Nordale and Badger. Having two roundabouts so close to each other causes: a) a lot of slowdown in traffic, and b) a lot of work for DOT to have to maneuver around.

Mayor Hopkins: I remember when we were talking about that you thought there might be some more impact along Badger that mirrors that. Two roundabouts that

back up traffic is still less than two signals, and it doesn't change the speed that people go down Nordale or Peede. I can see two working well, but I can understand that impact. Do any of those have elementary schools off of them as far as you know Mayor?

Mayor Terch: No there are no schools along that route. The only two schools used to be Midnight Sun/Badger Road Elementary at Bradway and Ticasauk Brown Elementary at Lakloey.

Mayor Hopkins: I love to take Badger Road when I can, and I've got time when coming back from meetings in North Pole. You get going pretty fast pretty easy on those so I can understand that. I do share Mayor Terch's feeling of, I think the way DOT is looking at it, with one or two of them to start off with instead of eight. That may improve the situation. I think that's a good move and as we reach out to the public, the data might speak for itself. One other thing. I've been trying to find ways of developing a substantial chunk of Borough land at the corner of Brock and Repp. There's no immediate time frame for it but that would impact likely that Marigold and Repp one. We're looking at years down the line but that may be one that we would go out to the public with.

Vote on Motion: Five in Favor. (Czarnecki, Hopkins, Little, O'Neill, Terch). None opposed. Two absent for roll call (Crass, Tidwell). Approved.

c. 5th Avenue Park Improvements in North Pole (Action Item)

Consideration of Support to Advance in TIP under Transportation Alternatives Program; Project has Already Been Scored by Technical Committee and is Next in Line for Funding

Mr. Fox explained this project was previously nominated in 2022, scored by the Technical Committee, and DOT would now like to add it to the TIP by amendment.

Public Comment:

No public comment.

Motion: To include the [North Pole] 5th Avenue Park Improvements into the Transportation Improvement Program (TIP) Amendment. (Terch/Little).

Discussion:

Mayor Hopkins: This is really wonderful to be able to have these additional funds for this. We've got a little over \$2M in the Capital Improvement Program at the Borough for this but if we're able to find support from these funding mechanisms through FAST Planning, we can make this project even nicer. The loop trail could be funded, and additional parking could be added. This partnership could really enhance this entire project. An Open House is scheduled at Hotel North Pole. It would be really good to be able to talk specifically that this is an option out there. So, thank you for moving this forward.

May 20, 2026

Policy Board Meeting Minutes

Vote on Motion: Five in Favor. (Czarnecki, Hopkins, Little, O'Neill, Terch) None opposed. Two absent for roll call. (Crass, Tidwell). Approved.

9. Informational Items**a. Alaskaland (Pioneer Park) North Parking Lot & Boat Launch Project
Schedule Update**

John Netardus of DOT provided a brief presentation about the project.

b. FFY2026 Obligations and Offsets**10. Other Issues**

No other issues.

11. Policy Board Member Comments

No comments.

12. Adjournment

The meeting was adjourned by Mayor Hopkins at 2:20 pm. The next Policy Board Meeting is scheduled for Wednesday, June 17, 2026.

Approved: _____ **Date:** _____

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



STAFF REPORT

June 11, 2026

Regular Meetings

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

Project/Planning Meetings

- ✦ Meetings (x3) on proposed safety improvements at Trainor Gate Road & F Street intersection with Fort Wainwright and City of Fairbanks
- ✦ Alaska DOT&PF workshop on pavement and bridge performance targets related to development of the State's Asset Management Plan
- ✦ Work sessions (x2) with MVP (MatSu MPO) staff on Transportation Improvement Program (TIP) policies and procedures, Local Control Plan for Transportation Alternatives Program funding, and Metropolitan Transportation Plan (MTP) fiscal constraint demonstration
- ✦ FAST Planning MTP Steering Committee Meeting #4 on Needs Analysis and Screening Criteria for MTP project list
- ✦ Alaska Long Range Transportation Plan 2055 Scenario Planning meeting with Alaska DOT&PF Planning staff
- ✦ Alaska Travel Demand Model Users Group (MUG) Forum #2
- ✦ Interagency Consultation Meeting for air quality conformity for TIP Amendment #3 and five project-level reviews

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

Correspondence

- None

Organization

- Submitted monthly invoice to DOT&PF for May 2026

Public Outreach

- Conducted annual bicycle/pedestrian counts at intersections throughout Fairbanks and North Pole May 26th to 28th
- Issued checks to local non-profits for Community Transportation Grant awards

Submittals/Reports

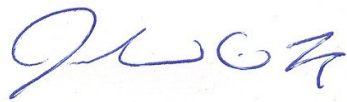
- None

Funding

- Received Alaska DOT&PF STIP incorporation letter for TIP Administrative Modification #8

Training

- Attended National Association of MPOs (AMPO) briefing on BUILD America 250 Act

Submitted by:

Jackson C. Fox, Executive Director

June 11, 2026

Date



TECHNICAL COMMITTEE

Action Items

06.03.2026

Motion: To postpone this action item [FTA Section 5307 funding split] to the July Technical Committee meeting. (Denton/Dueber). None opposed. Approved.

Motion: To recommend to the Policy Board approve the release of the Draft FFY2027-28 Unified Planning Work Program [UPWP] for a 30-day public comment period. (Spillman/Denton).

Amendment: To recommend the addition of an Airport Way Audit under Task 300. (Spillman/Campbell). None opposed. Approved.

Amended Motion: To recommend to the Policy Board approve the release of the Draft FFY2027-28 Unified Planning Work Program [UPWP] for a 30-day public comment period, and the addition of an Airport Way Audit under Task 300. None opposed. Approved.


 Jackson C. Fox
 Chair, Technical Committee


 Date



1200 New Jersey Ave., SE
Washington, DC 20590

April 14, 2026

SENT ELECTRONICALLY

Stephen J. Cox
Attorney General
State of Alaska Department of Law
1031 West 4th Avenue
Anchorage, AK 99501

Sean Lynch
Chief Assistant Attorney General
State of Alaska Department of Law
1031 West 4th Avenue
Anchorage, AK 99501

Dear Messrs. Cox and Lynch:

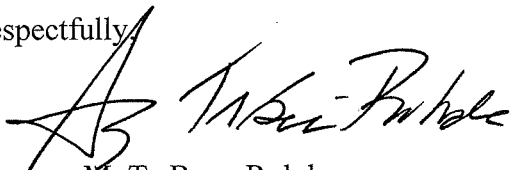
I write in response to your March 5, 2026, letter addressed to Federal Highway Administration (FHWA) Administrator Sean McMaster. In your letter, you express disagreement with the letter FHWA and the Federal Transit Administration (FTA) jointly transmitted to Alaska Department of Transportation and Public Works Commissioner Ryan Anderson on February 13, 2026, regarding Metropolitan Planning Organizations' (MPO) authority over the metropolitan planning process and how MPOs develop their planning products.

I reiterate the position articulated in FHWA and FTA's joint letter that MPOs have the sole authority to decide which projects to include in a Transportation Improvement Program (TIP), regardless of whether those projects are regionally significant or located on the National Highway System. This position reflects longstanding implementation of applicable title 23 requirements, including 23 U.S.C. §§134-135 and 23 CFR Part 450. Your position that a metropolitan TIP must include all State federal-aid highway projects would constitute a new interpretation of applicable law, and be contrary to the continuing, cooperative, and comprehensive transportation planning process established by statute. It would also require a change in how FHWA and FTA have implemented the applicable planning statutes and regulations for over 25 years, and have national impacts far beyond the State of Alaska.

In response to your concern regarding commencement of work on the Safer Seward Highway project, the scope of the project agreement in the Financial Management Information System is limited to National Environmental Policy Act and preliminary engineering work entirely outside of the boundaries of the Anchorage Metropolitan Transportation Area Solutions MPO, which is not affected by the February 13 letter. Federal participation in future phases of the Safer Seward Highway project will be subject to applicable Federal requirements.

Thank you for the opportunity to respond to your concerns. In the future, please direct any legal communications from Alaska's Department of Law on this matter to FHWA's Office of Chief Counsel.

Respectfully,

A handwritten signature in black ink, appearing to read "Suzanne M. Te Beau-Rohde". The signature is stylized with a large, looped initial "S" and a long, sweeping horizontal stroke at the end.

Suzanne M. Te Beau-Rohde
Chief Counsel
Federal Highway Administration

Copy: Randy Warden, Division Administrator, Federal Highway Administration
Matthew Cahill, Chief Counsel, Federal Transit Administration
Susan Fletcher, Region 10 Regional Administrator, Federal Transit Administration



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
FFY2027/28 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 [high priority]	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
Task 300(j) Airport Way Audit [new]	16
Contingency Plans & Projects [lower priority]	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
300(j)	Airport Way Audit	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

FFY2027/28 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	FFY23	FFY24	FFY25	FFY26	FFY27	Balance
1001	1001	Alaska Department of Transportation	Design	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1002	1002	Alaska Department of Transportation	Right of Way	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1003	1003	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1004	1004	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1005	1005	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1006	1006	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1007	1007	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1008	1008	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1009	1009	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1010	1010	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1011	1011	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1012	1012	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1013	1013	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1014	1014	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1015	1015	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1016	1016	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1017	1017	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1018	1018	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1019	1019	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1020	1020	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1021	1021	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1022	1022	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1023	1023	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1024	1024	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1025	1025	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1026	1026	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1027	1027	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1028	1028	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1029	1029	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1030	1030	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1031	1031	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1032	1032	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1033	1033	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1034	1034	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1035	1035	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1036	1036	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1037	1037	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1038	1038	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1039	1039	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1040	1040	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1041	1041	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1042	1042	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1043	1043	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1044	1044	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1045	1045	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1046	1046	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1047	1047	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1048	1048	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1049	1049	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1050	1050	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1051	1051	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1052	1052	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1053	1053	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1054	1054	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1055	1055	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1056	1056	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1057	1057	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1058	1058	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1059	1059	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1060	1060	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1061	1061	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1062	1062	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1063	1063	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1064	1064	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1065	1065	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1066	1066	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1067	1067	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1068	1068	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1069	1069	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1070	1070	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1071	1071	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1072	1072	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1073	1073	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1074	1074	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1075	1075	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1076	1076	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1077	1077	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1078	1078	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1079	1079	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1080	1080	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1081	1081	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1082	1082	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1083	1083	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1084	1084	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1085	1085	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1086	1086	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1087	1087	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1088	1088	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1089	1089	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1090	1090	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1091	1091	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1092	1092	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1093	1093	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1094	1094	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1095	1095	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1096	1096	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1097	1097	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1098	1098	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1099	1099	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
1100	1100	Alaska Department of Transportation	Construction	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000

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.

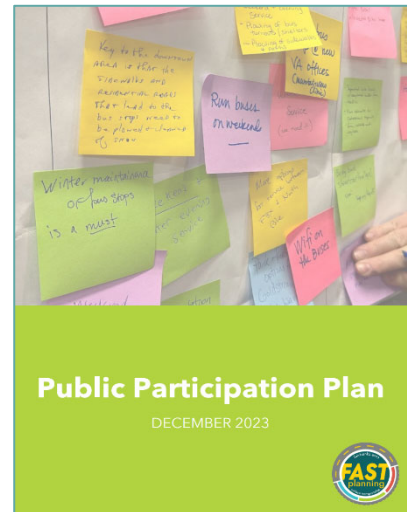
Participation by FAST Planning, Alaska DOT&PF, and FNSB staff in FFY2027-28 is anticipated to include:

- 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

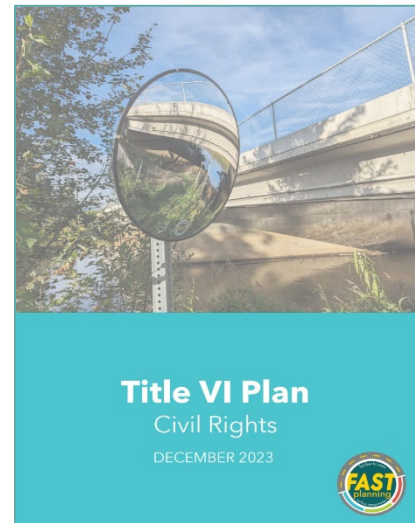
FAST Planning adopted updates to the Public Participation Plan (PPP) Title VI Civil Rights Plan in December 2023. The purpose of the PPP is to set procedures for FAST Planning to engage residents of the MPO in transportation planning process in a meaningful way. Key elements of this plan include the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

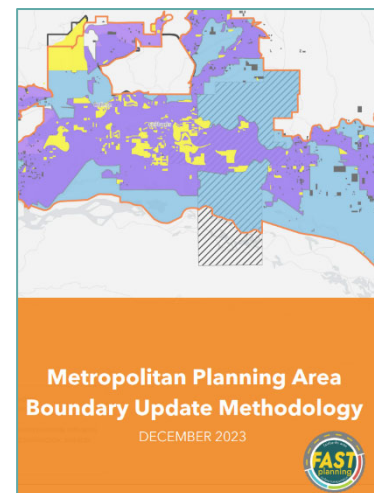
FAST Planning, FNSB, and Alaska DOT&PF staff support the SIP with travel demand modeling to forecast contributing vehicle emissions and assist with identification of transportation projects and programs that reduce emissions. The Alaska DOT&PF also annually sets aside Congestion Mitigation & Air Quality (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 [HIGH PRIORITY]

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 IIJA 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 Tetlin 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.

Task 300(j) Airport Way Audit [new]

Recommendations for improvements to Airport Way were previously identified in the Airport Way Improvements Reconnaissance Study (2007) and Airport Way Functional Features Plan (2018), but implementation of those identified improvements has not advanced. This effort would assemble a multidisciplinary team FAST Planning, Alaska DOT&PF, City of Fairbanks, and FNSB to conduct a targeted corridor improvement audit with these Plans in hand. The anticipated outcome would be a high priority project list and implementation plan to incorporate into the MTP for consideration of funding in the TIP.

CONTINGENCY PLANS & PROJECTS [LOWER PRIORITY]

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.

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
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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	\$ 140,000	\$ 160,000	X		
	Subtotal		\$ 775,000	\$ 815,000			
	Less 7.21% ICAP		\$ (55,878)	\$ (58,762)			
	TOTAL		\$ 719,123	\$ 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
300(j)	Airport Way Audit	PL	\$ 10,000	\$ -	X		
	Subtotal		\$ 1,030,000	\$ 550,000			
	Less 7.21% ICAP		\$ (74,263)	\$ (39,655)			
	TOTAL		\$ 955,737	\$ 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	\$ 719,123	\$ 756,239
Task 300 Supplemental Plans & Projects	\$ 955,737	\$ 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

¹Difference 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

FAST Planning FFY2023-27 TIP Administrative Modification #8: FFY2026 OBLIGATION STATUS REPORT (as of June 10, 2026)

ALLOCATION TOTALS (Federal Share)

ALLOCATIONS	PHASE		AMOUNT	FFY26 OBLIGATIONS	PERCENT OBLIGATED
STP	All		\$8,888.9	\$1,820.9	20%
STP AC	All		\$602.5	\$0.0	0%
PL (Metropolitan + Transit)	All		\$589.6	\$589.6	100%
TAP (Transportation Alternatives)	All		\$793.3	\$0.0	0%
CMAQ	All		\$11,259.6	\$832.4	7%
CRP (Carbon Reduction)	All		\$2,556.1	\$1,573.7	62%
OFFSET	All		\$562.0	\$0.0	0%
TOTAL			\$25,252.0	\$4,816.6	19%

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 NFWHY01221	FAST Improvement Program	Design	5/11/2026	\$291.1	\$272.9	94%	
				\$27.3		0%	FFY2027 AC
				\$181.9		0%	
		Construction	3/10/2026	\$456.4	\$456.4	100%	FFY2025 Program
				\$3,028.0		0%	
				\$91.0		0%	FFY2027 AC
HFHWY00830	FAST Planning Office	Planning	10/1/2025	\$150.0	\$150.0	100%	
NFWHY00816	Holmes Road Rehabilitation	Design		\$571.3		0%	
				\$383.9		0%	FFY2027 AC
		Right-of-Way		\$454.9		0%	
		Utilities		\$272.9		0%	
NFWHY00509	Minnie Street Improvements	Design	5/14/2026	\$796.0	\$796.0	100%	
		Right-of-Way		\$1,364.6		0%	
NFWHY00891	Alaskaland 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			\$9,491.4	\$1,820.9	19%	

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
				\$596.0		0%	FFY2027 AC
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	5/12/2026	\$68.2	\$68.2	100%	
NFHWY00922	Morris Thompson Cultural & Visitors Center Enhancements	Design	5/12/2026	\$81.9	\$81.9	100%	FFY25 Carryforward
		Utilities		\$72.8		0%	
		Construction		\$463.9		0%	
NFHWY01086	Motor Vehicle Plugins #1 (NP City Hall, Alaskaland main parking lot)	Design		\$139.2		0%	
		Construction		\$1,118.0		0%	FFY25 Carryforward
NFHWY00912 NFHWY00885	Sidewalk Snow Removal Equipment	Equipment		\$454.9		0%	
				\$91.0		0%	FFY2027 AC
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	Construction		\$4,989.7		0%	SW-CMAQ
	TOTAL			\$11,259.6	\$832.4	7%	

CRP FUNDS (Federal Share)							
IRIS	CRP	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY26 OBLIGATIONS	Percent Obligated	COMMENTS
NFHWWY00862	Chena Lakes Recreation Area Access via Plack Road	Construction	3/16/2026	\$1,450.9	\$1,450.9	100%	FFY24 Carryforward
NFHWWY00845	Fairbanks Airport Area Non-Motorized Path Wayfinding Signage	Design		\$22.7		0%	
NFHWWY00922	Lavery Transportation Center Enhancements	Construction		\$573.1		0%	
NFHWWY00891	Motor Vehicle Plugins #2 (Alaskaland North Parking Lot)	Design		\$22.7		0%	
NFHWWY01060	Fairbanks & North Pole Electric Vehicle Charging Stations	Design	5/13/2026	\$213.8	\$122.8	57%	
NFHWWY01195	High School Access & Circulation Study - North Pole	Planning		\$272.9		0%	FFY25 Carryforward
	TOTAL			\$2,556.1	\$1,573.7	62%	
OFFSET FUNDS (Federal Share)							
IRIS	OFFSET	PHASE	AMOUNT		FFY25 OBLIGATIONS	OBLIGATION DATE	PROJECT
NFHWWY00139	Yankovich/Miller Hill Road Reconstruction	Construction	\$528.1				Doughchee Avenue
NFHWWY00633	FAST Improvement Program FFY023	Construction	\$33.9				Yankovich/Miller Hill
	TOTAL		\$562.0		\$0.0	Percent Obligated	0%

FAST Planning FFY26 Offsets*June 10, 2026***PROJECT OFFSETS**

	Federal	Total w/ Match
Yankovich/Miller Hill Road Reconstruction	\$528,075	\$580,494
FAST Improvement Program FFY2023	\$33,932	\$37,300

Total	\$562,007	\$617,794
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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
\$360,418**\$396,195**