



August 19, 2026

Ms. Randi Bailey
Alaska Department of Transportation & Public Facilities
2301 Peger Road
Fairbanks, Alaska 99709

Subject: **FAST Planning FFY27-28 Unified Planning Work Program**

Ms. Bailey:

Attached is the Fairbanks Area Surface Transportation (FAST) Planning Unified Planning Work Program (UPWP) for Federal Fiscal Years 2027 and 2028. Please transmit to Alaska Department of Transportation & Public Facilities (DOT&PF) Headquarters for review and submission to the Federal Highway Administration and Federal Transit Administration. This UPWP fulfills the planning requirements of national surface transportation statutes and regulations, 23 USC 134 and 23 CFR 420 & 450.

This UPWP was reviewed by our Technical Committee and Policy Board on June 3 and 17, 2024, respectively. The UPWP was advertised for public comment June 21 to July 24, 2026, and 14 comments were received. The UPWP was revised based on the comments received and approved by the Policy Board on August 19, 2026. Please contact me at jackson.fox@fastplanning.us or (907) 590-1618 if you have any questions or need additional information.

Sincerely,

Jackson C. Fox
Executive Director

Enclosures: FFY2027-28 UPWP
Public Comment Response Summary
Technical Committee Action Items – August 5, 2026
Policy Board Action Items – August 19, 2026



FFY27-28 Unified Planning Work Program (UPWP)

AUGUST 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 (rescinded by E.O.)
2. Equity and Justice⁴⁰ in Transportation Planning (rescinded by E.O.)
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



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.

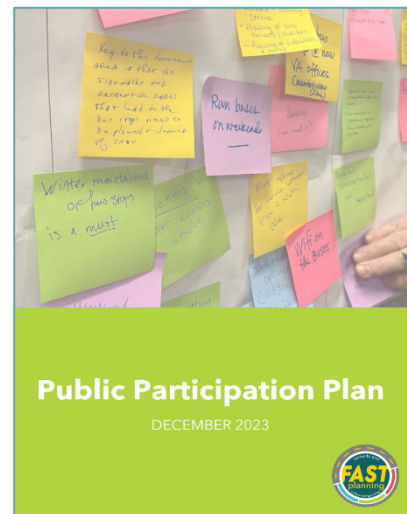
Participation by FAST Planning, Alaska DOT&PF, and FNSB staff in FFY2027-28 is anticipated to include:

- 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

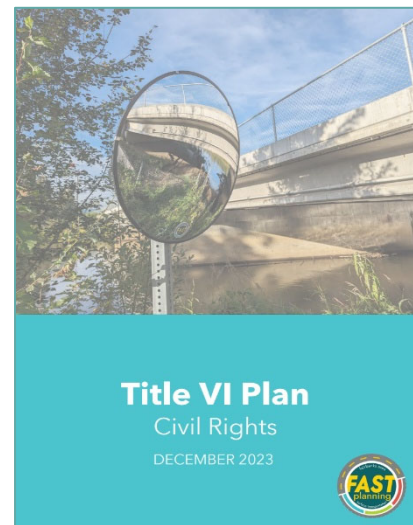
FAST Planning adopted updates to the Public Participation Plan (PPP) Title VI Civil Rights Plan in December 2023. The purpose of the PPP is to set procedures for FAST Planning to engage residents of the MPO in transportation planning process in a meaningful way. Key elements of this plan include the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

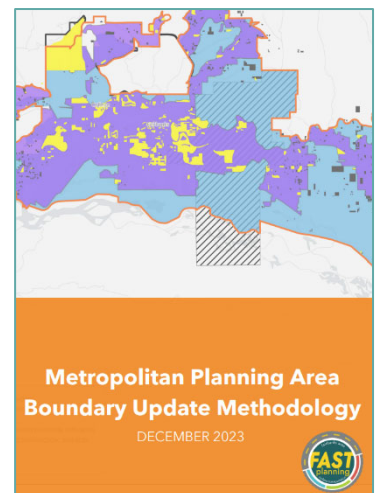
FAST Planning, FNSB, and Alaska DOT&PF staff support the SIP with travel demand modeling to forecast contributing vehicle emissions and assist with identification of transportation projects and programs that reduce emissions. The Alaska DOT&PF also annually sets aside Congestion Mitigation & Air Quality (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. The Governor approved the new MPA Boundary on June 18, 2026.



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

- 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. The study will also examine the need (warrants) for existing traffic signals, non-motorized connectivity, emergency response needs, and curb management (excessive driveways/curb cuts, opportunities for additional on-street parking, and freight loading zones). 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, UAF roads, and asphalt paths where feasible (that are wide enough to accommodate an equipped vehicle) to help prioritize 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. Special consideration will also be given for emergency response needs for all alternatives developed.

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.

FUNDING SOURCES & ESTIMATED COSTS

Table 2. Funding Sources for Metropolitan Planning Activities**Metropolitan Planning (PL) Funds**

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

Supplemental Federal Funds from TIP

Description	FFY2027	FFY2028
FAST Planning Office (STP)	\$ 150,000	\$ 150,000
Advanced Project Definition (STP)	\$ -	\$ 90,970
Downtown Fairbanks Traffic Study (STP)	\$ 227,425	\$ -
Pavement Condition Survey for Non-DOT Roads (STP)	\$ 136,455	\$ -
Freight Mobility Plan Update (STP)	\$ 272,910	\$ -
Peger Road Corridor Study (STP)	\$ 545,820	\$ -
Lacey Street Planning Study (STP)	\$ -	\$ 136,455
Supplemental STP Funds	\$ 1,332,610	\$ 377,425
9.03% Match	\$ 132,280	\$ 37,465
Subtotal	\$ 1,464,890	\$ 414,890
Less 7.21% ICAP	\$ (105,619)	\$ (29,914)
TOTAL	\$ 1,359,271	\$ 384,976

Metropolitan Planning Total **\$ 1,973,999** **\$ 1,018,146**

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		\$ 1,330,000	\$ 250,000			
	Less 7.21% ICAP		\$ (95,893)	\$ (18,025)			
	TOTAL		\$ 1,234,107	\$ 231,975			
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

Table 6. Metropolitan & Transit Planning Fund Distribution

Metropolitan Planning Funds	FFY2027	FFY2028
FAST Planning	\$ 450,171	\$ 468,251
FNSB Community Planning	\$ 86,500	\$ 86,500
Alaska DOT&PF Planning	\$ 66,000	\$ 66,000
Subtotal	\$ 602,671	\$ 620,751
9.03% Match ¹	\$ 59,823	\$ 61,618
Subtotal	\$ 662,494	\$ 682,369
Less 7.21% ICAP	\$ (47,766)	\$ (49,199)
TOTAL	\$ 614,728	\$ 633,170
Transit Planning (FTA 5303) Funds		
FAST Planning	\$ 124,079	\$ 127,801
9.03% Match ¹	\$ 12,317	\$ 12,686
Subtotal	\$ 136,396	\$ 140,487
Less 7.21% ICAP	\$ (9,834)	\$ (10,129)
TOTAL	\$ 126,561	\$ 130,358

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

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

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

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

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

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

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

FFY27-28 Unified Planning Work Program (UPWP) - Public Comment Response Summary

Public Comment Period: June 21 - July 24, 2026

#	From	Subject	Comment	Response
1	Ann Delong	Task 300(e) Downtown Fairbanks Traffic Study	This is a bit off subject but it seems that the downtown area has too many roads, there's actually very little traffic especially since Lavelles has closed. Shutting down first avenue from the bridge thru to MUS would enable cafes and businesses to have riverfront access and improve tourism. I see tourists wandering in that area looking bewildered for a nice cafe to sit and enjoy the river. The existing park attracts homeless folks who often accost tourists. Sometimes it's funny but not always what we want our city to reflect. The borough building has a dumpster placed right on a spot that would be a prime area, please relocate it!	Thank you for your comment. This comment will be shared with our Technical Committee and Policy Board to see if they would like to expand the scope of the traffic study to look at potential closures of certain road segments. This has previously been looked at for portions of Lacey Street and 2nd Avenue, but not 1st Avenue to our knowledge.
2	Tom McGrane	Task 300(f) Pavement Condition Survey for Non-DOT Roads	Include separated bike paths in this survey.	Thank you for your comment. The road surface profiling equipment used for this effort is attached to a vehicle and collected while driving down a roadway. Some, but not all, asphalt paths are wide enough to accommodate a vehicle. We will expand the survey description, however, to attempt to collect this data where feasible. We would also like to make you aware FAST Planning is working to secure a data bike (designed by Des Moines MPO) to deploy next summer to collect path condition data throughout our network. We will provide updates on this acquisition and deployment at future WRRAC meetings.
3	Vallerie Stilipec	Task 300(e) Downtown Fairbanks Traffic Study	I just read the Sunday newspaper article on the proposed study to turn downtown streets 2-way. There is no reason to change what has been working just fine for many years. I don't think our traffic downtown needs fixing. There are many other items that we could spend money on. This is very wasteful. Mr Cleworth is a businessman but he has been on the City Council for many years and he thinks like other longtime residents of Fairbanks. Think wisely, Valerie S	Thank you for your comment. This comment will be shared with our Technical Committee and Policy Board as they consider funding this and other studies in the UPWP.
4	Constance Zachel	Task 300(e) Downtown Fairbanks Traffic Study; Task 300(g) Freight Mobility Plan Update; Task 400(b) Driver's Education Program; Task 400(c) Housing Coordination Plan	I SUPPORT: SEPARATING Fairbanks from North Pole regarding air quality regulations and rewarding North Pole residents for behavior that reduces air pollution. LEAVING College Road with two traditional lanes, primarily for safety reasons. Two lanes provide better visibility to the road ahead. The high sidewalk curb does not allow for quick avoidance of a hazard on the road. For that reason I would never ride a bike on the road. I'll only ride on the sidewalk and therefore, no bike lane is required. USE OF empty buildings for housing, e.g. the UAF Barnette parking garage. Extensive planning will be needed for the increased car and pedestrian traffic and parking needs. Easy access to mass transport/shuttle service is a must. DRIVERS EDUCATION classes in high school. What an easy solution to the lack of drivers ed available to our high school students, and to reduce traffic accidents in the new-driver group! Definitely worth whatever it costs. Students can take it as an elective with a fee. ONGOING STUDY of the stability of the Chena River bridge on the Steese Highway, and the impacts of Kinross/Manh Choh trucks on the roads and traffic patterns. RETAINING one-way streets in downtown Fairbanks. Two way streets are dangerous for pedestrians due to poor visibility. One way streets require drivers to slow down to assure that the correct direction is chosen on a one-way street. Painting arrows on the paved roads indicating direction of travel would be useful during the busy summer season. MINIMAL reconstruction of Murphy Dome road that would include (1)modification of the curve between Alderberry and Coyote Trail to enable vehicles traveling west to stay in the westbound lane and not cross the midline (possibly install a ratchet strip on the midline); and (2) establish a passing lane on the hill at Ivan's Alley. These minimal modifications will greatly improve safety and will not encourage faster speeds between the Goldstream Road/Sheep Creek intersection and Spinach Creek Road/Moose Mountain. Eliminating that hill will only encourage increased speeds on this section of road. SOLID yellow lines and No Passing designation for Sheep Creek Road in stretches of permafrost uphevel. Visibility is greatly reduced in these areas.	Thank you for your comments. These comments will be shared with our Technical Committee and Policy Board as they consider funding the Freight Plan Update, Downtown Traffic Study, and other tasks you referenced in the UPWP. While College Road is not included in our UPWP as a planning task, we anticipate public outreach and engagement opportunities with DOT in the coming months as this discussion is restarted with the community. Murphy Dome Road and Sheep Creek Road are outside FAST Planning's Metropolitan Planning Area, but we will share these comments with our counterparts at DOT who maintain and operate those roadways.

5	Constance Zachel	N/A	I AM OPPOSED TO ANY accommodations/concessions/commitments made by Fairbanks regulatory and government entities that will facilitate development of the North Star Grand Lodge. This proposed development is illogical and doomed to fail. No aspect of this project should involve or require any of our taxpayer's money. MINING developments on the outskirts of Fairbanks and Ester. These will destroy the neighborhoods and recreation opportunities that create community in safe and scenic surroundings. The mines and heavy truck traffic will discourage tourist activity (especially aurora viewing) and will discourage potential new residents from moving here. These mines will cause the out-migration of long standing community members. Additionally, there are negligible benefits to our borough or state that come from these mines, and a mess to live with during and after.	Thank you for your comments. These developments are outside FAST Planning's Metropolitan Planning Area, but we are following them for any potential changes in traffic/travel patterns to and from our Planning Area.
6	Alex G.-H.	Task 300(b) Complete Streets Prioritization Plan; Task 300(e) Downtown Fairbanks Traffic Study; Task 300(i) Lacey Street Planning Study; Task 400(a) Local Safety Action Plan; Task 400(f) Tanana Lakes Recreation Area Bicycle/Pedestrian Connections Plan; Task 400(g) Bicycle & Pedestrian Facility Improvements Implementation Plan	Still vaguely appalling, somehow FAST MPO scope of work includes closing access to real Alaskans living on Richardson Highway but still after 10+ years has not built a single bike lane or the Chena River Walk. Unplanned North Pole sprawl is becoming dangerous and out of control while obstructionist Fairbanks build-nothingism has survived despite surveys and elections documenting contrary public desires. Plans, more plans, more studies, more consultants. Little tangible improvements, the Noble/Cushman pedestrian crossing still with zero wayfinding or guides. The Gillam traffic calming a quiet success improving neighborhood property values and safety. While the surveys of residents and laser mapping of asphalt seems relevant and useful, the constant churn of Lacey Street, downtown oneway vs. two way, Tanana Valley's inaccessible despite proximate recreation facilities, churn churn away. Every bike/ped project on here should have been built already, why is the actual spend going to AkDOT Freeway improvements? Nonsensical, apparently corrupt. Everyone gets paid, not even 2.5 gets spent. I still want the non-motorized plan that was funded 2 years from 2010 until 2020 and then quietly abandoned with almost nothing built. As someone who has participated over a decade and only got superficial, non-working (failing) Turner Street improvements, not one mile of bike lane, it feels totally fake. We were united and honest as a downtown community before Covid about what the community and where it wanted. Now they're out of business and finally FAST is getting around to studying the traffic around closed bars and empty storefronts. There was solidarity across political parties, business and consumer, 700+ people participating in surveys and plans. So build it, build cheap accessible infrastructure, public toilets, bike paths! All kinds of official obstructionism and now the previous plans and surveys are too dusty to use. Cushman/Airport intersection, 5th Ave reconstruction, Old Rich Chena bridge, these projects were already studied and surveyed and only half built, where are my laser-cut decorative metal panels? Where are my civic parks, my artistic developments, 2.5% is provably larger than 0 and far more valuable than doing AkDOT freeway work gratis, as a favor for not building anything anywhere in downtown core. Where are the safe, accessible recreation and transportation paths, many of which for 20+ years have been requested in studies and funded plans, surveys, construction 2 years out for 20+ years? Protect the most vulnerable, pedestrians and bicyclists, elderly, disabled and children; maintain the downtown core and support multimodal navigation and communal use! #nonewroads #reclaimasphaltideserts #perehod	Thank you for your comments. We very much understand the pace of the Federal process can lead to projects being in development for many years before they are constructed, and some projects being prioritized over others based on funding source eligibilities and availability. Planning efforts and studies are integral to this process as well to help guide these decisions and investments of Federal funds. It is a complex and long process, but we are happy to sit down with any community member to share how we do our work, the decision-making process, answer questions, and explain how individual community members can engage in the process. We will share your comments with our Technical Committee and Policy Board as they consider funding the referenced tasks in the UPWP.
7	Downtown Association	Task 300(e) Downtown Fairbanks Traffic Study	See comment letter attached.	Thank you for your comments. Based on this feedback the scope of the study has been expanded to include examining the need (warrants) for existing traffic signals and curb management (excessive driveways/curb cuts and opportunities for additional on-street parking).
8	Jerry Cleworth	Federal Planning Factors	I strongly support the seven national goals, especially maintaining infrastructure and reducing traffic congestion.	Thank you for your comment.
9	Jerry Cleworth	Federal Planning Factors	I question some of the December 2021 FHWA and FTA planning emphasis areas which are not binding on MPO's, especially since the number 2 goal (Equity and Justice40) was repealed last year. Before adding these, they should be analyzed for redundancy with existing regulations, and relevance.	Thank you for your comment. Planning Emphasis Areas #1 and #2 have been rescinded by Presidential Executive Order. The UPWP narrative has been updated to notate this.

10	Jerry Cleworth	Task 300(b) Complete Streets Prioritization Plan	Currently, the City of Fairbanks and the DOT both plan projects using the Complete Streets policy consisting of 6 pages of guidelines along with a 9 page "punch list". There are many good factors in the Complete Streets plan, however, it is a regulation that adds cost and time. Prioritization would best be stipulated by the two entities involved rather than a committee which simply adds more steps before a project can be started. We should try to keep planning costs to a reasonable amount so that the actual project can be fully funded.	Thank you for your comment. The current Complete Streets policy has not been actively used by the City and/or DOT since its adoption by FMATS in 2015 except for the 5th Avenue Reconstruction project. For that project, many of the Complete Street features identified were removed from the design late in project development and not constructed. One of the aspects of the policy update is to better solidify project scopes, implementation, and accountability and adherence to the policy. The current Federal Transportation Bill (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, and the Policy Board selected this policy update and development of a Complete Streets Prioritization Plan for this effort.
11	Jerry Cleworth	Task 300(e) Downtown Fairbanks Traffic Study	This was discussed by the Downtown Fairbanks 2040 Plan committee, but it was decided not to include it in the plan. The cost for this study is estimated at \$227,425. Changing streets in the core from one-way to two-way is extremely problematic especially when considering the narrow right-of way on many of them. It would create many logistical problems such as elimination of parking, congestion, snow storage, loading and unloading issues, and a great deal of confusion and potential accidents resulting from changing traffic patterns. Fifteen years ago it was estimated that the cost of making this conversion would be over \$10 million and does not add to our infrastructure. Could not these funds be better used to take a complete inventory of sidewalks in our City at large that are crumbling and need repair and do not meet ADA standards? Should we not be focusing on maintaining and adding to our infrastructure instead of changing street directions? Before a study should even be considered, DOT and City engineers should be tasked to look at the number of parking spaces that would have to be eliminated, the turning radius problem for buses and larger vehicles when going from a two-way street to another two-way street, loading/unloading problems created by this action and snow storage issues. When the community planner used by Vision Fairbanks years ago (who introduced the two-way concept) was asked about the problems this would create, he simply stated "your engineers will have to figure this out". Mr. Fox received a letter from the Downtown Association pushing forward with this plan drafted by Chris Miller. Even in this letter it was acknowledged that 3rd and 4th Avenues work best as one-way streets. Recently, a petition was turned in to the City Council signed by almost every retail business on Second Avenue in opposition to reverting to a two-way plan.	Thank you for your comment. Converting one-way streets back to two-way streets in downtown corridors has been implemented in many cities across the U.S. to improve business access and visibility, traffic flow, and pedestrian safety. Many studies can be found online discussing the benefits and tradeoffs of such a conversion. This effort is just a study, not a commitment to the conversion to see if it would be advantageous for downtown for just some, or all, of the one-way streets. The scope has also been expanded to examine existing traffic signals to see if any are unwarranted and can be removed, as well as curbside management to look at excessive driveways/curb cuts and opportunities for additional on-street parking. Some downtown parking lots for example have up to eight driveways, which introduces pedestrian conflicts and limits on-street parking availability. With regard to a sidewalk inventory, this was already funded and completed in 2017 by MDS technologies. See the City of Fairbanks Sidewalk Inventory & Condition Assessment Report dated September 2017 and City of Fairbanks Sidewalk ADA Transition Plan dated July 2018.
12	Jerry Cleworth	Task 300(i) Lacey Street Planning Study	If this is approved, a new stakeholder group should be created that consists primarily of the residents and businesses adjacent to the street along with the City of Fairbanks Fire Department which depends on this street for quick responses. The concept of abandoning parts of Lacey Street is illogical and extremely problematic. This should be closely analyzed.	Thank you for your comment. Information about the previous stakeholder group meetings and discussions which lead the proposal for a planning study can be found here: https://fastplanning.us/laceystreet/ . The City's Fire Dept was involved during the previous stakeholder group meetings and will again be invited to be involved in the planning study. Public survey results can also be found on this webpage with respect to different design alternatives previously considered for Lacey Street.
13	Jerry Cleworth	Task 400(g) Bicycle & Pedestrian Facility Improvements Implementation Plan	The estimated cost for this plan is \$50,000. Every road project is already subject to the Complete Streets methodology which includes pedestrians, bikes, etc. Gillam Way is a good example of a road that was constructed to easily accommodate bicycles by simply moving the fog line further from the curb and moving traffic closer to the center of the road. This also provides short-term snow storage in the winter time. The sidewalks were also expanded for pedestrians. This task proposes that the staff of FAST Planning along with the Walk, Ride, and Roll committee be instrumental in creating a Non-Motorized Plan listing and prioritizing projects. The missing partners in this discussion would include both the City of Fairbanks and DOT Engineering and Public Works Departments. I question if this is necessary considering the Complete Street process, but if this task is funded then I strongly suggest that involving Engineering and Public Works is essential at the outset.	Thank you for your comment. The purpose of this effort is to prioritize existing planned non-motorized projects for funding in the TIP. The City and DOT each have two seats on the WRRAC, and any recommendations from the WRRAC are advanced to the Technical Committee and Policy Board for consideration of approval.

14	Jerry Cleworth	Task 400(i) Household Travel Survey Update	The estimated cost of this plan is \$300,000. Is this task necessary? Would traffic counts collected from roads reveal essentially the same thing? Do we need to know household destinations, trip length, time of day, mode of transportation, and other characteristics? Again, would it not be a better use of planning funds to take a close look at our sidewalks that are not ADA compliant and are in sore need of repair.	Thank you for your comment. It is common practice by MPOs all over the U.S. to complete a Household Travel Survey every 5 to 10 years to update their Travel Demand Models, which are used for development of Federally-required long-range Metropolitan Transportation Plans and air quality conformity analyses.
----	-------------------	---	---	--



July 24, 2026

Mr. Fox:

The Downtown Association of Fairbanks has 59 members in the downtown core and while we cannot represent them all perfectly all the time, the Board of Directors is comfortable **supporting an element of FAST Planning's Unified Working Plan, a traffic study described in 300(e) called the Downtown Traffic Study for \$250,000.** The Downtown Association supports item 300(e) because traffic circulation is important to commerce and because downtown's remnant of a one-way traffic network blocks large parts of downtown from its economic potential.

Downtown's streets and sidewalks are increasingly well-maintained year-round. Downtown sports the only walkable network of urban sidewalks in the Interior. Downtown can be found in the Borough's Regional Comprehensive Plan, the Housing Action Plan, the Community Economic Development Strategy and it has a plan of its own, DowntownFairbanks2040. In all of them, downtown is characterized as a place where public and private investment would most benefit the Fairbanks community. Downtown is often an intended recipient of some revitalization measure. Two-way traffic flow may be the greatest untried measure at policy makers' disposal to meet the many Plans' expectations on downtown and encourage economic growth. Two-way circulation should be studied as a complement to, compensation for and replacement of one-way circulation.

Taken together, the Illinois, Cushman, Noble, Wickersham and 5th Ave projects represent about \$40,000,000 in public roadway spending. It was "time" to make those expenditures, and there was hoped-for investment to ensue. Two of the projects were originally scoped as two-way conversions. Perhaps the new infrastructure we have downtown kept businesses from leaving but it has not sparked a response from the private sector to invest in downtown. As part of diagnosing what the downtown economic area needs by way of transportation and mobility, FAST should "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" to guide future leaders in future projects.

As we recall from studying the Cushman and 5th Avenue projects, which were originally scoped as two-way conversions, we recall many benefits of two-way circulation:

- eliminating "wrong way" blunders
- eliminating unfriendly "no not enter" downtown signs at 2nd Ave, 3rd Ave, 4th Ave, 5th Ave and 6th Ave.
- reduce the cut-through-parking-lot maneuvers rampant in our downtown,
- reduce driver confusion (makes navigating downtown easier),
- reduce out of direction travel,

- slower vehicular traffic,
- makes the ROW safer for pedestrians,
- offers greater visibility to storefronts.

On-street parking is downtown's most critical point of access. Two-way circulation ought not reduce on-street parking capacity, especially if combined with curb management. If there's one couplet that works best to forever remain one-way while maximizing parking it is the 3rd and 4th Avenue couplet. Necessary uses of the ROW for loading and unloading should be provided for, of course, and improved, if possible.

There are additional facets of circulation and access we want to voice at this time in hopes you find ways to work some into the study's scope.

- Explore the connection between two-way circulation and land use downtown.
- Has 5th Avenue functioned optimally as a one-way facility? What is the utilization rate on the available on-street parking?
- Remind us what it was like to have a one-way blockage on 1st Ave between the bridges and describe the successes of 1st Avenue's as a two-way facility.
- Where there exists "extra" public right of way devoted to oversize sidewalks, consider those areas for additional on-street parking.
- The vast quantity of curb cuts in the downtown core to accommodate vehicular traffic over the sidewalk prevents the formation in the ROW of many dozens of on-street parking spaces.
- The vast quantity of curb cuts in the downtown core to accommodate vehicular traffic over the sidewalk subjects pedestrians and others to unnecessary risk from the vehicles themselves and to slip/fall injuries.
- Include Turner Street public space in your study as both a land use and circulation scenario – Turner Street from 1st Avenue to 5th Avenue.
- Are all the traffic signals downtown warranted?
- As you discover discontinuities in the bike trail network's signage – such as exists from the Cushman Street Bridge past Golden Heart Plaza to Lacey Street and north into Griffin Park – please flag these for navigation improvements.
- Finally, by reference, we incorporate the enclosed email from Lichen (the lone business/daily witness on that one-way/one-way intersection) to illustrate some problems.

Thank you for your consideration of this important matter.

Sincerely,



Chris Miller
President

From: [Lichen](#)
To: [David van den Berg](#)
Subject: Traffic pattern concerns
Date: Wednesday, July 8, 2026 4:00:54 PM

Hi David,

We were informed that there was a meeting today discussing one way streets and general traffic patterns in downtown with FAST Planning.

Here are a few of our observations:

We've been at our location at 3rd and Cushman for almost 3 1/2 years and in that time we have witnessed near death incidences, accidents, bikers and pedestrians being completely disregarded by drivers, and reckless driving. We often see people trying to make 3rd Ave into two lanes. We see folks driving the wrong way down 3rd Ave at least once a week (saw it today!). Drivers pulling up across the crosswalk to make a right turn on Cushman on a red light, not looking to their right, and usually almost hitting bikers or folks walking. Yesterday, I saw a biker almost get hit exactly this way. We see people trying to beat the red lights, typically around 5pm. We've witnessed multiple accidents at the intersection. This intersection also has quite a few families walking around because of the Children's Museum.

We'd love to continue this conversation and help the Downtown Association and City of Fairbanks to make our city safer for all!

Anya and Macy





TECHNICAL COMMITTEE

Action Items

08.05.2026

Motion: To recommend to the Policy Board to adopt the FFY2027-28 Unified Planning Work Program [UPWP]. (Campbell/Nelson).

Amendment: To add in language for parking analysis, non-motorized connectivity, and emergency response under Task 300(e) and language for emergency response under 300(i). (Zinza/Rogers). None opposed. Approved.

Amendment: To advance the funding for the Freight Mobility Plan Update from FFY28 to FFY27. (Nelson/Netardus). None opposed. Approved.

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

Motion: To recommend to the Policy Board to approve TIP [Transportation Improvement Program] Amendment #3. (Netardus/Campbell).

Amendment: To change the funding amounts and schedule for 5th Avenue Park Access Improvements project in coordination with the draft scope, schedule, and estimate recently prepared by DOT. (Netardus/Nelson). None opposed. Approved.

Amendment: To use the remainder of the FAST Planning's offset funds towards the FFY26 design phase of the FAST Improvement Program. (Spillman/Netardus). None opposed. One abstention (Weinberger). Approved.

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

Jackson C. Fox

Chair, Technical Committee

Date



POLICY BOARD

Action Items
08.19.2026

Motion: To adopt the FFY2027-28 Unified Planning Work Program. (Crass/Little). None opposed. Approved.

Motion: To concur that a new air quality conformity analysis is not required for the revisions to the TIP, and adopt TIP Amendment #3 as presented in the meeting packet. (Crass/Terch). None opposed. Approved.

Motion: To approve use of the remainder of FAST Planning's FFY26 offset funds towards the FFY26 design phase of the FAST Improvement Program. (Crass/Terch). None opposed. Approved.

Motion: To add the Danby school zone upgrades to the FAST Improvement Program. (Little/Crass). None opposed. Approved.

Mayor Grier Hopkins, Chair
FAST Planning Policy Board

Date