WALK, RIDE, & ROLL ADVISORY COMMITTEE

Meeting Agenda
Thursday, September 24th, 5:00 – 7:00 PM
100 Cushman Street, Suite 205 (Key Bank Building)

To join the Zoom Meeting via computer, go to: www.fastplanning.us/keepup/zoom
Zoom Meeting Phone Number: 1 (253) 215-8782, enter Webinar ID: 891-4409-2812

1. Call to Order
2. Introduction of Members and Attendees
3. Approval of September 24, 2026 Agenda
4. Approval of August 6, 2026 Minutes
5. Staff/Working Group/Chair Report
6. Public Comment Period
7. Bike Friendly FBX Updates
8. Old Business Item
   a. Recommendations for Key Decision Makers on E-Bicycles & E-Motorcycles (p 2 - 50) **(Action Item)**
      - Debrief September 15th WRRAC Work Session
      - Revisit HB8 Efforts
      - Draft Letter
9. New Business Item
   a. Metropolitan Transportation Plan (MTP) Update (p. 51- 133)
      - Upcoming Public Comment Period and Open House
10. Other Issues
11. Committee Member Comments
12. Adjournment

Next Scheduled Meeting: Thursday, November 19, 2026 | 5:00 – 7:00 P.M.

WALK, RIDE, AND ROLL ADVISORY COMMITTEE
Meeting Minutes
AUGUST 6, 2026 ● 5:00 - 7:00 PM

FAST Planning Office, 100 Cushman Street, Suite 215, Fairbanks, AK
Web Conference at: https://fastplanning.us/keepup/zoom/
Zoom Meeting Telephone Number: 1 (253) 215-8782 Meeting ID: 822-4704-9214

1. **Call to Order**
   Kim Streeter, Chair, called the meeting to order at 5:00 p.m.
2. **Introduction of Members and Attendees**
   - *Beezy Bentzen
   - *Susan Bissell
   - *Ron Davis
   - **Corey DiRutigliano
   - **Jackson Fox
   - *Matt Layral
   - **Olivia Lunsford, **Vice Chair**
   - *Travis Naibert
   - *Jim Richardson
   - *Kim Streeter, **Chair**
   - Darren Espinosa

   BPAC Representative, **FAST Planning Staff

   Ms. Streeter introduced Beezy Bentzen, who is the newest member of the WRRAC.
3. **Approval of the August 6, 2026, Agenda**
   Motion: To approve the August 6, 2026 Agenda. (Bissell/Davis).
   Discussion: No discussion.
   Vote on Motion: None opposed. Approved.
4. **Approval of the March 6, 2026 Meeting Minutes**
   Motion: To approve the March 6, 2026 Meeting Minutes as revised. (Davis/Naibert).
   Discussion: No further discussion.
   Vote on Motion: None opposed. Approved.
5. **Staff/Chair Report**
   - At the April-August 2026 meetings, the Policy Board
   - Approved the purchase of the land from the Alaska Railroad for the Chena Riverwalk project. They also asked DOT to come back with a range of design options within the right-of-way to for around $3.6M by the next meeting. To lower the price, the project will be done in-house by DOT rather than the City of Fairbanks and the elevation of the path will be lowered which should lower the cost of the project.
   - Adopted the changes to the Walk, Ride, and Roll Advisory Committee Roles and Responsibilities.
   - Approved the Project Enhancement Committee meetings change from quarterly to bimonthly.

- Approved the deletion of Bylaws Section 5 Article VII to allow flexibility for FAST Planning staff to serve as non-voting Chair and Vice Chair.
- Approved a construction increase for the Chena Lakes Recreation Area Access via Plack Road project in the amount of $655,145.
- Approved the Community Transportation Grant Program applications recommended by the Project Enhancement Committee
- Approved FFY2023-27 Transportation Improvement Program [TIP] Administrative Modification #8 adding the 'Airport Way Connected Corridor, moving the College Road three-lane configuration forward, moving forward with the Badger Road Roundabouts, and including the North Pole 5th Avenue Park Improvements
- Approved the release of the Draft Unified Planning Work Program [UPWP]k for 30-day public comment.
- Approved the FFY2027-28 FAST Improvement Program project list.
- Approved Transportation Improvement Program (TIP) Administrative Modification #9.

6. Public Comment Period

No public comment.

7. Bike Friendly FBX Updates

a. Data Bike Postponement

Due to scheduling problems and software delays, the Data Bike being built by Fairbanks Bike and Ski has been delayed with possible deployment in the summer of 2027.

b. Bike and Ped Count

The Bike and Pedestrian count went very well this year. Approximately 50% of the intersections were counted. There were a lot of new volunteers due to the added incentive of being entered in a drawing to win two Alaska Railroad roundtrip tickets every time they counted.

c. Bike Friendly FBX Partnership Renewals, Bi-Annual Model

The bike maps will now be published every other year instead of yearly. The bike kit hosts partnerships have renewed with only a few stragglers.

d. Free Bike Valet

A bike valet was held at the Midnight Sun Festival. The Music at the Garden bike valet did not occur this year.

8. Old Business

a. Metropolitan Planning Area Boundary Update

The Metropolitan Planning Area Boundary update was approved by the Governor in June of 2026. The long and short-range transportation plans will be updated using the new boundary. The new boundary expands all the way to the gate at Eielson Air Force Base, the Moose Creek Subdivision, an area off Farmers Loop Road, and the Ballaine Road area. There was a small reduction to the Chena Ridge area. The Census changed the definition of an urbanized area, and it is no longer based on population density and is now based on housing density.

b. Active Mobility Leadership Lab

FBX Bike Month Planning Group Seeking Additional Participant

Ms. Lunsford met with the Leadership Lab Procter from the League of American Bicyclists at the NACTO Conference this year. After that trip, because of the closure of the Leadership Learning Lab which was initiated by a grant from the Active People Healthy Nation Initiative, the League of American Bicyclists wants to focus on Fairbanks because of all the work that FAST Planning has been doing. More details to follow.

c. Trainor Gate & F Street Updates and Next Steps

It was identified that this location would be a good area for a rapid flashing beacon. A few years later DOT changed the scope to do a HAWK signal. The Alaska Railroad did not want the signal due to its proximity to the railroad track. A child was struck in the crosswalk with a crossing guard present. The City of Fairbanks Mayor issued a letter in January 2026 as a call to action for short-term and long-term safety improvements at that intersection. A project was funded to install speed tables this fall, but the project did not go out to bid, so it probably won't be completed until next year. Curb extensions were painted on the asphalt to tighten turning radiuses and distances that pedestrians would be in the crosswalks until the speed tables are installed. A roundabout was suggested but the Railroad was against that due to its closeness to the railroad tracks. This is a dangerous intersection. It is a complicated intersection due to the various owners of the surrounding areas. This summer data was collected for turning movements, bike and pedestrian behavior, as well as vehicle speeds approaching the intersection from all directions. A consultant is studying the closure of the turning lanes at this intersection.

9. New Business

a. Geist Road Corridor Study Update

Signal Timing and Crosswalks

Ms. Lunsford read comments she received from someone who could not attend the meeting.

Tobey Viavant: "To whom it may concern. Since I've begun cycling in Fairbanks with my five-year old daughter this summer, I have noticed that the crosswalks are not protected against turning traffic. Most of the crosswalks in Fairbanks allow traffic to turn through the crosswalk. Although drivers are legally required to yield to pedestrians in a crosswalk, they often don't. We had a scary experience at the intersection of Geist and University. We were eastbound on Geist crossing University towards the Phillips Field bike path. As we entered the crosswalk, a truck started to turn right from Geist to University. The truck [driver] noticed us and stopped but it was only three feet away when it stopped. In this case, the 'walk' signal on the traffic light changed at the same time. The truck was starting from a complete stop. I think we would have been hit if the truck had begun the turn with more speed. Although drivers are legally required to yield to pedestrians and bicyclists in the crosswalk; Fairbanks drivers, to put it politely, are not the most attentive or careful drivers. Furthermore, a five-year-old kid on a bicycle is in the forward blind spot of many of the large trucks in Fairbanks, especially if the truck is lifted or if the driver is short. Many drivers turn through the crosswalk without checking for pedestrians. A safer solution would be to prohibit turns through the crosswalk when pedestrians have the 'walk' signal. The existing traffic lights could be reprogrammed to prevent left turns through the crosswalk. Right turns could be prevented by installing five-signal traffic lights on any intersection with a right turn lane. The right turn from University Avenue to College Road already has a five-signal traffic light although the signal still allows right turns through the protected crosswalk. The five-signal lights could be reprogrammed to prevent a right turn through a protected crosswalk. Some other safety improvements for Geist Road could be illuminated crosswalks for high traffic areas. There are at least at least two dangerous places on the Geist path. Cars make high speed left turns across the bike path as they enter the West Valley Plaza and the Geist Food Court from the westbound lanes on Geist. In my opinion, illuminated crosswalks in those locations would greatly improve pedestrian safety. The crosswalks from the University to Johansen merge lanes should also have illuminated crosswalks. Due to the unsafe cycling infrastructure in Fairbanks, many parents that I know

refuse to ride in town with their young children. In my opinion, the unsafe cycling infrastructure has created a negative feedback loop. The infrastructure is unsafe, so people don't ride their bikes but won't do anything to make the infrastructure safer because people don't ride their bikes that often. Please do what you can to make our town safer and more bicycle friendly.

WRRAC members discussed forming a steering committee to assist with the Geist Road Corridor Safety Study.

b. State Law Regulation Review

- ***E-Bike Classifications & the E Moto Question***
- ***Speeding in School Zones (Explore Title 13)***
- ***Entering Crosswalks When Users are Present***
- ***All Purpose Vehicles (APV) on Public Roads (explore Title 13)***

Other Issues

c. Motorcyclist/Bicyclist Collision

Ms. Lunsford included a newspaper article in the meeting packet about the motorcycle/bicycle accident that occurred July 19, 2026 at the intersection of 10th Avenue and the Steese Highway resulting in the death of the motorcyclist. There was an accident between a motorcycle and a vehicle on College Road resulting in injuries to the motorcyclist. There was an accident between a vehicle and a motorcyclist at the Geist/Loftus intersection resulting in the death of the motorcyclist. Another accident occurred between a motorcycle and a vehicle on Badger Road and no further details were available for that accident.

11. Committee Member Comments

No committee member comments.

12. Adjournment

Motion to Adjourn: (Richardson/Layral). The meeting was adjourned at **6:53 p.m**. The next meeting is **Thursday, September 24, 2026**.

Approved: _____ Date: _____
Kim Streeter, Chair
FAST Planning BPAC

1. What are we seeing?
    - People need transportation independence and are using these vehicles as means to navigate the community
    - Tricks and scary maneuvers either on or adjacent to shared-use paths and sidewalks/pedestrian spcaes; lacking awareness of traffic; jumps at hilly places, ditches, driveway interactions etc.
    - Frontage Roads
2. Where is it happening?
    - Many of the comments online are related to activities within the City of Fairbanks (maybe City of North Pole - Ron)
        - Another vehicle that rides along gas-powered dirtbikes, 4-Wheelers, OHVs, etc.
    - Outside of City Limits; shared-use paths along Chena Pump, Farmers Loop, etc.
    - UAF Ski Trails, Ester Dome Single Track, CHSR – expected use,
3. Who is affected?
    - walkers, bicyclists, non-motorized users, drivers
    - Driver/bicyclist relationship in the roadway, E-moto/Bicyclist relationship on the sidewalk
4. Why is it a problem?
    - We don't expect electric motorcycles on a shared-use path
    - Consumers are purchasing e-motorycles and then using them in non-motorized spaces
    - Motorized areas are available, but the uses of these machines is for transportation vs. recreation
5. What evidence do we have?
    - Photos
    - Testimony
    - First-hand accounts
    - Observations: When e-motos show up, off-road dirtbikes are quick behind?
6. What existing rules apply?
    - FNSB Parks do not allow motorized vehicles within or on park facilities
    - There are currently no code allowances that define e-bikes or e-motos at the AAC level
        - Out of step with 40+ states
7. Where are the gaps?
    - Policies, definitions, and general regulations are lacking
    - A lack of differentiation between electric motorcycles vs. gas powered motorcycles
    - Infrastructure?
8. Who has authority to act?
    - DMV | registration? Headlamp, operable taillight, etc.
        - Motorcycle learners permit, APVs,
        - Age regulations

- Cities
- Department of Public Safety, Regulations
- Alaska Legislature, Law
- IF we write a letter, who do we draft it to?
  - Interior Delegation
  - Local Governments , FNSB Parks + Recreation
  - Fairbanks Detatchment of AKST

9. What specifically do we want them to do?
   - Define spaces where the users are allowed to be; like cars on the road vs. in a shared-use path, etc.
   - Not exacerbate an enforcement issue; how to maintain access to the network without burdening our community resources, mixed-usership
   - **EDUCATION and DEFINITIONS**
     - Teach them a class, here's your license (community program), preparatory for getting license
     - Appropriate safety gear; helmets are 15 mph
10. What happens if nothing changes?
    - Continue to have underaged, unlicensed operators driving unregistered, uninsured vehicles on facilities not intended for that use
      - Not necessarily just underaged people
    - Concerns about L48 and restricting populations that came here to enjoy the uniqueness of our state and rules/less rules
    - **Trickle down effect of shared-space use (children leaving the skatepark, people opting out of shared-use paths/sidewalk recreation because there's so many);** fleeing the scene, charges not being placed due to a lack of systems in place (dirtbike on PSP last year)

- Parent on use in the roadways:
  - Robert doesn't mind the kids riding in the streets as long as they're following the rules
  - Betsy allows kids in both streets and shared-use
  - Aaron allows children to ride on streets and sidewalks
    - Limits children at 15 mph on the sidewalks/shared-use paths
  - Shane – analogy of navigable waterways; remembering rafts, paddleboarders, jet boats, riverboats, canoes, kayaks, etc.


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Ebike Alaska Law 2026: Regulations, Classes & Where to Ride

Sep 17, 2026

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On this page

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- Why Doesn't Alaska Have a Standard Class 1/2/3 E-Bike Law?
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- Do E-Bikes Require Registration or License Plates in Alaska?
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- Is Liability Insurance Mandatory for E-Bikes in Alaska?
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- lmets Legally Required for E-Bike Riders in Alaska?

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E-Bike Alaska Law 2026

Alaska is one of the few states without a comprehensive statewide three-class e-bike statute. While the state legislature passed House Bill 8 to adopt the standard Class 1/2/3 framework, it was vetoed by Governor Dunleavy. Consequently, operational requirements and trail permissions are governed at the local municipality, state park, and federal land levels.

Jurisdiction / Context	Classification & Speed	Helmet & Age Rules	Registration & License	Where You Can Ride
Statewide (Alaska DMV / General)	No formal three-class statute. Standard e-bikes under 750W with operable pedals	No statewide helmet law for adults. No statewide minimum rider age.	No state registration, license plate, or insurance required for standard pedal-	Roadways and on-road bike lanes, following regular traffic laws.

Jurisdiction / Context	Classification & Speed	Helmet & Age Rules	Registration & License	Where You Can Ride
	standard bicycle road rules in practice. High-powered e-motos over 750W or without pedals fall under motor-driven cycle statutes.			
Anchorage (AO 2024-51(S))	Formally adopts standard classes, 750W max: Class 1: Pedal-assist only up to 20 mph Class 2: Throttle assist up to 20 mph Class 3: Pedal-assist up to 28 mph	Helmets mandatory for riders under 16 years old.	No municipal license or registration required.	Multi-use trails, such as Tony Knowles Coastal Trail and Chester Creek, and greenbelts allow all three classes. Permitted on most sidewalks, but banned on sidewalks within the Central Business District (Downtown).
Alaska State Parks (11 AAC 12.115)	Follows specific park codes: Class 1: Capped at under 500W Class 2 & 3: Standard definitions	Follows local/state regulations; safety gear strongly recommended on technical terrain.	None required.	All classes permitted on park roads and trails designated for off-highway vehicles (OHV). Only Class 1 under 500W is permitted on non-motorized bicycle tra

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Jurisdiction / Context	Classification & Speed	Helmet & Age Rules	Registration & License	Where You Can Ride
				specifically posted otherwise.
Federal Lands (Denali, BLM, USFS)	Follows federal Department of the Interior directives, with motor power up to 750W.	Federal lands generally defer to regional and state helmet guidelines.	None required.	Permitted wherever traditional non-motorized bicycles are allowed, including the Denali Park Road. Throttle-only riding is prohibited on roadways shared with public motor vehicles.

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Key Local Differences

- Fairbanks & Juneau: Neither city has codified distinct three-class frameworks into local code; e-bikes operate under standard bicycle traffic regulations. Juneau, Sitka, and Bethel mandate helmets for riders under 18.
- Class 3 Throttle Restrictions: In line with standard manufacturing guidelines, Class 3 operation provides motor assistance up to 28 mph via pedaling only. E-bikes equipped with throttles must disengage or cap throttle assistance at 20 mph, operating as Class 2.

Are E-Bikes Legal Statewide in Alaska?

E-bikes can be legally ridden in Alaska, but there is no uniform statewide e-bike law.

Alaska is one of the few states that has not enacted the standard three-class regulatory

overarching state statute, rules default to a patchwork of local municipal ordinances and public land management policies.

State-Level Baseline & DMV Requirements

- Driver's License: Not required for standard e-bikes.
- Registration & License Plates: Not required.
- Insurance: Not mandated.
- Statewide Minimum Age / Helmets: There is no statewide minimum age or universal helmet requirement. Restrictions are set at the municipal level. For example, Anchorage requires helmets for riders under 16, while Juneau requires them for riders under 18.
- Road Use: On general public roads, low-power e-bikes operate under standard bicycle traffic laws in practice. However, non-pedal or high-powered builds exceeding 750W risk being treated as motor-driven cycles or mopeds, which do trigger DMV licensing and equipment rules.

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Key Jurisdictional Rules

Jurisdiction / Land Type	Allowed Classes / Wattage	Key Riding Restrictions
Anchorage (Municipal Code AO 2024-51(S))	Class 1, 2, and 3; max 750W	Allowed on roadways, multi-use paths, greenbelts, and most sidewalks, except designated downtown pedestrian sidewalks.
Alaska State Parks (11 AAC 12.115)	Class 1, 2, and 3	All classes can use park roads and OHV trails. Only Class 1, capped under 500W in park rules, may access designated bicycle trails unless posted otherwise.
Federal Lands / National Parks (e.g., Denali)	Under 750W	Allowed on paved/unpaved roads and multi-use trails open to traditional bikes. Throttle-only riding is

Jurisdiction / Land Type	Allowed Classes / Wattage	Key Riding Restrictions
		generally prohibited where motorized traffic is present.
USFS / BLM Non-Motorized Trails	Varies by district	Often restricted on primitive singletrack trails unless explicitly marked open to motorized or electric use.

If you plan to ride outside municipal street networks, check the specific trail management agency beforehand, as access on non-motorized singletrack trails is frequently restricted.

Why Doesn't Alaska Have a Standard Class 1/2/3 E-Bike Law?

Alaska does not have a statewide Class 1/2/3 e-bike framework because Governor Mike Dunleavy vetoed legislation that would have adopted it, arguing that statewide rules were unnecessary government overreach.

The primary factors behind Alaska's current regulatory status include:

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The 2023 Gubernatorial Veto (HB 8)

In 2023, the Alaska State Legislature passed House Bill 8 (HB 8) with broad bipartisan support. The bill aimed to align Alaska with the standard model championed by PeopleForBikes and adopted by most U.S. states—defining Class 1, 2, and 3 electric bicycles up to 750W, exempting them from motor vehicle registration and licensing, and clarifying trail access.

However, Governor Dunleavy vetoed the bill in July 2023, characterizing it as unnecessary bureaucracy and regulation for low-speed bicycles. The legislature did not override the veto, and follow-up bills, such as SB 62, stalled.

Preference for Local Control

State leadership favored leaving recreation and vehicle restrictions to local municipalities and land management agencies rather than applying top-down statewide statutes.

Because terrain, trail use, and community needs differ drastically between urban centers like Anchorage and remote, off-grid bush communities, statewide traffic restrictions were deemed ill-fitting.

Patchwork Governance

Without a statewide statute, e-bike rules in Alaska are determined at the municipal and agency level:

- Municipalities: Cities set their own rules. For instance, the Anchorage Assembly enacted AO 2024-51, establishing a local three-class framework that permits Class 1 and Class 2 e-bikes on municipal multi-use trails while regulating Class 3 usage.
- Public Lands & Parks: Alaska State Parks and federal agencies, such as the U.S. Forest Service and National Park Service, maintain their own independent rules, typically permitting Class 1 pedal-assist on select bicycle-approved trails while restricting throttle-actuated Class 2 and higher-speed e-bikes to motorized vehicle routes.

Do I Need a Driver's License to Ride an E-Bike in Alaska?

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No, you generally do not need a driver's license to ride a standard electric bicycle under 750W with operable pedals in Alaska.

Because Alaska does not have a formal statewide e-bike statute, the Alaska DMV does not license or register standard e-bikes, and local jurisdictions set their own operational rules.

Standard E-Bikes: Class 1, 2, and 3

Standard low-speed electric bicycles with a motor of 750W or less and operable pedals are treated as bicycles in practice on roads and shared paths in major municipalities like Anchorage.

No driver's license, registration, or vehicle insurance is required by the DMV.

High-Powered / Out-of-Class E-Bikes

If a motorized bike:

- Exceeds 750W
- Exceeds 28 mph
- Lacks fully functional pedals

it loses bicycle status and may be classified as a motor-driven cycle or moped. Operating a vehicle in that category requires an appropriate driver's license or permit, such as a standard operator's license or motorcycle/moped credential.

Local Ordinances & Helmet Rules

While the state does not set a universal age or helmet requirement, local governments do.

For instance, Anchorage requires helmets for riders under 16, while cities like Juneau and Sitka require them for riders under 18.

Do E-Bikes Require Registration or License Plates in Alaska?

No, e-bikes do not require registration or license plates in Alaska.

The Alaska Division of Motor Vehicles (DMV) offers no pathway, title, or registration process for standard electric bicycles, meaning you do not need to register them, mount a license plate, or carry state-mandated vehicle insurance.

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Key Rules and Distinctions

- Statewide Classification: Alaska does not have a formal statewide electric bicycle statute. Standard e-bikes under 750W with operable pedals are treated on roads essentially like traditional bicycles.
- Local Municipalities & Parks: Frameworks are primarily set by local ordinances and land management agencies. For example, Anchorage and Alaska State Parks recognize the standard three-class system—Class 1, 2, and 3—up to 750W without registration or licensing requirements.
- Exceptions for High-Powered Bikes: Any two-wheeled vehicle exceeding 750W or lacking functional, operable pedals is no longer considered a bicycle. These fall into the category of motor-driven cycles or motorcycles, which do require registration, plates, and an appropriate driver's license or motorcycle endorsement to ride on public roadways.

A Practical E-Bike Choice for Riding in Alaska

For riders looking for a capable **electric bike for adults** that can handle everyday streets as well as Alaska's more varied riding conditions, the **Himiway D5 2.0 20"** is worth considering. Its compact 20-inch design combines fat tires and full suspension, giving riders extra stability and comfort on pavement, gravel roads, uneven surfaces, and recreational routes.



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The step-through-style compact frame also makes it an appealing **ebike for women**, seniors, and riders who prefer easier mounting and a more manageable bike size. With a recommended rider height starting at approximately 4'11", the D5 2.0 20" is particularly suitable for shorter adults. If you are searching for the **best electric bike for 5 foot woman**, its lower, more accessible geometry can make starting, stopping, and getting on or off the bike noticeably easier than with many full-size 26-inch fat-tire models.

The D5 2.0 20" features a 750W motor with 90 Nm of torque, a 48V 15Ah removable battery, hydraulic disc brakes, and a full-suspension system. It also offers up to 70 miles of pedal-assist range, making it practical for commuting, errands, longer recreational rides, and

For buyers who want the comfort and capability of a fat-tire e-bike without the tall frame of a traditional full-size model, the **Himiway D5 2.0 20" offers a strong balance of accessibility, range, stability, and everyday versatility**.

Is Liability Insurance Mandatory for E-Bikes in Alaska?

No, liability insurance is not mandatory for standard electric bicycles in Alaska.

Under Alaska state statutes, standard e-bikes are exempt from motor vehicle title, registration, and mandatory liability insurance requirements.

Key Details

- Statewide Insurance Rules: The State of Alaska Division of Motor Vehicles does not require riders to carry or present proof of liability insurance for standard electric bicycles.
- Over-Powered / Modified Builds: If an electric bicycle exceeds standard wattage limits, typically over 750W, lacks functional pedals, or operates at higher moped or motorcycle speeds, it may be classified as a motor-driven cycle or motorcycle. This can trigger license and insurance requirements under local or state traffic codes.
- Voluntary Coverage: Although liability insurance is not legally mandated, riders often consider standalone e-bike policies or check homeowner's or renter's policies, as standard personal policies frequently exclude motor-assisted vehicles from liability or theft claims.

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Where Can I Legally Ride an E-Bike in Anchorage?

Under Anchorage Municipal Code (Ordinance AO 2024-51), Anchorage follows the standard three-class system with motors up to 750W. It is one of the most permissive cities for e-bikes in the United States, allowing electric bicycles in nearly all locations where standard bicycles can go.

Where You Can Legally Ride

- Paved Multi-Use Trails & Greenbelts: Permitted for Class 1, Class 2, and Class 3 e-bikes. Popular routes include the Tony Knowles Coastal Trail, Chester Creek Trail, Campb

Creek Trail, and Ship Creek Trail. Always yield to pedestrians and obey posted trail speed limits, typically 15 mph in congested zones.

- City Streets & Bike Lanes: All standard e-bike classes—Class 1, 2, and 3—can ride on roadways and in designated on-street bike lanes following standard traffic laws.
- Public Sidewalks Outside Downtown: E-bikes are allowed on city sidewalks across most of the municipality, provided you ride at a prudent speed and yield right-of-way to pedestrians.

Where You Cannot Ride

- Downtown / Central Business District (CBD) Sidewalks: Bicycles and e-bikes of any class are strictly prohibited on sidewalks within the Downtown Anchorage commercial core. You must use the roadway or designated bike lanes instead.
- Non-Motorized Dirt / Singletrack Trails: Natural-surface hiking and mountain biking trails, such as designated singletracks in Kincaid Park or Far North Bicentennial Park, generally restrict motorized vehicles unless explicitly marked open to e-bikes.
- Chugach State Park (Different Rules Apply): State park land, such as Powerline Pass and Eklutna Lake, falls under Alaska State Parks regulation (11 AAC 12.115), not the municipality. State parks only allow Class 1 e-bikes under 500W on multi-use bicycle trails; Class 2 and Class 3 are restricted to motorized roads and OHV trails.
- Out-of-Class Electric Motos: Any two-wheeler over 750W or lacking functional pedals is classified as a motor-driven cycle or moped, meaning it is banned from trails, sidewalks, and bike paths entirely.

Key Rules to Remember

- Helmets: Required by law for riders under 16 years of age.
- Registration & Licensing: Compliant e-bikes of 750W or less require no DMV registration, driver's license, or insurance.

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What Are the Rules for Riding E-Bikes in Alaska St





Under the Alaska Administrative Code (11 AAC 12.115), e-bike access in Alaska State Parks is defined by the e-bike classification and the specific trail or road designation.

Where Different Classes Can Ride

- Park Roads: Any class of e-bike—Class 1, 2, or 3, including fat-tire e-bikes—is permitted on any park road open to standard automobiles and motorcycles.
- Off-Road Vehicle (OHV) Trails: Any class of e-bike can be ridden on trails officially designated for motorized off-road vehicles.
- Bicycle & Multi-Use Trails: Class 1 e-bikes only, with pedal-assist up to 20 mph, are allowed by default on trails open to conventional bicycles, campground/picnic loops, and paved/asphalt paths. Class 2 throttle-actuated and Class 3 28 mph e-bikes are prohibited on non-motorized bike trails unless a specific route is officially signed as open to them.

Equipment & Power Limits

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- Motor Size: State park regulations limit qualifying Class 1 e-bikes to motors under 500 watts, unlike municipal codes such as Anchorage that allow up to 750 watts.
- Fat-Tire E-Bikes: Fat-tire Class 1 e-bikes are permitted on any trail or beach open to traditional fat-tire bicycles, unless specifically posted otherwise.

Local Restrictions & Closures

- Discretionary Closures: Park superintendents have the authority to close any trail to e-bikes temporarily or permanently to prevent soil erosion, avoid wildlife disturbance, or minimize user conflicts.
- Park-Specific Exceptions: Certain units have localized restrictions. For example, specific non-motorized trails in the Matanuska Lakes State Recreation Area restrict all e-bikes unless posted open.
- Federal vs. State Land: If your route crosses into federal boundaries, such as Chugach National Forest or Denali National Park, federal land-management rules take precedence over Alaska State Park rules.

Can I Ride an E-Bike on Federal Lands in Alaska?

Yes, you can ride an e-bike on federal lands in Alaska, but access depends entirely on which agency manages the land, which specific road or trail you are on, and the class of your e-bike.

Federal lands in Alaska fall under different jurisdictions with contrasting e-bike policies:

Managing Agency	Typical Land Types in Alaska	General E-Bike Rule	Key Limitations
National Park Service (NPS)	Denali, Kenai Fjords, Wrangell-St. Elias, Glacier Bay	Allowed on public roads and designated multi-use paths open to traditional bicycles.	Class restrictions apply: Superintendents set individual park compendiums. For example, Denali permits Class 1 on Denali Park Road but restricts Class 2/3. Strictly forbidden in designated Wilderness.
U.S. Forest Service (USFS)	Chugach National Forest, Tongass National Forest	Allowed on motorized roads and trails (OHV/motorized routes).	The USFS classifies e-bikes as motorized vehicles. They are not allowed on non-motorized hiking/mountain biking trails unless explicitly designated via a local Travel Management Plan.
Bureau of Land Management (BLM)	Steese National Conservation Area, Dalton Highway corridor, White Mountains	Allowed on motorized roads/trails; permitted on certain non-motorized routes only if	Generally barred from non-motorized backcountry trails unless an authorized recreation plan explicitly open

Free $499 Gift

Managing Agency	Typical Land Types in Alaska	General E-Bike Rule	Key Limitations
		specifically signed or authorized.	
U.S. Fish & Wildlife Service (USFWS)	Kenai National Wildlife Refuge, Arctic NWR	Generally restricted to roads open to public vehicular traffic.	Prohibited on non-motorized footpaths and designated wilderness areas.

Critical Ground Rules for Alaska Riding

- No Wilderness Access: Under federal statute, the Wilderness Act, all mechanized and motorized transport—including standard bicycles and e-bikes—is strictly prohibited inside federally designated Wilderness areas.
- Class Matters: Class 1 e-bikes, pedal-assist only up to 20 mph, have the widest acceptance across NPS properties. Class 2 throttle-assisted and Class 3 pedal-assist up to 28 mph e-bikes often face local exclusions or require being ridden only on standard motorized roads.
- Check the Motor Vehicle Use Map (MVUM): When visiting Chugach or Tongass National Forests, consult the district's MVUM. If a trail is not designated for motorized travel, an e-bike is not permitted, even if regular non-motorized mountain bikes are allowed.
- Always Review the Superintendent's Compendium: For National Parks such as Denali, local compendiums are updated annually and dictate the exact miles of trail or road open to electric-assist bicycles.

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Is There a Minimum Age Limit to Ride an E-Bike in Alaska?

No, Alaska has no statewide minimum age limit for riding an electric bicycle.

The legal situation in Alaska involves several key considerations:

No Statewide E-Bike Statute

Alaska is one of the few states that has not enacted a uniform three-class—Class 1, 2, and 3—e-bike statute. A bipartisan bill, Alaska Legislature HB 8, attempting to establish statewide classifications and age standards was vetoed in 2023, leaving the state without an official statewide age restriction.

Local Municipal & Land Rules

Because there is no comprehensive state statute, age and trail rules are determined by municipal codes and land managers.

For example, the Municipality of Anchorage regulates e-bike access locally under municipal ordinances and enforces helmet mandates for riders under 16, but general e-bike usage does not require a driver's license.

Distinction from Motor-Driven Cycles

Older internet summaries sometimes cite a 14-year-old minimum age with an M2 permit for Alaska. That age rule applies specifically to motor-driven cycles and mopeds under standard Alaska DMV licensing statutes rather than standard electric bicycles.

However, if an electric vehicle exceeds standard e-bike wattage or speed caps, typically over 750W, or lacks operable pedals, it may be classified as a motor vehicle, which triggers state licensing and age rules.

Always check the local city ordinances or specific park guidelines, such as Alaska State Parks or municipal trail rules, where you plan to ride, as requirements and trail permissions vary by jurisdiction.

Free $499 Gift

Are Helmets Legally Required for E-Bike Riders in Alaska?

No statewide law in Alaska requires e-bike riders to wear a helmet.

However, mandatory helmet requirements are established at the municipal level, primarily based on age:

- Anchorage: Helmets are mandatory for riders under 16 years old.
- Juneau, Sitka, and Bethel: Helmets are required for riders under 18 years old.

Outside of specific municipal youth mandates, adult riders are not legally required by state law

33-LS0196\R
Bergerud
5/2/23

SENATE CS FOR HOUSE BILL NO. 8(STA)

IN THE LEGISLATURE OF THE STATE OF ALASKA

THIRTY-THIRD LEGISLATURE - FIRST SESSION

BY THE SENATE STATE AFFAIRS COMMITTEE

Offered:
Referred:

Sponsor(s): REPRESENTATIVES CARRICK, Mina, Prax, Sumner, Ruffridge, Galvin, C.Johnson, Josephson, Schrage, Himschoot, Groh

A BILL

FOR AN ACT ENTITLED

"An Act relating to electric-assisted bicycles; and providing for an effective date."

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

*** Section 1.** AS 19.10.399(9) is amended to read:

(9) "motor vehicle" means a vehicle that is self-propelled**,** except **for** a vehicle moved by human or animal power; **"motor vehicle" does not include an electric-assisted bicycle as defined in AS 28.90.990(a);**

*** Sec. 2.** AS 19.10.399(16) is amended to read:

(16) "vehicular way or area" means a way, path, or area, other than a highway or private property, that is designated by official traffic control devices or customary usage and that is open to the public for purposes of pedestrian or vehicular travel, and which way or area may be restricted in use to pedestrians, bicycles, or other specific types of vehicles as determined by the Department of Public Safety or other agency having jurisdiction over the way, path, or area**; in this paragraph, "bicycle" has the meaning given in AS 28.90.990(a)**.

*** Sec. 3.** AS 28.05.011(a) is amended to read:

(a) The commissioner of public safety shall, unless otherwise provided by statute, adopt regulations in compliance with AS 44.62 (Administrative Procedure Act) necessary to carry out the provisions of this title and other statutes whose administration is vested in the Department of Public Safety. The regulations must include

(1) rules of the road relating to the driving, stopping, standing, parking, and other conduct of vehicles, to pedestrians, and to official traffic control devices; regulations adopted under this paragraph may not prohibit the use of an electric personal motor vehicle **or an electric-assisted bicycle** on a sidewalk, bike path, or vehicular way or area restricted to the use of pedestrians; limitations on regulation of electric personal motor vehicles **or electric-assisted bicycles** imposed under this paragraph do not apply to a municipal ordinance regulating electric personal motor vehicles**, electric-assisted bicycles, or specific classes of electric-assisted bicycles,** enacted to meet local requirements; **unless otherwise specified by regulation,**

(A) an electric-assisted bicycle is considered a bicycle and may not be regulated as another type of vehicle; and

(B) a user of an electric-assisted bicycle shall be afforded the same rights and be subject to the same duties as a user of a bicycle;

(2) minimum equipment for vehicles, including minimum standards of compliance to be met by manufacturers and vehicle sales and repairs businesses;

(3) inspection of vehicles other than commercial motor vehicles, and the removal of vehicles from areas of public use when they are found to be in a defective or unsafe condition;

(4) abandonment of vehicles;

(5) management of records of the Department of Public Safety required for that department's administration of this title and its regulations adopted under this title, including provisions for ensuring the accuracy of information contained in automated and manual information retrieval systems;

(6) definitions of words and phrases used in this title and in regulations adopted under this title unless otherwise provided by statute;

(7) certification and regulation of junk yards.

*** Sec. 4.** AS 28.10.011 is amended to read:

Sec. 28.10.011. Vehicles subject to registration. Every vehicle driven, moved, or parked **on** [UPON] a highway or other public parking place in the state shall be registered under this chapter except when the vehicle is

(1) driven or moved on a highway only for the purpose of crossing the highway from one private property to another, including an implement of husbandry as defined by regulation;

(2) driven or moved on a highway under a dealer's plate or temporary permit as provided for in AS 28.10.031 and 28.10.181(j);

(3) special mobile equipment as defined by regulation;

(4) owned by the United States;

(5) moved by human or animal power;

(6) exempt under 50 U.S.C. App. 501-591 (Soldiers' and Sailors' Civil Relief Act);

(7) driven or parked only on private property;

(8) the vehicle of a nonresident as provided under AS 28.10.121;

(9) transported under a special permit under AS 28.10.151;

(10) being driven or moved on a highway, vehicular way, or a public parking place in the state that is not connected by a land highway or vehicular way to

(A) the land-connected state highway system; or

(B) a highway or vehicular way with an average daily traffic volume greater than 499;

(11) an implement of husbandry operated in accordance with the provisions of AS 19.10.065;

(12) an electric personal motor vehicle**;**

(13) an electric-assisted bicycle.

*** Sec. 5.** AS 28.90.990(a)(12) is amended to read:

(12) "electric personal motor vehicle" means an electric personal assistive mobility device that is a self-balancing vehicle with two nontandem wheels, designed to transport only one person, has an electric propulsion system, and has a maximum speed of not more than 15 miles an hour; **"electric personal motor**

vehicle" does not include an electric-assisted bicycle;

*** Sec. 6.** AS 28.90.990(a)(18) is amended to read:

(18) "motor vehicle" means a vehicle **that** [WHICH] is self-propelled**,** except **for** a vehicle moved by human or animal power; **"motor vehicle" does not include an electric-assisted bicycle;**

*** Sec. 7.** AS 28.90.990(a)(19) is amended to read:

(19) "motorcycle" means a vehicle having a seat or saddle for the use of the rider and designed to travel on not more than three wheels in contact with the ground; **"motorcycle"** [THE TERM] does not include a tractor **or an electric-assisted bicycle**;

*** Sec. 8.** AS 28.90.990(a)(20) is amended to read:

(20) "motor-driven cycle" means a motorcycle, motor scooter, motorized bicycle, or similar conveyance with a motor attached and having an engine with 50 or less cubic centimeters of displacement; **"motor-driven cycle" does not include an electric-assisted bicycle;**

*** Sec. 9.** AS 28.90.990(a) is amended by adding new paragraphs to read:

(33) "bicycle" includes an electric-assisted bicycle;

(34) "class 1 electric-assisted bicycle" means a bicycle equipped with an electric motor that provides assistance only when the rider is pedaling and that stops providing assistance when the bicycle reaches the speed of 20 miles per hour;

(35) "class 2 electric-assisted bicycle" means a bicycle equipped with an electric motor that may be used exclusively to propel the bicycle and that stops providing assistance when the bicycle reaches the speed of 20 miles per hour;

(36) "class 3 electric-assisted bicycle" means a bicycle equipped with an electric motor that provides assistance only when the rider is pedaling and that stops providing assistance when the bicycle reaches the speed of 28 miles per hour;

(37) "electric-assisted bicycle" means a bicycle that

(A) is designed to travel with not more than three wheels in contact with the ground;

(B) has fully operative pedals for human propulsion;

(C) has a seat or saddle for use of the rider;

(D) is equipped with an electric motor that has a power output of not more than 750 watts; and

(E) is a class 1, class 2, or class 3 electric-assisted bicycle.

*** Sec. 10.** AS 41.23 is amended by adding new sections to article 1 to read:

Sec. 41.23.295. Electric-assisted bicycles. In a management plan adopted under AS 41.23.010 - 41.23.300, the department may establish different standards for nonelectric-assisted bicycles and for each class of electric-assisted bicycle.

Sec. 41.23.300. Definitions. In AS 41.23.010 - 41.23.300,

(1) "bicycling" includes the operation of an electric-assisted bicycle;

(2) "electric-assisted bicycle" has the meaning given in AS 28.90.990(a).

*** Sec. 11.** This Act takes effect immediately under AS 01.10.070(c).

March 15, 2023

Representative Laddie Shaw, Chair
House State Affairs Committee
33rd Alaska State Legislature

Re: Support for House Bill 8 ELECTRIC-ASSISTED BICYCLES

Representative Shaw and Honorable Members of the House State Affairs Committee,

The Fairbanks Area Surface Transportation (FAST) Planning Bicycle and Pedestrian Advisory Committee (BPAC) offers our full support for House Bill 8 ELECTRIC-ASSISTED BICYCLES.

FAST Planning is the State-designated transportation planning organization for the Fairbanks and North Pole area and supports local and statewide policy, programmatic, and infrastructure improvements that improve safety for all users of the transportation network. FAST Planning BPAC provides a voice and advocacy for bicyclists and pedestrians related to local policies and projects in the Fairbanks North Star Borough.

FAST Planning BPAC supports House Bill 8 (HB 8) because it:

- adds a definition to the Alaska Administrative Code for an electric-assisted bicycle (e-bike)
- adds e-bikes to the list of modes of transportation that do not have to be registered with the Department of Motor Vehicles.
- separates e-bikes from an electric personal motor vehicle.
- separates e-bikes from a motor-driven cycle which includes motorcycles, motor scooters, and motorized bicycles.

We support defining three classes of e-bike types consistent with 37 states. As proposed, this bill is in line with the model legislation recommended by People for Bikes and the League of American Bicyclists, two non-profit organizations that work with federal, state and local officials to make biking safer and more accessible.

Using this 3-Class e-bike classification system will help our group work with federal, state, and local agencies to decide which types of e-bikes should be allowed on non-motorized public infrastructure in Fairbanks and around the State of Alaska.

Thank you for your support of House Bill 8.

Regards,



Nathan P. Belz, Ph.D.
Chair, FAST Planning Bicycle & Pedestrian Advisory Committee

Copy
Interior Delegation

ORDINANCE NO. 6355

AN ORDINANCE AMENDING FAIRBANKS GENERAL CODE CHAPTER 78, TRAFFIC AND VEHICLES, ADDING DEFINITIONS INCLUDING ELECTRIC-ASSISTED BICYCLE AND MOTORIZED BICYCLE AND PROVIDING FOR IMPOUNDMENT

WHEREAS, electric vehicles with two tandem wheels are becoming increasingly common on streets, sidewalks, and pathways; and

WHEREAS, these vehicles range from low-speed bicycles to high-powered motorcycles; and

WHEREAS, the growing popularity and use of these vehicles has caused concern for the safety of all users of public roadways, sidewalks, and pathways; and

WHEREAS, designating appropriate areas for the operation of these electric vehicles promotes safe enjoyment for all users of these shared public spaces; and

WHEREAS, improving definitions for emerging recreational electric vehicles will help riders understand where they can operate safely and responsibly, supporting compliance; and

WHEREAS, current state law prohibits the operation of these electric vehicles on sidewalks generally and does not permit operation on public roadways without proper licensing, registration, and required safety equipment; and

WHEREAS, because many of these electric vehicles cannot be registered and many of their operators cannot be licensed, riders may unknowingly operate these vehicles in violation of law; and

WHEREAS, clearer local rules and consistent definitions will help riders understand where these electric vehicles can be used safely and will reduce conflicts between riders, pedestrians, and traffic.

NOW, THEREFORE, BE IT ENACTED BY THE CITY COUNCIL OF THE CITY OF FAIRBANKS, ALASKA, as follows:

Section 1. Fairbanks General Code Chapter 78, Article I, Section 78-2 is hereby amended, as follows [new text in **bold/underlined** font; deleted text in ~~strikethrough~~ font]:

Sec. 78-2. - ~~Administrative Code d~~Definitions applicable to chapter.

(a) The city incorporates by reference as if set forth fully in this chapter **the definitions provided in AS 28.90.990(a) and** 13 AAC 40.010. ~~The definitions set forth in 13 AAC 40.010 shall be the applicable definitions to this chapter.~~

(b) Additionally, the following definitions are used in this chapter:

1. **"Bicycle" includes electric-assisted bicycle.**

2. **"Electric-assisted bicycle" means a bicycle, equipped with an electric motor, which has:**

    a. **Fully operational pedals, which function to propel the bike;**

    b. **A maximum assisted speed of 20 miles per hour; and**

    c. **A maximum motor size of 750 watts.**

3. **"Motorbike" means a motorized bicycle, dirtbike, or similar conveyance with an engine attached; "motorbike" does not include electric-assisted bicycle.**

4. **"Motorized bicycle" means a bicycle equipped with a motor; "motorized bicycle" does not include electric-assisted bicycle.**

5. **"Public property" includes sidewalks, bicycle paths, and parks.**

Section 2. Fairbanks General Code Chapter 78, Article XVI, Section 78-578 is hereby amended, as follows [new text in **bold/underlined** font; deleted text in ~~strikethrough~~ font]:

Sec. 78-578. - Driving motorized vehicles on public property ~~in certain areas~~ prohibited; authority to impound vehicles.

(a) No person shall operate a motor vehicle, motorbike**,** or motor-driven cycle **on any public property** ~~in any park, playground, school ground or on any bicycle path with~~in the city**, unless the vehicle is operated on a highway or vehicular way or area pursuant to state law,** except**:**

1. **U**~~u~~pon ~~pathways~~ **public property which has been expressly** ~~specifically~~ designated **and posted by the governing authority** for such **operation**~~purpose~~; ~~except that~~

2. **As permitted in borough parks and borough outdoor recreation areas; or**

3. **A**~~a~~uthorized maintenance vehicles **and others approved by the city engineer are** ~~shall be~~ exempt from this section.

(b) A vehicle operated in violation of this section is subject to towing and impound. A vehicle impounded under this section may only be released upon proof of ownership and payment of the costs of impound, including towing and storage,

in accordance with the City's Schedule of Fees and Charges for Services. The mayor may waive the costs of impoundment in whole or in part.

(c) If the operator of the vehicle is a minor at the time the vehicle is impounded, the vehicle may only be released to the minor's parent or legal guardian.

(d) After 30 days of impoundment, the vehicle is considered abandoned and may be disposed of as such without further notice to the owner.

(e) Within seven days after the impoundment, the owner of a vehicle impounded under this section may appeal the impoundment to the mayor. Within 10 business days of the filing of the appeal, the mayor shall conduct a hearing on the appeal to determine whether sufficient and probable cause existed to sustain the impoundment. The mayor's decision on the appeal is a final administrative decision, and any further appeal must be filed with the superior court within 30 days from the date of the decision in accordance with the Alaska court rules.

Section 3. When codified, references to the specific definitions in AS 28.90.990(a) and 13 AAC 40.010 used in this ordinance may be included as state law references, including bicycle, highway, motor-driven cycle, motor vehicle, sidewalk, vehicle, and vehicular way or area.

Section 4. The effective date of this ordinance is six days after adoption.

_____
Mindy O'Neall, City Mayor

AYES:
NAYS:
ABSENT:
ADOPTED:

ATTEST:

_____
D. Danyielle Snider, MMC, City Clerk

APPROVED AS TO FORM:

_____
Thomas A. Chard II, City Attorney

ELECTRIC BIKES, SCOOTERS & DIRT BIKES

AS DEFINED BY ANCHORAGE MUNICIPAL CODE (AMC) 9.04.010

E-BIKES



WHERE YOU CAN RIDE

- Streets
  - Follow all traffic laws applicable to bicycles
- Sidewalks
  - Allowed except in the Central Business District (downtown)
- Bike paths & shared-use paths

ELECTRIC SCOOTERS



WHERE YOU CAN RIDE

- Streets
  - Follow all traffic laws applicable to bicycles
- Sidewalks
  - Allowed except in the Central Business District (downtown)
- Bike paths & shared-use paths

DIRT BIKES

(ELECTRIC OR GAS)



WHERE YOU CAN RIDE

- Designated off-highway (ATV) vehicle trails
- Private property with the owners permission

CAN'T RIDE

❌ Sidewalks
❌ Bike lanes
❌ Shared-use paths
❌ Parks or recreation areas unless specifically designated for use
❌ Public streets unless registered, insured, licensed

E-Bikes, E-Scooters & E-Motos



Don't be a Speed Demon

Slow Down. Ride Smart. Share Boise.

E-mobility is changing the way Boise moves. E-bikes and e-motos make it easy to get around Boise in a climate-friendly way, but higher speeds mean less time to react to people and conditions around you. Whether you're riding on a street, pathway or the Boise River Greenbelt, choose a speed that's safe for where you are.

Slow Your Roll.

Slow down around people. Reduce your speed near people walking, biking, children, pets and crowded areas.

Give a Heads-up Before You Pass.

Pass with care. Give an audible warning, allow plenty of space and wait until it's safe to pass.

Know Your Ride. Know Where it Belongs.

Know what you ride. Where you can legally ride depends on whether you have an e-bike, e-scooter or e-moto.

E-bikes commonly reach 15 to 28 mph, and e-motos can go even faster. Falling at even the lowest speed, will cause substantial injuries (broken bones, head injuries, or worse). Together we can prevent crashes before they happen.

Task Force | E-Motos | E-Bikes | Shared Mobility | Safety | On Trails

E-Motos in Boise

The City of Boise has implemented an ordinance to address the growing use of high-powered electric motorcycles that do not qualify as e-bikes under Idaho law.





What is an E-Moto?

E-motos are two- or three-wheeled electric motorcycles that have motors over 750 watts or can reach speeds greater than 28 mph. Unlike bicycles, e-bikes, and e-scooters, e-motos are classified as motor vehicles and are subject to additional regulations.

If you ride an e-moto on public streets or highways in Boise, you must:

- Have a valid license plate and vehicle title through the Idaho Department of Motor Vehicles (DMV).
- Carry valid insurance.
- Have a valid driver's license and motorcycle endorsement.

If an e-moto cannot be licensed, titled, and insured through the State of Idaho, it cannot be operated on public streets or highways in Boise.

Where E-Motos Can and Cannot Go

Allowed:

- Public streets and highways (if all legal requirements are met).

Not allowed:

- Sidewalks
- Bicycle lanes
- Shared pathways, including the Boise River Greenbelt
- Trails, unless the trail is specifically designated for motorcycles or other motor vehicles.

Before purchasing or riding an e-moto, make sure you understand the licensing, registration, and equipment requirements that apply to motor vehicles.

Understanding E-Bike Classes

Know your bike. Know where to ride.

In Boise, Class 3 E-bikes that can reach speeds of 28 miles per hour are not allowed on the Boise River Greenbelt, on sidewalks, in crosswalks, or in bike lanes.


PEDAL ASSIST
NO THROTTLE
ASSISTANCE
UP TO 20 MPH


THROTTLE
ASSIST
PEDALING
NOT REQUIRED
MOTOR POWER
UP TO 20 MPH



Class 1

- Pedal assist only
- Motor assists while pedaling
- Assistance stops at **20 mph**

Allowed:

- Boise streets
- Bike lanes
- Sidewalks
- Crosswalks
- Pathways
- Boise River Greenbelt

Class 2

- Equipped with a throttle
- Can move without pedaling
- Maximum assisted speed of **20 mph**

Allowed:

- Boise streets
- Bike lanes
- Sidewalks
- Crosswalks
- Pathways
- Boise River Greenbelt

Class 3

- Pedal assist only
- Assistance continues up to **28 mph**

Fastest e-bike classification

Allowed:

Public streets and highways

Not Allowed:

Bike lanes

Sidewalks

Crosswalks

Pathways

Boise River Greenbelt



E-Bikes and E-Motos on Our Trails

You can ride e-bikes and e-motos on Ridge to Rivers trails and roads that allow motorized vehicles. There are nearly 52 miles of motorized trails and primitive roads that are open to e-bikes and e-motos.

E-BIKE TRAILS

E-MOTO TRAILS

E-Mobility Task Force

E-Mobility transportation, such as e-bikes and e-scooters, provide a additional choice for residents to move around and recreate in our city. As they've grown in prevalence, City of Boise aims to balance supporting the value they provide while ensuring our shared spaces can be enjoyed safely by everyone.

The volunteer task force has brought together residents and representatives from healthcare, public safety and education, as well as parents and youth. Members collaborate monthly with city officials to develop educational outreach strategies and help inform potential policy updates related to e-mobility transportation.

Task Force Members

Joleen Evans, Boise Bicycle Project

Bryan Keen, Disability Community

David Peterman, Medical Professional

Lieutenant Corey Turner, Boise Police Department

Linda Lloyd, Local Bike Business

Gabe Finkelstein, Boise State Transportation

Lisa Brady, Safe Routes to School

Lanette Daw, Boise School District

Fabiola Urena-Boeck, Parent Representative

Zoraida Juarez, Parent Representative

Zander Barnes, Youth Representative

Max Alloway, Youth Representative

Randi Walkins, City of Boise, Public Works

Sarai Ambert-Pompey, At Large

Jeannie McConnell, At Large

The City of Boise is committed to ensuring equal access to all public meetings, programs, and services. Reasonable accommodations and effective communication—such as ASL interpretation, materials in alternative formats and language access—are available at no cost to facilitate participation. To request an accommodation, please contact us at CommunityEngagement@cityofboise.org or call 208-972-8500, TTY: 711.

Be 'In the Know,'

sign up for our weekly e-newsletter.

Email Address

Zip Code

169.011 DEFINITIONS.

Subdivision 1. **Terms.** For the purposes of this chapter, the terms defined in this section shall have the meanings ascribed to them.

Subd. 1a. **All-electric vehicle.** (a) "All-electric vehicle" means an electric vehicle that is solely able to be powered by an electric motor drawing current from rechargeable storage batteries, fuel cells, or other portable sources of electrical current.

(b) All-electric vehicle excludes a plug-in hybrid electric vehicle.

Subd. 2. **Alleyway.** "Alleyway" means a private or public passage or way located in a municipality and which (1) is less than the usual width of a street, (2) may be open to but is not designed primarily for general vehicular traffic, (3) intersects or opens to a street, and (4) is primarily used for the ingress and egress or other convenience of two or more owners of abutting real properties.

Subd. 3. **Authorized emergency vehicle.** "Authorized emergency vehicle" means any of the following vehicles when equipped and identified according to law: (1) a vehicle of a fire department; (2) a publicly owned police vehicle or a privately owned vehicle used by a police officer for police work under agreement, express or implied, with the local authority to which the officer is responsible; (3) a vehicle of a licensed land emergency ambulance service, whether publicly or privately owned; (4) an emergency vehicle of a municipal department or a public service corporation, approved by the commissioner of public safety or the chief of police of a municipality; (5) any volunteer rescue squad operating pursuant to Laws 1959, chapter 53; (6) a vehicle designated as an authorized emergency vehicle upon a finding by the commissioner of public safety that designation of that vehicle is necessary to the preservation of life or property or to the execution of emergency governmental functions.

Subd. 3a. **Autocycle.** (a) "Autocycle" means a motorcycle that:

(1) has three wheels in contact with the ground;

(2) is designed with seating that does not require operators or any occupants to straddle or sit astride it;

(3) has a steering wheel;

(4) is equipped with antilock brakes; and

(5) is originally manufactured to meet federal motor vehicle safety standards for motorcycles in Code of Federal Regulations, title 49, part 571, and successor requirements.

(b) An autocycle does not include a roadable aircraft as defined in subdivision 67a.

Subd. 4. **Bicycle.** (a) "Bicycle" means every device capable of being propelled solely by human power upon which any person may ride, having two tandem wheels, and including any device generally recognized as a bicycle though equipped with two front or rear wheels. Bicycle includes an electric-assisted bicycle, as defined in subdivision 27.

(b) "Bicycle" does not include scooters, motorized foot scooters, or similar devices.

Subd. 5. **Bicycle lane.** "Bicycle lane" means a portion of a roadway designed for exclusive or preferential use by persons using bicycles. Bicycle lanes are to be distinguished from the portion of the roadway used for motor vehicle traffic by physical barrier, striping, marking, or other similar device.

Subd. 6. **Bicycle path.** "Bicycle path" means a bicycle facility designed for exclusive or preferential use by persons using bicycles and constructed or developed separately from the roadway or shoulder.

Subd. 7. **Bicycle route.** The term "bicycle route" means a roadway or shoulder signed to encourage bicycle use.

Subd. 8. **Bicycle trail.** "Bicycle trail" means a bicycle route or bicycle path developed by the commissioner of natural resources under section 85.016.

Subd. 9. **Bikeway.** "Bikeway" means a bicycle lane, bicycle path, bicycle route, shared use path, or similar bicycle facility, regardless of whether it is designed for the exclusive use of bicycles or for shared use with other transportation modes.

Subd. 10. **Bug deflector.** "Bug deflector" means a nonilluminated, transparent device attached to the hood of a motor vehicle so as to deflect the air stream.

Subd. 11. **Bus.** "Bus" means every motor vehicle designed for carrying more than 15 passengers including the driver and used for the transportation of persons.

Subd. 12. **Bus pool.** "Bus pool" means a prearranged ride-sharing arrangement in which a group of persons travel together on a regular basis in a bus, especially to and from their place of employment or to and from a transit stop authorized by a local transit authority.

Subd. 13. **Business district.** "Business district" means the territory contiguous to and including a highway when 50 percent or more of the frontage thereon for a distance of 300 feet or more is occupied by buildings in use for business.

Subd. 14. **Car pool.** "Car pool" means a prearranged ride-sharing arrangement in which two or more persons travel together on a regular basis in an automobile, especially to and from their place of employment or to and from a transit stop authorized by a local transit authority.

Subd. 15. **Cellular phone.** "Cellular phone" means a cellular, analog, wireless, or digital telephone capable of sending or receiving telephone or text messages without an access line for service.

Subd. 15a. **Class 1 electric-assisted bicycle.** "Class 1 electric-assisted bicycle" means an electric-assisted bicycle equipped with an electric motor that provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour.

Subd. 15b. **Class 2 electric-assisted bicycle.** "Class 2 electric-assisted bicycle" means an electric-assisted bicycle equipped with an electric motor that is capable of propelling the bicycle without the rider pedaling and ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour.

Subd. 15c. **Class 3 electric-assisted bicycle.** "Class 3 electric-assisted bicycle" means an electric-assisted bicycle equipped with an electric motor that provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour.

Subd. 16. **Commercial motor vehicle.** (a) "Commercial motor vehicle" means a motor vehicle or combination of motor vehicles used to transport passengers or property if the motor vehicle:

(1) has a gross vehicle weight of more than 26,000 pounds;

(2) has a towed unit with a gross vehicle weight of more than 10,000 pounds and the combination of vehicles has a combined gross vehicle weight of more than 26,000 pounds;

(3) is a bus;

(4) is of any size and is used in the transportation of hazardous materials that are required to be placarded under Code of Federal Regulations, title 49, parts 100-185; or

(5) is outwardly equipped and identified as a school bus, except for type A-I and type III vehicles as defined in subdivision 71.

(b) For purposes of chapter 169A:

(1) a commercial motor vehicle does not include a farm truck, an authorized emergency vehicle, or a recreational vehicle being operated by a person within the scope of section 171.02, subdivision 2, paragraph (b); and

(2) a commercial motor vehicle includes a vehicle capable of or designed to meet the standards described in paragraph (a), clause (2), whether or not the towed unit is attached to the truck-tractor at the time of the violation or stop.

Subd. 17. **Commissioner.** Unless stated otherwise, "commissioner" means the commissioner of transportation of this state. Regardless of the commissioner referred to, however, the commissioner is to be considered as acting directly or through the commissioner's duly authorized officers and agents.

Subd. 18. **Commuter vanpool.** "Commuter vanpool" means a prearranged ride-sharing arrangement in which seven to 16 persons travel together on a regular basis in a commuter van, especially to and from their place of employment or to and from a transit stop authorized by a local transit authority.

Subd. 19. **Controlled-access highway.** "Controlled-access highway" means, in this chapter, every highway, street, or roadway in respect to which the right of access of the owners or occupants of abutting lands and other persons has been acquired and to which the owners or occupants of abutting lands and other persons have no legal right of access to or from the same except at such points only and in such manner as may be determined by the public authority having jurisdiction over such highway, street or roadway.

Subd. 20. **Crosswalk.** "Crosswalk" means (1) that portion of a roadway ordinarily included with the prolongation or connection of the lateral lines of sidewalks at intersections; (2) any portion of a roadway distinctly indicated for pedestrian crossing by lines or other markings on the surface.

Subd. 21. **Custom service vehicles.** "Custom service vehicles" means all vehicles used as well-drilling machine, wood-sawing machine, cement mixer, rock crusher, road grader, ditch digger, or elevating grader, and similar service equipment.

Subd. 22. **Daytime.** For purposes of regulating the operation of a motor vehicle, "daytime" means the time from one-half hour before sunrise to one-half hour after sunset.

Subd. 23. **Department.** Unless stated otherwise, "department" means the Department of Transportation of this state. Regardless of the department referred to, however, it is to be considered as acting directly or through its duly authorized officers and agents.

Subd. 24. **Driver.** "Driver" means every person who drives or is in actual physical control of a vehicle.

Subd. 25. **Dynamic shoulder lane.** "Dynamic shoulder lane" has the meaning given in section 160.02, subdivision 18a.

Subd. 26. **Electric personal assistive mobility device.** "Electric personal assistive mobility device" means a self-balancing device with two nontandem wheels, designed to transport not more than one person, and operated by an electric propulsion system that limits the maximum speed of the device to 15 miles per hour.

Subd. 26a. **Electric vehicle.** (a) "Electric vehicle" means a motor vehicle that is able to be powered by an electric motor drawing current from rechargeable storage batteries, fuel cells, or other portable sources of electrical current, and meets or exceeds applicable regulations in Code of Federal Regulations, title 49, part 571, and successor requirements.

(b) Electric vehicle includes:

(1) a neighborhood electric vehicle;

(2) a medium-speed electric vehicle; and

(3) a plug-in hybrid electric vehicle.

Subd. 27. **Electric-assisted bicycle.** (a) "Electric-assisted bicycle" means a bicycle with two or three wheels that:

(1) has a saddle and fully operable pedals for human propulsion;

(2) meets the requirements for bicycles under Code of Federal Regulations, title 16, part 1512, or successor requirements;

(3) is equipped with an electric motor that has a power output of not more than 750 watts;

(4) meets the requirements of a class 1, class 2, class 3, or multiple mode electric-assisted bicycle; and

(5) has a battery or electric drive system that has been tested to an applicable safety standard by a third-party testing laboratory.

(b) A vehicle is not an electric-assisted bicycle if it is designed, manufactured, or intended by the manufacturer or seller to be configured or modified to not meet the requirements for an electric-assisted bicycle or operate within the requirements for an electric-assisted bicycle class.

(c) For purposes of this subdivision, "configured or modified" includes any of the following changes:

(1) a mechanical switch or button;

(2) a modification or change to the electric motor or the electric drive system;

(3) the use of an application to increase or override the electric drive system; or

(4) through any other means represented or intended by the manufacturer or seller to modify the vehicle to no longer meet the requirements or classification of an electric-assisted bicycle.

Subd. 28. **Explosives.** "Explosives" has the meaning given in Code of Federal Regulations, title 49, section 173.50.

Subd. 29. **Farm tractor.** "Farm tractor" means every motor vehicle designed and used primarily as a farm implement for drawing plows, mowing machines, and other implements of husbandry.

Subd. 30. **Flammable liquid.** "Flammable liquid" has the meaning given in Code of Federal Regulations, title 49, section 173.120.

Subd. 31. **Full-size pickup truck.** "Full-size pickup truck" means any truck with a manufacturer's nominal rated carrying capacity of one ton or less and commonly known as or resembling a pickup truck.

Subd. 32. **Gross vehicle weight.** "Gross vehicle weight" means the greater of:

(1) the unloaded weight of a vehicle or the unloaded weight of a truck-tractor and semitrailer combination, plus the weight of the load; or

(2) the value specified by the manufacturer as the maximum gross weight or gross vehicle weight rating.

Subd. 33. **Hazardous materials.** "Hazardous materials" means any material that has been designated as hazardous under United States Code, title 49, section 5103, and is required to be placarded under Code of Federal Regulations, title 49, part 172, subpart F, or any quantity of a material listed as a select agent or toxin in Code of Federal Regulations, title 42, part 73.

Subd. 34. **Head Start bus.** (a) "Head Start bus" means a motor vehicle used to transport children and parents to or from a Head Start facility, or to or from Head Start-related activities, by the Head Start grantee, or by someone under an agreement with the Head Start grantee. A Head Start bus does not include a motor vehicle transporting children or parents to or from a Head Start facility for which parents or guardians receive direct compensation from a Head Start grantee, a motor coach operating under charter carrier authority, or a transit bus providing services as defined in section 174.22, subdivision 7. A Head Start bus may be a type A, B, C, or D bus.

(b) A Head Start bus manufactured after December 31, 1994, must meet the same standards as a type A, B, C, or D school bus, except that a Head Start bus is not required to be equipped with the warning signals required for a school bus under section 169.442, subdivision 1. A Head Start bus that is not equipped as a school bus must be painted colors other than national school bus yellow.

Subd. 35. **Implement of husbandry.** "Implement of husbandry" means a self-propelled or towed vehicle designed or adapted to be used exclusively for timber-harvesting, agricultural, horticultural, or livestock-raising operations.

Subd. 36. **Intersection.** "Intersection" means the area embraced within the prolongation or connection of the lateral curb lines or, if none, then the lateral boundary lines of the roadways of two highways which join one another at, or approximately at, right angles or the area within which vehicles traveling upon different highways joining at any other angle may come in conflict.

Subd. 37. **Laned highway.** "Laned highway" means a highway the roadway of which is divided into two or more clearly marked lanes for vehicular traffic.

Subd. 38. **Local authorities.** "Local authorities" means every county, municipal, and other local board or body having authority to adopt local police regulations under the constitution and laws of this state, and the Regents of the University of Minnesota, with reference to property owned, leased, or occupied by the Regents of the University of Minnesota or the University of Minnesota.

Subd. 39. **Medium-speed electric vehicle.** "Medium-speed electric vehicle" means an electrically powered four-wheeled motor vehicle, equipped with a roll cage or crushproof body design, that can attain a maximum speed of 35 miles per hour on a paved level surface, is fully enclosed and has at least one door for entry, has a wheelbase of 40 inches or greater and a wheel diameter of ten inches or greater, and except

with respect to maximum speed, otherwise meets or exceeds regulations in the Code of Federal Regulations, title 49, section 571.500, and successor requirements.

Subd. 40. **Metal tire.** "Metal tire" means every tire the surface of which in contact with the highway is wholly or partly of metal or other hard nonresilient material.

Subd. 40a. **Mini truck.** (a) "Mini truck" means a motor vehicle that has four wheels; is propelled by an electric motor with a rated power of 7,500 watts or less or an internal combustion engine with a piston displacement capacity of 660 cubic centimeters or less; has a total dry weight of 900 to 2,200 pounds; contains an enclosed cabin and a seat for the vehicle operator; commonly resembles a pickup truck or van, including a cargo area or bed located at the rear of the vehicle; and was not originally manufactured to meet federal motor vehicle safety standards required of motor vehicles in the Code of Federal Regulations, title 49, sections 571.101 to 571.404, and successor requirements.

(b) A mini truck does not include:

(1) a neighborhood electric vehicle or a medium-speed electric vehicle; or

(2) a motor vehicle that meets or exceeds the regulations in the Code of Federal Regulations, title 49, section 571.500, and successor requirements.

Subd. 40b. **Micromobility device.** (a) "Micromobility device" means a vehicle that:

(1) is capable of: (i) being propelled solely by human power; (ii) being powered solely by an electric motor drawing current from rechargeable storage batteries, fuel cells, or other portable sources of electrical current; or (iii) both (i) and (ii);

(2) when solely powered by an electric motor, is not capable of propelling the vehicle at a speed greater than 30 miles per hour on a paved level surface; and

(3) has an unloaded weight of up to 500 pounds.

(b) Micromobility device includes a bicycle, a motorized foot scooter, and an electric personal assistive mobility device. Micromobility device includes a motorized bicycle that meets the requirements under paragraph (a).

Subd. 41. **Mobile crane.** "Mobile crane" means a vehicle (1) not designed or used to transport persons or property, (2) operated only incidentally on the highway and not subject to vehicle registration under chapter 168, and (3) comprising a boom and hoisting mechanism used in the construction industry. Mobile crane does not include a motor vehicle, designed to transport persons or property, to which a boom, hoist, crane, or other machinery has been attached.

Subd. 42. **Motor vehicle.** (a) "Motor vehicle" means every vehicle which is self-propelled and every vehicle which is propelled by electric power obtained from overhead trolley wires.

(b) Motor vehicle does not include an electric-assisted bicycle, an electric personal assistive mobility device, or a vehicle moved solely by human power.

Subd. 43. **Motor vehicle dealer.** "Motor vehicle dealer" means any person engaged in the business of manufacturing or selling new and unused motor vehicles, or used motor vehicles, or both, having an established place of business for the sale, trade, and display of such motor vehicles, and having in possession motor vehicles for the purpose of sale or trade.

Subd. 44. **Motorcycle.** "Motorcycle" means every motor vehicle having a seat or saddle for the use of the rider and designed to travel on not more than three wheels in contact with the ground, including motor scooters and autocycles. Motorcycle does not include (1) motorized bicycles as defined in subdivision 45, (2) electric-assisted bicycles as defined in subdivision 27, (3) a tractor, or (4) roadable aircraft.

Subd. 45. **Motorized bicycle.** "Motorized bicycle" means a bicycle that is propelled by an electric or a liquid fuel motor of a piston displacement capacity of 50 cubic centimeters or less, and a maximum of two brake horsepower, which is capable of a maximum speed of not more than 30 miles per hour on a flat surface with not more than one percent grade in any direction when the motor is engaged. Motorized bicycle does not include an electric-assisted bicycle as defined in subdivision 27.

Subd. 45a. **Multiple mode electric-assisted bicycle.** "Multiple mode electric-assisted bicycle" means an electric-assisted bicycle equipped with switchable or programmable modes that provide for operation as two or more of a class 1, class 2, or class 3 electric-assisted bicycle in conformance with the definition and requirements under this chapter for each respective class.

Subd. 46. **Motorized foot scooter.** "Motorized foot scooter" means a device with handlebars designed to be stood or sat upon by the operator, and powered by an internal combustion engine or electric motor that is capable of propelling the device with or without human propulsion, and that has no more than two 12-inch or smaller diameter wheels and has an engine or motor that is capable of a maximum speed of 15 miles per hour on a flat surface with not more than one percent grade in any direction when the motor is engaged. An electric personal assistive mobility device, a motorized bicycle, an electric-assisted bicycle, or a motorcycle is not a motorized foot scooter.

Subd. 46a. **Natural gas vehicle.** "Natural gas vehicle" or "NGV" means a motor vehicle under subdivision 42 that is capable of being propelled by natural gas, including compressed natural gas and liquefied natural gas.

Subd. 46b. **Narrow-width lane.** "Narrow-width lane" means a traffic lane that is too narrow to allow persons operating a bicycle and persons operating a motor vehicle within the same lane to operate side by side in compliance with the minimum safe passing clearance set forth in section 169.18.

Subd. 47. **Neighborhood electric vehicle.** "Neighborhood electric vehicle" means an electrically powered motor vehicle that has three or four wheels, and has a speed attainable in one mile of at least 20 miles per hour but not more than 25 miles per hour on a paved level surface.

Subd. 48. **Nighttime.** For purposes of regulating the operation of a motor vehicle, "nighttime" means the time from one-half hour after sunset to one-half hour before sunrise.

Subd. 48a. **Nondivisible load or vehicle.** "Nondivisible load" or "nondivisible vehicle" means any load or vehicle exceeding the applicable length, width, height, or weight limits set forth in this chapter which, if separated into smaller loads or vehicles, would:

(1) compromise the intended use of the load or vehicle;

(2) destroy the value of the load or vehicle; or

(3) require more than eight work hours to dismantle using appropriate equipment.

Subd. 49. **Official traffic-control devices.** "Official traffic-control devices" means all signs, signals, markings, and devices not inconsistent with this chapter placed or erected by authority of a public body or official having jurisdiction, for the purpose of regulating, warning, or guiding traffic.

Subd. 50. **One-way roadway.** "One-way roadway" means a street or roadway designated and signposted for one-way traffic and on which all vehicles are required to move in one indicated direction.

Subd. 51. **Owner.** "Owner" means a person who holds the legal title of a vehicle, or in the event a vehicle is the subject of an agreement for the conditional sale or lease thereof with the right of purchase upon performance of the conditions stated in the agreement and with an immediate right of possession vested in the conditional vendee or lessee, or in the event a mortgagor of a vehicle is entitled to possession, then such conditional vendee or lessee or mortgagor shall be deemed the owner for the purpose of this chapter.

Subd. 52. **Passenger vehicle.** "Passenger vehicle" means a passenger automobile defined in section 168.002, subdivision 24; a pickup truck defined in section 168.002, subdivision 26; a van defined in section 168.002, subdivision 40; and a self-propelled, recreational vehicle licensed under chapter 168 to use the public streets or highways. "Passenger vehicle" does not include a motorcycle, motorized bicycle, bus, school bus, a vehicle designed to operate exclusively on railroad tracks, a farm truck defined in section 168.002, subdivision 8, or special mobile equipment defined in section 168.002, subdivision 31.

Subd. 53. **Pedestrian.** "Pedestrian" means any person afoot or in a wheelchair.

Subd. 54. **Person.** "Person" means every natural person, firm, copartnership, association, or corporation.

Subd. 54a. **Plug-in hybrid electric vehicle.** "Plug-in hybrid electric vehicle" means an electric vehicle that (1) contains an internal combustion engine and also allows power to be delivered to the drive wheels by a battery-powered electric motor; (2) when connected to the electrical grid via an electrical outlet, is able to recharge its battery; and (3) has the ability to travel at least 20 miles powered substantially by electricity.

Subd. 54b. **Platooning system.** "Platooning system" means driver-assisted vehicle-to-vehicle technology that integrates electronic communications between and among multiple vehicles to synchronize speed, acceleration, and braking while leaving system monitoring and intervention in the control of each vehicle's human operator.

Subd. 55. **Pneumatic tire.** "Pneumatic tire" means every tire in which compressed air is designed to support the load.

Subd. 56. **Police officer.** "Police officer" means every officer authorized to direct or regulate traffic or to make arrests for violations of traffic rules.

Subd. 57. **Private road or driveway.** "Private road or driveway" means every way or place in private ownership and used for vehicular travel by the owner and those having express or implied permission from the owner, but not by other persons.

Subd. 57a. **Pupil transport entity.** (a) "Pupil transport entity" means (1) a school, as defined in section 120A.22, subdivision 4; (2) a charter school operated under chapter 124E; and (3) a private transportation contractor that operates under an agreement with an entity identified in clause (1) or (2).

(b) "Pupil transport entity" does not include a Head Start grantee or someone operating under an agreement with a Head Start grantee.

Subd. 58. **Railroad.** "Railroad" means a carrier of persons or property upon cars, other than streetcars, operated upon stationary rails.

Subd. 59. **Railroad sign or signal.** "Railroad sign or signal" means any sign, signal, or device erected by authority of a public body or official or by a railroad and intended to give notice of the presence of railroad tracks or the approach of a railroad train.

Subd. 60. **Railroad train.** "Railroad train" means a steam engine, electric or other motor, with or without cars coupled thereto, operated upon rails, except streetcars.

Subd. 61. **Recreational truck-tractor.** "Recreational truck-tractor" means a truck-tractor with a gross vehicle weight rating of not more than 24,000 pounds, that is designed exclusively or adapted specifically to tow a semitrailer coupled by means of a fifth-wheel plate and kingpin assembly.

Subd. 62. **Recreational vehicle combination.** (a) "Recreational vehicle combination" means a combination of vehicles consisting of a full-size pickup truck or a recreational truck-tractor attached by means of a kingpin and fifth-wheel coupling to a middle vehicle which has hitched to it a trailer.

(b) For purposes of this subdivision, a "kingpin and fifth-wheel coupling" is a coupling between a middle vehicle and a towing full-size pickup truck or a recreational truck-tractor in which a portion of the weight of the towed middle vehicle is carried over or forward of the rear axle of the towing pickup.

Subd. 62a. **Recycling vehicle.** "Recycling vehicle" means a vehicle hauling recyclable materials as authorized by section 115A.93, subdivision 1.

Subd. 62b. **Red light camera system.** "Red light camera system" means an electronic system of one or more cameras or other motor vehicle sensors that is specifically designed to automatically produce recorded images of a motor vehicle operated in violation of a traffic-control signal, including related information technology for recorded image storage, retrieval, and transmission.

Subd. 63. **Residence district.** "Residence district" means the territory contiguous to and including a highway not comprising a business district when the property on such highway for a distance of 300 feet or more is in the main improved with residences or residences and buildings in use for business.

Subd. 64. **Residential roadway.** "Residential roadway" means a city street or town road that is either (1) less than one-half mile in total length, or (2) in an area zoned exclusively for housing that is not a collector or arterial street.

Subd. 65. **Ride-sharing arrangement.** "Ride-sharing arrangement" means the transportation of persons, for a fee or otherwise, in a motor vehicle when the transportation is incidental to another purpose of the driver. The term includes the forms of shared transportation known as car pools, commuter vanpools, and bus pools, whether or not furnished by an employer. A "ride-sharing arrangement" does not include transportation of employees by an employer from one place of employment to another.

Subd. 66. **Right-of-way.** "Right-of-way" means the privilege of the immediate use of highway.

Subd. 67. **Road tractor.** "Road tractor" means every motor vehicle designed and used for drawing other vehicles and not so constructed as to carry any load thereon either independently or any part of the weight of a vehicle or load so drawn.

Subd. 67a. **Roadable aircraft.** "Roadable aircraft" means any aircraft capable of taking off and landing from a suitable airfield and that is also designed to be operated on a public highway as a motor vehicle.

Subd. 68. **Roadway.** "Roadway" means that portion of a highway improved, designed, or ordinarily used for vehicular travel, exclusive of the sidewalk or shoulder. During periods when the commissioner allows the use of dynamic shoulder lanes as defined in subdivision 25, roadway includes that shoulder. In the event a highway includes two or more separate roadways, the term "roadway" as used herein shall refer to any such roadway separately but not to all such roadways collectively.

Subd. 69. **Rural mail carrier vehicle.** "Rural mail carrier vehicle" is a motor vehicle operated by a rural mail carrier on a rural mail route.

Subd. 69a. **Rural residential district.** (a) "Rural residential district" means the territory contiguous to and including any city street or town road that is built up with visible dwelling houses situated at intervals averaging 300 feet or less for a distance of a quarter of a mile or more.

(b) For purposes of this subdivision, "interval" means the distance, measured along the centerline of the roadway, between the primary access points for adjacent dwelling houses, regardless of whether the dwelling houses are located on the same side of the road.

Subd. 70. MS 2022 [Repealed, 2024 c 104 art 1 s 110]

Subd. 71. **School bus.** (a) "School bus" means a motor vehicle used to transport pupils to or from a school defined in section 120A.22, or to or from school-related activities, by the school or a school district, or by someone under an agreement with the school or a school district. A school bus does not include a motor vehicle transporting children to or from school for which parents or guardians receive direct compensation from a school district, a motor coach operating under charter carrier authority, a transit bus providing services as defined in section 174.22, subdivision 7, or a vehicle otherwise qualifying as a type III vehicle under paragraph (h), when the vehicle is properly registered and insured and being driven by an employee or agent of a school district for nonscheduled or nonregular transportation.

(b) A school bus may be type A, type B, type C, or type D, multifunction school activity bus, or type III as provided in paragraphs (c) to (h).

(c) A "type A school bus" is a van conversion or bus constructed utilizing a cutaway front section vehicle with a left-side driver's door. This definition includes two classifications: type A-I, with a gross vehicle weight rating (GVWR) less than or equal to 14,500 pounds; and type A-II, with a GVWR greater than 14,500 pounds and less than or equal to 21,500 pounds.

(d) A "type B school bus" is constructed utilizing a stripped chassis. The entrance door is behind the front wheels. This definition includes two classifications: type B-I, with a GVWR less than or equal to 10,000 pounds; and type B-II, with a GVWR greater than 10,000 pounds.

(e) A "type C school bus" is constructed utilizing a chassis with a hood and front fender assembly. The entrance door is behind the front wheels. A "type C school bus" also includes a cutaway truck chassis or truck chassis with cab, with or without a left side door, and with a GVWR greater than 21,500 pounds.

(f) A "type D school bus" is constructed utilizing a stripped chassis. The entrance door is ahead of the front wheels.

(g) A "multifunction school activity bus" is a school bus that meets the definition of a multifunction school activity bus in Code of Federal Regulations, title 49, section 571.3. A vehicle that meets the definition of a type III vehicle is not a multifunction school activity bus.

(h) A "type III vehicle" is restricted to passenger vehicles and buses having a maximum manufacturer's rated seating capacity of ten or fewer people, including the driver, and a gross vehicle weight rating of 10,000 pounds or less. A "type III vehicle" must not be outwardly equipped and identified as a type A, B, C, or D school bus or type A, B, C, or D Head Start bus. A van or bus converted to a seating capacity of ten or fewer and placed in service on or after August 1, 1999, must have been originally manufactured to comply with the passenger safety standards.

(i) In this subdivision, "gross vehicle weight rating" means the value specified by the manufacturer as the loaded weight of a single vehicle.

Subd. 72. **Semitrailer.** "Semitrailer" means a vehicle of the trailer type so designed and used in conjunction with a truck-tractor that a considerable part of its own weight or that of its load rests upon and is carried by the truck-tractor and includes a trailer drawn by a truck-tractor semitrailer combination.

Subd. 73. **Service vehicle.** "Service vehicle" means a motor vehicle owned and operated by a person, firm or corporation engaged in a business which includes the repairing or servicing of vehicles. The term also includes snow removal and road maintenance equipment not operated by or under contract to the state or a governmental subdivision.

Subd. 73a. **Shared use path.** "Shared use path" means a bicycle facility that is (1) physically separated from motorized vehicular traffic by an open space or barrier, (2) located within either the highway right-of-way or an independent right-of-way, and (3) available for use by other nonmotorized users.

Subd. 74. **Shoulder.** "Shoulder" means that part of a highway which is contiguous to the regularly traveled portion of the highway and is on the same level as the highway. The shoulder may be pavement, gravel, or earth.

Subd. 75. **Sidewalk.** "Sidewalk" means that portion of a street between the curb lines, or the lateral lines of a roadway, and the adjacent property lines intended for the use of pedestrians.

Subd. 76. **Solid tire.** "Solid tire" means every tire of rubber or other resilient material which does not depend upon compressed air for the support of the load.

Subd. 76a. **Solid waste vehicle.** "Solid waste vehicle" means a vehicle hauling solid waste as authorized by section 115A.93, subdivision 1.

Subd. 77. MS 2012 [Expired, 2008 c 350 art 1 s 25; 2008 c 366 art 9 s 6]

Subd. 77a. **Speed safety camera system.** "Speed safety camera system" means an electronic system of one or more cameras or other motor vehicle sensors that is specifically designed to automatically produce recorded images of a motor vehicle operated in violation of the speed limit, including related information technology for recorded image storage, retrieval, and transmission.

Subd. 78. **Stand or standing.** "Stand or standing" means the halting of a vehicle, whether occupied or not, otherwise than temporarily for the purpose of and while actually engaged in receiving or discharging passengers.

Subd. 79. **Stop.** "Stop" means complete cessation from movement.

Subd. 80. **Stopping.** "Stopping" means any halting even momentarily of a vehicle, whether occupied or not, except when necessary to avoid conflict with other traffic or in compliance with the directions of a police officer or traffic-control sign or signal.

Subd. 81. **Street or highway.** "Street or highway" means the entire width between boundary lines of any way or place when any part thereof is open to the use of the public, as a matter of right, for the purposes of vehicular traffic.

Subd. 82. **Through highway.** "Through highway" means every highway or portion thereof at the entrances to which vehicular traffic from intersecting highways is required by law to stop before entering or crossing the same and when stop signs are erected as provided in this chapter.

Subd. 83. MS 2010 [Renumbered 168B.011, subd 12a]

Subd. 83a. **Tow truck or towing vehicle.** "Tow truck" or "towing vehicle" has the meaning given in section 168B.011, subdivision 12a.

Subd. 84. **Traffic.** "Traffic" means pedestrians, ridden or herded animals, vehicles, streetcars, and other conveyances, either singly or together, while using any highway for purposes of travel.

Subd. 85. **Traffic-control signal.** "Traffic-control signal" means any device, whether manually, electrically or mechanically operated, by which traffic is alternately directed to stop and permitted to proceed.

Subd. 85a. **Traffic safety camera system.** "Traffic safety camera system" means a red light camera system, a speed safety camera system, or both in combination.

Subd. 86. **Trailer.** "Trailer" means any vehicle designed for carrying property or passengers on its own structure and for being drawn by a motor vehicle but does not include a trailer drawn by a truck-tractor semitrailer combination or an auxiliary axle on a motor vehicle which carries a portion of the weight of the motor vehicle to which it is attached.

Subd. 87. **Transit bus.** "Transit bus" means a bus engaged in regular route transit as defined in section 174.22, subdivision 8.

Subd. 88. **Truck.** "Truck" means every motor vehicle designed, used or maintained primarily for the transportation of property.

Subd. 89. **Truck-tractor.** "Truck-tractor" means:

(1) a motor vehicle designed and used primarily for drawing other vehicles and not constructed to carry a load other than a part of the weight of the vehicle and load drawn; and

(2) a motor vehicle designed and used primarily for drawing other vehicles used exclusively for transporting motor vehicles or boats and capable of carrying motor vehicles or boats on its own structure.

Subd. 90. **Urban district.** "Urban district" means the territory contiguous to and including any city street or town road that is built up with structures devoted to business, industry, or dwelling houses situated at intervals of less than 100 feet for a distance of a quarter of a mile or more.

Subd. 91. **Valid license; valid driver's license.** "Valid license," "valid driver's license," "valid Minnesota driver's license," "valid standard driver's license," or other similar term, has the meaning given in section 171.01, subdivision 49a.

Subd. 92. **Vehicle.** "Vehicle" means every device in, upon, or by which any person or property is or may be transported or drawn upon a highway, excepting devices used exclusively upon stationary rails or tracks.

Subd. 92a. **Vehicle platoon.** "Vehicle platoon" means a group of commercial vehicles traveling in a unified manner through use of a platooning system or systems. A vehicle platoon consists of a lead vehicle and following vehicles. A vehicle platoon is not a combination vehicle under this chapter.

Subd. 92b. **Vulnerable road user.** "Vulnerable road user" means a person in the right-of-way of a highway, including but not limited to a bikeway and an adjacent sidewalk or trail, who is:

(1) a pedestrian;

(2) on a bicycle, including an electric-assisted bicycle, or on another nonmotorized vehicle or device;

(3) on an electric personal assistive mobility device;

(4) on an implement of husbandry; or

(5) riding an animal.

Vulnerable road user includes the operator and any passengers for a vehicle, device, or personal conveyance identified in this subdivision.

Subd. 93. **Wheelchair.** For the purposes of this chapter, "wheelchair" is defined to include any manual or motorized wheelchair, scooter, tricycle, or similar device used by a disabled person as a substitute for walking.

Subd. 94. **Wireless communications device.** (a) "Wireless communications device" means (1) a cellular phone, or (2) a portable electronic device that is capable of receiving and transmitting data, including but not limited to text messages and email, without an access line for service.

(b) A wireless communications device does not include: (1) a device or feature that is permanently physically integrated into the vehicle; (2) a global positioning system or navigation system that is only capable of being used for navigation purposes; or (3) a two-way radio, citizens band radio, or amateur radio equipment used in accordance with Federal Communications Commission rules and regulations.

Subd. 95. **Work zone.** "Work zone" means a segment of street or highway for which:

(1) a road authority or its agent is constructing, reconstructing, or maintaining the physical structure of the roadway, which may include, but is not limited to, shoulders, features adjacent to the roadway, and utilities and highway appurtenances, whether underground or overhead; and

(2) any of the following applies:

(i) official traffic-control devices that indicate the segment of street or highway under construction, reconstruction, or maintenance, are erected;

(ii) one or more lanes of traffic are closed;

(iii) a flagger under section 169.06, subdivision 4a, is present;

(iv) a construction zone speed limit under section 169.14, subdivision 4, is established; or

(v) a workers present speed limit under section 169.14, subdivision 5d, is in effect.

History: *(2720-151) 1937 c 464 s 1; Ex1937 c 38 s 1; 1939 c 430 s 1; 1947 c 204 s 1; 1947 c 428 s 1-4; 1949 c 90 s 1; 1949 c 247 s 1; 1951 c 114 s 1; 1951 c 331 s 1; 1953 c 289 s 1; 1953 c 303 s 1; 1955 c 536 s 1; 1959 c 521 s 1; 1961 c 42 s 1; 1963 c 357 s 1; 1971 c 164 s 1,2; 1973 c 27 s 1; 1974 c 379 s 1; 1975 c 29 s 2; 1976 c 104 s 1; 1976 c 166 s 7; 1977 c 214 s 6,7; 1978 c 494 s 1; 1978 c 613 s 4; 1978 c 727 s 1; 1978 c 739 s 1-5; 1981 c 321 s 2; 1982 c 468 s 1,2; 1983 c 198 s 4; 1983 c 311 s 3-6; 1984 c 403 s 1; 1984 c 417 s 23; 1984 c 430 s 1; 1984 c 549 s 26-28; 1985 c 248 s 70; 1986 c 310 s 1; 1986 c 398 art 13 s 2; 1986 c 444; 1987 c 255 s 7-13; 1987 c 269 s 4; 1989 c 209 art 2 s 1; 1989 c 250 s 1; 1989 c 307 s 2,3; 1990 c 497 s 9; 1990 c 529 s 1,2; 1991 c 112 s 1; 1991 c 277 s 2,17; 1991 c 333 s 10,11; 1992 c 513 art 3 s 33; 1992 c 578 s 4; 1993 c 83 s 1; 1993 c 111 s 1,3; 1993 c 117 s 5; 1993 c 187 s 2; 1994 c 478 s 1; 1994 c 603 s 1,2; 1994 c 635 art 1 s 10; 1994 c 647 art 12 s 11; 1995 c 3 s 1; 1Sp1995 c 3 art 2 s 30; 1996 c 412 art 2 s 14; 1996 c 435 s 13,14; 1996 c 442 s 3,4; 1997 c 143 s 5-8; 1997 c 159 art 2 s 17; 1Sp1997 c 2 s*

21-25; 1Sp1997 c 4 art 12 s 5; 1998 c 397 art 11 s 3; 1998 c 398 art 6 s 30; 1999 c 241 art 9 s 40; 2000 c 478 art 2 s 7; 2001 c 97 s 1,5; 2001 c 119 s 1; 2001 c 161 s 58; 1Sp2001 c 8 art 2 s 7; 2002 c 285 s 2,3; 1Sp2003 c 19 art 2 s 64; 2004 c 294 art 2 s 17,18; 2005 c 135 s 4,5; 1Sp2005 c 6 art 3 s 36-38; 2006 c 189 s 4; 2006 c 231 s 1; 2007 c 146 art 8 s 3; 2008 c 277 art 1 s 21; 2008 c 287 art 1 s 35-41; 2008 c 306 s 3,4; 2008 c 350 art 1 s 25-29,96; 2008 c 366 art 9 s 6; 2009 c 56 s 1-3; 2009 c 96 art 8 s 2; 2009 c 134 s 2,3; 2009 c 158 s 2,10; 2010 c 382 s 39; 2012 c 287 art 3 s 23-26,56,64; 2013 c 102 s 2; 2013 c 125 art 1 s 37; 2013 c 127 s 27; 2014 c 255 s 20; 2014 c 281 s 5; 2014 c 312 art 11 s 4; 1Sp2015 c 3 art 4 s 10; 2016 c 114 s 1,2; 2016 c 142 s 3; 1Sp2017 c 3 art 3 s 45-47; 2019 c 11 s 1; 2019 c 18 s 1,2; 1Sp2019 c 3 art 3 s 31-33; 1Sp2021 c 5 art 4 s 45-52,148; 2023 c 68 art 4 s 42; art 5 s 23; 2024 c 104 art 1 s 26-29; 2024 c 127 art 3 s 40-45; 1Sp2025 c 8 art 2 s 31

FAST Planning 2050 Interim MTP

DRAFT September 2, 2026

FAST Planning 2050 Interim MTP Update

Fairbanks Area Surface Transportation Planning

Prepared for

FAST Planning

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Abbreviations & Glossary

Active Transportation	Any mode of transportation that is fully or partially human-powered, such as walking or bicycling.
ADA	Americans with Disabilities Act
ADEC	Alaska Department of Environmental Conservation
ADOL	Alaska Department of Labor and Workforce
ARRC	Alaska Railroad Corporation
CMAQ	Congestion Mitigation and Air Quality
CNG	Compressed Natural Gas
DOT&PF	Alaska Department of Transportation and Public Facilities
EAFB	Eielson Air Force Base
Equity	Equity in transportation seeks fairness in mobility, accessibility, and distribution of impacts to meet the needs of all community members, particularly populations that are traditionally underserved.
EPA	Environmental Protection Agency
EV	Electric Vehicle
FAI	Fairbanks International Airport
FAST Planning	Fairbanks Area Surface Transportation Planning
Fbks	City of Fairbanks
FHWA	Federal Highway Administration
FNSB	Fairbanks North Star Borough
FTA	Federal Transit Administration
Infrastructure	The physical system that enables or facilitates the movement of people and goods.
GARS	Gaffney/Airport/Richardson/Steese Intersection
HSIP	Highway Safety Improvement Program
HMVMT	Hundred Million Vehicle Miles Traveled
ITS	Intelligent Transportation Systems
LOS	Level of Service
MACS	Metropolitan Area Commuter System Transit, the fixed route bus service system for the borough
MPA	Metropolitan Planning Area

MPO	Metropolitan Planning Organization
MTCVC	Morris Thompson Cultural and Visitors Center
MTP	Metropolitan Transportation Plan
MVE	Motor Vehicle Emissions
NHS	National Highway System
PB	Policy Board
$PM_{2.5}$	Particulate matter less than 2.5 microns in diameter
PPP	Public Participation Plan
RSA	Road Service Area
SC	Steering Committee
SIP	State Implementation Plan
STIP	Statewide Transportation Improvement Program
TAMP	Transportation Asset Management Plan
TC	Technical Committee
TDM	Transportation Demand Management: a set of strategies aimed at maximizing traveler choices — work location, route, time of travel, and mode — to provide travelers with effective choices that improve travel reliability.
TIP	Transportation Improvement Program: a 4-year capital program of transportation projects focused on federal funding for roadway, active transportation, and transit capital projects for the urbanized area, covering federal, state, and local funding.
TSMO	Transportation System Management and Operations: a set of strategies focused on operational improvements that can maintain and even restore the performance of the existing transportation system before extra capacity is needed.
TTR	Travel time reliability
VHD	Vehicle hours of delay
VHT	Vehicle hours traveled
VMT	Vehicle miles traveled
WRRAC	Walk, Ride & Roll Advisory Committee, formerly the Bicycle and Pedestrian Advisory Committee (BPAC)

Executive Summary



Fairbanks Area Surface Transportation Planning (FAST Planning) is responsible for planning 20 years into the future. This is accomplished through the development of a Metropolitan Transportation Plan (MTP). FAST Planning is tasked with reviewing and updating the MTP every four years to align with current and projected conditions and trends.

This executive summary highlights the role of local partners, stakeholders, and community feedback in the planning process. A performance-based approach was used to explore system needs and evaluate solutions that align with the identified goals helping to prioritize future system recommendations that are constrained within anticipated transportation funding through 2050.

Decisions regarding transportation investments need to be consistent with the regional priorities expressed in the MTP. Future investment choices will significantly affect the experience of those living, working, learning, and playing in the FAST Planning area. Public input throughout the development of this plan has been incorporated into the final adopted version.

Why an Interim MTP?

The purpose of the Interim MTP is to support and develop a transportation network that effectively moves people and goods, maintains a high quality of life for residents, supports a strong economy, and reflects community priorities. Federal rules require FAST Planning to review and update the MTP at least every four years. This interim MTP is necessary to keep the region's air quality certification current while allowing more time to gather and process relevant socioeconomic data for an update to the travel demand model linked to a new statewide model framework.

This FAST Planning travel demand model update is part of an Alaska Department of Transportation and Public Facilities (DOT&PF)-led process to create a new statewide travel demand model framework using a platform called Visum, which will make travel demand models across Alaska more user-friendly, consistent, and transparent. Since this statewide process started after the current FAST Planning MTP update process, more time is needed to update socioeconomic assumptions and migrate required model data to the new platform.

In the meantime, this interim MTP provides a short-term transportation plan with projects eligible to proceed under air quality conformity regulations as designated by the Federal Highway Administration (FHWA) (23 CFR 450.104). “Conformity” is a Clean Air Act requirement that ensures that federal funding and approval are given to transportation plans and projects that are consistent with the air quality goals established in the State Implementation Plan (SIP). It guarantees that transportation projects will not cause new air quality violations or worsen existing conditions.

FAST Planning has also recently expanded its Metropolitan Planning Area (MPA) boundary for transportation planning purposes. New areas include Moose Creek, Eielson Air Force Base (EAFB), and additional segments of Farmers Loop Road. The Interim MTP also affirms that the existing MTP maintains the required 20-year planning horizon for recommended improvements before the next major MTP update is released.

Vision

The MTP is centered around a community vision that outlines residents' aspirations for what they want their transportation network to look and feel like by 2050. This vision statement captures those goals:

The greater Fairbanks and North Pole area envisions a safe, reliable, resilient, convenient, and inclusive multi-modal transportation network that:

- Provides every community member year-round access to essential goods and services, employment, healthcare, and recreational and social opportunities.
- Supports a vibrant economy, active lifestyles, healthy environment, stable community, and our unique subarctic way of life.

Themes

The MTP is based on critical themes that support a well-functioning transportation system. The themes listed below attempt to balance safety, mobility, community, and environmental goals.

- Safety: Protecting all users with a focus on equity and reliability.
- Connectivity: Multimodal links between centers and neighborhoods.
- Integration: Linking transportation and land use patterns for place-based development
- Sustainability: A system that is environmentally responsible, economically efficient, socially equitable, and resilient.
- Stewardship: Caring for the transportation system as a shared public resource.
- Economic Opportunity and Community Investment: Generate economic value from our transportation investments.
- Freight Movement: Connecting people to goods and employment and maintaining our freight system.

Goals

The Interim MTP establishes seven goals. Each goal is paired with specific objectives for implementing the goal. Performance measures are used to track progress towards achieving each goal. 2050 Interim MTP Goals are:

1. Safety - Protect the health, safety and welfare of all users with an accessible and reliable transportation system.
2. Connectivity - Connect our neighborhoods to where we work, learn, play, and shop to improve the efficiency of the transportation system, whether walking, rolling, biking, bussing, driving, or riding.
3. Integration - Integrate the transportation system with how we use and develop land to live, work, learn and play.
4. Sustainability - Promote human health and protect the environment by improving air and water quality and system resilience.
5. Stewardship - Improve the lifespan and usability of existing transportation facilities.
6. Economic Opportunity and Community Investment - Invest in our intermodal freight transportation network to elevate our role as the economic hub of the Interior.
7. Freight Movement – Build and maintain our transportation system to generate and grow economic opportunity and attract investment.

Public Input

Throughout the MTP Update process FAST Planning followed its Public Participation Plan (PPP) to ensure the community had meaningful opportunities to engage in the planning process that helped to shape the plan. Public outreach included a project website, fact sheets, stakeholder meetings, and briefings to FAST Planning advisory committees.

A steering committee (SC) was convened to provide essential feedback and guidance through six (6) targeted milestone meetings or work sessions. The committee was comprised of representatives of local and state agencies, people using different modes of transportation, and diverse populations and interests. One of the SC meetings was devoted to a Needs Analysis Charrette which informed screening and prioritization for alternatives.

Four pop-up events were held in late fall of 2025: the Winter Maintenance Forum, Trick or Treat at Gather, Spaghetti Feed at JP Jones Center, and Black Spruce Brewing Company. The purpose of these pop-up events was to provide an opportunity for the public to take the public survey and to offer input and feedback. The public survey was conducted in the fall of 2025 that gathered 158 responses. Two public workshops were held, with the first coinciding with the launch of the public survey and the second coinciding with the release of the public review draft of the 2050 Interim MTP.

Plan Organization

Chapter 1 – Introduction: This chapter provides the background and foundation for the purpose, need, and intent of the Interim MTP.

Chapter 2 – Public Involvement & Plan Development: This chapter describes the plan's development process, including data collection through a collaborative community engagement program.

Chapter 3 – Themes, Goals, Objectives & Performance Measures: This chapter sets the framework the rest of the plan is built on: the seven (7) themes and seven (7) goals that guide the transportation system and the performance measures to track progress towards achieving those goals.

Chapter 4 – Existing Conditions: This chapter assesses the status of the planning area using updated data, including population and employment trends, land use patterns, and transportation modes - active transportation, transit, roadway, and freight networks.

Chapter 5 – Future Network: This chapter outlines needs identified in the Future Needs Assessment Report, which lists anticipated needs, identifies what is driving the need, and proposes projects or strategies that can address the need.

Chapter 6 – Financial Plan: This chapter provides an updated, fiscally constrained forecast for transportation investment through 2050.

Chapter 7 – Policy Recommendations: This chapter describes how FAST Planning transforms the goals and recommendations in this plan into actionable steps, as well as a framework for tracking and reporting progress over time.

Chapter 8 – Air Quality: This chapter outlines the federal requirements for air quality conformity to ensure that future transportation project recommendations will not negatively affect air quality, particularly from vehicle carbon emissions.

Looking Ahead: FAST Planning Interim MTP Project List

This Interim MTP sets a vision for FAST Planning for the next 20 years and will take time to achieve and implement. Aligning to the seven goals outlined in this Executive Summary, the project needs (Chapter 5) provide recommended short range (0-5 years), medium range (5-10 years), and long range (10-20 years) projects to serve as a guide to FAST Planning and its partner agencies in prioritizing and funding projects in the MPA. **The 2050 Interim project list includes 230 recommended regional transportation projects, programs or plans over the next 20 years, representing over $1.6B in fiscally constrained investments in the area's transportation system.**

An updated transportation demand model will be finalized for the expanded urban boundary. The transportation demand model will further analyze system performance and identify critical areas of concern including nodes, gateways, links, and corridors to inform the next MTP update.

Chapter 1. Introduction

This chapter provides the background and foundation for the purpose, need, and intent of the MTP, including the federal planning requirements for plan development. Every four years FAST Planning is tasked with reviewing and updating the MTP to affirm the plan's validity and alignment with current and projected transportation and land use conditions and trends.

The Interim MTP affirms that the MTP is still valid and maintains a 20-year planning horizon to recommend improvements in the transportation system as the next major MTP update progresses. The purpose of the Interim MTP is to support and develop a transportation network that effectively moves people and goods, maintains residents' high quality of life, supports a strong economy, and reflects community priorities. Additionally, FAST Planning expanded its MPA boundary for transportation planning purposes to include Moose Creek and EAFB and more of Farmer's Loop.

FAST Planning is the designated Metropolitan Planning Organization (MPO) for the urbanized area of the Fairbanks North Star Borough (FNSB), including the cities of Fairbanks and North Pole. FAST Planning oversees planning and programming of Federal Highway Trust Funds designated for the Fairbanks MPA.

The Interim MTP must cover all modes of transportation:

- Non-motorized facilities
- Freight mobility
- Public transit
- Sidewalks
- Streets
- Highways
- Freeways

The plan must be based on land uses described in the current Comprehensive Plan. The MTP is also required to address congestion management for a multi-modal system and air quality standards. Federal regulations require an update to this long-range plan every four years to reflect new data, priorities, and community needs.

Vision

The MTP is centered around a community vision that outlines residents' aspirations for their transportation network, which captured in the vision statement below:

The greater Fairbanks and North Pole area envisions a safe, reliable, resilient, convenient, and inclusive **multi-modal** transportation network that:

- **Provides every community member year-round access** to essential goods and services, employment, healthcare, and recreational and social opportunities.
- **Supports** a vibrant economy, active lifestyles, healthy environment, stable community, and our unique subarctic way of life.

Planning Horizon and Fiscal Constraint

The Interim MTP must have a minimum planning horizon of 20 years.

Fiscal Constraint

All recommended projects and programs in the Interim MTP must be matched with reasonably anticipated funding. Unconstructed projects listed in the 2045 MTP were evaluated for alignment with Interim MTP goals and objectives, local and state planning documents, implementation feasibility, and available funding.

23 CFR 450.324(f)(11) specifies the required elements and processes for an MTP's financial plan. Financial plan elements include estimated costs, expected revenue sources, additional funding strategies, and transportation control measures for air quality non-attainment and maintenance areas. Anticipated funding is determined using historical trends and specific appropriations. Funding amounts, eligibility, and timing must be considered when matching costs with revenues over the planning horizon.

Recommending projects and programs that fit within fiscal constraints meets federal requirements and results in an implementable MTP. To accurately determine fiscal constraints in the Interim MTP, planning-level cost estimates consider the full cost of project development including environmental documentation and design, utility relocations, right-of-way acquisition, and construction.

Federal Planning Factors

FAST Planning demonstrates compliance with federally required planning factors by integrating them into the MTP's guiding principles and overarching goals, project selection and scoring, and performance measures and targets.

The Interim MTP addresses these ten federal planning factors:

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 accessibility and mobility of people and 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, throughout the State, for people and goods.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance travel and tourism.

For more information about the USDOT planning factors visit eCFR :: 23 CFR Part 450 -- Planning Assistance and Standards.

Equity

The 2050 MTP update considered community needs during its development. The process and final outcomes aim to equitably prioritize the needs of the MPA population, regardless of their chosen mode of transportation. This can be accomplished by hosting public participation activities to address the barriers to participation that vulnerable populations often encounter.

Insights from these communities may then inform the MTP's goals, objectives, and project selection criteria.

In the FAST Planning area, vulnerable populations include, low-income households, individuals with limited English proficiency, older adults, people with disabilities, and populations without reliable access to a personal vehicle.

Environmental Protection Agency (EPA) Regulations

The MTP will follow EPA regulations stated in 40 CFR 93, Subpart A Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and Projects.

Air Quality Conformity

Part of the FNSB is designated as a 24-hour $PM_{2.5}$ Nonattainment Area. This means the area has exceeded the federal health-based standard of 35 micrograms/cubic meter for fine particulate matter over a 24-hour period. In October 2025, the EPA approved the FNSB's nonattainment plan. FAST Planning will facilitate project-level air quality conformity determinations for all projects listed in the Transportation Improvement Program (TIP) through interagency consultation. The Interim MTP includes a variety of projects that are likely to be determined exempt from air quality conformity review (40 CFR 93.126) such as safety, preservation, and non-motorized projects. The project list also includes projects beneficial to air quality in support of reducing $PM_{2.5}$ emissions, such as motor vehicle plug-ins, transit, and gravel-to-pavement projects. https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-C/section-450.324

Relationship to TIP and Statewide Transportation Improvement Program (STIP)

The MTP is the long-range strategic plan for the MPA. It sets investment priorities, performance targets, and policy direction for transportation for a 20-year planning horizon. It is the "why" and "what" of transportation planning.

The TIP is the short-term, five-year fiscally constrained funding plan that translates the MTP into a list of specific projects and investments funded by the FHWA and Federal Transit Authority. Though shorter range and more precise in expected project development costs by year, the TIP must be consistent with the MTP and cannot generate new projects not in the current MTP. The TIP must all regionally significant projects funded by federal, state, and local sources (including discretionary grants), even if those funds are not part of the MPA's allocations. The TIP is subject

to public review and comment, as well as an air quality conformity analysis and interagency consultation, and finally, the adoption by the Technical Committee (TC) and Policy Board (PB).

The STIP is the statewide four-year program for preserving and developing the transportation system. It outlines all major road, bridge, ferry, and public transportation projects that are expected to receive federal funding during the program's term, including funding allocations to each of the state's three MPOs. Once FHWA and the Federal Transit Administration (FTA) approve the TIP and amendments, the STIP incorporates and adopts the FAST Planning TIP by reference, without modification. Though the fiscal constraint is accounted for, STIP does not list projects specifically listed in the TIP.

Chapter 2. Public Involvement & Plan Development

Overview

This chapter describes the plan's development process, including data collection through a collaborative community engagement program. This approach was designed to establish project nominations, screen projects, develop prioritization tools, and fulfill federal planning requirements.

The long-term success of the MTP is founded on the plan's development process, which was shaped by the existing conditions and deficiency analysis as well as community input. By involving the community, engagement not only informs and educates the public about the transportation planning process but also includes them in shaping recommendations and outcomes. This collaborative approach leads to a plan aligned with best practices for safe and accessible transportation.

Outreach & Community Involvement

Throughout the MTP Update process, FAST Planning followed its PPP, adopted December 2023, to ensure the community had meaningful opportunities to engage in the planning process. The PPP is built around three goals:

- Provide the public and other interested parties with the opportunity to review and comment on the development of all MPO plans, programs, and activities.
- Prioritize a transparency-based approach by providing stakeholders and the public with consistent opportunity for meaningful review, comment, and consideration at key decision points throughout plan and program development.
- Provide timely, repetitive notice of, and well-rounded access to information regarding MPO issues, initiatives, projects, and programs.

The 2050 Interim MTP Update followed the processes and strategies outlined in the FAST Planning PPP, including hybrid public meetings, targeted outreach to underserved communities, graphic communication, and multiple tools and methods to expand reach.

Community involvement for the 2050 Interim MTP update focused on ensuring broad-based, inclusive involvement and input that reflects the community's priorities and shared values and complies with the PPP and Title VI. The following tools were used to educate stakeholders and

gather public input and feedback to inform the 2050 Interim MTP Update. For details on community involvement, see Appendix C. Public Outreach Summary.

Project Website

The MTP website is a central location for the public and stakeholders to access information on the planning process, from the timeline to planning documents and technical reports.

Factsheet

An executive summary of the Existing Conditions memo was provided to the public at the first Public Workshop.

FAST Planning Communications and Social Media

The existing FAST Planning communications protocol was used throughout the MTP process to share information, advertise meetings, post documents for review, and notify interested residents of involvement opportunities including FAST Planning committee meetings and project specific workshops and work sessions. FAST Planning social media platforms were used to augment direct communications with the project and stakeholder list.

FAST Planning Committees

Technical Committee)

The FAST Planning TC serves as the advisory body to the PB and is comprised of technical experts from across the community. The project team prepared materials and presentations as needed to support FAST Planning's regular communication with the TC to keep decisionmakers informed. TC meetings were held for the project on:

- December 3, 2025
- January 7, 2025
- March 4, 2026

Policy Board

The FAST Planning PB is the primary decision-making body for MPO. They review recommendations from the TC and guide the direction of the organization through budgetary decisions and planning decisions. Meetings with the PB were held on:

- October 22, 2025
- January 21, 2026
- March 18, 2026

Walk, Ride & Roll Advisory Committee (WRRAC)

Formerly the Bicycle & Pedestrian Advisory Committee, the WRRAC advocates for active transportation modes in the MPA. This is an appointed citizen advisory body with seats that represent the different planning partners in the MPA. The project was introduced to the committee on November 20, 2025. A work session with the committee will be held during the public review of the draft in September.

Steering Committee

A SC was convened to provide essential feedback and guidance through six (6) targeted milestone meetings or work sessions, which included representatives of local and state agencies, transportation modes, and diverse populations and interests. Meetings were held on:

- September 4, 2025 - SC #1: Vision, Goals, and Objectives of the MTP
- November 12, 2025 - SC #2: Existing Conditions and System Performance with a focus on issue identification
- March 5, 2026 - SC #3: Needs Analysis and Scenario Planning (Charette)
- June 10, 2026 - SC #4: Comprehensive Project Screening Criteria
- July 29, 2026 - SC #5: Alternatives Analysis
- September 17, 2026 - SC #6: Preliminary Recommendations, Project Selection, Implementation Actions

Charrette

The project team facilitated a Needs Analysis Charrette during SC Meeting #3. The charrette gathered feedback on the results of efforts such as the interactive comment map, online survey, and Public Workshop #1 through an interactive process to help inform decision making internally. As part of the charrette, SC members considered identified issues and opportunities and workshopped potential actions or solutions for the project team to vet for feasibility. Results of the charrette directly informed alternatives screening and recommendation prioritization.

Public Workshops

Workshop 1



Figure 1. Photo from Public Workshop 1

Public Workshop 1 was held on October 21, 2025, at the Noel Wien Library. This workshop coincided with the release of the public survey. Attendees were invited to learn about the 2050 MTP Update and provide comments on:

- MTP vision, goals, and objectives
- Locations with transportation-related issues

Attendees were also invited to take the online survey.

Workshop 2

The second workshop coincided with the release of the public review draft of the 2050 Interim MTP. The MTP's vision, goals, and objectives were shared at this workshop, in addition to the recommendations, implementation plan, and financial plan. This workshop was held in October 2026 at the Noel Wien Library.

Survey

A public survey was conducted in the fall of 2025 by FAST Planning. The survey and interactive map were launched online at the FAST Planning website prior to the Public Workshop held on October 21, 2025. Public Workshop attendees also had the option to take a paper survey. Surveys were also available at pop-up events. There were 158 survey responses and 382 written comments and/or locations pins dropped on the interactive survey map. Details about the survey results can be found in Appendix A. FAST Planning MTP Public Survey Analysis.

Community Events and Pop Ups

FAST Planning staff held several Pop-Up Events within the community to present the project, promote the survey, and gather input on the existing transportation network.

Events were held at:

- Winter Maintenance Forum – October 28, 2025
- Trick or Treat at Gather – October 30, 2025
- Spaghetti Feed at JP Jones Center – November 5, 2025, 4:00pm-7:00pm
- Black Spruce Brewing Company – November 6, 2025, 6:00pm-7:00pm

Plan Development Process

The 2050 Interim MTP serves as a long-range plan that guides how Fairbanks will invest in and manage the transportation system over the next 20-plus years. It provides a vision, assesses current conditions, and identifies future needs. The MTP was developed using five key steps:

- Affirm the transportation vision, goals, objectives, performance measures and targets.
- Evaluate the transportation system's performance and deficiencies.
- Analyze alternative projects and strategies to improve the network.
- Phase the solutions based on priorities and available funding.

Project Management Team

The MTP process was guided by a multi-agency Project Management Team, with staff from FAST Planning, DOT&PF, and a multi-disciplinary consultant team of transportation and land use planners and travel demand modelers. This Project Management Team met regularly throughout the planning process.

Background Research and Data Gathering

Planning for the future requires an understanding of the current system. Therefore, a key step in the MTP planning process is to gather information to form a comprehensive overview of the

region. This creates a snapshot in time with the most accurate and up to date information available. Relevant data was compiled from a variety of sources: ADOL; US Census American Community Survey; Bureau of Economic Analysis; US Bureau of Labor Statistics; DOT&PF; FNSB plans; FAST Planning adopted plans and programs; and FNSB land use data.

Chapter 3. Themes, Goals, Objectives & Performance Measures

The MTP is based on themes that were identified as critical to a well-functioning transportation system. The themes recognize the need to balance safety, mobility, community, and environmental goals.

Safety: Protecting all users, with a focus on equity and reliability.

Connectivity: Multimodal links between centers and neighborhoods.

Integration: Linking transportation and land use patterns for place-based development

Sustainability: A system that is environmentally responsible, economically efficient, socially equitable, and resilient.

Stewardship: Caring for the transportation system as a shared public resource.

Economic Opportunity and Community Investment: Generate economic value from our transportation investments.

Freight Movement: Connecting people to goods and employment and maintaining our freight system.

Goals and objectives translate the MPO's vision and themes into a more structured framework for transportation decision making. The seven goals are centered on the themes of Safety, Connectivity, Integration, Sustainability, Stewardship, Economic Opportunity and Community Investment, and Freight Movement.

- Goals: Broad statements of what the community wants to achieve for the multi-modal transportation network.
- Objectives: Specific, actionable statements describing how each goal will be met.
- Performance Measures: Metrics used to track progress for the public, partner agencies, and federal requirements.

This framework ensures that the 2050 MTP is more than a list of projects; it is a plan shaped by community input, with outcomes that can be monitored and reported over time.

Goals & Objectives

The seven 2050 Interim MTP Goals:

1. Safety - Protect the health, safety and welfare of all users with an accessible and reliable transportation system.
2. Connectivity - Connect our neighborhoods to where we work, learn, play, and shop to improve the efficiency of the transportation system, whether walking, rolling, biking, bussing, driving, or riding.
3. Integration - Integrate the transportation system with how we use and develop land to live, work, learn and play.
4. Sustainability - Promote human health and protect the environment by improving air and water quality and system resilience.
5. Stewardship - Improve the lifespan and usability of the existing transportation facilities.
6. Economic Opportunity and Community Investment - Invest in our intermodal freight transportation network to elevate our role as the economic hub of the Interior.
7. Freight Movement – Build and maintain our transportation system to generate and grow economic opportunity and attract investment.

The tables below pair each goal with specific implementation-oriented objectives. The performance measures used to track the progress of these goals and objectives are presented in the Performance Measures section.

1. **Safety:** *Protecting all users, with a focus on equity and reliability*	
Goal	**Objectives**
Protect the health, safety, and welfare of all users with an accessible and reliable transportation system.	A. **Reduce transportation-related injuries and fatalities** o Reduce the number and severity of crashes and fatalities for pedestrians, bicyclists, drivers, and riders. o Minimize conflicts between travel modes. o Reduce unsafe conditions through education, enforcement, and design. o Ensure improvements for motorized traffic do not worsen safety and comfort for non-motorized users. o Consider potential impacts to snowmachine and off-highway vehicle (OHV) users of the project corridor and plan for alternate routes when traditional routes are displaced. B. **Improve emergency response** o Reduce emergency response times by improving roadway maintenance, ensuring neighborhoods have more than one access point and adequately sized turnarounds, maintaining road signs, and reducing the number of "orphan roads" with no maintenance authority in the metropolitan area. C. **Maintain safety and reliability of infrastructure and assets** o Based on community needs, improve and maintain roadways, sidewalks, paths and bridges for safe and effective use by all modes of travel year-round. o Maintain and modernize transit and maintenance vehicle fleets to minimize mechanical failures and maximize service reliability. D. **Educate the community about traffic safety** o Build awareness of the functions of the transportation system, of the safety benefit of projects and design solutions, and of safe practices for all modes of transportation.

2. Connectivity: *Multimodal links between centers and neighborhoods*	
Goal	Objectives
Connect our neighborhoods to where we work, learn, play, and shop to improve the efficiency of the transportation system, whether by walking, rolling, biking, bussing, driving, or riding.	A. **Improve pedestrian connections to the transit network** o Prioritize non-motorized projects that increase accessibility to transit. B. **Implement innovative technologies to identify potential system efficiency gains** o Transportation System Management and Operations (TSMO), Transportation Demand Management (TDM), and Intelligent Transportation Systems (ITS). C. **Enhance the existing transportation system by improving and expanding multi-modal access** o Invest in meaningful multimodal and intermodal connections that address existing barriers or gaps to accessing key traffic generators including commercial centers, downtown, the Chena River, health facilities, transportation hubs, University, schools, military installations, and parks and recreation facilities. D. **Accessibility is efficiency** o Achieve and evaluate efficiency through accessibility, walkability, reliability, and diversity of choices rather than solely vehicle throughput. E. **Equip partners** o Fund maintenance equipment needed to maintain transportation connections year-round and respond to snowfall, ice, and other weather events. F. **Improve connectivity, safety and walkability in our neighborhoods and commercial centers** o Slow traffic while increasing connections and pedestrian facilities. o Reduce travel burden while preserving unique neighborhood character. G. **Connect people to parks and public lands** o Enhance parking, signage, and multimodal access to and around public recreation destinations including parks, playgrounds, trails, recreation areas, and the Chena and Tanana River. o Work with landowners to identify, establish, and develop “trail shortcuts” via easements for greenways, paths or other connections between parks, neighborhoods, and commercial centers for pedestrians, cyclists, and motorized trail users.

3. Integration: *Linking transportation and land use patterns for place-based development*	
Goal	**Objectives**
Integrate the transportation system with how we use and develop land to live, work, learn, and play.	**A. Influence land use decisions that reduce vehicle miles traveled and improve quality of life** o Support land uses that bring housing closer to employment centers and reduce the need for vehicular transportation, travel time, and travel cost. o Participate in the FNSB Regional Comprehensive Plan update process. o Testify before the Planning Commission and Platting Board on matters important to integrating and coordinating transportation and land use. o Ensure transportation projects are consistent with designated or planned land uses. **B. Improve and expand accessibility to destinations** o Improve accessibility and lower travel costs by making transportation investments that improve mobility and level of comfort AND support higher density through appropriate, context sensitive mixed-use land development. o Improve transit service and transportation corridors that connect people to goods, services, and employment centers with a focus on UAF, FWW, EAFB, downtown, and commercial retail areas. **C. Invest in and support use of the public transit system** o Increase infill development, adaptive reuse, density, and mixed land uses—including senior housing—along the transit network. o Prioritize transportation improvements for non-motorized users along the transit network. o Partner with destinations to develop and maintain transit stops. **D. Improve quality of life** o Increase transportation choices to create a more livable community where neighborhoods are better connected to a mix of amenities and recreation opportunities.

4. **Sustainability:** A system that is environmentally responsible, economically efficient, socially equitable, and resilient	
Goal	Objectives
Promote human health and protect the environment by improving air and water quality and system resilience.	A. Human health o Encourage healthy lifestyles by investing in active transportation networks that increase physical activity and outdoor recreation opportunities for users and decrease dependence on motor vehicles. o Encourage construction of sidewalks on local roads in the urban area. B. Clean air o Improve air quality and conform to the state air quality implementation plan by prioritizing projects that reduce vehicle emissions, improve traffic flow, control dust, and reduce vehicle miles traveled. C. Clean water o Reduce transportation-related water pollution by expanding the use of green stormwater infrastructure to manage runoff, increasing non-vehicular transportation opportunities, and funding vehicle fleets that use alternative fuels. D. System resilience and reliability o Ensure the transportation system is planned and designed for unique local conditions and challenges including extreme weather, power outages, permafrost and natural hazards such as earthquakes, flooding, and wildfires. o Identify existing facilities that may be impacted by permafrost and spring thaw, flooding, or extreme weather and prioritize retrofits before failures occur. o Focus on working with established RSAs in the metro area to rebuild inferior roadways. o Keep connections open year-round when with fast and reliable winter and summer maintenance or provide alternate routes for facilities designed to not be available year-round. o Plan improvements to be responsive and adaptable to change. E. Economic efficiency o Establish infrastructure for alternative fuel vehicles to reduce reliance on petroleum and lower overall operating costs. o Reduce the economic impact of snow and weather events by building and designing resilient infrastructure, evaluating and improving maintenance and operations practices, and planning with partners to maintain business continuity.

5. **Stewardship:** Caring for the transportation system as a shared public resource	
Goal	**Objectives**
Improve the lifespan and usability of existing transportation facilities.	A. Maintain effective existing infrastructure ○ Where existing infrastructure can effectively meet community needs, invest in maintenance and rehabilitation that extends facility lifespan. B. Year-round access ○ Enhance winter operations and maintenance to support year-round accessibility and safety, getting return on investment every day of the year. C. Better designs to reduce maintenance costs ○ Incorporate design elements and construction methods for transportation improvements that reduce major maintenance costs through the lifespan of the facility. ○ Design for our unique winter conditions and maintenance needs like plowing, winter sidewalks, and snow storage. ○ Advocate for policies to allow Federal funds to be used for roadway maintenance to protect roadway investments. D. Partners in stewardship ○ Establish and support maintenance agreements and stewardship incentives or programs with agency, non-profit, and private partners to maintain new facilities.

6. Economic Opportunity and Community Investment: *Generate economic value from our transportation investments*	
Goal	Objectives
Build and maintain our transportation system to generate and grow economic opportunity and attract investment.	A. Attract community investment and tourism ○ Increase community engagement by improving transportation system comfort, accessibility, aesthetics, and wayfinding. ○ Improve the visitor and resident experience by investing in projects that create welcoming and beautiful public spaces, integrate local arts and culture, and foster and highlight our unique community identity. ○ Monitor and report on the economic impacts of transportation projects. B. Increase access to employment ○ Continue investing in the local public transportation system to improve access and reduce headways. C. Workforce development ○ Support programs to recruit and retain drivers, operators, planners, and engineers needed for a high-quality transportation system. D. Create and support mixed-use and walkable environments ○ Increase access to commercial zones and the time shoppers spend in them by calming traffic and adding pedestrian-friendly infrastructure. ○ Expand and improve pedestrian paths along the Chena River and downtown.

7. **Freight Movement:** *Connecting people to goods and employment and maintaining our freight system*	
Goal	**Objectives**
Invest in our intermodal freight transportation network to elevate our role as the economic hub of the Interior.	A. **Coordinate and plan for the movement of goods** ○ Review and update the Freight Mobility Plan ○ Assess, plan for, and mitigate the impacts of the expanding footprint of last-mile distribution and the increasing rate of home deliveries. B. **Maintain and optimize the multimodal freight network** ○ Improve capacity for freight movement in the region by air, rail, transit, and truck. ○ Enhance safety along the freight network by reducing potential conflicts between freight and other modes. ○ Optimize the utility and lifespan of the existing freight network. ○ Reduce number of freight bottlenecks and road/rail crossings C. **Increase the resilience & reliability of freight transportation system** ○ Maintain and improve the freight network to increase its ability to withstand disruptions and disasters.

System Performance

Federal Planning Factors

In addition to monitoring systemwide performance measures listed in subsequent sections, FAST Planning evaluates each project it funds for consistency with MTP goals. These goals are influenced by the Federal Planning Factors discussed in Chapter 1.

Table 1 below illustrates how Federal Planning Factors relate to the MTP's themes, goals, and objectives, and how they ultimately inform FAST Planning's project selection considerations. Each project selection consideration contains measurable criteria that FAST Planning can use to assess project submissions for consistency with regional goals.

Table 1 - Relationship to Federal Planning Factors

Ten Federal Planning Factors	FAST Planning MTP 2050 Themes	FAST Planning MTP Goals and Objectives	Relevant FAST Planning Project Selection Considerations
Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.	Integration, Sustainability, Stewardship, Economic Opportunity & Community Investment, Freight Movement	2: C, D, E, F 3: A 4: E 6: A, B, C 7: A, B, C	**Job Accessibility:** Does the project improve access to jobs? **Freight Efficiency:** Projects improving the movement of goods, supply chain reliability, and access to industrial corridors. **Placemaking and Aesthetics:** Does the project support tourism, access to parks, and public use of the riverfront? **Population reached:** Considers the level of service (LOS), or how many people the project will impact. May consider its relative significance to a regional, community, area, or neighborhood population.
Increase the safety of the transportation system for motorized and non-motorized users.	Safety, Connectivity, Integration, Sustainability, Stewardship, Economic & Community Investment	1: A, B, C, D 2: A, E, F, 3: A, B, C, D 4: D 5: B 6: D	**Crash Reduction:** Fatal and severe injury crashes are eliminated. **Reduce Vulnerability:** Pedestrians, bicyclists, and transit users are safe in the system. **Accessibility for All:** Enhance mobility for transportation-dependent and disabled (aging population, individuals with disabilities, youth).

Ten Federal Planning Factors	FAST Planning MTP 2050 Themes	FAST Planning MTP Goals and Objectives	Relevant FAST Planning Project Selection Considerations
Increase the security of the transportation system for motorized and non-motorized users.	Safety, Connectivity, Integration, Sustainability, Stewardship	1: C 2: A, C, D 3: B, C 4: D 5: B	**Security:** The transportation system is resilient and enhances evacuation and emergency response capabilities. **Reduce vulnerability:** Pedestrians, bicyclists, and transit users are safe in the system.
Increase accessibility and mobility of people and freight.	Connectivity, Integration, Sustainability, Stewardship, Economic Opportunity and Community Investment, Freight Movement	2: A, B, C, D, E, F, G 3: A, B, C, D 4: D 5: B 6: D 7: A, B, C	**Accessibility for All:** Enhance mobility for transportation-dependent and disabled (aging population, individuals with disabilities, youth). **Traffic Flow Improvements:** Evaluates how well a project improves traffic flows through the intersection or corridor, and/or reduces out-of-direction travel between the origin and destination. **Multimodal Options:** Points for integrating bike lanes, accessible pedestrian walkways, and public transit. **Freight Efficiency:** Projects improving the movement of goods, supply chain reliability, and access to industrial corridors.
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.	Integration, Sustainability, Stewardship, Economic Opportunity and Community Investment	3: A, B, C, D 4: A, B, C, D, E 5: A, D 6: D	**Emissions Reduction:** The potential to reduce greenhouse gases and criteria pollutants, particularly for MPOs in nonattainment or maintenance areas. **Environmental Mitigation:** Does project avoid or minimize impacts to environmentally sensitive areas? (parks, wetlands, historical sites, habitat). **Underserved Populations:** How well the project benefits low-income and minority communities.

Ten Federal Planning Factors	FAST Planning MTP 2050 Themes	FAST Planning MTP Goals and Objectives	Relevant FAST Planning Project Selection Considerations
Enhance the integration and connectivity of the transportation system across and between modes, throughout the State, for people and goods.	Connectivity, Integration, Economic Opportunity and Community Investment, Freight Movement	2: A, C, D, F, G 3: A, B, C 6: D 7: B	**Network Connectivity:** Does the project bridge gaps in the existing network? **Regional Collaboration:** Cooperative efforts between multiple local governments toward shared goals. **Plan Alignment:** How well does the project align with local comprehensive plans, the MPO goals? Can it leverage state or federal funding?
Promote efficient system management and operation.	Safety, Integration, Sustainability, Stewardship	1: B 3: C 4: D, E 5: A, B, C, D	**Cost-Effectiveness:** Maximizing the LOS while reducing long-term pavement or bridge structure maintenance costs.
Emphasize the preservation of the existing transportation system.	Sustainability, Stewardship	4: D, E 5: A, B, C, D	**State of Good Repair:** Projects focused on maintaining, rehabilitating, or upgrading existing bridges and roads rather than just building new infrastructure.
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.	Sustainability, Stewardship	4: C, D 5: C	**Environmental Mitigation:** Does project avoid or minimize impacts to environmentally sensitive areas? (parks, wetlands, historical sites, habitat)?
Enhance travel and tourism.	Economic Opportunity & Community Investment	6: A	**Placemaking and Aesthetics:** Does the project support tourism, access to parks, and public use of the riverfront?

System Performance Overview and Progress

FAST Planning relies on data collected from DOT&PF in evaluating its performance targets on the National Highway System (NHS). FAST Planning has adopted the state's targets[1], and DOT&PF regularly reports on statewide data and data at the MPO level.

[1] https://dot.alaska.gov/stwddes/asset_mgmt/assets/commish_targets.pdf

Where past data is available for comparison, since the 2022 System Performance Report in the 2045 MTP, it is provided in this section. DOT&PF's Transportation Asset Management Plan (TAMP) was completed in 2022, immediately prior to adoption of the 2045 MTP. As a result, measures for pavement and bridge were not available, and DOT&PF is still working on refining its dashboard data at the MPA level. Recommendations to improve MPA-specific data collection and reporting are included in Chapter 7.

Pavement

General conditions for all measured pavement in the MPA in 2024 were described in the Existing Conditions Report as 24.2% good, 71.5% fair, and 4.4% poor. See Existing Conditions Report (Appendix B) for more on anecdotal pavement assessments by MPA agency.

DOT&PF owns 5,683 centerline miles of road, 2,230 of which are NHS miles. By comparison, the urban portion of FNSB (generally considered FAST Planning MPA boundary) has 810 total centerline miles and 54 NHS centerline miles, indicating the MPA contains a very low (2.4%) proportion of the state's NHS, which limits FAST Planning 's ability to significantly impact statewide NHS pavement performance measures.

DOT&PF maintains its NHS pavement through STIP capital project funding. FAST Planning does not generally allocate its own funding toward NHS improvements due to the funding streams available to DOT&PF through the National Highway Performance Program but has historically invested in pavement preservation for shared-use non-motorized pathways on the NHS. This Interim MTP shows significant investment in pavement and bridges in Chapter 6, particularly through the FAST Planning Improvement Program and the Statewide Pavement & Bridge Preservation Program.

Table 2 below indicates FAST Planning 's NHS pavement conditions are exceeding targets and exceeding the state's overall ratings.

Table 2. NHS Pavement Condition and Targets[2]

Performance Measure	2-Year Target	4-Year Target	State Results, 2025	FAST Planning MPA Results, 2025
Poor Pavement on the Interstate	5%	5%	1.6%	0.4%

[2] https://measures-akdot.hub.arcgis.com/pages/pavement.

Good Pavement on the Interstate	20%	20%	21.9%	42.5%
Poor Pavement on NHS Non-Interstate	10%	10%	8%	0.4%
Good Pavement on NHS Non-Interstate	15%	15%	23.8%	34.8%

Progress Achieved - Pavement

Past performance data for pavement in the MPA was not available at the time of the draft Interim MTP. However, the MPA has seen progress through numerous completed paving projects on the NHS since the 2045 MTP that have contributed to the MPA's NHS targets exceeding statewide performance:

- University Avenue Rehabilitation & Widening
- Airport Way West Improvements
- Airport Way/Steese Expressway Reconstruction
- Richardson Highway MP 351 Interchange
- Richardson Highway MP 359 Grade Separated Facility

Bridges

The FAST Planning MPA has 46 bridges on DOT&PF's bridge inventory with condition ratings. This does not include three pedestrian bridges or 11 large culvert structures. For all bridges in the MPA, 46% by deck area are rated in overall good condition (26 bridges), 53% in fair condition (19 bridges) and 1% in poor condition.

Off-System (Non-NHS Bridges)

Eighteen of the 46 bridges are off the NHS (including the MPA's only bridge rated as poor overall) as shown in Table 18 of the Existing Conditions (Appendix B) report. Of the fair bridges off-NHS, one was addressed for replacement in 2026 (#2132, Beaver Springs Creek at Doughchee Avenue), and one is recommended to be addressed in the long term (#1191, Chena River at Peger Road) in the recommended project tables in Chapter 6. This chapter also recommends addressing the MPA's only bridge in poor condition (#295, Noyes Slough at Minnie Street). Further, orphan bridges not on DOT&PF's inventory and not inspected are of concern due to apparent condition and/or having fracture critical members. Those bridges are Outside

Hurst #2295 and Spruce Branch #2386 and are recommended for replacement in the short range[3].

On-System (NHS Bridges)

As of 2025, Alaska has 433 NHS bridges and FAST Planning MPA has 28 NHS bridges (6% of the state's total). No NHS bridges in the FAST Planning MPO are rated as "poor," and 13 are rated as "good." See Tables 18 and 20 in the Existing Conditions Report (Appendix B) for a listing of MPA bridges. The FAST Planning MPA exceeds state targets for bridges in poor condition but is only slightly below target for bridges in good condition (see Table 3). This performance measure will improve considerably once the two Chena Flood Control Bridges (#1364 and #1866) on the Richardson Highway complete replacement in 2027.

DOT&PF maintains NHS bridge conditions through STIP capital project funding, including preventive maintenance funding for preservation. FAST Planning does not generally allocate its funding toward NHS improvements due to the funding streams available to DOT&PF for bridge improvements provided through the National Highway Performance Program. FAST Planning intends to improve condition ratings of NHS bridges in the MPA by including the following recommended projects in the Interim MTP:

- Chena Flood Channel NB @ Richardson Highway (#1364)
- Chena Flood Channel SB @Richardson Highway (#1866)
- Chena Hot Springs Undercrossing @ Steese Highway (#1342)
- Chena River @ Steese Expressway (#231)

Table 3. NHS Bridge Condition and Targets

Performance Measure	Target	State Results, 2025	FAST Planning MPA Results, 2025[4]
NHS Bridges in Good Condition (by deck area)	>40%%	41%	39%
NHS Bridges in Poor Condition (by deck area)	<10%	5%	0%

[3] https://measures-akdot.hub.arcgis.com/pages/bridge. FAST MPA data not available at this site as of August 2026, so information presented was manually calculated from DOT&PF 2023 Bridge Inventory and https://infobridge.fhwa.dot.gov/Data/Map. See also Existing Conditions Report.

Progress Achieved -Bridges

The 2022 system performance report in the 2045 MTP did not report baseline bridge results as they presumably were not available since the TAMP was just being initiated at that time. However, three new overpass bridges on the Richardson Highway contribute to overall deck area in "good" condition, and the Steese Expressway Chena River Bridge #231 had deck resurfacing and new railing. It is still reported in "fair" condition overall.

For off-system bridges, Aurora Drive Noyes Slough Bridge #209 was replaced, contributing to overall "good" deck area. Fairbanks Cushman Street Bridge #390 also had deck resurfacing and railing replaced and is in overall "fair" condition.

Safety

Crash data was provided by the DOT&PF for the most recent five years of data (2020- 2024). There were 3,774 crashes reported within the MPA Boundary from 2020 through 2024. See Existing Conditions Report (Appendix B) for crash maps and totals by year and month.

Safety performance measures required for 23 CFR 490 Subpart B for MPOs include the following measures, and FAST Planning has adopted the state's targets on these measures:

1. Fatalities
2. Fatality Rate per Hundred Million Vehicle Miles Traveled (HMVMT)
3. Serious Injuries
4. Serious Injury Rate per HMVMT
5. Non-motorized fatalities and Non-motorized Serious Injuries (combined)

The HMVMT rate metrics allow comparisons among different locations or areas, as corrected for length of road network and average annual daily traffic on that network.

Because FAST Planning has adopted the state's targets and not their own, FAST Planning's reported safety data is logically far less than statewide numbers of crashes and crash targets. However, crashes per HMVMT can be analyzed for comparison since they are expressed as a rate.

Fatalities and Serious Injuries

Total number of fatalities and serious injuries from 2020-2024 are shown in Figure 2 below. The statewide targets of less than or equal to 56.6 for fatal crashes and 252.9 for serious injury crashes are shown for comparison. The trend for the FAST Planning MPA is slightly downward for both fatal and serious injury crashes by year. The FAST Planning MPA is moderately below

target for fatalities per HMVMT and slightly below target for serious injuries per HMVMT, as shown in Figure 3.

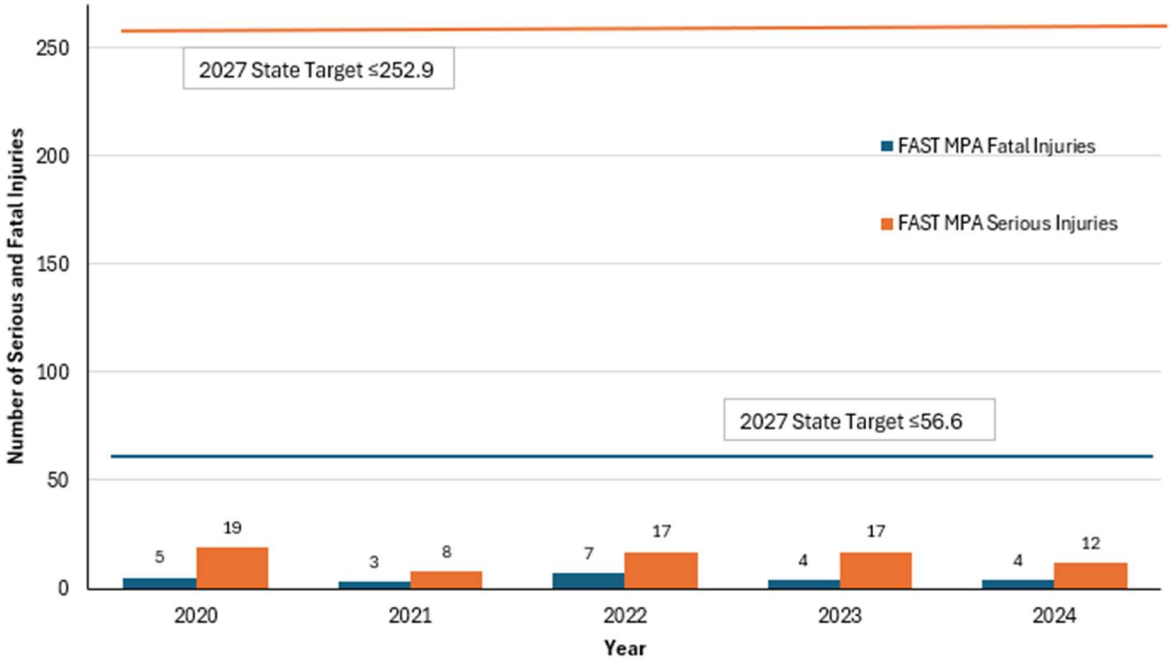


Figure 2. Fatal and Serious Injury Crashes 2020 – 2024 Compared to Targets

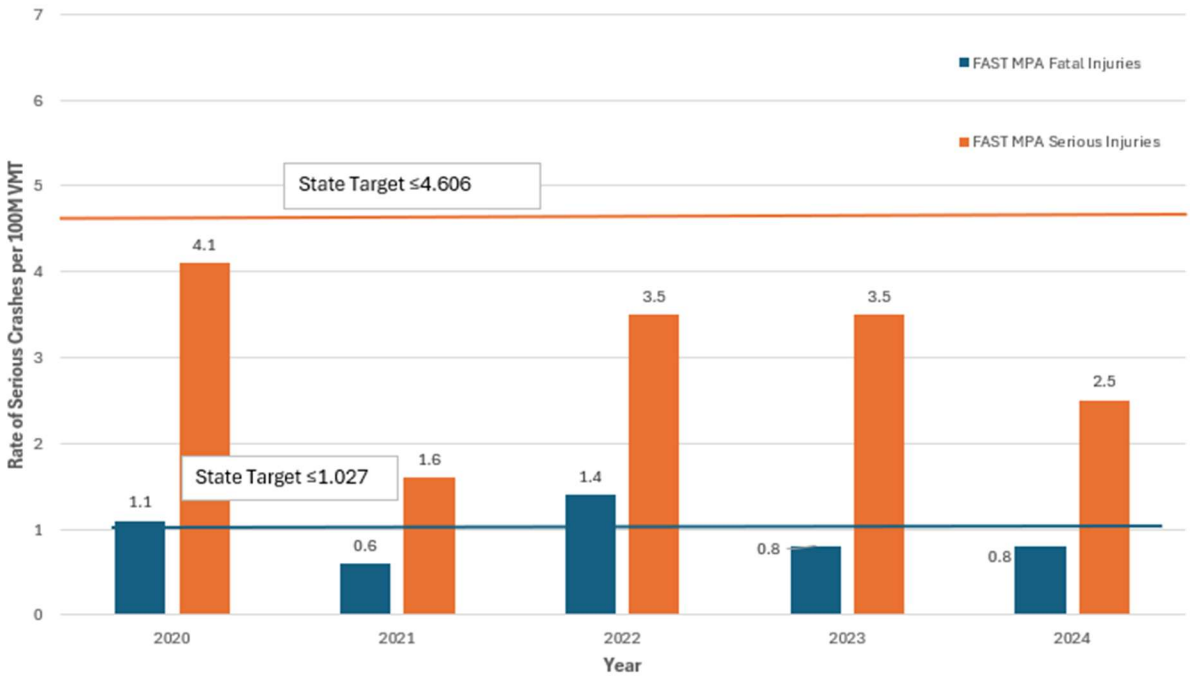


Figure 3. Rate of Fatal and Serious Injuries per HMVMT 2020 – 2024

Compared to Targets

Non-Motorized Fatalities and Serious Injuries

Pedestrians and bicyclists face a disproportionate risk on FAST Planning area roadways. From 2020 to 2024, non-motorized users were involved in just over 1% of all crashes but made up 26% of fatalities and 12% of serious injury crashes. These data show that bicyclists and pedestrians are overrepresented in serious crashes and underscores their vulnerability.

Table 4. Pedestrian and Bicycle Crashes by Severity (2020-2024)

Severity	Pedestrian	Bicycle
Fatal Injury (Killed)	5	1
Suspected Serious Injury	5	4
Suspected Minor Injury	7	14
Possible Injury	0	3
No Apparent Injury	2	2
Unknown	0	0
Total	**19**	**24**

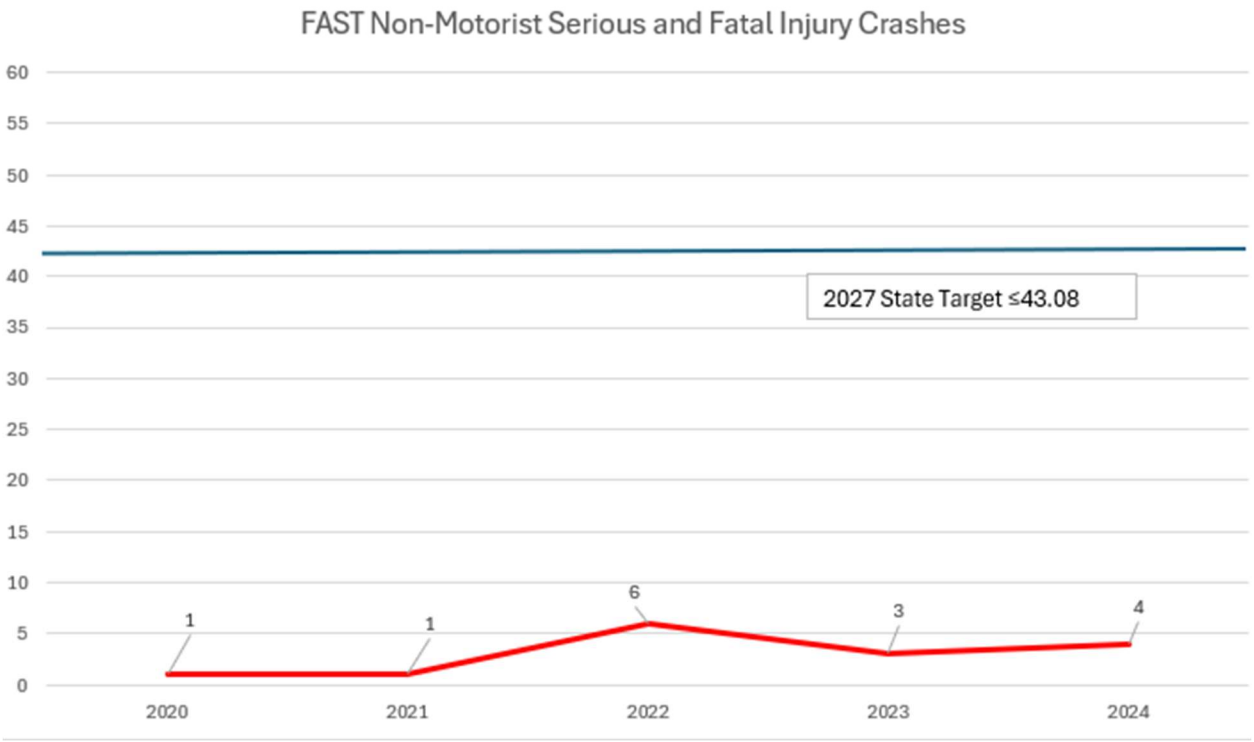


Figure 4. Non-Motorized Fatal and Serious Injury Crashes 2020 - 2024

Figure 4 above compares 15 total non-motorized serious crashes to the statewide target of ≤43.08. FAST Planning has adopted the state's targets, and as expected has significantly lower crashes compared to the statewide population.

Progress Achieved – Safety

Data in the 2045 MTP showed crashes for 2020 only, so the five-year rolling average trend is not available. However, there is a slight decline in the trend of serious crashes between 2020 and 2024 in both total number and rate, although non-motorized crashes have an upward trend over the same period. Projects completed since the 2045 MTP that have contributed to safety for all modes include:

- University Avenue Rehabilitation & Widening
- Airport Way West Improvements
- Richardson Highway MP 351 Interchange
- Airport/Steese Intersection Reconstruction

Projects recommended in this Interim MTP were prioritized with safety as the most heavily weighted criteria, as described in Chapter 6. FAST Planning 's focus in this area, particularly for non-motorized users can be seen in the project tables in Chapter 6 based on categorization under Safety, Non-Motorized, Complete Street, and/or Transportation Alternatives.

Travel Time Reliability (TTR)

TTR measures how often travelers run into unexpected delays. People generally expect some delay while traveling, especially during the typical morning and evening weekday commutes. When delays are expected, people can plan for them. They may leave a little early to be sure they make it on time to work or appointments, and freight operators can build expected delays into their delivery schedules. Unexpected delays can be more disruptive to individuals and businesses, causing them to be late for important engagements or miss critical delivery windows. According to DOT&PF's TTR dashboard for 2026, the several principal arterial routes within the FAST Planning MPA are less reliable including portions of Airport Way and University Avenue, a principal arterial with an at-grade railroad crossing. TTR within the MPA is above targets and statewide average for Interstate and is below the statewide average and below targets for Non-Interstate Principal Arterial targets, as shown in Table 5 below.

Table 5. TTR within the MPO vs. Statewide, 2026[4]

Road Category	Road Type	FAST Planning Average	State Target	State Average
Interstate	Interstate	96.6% Reliable	>92% Reliable	96.2% Reliable
Non-Interstate	Principal Arterial	57.1% Reliable	>70% Reliable	90.3% Reliable
Freight TTR Index	Interstate	80.3% reliable with Truck TTR[5] <2	<2	1.7

Progress Achieved – TTR

Since the 2045 MTP measured TTR has improved primarily due to less temporary construction disruption that major Fairbanks area routes experienced between 2017 and 2023. In addition, DOT&PF continues to experiment with traffic signal progression coordination on Airport Way, and FAST Planning funded a train switch for University Avenue Alaska Railroad Corporation (ARRC) crossing to help reduce delay periods for train switch activity in this area. FAST Planning continues to coordinate with its agencies to improve winter maintenance efficiency and levels of service through its Seasonal Mobility Task Force. When asked in a community survey for the MTP to reveal one thing that was working for their transportation needs, just over 30% indicated that they can travel in a timely manner without a lot of delays.

Chapter 4. Existing Conditions

The community and transportation profile establishes context and existing conditions.

Plans & Studies

The MTP does not stand alone but rather supports and is informed by a variety of other plans. The 2050 Interim MTP integrates goals and strategies from these plans and addresses gaps

[4] Results differ from Existing Conditions Report in 2025, which reported 2018-2023 data. That report indicated some FAST MPA Interstate TTR below the 92% target, likely attributed to construction on the Mitchell Expressway and portions of the Richardson Highway in 2019 and 2022, respectively.

[5] TTR Index values not available for the FAST MPA from DOT&PF's dashboard as of August 2026 https://measures-akdot.hub.arcgis.com/pages/freight

identified during the review process and sets performance measures to assist FAST Planning in tracking progress over time. The review included the following plans, studies, and programs:

- 2045 in Motion, Metropolitan Transportation Plan, 2023
- Connect Fairbanks, Non-motorized Plan, 2021
- Complete Streets Policy, 2015
- FAST Planning Seasonal Mobility Task Force – Mobility Recommendations Report, 2021
- FAST Planning FFY2023-2027 Transportation Improvement Program, 2023
- FAST Planning Public Participation Plan, 2023
- FAST Planning Title VI Plan, 2023 DRAFT
- Green Streets Plan, 2019
- Freight Mobility Plan, 2019
- Salcha-Badger Road Area Plan, 2019
- Road/Rail Realignment/Reduction Plan, 2021
- Road Service Area (RSA) Expansion Plan, 2021
- Metropolitan Planning Area Boundary Update Methodology, 2023
- Fairbanks Transit Plan, 2024
- Fairbanks Coordinated Human Services Transportation Plan, 2024
- Fairbanks and North Pole Electric Vehicle (EV) Infrastructure Deployment Plan, 2024
- Safe Routes to School, 2012
- Conformity Analysis for the FAST Planning 2045 MTP Update, 2023
- Airport Way Functional Features Analysis (2018)

More detailed plan review is found in Appendix B, FAST Planning MTP Existing Conditions Report.

Policy Assessment & Peer Cities Review

The Interim MTP process included an assessment of how FAST Planning and this 2050 MTP update conform with applicable federal requirements and relevant supplementary plans, policies and programs. FAST Planning is also compared to two peer MPOs, the Fargo-Moorhead Council of Governments and the St. Cloud Area Planning Organization, to compare committee structures, policies and supplemental plans, and to understand how MPOs are addressing winter-specific challenges. The detailed assessment is found in Appendix H, Policy Assessment & Peer Cities Review.

Demographic, Environmental Resources and Constraints

The FNSB reached a record population of more than 100,000 people in 2012. The population then declined slightly over the following decade. In 2024, the Alaska Department of Labor and Workforce Development (ADOL) reported the FNSB population as 97,327. About one-third of FNSB's residents live within the Fairbanks city limits. Most FNSB residents live in unincorporated areas outside the cities of Fairbanks and North Pole.

Table 6. Population

Year	Alaska	FNSB	Fairbanks	Badger*	College*	Steele Creek*	Chena Ridge*	Farmers Loop*	Eielson*	North Pole City
2005**	667,146	90,381	31,478	16,497	12,138	5,379	4,502	4,097	4,661	1,624
2012***	731,799	100,498	32,200	20,035	13,453	6,724	6,096	4,981	2,946	2,182
2024	741,147	97,327	31,238	19,349	11,957	6,385	6,045	4,725	4,346	2,404
'12-'24 % Change	+1%	-3%	-3%	-3%	-11%	-5%	-1%	-5%	+48%	+10%
'05-'24 % Change	+11%	+8%	-1%	+17%	-1%	+19%	+34%	+15%	-7%	+48%

Source: ADOL (2005-2024)
*Denotes a Census Designated Place. **Year of previous comprehensive plan. ***Peak Fairbank North Star Borough Population.

Like Alaska in general, the FNSB population is aging. The number of FNSB residents who are 65 years or older has more than tripled since 2003, reaching more than 13,000 in 2024. The FNSB's population has a similar age distribution to the state, although the median age of 34 years in the FNSB is slightly lower than that of the state (37 years). The percentage of FNSB residents who are 65 years or older has nearly tripled since 2003.

Population Projections

The FNSB population is projected by the ADOL to decrease by about 7,000 residents (-7%) between 2025 and 2050. The population of younger residents (birth to age 19) is projected to decrease by 16%, with those aged 20-64 decreasing by 5%. The population of residents 65 and older is projected to increase by 1% over the 2025-2050 period, increasing to a high of more than 14,500 by 2030 and then decreasing.

Transportation System: Existing Conditions, Deficiencies, and Forecast Results

Non-Motorized

Non-motorized transportation options are low cost, can reduce congestion, are better for the environment, and provide health and wellness benefits. For some, using non-motorized transportation may be the only choice available for financial or physical reasons. Having good, safe infrastructure for walking, biking, and using mobility devices, expands transportation options for everyone. The FAST Planning region provides facilities for people to walk, bike, and roll (including mobility devices) for recreation and transportation.

In winter, sidewalks and paths are generally not maintained to the same priority as roadways. All agencies maintain sidewalks and curb ramps year-round. DOT&PF maintains separated asphalt paths as resources permit in winter.

Pedestrian System

Separated pathways and sidewalks are maintained by agencies who manage the adjoining roadway, or by mutual agency agreement. FAST Planning's 2021 Bicycle and Pedestrian Plan (Connect Fairbanks) estimated the urbanized area has 85 miles of shared-use path and 47 miles of roadway shoulder at least four feet wide. Sidewalk quantities were not reported in Connect Fairbanks, but all are believed to be inside the MPO boundary. Numerous projects have been completed since the adoption of this plan, including the 5th Avenue Reconstruction project, Fairbanks Bike Lane Striping and Signing project, and Richardson Highway MP 357-362 Bicycle/Pedestrian Path.

Bicycle System

The FNSB has more miles of bikeable road shoulders outside of the urbanized area. There are also some separated pathways outside of the urbanized area, such as on sections of the Parks Highway and Farmers Loop Road. These facilities may have increased through a variety of capital projects constructed since 2021, such as the six miles of separated path along the Richardson Highway between Airport Way and Badger Road constructed in 2024.

Public Transportation

Public transportation provides additional mobility options to residents, workers, and visitors. Public transit can help support and expand employment opportunities. It can also reduce congestion and emissions. While public transportation offers an alternative to driving it is especially important for people without access to a vehicle, people with a disability, and aging seniors.

Bus Service

Metropolitan Area Commuter System (MACS) Transit, operated by the FNSB Transportation Department, is the fixed route bus service system for the borough. FNSB began operating MACS in 1977. Bus service is provided throughout Fairbanks and North Pole, around Farmer's Loop Road, and to and from the Fairbanks International Airport (FAI) main terminal and East Ramp. The MACS fixed route system consists of two types of fixed route bus lines: regular and limited. Regular bus lines provide service at varying intervals for most of the systems span of regular service. Limited bus lines provide service aligned with traditional morning and evening peaks during the weekday.

Paratransit

The FNSB provides demand-responsive paratransit service with Van Tran to meet requirements of the Americans with Disabilities Act (ADA). This door-to-door service is available for senior citizens and people with disabilities who are unable to use MACS. Riders must complete an application to become eligible to use Van Tran.

Many other organizations in the FNSB provide transportation or transportation assistance to ensure their customers have access to essential human services. These organizations cater to the specific needs of their clientele or beneficiaries and often fill service gaps not addressed by the transit system.

Freight

Fairbanks connects to the only road to the North Slope oil fields (Dalton Highway) via the Elliott Highway, which also connects to Minto, Manley Hot Springs, and Tanana to the west. To the south, the Richardson Highway connects Fairbanks to the junction of the Alaska Highway into Canada, as well as the Port of Valdez, the terminus of the Trans Alaska Pipeline System. The Parks Highway connects Fairbanks to Anchorage and communities in between. The Steese Highway extends from Fairbanks east to Central and Circle Hot Springs. All these routes connect communities, and critical commerce needs throughout the state.

Freight by trucking is active in the region due to Fairbanks' proximity to military bases and connecting routes to Prudhoe Bay, Anchorage via the Parks Highway, Valdez via the Richardson Highway, as well as to other modal facilities including FAI and the ARRC freight yard. As a hub for the mining, energy, and military sectors, it is critical that Fairbanks and North Pole's road network supports robust freight activity. Fairbanks is logically positioned to be an industry hub if construction of the Alaska LNG pipeline is initiated, though the line itself bypasses town, and there are no current plans to build a spur line into Fairbanks.

Truck traffic as a percent of overall traffic has remained steady on most routes around Fairbanks from 2022-2024, with a slight increase on the Steese Highway and notable increase on the Parks Highway in 2024

Aviation

FAI is part of the Alaska International Airport System which includes Ted Stevens Anchorage International Airport (ANC). In state fiscal year 2023, nearly 1.1M passengers passed through FAI on nearly 17,000 passenger plane landings. Additionally, over 19M pounds of incoming cargo was imported on over 2,300 cargo plane arrivals.[6] Cargo more than doubled between 2019 and 2023, largely attributed to the addition of Amazon flights to its new processing facility. FAI is a major transportation hub and a major economic generator for the Interior, with a total economic output in 2022 estimated at $866M, including direct, indirect, and induced impacts.[7]

There are at least twelve private airstrips within the FNSB and five larger commercial or military airports, including Eielson Air Force Base, Ladd Army Field at Fort Wainwright, Chena Marina, Metro Field, and Bradley Sky Ranch.[8]

Railroad

Fairbanks is the northern terminus for the ARRC. The ARRC provides freight to and from the Interior along its track line to Seward, with cargo ports in Seward, Whittier, Anchorage, and Seattle.[9] Passenger service to and from Anchorage on the Denali Star is available daily mid-May through mid-September. The Aurora Winter Train provides weekend service between Fairbanks, Denali, and Anchorage from September through May, with select mid-week service available.

Prior to the 2023 boundary update, there were 107 total railroad crossings[10] within the MPA. A total of 74, including 69 at-grade, were evaluated in the Fairbanks Road/Rail Crossing Reduction/Realignment Plan in 2021.[11] This study excluded evaluating crossings outside of the

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[6] https://dot.alaska.gov/aias/assets/Activity_Summary_Report_FY_20-29.pdf
[7] https://dot.alaska.gov/faiiap/pdfs/FAI-Economic-Impact-Report-Summary-2022.pdf
[8] FAI East Side Master Plan, August 2019.
[9] www.alaskarailroad.com
[10] State of Alaska Geoportal: https://gis.data.alaska.gov/datasets/6d65cec6449b4bd598a8a32a187ebb6f_1/about. This site indicates 16 crossings within Eielson AFB, 11 within Fort Wainwright, and 14 within ARRC freight yard.

[11] Fairbanks Road/Rail Crossing Reduction/Realignment Plan, FAST, 2021. Note this study excluded crossings within Fort Wainwright and the ARRC freight yard.

MPO's influence, such as those on Fort Wainwright and within the ARRC freight yard. With the new boundary update and the grade separation of Richardson Highway MP 359 in 2024, this total is now 82 total crossings within the MPA, six of which are grade separated.

Chapter 5. Future Network

Projects must address both current and future needs. This chapter outlines the needs identified in the Future Needs Assessment Report, which lists anticipated needs, what is driving the need, and potential projects or strategies that can address the need. The full report is in Appendix E.

This chapter also looks ahead to describe travel conditions that the FAST Planning area can expect through 2050, and how the projects in this plan could potentially change those conditions. The findings come from the FAST Planning travel demand model, which combines forecasted population and employment with the roadway network to estimate future traffic volumes, travel time, and delay. Model results are planning indicators used to compare alternatives; they are not exact predictions. Full documentation is in the 2050 FAST Planning MPO Demand Forecast Report in Appendix D.

The model compares two futures. The Baseline (No Build) network includes only projects that are already built or are committed and programmed for funding. The Build network adds the proposed projects in this plan that are not yet programmed: the Richardson Highway/Old Richardson Highway interchange, a railroad overpass from College Road to C Street, the Phillips Field Road and Minnie Street intersection alignment, Peridot Street reconstruction, College Road Safety and Access improvements, and the Barnette Street lane reduction. The $PM_{2.5}$ nonattainment area is analyzed for the attainment year (2027), the incremental forecast years (2030 and 2040), and 2050, as federal law requires. The full modeled area is analyzed for the 2050 horizon.

Scenario planning was not conducted as a part of the future needs assessment for this Interim MTP. It will be an important component of the future needs assessment for the next full MTP.

Demographic and Employment

An aging population is increasing demand for accessible transportation options and infrastructure that supports residents of all ages and abilities. At the same time, overall population decline, and changing development patterns suggest a need for greater emphasis on maintaining and improving existing infrastructure rather than expanding the transportation system. Population and employment changes are also occurring unevenly across the borough and MPA, with growth expected around military installations while other areas experience stagnant or declining population. In addition, decreases in school enrollment, school closures, and changing student travel patterns are altering where transportation investments are needed.

Identified needs and corresponding recommendation examples:

- Age-friendly infrastructure and services (non-motorized improvements near senior living facilities)
- System preservation over system expansion (reconstruction/rehabilitation projects (FAST Planning Improvement Program)
- Targeted improvements around military installations (safety improvements near Ft. Wainwright entrances, overall infrastructure improvements in North Pole and near Eielson Air Force Base)
- Monitor changing school trip generation and evolving infrastructure needs around schools (Trainor Gate Road and F Street Intersection Safety Improvements, Hurst Extension Shared Use Path, update to Safe Routes to School plan)

Future Land Use

Anticipated industrial growth, freight movement, mining and energy development, military-related growth, utility expansion, and new development may increase transportation demand in specific areas while creating new challenges for the movement of people and goods. Growth is expected to be concentrated near North Pole, Eielson Air Force Base, and along existing transportation and rail corridors, increasing the need for coordinated transportation and land use planning while maintaining safety and mobility. Potential projects north of Fairbanks, including Alaska LNG and the Ambler Mine, could increase freight movement through the region and create additional demand for rail-served industrial development and local spur lines. Development pressure associated with continued growth at Eielson Air Force Base is also expected to increase demand for housing and transportation infrastructure in North Pole and surrounding areas. At the same time, new development along corridors such as Geist Road and College Road is expected to generate additional traffic, and highlights the need for access control, appropriate mid-block crossing and intersection treatments, and other safety improvements.

Identified needs and corresponding recommendation examples:

- Support rail network development, realignment, and expansion (address at-grade railroad crossings, keep focus on future ARRC track relocations around Fairbanks)
- Development along rail network (Richardson Highway frontage road development, Phillips Field Road realignment)
- Invest in developing areas (Geist Road, College Road, North Pole)

- Plan for mineral development and ore hauling (address bridges in poor to fair condition and that have freight limitations)
- Planning in transportation projects for future densification

Air Quality

The 2024 Serious State Implementation Plan (SIP) Amendment significantly reduced the Motor Vehicle Emissions (MVE) budget for the non-attainment area. Meeting air quality requirements with this reduced budget may require new and aggressive approaches including continued monitoring and reporting, strategic use of available funding programs, and prioritization of projects that support emission reductions. Separating Fairbanks and North Pole into distinct airsheds may further shift investment priorities. While Congestion Mitigation Air Quality (CMAQ) funds would still be eligible to be spent in either area, priority should be given to expending funds in the proposed North Pole Non-Attainment Area to help improve air quality.

Identified needs and corresponding recommendation examples:

- Maintain air quality improvements and conformity as a high priority (prioritize projects that reduce emissions and dust)
- Continue to budget for Air Quality Conformity Reporting
- Airshed approach to air quality management (prioritize North Pole for air quality improvement projects, support establishing maintenance authority for orphan roads that could benefit from federal capital improvement funding for gravel to pavement projects)

Roadway and Vehicular Network

Continued reductions in State funding for maintenance and local road improvements are increasing pressure on agencies responsible for maintaining the transportation network, particularly since the State maintains roughly one-quarter of the centerline miles within the MPA, including all NHS routes. At the same time, inconsistent asset management practices and roadway condition inventories across agencies make it difficult to develop a comprehensive understanding of infrastructure needs and prioritize investments effectively. Additional challenges are emerging from degrading permafrost, which is increasing maintenance demands and contributing to roadway and foundation instability in some areas. Maintenance needs are further complicated by the presence of approximately 131 miles of orphan roads that currently have no agency responsible for their upkeep, resulting in uneven levels of service and limited access to funding for improvements. Beyond preservation needs, several locations continue to experience safety, circulation, and freight mobility issues that warrant targeted improvements.

Future industrial and freight-related growth may also place additional demands on key bridges and freight routes, reinforcing the need to monitor and address infrastructure constraints. Complete Streets principles, corridor planning efforts, and safety improvements will continue to play an important role in addressing crashes and improving mobility for all users. Community character and aesthetics are also important considerations. Public feedback has identified concerns with features such as extensive chain-link fencing, jersey barriers, and a lack of landscaping and street trees along some corridors.

Identified needs and corresponding recommendation examples:

- Maintenance which includes prioritizing pavement repairs, grading, and pedestrian facility maintenance during project selection; coordinated asset management; addressing increased permafrost thaw; addressing orphan roads, rural road maintenance, and maintenance standards; and a need for coordinated and strategic winter maintenance and snow storage
- Targeted traffic flow and circulation improvements (Downtown Fairbanks Traffic Study, Barnette and Lacey Street Reconstruction)
- Corridor planning and implementation (Airport Way, Richardson Highway MP 341-357)
- Enhanced aesthetics (opportunities identified along Airport Way and College Road)
- Complete Streets (update to Complete Streets Policy, Eagan Avenue and Moore Street Reconstruction)
- Bridge rehabilitation and replacement (Minnie Street Bridge #295 Replacement at Noyes Slough)
- Road safety (College Road Safety and Access Improvements, Airport/Cushman Intersection Reconstruction)

Non-Motorized Network

Continued inventory and condition assessment of sidewalks, paths, and other non-motorized facilities, including those owned by partner agencies, will help identify and prioritize future investments. Expanding the non-motorized network will also support air quality goals by providing more transportation options beyond personal vehicles. Safety remains a key concern, as non-motorized users were involved in just over 1% of crashes between 2020 and 2024 but accounted for 26% of fatalities and 12% of serious injury crashes. Winter maintenance is another ongoing need, with 80% of Connect Fairbanks survey respondents identifying inadequate maintenance as a barrier to walking and cycling, and winter activity levels reaching

only about 20% of summer levels. Additional investments will be needed to close network gaps, create more low-stress connections, and advance ADA improvements, as previous assessments found ADA compliance rates ranging from just 5% to 36%.

Identified needs and corresponding recommendation examples:

- Inventory and address surface conditions (Davis Road Sidewalk Repairs)
- System expansion and connectivity (Eagan Avenue and Moore Street Reconstruction/Sidewalks, Non-Motorized Connections Program)
- Safety improvements (Trainor Gate and F Street Intersection Safety Improvements)
- Accessibility (FAST Planning ADA Improvement Program)

Transit Network

Transit will continue to play an important role in providing mobility and access throughout the region, particularly for residents who cannot or choose not to drive. Several challenges are driving the need for improvements in transit. Existing software used to track ridership, route performance, revenue, and bus stop inventory is outdated, unreliable, and requires significant manual effort, making it more difficult to evaluate service and respond to rider needs. The number of transit providers operating in the community (beyond MACs) can also make navigating available options confusing for riders, creating a need for better coordination and centralized information. Driver recruitment and retention challenges continue to place pressure on service levels. Accessibility barriers also remain for many users. For example, Van Tran serves an important role for riders with disabilities, but its application process can be difficult to navigate and requires documentation from a physician, creating an additional barrier for individuals who may already struggle to access transportation.

Identified needs and some recommendation examples:

- Bus stop inventory, improvements, and expansion (MACS Transit Bus Stop Improvements, new shelters and stops along Easy Street, Chena Pump Road, and Saint Nicholas Drive near Three Bears in North Pole)
- Targeted roadway improvements
- Formalized coordination
- Driver recruitment and retention
- Service improvements
- Identify and secure additional funding

- Improve accessibility (FAST Planning ADA Improvement Program)

Freight Network

Existing constraints in the network create both mobility and safety challenges, particularly at public at-grade rail crossings throughout the MPA. “Public” in this context means crossings outside of military installations that are within FAST Planning’s ability to fund and plan for. The expansion of the MPA boundary added eight new at-grade crossing locations in the Moose Creek area, bringing the total of at-grade crossings in the MPA to 76.

While rail realignment and freight yard relocation have been discussed for decades, those solutions are unlikely within the planning horizon, placing greater emphasis on targeted crossing improvements. Freight growth associated with mining, energy development, and e-commerce may further increase pressure on key freight routes, bridges, and intersections. For example, Fairbanks' Amazon delivery facility was processing approximately 5,500 packages per day by late 2025, adding to demand on the local road network. Several locations also present challenges for large trucks, including intersections with insufficient turning geometry for oversize loads and double trailers and routes with historic overhead clearance concerns. Addressing bottlenecks along critical freight corridors will improve mobility and reliability for freight operators while reducing impacts on the broader transportation system. At the same time, many freight routes are also important bicycle and pedestrian corridors, creating an ongoing need to reduce conflicts and improve safety for all users near freight-intensive land uses.

Identified needs and some recommendation examples:

- Intersection safety improvements at at-grade rail crossings (Update Road/Rail Crossing Plan for expanded MPA boundary)
- Increase miles of road that meet DOT&PF performance standards
- Support expanding e-commerce (Airport Way Access Control Study)
- Support rail development, realignment, and expansion (Fairbanks - North Pole Rail Realignment)
- Address known bottlenecks and prioritize the urban freight corridor (Johansen Expressway Eastbound Merge Lane Extension, Peger Road Corridor Study, Steese Highway MP 2-5 Resurfacing)
- Reduce conflicts between freight and non-motorized traffic (Trainor Gate and Farewell Avenue crossing)

How Much Travel Will Grow by 2050

Between the 2021 base year and 2050, daily vehicle miles traveled (VMT) across the FAST Planning boundary area is forecast to grow about 23 percent, from about 1.25 million to 1.54 million. Time spent traveling (vehicle hours traveled, or VHT) grows about 21 percent. Daily delay (vehicle hours of delay, or VHD) grows faster, from about 310 hours to about 550 hours, a 77 percent increase. Delay grows faster than traffic because the busiest roads have the least spare capacity to absorb new trips. Growth inside the nonattainment area is slightly slower than in the region as a whole.

Even with that growth, congestion remains limited. In 2050, delay makes up about 1.5 percent of all time spent driving, and about 9 of every 10 road miles still earn LOS A, the best grade, during the afternoon peak. The delay that does occur is concentrated on major arterials near downtown Fairbanks, where miles of road at LOS F grow from about 10 today to about 15 in 2050.

The $PM_{2.5}$ Nonattainment Area

Portions of the FNSB are designated as a nonattainment area for fine particulate matter ($PM_{2.5}$) under national air quality standards. Federal law requires this plan to show that its projects will not degrade conditions in this area, so the model compares Baseline and Build networks for the 2027 attainment year, the incremental forecast years 2030 and 2040, and the 2050 horizon year.

The result is consistent across all four years. The Build network carries about the same amount of travel with slightly less delay. Daily VMT and VHT in the nonattainment area change by less than one quarter of one percent in every forecast year, and daily delay is lower in the Build scenario every year (Table 7).

Table 7. Nonattainment Area Daily VMT, VHT, and Delay, Baseline vs Build

Forecast Year	Baseline VMT	Build VMT	Baseline VHT	Build VHT	Baseline VHD	Build VHD	Delay Change
2027 (attainment)	1,399,255	1,398,457	32,974	32,993	500	491	-1.7%
2030	1,417,740	1,415,792	33,313	33,241	456	451	-1.1%
2040	1,475,131	1,473,378	34,505	34,442	508	491	-3.3%
2050	1,536,642	1,534,982	35,787	35,716	547	539	-1.5%

2050 Baseline vs Build: The Full Modeled Area

By 2050 all Build projects are open to traffic. Across the full modeled area, the totals barely move: VMT falls 0.1 percent, VHT falls 0.2 percent, and delay falls 1.5 percent (Table 8). The value of the projects shows up in where delay occurs rather than in how much. Delay on major arterials, the most congested part of the network, falls by about 40 daily hours, while minor arterials pick up a similar amount as traffic spreads onto parallel routes and new connections.

Table 8. Full Modeled Area Daily Travel, 2050 Baseline vs Build

Measure	2050 Baseline	2050 Build	Change
Vehicle Miles Traveled	1,536,642	1,534,982	-0.1%
Vehicle Hours Traveled	35,787	35,716	-0.2%
Vehicle Hours of Delay	547	539	-1.5%

LOS tells a similar story with one deliberate exception. About four (4) centerline miles shift out of LOS A, and about three (3) miles are added at LOS F in the Build scenario. Most of the added LOS F mileage is College Road, which is reduced from two travel lanes in each direction to one as part of a safety and access project. The model grades the road F because demand approaches the new, lower capacity. This is an accepted and planned for tradeoff between vehicle speeds, safety, and access. The Barnette Street lane reduction makes a similar tradeoff downtown.

What the Network Will Feel Like for a Typical User

Systemwide statistics can hide the everyday experience. Here is what the forecast means for a person driving in the FAST Planning area in 2050.

In the 2050 Baseline (No Build)

- Most trips feel much like today. Traffic flows freely on about 9 of every 10 road miles, and a typical hour of driving includes less than a minute of delay.
- The change from today shows up at specific places, not everywhere. Backups at busy signals on major arterials near downtown Fairbanks form more often and last longer during the afternoon peak.
- Drivers who use the busiest arterials everyday notice these changes the most. Delay on those roads roughly doubles from today, which means more time waiting through signal cycles.

In the 2050 Build

- Day-to-day travel feels about the same overall. The projects do not change how much people drive.
- The busiest arterials feel modestly better. The worst afternoon backups ease as new connections, such as the College Road to C Street railroad overpass and the Richardson Highway interchange, give traffic more ways through.
- Some minor arterials feel busier as traffic spreads onto parallel routes.
- College Road and Barnette Street feel slower and calmer by design. Travelers on these streets trade some speed for safer crossings and easier access.

The forecast points to a network that keeps working through 2050, with growth pressure concentrated at a handful of arterial locations rather than spread across the system. The Build projects hold travel and delay in the $PM_{2.5}$ nonattainment area at or below Baseline levels in the attainment year and every incremental forecast year, deliver their congestion benefit where delay is worst, and make deliberate trades on two corridors where safety and access matter more than vehicle speed.

Chapter 6. Financial Plan

Financial Plan

As of 2026, FAST Planning receives approximately $10.5 million in federal transportation funding each year through allocations administered by DOT&PF. These funds are distributed under population-based formulas and include several funding categories, such as: Surface Transportation Program, CMAQ, Transportation Alternatives and Carbon Reduction Programs, and Transit and Metropolitan Planning funds. In addition, DOT&PF spends allocations of its National Highway Performance Program and Highway Safety Improvement Program (HSIP) funding within the MPA, and all federal funds require either state or local match. These annual allocations provide the funding for transportation investments, planning activities, and related programs within the MPA. Through the metropolitan transportation planning process, FAST Planning evaluates needs, identifies funding priorities, and allocates available resources to eligible projects and programs, subject to review by the TC and approval by the PB This ongoing funding framework serves as a key component of the MPA's long-range transportation investment strategy.

The MTP and TIP must be fiscally constrained for their prescribed funding years or funding horizon. This constraint is the key factor in FAST Planning's funding plans representing an implementable, thoughtful strategy versus a "wish list" of needs and ideas. This is critical, considering that the FAST Planning MPA's transportation needs (like most communities throughout Alaska and the US) generally outweigh available funding. As a financing tool, FAST Planning employs use of Advanced Construction in their TIP as a means of borrowing from a future years' allocations. This creates flexibility within the five (5) years of programmed funding without disrupting fiscal constraint) since the AC repayment is shown in the year from which the funds were borrowed.

The fiscal constraint identified in the 2050 Interim MTP was established using the average of the most recent five (5) years (Federal Fiscal Years 2023 through 2027) of programmed FHWA and FTA funding within the MPA. Each year funding increased by 2.5% (in line with typical increases to formula funding) to arrive at assumed total allocations to the MPA for a given short-range term (2027-2031), medium-range term (2032-2036) and long-range term (2037-2046). See Appendix F for fiscal constraint tables and assumptions.

Planning level estimates were prepared in consideration of total project development cost, inflation, and programmatic historic averages for the Fairbanks area (e.g., assumed cost of paving or sidewalk per mile.) Projects carried forward from the 2045 MTP had appropriate inflationary factors applied to increase project costs. Projects were then allocated to desired planning timeframes, with the short-range term screening projects that could not reasonably be expected to be ready for construction within the next five (5) years. Projects identified as desirable for the MPA, but challenging from a fiscal and project delivery perspective, were assigned to the very long-range term (20 years and beyond). Given the unknowns for these projects and this funding timeframe beyond the projected timeframe of this MTP, very long-range projects are not fiscally constrained.

Recommended Project List

Project Evaluation and Prioritization Process

Project scoring criteria were developed to target all seven plan goals while ensuring alignment with public support. The following criteria were developed, and associated weights were assigned. Safety and system preservation were assigned the highest weights, in accordance with findings during MTP development.

- Safety (20%)
- System Preservation, including Sustainability, Resilience, Stewardship, and Maintenance (18%)
- Connectivity and Integration (15%)
- Public Support and Plan Alignment (14%)
- Equity (12%)
- Environmental Impacts and Air Quality (11%)
- Economic Vitality and Freight Movement (10%)

Only proposed projects from the 2045 MTP and Interim 2050 MTP were scored, as all phases of project development consume most of FAST Planning's available funding. Programs were not scored since individual projects may be funded from programs based on merits, and planning activities were not scored. See Appendix G for the scoring criteria.

A scoring rubric was developed to test the criteria against projects in the 2045 MTP to "gut check" priority. FAST Planning staff assigned points to each project and category for resulting relative scores. In general, the highest scoring projects aligned to what were known to be a local priority and/or were already funded and prioritized in the TIP. This list was then reviewed with

the MTP SC, and with interested members of the Technical Committee at work sessions held on July 29 and July 30, 2026, respectively. Attendees commented that some projects seemed as if they should be higher or lower priority than their score indicated for different contextual reasons, which was factored into the time range selected, along with fiscal constraint.

Short Range

Short Range – 2027-2031

Project ID	Project Sponsor	Project	Scope	Project Category	Project Type	Fiscal Constraint
SR-1	UAF	UAF CNG Fueling Station	Construction of a CNG fueling station at UAF campus to support the conversion of the shuttle bus fleet from Diesel to CNG.	Air Quality Beneficial	Air Quality	$2,000,000
SR-2	Varies	EV Charging Stations	Installation of charging stations on public and private property in coordination with FAST Planning's Local EV Infrastructure Deployment Plan.	Air Quality Beneficial	Air Quality	$1,900,000
SR-3	FAST Planning PIP	Air Quality Public Education	Funding for public education activities conducted by FNSB and ADEC, including but not limited to, air pollution health/environmental impacts and ways local citizens can mitigate air pollution from sources like motor vehicles, unpaved roads, diesel engines/heavy duty vehicles, wood smoke, residential heating, etc.	Program	Air Quality	$1,000,000
SR-4	FAST/FNSB	Bus Fleet Conversion to CNG	Funding for FNSB and UAF for diesel bus fleet vehicle conversion to CNG buses.	Program	Air Quality	$1,000,000
SR-5	FAST Planning	Gravel to Pavement	Pave gravel roadway and path surfaces as requested/nominated to FAST Planning to reduce dust emissions and improve facilities.	Program	Air Quality	$2,000,000
SR-6	FAST Planning	Motor Vehicle Plugins	Installation of motor vehicle plugins at public facility parking lots.	Program	Air Quality	$650,000
SR-7	DOT&PF	North Pole Bus Shelters	Install bus shelters and bus pullout on St. Nicholas Drive near the Three Bears grocery store in North Pole.	Transportation Alternative	Air Quality	$300,000
SR-8	FNSB	Airway Drive Bridge Replacement	Replace existing temporary bridge and abutments with permanent bridge/fish passage culverts.	Road/Bridge	Bridge	$3,000,000
SR-9	DOT&PF	Chena River Watershed Culvert Replacements	Replace culverts for fish passage on Cripple Creek at Old Chena Ridge Road and Chena Slough at Peede, Repp, and Mission Road.	Road/Bridge	Bridge	$8,000,000
SR-10	DOT&PF	Minnie Street Bridge Replacement	Replace a structurally deficient bridge on Minnie Street over Noyes Slough.	Road/Bridge	Bridge	$10,000,000
SR-11	Unknown	Outside Hurst Boulevard Bridge Replacement	Replace existing temporary bridge and abutments with permanent bridge/fish passage culverts.	Road/Bridge	Bridge	$3,000,000
SR-12	Unknown	Spruce Branch Drive Bridge Replacement	Replace existing temporary bridge and abutments with permanent bridge/fish passage culverts.	Road/Bridge	Bridge	$3,000,000
SR-13	DOT&PF	Richardson Highway MP 346 Chena Flood Control Bridge Replacement	Replace the Northbound Chena Flood Control Bridge #1364 and the Southbound Chena Flood Control Bridge #1866 on the Richardson Highway at MP 346. Project will include drainage improvements, roadside hardware, and utilities.	Road/Bridge	Bridge	$107,108,000
SR-14	FAST Planning/City of Fairbanks	Downtown Fairbanks Traffic Study	Perform a traffic study to examine the conversion of one-way streets to two-way streets in downtown Fairbanks, including implications to traffic flow, business operations, economic development, and infrastructure redesigns that would be needed to accommodate the conversion. The study will also examine the need (warrants) for existing traffic signals and curb management (excessive driveways/curb cuts, opportunities for additional on-street parking, and freight loading zones).	Planning	Complete Streets	$350,000
SR-15	DOT&PF	Johansen Expressway Eastbound Lane Extension	Extend existing eastbound Johansen Expwy merge lane from Peger Road to an additional lane up to the exit for the ARRC train depot, extending available merge distance for truck traffic.	Road/Bridge	Freight	$3,000,000
SR-16	DOT&PF	Truck Route Signage	Install truck route signage on all truck routes.	Road/Bridge	Freight	$400,000
SR-17	FAST Planning	Freight Mobility Plan Update	Update Freight Mobility Plan from 2019 to consider new freight operations in MPA, including but not limited to, new commercial delivery services (i.e. Amazon), ore haul trucking, and potential future LNG pipeline development.	Planning	Freight	$350,000
SR-18	FAST Planning	Winter Weather Event Equipment	Assist public agencies in acquiring winter maintenance equipment and to manage extreme events (i.e. icebreaker attachments, two-way tow plows, sidewalk snow removal equipment, etc.).	Program	Non-Motorized	$800,000
SR-19	FAST Planning	Non-Motorized Connections	Construct new shared use path or sidewalk connections to address gaps in the non-motorized network.	Program	Non-Motorized	$1,800,000

Short Range – 2027-2031

Project ID	Project Sponsor	Project	Scope	Project Category	Project Type	Fiscal Constraint
SR-20	FNSB	5th Avenue Park Access Improvements (North Pole)	Gravel to pavement and ADA accessibility improvements to parking area and trails throughout park.	Transportation Alternative	Non-Motorized	$700,000
SR-21	City of North Pole	4th Avenue (NP) Sidewalk	Construct sidewalk connection on 4th Avenue from Santa Claus Lane to Snowman Lane.	Transportation Alternative	Non-Motorized	$1,000,000
SR-22	FNSB	FNSB, Parking, Pathway Improvements, & Community Access	Address access deficiencies and in-park ADA accessibility at Fifth Avenue Park (North Pole), Nussbaumer Park, South Fairbanks Park.	Transportation Alternative	Non-Motorized	$1,200,000
SR-23	City of North Pole	Davis Boulevard (NP) Sidewalk	Construct sidewalk on Davis Boulevard from 5th Avenue to 8th Avenue.	Transportation Alternative	Non-Motorized	$1,000,000
SR-24	FNSB	University West Pedestrian and School Zone Improvements. Update school zone signing and flashers at Woodriver Elementary School.	Construct new sidewalks and add lighting along Amherst Drive, Palo Verde Avenue, Trinidad Drive, and on Dartmouth Drive from Chena Pump Road to Stanford Drive.	Transportation Alternative	Non-Motorized	$1,800,000
SR-25	FNSB	Fairbanks Street Sidewalk	Construct sidewalk along the west side of Fairbanks Street from Birch Lane to Teal Avenue.	Transportation Alternative	Non-Motorized	$250,000
SR-26	City of North Pole	8th Avenue (NP) Sidewalk	Construct sidewalk from the terminus of the shared use path west of Blanket Boulevard to St Nicholas Drive.	Transportation Alternative	Non-Motorized	$450,000
SR-27	DOT&PF	Hurst Road Extension Shared Use Path	Construct a shared use path or sidewalk from Badger Road to Discovery Peak Charter School on Hurst Extension in North Pole.	Transportation Alternative	Non-Motorized	$1,200,000
SR-28	FNSB	Chena Small Tracts Boat Launch	Formalize access, parking, and boat launch at this connection to the Chena River.	Transportation Alternative	Non-Motorized	$300,000
SR-29	FNSB	Fairbanks Lions Recreation Area Improvements	Pave gravel access roads and parking areas, formalize access to boat launch, and install crosswalk across College Road connecting the Recreation Area to Creamers Field.	Transportation Alternative	Non-Motorized	$1,500,000
SR-30	FNSB	Chena Riverwalk Path Lighting	Add pedestrian lighting along riverwalk on south side of Chena River.	Transportation Alternative	Non-Motorized	$750,000
SR-31	FNSB	Tanana Lakes Recreation Area Trail Network Improvements	Upgrade several existing trails from gravel to pavement, building lake and river viewpoints, adding wayfinding signage, establishing connectors to complete a loop around Cushman Lake, and enhancing multiple trailheads.	Transportation Alternative	Non-Motorized	$2,000,000
SR-32	FNSB	Pioneer Park North Parking Lot & Boat Launch	Develop an improved entrance and parking area at the north end of Pioneer Park along the river to improve access to the boat launch, Chena Riverwalk, and general access for all park visitors.	Transportation Alternative	Non-Motorized	$5,641,000
SR-33	DOT&PF	Chena Small Tracts Road Improvements	Add streetlighting along Chena Small Tracts Road and crosswalks on the side street crossings at MacFarland Street, Trinidad Drive, and Steelhead Road.	Transportation Alternative	Non-Motorized	$1,200,000
SR-34	City of Fairbanks	Farewell Avenue Crosswalks	Install crosswalks along Farewell Avenue (east-west) on the side street crossings at A, B, C, D, and F Streets. Update curb ramps as necessary.	Transportation Alternative	Non-Motorized	$100,000
SR-35	City of Fairbanks	Chena Riverwalk Stage III	Expand the Chena Riverwalk on the north side of the Chena River between Peger Road and existing pedestrian bridge at Pioneer Park.	Transportation Alternative	Non-Motorized	$3,009,000
SR-36	City of Fairbanks	7th Avenue (Fbks) Improvements	Reconstruct 7th Avenue from Barnette to Noble Street to better accommodate bicyclists and pedestrians by reallocating available right-of-way space for wider sidewalks, bicycle lanes, and landscaping.	Transportation Alternative	Non-Motorized	$200,000
SR-37	DOT&PF	Peger Road Bicycle/Pedestrian Path	Construct a bicycle/pedestrian facility on the east side of Peger Road from Airport Way to Chena River bridge through Pioneer Park with a direct connection to the Chena Riverwalk path.	Transportation Alternative	Non-Motorized	$1,200,000

Short Range – 2027-2031						
Project ID	**Project Sponsor**	**Project**	**Scope**	**Project Category**	**Project Type**	**Fiscal Constraint**
SR-38	DOT&PF	Sheep Creek Rd Extension Shared Use Path	Construct a new shared-use path along Sheep Creek Road Extension to connect existing non-motorized facilities along the Goldhill Road and the Parks Highway.	Transportation Alternative	Non-Motorized	$900,000
SR-39	DOT&PF	Airport Way Frontage Road Conversion and Access Improvements	Implement the conversion of select frontage roads to non-motorized paths and landscaping per the Airport Way Functional Features Plan (2018) and the recommendations of the Airport Way Access Control Study.	Transportation Alternative	Non-Motorized	$12,000,000
SR-40	FNSB	Birch Lane Crosswalks	Install crosswalks along Birch Lane on the side street crossings at Iver Drive, Tovey Drive, and Dark Star Court.	Transportation Alternative	Non-Motorized	$150,000
SR-41	FNSB	Fairbanks Street Crosswalks	Install crosswalks along Fairbanks Street on the side street crossings at Iris Lane, Yvonne Avenue, Fahrenkamp Avenue, and Dunlap Avenue.	Transportation Alternative	Non-Motorized	$150,000
SR-42	DOT&PF	Nelson Road Bicycle/Pedestrian Facility	Construct a bicycle/pedestrian facility along Nelson Road from Plack Road to Laurance Road.	Transportation Alternative	Non-Motorized	$9,000,000
SR-43	DOT&PF (FAI)	Fairbanks International Airport Perimeter Road Bicycle/Pedestrian Facility	Complete the bicycle/pedestrian facility loop connection from the new South University Avenue bicycle/pedestrian facility from the East Ramp to the Main Terminal.	Transportation Alternative	Non-Motorized	$4,000,000
SR-44	DOT&PF	Gaffney Road Park & Ride	Construct a parking lot at the east end of the Gaffney Road. The parking lot will be available in the summer to be used as a Park and Ride for bicyclists traveling the new bicycle/pedestrian facility connection between Fairbanks and North Pole.	Transportation Alternative	Non-Motorized	$850,000
SR-45	City of Fairbanks	7th Avenue (Fbks) Sidewalk	Construct sidewalk along 7th Avenue from where the MLH Manor's (near Noble Street) existing sidewalk ends to 3rd Avenue.	Transportation Alternative	Non-Motorized	$225,000
SR-46	FNSB	Chena Lake Recreation Area Bicycle and Pedestrian Access via Plack Road	Pave and extend Plack Road from Nelson Road intersection past Gordon Road intersection, construct new parking lot, and add a bicycle/pedestrian path. Work will include intersection improvements, drainage work, and roadside hardware additions.	Transportation Alternative	Non-Motorized	$2,917,000
SR-47	City of Fairbanks	Fairbanks Morris Thompson Cultural & Visitors Center Enhancements	Construct improvements on the grounds of and near the MTCVC. Project includes utilities, roadside hardware, and ADA improvements. Work includes installing a rectangular rapid flashing beacon and a pedestrian pathway between the bus stop and parking lot.	Transportation Alternative	Non-Motorized	$590,000
SR-48	City of Fairbanks	Hilton Avenue and Stewart Street Sidewalks	Install sidewalk along Hilton Avenue from Wilbur Street to Stewart Street and on Stewart Street between Crosson and Hilton Avenue.	Transportation Alternative	Non-Motorized	$2,500,000
SR-49	DOT&PF	Ballaine Road Path Improvements	Widen and resurface non-motorized pathway along the Ballaine Road between Yankovich Road and Goldstream Road.	Transportation Alternative	Non-Motorized / Preservation	$3,025,000
SR-50	DOT&PF	Davis Road Sidewalk Repairs	Repair and repave existing sidewalks along Davis Road between University Avenue and Lathrop Street.	Transportation Alternative	Non-Motorized / Preservation	$400,000
SR-51	City of North Pole	North Pole Streetlight Standardization Phase II	Upgrade the streetlights in older subdivisions and illuminate several areas in the city currently not illuminated, including but not limited to Highway Park, Ford, and Morning Star subdivisions.	Road/Bridge	Other	$2,500,000
SR-52	FAST Planning	**Resilience Improvement Plan**	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, a local Resilience Improvement Plan should be developed. The Plan would help 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.	Planning	Other	$200,000
SR-53	FAST Planning	MTP Update	Update FAST MTP as required under 23 USC 134 (occurs every 4 years).	Planning	Other	$600,000

Short Range – 2027-2031						
Project ID	**Project Sponsor**	**Project**	**Scope**	**Project Category**	**Project Type**	**Fiscal Constraint**
SR-54	City of Fairbanks	Lavery Transportation Center Enhancements	Construct improvements in and near the Lavery Transportation Center parking garage. Project includes utilities, roadside hardware, and ADA improvements.	Transportation Alternative	Other	$705,000
SR-55	FAST Planning	Advance Project Definition	Provide funding for development of Scope, Schedule, & Estimates (SSEs) and other pre-project scoping tasks.	Program	Planning	$350,000
SR-56	FAST Planning	Air Quality Conformity Analysis for MTP & TIP	Preparation of air quality conformity determinations for short and long term transportation plans and individual projects in the entire $PM_{2.5}$ non-attainment area within the FNSB, including FAST Planning's MPA and the associated donut area within the $PM_{2.5}$ boundary.	Program	Planning	$400,000
SR-57	FAST Planning	FAST Office	Funding for the FAST Planning office and completion of tasks outlined in the Unified Planning Work Program (UPWP).	Program	Planning	$4,500,000
SR-58	FNSB	Hillside Flooding/Icing Mitigation	Address recurring flooding and icing issues in FNSB RSAs.	Road/Bridge	Preservation	$3,000,000
SR-59	City of Fairbanks	32nd Ave Reconstruction	Reconstruct 32nd Ave between South Cushman and Leasure St.	Road/Bridge	Preservation	$2,500,000
SR-60	FNSB	Dawson Road Improvements	Pave gravel roadways surface of Dawson Road from Hurst Road to Yellowstone Road.	Road/Bridge	Preservation	$1,800,000
SR-61	City of North Pole	North Pole Drainage Improvements	Repair and improve culverts, establish bioswales, increase size of detention basins and drainage ditches, and other resilience-building solutions to combat flooding.	Road/Bridge	Preservation	$940,000
SR-62	City of North Pole	Peridot Street Reconstruction	Reconstruct Peridot Street from the Richardson Highway to City limit (approx. 0.21 mile) and pave	Road/Bridge	Preservation	$700,000
SR-63	FAST Planning	FAST Improvement Program	Funding for preventative maintenance, safety, and other air quality exempt projects on local roads within the MPA.	Program	Preservation	$12,000,000
SR-64	DOT&PF	Statewide Pavement & Bridge Preservation Program	Funding for preventative maintenance projects in the annual DOT&PF Program within the MPA.	Program	Preservation	$39,243,000
SR-65	FAST Planning	Drainage Improvement Program	Replace or upsize culverts, ditches, and storm drain structures necessary for drainage improvements on MPA roads.	Program	Preservation	$1,800,000
SR-66	FAST Planning	**Pavement Condition Survey**	Conduct a pavement condition survey on roadways that are not part of DOT&PF's annual data collection effort (i.e. City streets, Borough RSA roads, etc.) to plan and prioritize resurfacing projects and identify future maintenance needs.	Planning	Preservation	$300,000
SR-67	City of Fairbanks	Old Steese Highway Reconstruction	Reconstruct the Old Steese Highway from Wendell Avenue Bridge to, and including, the intersection at the Johansen Expressway.	Road/Bridge	Preservation/ Complete Street	$28,561,000
SR-68	City of Fairbanks	Gilmore St Reconstruction	Reconstruct Gilmore St. between 9th and 10th Avenues	Road/Bridge	Preservation/ Complete Streets	$3,000,000
SR-69	FAST	ADA Improvements Program	Funding to construct ADA improvements the annual DOT&PF Program within the MPA, including high-priority sidewalk improvements in the City of Fairbanks ADA Transition Plan.	Program	Preservation/ Complete Streets	$7,000,000
SR-70	FAST/City of Fairbanks	**Lacey Street Reconstruction Planning Study**	Planning study to examine feasibility of burying overhead utilities and gain additional feedback from the public on design alternatives for reconstruction of Lacey Street from 1st to 12th Avenue.	Planning	Preservation/ Complete Streets	$150,000
SR-71	City of Fairbanks	30th Avenue Reconstruction and Pedestrian Improvements	Reconstruct 30th Avenue between Construct a sidewalk on 30th Avenue between Peger Road and South Cushman Street and add pedestrian facilities between Peger Road and Lathrop Street.	Road/Bridge & Transportation Alternative	Preservation/ Non-Motorized	$8,000,000

Short Range – 2027-2031

Project ID	Project Sponsor	Project	Scope	Project Category	Project Type	Fiscal Constraint
SR-72	ARRC	Railroad Crossing Signal Control Cabinet Replacements	Replace twelve (12) control cabinets and upgrade signal equipment within the cabinets to meet current standards and reduce maintenance and operation costs.	Road/Bridge	Rail	$500,000
SR-73	FAST Planning/ARRC	**Trainor Gate Road Quiet Zone and ADA Access Review**	Conduct a diagnostic team review, Section 130 evaluation, Quiet Zone feasibility review for Trainor Gate Road from Steese Expressway to FTWW gate as recommended by Road/Rail Crossing Plan (2021)	Planning	Rail	$200,000
SR-74	ARRC	Railroad C Street Crossing	Flatten approach grade at the C Street rail crossing to improve low trailer clearance over racks and improve sight distance for vehicle traffic.	Road/Bridge	Rail / Safety	$500,000
SR-75	FAST Planning/ DOT&PF	**FAST Planning Road/Rail Crossing Plan Update**	Update the Fairbanks Road/Rail Reduction/Realignment Plan (2021) to address crossings in the expanded MPO boundary and to evaluate crossing consolidation opportunities near North Pole.	Planning	Rail/Freight	$250,000
SR-76	FAST Planning	FTA 5307 Urbanized Area Formula Grants	Funding for FNSB and ARRC projects and programs	Program	Rail/Transit	$12,800,000
SR-77	FAST Planning/FNSB	FTA 5310 Enhanced Mobility for Seniors & Individuals with Disabilities	Funding for FNSB projects and programs.	Program	Rail/Transit	-
SR-78	FAST Planning	FTA 5337 State of Good Repair Grants	Funding for FNSB and ARRC projects and programs.	Program	Rail/Transit	$4,800,000
SR-79	FAST Planning	FTA 5339 Bus & Bus Facility Grants	Funding for FNSB projects and programs.	Program	Rail/Transit	-
SR-80	DOT&PF	Geist Road Safety & Access Improvements	Construct safety and access control improvements along Geist Road and Chena Pump Road from University Avenue to Chena Small Tracts Road in coordination with recently completed high school access/circulation study and road safety audit, and future recommendations from Geist/Chena Pump Road Corridor Study.	Road/Bridge	Safety	$6,000,000
SR-81	DOT&PF	College Road Safety & Access Improvements	Construct safety and access control improvements along College Road between University Avenue and Margaret/Antoinette Avenue, including conversion from four lanes to three lanes with a center two-way left turn lane and road shoulders, reducing driveway density, and adding pedestrian crossings where needed in coordination with College Road Corridor Study.	Road/Bridge	Safety	$4,000,000
SR-82	DOT&PF	Peridot Street/Richardson Highway Crossing	Improve the safety and operations of the Peridot Street/Richardson Highway intersection for all users in coordination with recently completed road safety audit.	Road/Bridge	Safety	$2,500,000
SR-83	DOT&PF	Northern Region Signal Interconnect Stage II	Construct a signal interconnect system to communicate with six traffic signals (Van Horn/Lathrop, Van Horn/Cushman, Badger/Holmes/Montgomery, Badger/Hurst, Richardson/Dawson, and Richardson/Buzby) to the Traffic Operations Center at the DOT&PF complex on Peger Road.	Road/Bridge	Safety	$3,530,000
SR-84	City of Fairbanks	City of Fairbanks Systematic Signal Upgrades	Reconstruct eleven (11) signalized intersection at multiple locations in the City of Fairbanks.	Road/Bridge	Safety	$12,840,000
SR-85	DOT&PF	Sheep Creek Rd Extension & Parks Highway Intersection Improvements	Construct a continuous green T signal on the Parks Highway at the intersection with Sheep Creek Extension and extend two lanes on Mitchell Expressway from the Geist exit past Little Shot Road to provide auxiliary lane for the slower traffic that will be required to stop at the new traffic signal.	Road/Bridge	Safety	$9,500,000
SR-86	DOT&PF	Parks Highway MP 356 Auxiliary Lane	Construct auxiliary lane for the Parks Highway/Sheep Creek Road intersection. Project includes reconstruction, drainage, roadside hardware, utilities and ADA improvements	Road/Bridge	Safety	$2,850,000
SR-87	DOT&PF/UAF	Sheep Creek Rd & West Tanana Dr Roundabout	Construct a roundabout at the intersection of Sheep Creek Road and West Tanana Drive.	Road/Bridge	Safety	$3,171,000
SR-88	DOT&PF	Airport Way Connected Corridor	Update state-owned signals on Airport Way to create a connected corridor for V2X.	Road/Bridge	Safety	$1,500,000
SR-89	DOT&PF	Richardson Highway MP 341-362 Variable Speed Limit	Construct variable speed limit signs on the Richardson Highway between MP 341-362.	Road/Bridge	Safety	$6,300,000

Short Range – 2027-2031

Project ID	Project Sponsor	Project	Scope	Project Category	Project Type	Fiscal Constraint
SR-90	City of Fairbanks	Aurora Subdivision Traffic Calming	Install traffic calming devices such as speed humps, traffic circles, speed feedback signs, etc. throughout Aurora Subdivision.	Road/Bridge	Safety	$400,000
SR-91	DOT&PF	HSIP	Funding for safety projects in the annual DOT&PF Program within the MPA.	Program	Safety	$56,939,800
SR-92	FAST Planning/ DOT&PF	**Geist/Chena Pump Road Corridor Study**	Examine safety and access control issues along Geist Road and Chena Pump Road from University Avenue to Chena Small Tracts Road, including driveway density, intersection configuration, and conflicts between motorized and non-motorized users to identify projects that improve safety and address access management for all users.	Planning	Safety	$600,000
SR-93	FAST Planning/ DOT&PF	**Peger Road Corridor Study**	Complete a corridor Study for Peger Road to develop alternatives and an implementation plan for improvements to the roadway from the Johansen Expressway to Van Horn Road.	Planning	Safety	$600,000
SR-94	DOT&PF	**Richardson Highway Corridor Study - North Pole to EAFB**	Complete 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.	Planning	Safety	$1,200,000
SR-95	FAST Planning/ DOT&PF	**Airport Way Access Control Study**	Evaluate access control on Airport Way from GARS intersection to Dale/Hoselton Road. Study will evaluate existing and potential land use, conduct traffic analysis to identify locations to potentially modify access and repurpose frontage roads to better serve land use. Recommendations will consider all transportation modes, steps necessary for access control modifications, and recommend improvements for government-owned excess land disposals to private sector.	Planning	Safety	$700,000
SR-96	FAST Planning/City of Fairbanks	**Trainor Gate Road Corridor Study**	Evaluate multi-modal traffic and safety needs, school zone improvements for Tanana Middle School and Ladd Elementary, railroad crossing improvements, and land coordination issues with the U.S. Army necessary to provide a continuous non-motorized network.	Planning	Safety	$150,000
SR-97	FAST Planning	Safe Routes to School Assessments	Update school assessments (last completed 2012) on an as-needed basis.	Planning	Safety	$350,000
SR-98	City of Fairbanks	Trainor Gate Road/F Street Intersection Improvements	Construct safety improvements for students and other pedestrians crossing this intersection such as a traffic signal, roundabout, pedestrian-activated signal, raised intersection, speed tables, lighted crosswalks, and/or improved intersection lighting.	Transportation Alternative	Safety	$1,500,000
SR-99	DOT&PF	Northern Region Accessible Pedestrian Signals	Install accessible pedestrian signals at State-owned crosswalks to help blind and low-vision pedestrians know when it is safe to cross.	Transportation Alternative	Safety	$2,000,000
SR-100	FAST Planning	**MACS Transit Bus Stop Improvements**	Funding for improving bus stops, including construction of new shelters, sidewalk connections, crossing treatments, and other accessibility improvements in coordination with Transit Plan.	Program	Transit	$750,000
SR-101	FAST Planning	**Paratransit Operational Efficiency Study**	Conduct a study to evaluate current paratransit policies and procedures, operations, resident usage, satisfaction levels, gaps in services/unmet needs, and recommendations for improvements.	Planning	Transit	$150,000
SR-102	FAST Planning/FNSB	**Tanana Lakes Recreation Area Bicycle/Pedestrian Connections**	Conduct an areawide analysis for preferred bicycle/pedestrian routes to TLRA via Peger Road, Lathrop Street, South Cushman Street, Van Horn Road, and other routes as identified and recommendations for facility improvements to construct connections.	Planning	Transportation Alternatives	$200,000

Medium Range

Medium Range – 2032-2036

Project ID	Project Sponsor	Project	Scope	Project Category	Project Type	Fiscal Constraint
MR-1	FAST Planning	Gravel to Pavement	Pave gravel roadway and path surfaces as requested/nominated to FAST Planning to reduce dust emissions and improve facilities.	Program	Air Quality	$4,000,000
MR-2	FAST Planning	Motor Vehicle Plugins	Installation of motor vehicle plugins at public facility parking lots.	Program	Air Quality	$650,000
MR-3	FAST Planning	Air Quality Public Education	Funding for public education activities conducted by FNSB and ADEC, including but not limited to, air pollution health/environmental impacts and ways local citizens can mitigate air pollution from sources like motor vehicles, unpaved roads, diesel engines/heavy duty vehicles, wood smoke, residential heating, etc.	Program	Air Quality	$1,000,000
MR-4	FAST Planning/FNSB	Bus Fleet Conversion to CNG	Funding for FNSB and UAF for diesel bus fleet vehicle conversion to CNG buses.	Program	Air Quality	$1,000,000
MR-5	DOT&PF	Chena Pump Road and Easy Street Bus Shelters	Install bus shelters and bus pullouts on Easy Street and Chena Pump Road in Fairbanks.	Transportation Alternative	Air Quality	$600,000
MR-6	FNSB	Griffin Park Improvements	Formalize bus parking, construct public restrooms, and modify landscaping to improve visibility at park.	Transportation Alternative	Air Quality	$1,800,000
MR-7	DOT&PF	Steese Highway MP 5 Bridge Replacement	Replace overpass/bridge (#1342) at Steese Highway and Chena Hot Springs Road intersection.	Road/Bridge	Bridge	$25,000,000
MR-8	City of Fairbanks	O'Connor Road Bridge Rehabilitation	Rehabilitate bridge and replace existing wood surfacing/decking.	Road/Bridge	Bridge	$3,500,000
MR-9	FAST Planning/City of Fairbanks	Wendell Avenue Study	Develop comprehensive vision for Wendell Avenue/Old Steese Highway between 3rd Street and Noble Street to improve capacity, pedestrian/bicycle, and downtown circulation/access needs.	Planning	Complete Streets	$350,000
MR-10	FAST Planning	**Freight Mobility Plan Update**	Update Freight Mobility Plan	Planning	Freight	$450,000
MR-11	DOT&PF	Steese/Johansen Interchange	Construct a grade separated interchange at the intersection of Steese Expressway and Johansen Expressway.	Road/Bridge	Freight/ Safety	$95,000,000
MR-12	UAF	North Tanana Dr Extension (UAF)	Reconstruct Kuskokwim Way between North Tanana Drive and Sheenjek Drive, approximately 2,100 feet, to include construction of sidewalk, shoulders to accommodate bicyclists, illumination, drainage improvements, and paving.	Road/Bridge	New Road	$5,000,000
MR-13	FAST Planning	Winter Weather Event Equipment	Assist public agencies in acquiring winter maintenance equipment and to manage extreme events (i.e. icebreaker attachments, two-way tow plows, sidewalk snow removal equipment, etc.).	Program	Non-Motorized	$1,000,000
MR-14	FAST Planning	Non-Motorized Connections	Construct new shared use path or sidewalk connections to address gaps in the non-motorized network.	Program	Non-Motorized	$3,000,000
MR-15	City of North Pole	8th Avenue (NP) Slough Crossing	Replace culvert for fish passage and widen slough crossing to accommodate bicyclists and pedestrians	Road/Bridge & Transportation Alternative	Non-Motorized	$1,500,000
MR-16	City of Fairbanks	2nd Avenue (Fbks) Festival Street	Create a festival street along 2nd Avenue between Cushman Street and Lacey Street.	Transportation Alternative	Non-Motorized	$1,000,000
MR-17	City of Fairbanks	Aurora Subdivision Sidewalks & Crosswalks	Install sidewalks along the entire length of Carr Avenue, Southern Avenue, and Marika Road, and crosswalks on Aurora Drive at its intersections with Carr Avenue, Southern Avenue, and Marika Road.	Transportation Alternative	Non-Motorized	$500,000

Medium Range – 2032-2036

Project ID	Project Sponsor	Project	Scope	Project Category	Project Type	Fiscal Constraint
MR-18	City of Fairbanks	Turner Street Mixed Use Corridor	Create a mixed-use corridor on Turner Street from 2nd to 5th Avenues to activate the space for pedestrians, retail, entertainment, food vendors, and other uses.	Transportation Alternative	Non-Motorized	$2,000,000
MR-19	FNSB	FNSB Parks Access Improvements	Address access deficiencies, ADA accessibility, and missing sidewalk segments at Kiana, Myrtle Thomas, Fun Time, Midnight Sun, Aurora, Mercier, and Veterans Memorial Park.	Transportation Alternative	Non-Motorized	$1,500,000
MR-20	FNSB	Steese/Johansen Pedestrian Tunnel Trail Connections	Construction trail connections from pedestrian tunnel to Birch Hill Recreation Area and Creamer's Field.	Transportation Alternative	Non-Motorized	$1,800,000
MR-21	FNSB	Hamilton Acres Park Boat Launch	Formalize access, parking, and boat launch at this connection to the Chena River.	Transportation Alternative	Non-Motorized	$3,000,000
MR-22	FNSB	Noyes Slough Park Improvements	Formalize access to park at entrance to Noyes Slough.	Transportation Alternative	Non-Motorized	$750,000
MR-23	DOT&PF/City of North Pole	Old Richardson Highway/Homestead Drive Bicycle/Pedestrian Facility	Add separated bicycle/pedestrian facility along Old Richardson Highway from Homestead Drive to Richardson Highway, including a connection on Homestead Drive between Richardson Highway and Perimeter Drive.	Transportation Alternative	Non-Motorized	$3,500,000
MR-24	City of North Pole	5th Avenue (NP) Sidewalk	Construct sidewalk on W. 5th Avenue from Therron Street to Santa Claus Lane at Old Richardson Highway, extend sidewalk on E. 5th Avenue from Davis Boulevard to St Nicholas Drive, and add crosswalks at Davis Boulevard.	Transportation Alternative	Non-Motorized	$1,000,000
MR-25	City of Fairbanks	Lathrop Street (south) Bicycle/Pedestrian Facility	Provide bicycle/pedestrian facility on Lathrop Street from Davis Road to the Tanana Lakes Recreation Area.	Transportation Alternative	Non-Motorized	$2,500,000
MR-26	City of Fairbanks	Egan Avenue Pedestrian Improvements	Install pedestrian facilities between Moore Street and Lathrop Street along Egan Avenue.	Transportation Alternative	Non-Motorized	$1,000,000
MR-27	DOT&PF	Dawson Road Bicycle/Pedestrian Facility	Construct a bicycle/pedestrian facility along Dawson Road from Lineman Road to Hurst Road.	Transportation Alternative	Non-Motorized	$4,000,000
MR-28	FNSB	South Davis Park Pathways	Construct approximately three miles of ADA accessible, non-motorized trail system in South Davis Park.	Transportation Alternative	Non-Motorized	$1,800,000
MR-29	FNSB	Chena Lake Recreation Area North Trail	Construct a north trail around the lake system tying into new entrance to CLRA on Plack Road and south trail improvements.	Transportation Alternative	Non-Motorized	$5,000,000
MR-30	DOT&PF	Peede Road Bicycle/Pedestrian Facility	Construct a bicycle/pedestrian facility along Peede Road from Badger Road to Brock Road.	Transportation Alternative	Non-Motorized	$6,500,000
MR-31	DOT&PF	Davis Road (west) Sidewalk	Construct new sidewalk along Davis Road on south side between University Avenue to Peger Road.	Transportation Alternative	Non-Motorized	$1,750,000
MR-32	City of Fairbanks	2nd Avenue (Fbks) Sidewalk	Construct sidewalk along the north side of 2nd Avenue from Hall Street to Clay Street	Transportation Alternative	Non-Motorized	$200,000
MR-33	City of Fairbanks	3rd Avenue (Fbks) Sidewalk	Construct sidewalk connection on 3rd Avenue from Hall Street to Steese Highway shared-use path.	Transportation Alternative	Non-Motorized	$200,000
MR-34	DOT&PF	Dyke Road Improvements	Construct paved shoulders for bicyclists and pedestrians along Dyke Road from Laurance Road to Old Richardson Highway.	Transportation Alternative	Non-Motorized	$5,500,000
MR-35	DOT&PF	Repp Road Bicycle/Pedestrian Facility	Provide bicycle/pedestrian facility on Repp Road between Badger Road and Pool Street.	Transportation Alternative	Non-Motorized	$5,000,000

Medium Range – 2032-2036

Project ID	Project Sponsor	Project	Scope	Project Category	Project Type	Fiscal Constraint
MR-36	DOT&PF	Geist Road Northside Path Extension	Construct an extension of the existing shared-use path on the north side of Geist Road from Fairbanks Street to Parks Highway.	Transportation Alternative	Non-Motorized	$1,200,000
MR-37	DOT&PF	Laurance Road (east) Bicycle/Pedestrian Facility	Provide bicycle/pedestrian facility on Laurance Road from Mistletoe Drive to Nelson Road.	Transportation Alternative	Non-Motorized	$1,500,000
MR-38	DOT&PF	Santa Claus Lane Bicycle Facilities	Add buffered bicycle lanes on Santa Claus Lane between Richardson Highway and E 5th Avenue.	Transportation Alternative	Non-Motorized	$750,000
MR-39	DOT&PF	Mitchell Expressway Bicycle/Pedestrian Facilities	Construct bicycle/pedestrian facilities parallel to Mitchell Expressway.	Transportation Alternative	Non-Motorized	$12,000,000
MR-40	DOT&PF	Laurance Road (west) Bicycle/Pedestrian Facility	Provide bicycle/pedestrian facility on Laurance Road from Old Richardson Highway to Richardson Highway.	Transportation Alternative	Non-Motorized	$2,500,000
MR-41	DOT&PF	Old Richardson Highway (south) Bicycle/Pedestrian Facility	Provide bicycle/pedestrian facility on Old Richardson Highway between Laurance Road and Dyke Road.	Transportation Alternative	Non-Motorized	$2,000,000
MR-42	City of Fairbanks	Lathrop Street Sidewalk	Construct sidewalk from existing sidewalk to the end of Lathrop Street, Eagan Avenue to 16th Avenue.	Transportation Alternative	Non-Motorized	$250,000
MR-43	FNSB	Wien Park Path Connection	Align and improve the connection of the Wien Park Path with the 10th Avenue/ Cowles Street intersection and add lighting along the path between Cowles Street and Barnette Magnet School.	Transportation Alternative	Non-Motorized	$1,000,000
MR-44	DOT&PF	Bradway Road Reconstruction	Reconstruct Bradway Road from Dennis Road to Badger Road, including accommodations for bicyclists and pedestrians.	Road/Bridge	Non-Motorized/ Preservation	$13,000,000
MR-45	DOT&PF	Holmes Road Rehabilitation	Rehabilitate Holmes Road from the Badger/Montgomery intersection to Badger/Peede intersection.	Road/Bridge	Non-Motorized/ Preservation	$12,000,000
MR-46	UAF	Tanana Loop Reconstruction (UAF)	Reconstruct 1,700 feet of Tanana Loop between Yukon Drive and North Tanana Drive. Widen the sidewalk to 8 feet and extend it to North Tanana Drive. Add 4-foot bike lanes to both sides of the roadway.	Transportation Alternative	Non-Motorized/ Preservation	$3,000,000
MR-47	City of Fairbanks	Lathrop Street Improvements	Reconstruct Lathrop Street from 2nd Avenue to Airport Way to widen sidewalks, add landscaping, and add crosswalks at Lathrop Street's intersection with 10th Avenue and Kellum Street.	Transportation Alternative	Non-Motorized/ Preservation	$3,000,000
MR-48	City of Fairbanks	Chena Landings Loop Path Reconstruction	Repave path between Chena Landings Loop Road and pedestrian bridge at Pioneer Park and add pedestrian lighting.	Transportation Alternative	Non-Motorized/ Preservation	$750,000
MR-49	FNSB	Roland Road Improvements	Widen roadway to accommodate bicycles and pedestrians and improve safety for all modes.	Transportation Alternative	Non-Motorized/ Preservation	$2,000,000
MR-50	FAST Planning/ DOT&PF	Driver Education Program	Provide a subsidy for driver education courses in Fairbanks and North Pole.	Program	Other	$150,000
MR-51	FAST Planning	MTP Update	Update FAST Planning MTP as required under 23 USC 134 (occurs every 4 years).	Planning	Other	$650,000

Medium Range – 2032-2036

Project ID	Project Sponsor	Project	Scope	Project Category	Project Type	Fiscal Constraint
MR-52	FAST Planning	Advance Project Definition	Provide funding for development of Scope, Schedule, & Estimates (SSEs) and other pre-project scoping tasks.	Program	Planning	$450,000
MR-53	FAST Planning	Air Quality Conformity Analysis for MTP & TIP	Preparation of air quality conformity determinations for short- and long-term transportation plans and individual projects in the entire $PM_{2.5}$ non-attainment area within the FNSB, including FAST Planning's MPA and the associated donut area within the $PM_{2.5}$ boundary.	Program	Planning	$450,000
MR-54	FAST Planning	FAST Office	Funding for the FAST Planning office and completion of tasks outlined in the Unified Planning Work Program (UPWP).	Program	Planning	$5,000,000
MR-55	City of Fairbanks	34th Avenue (Fbks) Reconstruction	Reconstruct 34th Avenue from South Cushman Street to MacArthur Street and provide streetlighting.	Road/Bridge	Preservation	$1,500,000
MR-56	DOT&PF	Steese Highway MP 2-5 Resurfacing	Resurface Steese Highway from Farmers Loop Road to Chena Hot Springs Road and resurface Birch Hill Road and Old Steese Highway frontage roads where directly adjacent and structurally connected to Steese Highway near MP 3.5.	Road/Bridge	Preservation	$13,000,000
MR-57	DOT&PF	Peger Road Barrier Replacement	Replace the visual/sound barrier on Peger Road between Airport Way and the Chena River adjacent to Riverview Subdivision.	Road/Bridge	Preservation	$1,000,000
MR-58	DOT&PF	Statewide Pavement & Bridge Preservation Program	Funding for preventative maintenance projects in the annual DOT&PF Program within the MPA.	Program	Preservation	$45,000,000
MR-59	FAST Planning	Drainage Improvement Program	Replace or upsize culverts, ditches, and storm drain structures necessary for drainage improvements on MPA roads.	Program	Preservation	$2,000,000
MR-60	FAST Planning	FAST Improvement Program	Funding for preventative maintenance, safety, and other air quality exempt projects on local roads within the MPA.	Program	Preservation	$14,000,000
MR-61	DOT&PF	Brock Road Resurfacing and Bicycle/Pedestrian Improvements	Resurface Brock Road between Peede Road and Repp Road, including accommodations for non-motorized users.	Road/Bridge & Transportation Alternative	Preservation	$4,500,000
MR-62	City of Fairbanks	Minnie Street Improvements	Reconstruct Minnie Street between Illinois Street and Old Steese Highway.	Road/Bridge	Preservation/ Complete Street	$12,075,000
MR-63	City of Fairbanks	Cowles Street Reconstruction Phase II	Reconstruct Cowles Street from 1st Ave to Airport Way.	Road/Bridge	Preservation/ Complete Street	$9,500,000
MR-64	City of Fairbanks	Eagan Ave and Moore St Reconstruction	Reconstruct Eagan Ave to Pioneer Home and Moore Street to Pioneer Home. Extend Eagan Avenue to fully connect between Peger Road and Wilbur Street in front of Fairbanks Pioneer Home to aid transit circulation and non-motorized connectivity.	Road/Bridge	Preservation/ Complete Streets	$3,000,000
MR-65	City of Fairbanks	1st Avenue Reconstruction	Reconstruct 1st Ave from Cushman St to Noble St.	Road/Bridge	Preservation/ Complete Streets	$5,000,000
MR-66	City of Fairbanks	Pedro Street Reconstruction	Reconstruct Pedro Street from Kellum to 10th Avenue.	Road/Bridge	Preservation/ Complete Streets	$5,000,000
MR-67	FAST Planning	ADA Improvements Program	Funding to construct ADA improvements the annual DOT&PF Program within the MPA, including high-priority sidewalk improvements in the City of Fairbanks ADA Transition Plan.	Program	Preservation/ Complete Streets	$8,500,000

Medium Range – 2032-2036

Project ID	Project Sponsor	Project	Scope	Project Category	Project Type	Fiscal Constraint
MR-68	ARRC	Railroad VFW Street Crossing	Remove road connection between Daphne Lane and Old Richardson Highway to eliminate rail crossing.	Road/Bridge	Rail	$500,000
MR-69	DOT&PF/City of Fairbanks	Trainor Gate Road/Old Steese Highway/Steese Highway Intersection Improvements	Construct improvements to Trainor Gate Road at the intersections with Old Steese Highway and Steese Highway, including adding lanes for turning traffic, vehicle storage area (capacity), and pedestrian traffic control for rail crossings.	Road/Bridge	Rail / Safety	$2,000,000
MR-70	City of Fairbanks	Railroad Farewell Avenue Crossing	Add right-turn lane to Trainor Gate Road to improve vehicle storage when train is present, align pedestrian path on Farewell Avenue with Training Gate Road crosswalk and add pedestrian traffic control for rail crossing, and improve sight distance for vehicle traffic.	Road/Bridge	Rail / Safety	$1,000,000
MR-71	ARRC	Railroad Dyke Road Crossing	Flatten approach grade at the Dyke Road rail crossing to improve sight distance for vehicle traffic and add crossing striping to roadway approach.	Road/Bridge	Rail / Safety	$500,000
MR-72	ARRC	Railroad Laurance Road Crossing	Reconstruct Laurance Road to be perpendicular to rail tracks and remove excessive skew, improve safety, and sight distance.	Road/Bridge	Rail / Safety	$1,000,000
MR-73	FAST Planning	FTA 5307 Urbanized Area Formula Grants	Funding for FNSB and ARRC projects and programs	Program	Rail/Transit	$14,500,000
MR-74	FAST Planning	FTA 5337 State of Good Repair Grants	Funding for FNSB and ARRC projects and programs.	Program	Rail/Transit	$5,400,000
MR-75	DOT&PF	Nordale/Peede Intersection Improvements	Construct a roundabout at the intersection of Nordale and Peede Roads.	Road/Bridge	Safety	$4,851,000
MR-76	DOT&PF	Airport/Cushman Intersection Reconstruction	Reconstruct the intersection at Airport Way and Cushman Street.	Road/Bridge	Safety	$40,000,000
MR-77	DOT&PF/FNSB	University Park Elementary Area Traffic Calming	Install traffic calming devices such as speed humps on Loftus Road, Birch Lane, and Fairbanks Street.	Road/Bridge	Safety	$250,000
MR-78	DOT&PF	Old Steese Highway/Farmers Loop Road Intersection Improvements	Construct improvements to make this unsignalized intersection crossing safer and more comfortable for both motorized and non-motorized users.	Road/Bridge	Safety	$1,000,000
MR-79	FAST Planning/ DOT&PF	Wildlife-Vehicle Collision Mitigation	Implement 2017 moose-vehicle collision study recommendations for maintenance, fencing, and lighting projects.	Road/Bridge	Safety	$150,000
MR-80	DOT&PF	HSIP	Funding for safety projects in the annual DOT&PF Program within the MPA.	Program	Safety	$60,000,000
MR-81	FAST Planning/ DOT&PF	Safety Action Plan	Complete a Vulnerable Road User Safety Assessment and develop a local Safety Action Plan for the MPA.	Planning	Safety	$550,000
MR-82	FAST Planning	Safe Routes to School Assessments	Update school assessments (last completed 2012) on an as-needed basis.	Planning	Safety	$450,000
MR-83	FAST Planning/ DOT&PF	MACS Transit Subsidized Ticketing	Free ticketing for University of Alaska students and staff, seniors, and primary school students up to age 19; and subsidized ticketing for all other riders at nominal fee.	Program	Transit	$300,000
MR-84	FAST Planning	**MACS Transit Bus Stop Improvements**	Funding for improving bus stops, including construction of new shelters, sidewalk connections, crossing treatments, and other accessibility improvements in coordination with Transit Plan.	Program	Transit	$750,000
MR-85	FAST Planning	Transit Plan Updates	Update the FNSB Long & Short Range Transit Plan, Coordinated Human Services Transportation Plan, Fare Pricing & Integration Study, and Operational Efficiency Study.	Planning	Transit	$600,000

Long Range

Long Range – 2037-2046

Project ID	Project Sponsor	Project	Scope	Project Category	Project Type	Fiscal Constraint
LR-1	FAST Planning	Gravel to Pavement	Pave gravel roadway and path surfaces as requested/nominated to FAST Planning to reduce dust emissions and improve facilities.	Program	Air Quality	$6,000,000
LR-2	FAST Planning	Motor Vehicle Plugins	Installation of motor vehicle plugins at public facility parking lots.	Program	Air Quality	$1,000,000
LR-3	FAST Planning	Air Quality Public Education	Funding for public education activities conducted by FNSB and ADEC, including but not limited to, air pollution health/environmental impacts and ways local citizens can mitigate air pollution from sources like motor vehicles, unpaved roads, diesel engines/heavy duty vehicles, wood smoke, residential heating, etc.	Program	Air Quality	$2,000,000
LR-4	FAST Planning/FNSB	Bus Fleet Conversion to CNG	Funding for FNSB and UAF for diesel bus fleet vehicle conversion to CNG buses.	Program	Air Quality	$2,000,000
LR-5	DOT&PF	Steese Expressway Chena River Bridge Replacement #0231	Replace the Chena River Bridge on the Steese Expressway	Road/Bridge	Bridge/ Non-Motorized	$60,000,000
LR-6	DOT&PF	Peger Road Chena River Bridge Replacement #1191	Replace the Chena River Bridge on Peger Road	Road/Bridge	Bridge/ Non-Motorized	$30,000,000
LR-7	City of Fairbanks	Lacey Street Reconstruction	Reconstruct Lacey Street from 1st to 12th Avenue in consideration of underutilized sections of the corridor and previously developed design alternatives for repurposing certain blocks for other uses and users.	Transportation Alternative	Complete Street	$15,000,000
LR-8	DOT&PF	**South Cushman/Van Horn Intersection Improvements**	Reconstruct intersection to improve turning capacity for truck movements.	Road/Bridge	Freight	$3,500,000
LR-9	FAST Planning	**Freight Mobility Plan Update**	Update Freight Mobility Plan	Planning	Freight	$450,000
LR-10	FAST Planning	Buzby Road/Dawson Road Exit from Richardson Highway Study	Study ways to improve traffic movement at Dawson/Buzby off ramp from Richardson Highway to better accommodated freight movement, per recommendations of the 2019 Freight Mobility plan	Planning	Freight	$250,000
LR-11	FNSB Planning	Dawson Road Extension	Extend Dawson Road north from Hurst Road to provide an alternate travel route between the growing Plack Road and Repp Road areas.	Road/Bridge	New Road	$6,000,000
LR-12	FAST Planning	Winter Weather Event Equipment	Assist public agencies in acquiring winter maintenance equipment and to manage extreme events (i.e. icebreaker attachments, two-way tow plows, sidewalk snow removal equipment, etc.).	Program	Non-Motorized	$15,000,000
LR-13	FAST Planning	Non-Motorized Connections	Construct new shared use path or sidewalk connections to address gaps in the non-motorized network.	Program	Non-Motorized	$8,000,000
LR-14	DOT&PF	5th Avenue (NP)/Mission Road/Richardson Highway	Investigate potential improvements to allow non-motorized users to cross the Richardson Highway at this location. This may require an overpass, which could be completed in conjunction with a future interchange at this location.	Transportation Alternative	Non-Motorized	$50,000,000
LR-15	DOT&PF	North Pole-EAFB-Salcha Bicycle/Pedestrian Facility Connection	Add separated bicycle/pedestrian facility along Richardson Highway (or parallel routes, MP 337 to 350) to connect North Pole to EAFB and Salcha.	Transportation Alternative	Non-Motorized	$18,000,000
LR-16	DOT&PF	Airport Way Pedestrian Overcrossing Replacement	Replace the pedestrian overcrossing bridge (#1275) on Airport Way near Lathrop High School and Noel Wien Library or develop an alternative mid-block crossing for pedestrians.	Transportation Alternative	Non-Motorized	$20,000,000
LR-17	DOT&PF	Richardson Highway MP 350-357 Shared Use Path	Construct a shared use path from Peridot Street to Six-Mile Badger Road to complete a non-motorized connection between Fairbanks and North Pole.	Transportation Alternative	Non-Motorized	$10,000,000
LR-18	DOT&PF	Van Horn Road Bicycle/Pedestrian Facility	Provide bicycle/pedestrian facility on Van Horn Road between University Avenue and South Cushman Street.	Transportation Alternative	Non-Motorized	$7,000,000

Long Range – 2037-2046

Project ID	Project Sponsor	Project	Scope	Project Category	Project Type	Fiscal Constraint
LR-19	DOT&PF	Hollowell Road Bicycle/Pedestrian Facility	Construct a bicycle/pedestrian facility along Hollowell Road from Repp Road to Plack Road.	Transportation Alternative	Non-Motorized	$3,000,000
LR-20	DOT&PF	Richardson Highway (NP) Access Improvements	Implement the recommendations of the Richardson Highway MP 341-357 Corridor Study to improve safety and access for freight and other users through a network of frontage roads	Road/Bridge	Non-Motorized/ Freight	$45,000,000
LR-21	FAST Planning	MTP Update	Update FAST Planning MTP as required under 23 USC 134 (occurs every 4 years).	Planning	Other	$1,000,000
LR-22	FAST Planning	Advance Project Definition	Provide funding for development of Scope, Schedule, & Estimates (SSEs) and other pre-project scoping tasks.	Program	Planning	$1,200,000
LR-23	FAST Planning	Air Quality Conformity Analysis for MTP & TIP	Preparation of air quality conformity determinations for short and long term transportation plans and individual projects in the entire PM 2.5 non-attainment area within the FNSB, including FAST Planning's MPA and the associated donut area within the PM 2.5 boundary.	Program	Planning	$1,000,000
LR-24	FAST Planning	FAST Office	Funding for the FAST Planning office and completion of tasks outlined in the Unified Planning Work Program (UPWP).	Program	Planning	$10,000,000
LR-25	City of Fairbanks	Island Holmes Reconstruction	Reconstruct Island Homes subdivision roadways to provide improved facilities for all users including roadway resurfacing, drainage improvements, ADA-compliant sidewalks and curb ramps, water and sewer utility replacement, signing and striping, traffic calming measures, and street lighting upgrades.	Road/Bridge	Preservation	$21,000,000
LR-26	DOT&PF	Lower Ballaine Road Rehabilitation	Rehabilitate Ballaine Road from Farmer's Loop to Goldfinch Dr	Road/Bridge	Preservation	$8,000,000
LR-27	DOT&PF	Statewide Pavement & Bridge Preservation Program	Funding for preventative maintenance projects in the annual DOT&PF Program within the MPA.	Program	Preservation	$110,000,000
LR-28	FAST Planning	Drainage Improvement Program	Replace or upsize culverts, ditches, and storm drain structures necessary for drainage improvements on MPA roads.	Program	Preservation	$3,500,000
LR-29	FAST Planning	FAST Planning Improvement Program	Funding for preventative maintenance, safety, and other air quality exempt projects on local roads within the MPA.	Program	Preservation	$28,000,000
LR-30	City of Fairbanks	Barnette Street Reconstruction	Reconstruct Barnette Street from 1st Ave to Airport Way to better accommodate bicyclists and pedestrians by reallocating available right-of-way space to improve non-motorized facilities and landscaping.	Road/Bridge	Preservation/ Complete Street	$15,000,000
LR-31	City of Fairbanks	Gaffney Road Reconstruction	Reconstruct Gaffney Road between Barnette and Noble	Road/Bridge	Preservation/ Complete Streets	$5,000,000
LR-32	City of Fairbanks	Kellum St Reconstruction	Reconstruct Kellum St. between 10th Ave and 1st Ave.	Road/Bridge	Preservation/ Complete Streets	$10,000,000
LR-33	DOT&PF	Peger Road Reconstruction	Reconstruct Peger Road between Johansen Expressway and Van Horn Road. Project will add non-motorized connections on both sides of the road and address other recommendations of the Peger Road Corridor Study.	Road/Bridge	Preservation/ Complete Streets	$15,000,000
LR-34	DOT&PF	Geist/Chena Pump Road Reconstruction	Reconstruct Geist Road between Johansen Expressway and Dartmouth Drive/Chena Ridge Road and Chena Pump Road from Dartmouth/Chena Ridge to Chena Small Tracts Road.	Road/Bridge	Preservation/ Complete Streets	$9,000,000

Long Range – 2037-2046

Project ID	Project Sponsor	Project	Scope	Project Category	Project Type	Fiscal Constraint
LR-35	FAST Planning	ADA Improvements Program	Funding to construct ADA improvements the annual DOT&PF Program within the MPA, including high-priority sidewalk improvements in the City of Fairbanks ADA Transition Plan.	Program	Preservation/ Complete Streets	$18,000,000
LR-36	FAST Planning	FTA 5307 Urbanized Area Formula Grants	Funding for FNSB and ARRC projects and programs	Program	Rail/Transit	$35,000,000
LR-37	FAST Planning	FTA 5337 State of Good Repair Grants	Funding for FNSB and ARRC projects and programs.	Program	Rail/Transit	$12,000,000
LR-38	DOT&PF	North Pole Roundabouts Reconstruction	Reconstruct the three roundabouts on Santa Claus Ln/Badger Road at the Richardson Hwy interchange	Road/Bridge	Safety	$14,000,000
LR-39	DOT&PF	Richardson Highway/Old Richardson Highway Interchange (MP 360)	Construct a grade-separated interchange to improve safety at this at-grade crossing of the Richardson Highway.	Road/Bridge	Safety	$9,000,000
LR-40	DOT&PF	HSIP	Funding for safety projects in the annual DOT&PF Program within the MPA.	Program	Safety	$120,000
LR-41	FAST Planning	Safe Routes to School Assessments	Update school assessments (last completed 2012) on an as-needed basis.	Planning	Safety	$500,000
LR-42	FAST Planning	**MACS Transit Bus Stop Improvements**	Funding for improving bus stops, including construction of new shelters, sidewalk connections, crossing treatments, and other accessibility improvements in coordination with Transit Plan.	Program	Transit	$3,000,000
LR-43	FAST Planning	Transit Plan Updates	Update the FNSB Long & Short Range Transit Plan, Coordinated Human Services Transportation Plan, Fare Pricing & Integration Study, and Operational Efficiency Study.	Planning	Transit	$600,000

Very Long Range

Very Long Range – Beyond 2047

Project ID	Project Sponsor	Project	Scope	Project Category	Project Type	Fiscal Constraint
VRL-1	DOT&PF	Phillips Field Road/Minnie Street Intersection Alignment	Realign Phillips Field Road to create a four-leg intersection with Minnie Street in coordination with Minnie Street Corridor Study (2019).	Road/Bridge	Freight	$12,000,000
VLR-2	DOT&PF	Johansen Expressway/Danby Street Interchange	Construct a grade-separated interchange to improve traffic flow and safety on the Johansen Expressway.	Road/Bridge	Freight / Safety	$60,000,000
VLR-3	DOT&PF	Phillips Field Road Realignment	Realign Phillips Field Road from Chena Landings Loop to Jack Lindsey Lane to follow the north bank of the Chena River, including a bicycle/pedestrian facility along the riverfront to complete future segment of Chena River Walk.	Road/Bridge	Non-Motorized	$25,000,000
VRL-4	Unknown	Chena Riverwalk Stages IV & V	Expand the Chena Riverwalk on the north side of the Chena River between east Chena Landings Loop Road approach and Illinois/Barnette Street bridge, including construction of new pedestrian bridges over Chena River to connect to Riverwalk on south side in coordination with Chena Riverwalk Master Plan (2012).	Transportation Alternative	Non-Motorized	$18,000,000
VLR-5	City of Fairbanks	Noyes Slough Pedestrian Bridge	Construct a pedestrian bridge over Noyes Slough from Slaterville to College Road.	Transportation Alternative	Non-Motorized	$7,000,000
VLR-6	ARRC	Fairbanks-North Pole Rail Realignment	Realign and relocate the railroad tracks and rail yard south of the urban core to reduce road/rail crossing conflicts and improve safety. Phase I would be the North Pole realignment; Phase II could be the section of the Richardson Highway between Fairbanks and North Pole, and Phase III would be the Fairbanks realignment.	Road/Bridge	Rail	$500,000,000

Chapter 7. Policy Recommendations

A transportation plan is achieved through ongoing implementation. This chapter describes how FAST Planning transforms the goals and recommendations in this plan into concrete, actionable steps, as well as a framework for tracking and reporting progress over time. The following policy-related actions are recommended as implementation steps that FAST Planning may influence.

Implementation Strategies

In addition to the projects on the Recommended Project List (Chapter 6), continuous policies, programs, and partnerships are also needed to achieve the plan's goals. These policies, programs, and partnerships support the transportation system by influencing its safety, accessibility, and usability. Ongoing consultation and coordination with local governments, tribal organizations, state and federal agencies, and the public are essential to successful implementation.

Table 9 - Implementation Strategies

Implementation Strategies	Potential Partners	Timeframe
1. TIP Policy and Procedure. FAST Planning is currently in the process of developing and adopting a TIP Policy and Procedure. Once this policy is in place, it will describe the relationship between the MTP and the TIP. The long-range MTP sets the overall vision, policy framework, and resource targets for transportation investments. By contrast, the TIP is a four-year rolling plan that lists the projects and programs that will be carried out in the near term–based on the priorities established in the MTP.	FNSB, City of Fairbanks, City of North Pole	Near (0-2 years)
2. Complete Streets Policy. FAST Planning is updating its Complete Streets Policy. The updated policy is currently in the testing phase and pending adoption. The policy represents a commitment to design, planning, and operation of transportation facilities that prioritize safety and comfort for all users, regardless of age, ability, or mode of transportation. The updated policy will apply to all phases of project development, from concept to maintenance, ensuring the entire right-of-way has been considered for safe access and connectivity.	FNSB, City of Fairbanks, City of North Pole, DOT&PF, FHWA	Near (0-2 years)

Implementation Strategies	Potential Partners	Timeframe
3. **Congestion Mitigation and Air Quality (CMAQ).** The CMAQ program funds transportation projects or programs that help meet the requirements of the Clean Air Act. The CMAQ program enables communities to build public understanding about the link between transportation and air quality, fund technological solutions to improve transportation systems, or expand transit services, as a few examples. FAST Planning needs to develop scoring criteria and a project nomination process to prioritize and evaluate eligible projects, ensuring they meet targets and align with the vision and policies of the MTP.	DOT&PF, DEC, FNSB	Mid (2-5 years)
4. **Project-level conformity reviews**. MPOs are required by 40 CFR 93.109 to demonstrate that transportation projects meet all applicable conformity requirements. Conformity ensures that transportation projects do not cause new air quality violations, worsen existing violations, or delay timely attainment of National Ambient Air Quality Standards. It is recommended that FAST Planning develop and adopt policies and procedures for project level conformity reviews. These policies and procedures will clarify what project managers need to do for the completion of environmental documents.	DOT&PF, FHWA, FTA, DEC, FNSB, City of Fairbanks, City of North Pole	Mid (2-5 years)
5. **Champion a Path Toward Reduction of Orphan Roads and Private Roads within the MPA.** The FAST Planning RSA Expansion Plan (2022) identified solutions and potential pilot programs to allow more orphan roads into FNSB RSAs. Since the completion of the RSA Expansion Plan, however, no alternatives have been selected or acted on. It is recommended ADA Planning help facilitate, along with FNSB, pursuit of one or more of the alternatives to improve the provision of rural road maintenance within the MPA and borough wide.	FNSB, DOT&PF, FHWA, City of Fairbanks, City of North Pole	Mid (2-5 years) to Long (6+ years)
6. **Work with DOT&PF to extract MPA-specific data for performance data to aid in future planning.** DOT&PF's Division of Data Modernization and Innovation Office has made significant strides in developing DOT&PF's performance measure dashboard in recent years, to include data filters available at the MPA level. It is recommended to continue to work with DOT&PF to ensure reliable MPA data for pavement, bridge, and TTR is available and reported regularly, so that rapid decisions can be made from the data if necessary.	DOT&PF	Near (0-2 years) to Mid (2-5 years)

While it is reasonable to adopt the state's performance measures for NHS infrastructure condition and operations, the MPA would benefit from establishing its own performance targets for safety customized to the MPA, based on moderate to ambitious percent serious crash reduction goals from an established baseline. For example, the DOT&PF Strategic Highway Safety Plan commits to an overall reduction of 3.5% in serious crashes based on a five-year rolling average. DOT&PF's availability of more recent safety data has improved in recent years, enabling the MPA to establish five-year rolling averages for trend analysis.

Chapter 8. Air Quality (FAST)

Background