



❖ POLICY BOARD ❖

Meeting Agenda

Wednesday, September 23, 2026, 12:00 – 2:00 PM

100 Cushman Street, Suite 215 (Key Bank Building)

To join the Zoom Meeting via computer, go to: www.fastplanning.us/keepup/zoom

Zoom Meeting Phone Number: 1 (253) 215-8782, enter Meeting ID: 876-6146-6345

1. Call to Order
2. Introduction of Members & Attendees
3. Approval of September 23, 2026 Agenda
4. Approval of August 19, 2026 Meeting Minutes | Pg 2-15
5. Staff/Working Group/Chair Report | Pg 16-20
6. Public Comment Period
7. Guest Presentation - Richardson Highway/Peridot Street Road Safety Audit | Pg 21-38
8. Old Business
 - a. FAST Planning FFY2027 Office Budget **(Action Item)** | Pg 39-52
 - ❖ Consideration of adjustments to and adoption of FFY2027 office budget
9. New Business
 - a. Draft Interim 2050 Metropolitan Transportation Plan (MTP) Update **(Action Item)** | Pg 53-140
 - ❖ Presentation of Draft Plan and air quality conformity modeling results, and consideration of release for public comment
 - b. FFY2026 Federal Funding Obligations & Offsets **(Action Item)** | Pg 141-146
 - ❖ Status update on fiscal yearend funding obligations, and recommendation for use of remaining FFY2026 offset funds
 - c. FAST Planning Bylaws Revision **(Action Item)** | Pg 147-156
 - ❖ Consideration of modifying list of Technical Committee representatives
10. Informational Items
11. Other Issues
12. EXECUTIVE SESSION - Employee Reviews & Consideration of Merit Increases **(Action Item)** | Pg 157
13. Policy Board Member Comments
14. Adjournment

Next Scheduled Policy Board Meeting: Wednesday, October 21, 2026 | 12:00 - 2:00 PM



POLICY BOARD

Meeting Minutes

August 19, 2026 • 12:00 – 2:00 P.M.

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

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

Zoom Meeting Telephone Number: 1 (253) 215-8782 Meeting ID: 898-8719-6984

1. Call to Order

Mayor Hopkins, Chair, called the meeting to order at 12:02 p.m.

2. Introduction of Members and Attendees

Attendee

Representative Organization

*Scott Crass	FNSB Assembly
*Nick Czarnecki	DEC Air Quality
*Grier Hopkins, Chair	Mayor, Fairbanks North Star Borough
*Lauren Little, Vice Chair	DOT&PF
*Mindy O'Neill	Mayor, City of Fairbanks
*Larry Terch	Mayor, City of North Pole
*Crystal Tidwell (absent)	Fairbanks City Council
**Corey DiRutigliano	FAST Planning
**Jackson Fox	FAST Planning
**Olivia Lunsford	FAST Planning
**Deborah Todd	FAST Planning
**Randi Bailey	DOT&PF Planning
**Don Galligan	FNSB Community Planning
+Kellen Spillman	FNSB Planning
Adam Moser	DOT&PF Program Development
Jerry Cleworth	Fairbanks City Council
Richard Thompson	Alaskan Photographic Repair
David van den Berg	Downtown Association
Monty Rostad	Big Rays
Kimberly Diamond	FNSB Parks & Recreation
Trisha Levasseur	FNSB Parks & Recreation

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

3. Approval of the August 19, 2026 Agenda

Motion: To approve the August 19, 2026 Agenda. (Crash/Terch).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

4. Approval of the July 15, 2026 Meeting Minutes

Motion: To approve the July 15, 2026 Meeting Minutes. (Crass/Terch).

Discussion:

Mr. Crass: Appreciate staff's work. The minutes are quite thorough. Well done. Thank you.

Vote on Motion: None opposed. Approved.

5. Staff/Working Group/Chair Report

- Mr. Fox received an approval letter for Transportation Improvement Program (TIP) Amendment #2 on August 10, 2026.
- FAST Planning staff have been working with the consultant team on the draft project list for the Metropolitan Transportation Plan (MTP). As part of the process, the Steering Committee developed project scoring criteria and staff ranked the projects in priority order. The Technical Committee held a work session to review and revise the draft project list. Planning level estimates are prepared for each project, and the projects will be mapped so the community can visualize the project locations. The draft project list will be inserted into the MTP and presented to the Technical Committee and Policy Board next month for approval to release it for a 30-day public comment period.
- An initial draft of the FFY27 FAST Planning Office Budget was prepared for review and feedback from the Policy Board.
- FAST Planning has been working with the City of Fairbanks Engineering and Public Works Departments at Trainor Gate and F Street which is now a 20-mph zone. Stop bars were painted on the asphalt and are working very well. On the first day of school, it was chaos with the school being a voter polling location and traffic from the Ft. Wainwright detour all playing into it making this a very hectic location.
- The 30-day public comment period has closed for the Draft Unified Planning Work Program (UPWP) and TIP Amendment #3. All the public comments received for each of those plans were addressed and are shown in the meeting packet.
- At the August 5, 2026 meeting, the Technical Committee:
- Recommended approval of the FFY2027-28 UPWP with additional language for the Downtown Traffic Study and the Lacey Street Planning Study and accelerating the start of the Freight Mobility Plan Update from 2028 to 2027.
- Recommended approval of TIP Amendment #3 changing the funding amounts and design start for North Pole 5th Avenue Park Access Improvements project.
- Recommended utilizing the remainder of the FAST Planning offset funds to cover the design increase for the FAST Improvement Program.

6. Public Comment Period (Non-Action Items)

No public comment.

7. Old Business

a. Draft FFY2027-28 Unified Planning Work Program (UPWP) (Action Item)

Review of Public Comments Received, Comment Resolutions and Corresponding Revisions, and Consideration of Adoption

A total of 14 public comments were received during the 30-day public comment period. A letter of support was received from the Downtown Association in support of the Downtown Traffic Study. Mr. Fox explained the comments and revisions.

Public Comment:

Jerry Cleworth: First I have a petition here. I just have one copy. I'll pass it around. This is from the shop owners downtown. It's a petition in opposition to going back to even studying a two-way street process in the downtown areas. Everyone I know of on, at least, the south side of 2nd Avenue, every property owner signed that thing. First off, on page four of the UPWP, one of the major points that is put out is #3 at the top of the page, one of the major goals is reducing traffic congestion. We are absolutely supportive of that and anything we can do to that works very, very well. On Page 12 are the comments and responses that the staff here have given. It says here under my comments, under Item 11. In response to me, it says, "Converting one-way streets back to two-way streets in downtown corridors has been implemented in many cities in the U.S. to improve business access, visibility, traffic flow, and pedestrian safety. Many studies can be found online discussing the benefits and trade-offs of such a conversion separate from just a study." If we believed that this conversion would help, we would be lined up and it's our businesses that are on the line. We want customers, desperately want them. We want to be successful, but we absolutely do not feel that this is the way to go. Back in the 1970s, Cushman Street was two-way. Up until the mid-70s it worked, but with the pipeline and the increased traffic, it failed to work and it was a failed street. So, it was changed to the one-way that we have now and that stopped the congestion. At that time, it was impossible to make a left-hand turn off Cushman. You just had too much traffic. You couldn't do it. You could hardly make a right-hand turn because it was too tight to make those corners for the bigger vehicles. I remember very well traffic being backed up for many blocks on that. Today, if that were done on Cushman Street, I don't know what you would do there. Each intersection, to change the lights there is a million dollars per intersection if you were to go back to two-way streets and things like that. But you don't have the same width that we used to have back then. When we redid Cushman Street, we changed it from three to two lanes, two wider lanes. It was really tight before. You don't have quite that width that we used to have. For emergency vehicles, which go down there every day literally, for them to be able to go through not just one-way traffic where they can pull over into the other lane, they don't have that right. They're just going to have to pull over to the side of the road and if you have snow bermed. I was talking to the

Fire Chief the other day and he said, "I don't know how we would get a platform down that street." Point well taken. I served on the Borough's commission for the Downtown Plan and that was about a three-four-year process. When this came up, and I think Jackson [Fox] brought it up, we said, "No. We do not want a study for the two-way streets in that particular plan." And I remember that Kellan [Spillman], can I quote you? He said, "No, we do not want this to become another Vision Fairbanks Plan and that's exactly where it was kind of headed and I was glad that it was stopped at that time. On this handout that I gave to you; on the first page you see 2nd Avenue. You'll see that it was taken at 8 o'clock in the morning. It's not a very great picture, but you see the garbage truck down there. That garbage truck was picking up a dumpster. There are several dumpsters on the street. That was impossible before to be able to do that. You'll see how long it is. It extends out into a lane of traffic but there's still another lane to accommodate it. It works. That other lane is so vital to us downtown. On the bottom right picture there, you'll see a Post Office truck there. We've had Span Alaska trucks parked there in tandem delivering their goods downtown. That was never possible with any of the older systems that we had. It just works extremely well, and they work with the Parking Authority on doing that. On the next page, on 3rd Avenue, you have a problem in the design of the street because of the bulb outs that you see there. There's parking on both sides, but the majority of the parking is on the south side of the street. You can't really change the bulb outs because they have utility bulbs in them. That's what that grade is there. On 4th Avenue, there's only two lanes available. One is for parking. One is for driving through. To eliminate that, making it into two lanes would be impossible. That apartment complex would be greatly affected by that. You could never unload there again. You'd have to do it somewhere else. On the last page, these are pictures of sidewalks downtown. If there is to be an infrastructure improvement, this is where it should be and working on all the sidewalks that are still not ADA-compliant, not focusing on changing the streets from one-way to two-way.

David van den Berg, Executive Director, Downtown Association of

Fairbanks: I'm here today to speak in support of the Item 300(e) as amended. We are a membership organization and we are never going to represent our membership perfectly on every issue, but my Board of Directors felt comfortable enough with this topic to write a letter and send me here today. This map I just passed out is actually the sour grapes map from the 2020 5th Avenue conversion. It was our effort at that time to depict what a two-way on 5th Avenue would do to dramatically improve the circulation in downtown. We felt that as an economic development measure it probably made the most sense. We are very concerned about the on-street parking and about the use of the right-of-way to support the businesses. We have confidence that there would be ways to continue to support

those functions at the same time as you consider or actually bid at some future date to make for some more two-way conversions. One of the things that the City Engineer, Bob Pristash, used to swear by was the logic of couplets with one-way streets. If you had a one-way street on 1st, then you had to have a one-way street on 2nd. That was your couplet. Likewise, if you've got a one-way street on 3rd, then you've got a one-way street on 4th. That's your couplet. You go this way and you go that way and they need to work together. But, at some point, 1st Avenue was taken out of that couplet thing. Logically, it raises the question now of which couplet is broken and which couplet is still intact. And, if it was true that couplets have to work in tandem, our experience with 1st Avenue would suggest that they maybe don't. That we could take more streets out of the one-way remnant downtown and convert them to two-way. So, again, logically, we used to have a couplet with 1st and 2nd Avenues. We took 1st Avenue out of the couplet and 1st and 2nd Avenues both function in their own rights and they do so well. Had 5th Avenue gone two-way, then we'd still be left with the 3rd and 4th Avenue couplet which I think, for the reasons that Mr. Cleworth described, probably are the best examples of the eternal couplet and they should probably always be left alone because parking is at a premium and the business functions in the right-of-way. I'm not so much here to say that 2nd Avenue needs to go two-way. I just want it to be looked at and be studied. It's a long road ahead in time and we haven't looked at two-way streets for a long time. I think in the next decade it might be something we are glad that we did to have studied two-way streets in combination with one-way streets just to see how we can best support navigation and economic growth downtown. I think that's it. Thank you.

Monty Rostad, Big Rays: I know we're going through a process, and I want to give you some quick background on my experience. I have been downtown virtually my whole working career, over 40 something years. I'm a property owner and invest millions of dollars down here. I was on the committee that built the parking garage and therefore did a lot of parking studies over the years and have experienced a lot of the street changes and ideas. Big Rays is very proud to have supported many of our public investments. We have gladly endured those investments and construction, because we know that eventually we would benefit from those investments. But I'm here to talk about the new study that's proposed and I understand it's a study. We operate, people don't know it, but it's a 26,000 sq.ft. building downtown and that presents unique challenges to compete with places that are on Airport Road and Cushman and in the new area with freight deliveries and all that kind of thing. I understand that we're going through a study, but I can tell you right now that I would be opposed to any changes to 2nd, 3rd, and you'd need to talk to me about 4th. There's lots of things that I hear and read about, but I've been through these. Not only through studies but also through everyday life. We

finally found a way when we tore down the old bars, and built the hotel, and we did all these things, and we made 2nd Avenue the way it is today. Every step we've taken has, and I want to also talk about the two bridges over Cushman Street since that's a big concern about the two-way streets; we have steadily but surely heard fewer and fewer complaints about the one-way streets. That's real life. Real customers. So, in an attempt to do what Lincoln did and say a lot in few words, Two Street works the way it is today. 3rd Avenue works and 4th Avenue works. They have their challenges with those bulb outs. I went to the meetings where they talked about it. That was the latest and greatest thing and we couldn't believe it, and that was a mistake in my opinion. But we need to not be afraid of the one-way streets downtown. I winter in Austin, Texas. I live two miles from downtown, and they have found a way that makes, for them, two-way and one-way streets work regarding retail and any other buildings that happen to be put up. The other thing that's a challenge, and I remember as I sit here, is the width of our streets and all of the things that we did before and the solutions we came up with, overcame a lot of those challenges of people access and parking and parking and parking. So, I understand that this is a process. I understand that we should all take an opportunity to present our opinions at every chance you can. I am here just to note that I would be opposed to changing the one-way streets that are in downtown now. And as we go through this process, at the same time, I have spent my life downtown and it's really turning out to be a pretty darn good place to walk around between the activities, the tourists, and the Visitors Center. There's a lot of really good things going on and we live the day-to-day life of a business downtown. We've made a lot of progress since this study and even the ones that we did were made. That's about all I have to say.

Richard Thompson, Alaskan Photographic Repair: I've been on 2nd Avenue since about 1975. So, I'm fairly familiar with downtown traffic, parking, you name it, I've seen it. I don't see where turning 2nd Avenue into a two-way street is going to be of any advantage because we've already been there and it caused traffic jams. As far as going across the bridge, the Cushman Street Bridge and the Wendell Street Bridge, how are you going to combine that traffic at the other end when it comes to a Y? Can anybody answer that? How would you combine that traffic without making a GARS intersection? That's pretty much it. But I don't think that 2nd or 3rd Avenue should be two-way. It doesn't make any sense. That's all I have to say.

Motion: To adopt the FFY2027-28 Unified Planning Work Program [UPWP].
(Crass/Little).

Discussion:

Mayor Terch: On Page 4 of this plan, I see that it was rescinded by EO [Executive Order]. Are we leaving in Options 1 and 2 for those that were rescinded as

informational pieces to be used as part of this Plan, even though it was rescinded by the EO?

Mr. Fox: Yes. Our intention is to leave these here because, as staff members doing transportation planning work, we are still very cognizant of climate change and equity issues. But, based on the comments we received, we did want to note which ones were rescinded so that it's clear that we don't have to follow these initiatives. The Technical Committee didn't ask that these be deleted. That's something the Policy Board could do if they wish. But, at this time, staff have left those in because we think that they are still important topics.

Mayor Terch: If we were to leave them in here and this made it into a plan, and maybe this is better suited for Ms. Little. Would that affect federal money based on any of these plans if we were to take these two things into account because they were rescinded by EO? If they were submitted in a grant process, would that affect the potentiality of receiving that grant if we used this information that was rescinded by EO?

Ms. Little: I would not use the word "equity justice" or the "climate change" in a grant application for federal funding. I would include it in a project scope for federal aid, but it being in our Unified Planning Work Program shouldn't be a red flag anywhere. The fact that it's a screening criteria in here, I mean, I think every single project, if you look at the matrix, checked it. But they also checked a bunch of other things too. I don't think it being present is going to prevent us from receiving federal funding by any means. Certainly, there are words that we would want to be careful with in an federal agreement program.

Mr. Crass: Do these titles refer to federal law that was passed through Congress?

Mr. Fox: These are planning emphasis areas that were included in the current Transportation Bill. So, this is what Congress added to these specific areas. I think I highlighted in here; "So these emphasis areas are not bound in law, but MPOs, public transit, fire, safety, DOTs, and federal land management agencies are highly encouraged to incorporate them into their UPWPs." That's in the language in the paragraph above there. So, our federal planning factors and national goals, we have to strive to meet those. These are, again, not bound in law. It's in the current Transportation Bill. We'd like you to emphasize your work in these areas but it's kind of optional. Not required. It's a little different. So, we tried to strive to leave the paragraph there.

Ms. Little: I have a list of things here but let's start with what we have been talking about, the Downtown Streets project. First off, I think the changes that were made with the recommendations of Technical [Committee] addressed most of my concerns. We think the non-motorized connectivity is a huge gap that hasn't been well studied in the downtown core and is an area that we see, as mentioned in much of the public comments, is that it's how people are getting into the area and

using it, particularly the seasonal tourists. So, I think that's great. One thing that I've just been struggling with in it overall, because it's not a small amount of money that we're talking about putting there, is what is the problem statement? Is there a problem statement that goes with it? What are we trying to accomplish with this study?

Mr. Fox: Through a variety of planning efforts over many, many years, we have seen a tremendous amount of public comments on the one-way streets in downtown. They're difficult to navigate. People avoid coming downtown because of the one-way streets. That they are not safe because folks are driving in one direction and all they're paying attention to is what's in front of them. So, this is in, and I think it has this in the lead in about the public comments we received, this is in response to public interest. So, this was a lot of the comments that we also received during the development of the Downtown Plan. Of course, this idea was not incorporated in the Downtown Plan, but we are being responsive to public interest in this conversion. As transportation planners, we've seen a lot of case studies done in the U.S. that when you have a downtown with a population of our size with a super low AADT [Average Annual Daily Traffic] in the downtown core, one-way streets are not conducive to business. If they're converted to two-way streets, you can actually improve commerce because of improved circulation. You have more direct access to the businesses that you want to go to because you can get to them from a lot of different angles, and it reduces a lot of out-of-direction travel, and that actually makes it safer for pedestrians to travel. So, based on a lot of conversion all over the lower 48 in other communities of our size, and the public interest in this, this is something that we hoped to study to see if it makes sense for our downtown. It may make sense. It may not make sense. I feel like when I look at this map that was provided by the Downtown Association, no one should assume that everything in red there would be converted to two-way. I do understand that Barnette and Cushman Street, that couplet, may work well today and the study may say we shouldn't change that. I know that there is a right-of-way challenge. It's super narrow on 3rd and 4th. I don't know that you can accommodate two-way traffic without a major infrastructure project to cut out bulb outs. But some low hanging fruit could be 5th and 6th and a hard look at 2nd Avenue there. This study will show what the benefits of the conversion would be and what the trade-offs might be. The study may say that some of these streets should not be converted to two-way. This is in response to public interest and the research and planning work that we do.

Mayor Hopkins: Just to follow up a little bit. I think looking at the Downtown Association letter, some of it is not just specific to; "Is there a problem?" Some of it is; "Can we do it better downtown?" Some of the other things they wanted to point out that I think are really valid, as Mr. Rostad of Big Rays said, is making sure we can improve pedestrian traffic. Making it more walkable downtown can be helpful

as we try to increase commerce, tourism, and desirability. The recent data from Explore Fairbanks, that I haven't had the opportunity to fully read all the way through, did talk a lot about trying to get more people downtown. Make it more walkable, make it more accessible, and clean it up also. If there's a that way we can incorporate that into this Plan, I think that's important. Some of those notes are from the Downtown Association and the good work that has been noted by the public testifiers. So, I think it's a good idea. As well as nobody necessarily mentioned 5th Avenue in the same way that they did 2nd Avenue and that's brought up in here. So that could be something to look at. So, it doesn't have to be is there a problem but maybe we can do it better. A study can help us with that funding and help us with ideas about how we can make downtown better and it doesn't always have to be just two-way. So, I think this would be, "Can we do it better?" At least, that's what I see.

Ms. Little: Yes. I think that's great. I think if we can really focus on some of that non-motorized connectivity, I do think that is a big gap in downtown both from a condition standpoint and the physical facilities that are available and is it logical and all that. The other thing in the response to comments on this topic that indicated that the Complete Streets Policy hasn't been followed. I would recommend removing that language. That's completely false. Every DOT project we have done has evaluated the project against the Complete Streets Policy. The Complete Streets Policy does not dictate an outcome it dictates a consideration of these things. I wasn't aware that was in the response, but I did see that in the response on Mr. Cleworth's comment. As Mr. Cleworth mentioned, we do follow that policy, and we have to consider all users as the State DOT. I can't speak to non-DOT projects. But certainly, anything that's been done under FAST Planning has followed the Complete Streets Policy. Those are my thoughts on downtown. There are other comments on the downtown one, before I jump into other thoughts that I had.

Mr. Crass: Is there a proposed amendment in that Complete Streets piece?

Ms. Little: No. That was just in response to comments. No proposed amendments.

Mayor Terch: Based on the comments here today, and in my own travels downtown, I agree with most of the testifiers that trying to change the one-way streets downtown doesn't make a whole lot of sense. To leave it the way it is. Not that I'm opposed to change but in my travels, I see other one-way streets. Medford, Oregon is a perfect example. I was there a few weeks ago and they have a lot of one-way streets in their downtown corridors that work very well, similar to the City of Fairbanks. The mapping apps that we all use would all have to be updated. If we were to go to two-way streets, that may even be more confusing than leaving it the way it is. I do think that if we can narrow down an area, that Gaffney to Barnette School and the Barnette one-way up to 10th certainly does need a good look at to see if there's ways to better increase accessibility to Barnette School up Barnette. Certainly, I would love to see that in this Plan.

Mayor Hopkins: I'll just chime in now that my daughter is on day two of kindergarten at Barnette, I agree.

Mr. Crass: I appreciate the need. I see the need. And, honestly hearing folks testify it was like the number of parking lots I thought I could fix for myself driving through in my journeys through downtown. We no longer have a business on 2nd Avenue, but we did. I have spent a number of years right next to Big Rays. Yes. It's hard to envision 2nd Avenue being turned into a two-way street for business access along that whole piece there just from purely the amount of pedestrian traffic that is just looking one way and sprinting across to get over into businesses. But I do think it should be included in the study just so that the whole downtown area can be looked at as a complete system as people are traveling through that area. But I don't imagine that the study would reveal that it would be beneficial. I would be very surprised if that was something that came out of it. So, I am supportive of this. I think looking at that non-motorized connectivity is a huge issue. Like I mentioned, you see people sprinting across 2nd Avenue all the time. I think there's a lot of room for improvement in helping people access our downtown core so I think a study would help us inform our decision-making going forward.

Mayor Hopkins: My question for staff. Do we think the downtown and I'm probably hitting a hot topic that I will have the testifiers yell at me after this. Are you going to look at parking along 2nd Avenue? Okay. Good. You said yes. Diagonal parking drives me crazy, to try to back out of or see if there's parking available for bigger cars. So, thank you for that.

Mayor O'Neill: I wanted to express my appreciation for everybody who came out to testify and provide comment on this. Certainly, the downtown core and the businesses that are there are important to the economic viability of the location. I think that's something that we all agree on. We want businesses downtown to be the most successful. We want tourism to be as lively and robust as possible. We want residents to come downtown and shop as their first choice or recreate as their first choice. I think while there has been maybe a study every couple decades, that's just the typical nature of community planning. I commend the team for their efforts and the way that they have managed this process through the public comment period. Certainly, understanding the concerns of the business owners and just ask that there's a step back that we can take looking holistically at how our town moves around, how transportation has evolved over the last decade or so, and how we're focusing on non-motorized transportation movement in the downtown area all in the name of improving economic stability downtown. Just some thanks and some recognition for those comments and the overall purpose of what we're trying to do here. Thanks.

Ms. Little: One thing I noticed in looking at the studies that we plan on doing here, we have a very City of Fairbanks focus, but we obviously have expanded our area

even further. The fastest growing area, which presumably would be the areas with the transportation problems that we have a chance of getting ahead of, are in the North Pole area. I don't see any proposed investment in that beyond \$5K a year of outreach to new areas in the current plan. While I realize that this has gone pretty far down the tracks to maybe change those priorities, but I just want to put that out there for us to be thinking about. There may be some TIP [Transportation Improvement Program] lines that we need to think about to kind of bring that back into focus. I remember the last MTP [Metropolitan Transportation Plan] effort we were starting to identify that those roundabouts in North Pole are going to break down and maybe getting ahead of that before there is a problem. We have an opportunity in that area to do that. That was just something that stood out to me and I just wanted to say it out loud here at Policy. The other thing I just want to have the conversation around so that we make sure we have it every time. We are proposing to use STP funding for the FAST Planning office. So, that is funding that is project funding that we pull from the project lines and use to fund the FAST Planning office and there are very good reasons that Jackson [Fox] can articulate, but we also did some things structurally to try to start earning revenue. We have interest accounts and various other things. We have grant programs we do. So, it just begs the question of can we afford to not use project funding for the FAST Planning office and put that towards physical construction and design starts. I just want to make sure we have that conversation every year because I do think it's an important one to have on the public record.

Mayor Hopkins: Are the STP funds in this Unified Planning Work Program?

Ms. Little: Yes. FAST Planning office supplemental federal funds from TIP. FAST Planning Office STP \$150K for the federal fiscal year.

Mayor Hopkins: So, we're working on the proposed budget as well too. Do you want to have that conversation next month also?

Ms. Little: Yes.

Mayor Hopkins: I will echo the thoughts about ensuring we look closely at how we can support the Badger Road area as it's the fastest growing area as well. Then, as we see new housing developments happen, if we're fortunate enough to have a decent amount of housing constructed somewhere, we've got the Housing Coordination Plan here on Task 400(c) on Page 17 of the UPWP [Unified Planning Work Program] which is good because there could be some popping up on Geist, some popping up on Davis and 23rd, and some popping up on Badger Road. So those are the things that we should make sure we're coordinating in future TIP and planning efforts when we see those coming up. On that note, with the Church of Jesus Christ Latter Day Saints now being built, that will probably have several hundred people going in and out of there in a condensed time frame on Sundays.

The one on College, True North, is now putting up signs about how people should utilize those lanes on College Road on Sunday and it was congested.

Vote on Motion: None opposed. Approved.

**b. FFY2023-27 Transportation Improvement Program (TIP) Amendment #3
(Action Item)**

The 30-day public comment period was from June 21 to July 24, 2026. Following the closure of the public comment period, a request for additional minor revisions was received and incorporated into TIP Amendment #3.

Public Comment:

No public comment.

Motion: To concur that a new air quality conformity analysis is not required for the revisions to the TIP [Transportation Improvement Program] and adopt TIP Amendment #3 as presented in the meeting packet. (Crass/Terch).

Discussion:

No discussion.

Vote on Motion: None opposed. Approved.

Motion: To approve use of the remainder of FAST Planning's FFY26 offset funds towards the FFY26 design phase of the FAST Improvement Program. (Crass/Terch).

Discussion:

Ms. Little: So, this came up about a year ago when I first started in the Acting Regional Director role and I feel terrible that it slipped through the cracks; the crosswalk and school zone on Danby Street. We're going to do some quick work with maintenance here this fall to do some immediate improvement to the conditions. Overall, in that school zone, we've heard a lot about drivers speeding and unclear crossing spots. So, I would really like to include it in the design for the FAST Improvement Program. John [Netardus] is used to me offering him up as a sacrifice, so I don't think you'll have any major objections. We can work it out if there's a budgetary increase with that, but I would like to add that to the FAST Improvement Program. We can take it up today as part of this motion or defer it to next Policy Board meeting if everyone's fine but, I would like to get that addressed and I think this is a great, flexible program to do that.

Mayor Hopkins: Would that be an amendment in this TIP or would a substitution be another avenue of planning and funding?

Ms. Little: That would be a question for Jackson [Fox]. Could I simply amend the motion to add that project to that program, or would that need to be done through a TIP Administrative Modification process?

Mr. Fox: To keep things really clean, I would prefer that the motion stand, as is. Then, if you want to make a motion after that because it is a standalone motion to

provide that direction to staff, that would be fine. If we combine these, it gets a little bit squirrely on my side as far as Project Control.

Ms. Little: Okay. Thank you.

Vote on Motion: None opposed. Approved.

Motion: To add the Danby school zone upgrades to the FAST Improvement Program. (Little/Crass).

Discussion:

Ms. Little: It is an area that we recognize needs looked at. Obviously, we have a middle school and an elementary school there. They have different start/stop times, different traffic patterns. There is residential on one side, actually, on both sides of those schools, and it is just an area that could benefit from this body's engagement and some improvements.

Mayor Hopkins: Maybe we could have some more painting and vigilante work as needed in the meantime to help make people aware that this is happening and to keep kids safe.

Vote on Motion: None opposed. Approved.

8. New Business

a. FAST Planning FFY2027 Office Budget

Presentation of Draft Budget for Consideration of Adjustments and Approval

Mr. Fox presented the Draft FFY27 Office Budget for review by the Policy Board before the final budget is prepared for approval.

9. Informational Items

a. FFY2026 Obligations and Offsets

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

10. Other Issues

No other issues.

11. Policy Board Member Comments

Mr. Crass: I'm wondering how Mr. DiRutigliano got to fly a drone so close to a military base.

Ms. Lunsford: Licenses. The height requirement is really a big thing. So, he's not flying outside of the threshold.

Mayor Hopkins: The Alaska Defense Forum is next week. It's a big deal for our community. A lot of big movers and shakers and big issues are brought up there. That is a great opportunity for our community and Brittany Smart has done an incredible job of putting that on over the years and growing it in significance for our state. It will be coupled with the Alaska Military Affairs Commission which is the statewide version of the Tiger Team that will be happening here on Monday. The Alaska Municipal League [AML] is also having its summer sessions here this year as well and we encourage everyone to go. We will be bringing forward the bid award

for our sidewalk snow removal at the Borough Assembly coming up and also dealing with additional transportation on College Road. There will be a fair amount of new traffic on the west end as Oishi is moving into the old felafel stand. So, I'll see everybody there because that's delicious.

Ms. Little: We are working on a new STIP [State Transportation Improvement Program]. So, it will be the FFY2027-30 STIP. The target is to have that completed and approved by November 2026. So, expect to see that come out for public comment sometime next month. I have reviewed the draft narrative. We are working to demystify and make it really usable by anyone off the street reading it. So, I think it's going in a really good direction.

Mr. Terch: I would like to thank the business owners who took time out of their day to come and give public comments on our city. It's super important that we hear from business owners and people who use that area. So, I want to thank them for their time to come and give their two cents. Public input is so important, so thank you.

12. Adjournment

The meeting was adjourned at 1:59 pm. The next Policy Board Meeting is scheduled for Wednesday, September 23, 2026.

Approved: _____ **Date:** _____

Mayor Grier Hopkins, Chair
FAST Planning Policy Board



STAFF REPORT

September 17, 2026

Regular Meetings

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

Project/Planning Meetings

- ✦ Alaska DOT&PF Statewide Freight Plan Rail Focus Group meeting
- ✦ Meeting with Alaska DOT&PF and R&M Consultants on roundabout design for Sheep Creek Road & West Tanana Drive intersection and alternatives analysis for roundabout at Nordale & Peede Road intersection
- ✦ Meeting with City of Fairbanks Engineering Department and Kinney Engineering on draft turn lanes traffic study for Trainor Gate Road & F Street intersection
- ✦ Local and Regional Official Transportation Meeting with LOT Coalition (AMPO, NARC, NACo), AMATS, and Senator Sullivan's Office on surface transportation bill reauthorization
- ✦ Walk, Ride, & Role Advisory Committee work session on e-bikes and e-motos to draft recommendations for key decision makers
- ✦ Metropolitan Transportation Plan (MTP) Steering Committee Meeting #6 on Draft MTP Project List

- Meeting with DOT&PF and consultant team working on FAST Planning's Travel Demand Model Update
- Biweekly coordination meeting with consultant team working on MTP update

Correspondence

- None

Organization

- Submitted monthly invoice to DOT&PF for August 2026
- Filed Biennial Report with State of Alaska Division of Corporations
- Completed annual employee performance reviews

Public Outreach

- Participated in presentation to University of Virginia students and faculty as part of a traveling studio course funded by the NSF Arctic Cities project looking at urban sustainability

Submittals/Reports

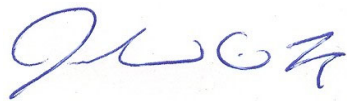
- Transmitted FFY2027-28 Unified Planning Work Program (UPWP) and TIP Amendment #3 to Alaska DOT&PF for approval by FHWA and FTA

Funding

- Continued monitoring FFY2026 yearend Federal funding obligations and offsets

Training

- None

Submitted by:

Jackson C. Fox, Executive Director

September 17, 2026

Date



TECHNICAL COMMITTEE

Action Items

09.09.2026

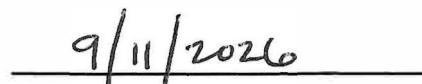
Motion: To postpone the 'Federal Transit Administration [FTA] Section 5307 Funding Split' agenda item to the next meeting. (Denton/Lindamood). None opposed. Approved.

Motion: To recommend to the Policy Board to release the Draft Interim 2050 MTP [Metropolitan Transportation Plan] for public comment. (Netardus/Spillman). None opposed. Approved.

Motion: To recommend to the Policy Board to use the remainder of offset funds from the 5th Avenue Reconstruction and Woll Road Resurfacing & Widening projects to pay down the Advance Construction from FFY2027. (Spillman/Denton). None opposed. Approved.

Motion: To recommend to the Policy Board to accept the revision to the FAST Planning Bylaws [for City of Fairbanks representatives]. (Zinza/Campbell). None opposed. Approved.


Jackson C. Fox
 Chair, Technical Committee


 Date



Outlook

DOT&PF Announces Draft 2027–2030 STIP Available for Public Review and Comment

From Alaska DOT and PF <dotpf.announcement@service.govdelivery.com>

Date Mon 9/14/2026 5:08 PM

To Jackson Fox <jackson.fox@fastplanning.us>



FOR IMMEDIATE RELEASE: September 14, 2026

CONTACT: Justin Shelby, 907.269.6323, justin.shelby@alaska.gov

DOT&PF Announces Draft 2027–2030 STIP Available for Public Review and Comment

(ANCHORAGE, Alaska) –

The Alaska Department of Transportation & Public Facilities (DOT&PF) today released the Draft 2027-2030 Statewide Transportation Improvement Program (STIP) for public review and comment.

Transportation is fundamental to life in Alaska. Highways, bridges, ferries, trails, transit systems, and community access roads connect Alaskans with jobs, schools, medical care, goods, services, and one another while supporting resource development, tourism, commerce, and freight movement.

The STIP is Alaska's four-year program for federally funded surface transportation investments. The Draft 2027-2030 STIP advances projects throughout the state with a focus on:

- Improving safety and rehabilitating aging highways and bridges, particularly on National Highway System corridors;
- Advancing frontier roads that provide access to communities, resources, recreation, and economic opportunities;
- Strengthening the Alaska Marine Highway System through vessel, terminal, and service investments; and

- Supporting transit, active transportation, community transportation, and the Recreational Trails Program.

The draft responds to rising construction costs by updating project budgets and protecting work already underway. It also balances major investments with smaller, construction-ready projects that support competition, sustain Alaska's workforce, and put federal funding to work throughout the state.

"Transportation is essential to Alaska's people and economy," said DOT&PF Commissioner Ryan Anderson. "This STIP invests in safer roads, reliable ferries, stronger highway corridors, and community access while responding to rising costs and sustaining a competitive contracting community."

Public Review and Comment Period

Public input is a critical component of the STIP process, helping ensure that transportation investments reflect community priorities and statewide needs. As a new STIP, the Draft 2027–2030 STIP will be open for public review and comment for 45-days, from September 14 through October 29, 2026. An improved public comment portal builds on prior STIP engagement efforts with a user-friendly experience, making it easier for Alaskans to explore projects and share input. DOT&PF encourages public participation in the review process.

Submit Comments:

ONLINE: at dot.alaska.gov/links/pdp

- or -

EMAIL: dot.stip@alaska.gov

VOICEMAIL: 1 (855) 925-2801, use Project Code 10968

TEXT: 1 (855) 925-2801 (Type "STIP" to start your message)

TTY: 711 or 1-800-770-8973 to reach the Alaska Relay

MAIL: STIP Team, Alaska DOT&PF

550 W. 7th Avenue, Suite 295

Anchorage, AK 99501

Next Steps

Following the public comment period, Alaska DOT&PF will review all feedback, respond to comments, and incorporate revisions as appropriate before submitting the final 2027–2030 STIP to the Federal Highways Administration and the Federal Transit Administration for federal approval.

To review the Draft 2027-2030 STIP and submit comments, visit dot.alaska.gov/links/pdp.

###

The Alaska Department of Transportation and Public Facilities oversees 237 airports, 9 ferries serving 35 communities, over 5,600 miles of highway and 839 public facilities throughout the state of Alaska. The mission of the department is to ***“Keep Alaska Moving.”***

HSIP: FFY25-29 Statewide Road Safety Audit: Richardson Hwy and Peridot Intersection in North Pole

Program Number NFHWY01059/HFHWY00403
Federal Project Number 000S983/0002571

Kinney Engineering, LLC

September 2026



KEEP ALASKA MOVING

Road Safety Audit Objectives

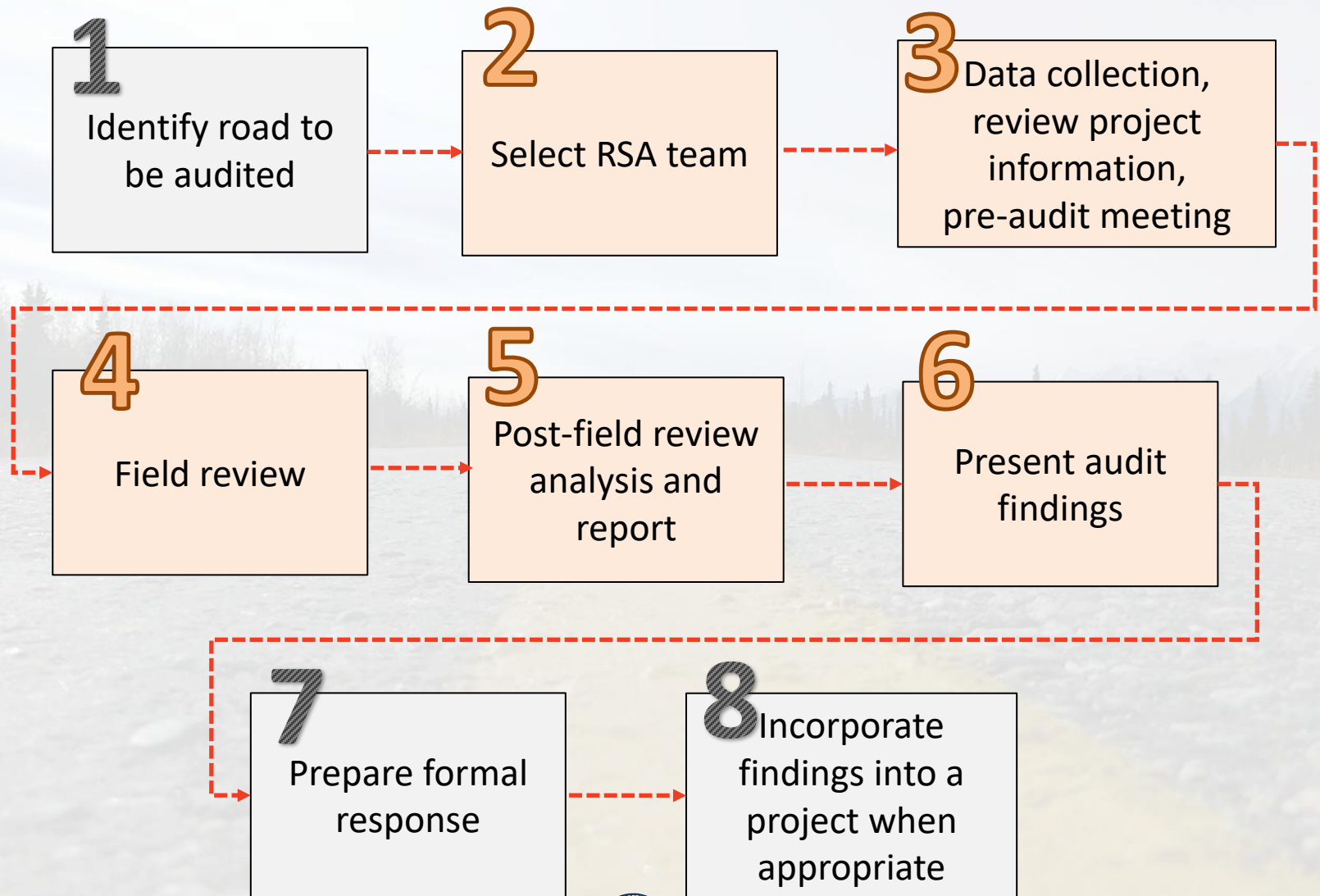
- Identify existing and potential safety concerns
- Recommend practical improvements that enhance safety and operations for all roadway users



Road Safety Audits: What they are & are not!

Road Safety Audits are:	They are not:
✓ Focused on road safety. ✓ A formal examination. ✓ Proactive in nature. ✓ Conducted by a multidisciplinary team (more than one auditor). ✓ Conducted by an audit team that is adequately qualified, both individually and as a team. ✓ Broad enough to consider the safety of all road users and road facilities. ✓ Qualitative by nature.	× Meant to evaluate, praise, or critique design work. × A check of compliance with standards. × A means of ranking or justifying one project over another. × A means of rating one design option over another. × A redesign of a project. × A crash investigation or crash data analysis (although the crash history of an existing road is reviewed to make sure that previous crash patterns have been addressed). × A safety review.

Road Safety Audit Process



Audit Location



RSA Team Members

Owner: Alaska Department of Transportation and Public Facilities

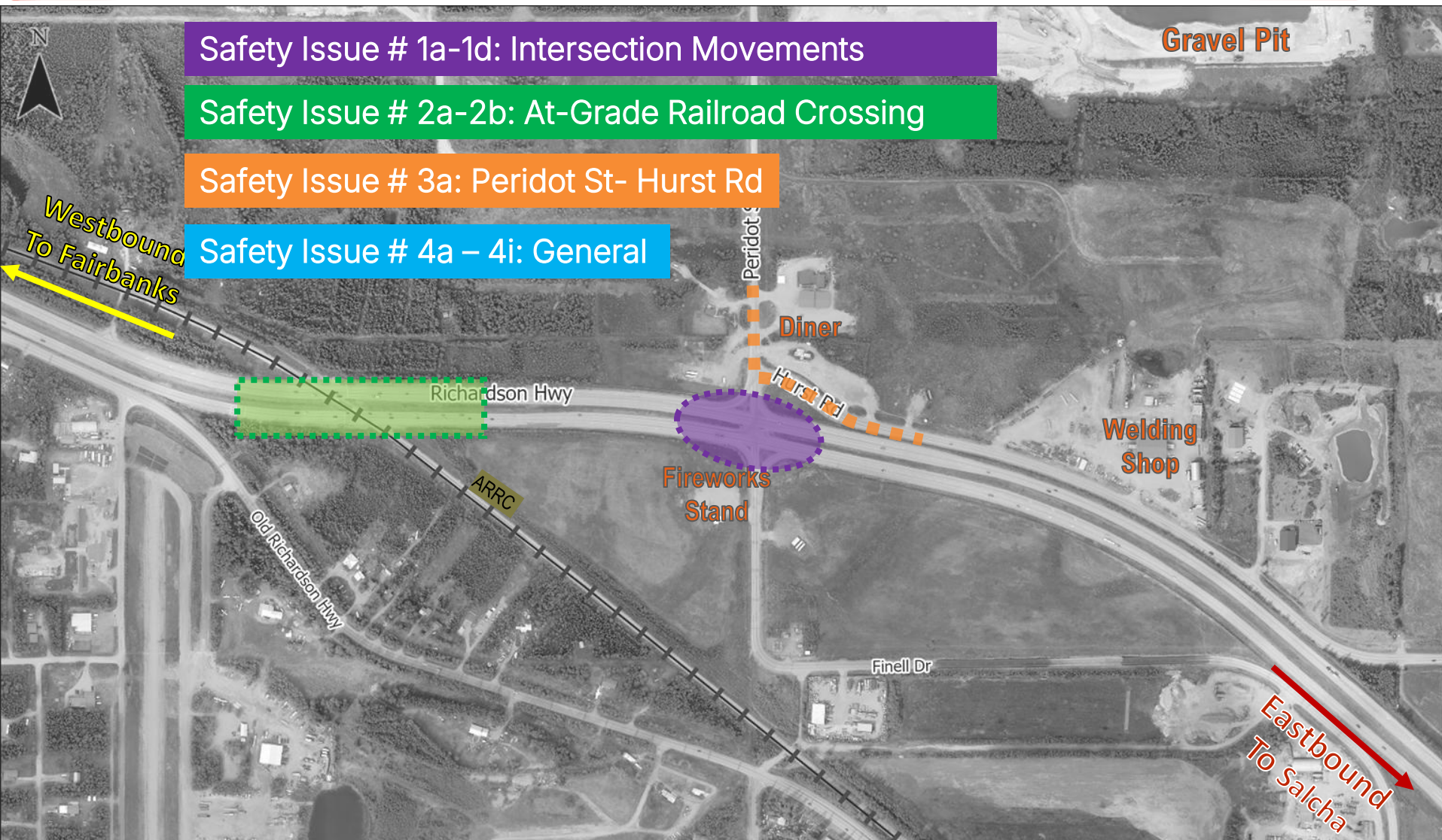
Audit Team:

- Kinney Engineering, LLC
 - Scott Thomas, PE- Road Safety Specialist
 - Randy Kinney, PE, PTOE – Traffic Operations Engineer
- Sarah Riopelle, DOT&PF CR – Neutral Representative from Statewide Traffic and Safety, Anchorage Office
- Ron Davis, DOT&PF Maintenance – Maintenance Manager
- Jed Smith, City of North Pole Police Department– Officer Enforcement
- Cody Lougee, City of North Pole Public Works Department – Local Contact Person

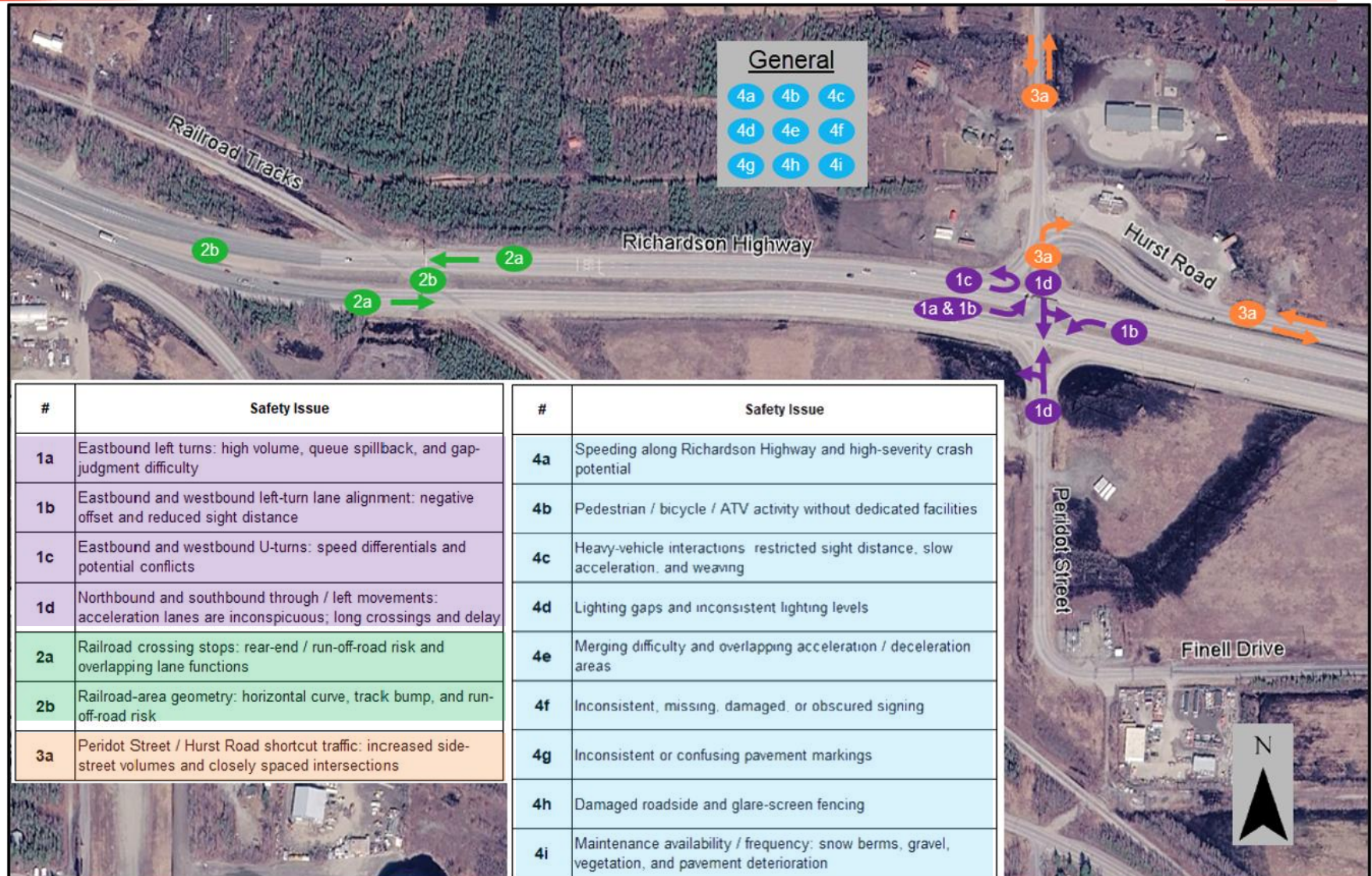
Additional Stakeholders:

- Alaska Railroad Corporation
- FAST Planning
- Fairbanks North Star Borough
- U.S. Army Garrison Alaska Fort Wainwright

Findings



Findings



Recommendations

Each safety issue was evaluated independently, with recommendations developed specifically to address that issue



Recommendations represent potential safety treatments for consideration and are not intended to prescribe specific improvements



53 Safety Recommendations

Short-Term, Intermediate-Term, Long-Term

Short-Term Recommendations

Focus: Low-cost actions that improve guidance, visibility, and operations now.

Timeline: Months to a few years

Examples:

- Update signing, replace damaged/obscured signs, and clear vegetation.
- Improve pavement markings and add stop bar at Hurst Road.
- Evaluate lighting levels and replace missing light pole.
- Continue speed enforcement and coordinate with variable speed limit project.



Short-Term Examples



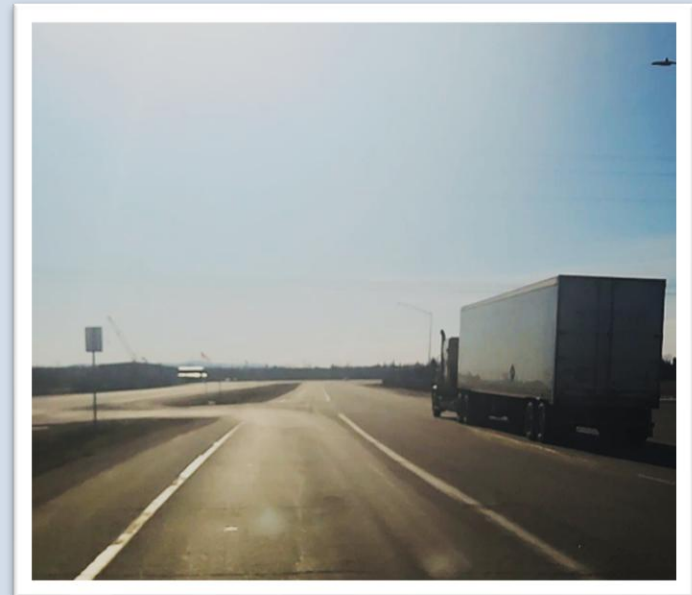
Intermediate-Term Recommendations

Focus: Targeted geometric and operational changes that need more design review.

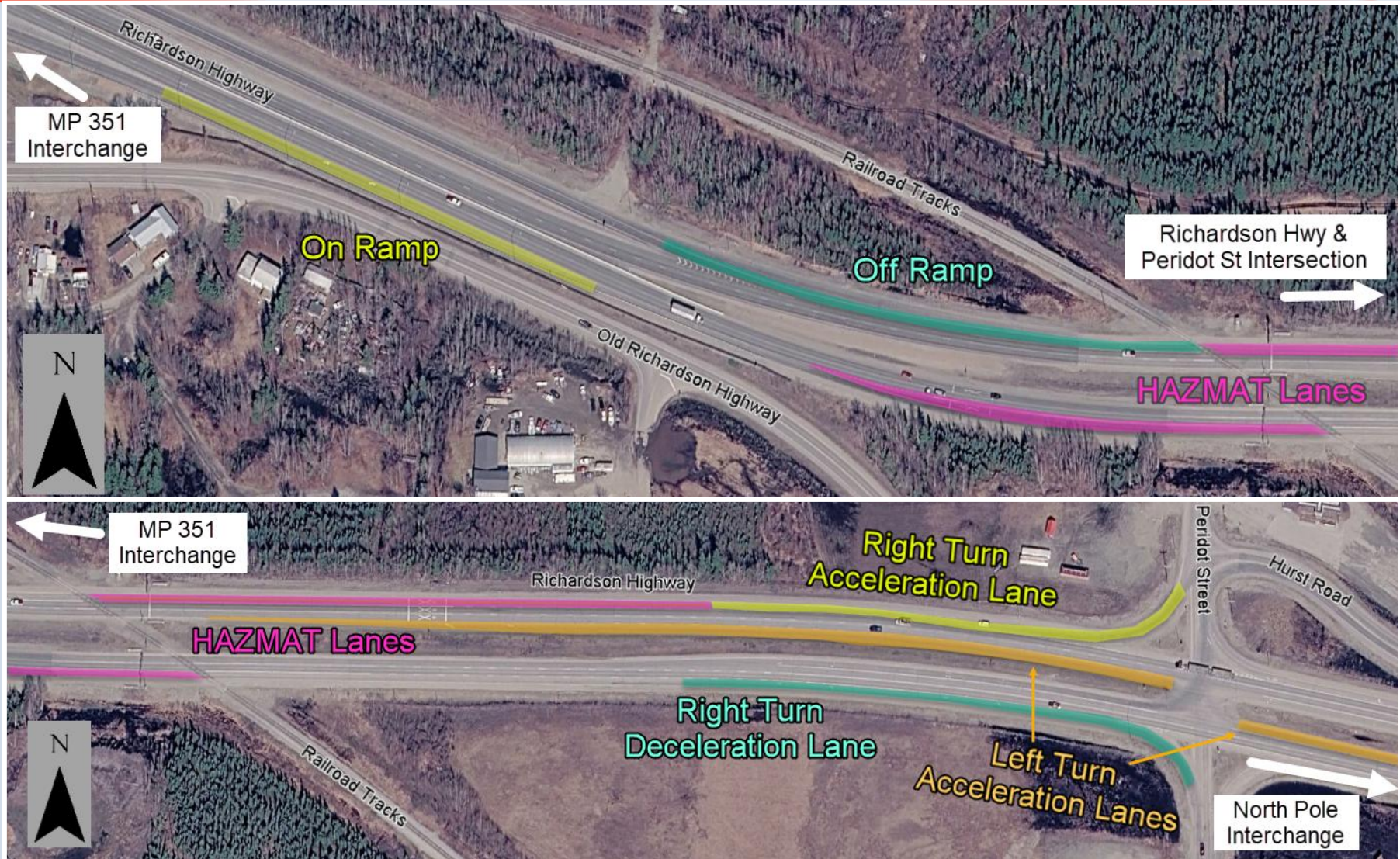
Timeline: Approximately 5 to 10 years

Examples:

- Implement positive offset left-turn lanes.
- Improve acceleration lane conspicuity.
- Install centerline rumble strips and widen shoulders on curves.
- Install ITS warning for heavy vehicles entering the freeway.



Intermediate-Term Examples



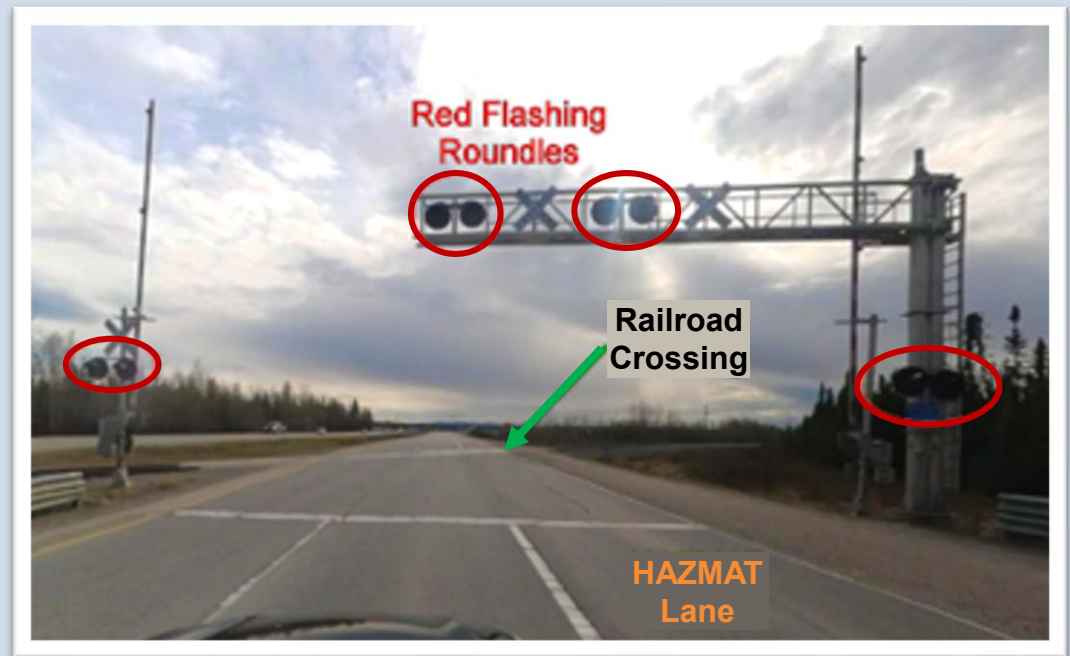
Long-Term Recommendations

Focus: Larger corridor/access changes that require planning, funding, and feasibility review.

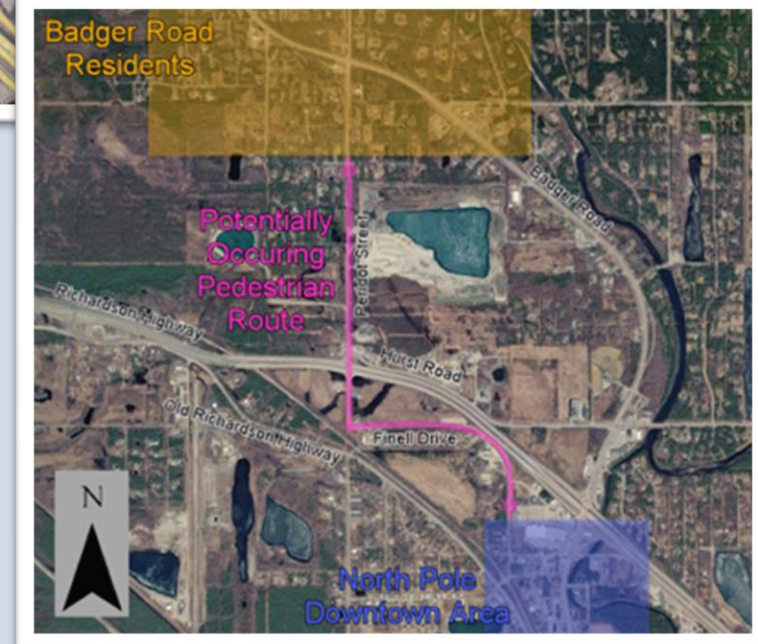
Timeline: 10 or more years

Examples:

- Evaluate an interchange at Peridot Street.
- Grade-separate the railroad crossing.
- Relocate Hurst Road farther from Richardson Highway.
- Consider continuous median/right-in-right-out access.



Long-Term Examples



5-Year RSA Term Contract (2026-2031)

Year	RSA	Selected by
1: 2026-2027	- Southcoast Region - Sitka: Lake and Lincoln Intersection - Central Region - DeBarr, Pine St to Boniface - Northern Region - Fairbanks: Farmers Loop, MP 0 (Steese Hwy) to MP 8.2 (Taku Dr) <i>Bonus RSA (different funding source): Richardson Hwy and Peridot (to be completed by 8/31/26)</i>	DOT&PF
2: 2027-2028	- AMATS: Tudor Rd (Lake Otis to Bragaw St) - FAST Planning : Trainor Gate Rd (Steese Expwy to Fort Wainwright fence) - MVP: TBD	MPOs
3: 2028-2029	TBD (one from each region)	DOT&PF
4:2029-2030	- AMATS: 5th & 6th Avenues and A & C Streets Intersection - FAST Planning: Barnette St: 1st Ave to Airport Way - MVP: TBD	MPOs
5: 2030-2031	TBD (one from each region)	DOT&PF



Questions?

FHWA Road
Safety Audit
Guideline



Statewide PM

Nathan Stephan, PE

Nathan.Stephan@alaska.gov

Northern Region PM

Alan Skinner, PE

Alan.Skinner@alaska.gov



Project Manager:

Jeanne Bowie, PE, PhD, PTOE

Jeanne.Bowie@KinneyEng.com

RSA Facilitator:

Tae Voight, PE

Tae.Voight@KinneyEng.com



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Thank you!

FHWA Road
Safety Audit
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MEMORANDUM

Date: September 21, 2026
To: **Policy Board**
Subject: Item 8a: FAST Planning FFY2027 Office Budget

Introduction

The Draft FFY2027 Office Budget was presented to the Policy Board on August 19th, which included review of current year expenditures and anticipated expenditures for next year. At this meeting, staff requested discussion with the Board on adjustments to the current health/dental/vision premium split, holiday schedule, and other minor items in the Personnel Policy. The adjustments are not only being requested to improve the benefits for current employees, but also to better align the benefits with peer employers such as the State, two Cities, Borough, AML, and other two MPOs. The latter is important because two of the four positions at FAST Planning are expected to turn over before the end of the year, and FAST Planning could offer a more attractive employment package by making the adjustments outlined below.

Policy Board Action Requested

In addition to adoption of the FFY2027 Office Budget as previously presented, staff propose to the Policy Board the following adjustments:

1. Increase the health/dental/vision premium split for employer/employee from 80/20 to 90/10.
2. Increase the number of paid holidays from 11 to 13 by adding Juneteenth and one personal day (for day after Thanksgiving or Christmas Eve).
3. Increase the daily per diem rate for meals and incidentals from \$60 to \$70.
4. Allow flexibility for advertising the 'Administrative Assistant' position as part-time or fulltime employment.

Holiday	FAST Planning	State of Alaska	FNSB	City of Fairbanks	City of North Pole	Alaska Municipal League	AMATS	MVP
New Year's Day	X	X	X	X	X	X	X	X
Martin Luther King, Jr. Day	X	X	X		X	X	X	X
President's Day	X	X	X	X	X		X	X
Seward's Day	X	X	X			X	X	
Memorial Day	X	X	X	X	X	X	X	X
Juneteenth		X	X			X	X	X
Independence Day	X	X	X	X	X	X	X	X
Labor Day	X	X	X	X	X	X	X	X
Alaska Day	X	X	X			X		
Indigenous People's Day							X	X
Veterans Day	X	X	X	X	X	X	X	X
Thanksgiving Day	X	X	X	X	X	X	X	X
Day after Thanksgiving			X			X	X	X
Christmas Eve			X				X	X
Christmas Day	X	X	X	X	X	X	X	X
Personal Day				X (2)	X			
Total	11	12	14	10	10	12	14	13
Health/Dental/Vision Premium Employer/Employee Split	80/20	Defined (\$146 Ind/ \$353 Fam)	Defined (\$165 Ind/ \$210 Fam)	70/30	90/10	100/0	90/10	95/5
Per Diem Rate (meals + incidentals)	\$60	Federal	\$65	Unknown	\$72	Federal	Varies	Direct Cost (reimburse)
Retirement	401k Employer-3% Employee-NA Pays into SS	PERS Employer-5% Employee-8% No SS	PERS Employer-5% Employee-8% No SS	IBEW Defined \$/hour No SS	PERS Employer-5% Employee-8% No SS	401a/457b Employer-5% Employee-8% SS?	PERS Employer-5% Employee-8% No SS	401k Employer-3% Employee-NA Pays into SS

Source: Surveys sent to HR Departments and AML Alaska Local Gov't Salary & Benefit Survey FY2026; information above subject to errors.

August 16, 2026

FAST Planning FFY2027 Office Budget - DRAFT	FFY27	% Change	FFY26	Reason for Increase/Decrease
Personnel	\$ 637,069	2%	\$ 626,477	Addition of employee COLA; health/dental/vision premium adjustments
Office & Administrative	\$ 103,750	5%	\$ 98,700	Office Lease renewal in April 2027
Information Technology	\$ 64,000	1%	\$ 63,500	
Meetings	\$ 12,200	0%	\$ 12,200	
Training	\$ 25,000	0%	\$ 25,000	
Membership Dues	\$ 4,170	14%	\$ 3,670	Additional of Alaska Municipal League Affiliate membership and NACTO membership (cost TBD)
Advertising	\$ 32,700	0%	\$ 32,800	
Office Supplies	\$ 22,300	0%	\$ 22,300	
TOTAL	\$ 901,189	2%	\$ 884,647	
Undesignated Fund Appropriations	\$ 124,500	-5%	\$ 130,750	Alaska Fellow not currently budgeted for Fall 2027-Spring 2028

Approved by Policy Board XX.XX.2026

PERSONNEL (Employer Costs)**FFY27****FFY26****Executive Director (Fox)**

	Rate	Quantity	Unit	TOTAL
Wages* (including Leave & Holidays)	\$ 77.00	2080	hours	\$ 160,163
Leave Liability (Maximum Accrual)	\$ 77.00	240	hours	\$ 18,480
Overtime	N/A	-	-	\$ -
Health Insurance	\$ 2,617.70	12	months	\$ 31,412
Dental Insurance	\$ 168.66	12	months	\$ 2,024
Vision Insurance	\$ 16.42	12	months	\$ 197
Retirement Contribution (3%)	\$ 2.31	2320	hours	\$ 5,359
Social Security (6.2%)	\$ 4.77	2320	hours	\$ 11,076
Medicare (1.45%)	\$ 1.12	2320	hours	\$ 2,590
Unemployment Insurance (0.5%)	\$ 0.39	2320	hours	\$ 893
Cellphone Stipend	\$ 50.00	12	months	\$ 600
				\$ 232,795

*Includes 2.45% COLA + X% Merit Increase**Includes 6/1/2026 rate decrease**Includes 5/1/2026 rate increase**Includes 5/1/2026 rate (no change from 2025)***\$ 228,941****Transportation Planner (Lunsford)**

Wages* (including Leave & Holidays)	\$ 49.57	2080	hours	\$ 103,096
Leave Liability (Maximum Accrual)	\$ 49.57	240	hours	\$ 11,896
Overtime	\$ 74.35	100	hours	\$ 7,435
Health Insurance	\$ 2,617.70	12	months	\$ 31,412
Dental Insurance	\$ 95.10	12	months	\$ 1,141
Vision Insurance	\$ 11.78	12	months	\$ 141
Retirement Contribution (3%)	\$ 1.49	2420	hours	\$ 3,598
Social Security (6.2%)	\$ 3.07	2420	hours	\$ 7,437
Medicare (1.45%)	\$ 0.72	2420	hours	\$ 1,739
Unemployment Insurance (0.5%)	\$ 0.25	2420	hours	\$ 600
Cellphone Stipend	\$ -	12	months	\$ -
				\$ 168,496

*Includes 2.45% COLA + X% Merit Increase**Includes 6/1/2026 rate decrease**Includes 5/1/2026 rate increase**Includes 5/1/2026 rate (no change from 2025)***\$ 166,194****Transportation Planner (DiRutigliano)**

Wages (including Leave & Holidays)	\$ 49.57	2080	hours	\$ 103,096
Leave Liability (Maximum Accrual)	\$ 49.57	240	hours	\$ 11,896
Overtime	\$ 74.35	100	hours	\$ 7,435
Health Insurance	\$ 1,836.98	12	months	\$ 22,044
Dental Insurance	\$ 95.10	12	months	\$ 1,141
Vision Insurance	\$ 11.76	12	months	\$ 141
Retirement Contribution (3%)	\$ 1.49	2420	hours	\$ 3,598
Social Security (6.2%)	\$ 3.07	2420	hours	\$ 7,437
Medicare (1.45%)	\$ 0.72	2420	hours	\$ 1,739
Unemployment Insurance (0.5%)	\$ 0.25	2420	hours	\$ 600
Cellphone Stipend	\$ 50.00	12	months	\$ 600
				\$ 159,727

*Includes 2.45% COLA + X% Merit Increase**Includes 6/1/2026 rate decrease**Includes 5/1/2026 rate increase**Includes 5/1/2026 rate increase***\$ 157,097****Administrative Assistant (Todd)**

Wages* (including Leave & Holidays)	\$ 43.26	1300	hours	\$ 56,244
Leave Liability (Maximum Accrual)	\$ 43.26	240	hours	\$ 10,384
Overtime	\$ 64.90	20	hours	\$ 1,298
Health Insurance	N/A	-	-	\$ -
Dental Insurance	N/A	-	-	\$ -
Vision Insurance	N/A	-	-	\$ -
Retirement Contribution (3%)	\$ 1.30	1560	hours	\$ 2,025
Social Security (6.2%)	\$ 2.68	1560	hours	\$ 4,185
Medicare (1.45%)	\$ 0.63	1560	hours	\$ 979
Unemployment Insurance (0.5%)	\$ 0.22	1560	hours	\$ 337
Cellphone Stipend	\$ 50.00	12	months	\$ 600
				\$ 76,051

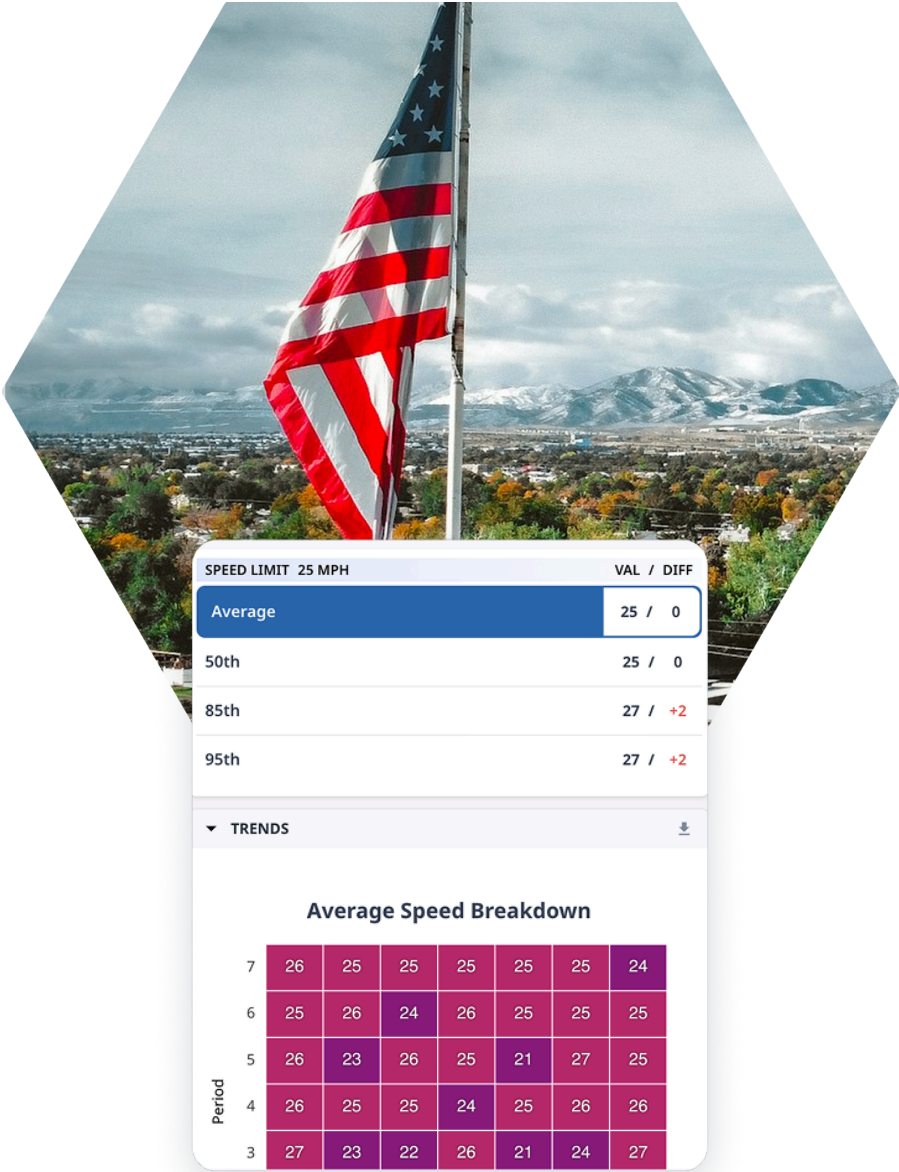
*Includes 2.45% COLA + X% Merit Increase***\$ 74,246****TOTAL \$ 637,069****\$ 626,478**

*FFY2027 wages include 2.45% COLA based on Anchorage CPI (average of last half of 2025 and first half of 2026) and X% merit increase applied after COLA (approved by Policy Board XX.XX.2025)

OFFICE & ADMINISTRATIVE		FFY27	FFY26	
Office Lease - Suite 205	\$	55,000	\$ 50,000	Lease renewal in April 2027
Administrative Services (Payroll, HR, Benefits Management, Safety & Risk)	\$	18,500	\$ 18,500	
Worker's Compensation Insurance	\$	2,800	\$ 2,800	
State/City Business Licenses & Report Filings	\$	650	\$ 600	Based on FFY2026 actuals
Directors & Officers Insurance	\$	1,500	\$ 1,500	
Commercial Property & General Liability Insurance	\$	1,800	\$ 1,800	
Commercial Auto Insurance	\$	5,000	\$ 5,000	
Drone Operators Insurance	\$	1,000	\$ 1,000	
Annual CPA Audit	\$	15,000	\$ 15,000	
Tax Preparation Service	\$	2,500	\$ 2,500	
	\$	103,750	\$ 98,700	
INFORMATION TECHNOLOGY				
IT Services (Data Storage, Workstation Support, User Licensing, Cybersecurity, Office 365, Backup)	\$	22,000	\$ 20,000	Based on FFY2026 actuals; factors in one additional work station for FFY2027
PC/Workstation Replacement	\$	5,000	\$ 5,000	
Tablet/Other Hardware Replacement	\$	2,500	\$ 2,500	
Software Licensing/Maintenance <i>ESRI, Quickbooks, Adobe, Autodesk, Bluebeam, Clickup, Constant Contact, Enscape, Hootsuite, Miro, QR.io, Kuula, MetaSlider, Noun Project, Trimble, Kinemaster, Sketchup, Wordpress, Zoom</i>	\$	22,000	\$ 20,000	Based on FFY2026 actuals with anticipated annual cost increases
Motion-based measuring device for roadways	\$	-	\$ 1,000	
GoPro, bike mount, and surface sensor	\$	-	\$ 1,500	
Remix by Via platform subscription	\$	-	\$ 5,000	
Time Lapse Cameras	\$	1,000	\$ -	
E-bike for data bike trailer & bike lane sweeper	\$	2,500	\$ -	
Internet Service	\$	3,800	\$ 3,500	Based on FFY2026 actuals
Telephone & Cellphone Service	\$	5,200	\$ 5,000	Based on FFY2026 actuals
	\$	64,000	\$ 63,500	
MEETINGS				
Travel to Juneau, Anchorage, & MatSu	\$	9,000	\$ 10,500	
Room Rental Fees	\$	500	\$ 500	
Water Delivery, Food for Open Houses, & Other Supplies	\$	2,700	\$ 1,200	Based on FFY2026 actuals
	\$	12,200	\$ 12,200	
TRAINING				
NHI Courses & Web-based Trainings	\$	1,500	\$ 1,500	
National APA Conference	\$	4,000	\$ 4,000	
Western Planner APA Conference	\$	3,500	\$ 3,500	
Association of MPOs Conference	\$	4,000	\$ 4,000	
National Association of City Transportation Officials	\$	8,000	\$ 8,000	
Annual Congress for New Urbanism	\$	4,000	\$ 4,000	
	\$	25,000	\$ 25,000	
MEMBERSHIP DUES				
Association of MPOs	\$	1,100	\$ 1,100	
Alaska Municipal League Affiliate	\$	500	\$ -	
National Association of City Transportation Officials	\$	-	\$ -	
Chamber of Commerce	\$	350	\$ 350	
Downtown Association	\$	320	\$ 320	
American Planning Association	\$	1,200	\$ 1,200	
Professional Licensing Fees	\$	700	\$ 700	
	\$	4,170	\$ 3,670	

ADVERTISING		FFY27	FFY26	<i>Based on FFY2026 actuals</i>
Technical, Policy, & Other Committee Meetings	\$	24,000	\$ 24,000	
TIP, MTP, UPWP, & Other Plans advertised for	\$	3,000	\$ 3,000	
Public Comment				
Social Media Boosts	\$	1,200	\$ 800	
Radio/Televisions PSAs	\$	4,500	\$ 5,000	
	\$	32,700	\$ 32,800	
SUPPLIES				
Paper	\$	2,000	\$ 2,000	
Toner/Ink	\$	3,000	\$ 3,000	
Postage	\$	100	\$ 100	
Bike Map & Other Print Orders	\$	12,000	\$ 12,000	
Literature/Publications	\$	1,500	\$ 1,500	
Misc Office Supplies	\$	1,200	\$ 1,200	
New Office Furniture	\$	2,500	\$ 2,500	
	\$	22,300	\$ 22,300	
TOTAL		\$ 264,120	\$ 258,170	

UNDESIGNATED FUND APPROPRIATIONS	FFY27	FFY26
Grant Writing Services (Contractual)	\$ -	\$ -
Match for Small Local/State/Federal Grants	\$ -	\$ -
Community Grant Program	\$ 20,000	\$ 20,000
North Pole Bus Shelters	\$ 30,000	\$ 30,000
Promotions (bike valets, bike freindy businesses, downtown friendly parking lots, Girls Who Weld, etc.)	\$ 20,000	\$ 20,000
Personnel Vehicle	\$ 30,000	\$ 30,000
Employee Retreat with Facilitation	\$ 15,000	\$ -
Bike Lane Sweeper	\$ 4,500	\$ -
Attorney Consultation Fees	\$ -	\$ -
Incidental Expenses not Eligible for Grant Reimbursement	\$ 5,000	\$ 5,000
Alaska Fellows Program	\$ -	\$ 25,750
TOTAL	\$ 124,500	\$ 130,750



Urban SDK

&

City of Fairbanks, Alaska

Prepared For:

Jackson Fox

City of Fairbanks, Alaska

Prepared By:

Nick DiTomaso

Urban SDK

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About Us



Urban SDK is a leading provider of geospatial AI solutions, equipping public leaders with actionable insights and automation for mission-critical decisions. Established in 2018 and headquartered in Jacksonville, Florida, Urban SDK is the only platform on the market that provides a comprehensive System of Action to state and local governments. Our team of military veterans, engineers, scientists, policymakers, and entrepreneurs are all committed to the same unified vision: easing the burdens of community leaders through innovation.

Our System of Action unifies data, workflows, and AI so local governments can break free from technical debt and respond to changing conditions at scale. In doing so, Urban SDK's approach delivers measurable ROI to each of our customers, enabling agencies to recapture time, budget and precision in order to accelerate projects, refine resource allocations and respond more quickly to their constituents.

Our partners throughout North America leverage Urban SDK to help:

- ☑ **Replace manual data collection and empower decision making**
- ☑ **Orchestrate regulated processes and operating procedures**
- ☑ **Align staff with decision support systems to increase efficiency**
- ☑ **Connect disparate departments to achieve common goals**
- ☑ **Enable officials to adjust actions based on changing conditions**

Popular Use Cases



Traffic Calming

Reducing speeds and improving pedestrian/bike safety



Work Zone Monitoring

Monitoring traffic, safety, and compliance around road construction zones



Traffic Enforcement

Proactively reducing risky behaviors and ensuring compliance with traffic codes



Traffic Safety Analysis

Prioritizing resources where crime and traffic risks may overlap



School Zone Safety

Reducing speeds and improving pedestrian safety near schools



Sidewalk Inventory

Performing ADA audits and safety workflows without field visits



Cut-Through Traffic

Identifying local residential streets used to bypass congestion, accidents, or delays on main thoroughfares



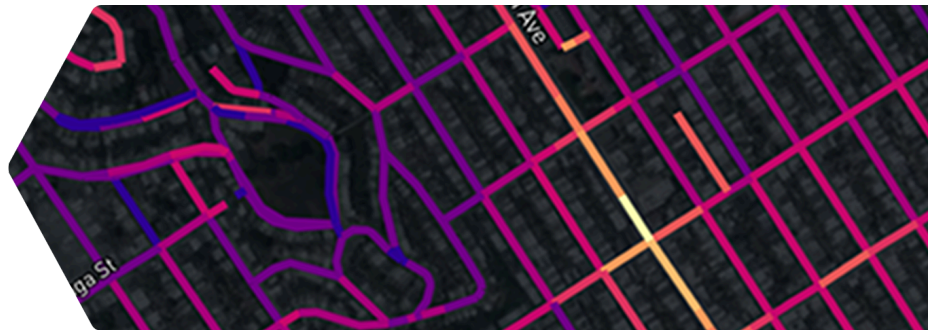
Event Monitoring

Tracking congestion, blocked emergency lanes, and road closures before, during, and after major events

Responsibilities



- ✓ Provide data access and updates as defined in this SOW.
- ✓ Conduct onboarding and training sessions for staff.
- ✓ Provide customer support throughout the engagement.
- ✓ Connect disparate departments to achieve common goals.
- ✓ Conduct a full Q&A of all data to ensure locations and results meet the city's needs.



City of Fairbanks, Alaska



Provide designated points of contact for project oversight and user access assignments.



Ensure timely attendance for all team members during training and onboarding sessions.

Pricing & Fees

Pricing Overview

Contract Start Date	10-01-2026
Contract End Date	10-01-2027
Proposal Expires	10-01-2026

Products & Services

Year 1

Product	Price	Quantity	Total	
Tier: Plus	\$5,150.60 per year	3	\$15,451.80 per year	^
Plus is an operational backbone, which builds on the features an Edge license with the addition of:				
• Tasks — every validated concern becomes an owned task with a status and a location • Automations — proactive, automated monitoring • Overview for Tasks — a task-specific view of what's open, complete, or overdue • Automatic PDF Creation — export PDF reports and analytics				
M1/M2: Traffic Calming and Speed Enforcement	\$25.29	1	\$8,043.65	^
Unifies traffic calming and speed enforcement intelligence. Identifies where vehicle speeds, volumes, and road geometry drive safety risk, and delivers continuous speed monitoring to surface hotspots and enforcement gaps - so agencies can prioritize calming interventions, target enforcement where risk is highest, and defend decisions with evidence rather than perception.				
Add On: Traffic Volume	\$16.06	1	\$5,107.08	^
Automated vehicle count data by road segment, replacing manual tube counts with continuous, network-wide volume tracking for planning and operational use.				

Annual Total\$28,602.53

Contract Total\$28,602.53

Terms and Conditions

Our agreement is effective as of the Effective Date set forth below, is entered into by and between the Buyer identified as Customer below ("Customer") and Urban SDK, Inc., a Delaware corporation, with its principal place of business located at 10151 Deerwood Park Boulevard, Building 100 Ste 100 Jacksonville, Florida 32256 ("Urban SDK"). The parties acknowledge and agree that they have read and understand this Agreement and, upon execution, are legally bound by it.

This Agreement includes this "Signature" or any other ordering document referencing this Agreement, the Terms and Conditions available at [Terms and Conditions](#), all statements of work entered into in connection with this Agreement ("Statement(s) of Work").

Client Signature

Signature

Date

Printed name

Urban SDK Signature

Countersignature

Date

Printed name

FAST Planning 2050 Interim MTP

DRAFT September 2, 2026

FAST Planning 2050 Interim MTP Update

Fairbanks Area Surface Transportation Planning

Prepared for

FAST Planning

Prepared by

**R&M Consultants, Inc.
9101 Vanguard Drive
Anchorage, AK 99507**

In Partnership with
Kinney Engineering, LLC
Michael Baker International
RSG, Inc.

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[INSERT FHWA & FTA AIR QUALITY CONFORMITY DETERMINATION APPROVAL BEFORE
TOC]

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- Appendix E. Future Needs Assessment Report
- Appendix F. Fiscal Constraint Tables and Assumptions
- Appendix G. Scoring Criteria
- Appendix H. Policy Assessment & Peer Cities Review

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

MTP AT A GLANCE



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 ○ Reduce the number and severity of crashes and fatalities for pedestrians, bicyclists, drivers, and riders. ○ Minimize conflicts between travel modes. ○ Reduce unsafe conditions through education, enforcement, and design. ○ Ensure improvements for motorized traffic do not worsen safety and comfort for non-motorized users. ○ 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 ○ 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 ○ Based on community needs, improve and maintain roadways, sidewalks, paths and bridges for safe and effective use by all modes of travel year-round. ○ Maintain and modernize transit and maintenance vehicle fleets to minimize mechanical failures and maximize service reliability. D. Educate the community about traffic safety ○ 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 ○ Prioritize non-motorized projects that increase accessibility to transit. B. Implement innovative technologies to identify potential system efficiency gains ○ 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 ○ 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 ○ Achieve and evaluate efficiency through accessibility, walkability, reliability, and diversity of choices rather than solely vehicle throughput. E. Equip partners ○ 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 ○ Slow traffic while increasing connections and pedestrian facilities. ○ Reduce travel burden while preserving unique neighborhood character. G. Connect people to parks and public lands ○ Enhance parking, signage, and multimodal access to and around public recreation destinations including parks, playgrounds, trails, recreation areas, and the Chena and Tanana River. ○ 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 ○ Support land uses that bring housing closer to employment centers and reduce the need for vehicular transportation, travel time, and travel cost. ○ Participate in the FNSB Regional Comprehensive Plan update process. ○ Testify before the Planning Commission and Platting Board on matters important to integrating and coordinating transportation and land use. ○ Ensure transportation projects are consistent with designated or planned land uses. B. Improve and expand accessibility to destinations ○ 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. ○ 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 ○ Increase infill development, adaptive reuse, density, and mixed land uses—including senior housing—along the transit network. ○ Prioritize transportation improvements for non-motorized users along the transit network. ○ Partner with destinations to develop and maintain transit stops. D. Improve quality of life ○ 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 - 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. - Encourage construction of sidewalks on local roads in the urban area. B. Clean air - 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 - 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 - 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. - Identify existing facilities that may be impacted by permafrost and spring thaw, flooding, or extreme weather and prioritize retrofits before failures occur. - Focus on working with established RSAs in the metro area to rebuild inferior roadways. - 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. - Plan improvements to be responsive and adaptable to change. E. Economic efficiency - Establish infrastructure for alternative fuel vehicles to reduce reliance on petroleum and lower overall operating costs. - 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: <i>Generate economic value from our transportation investments</i>	
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 targets¹, 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 Targets²

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 range³.

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.

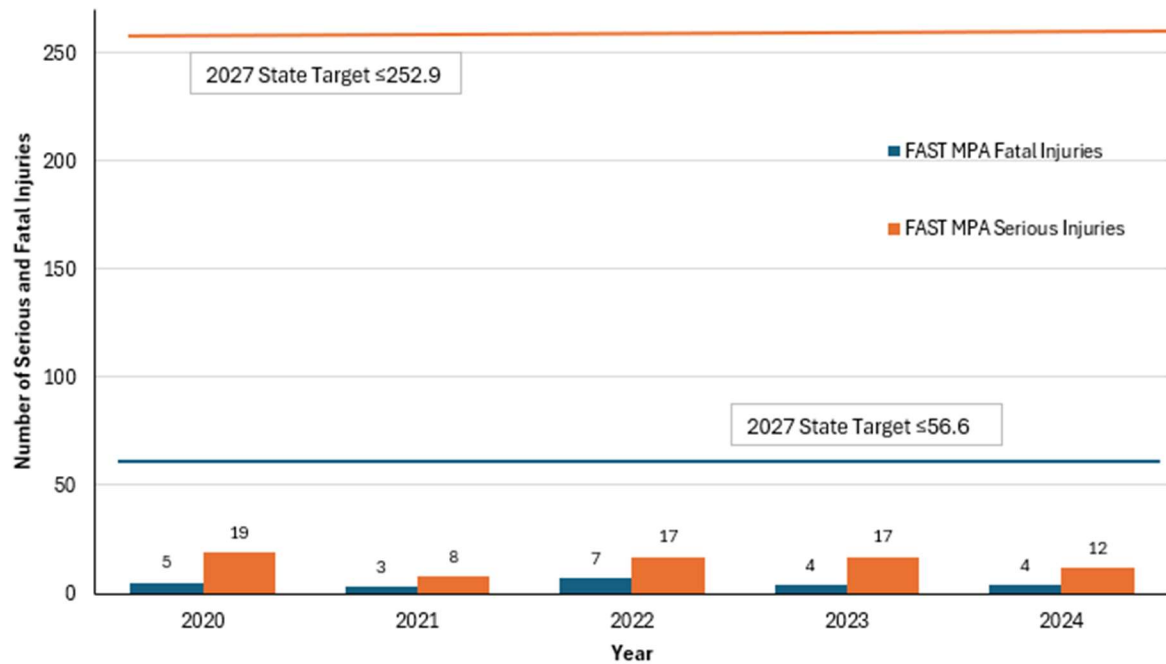


Figure 2. Fatal and Serious Injury Crashes 2020 – 2024 Compared to Targets

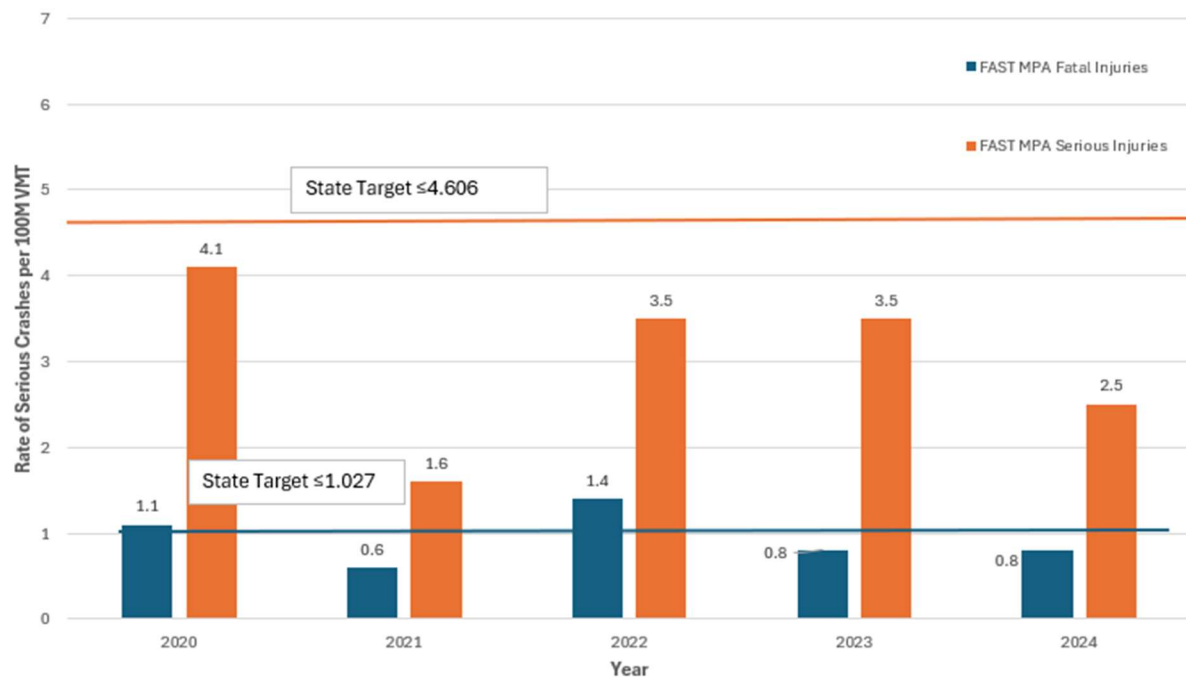


Figure 3. Rate of Fatal and Serious Injuries per HMVMT 2020 – 2024

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

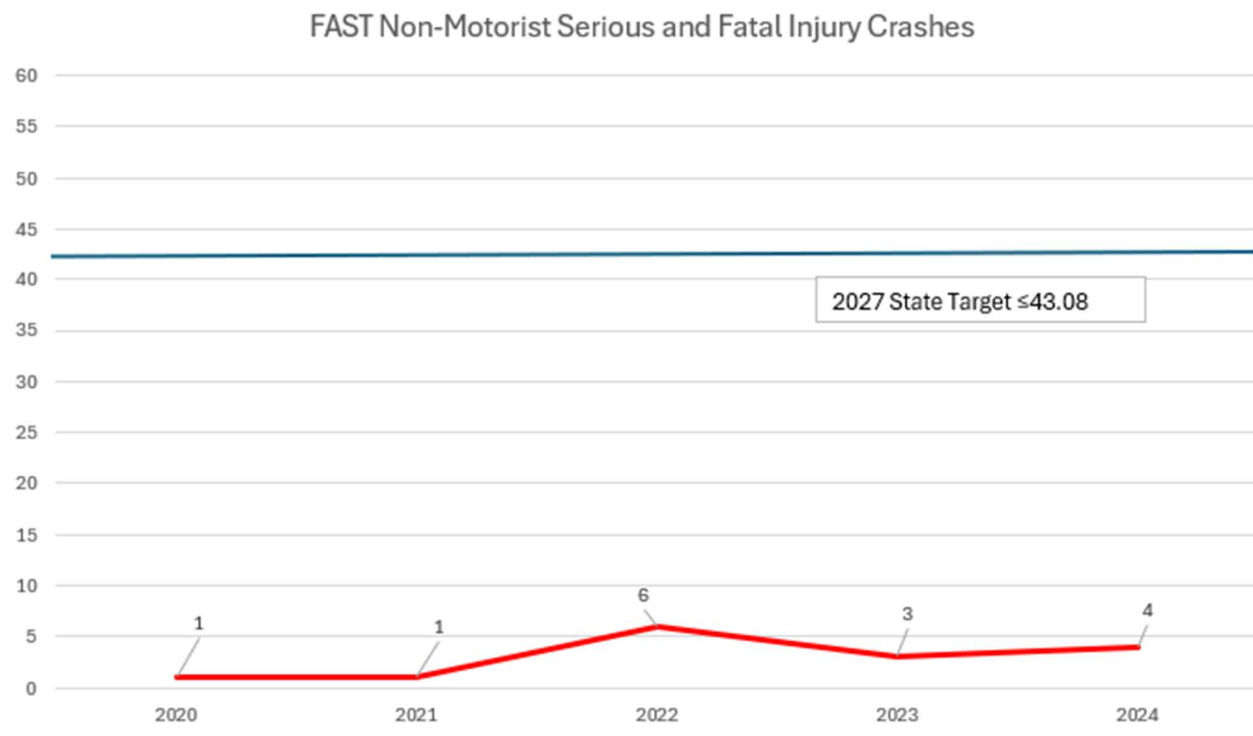


Figure 4. Non-Motorized Fatal and Serious Injury Crashes 2020 - 2024

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, 2026⁴

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 crossings¹⁰ 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

⁶ https://dot.alaska.gov/aias/assets/Activity_Summary_Report_FY_20-29.pdf

⁷ <https://dot.alaska.gov/faiap/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 PLP	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	32 nd 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

Fairbanks Area Surface Transportation (FAST) Planning

Conformity Analysis for the FAST Planning 2050 Metropolitan Transportation Plan

Results

Table 1 Annual Average Daily VMT in the Travel Model Base and Forecast Years by Analysis Area and Daily Period					
Daily Period	2027	2030	2040	2050 Horizon	% Change 2050 vs. 2027
<i>Entire Modeling Network</i>					
AM Peak	263,459	269,064	287,564	306,909	16.5%
PM Peak	531,195	542,838	580,788	620,323	16.8%
Off-Peak	1,459,358	1,490,568	1,593,630	1,700,272	16.5%
Total VMT	2,254,012	2,302,470	2,461,982	2,627,503	16.6%
<i>Nonattainment Area</i>					
AM Peak	206,805	208,910	216,005	223,761	8.2%
PM Peak	411,208	415,401	428,695	443,442	7.8%
Off-Peak	1,126,906	1,137,389	1,171,899	1,210,019	7.4%
Total VMT	1,744,919	1,761,700	1,816,599	1,877,222	7.6%

Table 2 MOVES Source Type VMT (VMT/Year) Inputs by Analysis Year					
Source Use Type	Source Type Description	2027	2030	2040	2050
11	Motorcycle	5,273,283	5,323,997	5,489,907	5,673,114
21	Passenger Car	114,211,842	115,310,235	118,903,613	122,871,620
31	Passenger Truck	475,022,250	479,590,612	494,535,952	511,039,421
32	Light Comm. Truck	15,200,188	15,346,371	15,824,605	16,352,698
41	Intercity Bus	1,622,954	1,638,563	1,689,625	1,746,010
42	Transit Bus	320,259	323,339	333,415	344,542
43	School Bus	72,926	73,628	75,922	78,456
51	Refuse Truck	112,245	113,324	116,856	120,755
52	Single-Unit Short Haul Truck	2,263,971	2,285,744	2,356,974	2,435,630
53	Single-Unit Long Haul Truck	152,000	153,462	158,244	163,525
54	Motor Home	2,891,403	2,919,210	3,010,180	3,110,635
61	Combination Short-Haul Truck	7,551,026	7,623,645	7,861,219	8,123,560
62	Combination Long-Haul Truck	12,200,985	12,318,324	12,702,196	13,126,089
Total Fleet Annual VMT		636,895,333	643,020,453	663,058,708	685,186,056
Total Fleet Daily VMT		1,744,919	1,761,700	1,816,599	1,877,222

Table 3					
Scaled PM_{2.5} Nonattainment Area Vehicle Populations by					
Analysis Year and MOVES Source Type					
Source Type ID	Source Type Description	Vehicle Populations by Analysis Year			
		2027	2030	2040	2050
11	Motorcycle	2,752	2,779	2,866	2,961
21	Passenger Car	11,697	11,810	12,178	12,584
31	Passenger Truck	44,954	45,386	46,801	48,363
32	Light Commercial Truck	5,795	5,851	6,033	6,234
41	Intercity Bus	289	292	301	311
42	Transit Bus	53	53	55	57
43	School Bus	38	38	39	41
51	Refuse Truck	27	28	28	29
52	Single Unit Short-haul Truck	845	853	880	909
53	Single Unit Long-haul Truck	37	38	39	40
54	Motor Home	2,628	2,653	2,736	2,827
61	Combination Short-haul Truck	892	901	929	960
62	Combination Long-haul Truck	593	599	617	638
Total Vehicle Population		70,602	71,281	73,502	75,955

Table 4				
Fairbanks Average Winter Daily PM_{2.5} Emissions (tons/day) based on TDM Inputs for PM Nonattainment Area and Incorporating Plug-in Adjustments				
	2027	2030	2040	2050
Start/Idle	0.0314	0.0292	0.0266	0.0273
Running	0.0193	0.0147	0.0103	0.0104
Total	0.0507	0.0439	0.0369	0.0377

Table 5			
PM_{2.5} Conformity Test Results			
Analysis Year	PM _{2.5} (tons per day)	Emission Budgets (tons per day)	PM _{2.5} Emissions ≤ Budget?
2027	0.0507	0.0516	Yes
2030	0.0439	0.0485	Yes
2040	0.0369	0.0485	Yes
2050	0.0377	0.0485	Yes

Draft Interim 2050 MTP Public Review Draft Comment Response Summary

Date	#	Comment	Comment Received From	Project Team Response
9/15/2026		Page 35 – for VanTran – it may be good to find out and comment on their boundary (I only know this because I tried to get them for my elderly relative but she lived outside of their area of operation). Without some distinction one may expect it to function through the entire area that’s included for the MTP update (but maybe that is the case?).	MTP Steering Committee Member	The VanTran demand-response / paratransit service area currently includes only areas within 3/4 miles of an existing MACS Transit bus route, in accordance with Federal Transit Administration requirements. This does leave parts of the FAST Planning area out of the VanTran service area. There is more discussion of this in the recent Transit Plan Update, and that plan would also be the primary avenue for VanTran recommendations. The main intersection with the MTP would be with the project list, which could include supportive funding for future VanTran service expansion efforts.
9/15/2026		Page 42 – can you please let me know what’s the issue with Davis Road Sidewalks – where work is needed and what’s the nature of it?	MTP Steering Committee Member	This was a recommendation from the 2021 Non-Motorized Plan. Given that Lathrop- Peger section was fairly new at that time, the idea was to focus on repairs on the older sidewalk section between Peger and University. The MTP scope is more generalized. If the priortiy isn't to include this in the short term, the MTP projects list can be updated to move it to mid-term or consideration for removal.
9/15/2026		LR-13, Non-Motorized Connections Program. Consider adjusting scope/name of this program to focus on improvements of facilities for non-motorized users, including construction of new shared use paths or sidewalks to address gaps in the non-motorized network.	MTP Steering Committee Member	Thank you, we can make this change so the scope is more all-inclusive of any non-motorized needs, not just addressing connection gaps.
9/15/2026		Page 44 – How much travel will grow – it appears to include only motorized vehicles, is there any data to mention anything about non-motorized, even if recreational? I feel like we have projects to facilitate that increase (even if only for recreational purposes) and if possible, we should mention that.	MTP Steering Committee Member	Travel demand models only capture utilitarian travel, so non-motorized travel is only restricted to that segment of travel and recreational travel is non-utilitarian in nature. The model can be post processed using regional travel survey data to get a better understanding of this split. The FNSB Comprehensive Trails Plan has good information on recreational trail use and future demand in the FNSB region.
9/15/2026		Page 46 – 2050 Build box – about Barnette it could mention more connections ad network for non-motorized travelers. Maybe even more downtown businesses and because of access to them being improved with the downtown roads improved for non-motorized travel – meaning people can go downtown to walk and visit businesses instead of just parking to use the business and leave).	MTP Steering Committee Member	Agreed, this will be a good addition to include in the Public Review Draft.
9/15/2026		For the project list, can the projects that are active be separated within the short term range? Like have a section for the ones that are already design/construction, ongoing programs that will require on-going funding (like Advanced Project Definition, FAST Improvement Program, etc), and proposed new projects that are looking for new funding. That would make the review of the proposed projects and their ranking much easier.	MTP Steering Committee Member	We will keep the list organized as-is. As discussed at the steering committee meeting, the projects are not in any ranked order. This will be clarified in the narrative.
9/15/2026		Two projects to add/consider, the Clay Street connector to be put back on and ADA Improvements within FNSB schools circulation areas.	MTP Steering Committee Member	We will consider adding. Since these project needs are likely to fit into existing programs that are funded in the fiscal constraint table, it is not anticipated they are necessary to itemize specifically.
9/15/2026		Page 34: the Fairbanks Bike Lane Striping and Signing project was a pilot project that was removed at the end of the season. It can be mentioned as being done as a pilot/temporary project, and if so, I think it should be moved to the Bike section.	MTP Steering Committee Member	Agree, we will make this change for clarification.
9/17/2026		There is confusion around the order of projects in the project lists. Specifically, make it clearer that project ID numbers do not reflect ranking or priority and revise project categories to be clearer and sync better with existing MTP categories.	Steering Committee Meeting #6	We will clarify in Chapter 6 that the project list is not ranked (just as the current 2045 MTP list is not ranked). We will also clarify the project being listed in the medium or long term does not preclude it from being added to the TIP at an earlier timeframe. Projects are organized by "Project Type." As discussed at the Steering Committee, we will remove "Complete Streets" as a Project Type and replace with appropriate type or types such as "Preservation/Non-Motorized."
9/17/2026		Show dependencies / sequencing between related projects, for example if one project is required for another to proceed, since the project list does not currently make this clear.	Steering Committee Meeting #6	The project team will work with FAST to develop a table, graphic, or similar to show sequencing or dependencies between corridor projects and studies, particularly for Trainer Gate, Richardson Highway, Airport Way, and Chena Pump/Geist Road.
9/17/2026		Clarify how the MTP relates to other plans and studies, including the TIP, and how studies support the implementation of subsequent projects.	Steering Committee Meeting #6	The project team will add this to the MTP through a graphic or narrative addition.
9/17/2026		Provide links or cross-references to project information for readers where possible, so that MTP readers can find more information about projects through the public map or project table.	Steering Committee Meeting #6	The project team will provide this information. Recommended to include it in the online project map rather than the project table, since the online project map is easier to update and links in static PDF plans often go "stale" or inactive.
9/17/2026		Provide specific public-facing guidance to make it clear what input the FAST team is seeking from the community during the Public Review Draft process.	Steering Committee Meeting #6	The project team will provide clear instructions for the community when the Public Review Draft is released.

FAST Planning FFY2023-27 TIP Amendment #3: FFY2026 OBLIGATION STATUS REPORT (as of September 17, 2026)

ALLOCATION TOTALS (Federal Share)

ALLOCATIONS	PHASE		AMOUNT	FFY26 OBLIGATIONS	PERCENT OBLIGATED
STP	All		\$8,161.0	\$4,933.0	60%
STP AC	All		\$625.2	\$506.9	81%
PL (Metropolitan + Transit)	All		\$589.6	\$589.6	100%
CMAQ	All		\$9,246.2	\$1,399.2	15%
CRP (Carbon Reduction)	All		\$2,556.1	\$1,911.0	75%
OFFSET	All		\$1,145.1	\$562.0	49%
TOTAL			\$22,323.4	\$9,901.6	44%

STP FUNDS (Federal Share)

IRIS	STP	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY26 OBLIGATIONS	PERCENT OBLIGATED	COMMENTS
NFHWY01023	Advanced Project Definition	Planning	3/9/2026	\$145.6	\$145.6	100%	
NFHWY00815	Doughchee Ave/Beaver Springs Bridge	Construction	6/17/2026	\$357.5	\$357.5	100%	
NFHWY00913 NFHWY00914 NFHWY01088 NFHWY01221	FAST Improvement Program	Design	5/11/2026	\$291.1	\$272.9	94%	
				\$27.3		0%	FFY2027 AC
				\$181.9		0%	
		Construction	3/10/2026	\$456.4	\$456.4	100%	FFY2025 Program
				\$3,028.0		0%	
				\$91.0		0%	FFY2027 AC
HFHWY00830	FAST Planning Office	Planning	10/1/2025	\$150.0	\$150.0	100%	
NFHWY00816	Holmes Road Rehabilitation	Design	9/9/2026	\$548.5	\$548.5	100%	
			9/9/2026	\$406.6	\$406.6	100%	FFY2027 AC
NFHWY00509	Minnie Street Improvements	Design	5/14/2026	\$796.0	\$796.0	100%	
		Right-of-Way	8/18/2026	\$1,364.6	\$1,364.6	100%	
NFHWY00891	Pioneer Park North Parking Lot & Boat Launch	Design	9/16/2026	\$705.0	\$705.0	100%	
NFHWY00139	Yankovich/Miller Hill Road Reconstruction	Construction	8/18/2026	\$136.5	\$136.5	100%	
			8/18/2026	\$100.3	\$100.3	100%	FFY2027 AC
	TOTAL			\$8,786.3	\$5,439.9	62%	

PL FUNDS (Federal Share)

IRIS	PL	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY26 OBLIGATIONS	Percent Obligated	COMMENTS
HFHWY00830	FAST Planning Office - Metro PL	Planning	10/1/2025	\$462.0	\$462.0	100%	
HFHWY00830	FAST Planning Office - Transit PL	Planning	10/1/2025	\$127.6	\$127.6	100%	
	TOTAL			\$589.6	\$589.6	100%	

CMAQ FUNDS (Federal Share)							
IRIS	CMAQ	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY26 OBLIGATIONS	Percent Obligated	COMMENTS
NFHWY00862	Chena Lakes Recreation Area Access via Plack Road	Construction	3/16/2026	\$1,396.7	\$1,396.7	100%	FFY24 Carryforward
				\$596.0		0%	FFY2027 AC
NFHWY00891	Peger Road Bicycle & Pedestrian Path	Design	9/16/2026	\$181.9	\$181.9	100%	
NFHWY00845	Fairbanks Airport Area Non-Motorized Path Wayfinding Signage	Construction	6/17/2026	\$181.9	\$122.9	68%	
NFHWY01088	FAST Improvement Program	Construction		\$727.8		0%	
NFHWY00922	Lavery Transportation Center Enhancements	Design	5/12/2026	\$68.2	\$68.2	100%	
NFHWY00922	Morris Thompson Cultural & Visitors Center Enhancements	Design	5/12/2026	\$81.9	\$81.9	100%	FFY25 Carryforward
		Construction		\$549.8		0%	
				\$118.8		0%	FFY2027 AC
NFHWY01086	Motor Vehicle Plugins #1 (NP City Hall, Alaskaland main parking lot)	Design		\$139.2		0%	
NFHWY00912 NFHWY00885	Sidewalk Snow Removal Equipment	Equipment		\$454.9		0%	
				\$91.0		0%	FFY2027 AC
NFHWY01097	UAF Shuttle Bus CNG Fueling Station	Design		\$91.0		0%	
NFHWY01169	UAF CNG Shuttle Buses	Equipment		\$454.9		0%	
NFHWY01109	Sheep Creek Road Extension Shared Use Path	Design	2/1/2026	\$227.4	\$227.4	100%	SW-CMAQ
		Construction	9/11/2026	\$318.4	\$261.9	82%	SW-CMAQ
NFHWY00902	Sheep Creek Road & West Tanana Drive Roundabout	Design	4/17/2026	\$454.9	\$454.9	100%	SW-CMAQ
NFHWY01110	Ballaine Path Improvements	Design		\$181.9		0%	SW-CMAQ
NFHWY01102 NFHWY01103 NFHWY01104 NFHWY01105	FAST ADA Improvements Program	Construction		\$4,922.4		0%	SW-CMAQ
	TOTAL			\$9,246.2	\$1,399.2	15%	
CRP FUNDS (Federal Share)							
IRIS	CRP	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY26 OBLIGATIONS	Percent Obligated	COMMENTS
NFHWY00862	Chena Lakes Recreation Area Access via Plack Road	Construction	3/16/2026	\$1,450.9	\$1,450.9	100%	FFY24 Carryforward
NFHWY00845	Fairbanks Airport Area Non-Motorized Path Wayfinding Signage	Design	6/17/2026	\$22.7	\$22.7	100%	
NFHWY00922	Lavery Transportation Center Enhancements	Construction		\$573.1		0%	
NFHWY00891	Motor Vehicle Plugins #2 (Alaskaland North Parking Lot)	Design	9/16/2026	\$22.7	\$22.7	100%	
NFHWY01060	Fairbanks & North Pole Electric Vehicle Charging Stations	Design	5/13/2026	\$213.8	\$122.8	57%	
NFHWY01195	High School Access & Circulation Study - North Pole	Planning	8/11/2026	\$272.9	\$291.8	107%	FFY25 Carryforward
	TOTAL			\$2,556.1	\$1,911.0	75%	

OFFSET FUNDS (Federal Share)							
IRIS	OFFSET	PHASE	AMOUNT		FFY26 OBLIGATIONS	OBLIGATION DATE	PROJECT
NFHWWY00139	Yankovich/Miller Hill Road Reconstruction	Construction	\$528.1		\$34.2	6/17/2026	Doughchee Avenue
NFHWWY00633	FAST Improvement Program FFY23	Construction	\$33.9		\$167.4	7/6/2026	Yankovich/Miller Hill
NFHWWY00445	5th Avenue Reconstruction	Multiple	\$26.7		\$211.3	7/6/2026	Yankovich/Miller Hill
NFHWWY00448	Woll Road Resurfacing & Widening	Multiple	\$556.4		\$149.1	<i>pending</i>	FAST Improvement Program FFY26
	TOTAL		\$1,145.1		\$562.0	Percent Obligated	49%

FAST Planning FFY26 Offsets

September 4, 2026

PROJECT OFFSETS

	Federal	Total w/ Match
Yankovich/Miller Hill Road Reconstruction	\$528,075	\$580,494
FAST Improvement Program FFY2023	\$33,932	\$37,300
5th Avenue Reconstruction (Fairbanks)	\$26,688	\$29,337
Woll Road Resurfacing & Widening	\$556,442	\$611,676

Total	\$1,145,136	\$1,258,807
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COMMITTED OFFSETS

Doughchee Avenue/Beaver Springs Bridge - Construction phase	-\$34,204	-\$37,599	
Yankovich/Miller Hill Road Reconstruction - Right-of-Way phase	-\$167,385	-\$184,000	
Yankovich/Miller Hill Road Reconstruction - Construction phase	-\$211,296	-\$232,270	
FAST Improvement Program FFY24-26 - Design phase	-\$149,123	-\$163,925	<i>Policy Board approved 08.19.2026</i>

Total	-\$562,007	-\$617,794
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Remaining Funds to be Obligated

\$583,129	\$641,013
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FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Amendment #3 - Approved 08.19.2026

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
Available Funding - MPO Suballocations										
		Surface Transportation Program	STP	Federal	7,716.3	9,630.3	9,919.2	9,919.5	10,117.9	
		Congestion Mitigation/Air Quality	CMAQ	Federal	727.8	1,793.3	727.8	727.8	727.8	
		Transportation Alternatives Program	TAP	Federal	91.0	454.9	580.0	1,545.3	608.9	
		Carbon Reduction Program	CRP	Federal	887.0	2,598.2	1,066.6	1,077.7	1,099.2	
		Metropolitan Planning	MPL	Federal	584.9	579.2	596.6	614.5	633.0	
		Transit Planning	TPL	Federal	598.1	121.6	123.9	127.6	131.4	
		FAST Planning Offset Funds	OFF	Federal	483.1	297.4	477.2	562.1	0.0	
		State Funding Appropriation	SA	State	0.0	0.0	0.0	0.0	0.0	
					11,088.0	15,474.9	13,491.3	14,574.5	13,318.2	
		<i>State/Local Match</i>								
		Surface Transportation Program	SM/3PF/FM	State/Local	765.9	955.9	984.6	984.6	1,004.3	
		Congestion Mitigation/Air Quality	SM/3PF/FM	State/Local	72.2	178.0	72.2	72.2	72.2	
		Transportation Alternatives Program	SM/3PF/FM	State/Local	9.0	45.2	57.6	153.4	60.4	
		Carbon Reduction Program	SM/3PF/FM	State/Local	88.0	257.9	105.9	107.0	109.1	
		Metropolitan Planning	SM/3PF/FM	State/Local	58.1	57.5	59.2	61.0	62.8	
		Transit Planning	SM/3PF/FM	State/Local	59.4	12.1	12.3	12.7	13.0	
		FAST Planning Offset Funds	SM/3PF/FM	State/Local	47.9	29.5	47.4	55.8	0.0	
					1,100.6	1,536.1	1,339.2	1,446.7	1,322.0	
		TOTAL			12,188.7	17,010.9	14,830.5	16,021.2	14,640.2	
Programmed Funding										
		Surface Transportation Program	STP	Federal	7,716.3	9,630.3	9,919.2	9,919.5	7,134.9	
		Congestion Mitigation/Air Quality	CMAQ	Federal	727.8	1,793.3	681.2	727.8	727.8	
		Transportation Alternatives Program	TAP	Federal	91.0	454.9	580.0	0.0	1,111.7	
		Carbon Reduction Program	CRP	Federal	887.0	1,929.2	1,066.6	1,077.7	1,099.2	
		Metropolitan Planning	MPL	Federal	432.4	426.7	444.1	462.0	480.5	
		Transit Planning	TPL	Federal	598.1	121.6	123.9	127.6	131.4	
		FAST Planning Offset Funds	OFF	Federal	123.7	193.2	477.2	562.1	0.0	
		State Funding Appropriation	SA	State	0.0	0.0	0.0	0.0	0.0	
					10,576.2	14,549.1	13,292.2	12,876.6	10,685.4	
		Advanced Construction	AC	Federal	3,059.1	1,539.8	2,214.8	625.2	0.0	
		Advanced Construction Conversion (Payback)	ACC	Federal	-4,861.9	-3,059.1	-1,539.8	-2,214.8	-625.2	
State/Local Match										
		State Match	SM	State	95.0	624.1	758.2	399.9	108.4	
		Local Government Match	3PF	Local	666.2	372.3	336.8	516.7	626.8	
		FAST Planning Match	FM	State/Local	66.8	105.4	184.1	87.9	154.4	
					828.0	1,101.9	1,279.1	1,004.5	889.5	
Illustrative										
		Illustrative (Funding Placeholder)	ILLU	N/A	0.0	0.0	0.0	0.0	0.0	
		TOTAL			11,404.2	15,651.0	14,571.3	13,881.1	11,574.9	



TECHNICAL COMMITTEE

Action Items

09.09.2026

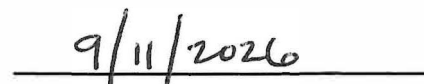
Motion: To postpone the 'Federal Transit Administration [FTA] Section 5307 Funding Split' agenda item to the next meeting. (Denton/Lindamood). None opposed. Approved.

Motion: To recommend to the Policy Board to release the Draft Interim 2050 MTP [Metropolitan Transportation Plan] for public comment. (Netardus/Spillman). None opposed. Approved.

Motion: To recommend to the Policy Board to use the remainder of offset funds from the 5th Avenue Reconstruction and Woll Road Resurfacing & Widening projects to pay down the Advance Construction from FFY2027. (Spillman/Denton). None opposed. Approved.

Motion: To recommend to the Policy Board to accept the revision to the FAST Planning Bylaws [for City of Fairbanks representatives]. (Zinza/Campbell). None opposed. Approved.


Jackson C. Fox
 Chair, Technical Committee


 Date

FAST PLANNING POLICY BOARD BYLAWS

ARTICLE I

Metropolitan Planning Organization

- SECTION 1 The Fairbanks Area Surface Transportation Planning (FAST Planning) Policy Board is designated to be the Metropolitan Planning Organization (MPO) for the Fairbanks Metropolitan Planning Area (MPA) by the Governor of the State of Alaska. As the MPO, the Policy Board is responsible for carrying out the transportation planning process in the metropolitan planning area and to serve as the Board of Directors for FAST Planning. The MPO Coordinator shall serve as the Executive Director of the MPO.
- SECTION 2 FAST Planning board and committee meetings are subject to AS 44.62.310 Government Meetings Public.

ARTICLE II

Members and Officers

- SECTION 1 In accordance with Section 5 of the FAST Planning Inter-Governmental Operating Agreement and Memorandum of Understanding for Transportation and Air Quality Planning, the FAST Planning Policy Board, hereafter referred to as the “Policy Board”, shall have as voting members the Northern Region Director of the State of Alaska Department of Transportation and Public Facilities (DOT&PF) or the Commissioner’s designee, the Fairbanks North Star Borough (FNSB) Mayor, the Mayor of the City of Fairbanks, the Mayor of the City of North Pole, a representative of the State of Alaska Department of Environmental Conservation (Air Quality Division), a designated representative of the FNSB Assembly, and a designated representative of the Fairbanks City Council. Each member is authorized one vote.
- SECTION 2 Legislative Policy Board Member Appointment. Upon appointment to the Policy Board and confirmation by the respective Council or Assembly, the members so confirmed will be seated at the next regular or special meeting.
- SECTION 3 The Policy Board shall elect a board Chair and Vice-Chair from its members annually at its regularly scheduled meeting no later than the end of December.
- SECTION 4 The Policy Board shall appoint an Executive Director, who shall serve as Secretary of the Policy Board and perform other duties as described by these Bylaws or directed by the Policy Board. The Secretary shall provide all

administrative support for the Policy Board. A Transportation Planner of FAST Planning is designated as Assistant Secretary to serve in the absence of the Executive Director and to provide additional support to the Policy Board and Technical Committee.

- SECTION 5 The Chair, or in their absence or disability, the Vice-Chair, shall preside at all meetings and hearings of the Policy Board. In the absence or disability of both the board Chair and Vice-Chair, an acting Chair shall be selected by the members present for the meeting.
- SECTION 6 The Chair shall decide on all points of order and procedure in accordance with Robert's Rules of Order, Newly Revised, unless changed and adopted by the rules agreed upon by the Policy Board.
- SECTION 7 The Chair shall report on activities taking place that have not come to the attention of the Policy Board at the next regularly scheduled or special meeting of the Policy Board.
- SECTION 8 When required, the Chair shall execute on behalf of the Policy Board all documents it authorizes or approves.

ARTICLE III

Policy Board Meetings

- SECTION 1 All Meetings must be noticed according to A.S. 44.62.310 Government Meetings Public, which shall be strictly adhered to in conduct of the meeting and agenda schedule.
- SECTION 2 Regular meetings of the Policy Board shall be held monthly at a time to be determined by the Policy Board.
- SECTION 3 All regular or special meetings shall be open to the public. An agenda schedule for each meeting of the Policy Board shall be prepared by the Secretary to ensure Policy Board business is conducted in an efficient manner.
- SECTION 4 Special meetings shall be held at the call of the Chair issued upon his/her own initiative or at the request of one (1) or more members of the Policy Board, when necessary, to act upon matters before the Policy Board, providing notice is given in accordance with all applicable open meeting laws.
- SECTION 5 A quorum shall consist of four (4) members of the Policy Board. Four supporting votes are required to approve any action.

SECTION 6 A roll-call vote will be called for on all matters being voted on by the Policy Board unless it passes without objection.

ARTICLE IV

Agenda

SECTION 1 The Secretary shall prepare for each meeting of the Policy Board or its Committees, when appointed, an agenda of the items to be considered.

SECTION 2 Any member of the Policy Board may instruct the Secretary to add any matter to the agenda for discussion or action by the Policy Board.

SECTION 3 All agenda items to be considered by the Policy Board must be submitted no later than the close of business one week before the meeting.

SECTION 4 Informational items not on the agenda may be presented to the Policy Board, so long as no action is taken until the next meeting of the Policy Board.

ARTICLE V

Order of Business

SECTION 1 The order of business of meetings shall be as follows:

- A. Meeting Called to Order
- B. Introduction of Members and Attendees
- C. Approval of the Agenda
- D. Approval of the Minutes of the previous meeting
- E. Committee/Workgroup Reports (including the Chair's report)
- F. Public Comment Period (items not on the agenda)
- G. Old Business
- H. New Business
- I. Other Issues
- J. Informational Items
- K. Committee Member Comments
- L. Adjournment

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

SECTION 3 The length of the general public comment period and public comment period on each action item will be five minutes per speaker. The public comment period will be closed when all speakers have had an opportunity to comment before the Policy Board.

ARTICLE VI

Records

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

ARTICLE VII

Other Standing and Ad Hoc Committees, excluding the Technical Committee

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

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

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

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

SECTION 5 Every two years, the Policy Board will review the work of the Committees as well as attendance and ascertain if they should be continued, modified, or discontinued.

ARTICLE VIII

Technical Committee Purpose and Duties

SECTION 1 The MPO shall have a standing Technical Committee to review items of a technical nature.

SECTION 2 The purpose of the Technical Committee shall be to evaluate the technical feasibility of proposed plans and projects, provide technical data and information, and make recommendations to the Policy Board.

SECTION 3 The Technical Committee shall have approval authority during construction of projects as outlined in the Policies and Procedures.

SECTION 4 Membership of the Technical Committee shall consist of representatives, such as engineer, planner, maintenance, or other specialist, from the following agencies or transportation organizations and groups:

- City of Fairbanks (Engineering) ~~(x2)~~
- City of Fairbanks (Public Works)
- City of North Pole
- Fairbanks North Star Borough (Planning)
- Fairbanks North Star Borough (Transportation)
- Fairbanks North Star Borough (Rural Services)
- Fairbanks North Star Borough Planning Commission
- State of Alaska Department of Transportation & Public Facilities (Planning)
- State of Alaska Department of Transportation & Public Facilities (Preconstruction)
- State of Alaska Department of Environmental Conservation (Air Quality)
- Fort Wainwright (Planning)
- Eielson Air Force Base (Planning)
- University of Alaska Fairbanks (Design and Construction)
- Fairbanks International Airport
- Freight Industry
- Alaska Railroad Corporation
- Tribal Group
- Public Safety (Law Enforcement)

SECTION 5 The Technical Committee shall elect a Chair and Vice-Chair from its regular members or Staff, including the Executive Director, annually at its regularly scheduled meeting no later than the end of November.

SECTION 6 The Chair shall decide on all points of order and procedure in accordance with Robert's Rules of Order, Newly Revised, unless changed and adopted by the rules agreed upon by the Committee.

SECTION 7 The Chair, or in their absence or disability the Vice-Chair, shall preside at all meetings and hearings of the Technical Committee. In the absence or disability of both the Chair and Vice-Chair, an acting Chair shall be selected by the members present for the meeting.

SECTION 8 The Executive Director shall serve as Secretary of the Technical Committee. The Secretary shall provide all administrative support for the Technical Committee. A Transportation Planner of FAST Planning is designated as Assistant Secretary to serve in the absence of the Executive Director and to provide additional support to the Technical Committee.

SECTION 9 All committee members shall be entitled to one vote each. The Executive Director and Transportation Planner will not be considered as members and will not get a vote.

SECTION 10 A committee member that will be absent from a meeting may designate a proxy from their organization to participate and vote on their behalf provided notification is made in advance of the meeting from the committee member to the Executive Director or a Transportation Planner of FAST Planning.

SECTION 11 A quorum of voting members must be present for a vote to take place. A quorum will consist of nine or more voting members present at a meeting of the Technical Committee. A majority of the voting members present at a meeting are required for an affirmative vote.

SECTION 12 Voting members of the Technical Committee will comply with Article IX and X of the Policy Board Bylaws regarding conflict of interest and ethics decisions.

SECTION 13 The Technical Committee may adopt the use of appointed workgroups, if deemed necessary for the continuing transportation planning process. The workgroups will be appointed by the Technical Committee Chair and ratified by the Technical Committee. Workgroup appointments will be temporary in nature and will be terminated at the conclusion of the specific project concerned.

SECTION 14 Regular meetings of the Technical Committee shall be held monthly. The Committee Chair may call special meetings provided public notice is given as provided by AS 44.62.310. Roberts Rules of Order, Newly Revised shall govern the conduct of all meetings of the Committee, except for rules set forth or adopted by the Technical Committee.

SECTION 15 The Technical Committee shall have the following duties and all additional duties assigned by the Policy Board:

- A. Develop the Draft Unified Planning Work Program (UPWP) for the Policy Board. This includes recommendation of tasks and task priority.
- B. Develop and prioritize transportation projects for inclusion in the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP).
- C. Monitor the development of projects included in the TIP. This includes reporting on the status of projects and recommendations if a project is delayed.
- D. Approve changes during construction in accordance with the FAST Planning Policies and Procedures.

SECTION 16 Attendance is important. Any seat that has not been filled for nine consecutive months shall be reviewed by the Policy Board to consider an alternative member or removal from Technical Committee membership.

ARTICLE IX

Conflict of Interest

Section 1 **Declaration of policy.** The Policy Board declares that members operate as a State and Federally mandated Policy Board; and any effort to realize personal gain through official conduct is a violation of that trust. Policy Board and committee members shall not only be impartial and devoted to the best interests of the Policy Board's jurisdiction but also shall act and conduct themselves both inside and outside the Policy Board and committee's service as not to give occasion for distrust of their impartiality or of their devotion to the best interests of the citizens they represent.

Section 2 **Definitions.** As used in this article:

Conflict of Interest shall mean every member shall vote on all questions unless they have a direct or substantial indirect financial or personal interest in the matter being discussed.

Financial Interest shall mean any interest that shall yield, directly or indirectly, a monetary or other material benefit for services to the Policy Board and committee's jurisdiction to the member or other person retaining the services of the member.

Personal Interest shall mean any direct or substantial indirect interest arising from blood or marriage relationships or from close business or political associations, whether or not any financial interest is involved.

Confidential Information must comply with AS 44.62.310 which pertains to open meetings and executive sessions. The topic discussed in executive session will remain confidential until formal actions are taken by the Policy Board in open session.

Section 3 **Disclosure of interest.** No member who has a direct or indirect financial or personal interest in any matter before the Policy Board or assigned Committees shall use his/her office or position to exert influence on such matter.

If known by the member, a member who participates in the discussion or expresses an opinion to the Policy Board on any matter before it shall disclose the nature and extent of any direct or indirect financial or other personal interest he/she has in such matter to the Policy Board. The Chair will determine whether the member has a conflict of interest and whether the member must recuse him/herself from the discussion and vote on the matter.

If a member has reasonable cause to believe another member has failed to disclose actual or possible conflicts of interest, the member shall inform the Policy Board of the basis for such belief and afford the other member an opportunity to explain the alleged failure to disclose. The Policy Board shall take appropriate disciplinary and corrective action if, after hearing the member's response and after making further investigation as warranted by the circumstances, the Policy Board determines the member has failed to disclose an actual or possible conflict of interest.

Section 4 Disclosure of information. No member shall disclose any confidential information acquired by him/her in the course of his/her official duties or use such information to further his/her or others' financial, personal or political interests. This section shall not prohibit any such member from acquiring and utilizing any information which is available to the public in general so long as such information is obtained in the same manner as it would be obtained by an ordinary citizen.

Section 5 Compensation. No member of the Policy Board or assigned Committees whose jurisdiction includes compensation matters and who personally receives compensation, directly or indirectly, receives compensation, individually or collectively, from FAST Planning for services may provide information or vote on matters pertaining to that member's compensation.

Section 6 Securing special privileges. No member shall use or attempt to use the member's position to secure privileges, financial gain or exemption for him/herself or others.

No member shall grant any special consideration, treatment or advantage to any citizen beyond that which is available to every other citizen.

Section 7 Annual statements. Each active member of the Policy Board shall annually sign a statement which affirms he/she has read and understands the conflicts of interest policy within this Article, agrees to comply with the policy, and understands FAST Planning is a charitable organization and in order to maintain its federal non-profit tax exemption it must engage primarily in activities which accomplish one or more of its tax-exempt purposes.

ARTICLE X

Policy Board Code of Ethics

Section 1 FAST Planning and its members are required to follow AS 44.62.310 and the FAST Planning Bylaws. Members must adhere to confidentiality requirements and Conflict of Interest rules. Board and Committee members must engage in a

civil discourse at all times and treat members of the general public and each other with proper respect.

ARTICLE XI

Miscellaneous

Section 1 **Minor Changes to Documents.** In instances when documents are approved by the Policy Board and signed by the Chair which are subsequently discovered to contain unintended or incorrect information or language, and when, in the opinion of the Chair, the document submitted to accomplish their correction will not alter the intent of the Policy Board in its original approval, the Chair is authorized to sign such a document, provided that the Secretary provides written concurrence with this action and the Policy Board is notified at their next meeting. The Secretary documents, which have been approved by a legislative body (i.e. City Council or the Borough Assembly), must be corrected by amended documents or in accordance with applicable State statutes regarding scriveners errors.

Section 3 **Attendance.** Attendance shall be in person, virtually, or telephonically. If any member, except ex-officio members, has three consecutive unexcused absences, it shall be cause for an alternative representative to be designated from their organization. If for any reason an alternative representative is not designated, the Policy Board shall instruct the Chair of the Policy Board to inform the proper legislative body of the requirements of this section of the by-laws.

The only exception to the above procedures and requirements shall be in cases of illness or conditions beyond the control of the individual member, as judged by the majority of the Policy Board members. Any member seeking an exception should request an item be placed on the agenda. Said judgment or ruling on the condition beyond the control of a member shall be voted on at a regular or special meeting called for this particular purpose.

ARTICLE XII

Amendments

Section 1 In accordance with Article II, Section 5, these rules may be amended, rescinded or supplemented by the Policy Board provided such amendments are presented in writing at a regular meeting or special meeting called for this particular purpose and action taken thereon at a subsequent regular meeting.

These Bylaws, as amended, were passed and approved by a duly constituted quorum of the FAST Planning Policy Board on ~~July 16, 2025~~September 23, 2026.

Grier Hopkins, Chair

ATTEST:

Jackson C. Fox, Secretary

PASSED

Yes:

No:

Absent:

EMPLOYEE PAY

Pay

Employee compensation at the start of FAST Planning employment or internal promotion is determined based on the applicant's prior work experience, credentials, and education; the local job market; the organization's budget; and peripheral management considerations. The Executive Director shall recommend employee compensation for approval by the Policy Board, and the Policy Board shall determine compensation for the Executive Director position.

Cost of Living Adjustment

At the beginning of FAST Planning's fiscal year (October 1), all regular fulltime and part-time employees shall receive a Cost of Living Adjustment (COLA) added to their gross wages based on the U.S. Department of Labor Consumer Price Index for All Urban Consumers (CPI-U) for Anchorage. The COLA shall reflect the average of the CPI-U for the second half of the previous calendar year and first half of the current calendar year. If the CPI-U average is a negative amount, employees' wages will not change. Temporary employees are not eligible for COLA.

Performance Review

The Executive Director of FAST Planning shall implement a formal system by which each employee's job performance is evaluated in accordance with the following schedule:

1. Probationary employees will be evaluated after completing six months of service.
2. After completing the probation period, all employees will be evaluated annually, as calculated from the last date of evaluation.
3. Employees will be evaluated at the time of separation and their rehire status documented.

Each employee will be evaluated by their supervisor, and the Executive Director will be evaluated by the Policy Board. Employees will be furnished their evaluation and allowed to respond to it. The evaluation and any written responses by the employee will be placed in the employee's personnel record.

Merit Increases

The Policy Board will meet near the end of FAST Planning's fiscal year to review its actual-to-proposed budget and to determine compensation for employees, also taking into account such factors as longevity, loyalty, and exceptional performance. The Policy Board may grant a merit increase to an employee of no more than 3% of their gross wages after the COLA has been applied.