



POLICY BOARD

Meeting Minutes

May 20, 2026 • 12:00 – 2:00 P.M.

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

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

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

1. Call to Order

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

2. Introduction of Members and Attendees

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

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

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

3. Approval of the May 20, 2026 Agenda

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

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

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

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

Vote on Motion as Amended. None opposed. Approved.

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

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

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

5. Staff/Working Group/Chair Report

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

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

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

6. Public Comment Period (Non-Action Items)

No public comment.

7. Old Business

a. Chena Riverwalk Stage III Project Alternatives

Review of Newly Developed Project Alternatives for Consideration by Policy Board

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

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

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

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

Public Comment:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Motion: To have the Policy Board Chair contact the Governor's Office and impress upon them the importance of approving the new Boundary and then authorize Mr. Fox to write a letter from the Policy Board urging signature by the Governor. (Crass/Terch).

Discussion:

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

Mayor Hopkins: I can understand that.

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

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

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

Vote on Motion: Five in favor. (Crass, Hopkins, O'Neill, Terch, Tidwell). Two abstentions (Czarnecki/Little). Approved.

8. New Business

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

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

Mr. Fox explained the changes made in TIP Administrative Modification #8.

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

Public Comment:

No public comment.

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

Discussion:

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

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

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

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

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

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

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

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

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

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

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

Vote on Motion: None opposed. Approved.

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

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

Airport Way Connected Corridor (Action Item)

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

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

Public Comment:

No public comment.

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

Discussion:

No discussion.

Vote on Motion: None opposed. Approved.

College Road Three-Lane Configuration (Action Item)

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

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

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

Public Comment:

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

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

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

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

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

Discussion:

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

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

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

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

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

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

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

Vote on Motion: None opposed. Approved.

Badger Road Roundabout (Action Item)

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

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

Public Comment:

No public comment.

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

Discussion:

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

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

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

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

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

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

Vote on Motion: None opposed. Approved.

Discussion continued:

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

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

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

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

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

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

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

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

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

Public Comment:

No public comment.

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

Discussion:

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

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

9. Informational Items

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

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

b. FFY2026 Obligations and Offsets

10. Other Issues

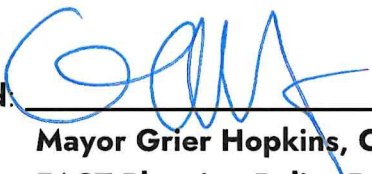
No other issues.

11. Policy Board Member Comments

No comments.

12. Adjournment

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

Approved:  Date: 6/17/26
Mayor Grier Hopkins, Chair
FAST Planning Policy Board