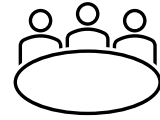




**FAIRBANKS CITY COUNCIL
REGULAR WORK SESSION AGENDA**

TUESDAY, JULY 7, 2026 AT 8 A.M.

MEETING WILL BE HELD VIA [ZOOM WEBINAR](#)
AND AT FAIRBANKS CITY COUNCIL CHAMBERS
800 CUSHMAN STREET, FAIRBANKS, ALASKA



-
1. Roll Call
 2. Resolution Authorizing Payment to Alaska Public Risk Alliance (APRA) for Municipal Insurance Coverage. (Including presentation from Hale & Associates) [O’Neill, not introduced]
 3. Ordinance No. 6351 – Amending the 2026 Operating and Capital Budgets for the Second Time. [advanced to July 13]
 4. Ordinance No. 6352 – Amending Fairbanks General Code Chapter 66 to Establish a Garbage Collection Discount for Residents Who Receive Federal Supplemental Security Income (SSI) and Amending the City Schedule of Fees and Charges for Services. [advanced to July 13]
 5. Resolution in Support of the State of Alaska Department of Environmental Conservation’s (DEC) Proposal to Divide the Fairbanks North Star Borough PM_{2.5} Nonattainment Area Into Two Zones: Fairbanks–Goldstream Valley and North Pole. [Cleworth, not introduced]
 6. Resolution Approving the City of Fairbanks Police Department to Be the Fiduciary for the High Intensity Drug Trafficking Areas (HIDTA) Program for the Fairbanks Region. [O’Neill, not introduced]
 7. Resolution Authorizing the City of Fairbanks to Apply for Funds from the Federal Emergency Management Agency (FEMA) for the FY2026 Emergency Operations Center Grant Program (EOC) [O’Neill, not introduced]
 8. Discussion on FAST Planning’s Draft FFY2027-2028 Unified Planning Work Program (UPWP)
 9. Discussion on Business Signs in the Right-of-Way
 10. Review of City Business License Code
 11. Review of Blight Ordinance
 12. Discussion on Cabin Lease
 13. Consideration of Regular Work Session Start Time
 14. Finance Committee Report
 15. Mayor and Councilmember Comments
 16. Next Regular Work Session – Tuesday, July 21, 2026, 8:00 a.m.
 17. Adjournment

RESOLUTION NO. ____

A RESOLUTION AUTHORIZING PAYMENT TO ALASKA PUBLIC RISK ALLIANCE (APRA) FOR MUNICIPAL INSURANCE COVERAGE

WHEREAS, Resolution No. 5173 approved the City's General Liability, Workers' Compensation, Auto Liability, Property, Public Officials Liability, Mobile Equipment, Police Professional Liability, and Cyber Liability policies to be provided under a Participant Membership Agreement with the Alaska Public Risk Alliance (APRA); and

WHEREAS, the City's Broker of Record, Hale & Associates, has received and reviewed APRA's proposal for the period July 1, 2026, to June 30, 2027, in the amount of \$1,937,560; and

WHEREAS, the administration has met with David Hale of Hale & Associates, has reviewed APRA's proposal and the service provided by APRA, and concurs with the recommendation by Hale & Associates to accept the proposal.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Fairbanks, that:

Section 1. The Council approves the proposal and authorizes the Mayor to execute all necessary documents to secure coverage with APRA under the terms of the proposal.

Section 2. The effective date for this resolution is six days after approval.

Mindy O'Neall, City Mayor

AYES:
NAYS:
ABSENT:
APPROVED:

ATTEST:

APPROVED AS TO FORM:

D. Danyielle Snider, MMC, City Clerk

Thomas A. Chard II, City Attorney

CITY OF FAIRBANKS
FISCAL NOTE

I. REQUEST:

Ordinance or Resolution No: _____

Abbreviated Title: RESOLUTION AUTHORIZING PAYMENT TO APRA FOR INSURANCE

Department(s): ALL

Does the adoption of this ordinance or resolution authorize:

- 1) additional costs beyond the current adopted budget? Yes _____ No x
- 2) additional support or maintenance costs? Yes _____ No x
 If yes, what is the estimate? see below
- 3) additional positions beyond the current adopted budget? Yes _____ No x
 If yes, how many positions? _____
 If yes, type of positions? _____

II. FINANCIAL DETAIL:

EXPENDITURES:	COST
CITY OF FAIRBANKS INSURANCE	\$1,937,560
TOTAL	\$1,937,560

FUNDING SOURCE:	TOTAL
RISK FUND	\$1,937,560
TOTAL	\$1,937,560

City of Fairbanks insurance includes General Liability & Public Officials, Workers' Compensation, Auto Liability, Rental Auto Physical Damage, Property/Boiler & Machinery, Mobile Equipment, Police Professional Liability, and Cyber Policy.

Prepared by Finance Department: Initial mb Date 6/24/2026

City of Fairbanks

BROKERAGE SERVICES PROPOSAL

Effective

From: 07/01/2026 To: 07/01/2027

Presented by:

David R. Hale, Market Leader
&
JoAnna Lewis, Client Executive III



100 Cushman Street, Suite 200
Fairbanks, AK 99701

Phone: 456-6671
Fax: 452-5214

Hale & Associates is committed to not only meeting your unique business demands, but to exceeding your expectations as a first-class insurance broker and risk management partner. We know you value:

- a personal relationship with an increased access to your account team
- state-of-the-art market knowledge and expertise
- enhanced claims advocacy
- quicker, more streamlined processes (e.g., claims filing, certificate issuance)

The following is your Service Team:

Hale & Associates a Trucordia Partner

Phone: (907) 456-6671

Fax: (907) 452-5214

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Market Leader

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Producer III

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Shana Pilkinton

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Nancy Harcourt

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Arianna Marquis

Client Manager II

arianna.marquis@trucordia.com

CITY OF FAIRBANKS
APRA Premium Summary
\$100,000 Liability Deductible Option

	<u>07/01/2026-27</u>	<u>07/01/2025-26</u>	<u>Change</u>
General Liability & Public Officials	\$477,653	\$386,739	\$90,914
Workers' Compensation	\$890,426	\$1,035,752	(\$145,326)
Auto Liability	\$155,465	\$151,781	\$3,684
Rental Auto Physical Damage	Included	Included	\$0
Property/Boiler & Machinery	\$225,513	\$199,006	\$26,507
Mobile Equipment	\$22,013	\$20,966	\$1,047
Police Professional Liability	\$187,850	\$187,034	\$816
Total:	<i>\$1,958,920</i>	<i>\$1,981,278</i>	<i>(\$22,358)</i>
Broker Credit:	<i>(\$50,000)</i>	<i>(\$50,000)</i>	\$0
APRA Total:	<i>\$1,908,920</i>	<i>\$1,931,278</i>	<i>(\$22,358)</i>
Separate Cyber Policy	\$28,640	\$26,155	\$2,485
Grand Total:	\$1,937,560	\$1,957,433	<i>(\$19,873)</i>

General Liability Deductible: \$100,000 * Liquor Liability Excluded
Auto Liability Deductible: \$100,000
Property Deductible: \$250,000
Police Professional Liability Deductible: \$100,000
Cyber Liability Deductible: \$10,000

Total Reported Payroll*	\$21,090,650	\$18,880,227
Police Payroll*	\$4,517,930	\$4,258,520
Experience Modifier	1.29	1.40
Vehicles	194	194
Property Values	\$180,806,429	\$143,804,513
Mobile Equipment	\$8,041,715	\$7,667,694

***Subject to Audit**
Payment Due: July 10, 2026

To members of the Alaska Public Risk Alliance (APRA):

Attached is the summary of the contributions required for your Policy Year 2026-2027 coverage. Contributions reflect current exposures, coverage selections, and APRA's overall loss experience. Compared to recent years, many members will see smaller changes, and some may see decreases, depending on their individual exposures and loss history.

Members that have increased exposures—such as adding vehicles or property, increasing payroll, or experiencing higher building replacement costs—may see larger contribution changes than members whose exposures remain stable.

Property values and coverage

You may have noticed that the property values on the schedules we sent in March increased from what is listed on your current policy. The APRA property policy provides coverage for the full replacement cost of a destroyed building. This is a significant benefit, but it requires accurate valuations so covered buildings are insured to full replacement cost.

To meet this standard, APRA contracted with a third-party estimator to develop professional replacement-cost valuations for all of our members' larger properties over a four-year period. Some properties were completed in 2025; the remaining valuations will be completed from 2026 through 2028. To promote consistency among members while valuations are in progress, we are also adjusting values for some buildings that have not yet been professionally valued, taking location and use factors into account, to move them in the direction of what we believe to be an appropriate valuation.

We recognize that increased values translate to increased cost. Municipal members who do not want to insure a building for its full replacement cost may elect to list the building on an "Agreed Amount Endorsement," which limits coverage to a stated amount. This option is less expensive than full replacement cost coverage, but it also means greater risk to the member should that building be destroyed.

School district buildings subject to AS 14.03.150 are required by law to be insured for their full replacement cost and not allowed to be insured for an "Agreed Amount". For these buildings only, if their indicated increase is more than 10%, we will allow those values to be phased in over a three-year period. If you wish to have this option for any of the buildings on your schedule, please let us know.

Buildings listed on the Agreed Amount Endorsement are marked as such on the Property Coverage Summary attached to this document. If you would like a marked building covered for full replacement cost, or if you would like to limit another building to an agreed amount, please let us know.

Loss Control Incentives

APRA offers a loss control incentive program to encourage members to participate in activities designed to reduce losses. Details for the 2026-2027 policy year program will be shared with members as they are finalized.

Factors Influencing Contributions

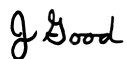
The contributions quoted here for liability and workers' compensation are based on estimates of what you will pay your employees next year. The final numbers may differ from these estimates. After the year ends (in the summer of 2027), we will request your actual payroll amounts, and the liability and workers' compensation contributions will be adjusted accordingly.

The contributions shown also include a factor that reflects each member's historical loss experience. Members with few or no losses receive a small credit, while members with higher losses pay higher contributions. This approach helps promote fairness among members and rewards loss prevention. When members avoid or reduce losses, costs are lower for everyone in the pool, and we are here to help you achieve that.

Members working with a broker receive a broker credit equal to 5% of their contribution amount, up to a maximum of \$50,000. If you are working with a broker, you will see this credit at the bottom of your contribution summary.

If you have questions about the quoted contributions or need additional explanation, please contact your broker (if applicable) or the APRA underwriter you have been working with. If you are not sure which underwriter to contact, call APRA at 907-560-2010 and we will connect you with the right person. You are also welcome to call me with questions about your coverage or contribution.

We value the opportunity to serve our members and appreciate your partnership in managing risk across Alaska's public entities. We will continue to share information about APRA's services, coverage, and operations throughout the year, and we welcome your questions and suggestions.



Jeff Good
Executive Director, APRA
(907) 560-2034

APRA
\$100,000 Liability Deductible



APRA Alaska Public Risk Alliance
Program Contribution Summary

City of Fairbanks

AcctID# 075C

Policy Year: July 1, 2026 - July 1, 2027

Quote #3--\$100,000 Liability Deductible

Broker: David Hale

Broker Firm: Hale & Associates

Property & Mobile Equipment

	Aggregate Limit of Insurance	Deductible	Total Stated Value	Net Contribution
PROPERTY - ALL RISK				
Buildings, Contents, Docks, Other	\$250,000,000	As Scheduled	\$180,806,429	\$225,513.37
Fine Arts				None Scheduled
Mobile Equipment	\$10,000,000	As Scheduled	\$8,041,715	\$22,012.79
EARTHQUAKE & FLOOD COVERAGE	\$150,000,000	As Scheduled		Included
EQUIPMENT BREAKDOWN COVERAGE	\$250,000,000	As Scheduled		Included
TERRORISM COVERAGE	\$250,000,000	\$25,000		Included
			\$188,848,144	
				Net Property Contribution: \$247,526.16
				Property Broker Commission: \$0.00
				Total Property Contribution: \$247,526.16

Liability

	Limit of Insurance	Deductible	Estimated Payroll/ Receipts	Net Contribution
LIABILITY				
Comprehensive General Liability	\$15,500,000 *	\$100,000	\$21,090,650	\$477,652.60
Liquor Liability	No Coverage	No Coverage	No Coverage	No Coverage
Law Enforcement Liability	\$15,500,000	\$100,000	\$4,517,930	\$187,850.33
VOLUNTEER MEDICAL COVERAGE	50,000	\$250		Included
				Net Liability Contribution: \$665,502.93
				Liability Broker Commission: \$0.00
				Total Liability Contribution: \$665,502.93

Vehicle Coverage

	Limit of Insurance	Deductible	Vehicle Counts/Insured Values	Net Contribution
Vehicle Liability	\$15,500,000	\$100,000	194	\$49,138.50
Physical Damage	As Scheduled	As Scheduled	\$14,915,872	\$106,326.99
UM/UIB Bodily Injury	\$1,000,000	\$0		Included
UM/UIB Physical Damage	\$25,000	\$1,000		Included
Non-Owned Vehicle Liability	\$15,500,000	\$100,000		Included
Non-Owned Vehicle Physical Damage	\$75,000	\$2,500		Included
				Net Vehicle Contribution: \$155,465.49
				Vehicle Broker Commission: \$0.00
				Total Vehicle Contribution: \$155,465.49



APRA Alaska Public Risk Alliance
Program Contribution Summary

City of Fairbanks

AcctID# 075C

Policy Year: July 1, 2026 - July 1, 2027

Quote #3--\$100,000 Liability Deductible

Broker: David Hale

Broker Firm: Hale & Associates

Workers' Compensation

	Limit of Insurance	Deductible	Estimated AK Payroll	Net Contribution
WORKERS' COMPENSATION	Statutory	\$0	\$21,090,650	\$890,425.60
EMPLOYER'S LIABILITY	\$3,000,000	\$0		Included
				Net WC Contribution: \$890,425.60
				WC Commission: \$0.00
				Total WC Contribution: \$890,425.60

Specialty Coverages **

	Limit of Insurance	Deductible	Net Contribution
PUBLIC ENTITY CRIME COVERAGE	\$1,000,000	\$25,000	Included
POLLUTION COVERAGE	\$2,000,000	\$250,000	Included
CYBER COVERAGE (Aggregate limit)	\$10,000,000	\$100,000***	Included

Total Net Contribution	\$1,958,920.18
Total Broker Commission	\$0.00
Total Gross Contribution Before Broker Credit	\$1,958,920.18
Broker Credit	-\$50,000.00
Total Contribution	\$1,908,920.18

* Sublimits for Sexual Abuse and Molestation Coverage: \$1,000,000 per victim / \$5,000,000 aggregate per perpetrator

** Details of the sublimits by coverage type for the Specialty Coverages will be provided separately

***Estimated amount. The cyber deductible is based on the member's annual payroll reported to APRA as of the date of loss



APRA Alaska Public Risk Alliance
Property Contribution Summary

City of Fairbanks

AcctID# 075C

Policy Year: July 1, 2026 - July 1, 2027

Quote #3--\$100,000 Liability Deductible

Broker: David Hale

Broker Firm: Hale & Associates

APRA Building ID#	Description	Location	City	SqFt	Building and Other Structures Value	Contents & EDP Value	Total Replacement Value	Deductible*	Covg Limited To Agreed Amount		Net Contribution
									Bldg/Structure	Contents	
075C-001	Atco	2121 Peger Rd	Fairbanks	14,640	5,773,479	0	5,773,479	250,000	N	Y	\$6,925.38
075C-002	City Offices	800 Cushman St.	Fairbanks	65,000	53,257,849	0	53,257,849	250,000	N	Y	\$70,674.30
075C-005	Fire Station #2	1710 30th Ave	Fairbanks	1,680	922,543	0	922,543	250,000	N	Y	\$730.74
075C-006	Fire Station #3	1033 Aurora Dr	Fairbanks	7,962	4,372,195	0	4,372,195	250,000	N	Y	\$5,044.12
075C-007	Fire Station Headquarters	1101 Cushman St	Fairbanks	24,283	24,709,975	0	24,709,975	250,000	N	Y	\$29,436.76
075C-008	Fire Training Center	1710 30th Ave	Fairbanks	3,600	1,976,878	0	1,976,878	250,000	N	Y	\$1,828.35
075C-010	Parking Garage	201 Lacey St	Fairbanks	140,000	28,287,212	0	28,287,212	250,000	N	Y	\$33,435.56
075C-011	Police Station	911 Cushman St.	Fairbanks	21,000	20,800,640	0	20,800,640	250,000	N	Y	\$27,099.71
075C-012	Public Works	2121 Peger Rd	Fairbanks	44,400	20,923,269	0	20,923,269	250,000	N	Y	\$27,264.34
075C-014	Blanket Contents & EDP (Located at City Offices and Police Station)	800 Cushman	Fairbanks	0	0	1,043,949	1,043,949	250,000	Y	N	\$826.90
075C-015	Warm Storage Facility	2121 Peger Rd	Fairbanks	17,952	4,195,567	0	4,195,567	250,000	N	Y	\$4,374.37
075C-016	Log Building	550 1st Avenue	Fairbanks	4,980	2,796,381	0	2,796,381	250,000	N	Y	\$2,928.55
075C-017	Heavy Equipment at Public Works Building	2121 Peger Rd	Fairbanks	0	0	11,746,492	11,746,492	250,000	Y	N	\$14,944.29



Alaska Public Risk Alliance
Property Contribution Summary

City of Fairbanks

AcctID# 075C

Policy Year: July 1, 2026 - July 1, 2027

Quote #3--\$100,000 Liability Deductible

Broker: David Hale
 Broker Firm: Hale & Associates

APRA Building ID#	Description	Location	City	SqFt	Building and Other Structures Value	Contents & EDP Value	Total Replacement Value	Deductible*	Covg Limited To Agreed Amount		Net Contribution
									Bldg/Structure	Contents	
Building Count: 13					168,015,988	12,790,441	180,806,429				\$225,513.37

** Deductible applies to all coverages except equipment breakdown. Equipment breakdown carries a \$25,000 deductible, except power generating equipment, which carries a \$50,000 deductible.
 Locations with individual generating equipment over 2,000 kW / 2 MW are subject to a \$250,000 deductible.
 Locations with individual generating equipment over 5,000 kW / 5 MW are subject to a \$500,000 deductible.*

ORDINANCE NO. 6351

**AN ORDINANCE AMENDING THE 2026 OPERATING
AND CAPITAL BUDGETS FOR THE SECOND TIME**

WHEREAS, this ordinance incorporates the changes outlined on the attached fiscal note to amend the 2026 operating and capital budget.

NOW, THEREFORE, BE IT ENACTED BY THE CITY COUNCIL OF THE CITY OF FAIRBANKS, ALASKA, as follows [amendments shown in **bold** font; deleted text in ~~striketrough~~ font]:

SECTION 1. There is hereby appropriated to the 2026 General Fund and Capital Fund budgets the following sources of revenue and expenditures in the amounts indicated to the departments named for the purpose of conducting the business of the City of Fairbanks, Alaska, for the fiscal year commencing on January 1, 2026 and ending December 31, 2026 (see pages 2 and 3):

GENERAL FUND

<u>REVENUE</u>	APPROVED APPROPRIATION	INCREASE (DECREASE)	PROPOSED APPROPRIATION
Taxes (all sources)	\$ 29,686,055	\$ -	\$ 29,686,055
Charges for Services	6,895,700	-	6,895,700
Intergovernmental Revenues	3,612,630	490,000	4,102,630
Licenses and Permits	2,313,060	-	2,313,060
Fines and Forfeitures	526,500	-	526,500
Interest and Penalties	1,625,000	-	1,625,000
Rental and Lease Income	143,659	-	143,659
Other Revenues	250,000	-	250,000
Total revenue appropriation	<u>\$ 45,052,604</u>	<u>\$ 490,000</u>	<u>\$ 45,542,604</u>
 <u>EXPENDITURES</u>			
Mayor Department	\$ 1,035,400	\$ -	\$ 1,035,400
Legal Department	271,210	-	271,210
Office of the City Clerk	655,630	-	655,630
Finance Department	1,049,700	-	1,049,700
Information Technology	3,389,645	171,700	3,561,345
General Account	7,202,624	202,000	7,404,624
Police Department	8,971,389	-	8,971,389
Communications Center	3,597,570	-	3,597,570
Fire Department	11,292,170	600,000	11,892,170
Public Works Department	10,902,565	200,000	11,102,565
Engineering Department	1,210,930	-	1,210,930
Building Department	834,470	-	834,470
Total expenditure appropriation	<u>\$ 50,413,303</u>	<u>\$ 1,173,700</u>	<u>\$ 51,587,003</u>
 <u>OTHER FINANCING SOURCES (USES)</u>			
Transfer from Permanent Fund	\$ 5,967,514	\$ -	\$ 5,967,514
Transfer to Capital/Risk Fund	(663,508)	-	(663,508)
Transfer to Capital Fund (Council)	(1,067,873)	-	(1,067,873)
Sale of capital assets	250,000	-	250,000
Total other financing appropriation	<u>\$ 4,486,133</u>	<u>\$ -</u>	<u>\$ 4,486,133</u>
2025 estimated unassigned fund balance	\$ 13,352,665	\$ -	\$ 13,352,665
Prior year encumbrances	(514,393)	-	(514,393)
Transfers to other funds	(1,067,873)	-	(1,067,873)
Other changes to the budget	707,700	(683,700)	24,000
2026 estimated unassigned fund balance	<u>\$ 12,478,099</u>	<u>\$ (683,700)</u>	<u>\$ 11,794,399</u>

Minimum unassigned fund balance requirement is 20% of budgeted annual expenditures but not less than \$10,000,000. 20% of budgeted annual expenditures is \$ 10,317,401

CAPITAL FUND

REVENUE	APPROVED APPROPRIATION	INCREASE (DECREASE)	PROPOSED APPROPRIATION
Property Repair & Replacement	\$ 150,000	\$ -	\$ 150,000
Public Works	300,000	-	300,000
IT	75,000	-	75,000
Police	300,000	-	300,000
Communications Center	140,000	-	140,000
Fire	250,000	-	250,000
Building	10,000	-	10,000
Total revenue appropriation	\$ 1,225,000	\$ -	\$ 1,225,000
EXPENDITURES			
Property Repair & Replacement	\$ 7,023,335	\$ 1,285,000	\$ 8,308,335
Public Works Department	1,239,497	48,000	1,287,497
Garbage Equipment Reserve	180,000	-	180,000
IT Department	146,311	-	146,311
Police Department	351,317	-	351,317
Communications Center	1,596,960	-	1,596,960
Fire Department	1,598,892	370,000	1,968,892
Engineering Department	23,000	-	23,000
Road Maintenance	1,992,725	265,450	2,258,175
Building Department	32,820	-	32,820
Total expenditure appropriation	\$ 14,184,857	\$ 1,968,450	\$ 16,153,307
OTHER FINANCING SOURCES (USES)			
Transfer from Permanent Fund	\$ 745,939	\$ -	\$ 745,939
Transfer from General Fund	1,067,873	-	1,067,873
Transfer from General Fund - Ambulance	150,000	-	150,000
Transfer from General Fund - Garbage	295,200	-	295,200
Total other financing appropriation	\$ 2,259,012	\$ -	\$ 2,259,012
2025 estimated fund balance	\$ 20,587,223	\$ -	\$ 20,587,223
Prior year encumbrances	(2,414,348)	-	(2,414,348)
Prior year reappropriations	(4,305,208)	-	(4,305,208)
Transfers from other funds	1,078,424	-	1,078,424
Other changes to the budget	(5,059,713)	(1,968,450)	(7,028,163)
2026 estimated fund balance	\$ 9,886,378	\$ (1,968,450)	\$ 7,917,928

Estimated uncommitted capital fund balance for projects
\$ 4,261,902

SECTION 2. All appropriations made by this ordinance lapse at the end of the fiscal year to the extent they have not been expended or contractually committed to the departments named for the purpose of conducting the business of said departments of the City of Fairbanks, Alaska, for the fiscal year commencing on January 1, 2026 and ending December 31, 2026.

SECTION 3. The effective date of this ordinance is six days after adoption.

Mindy L. O’Neill, City Mayor

AYES:
NAYS:
ABSENT:
ADOPTED:

ATTEST:

APPROVED AS TO FORM:

D. Danyielle Snider, MMC, City Clerk

Thomas A. Chard II, City Attorney

FISCAL NOTE
ORDINANCE NO. 6351
AMENDING THE 2026 OPERATING AND CAPITAL BUDGETS
FOR THE SECOND TIME

GENERAL FUND
\$490,000 Increase in Revenue
\$1,173,700 Increase in Expenditures

Revenue

1. Intergovernmental Revenues
 - \$490,000 increase to State of Alaska municipal assistance for the community assistance program

Expenditures

2. Clerks Department
 - Council travel includes cost for attending Alaska Municipal League (AML) and legislative conferences and meetings.
3. Information Technology
 - \$137,100 increase to outside contracts for security maintenance agreement for cost increases
 - \$34,600 increase to computer fiber services for monthly charges for cost increases
4. General Account
 - \$2,000 increase to contingency for the diversity council
 - \$200,000 increase to heating fuel for cost increases
5. Fire Department
 - \$600,000 increase to overtime and benefits
6. Public Works Department
 - \$200,000 increase to temporary salaries and benefits for winter season
7. Engineering Department
 - Change one full-time Engineering II position to one full-time Engineering Assistant position

CAPITAL FUND
\$1,968,450 Increase in Expenditures

Expenditures

1. Property Repair and Replacement
 - \$400,000 increase to city hall steam heat system project (Current Project Total \$5,017,041)
 - \$125,000 increase to city hall upgrades for the bathrooms (Current Project Total \$336,143)
 - \$760,000 increase to polaris building for final project costs
2. Public Works Department
 - \$48,000 increase to replace engine on loader L-11
3. Fire Department
 - \$290,000 increase to remount ambulance A-008, reduces time for replacement from two years to 90 days
 - \$80,000 **uncommitment** of funds for grant matches
4. Road Maintenance
 - \$200,000 **uncommitment** of funds for minnie street match (Committed Balance \$669,487)
 - \$65,450 increase to surface improvement for the lavery transportation center enhancements match
 - **Reallocate** \$505,000 from B Street project (\$340,000) and Juneau Avenue project (\$165,000) for Shannon Drive and Holt Road projects

ORDINANCE NO. 6352

**AN ORDINANCE AMENDING FAIRBANKS GENERAL CODE CHAPTER 66
TO ESTABLISH A GARBAGE COLLECTION DISCOUNT FOR RESIDENTS
WHO RECEIVE FEDERAL SUPPLEMENTAL SECURITY INCOME (SSI)
AND AMENDING THE CITY SCHEDULE OF FEES AND CHARGES FOR SERVICES**

WHEREAS, aside from apartment buildings or complexes which include more than four apartment units and commercial accounts, the property owner of each residence within the city must pay the City's residential rates for solid waste collection per FGC 66-21; and

WHEREAS, the City's residential rates for solid waste collection are established each year and set forth in the City's Schedule of Fees as required under FGC 66-22; and

WHEREAS, FGC 66-23 currently provides that qualified senior citizens can receive a discount on the City's residential rates for solid waste collection; and

WHEREAS, the City's current Schedule of Fees, adopted by Resolution No. 5216 and effective July 1, 2026, provides that the Senior Rate for the City's residential rates for solid waste collection is 75% of the single-family dwelling rate; and

WHEREAS, based on the United States Social Security Administration's SSI Recipients by State and County, 2024, and SSI Monthly Statistics, April 2026, there are approximately 631 individuals currently receiving SSI payments living in the Fairbanks North Star Borough; and

WHEREAS, the City would like to extend the same discount for solid waste collection provided to senior citizens residing in the city to individuals on SSI.

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

SECTION 1. Fairbanks General Code Chapter 66, Article II, is amended as follows [new text in **bold/underlined** font; deleted text in ~~striketrough~~ font]:

...
Sec. 66-23. - Senior citizen rate.

- (a) A qualified senior citizen may apply to the office of the city clerk or the city finance department for the senior citizen rate. The senior citizen rate will be as provided in the city's schedule of fees and charges for services and will become effective the first billing quarter following a qualified filing.

- (b) The term "qualified senior citizen" as used in this section is defined as a person at least 65 years of age or a person at least 60 years of age who is the widow or widower of a person who was receiving the senior citizen rate at the time of their death. The widow or widower must file a new application for the senior citizen rate and must meet the requirements of subsection (c).
- (c) To receive the senior citizen rate under this section, a qualified senior citizen must:
 - (1) Be an owner of record of the property receiving the solid waste service.
 - (2) Occupy the property as a permanent place of abode. If the qualified senior citizen owns multiple properties, only their primary residence will be eligible for the senior rate.
 - (3) File for the senior citizen rate with the city clerk or the city finance department, provide proof of age, and have the application signature notarized. A qualified senior citizen need not file such an application for successive years.
 - (4) Maintain all city accounts in current status. The senior citizen rate will be revoked if a city account(s) is delinquent. The senior citizen rate will be reinstated without requiring a new filing when the account(s) is brought into current status.
 - (5) If living in a residence provided service pursuant to section 66-21(a)(2), all residents must be qualified.
- (d) Annually, the city finance department will audit a minimum of ten percent of the accounts receiving the senior citizen rate to determine eligibility and compliance with this section.
- (e) The qualified senior citizen receiving a senior citizen rate or their designated representative is responsible for notifying the city clerk or finance department of any change in ownership, residency, or permanent place of abode. Any account that is receiving the senior citizen rate for any period during which it is not eligible will be billed for the ineligible period at the regular collection rate and charged interest at the current rate for delinquent accounts.

Sec. 66-24. - Rate for qualified individuals receiving Federal Supplemental Security Income.

- (a) A qualified individual receiving federal Supplemental Security Income (SSI) may apply to the office of the city clerk or the city finance department for a discounted rate. The discounted rate will be as provided in the city's schedule of fees and charges for services and will become effective the first billing quarter following a qualified filing.**
- (b) The term "qualified individual receiving federal Supplemental Security Income" as used in this section is defined as a person who provides**

current proof that they are receiving federal Supplemental Security Income payments.

(c) To receive the discounted rate under this section, a qualified individual must:

(1) Be an owner of record of the property receiving the solid waste service.

(2) Occupy the property as a permanent place of abode. If the qualified individual owns multiple properties, only their primary residence will be eligible for the discounted rate.

(3) File for the discounted rate with the city clerk or the city finance department, provide proof of eligibility, and have the application signature notarized. The qualified individual needs to file such an application each year.

(4) Maintain all city accounts in current status. The discounted rate will be revoked if a city account(s) is delinquent. The discounted rate will be reinstated without requiring a new filing when the account(s) is brought into current status.

(5) If living in a residence provided service pursuant to section 66-21(a)(2), all residents must be qualified.

(d) The discount available in this section for individuals receiving federal supplemental security income payments cannot be combined with the discount for seniors available under FGC 66-23.

(e) The qualified individual, or their designated representative, receiving a discounted rate under this section is responsible for notifying the city clerk or finance department of any change in ownership, residency, or permanent place of abode. Any account that is receiving the discounted rate for any period during which it is not eligible will be billed for the ineligible period at the regular collection rate and charged interest at the current rate for delinquent accounts.

Sec. 66-2425. - Charge for collection of oversized items; other charges.

(a) A customer shall be assessed an additional charge for the collection of any oversized items which cannot be collected during the routine weekly collection, and which require a special trip by the public works department. Oversized item collection can be requested with the public works department, the fee is listed in the schedule of fees.

(b) A customer shall be assessed an additional charge for failing to properly dispose of home medical wastes, hazardous wastes, and ashes, per section 66-42, and for failing to maintain their container or receptacle in a proper

manner per section 66-62(c) after a second notice from the director of public works.

Sec. 66-2526. - Customer service policies.

- (a) Charge for service. It shall be the duty of the chief financial officer to keep accounts of solid waste customer accounts, to enter on such accounts all charges and penalties, and to establish billing dates for such service.
- (b) Billings, due dates, and delinquent dates. The charges for services shall be billed during the first month of the service quarter. The billing shall be due on the last business day of the first month in the quarter of service. Failure of any person to pay the charges by the due date shall cause such charges to become delinquent. Failure to receive mail shall not be recognized as a valid excuse for failure to pay bills when due. A maximum legal rate of interest charge, but no more than 18 percent per annum, shall be added to the delinquent balance as of the first day of the third month in the billing cycle.
- (c) Automatic recurring bank payments. Citizens may enroll in the automated clearing house (ACH) service for payment of quarterly bills from a personal checking or savings account. ACH transactions will be posted to customer accounts on the last day of the billing month. Non-sufficient funds (NSF) will result in a charge on the customer's account.
- (d) Action to collect delinquent accounts. Delinquent accounts are subject to lien filings. All costs incurred by the city to record and release the lien will be applied to the owner's account. The lien will be released when the account is paid in full. Property owners involved in a Fairbanks North Star Borough foreclosure proceedings will retain ownership during the redemption period and responsibility of the charge for services.
- (e) Property owner liable for payment of solid waste service fees. The owner of record of the real estate receiving service shall be chargeable for the service and such fees shall be a lien against the real estate.

...

SECTION 2. As provided herein, a discounted fee for Garbage Collection for Individuals Receiving Supplemental Security Income (SSI) payments, incorporating the same discount currently used in the Senior Rate, 75% of the single-family dwelling rate, is to be added to the City's Schedule of Fees and Charges for Services.

SECTION 3. The effective date of this ordinance is six days after adoption.

Mindy O’Neill, City Mayor

AYES:
NAYS:
ABSENT:
ADOPTED:

ATTEST:

APPROVED AS TO FORM:

D. Danyielle Snider, MMC, City Clerk

Thomas A. Chard II, City Attorney

CITY OF FAIRBANKS
FISCAL NOTE

I. REQUEST:

Ordinance or Resolution No: 6352

Abbreviated Title: ORDINANCE GARBAGE COLLECTION DISCOUNTS FOR SSI RECIPIENTS

Department(s): GENERAL

Does the adoption of this ordinance or resolution authorize:

1) additional costs beyond the current adopted budget? Yes _____ No x

2) additional support or maintenance costs? Yes _____ No x

If yes, what is the estimate? see below

3) additional positions beyond the current adopted budget? Yes _____ No x

If yes, how many positions? _____

If yes, type of positions? _____ (F - Full Time, P - Part Time, T - Temporary)

II. FINANCIAL DETAIL:

EXPENDITURES:	ANNUAL
TOTAL	\$ -

FUNDING SOURCE:	ANNUAL
GENERAL FUND (GARBAGE COLLECTION)	\$ (63,100)
TOTAL	\$ (63,100)

This fiscal note reflects the maximum amount of discount based on the number of Social Security Income recipients (ages 18-64) in the Fairbanks North Star Borough. The discount would be \$25.00 per quarter.

Prepared by Finance Department: Initial mb Date 6/12/2026

RESOLUTION NO. _____

A RESOLUTION IN SUPPORT OF THE STATE OF ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION'S (DEC) PROPOSAL TO DIVIDE THE FAIRBANKS NORTH STAR BOROUGH PM2.5 NONATTAINMENT AREA INTO TWO ZONES: FAIRBANKS–GOLDSTREAM VALLEY AND NORTH POLE

WHEREAS, the Alaska Department of Environmental Conservation (DEC) has proposed to divide the existing Fairbanks North Star Borough (FNSB) 24-hour PM2.5 nonattainment area into two distinct Air Quality Control Zones (AQCZs): the Fairbanks–Goldstream Valley AQCZ, encompassing the City of Fairbanks, Goldstream Valley, and surrounding communities currently meeting attainment standards, and the North Pole AQCZ, encompassing the City of North Pole and adjacent neighborhoods where winter PM2.5 levels continue to exceed federal standards (see Attachment A); and

WHEREAS, DEC's proposal supersedes the agency's prior November 20, 2015 request to the U.S. Environmental Protection Agency (EPA), which DEC asked EPA to hold in abeyance on June 1, 2018; and

WHEREAS, DEC has clarified that no final decision has been made and that public comment is expected in the summer of 2026, with specific dates yet to be determined; and

WHEREAS, the Fairbanks and North Pole areas are currently regulated under the same air quality control measures despite experiencing substantially different pollution patterns and severity, and separating the areas would allow each community to pursue solutions tailored to its actual air quality challenges.

NOW, THEREFORE BE IT RESOLVED that the City of Fairbanks expresses its support for the State of Alaska DEC's proposal to divide the FNSB PM2.5 nonattainment area into the Fairbanks–Goldstream Valley and North Pole Air Quality Control Zones.

BE IT FURTHER RESOLVED that the City Clerk is directed to send a copy of this resolution to Alaska DEC Commissioner Randy Bates, Division of Air Quality Director Jason Olds, Fairbanks North Star Borough (FNSB) Mayor Grier Hopkins, City of North Pole Mayor Larry Terch, and the FAST Planning Policy Board.

BE IT FURTHER RESOLVED that the effective date of this resolution is six days after adoption.

Mindy O'Neall, Mayor

AYES:
NAYS:
ABSENT:
ADOPTED:

ATTEST:

APPROVED AS TO FORM:

D. Danyielle Snider, MMC, City Clerk

Thomas A. Chard II, City Attorney

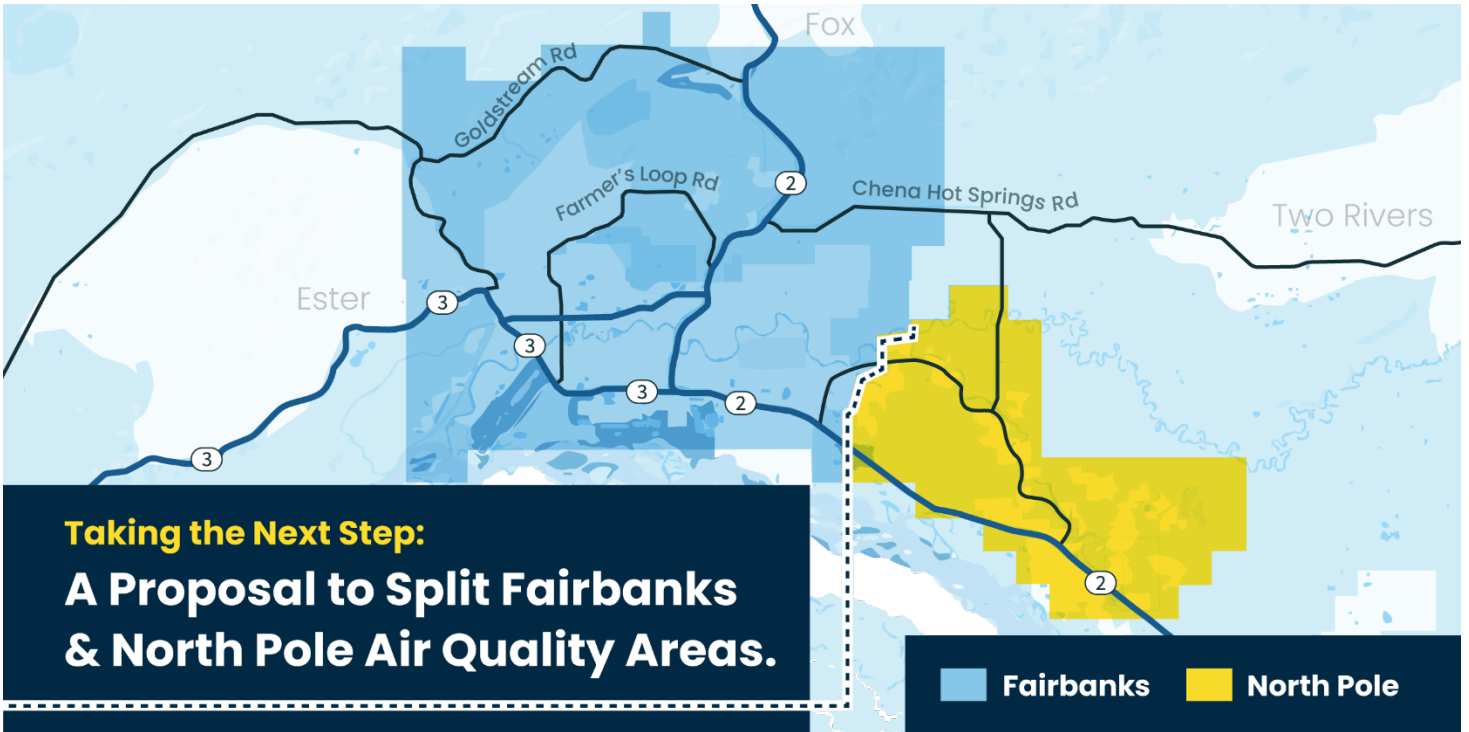


Illustration taken from the Department of Environmental Conservation website at <https://dec.alaska.gov/air/anpms/communities/fbks-pm2-5-nonattainment-area-split-faq/>.

RESOLUTION NO. _____

A RESOLUTION APPROVING THE CITY OF FAIRBANKS POLICE DEPARTMENT TO BE THE FIDUCIARY FOR THE HIGH INTENSITY DRUG TRAFFICKING AREAS (HIDTA) PROGRAM FOR THE FAIRBANKS REGION

WHEREAS, the High Intensity Drug Trafficking Areas Program (HIDTA) is established in the Office of National Drug Control Policy (ONDCP) to provide funding resources to joint initiatives of Federal, state, local, and tribal agencies designated to carry out activities that address drug threats; and

WHEREAS, the City of Fairbanks Police Department participates in the HIDTA program and would like to be the fiduciary for the Fairbanks region to expedite spending to mitigate drug threats in the Fairbanks area; and

WHEREAS, the Fairbanks region also includes the City of North Pole Police Department; and

WHEREAS, the City of Fairbanks will receive federal funds for HIDTA activities for overtime (\$100,000), travel (\$30,000), services (\$20,000), and supplies (\$35,000).

NOW THEREFORE BE IT RESOLVED by the City Council of the City of Fairbanks, that the Mayor is hereby authorized to execute all documents to participate in the HIDTA Program for the Fairbanks region.

Mindy L. O'Neall, City Mayor

YEAS:
NAYS:
ABSENT:
APPROVED:

ATTEST:

APPROVED AS TO FORM:

D. Danyielle Snider, MMC, City Clerk

Thomas A. Chard II, City Attorney

CITY OF FAIRBANKS
FISCAL NOTE

I. REQUEST:

Ordinance or Resolution No: _____

Abbreviated Title: RESOLUTION APPROVING HIDTA FIDUCIARY FOR FAIRBANKS AREA

Department(s): POLICE

Does the adoption of this ordinance or resolution authorize:

1) additional costs beyond the current adopted budget? Yes _____ No x

2) additional support or maintenance costs? Yes _____ No x

If yes, what is the estimate? see below

3) additional positions beyond the current adopted budget? Yes _____ No x

If yes, how many positions? _____

If yes, type of positions? _____ (F - Full Time, P - Part Time, T - Temporary)

II. FINANCIAL DETAIL:

PROJECTS:	ANNUAL
OVERTIME	\$100,000
TRAVEL	\$30,000
SERVICES	\$20,000
SUPPLIES	\$35,000
TOTAL	\$185,000

FUNDING SOURCE:	TOTAL
GRANT FUND [FEDERAL]	\$185,000
TOTAL	\$185,000

The City of Fairbanks Police Department will be the fiduciary for the Fairbanks region and will receive reimbursements for program costs in the Fairbanks region to mitigate drug threats in the area.

Prepared by Finance Department: Initial mb Date 6/22/2026

Introduced by: Mayor O'Neall
Date: July 13, 2026

RESOLUTION NO. ____

A RESOLUTION AUTHORIZING THE CITY OF FAIRBANKS TO APPLY FOR FUNDS FROM THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FOR THE FY2026 EMERGENCY OPERATIONS CENTER GRANT PROGRAM (EOC)

WHEREAS, the City of Fairbanks has been notified by the Federal Emergency Management Agency (FEMA) that the City is eligible to apply for the Emergency Operations Center Grant (EOC) Program to enhance operations and safety; and

WHEREAS, the Fairbanks Fire Department, along with the Information Technology Department, plan to use the funds for cybersecurity planning (\$50,000), and information technology equipment (\$270,000); and

WHEREAS, the City of Fairbanks plans to request \$320,000, and a 25% match is required; and

WHEREAS, the City of Fairbanks is providing a match in the amount of \$67,500, from the Capital Fund (IT), and \$12,500 from the General Fund (IT).

NOW, THEREFORE, BE IT RESOLVED by the City Council that the Mayor or their designee is authorized to execute any and all documents required for requesting funds on behalf of the City for this grant.

PASSED and APPROVED this 13th Day of July 2026.

Mindy O'Neall, City Mayor

AYES:
NAYS:
ABSENT:
APPROVED:

ATTEST:

APPROVED AS TO FORM:

D. Danyielle Snider, MMC, City Clerk

Thomas A. Chard II, City Attorney

CITY OF FAIRBANKS
FISCAL NOTE

I. REQUEST:

Ordinance or Resolution No: _____

Abbreviated Title: FY2026 Emergency Operations Center Grant (EOC)

Department(s): IT

Does the adoption of this ordinance or resolution authorize:

- 1) additional costs beyond the current adopted budget? Yes _____ No X
- 2) additional support or maintenance costs? Yes _____ No X
- If yes, what is the estimate? see below
- 3) additional positions beyond the current adopted budget? Yes _____ No X
- If yes, how many positions? _____
- If yes, type of positions? _____ (F - Full Time, P - Part Time, T - Temporary)

II. FINANCIAL DETAIL:

PROJECTS:	Planning	Equipment	Personnel	Total
Cybersecurity planning	\$50,000			\$50,000
Information Technology equipment		\$270,000		\$270,000
				\$0
				\$0
				\$0
TOTAL	\$50,000	\$270,000	\$0	\$320,000

FUNDING SOURCE:	Planning	Equipment	Personnel	Total
Grant Fund (Federal)	\$37,500	\$202,500		\$240,000
Capital Fund (IT)		\$67,500		\$67,500
General Fund (IT)	\$12,500			\$12,500
TOTAL	\$50,000	\$270,000	\$0	\$320,000

The operations and maintenance costs associated with the equipment will be incorporated in the annual general fund budget.

Reviewed by Finance Department:

Initial jp

Date 7/2/2026



DRAFT

FFY27-28 Unified Planning Work Program (UPWP)

MAY 2026



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INTRODUCTION

PURPOSE OF THE UPWP

The Unified Planning Work Program (UPWP) for the Fairbanks Metropolitan Planning Organization (MPO), known as Fairbanks Area Surface Transportation (FAST) Planning, documents the MPO's transportation planning activities. The purpose of the UPWP is to ensure that a continuing, cooperative and comprehensive (3C) approach to planning for transportation needs is maintained and properly coordinated between the MPO, Alaska Department of Transportation & Public Facilities (DOT&PF), Fairbanks North Star Borough (FNSB), and other jurisdictions.

The UPWP is a planning document that identifies and describes the MPO's budget, planning activities, studies, and technical support expected to be undertaken in a two-year period [23 CFR 450.104]. It also lists the funding sources, timelines, and deadlines for each task and specifies whether the tasks will be conducted by MPO staff, Alaska DOT&PF staff, FNSB staff, or consultants. The UPWP is required for the MPO to receive planning funds from the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Alaska DOT&PF. It is a fiscally constrained document based on the amount of programmed planning grants and match contributions over the two-year period and may be revised as needed after adoption by Administrative Modification or Amendment.

In addition to the UPWP, the MPO must develop and implement the following plans as part of the transportation planning process [23 USC 134 & 23 CFR 450]:

- **Metropolitan Transportation Plan (MTP)** – a multimodal transportation plan that addresses a 20-year planning horizon that the MPO develops, adopts, and updates every four years.
- **Transportation Improvement Program (TIP)** – a prioritized listing/program of transportation projects covering a period of four years that is developed, adopted, and implemented by the MPO in coordination with the MTP.
- **Public Participation Plan (PPP)** – a guiding document that outlines the goals, strategies, and implementation plan for involvement of the public in the development of MPO plans, programs, and policies, including the MTP and TIP.

The planning activities for FFY2027 and FFY2028 supporting development and implementation of these plans by FAST Planning, FNSB, and Alaska DOT&PF staff are addressed within the tasks identified in this UPWP.

HISTORY OF THE MPO

All Urbanized Areas over 50,000 in population must have an MPO to carry out a 3C transportation planning process, as stipulated in the Federal Highway Act of 1962. On May 1, 2002, the U.S. Census Bureau published a notice in the Federal Register identifying an area surrounding Fairbanks and North Pole as a Qualifying Urbanized Area for Census 2000. The Metropolitan Planning Area (MPA) boundary was finalized in December 2002, and the Fairbanks MPO was subsequently established in April 2003.

The MPO was originally operated in-house by Alaska DOT&PF and FNSB staff from 2003 to 2008. In 2008, the MPO hired a Coordinator and opened an office in Fairbanks City Hall with planning support from Alaska DOT&PF and FNSB staff. The MPO was hosted by the City of Fairbanks from 2008 to 2018, at which time the MPO transitioned to an independent, non-profit organization. The MPO's new organization, FAST Planning, opened a new office in downtown Fairbanks on May 1, 2019, and currently has four staff members. FAST Planning continues to be supported by Alaska DOT&PF and FNSB staff and shares its allocation of Metropolitan Planning (PL) funds with these agencies for their respective planning activities.

OPERATION OF THE MPO

FAST Planning currently operates under the following founding documents, agreements, and policies and procedures:

- FAST Planning Articles of Incorporation (June 2018) and Bylaws, as amended (April 2026)
- Memorandum of Understanding for the Operation of the FAST Planning Office (March 2019)
- Intergovernmental Operating Agreement & Memorandum of Understanding for Transportation & Air Quality Planning in the Fairbanks Metropolitan Planning Area (April 2019)
- Memorandum of Agreement for the Selection & Funding of CMAQ Projects within the Fairbanks PM^{2.5} Non-attainment Area, as amended (August 2019)
- FAST Planning Policies & Procedures, as amended (May 2023)
- FAST Planning Title VI Civil Rights Plan (December 2023)

In accordance with the Bylaws and Intergovernmental Operating Agreement, FAST Planning has a Technical Committee and Policy Board that hold regularly scheduled meetings each month to guide the MPO's transportation planning process and make decisions for plans, programs, and policies. The Technical Committee consists of representatives, such as engineers, planners, and other specialists from the City of Fairbanks, City of North Pole, FNSB, Alaska DOT&PF, Alaska Department of Environmental Conservation (DEC) Air Quality, Fort Wainwright (FTWW), Eielson Air Force Base (EAFB), University of Alaska Fairbanks (UAF), Alaska Railroad Corporation, Fairbanks International Airport, transit, public safety, local freight industry, and local Tribal entities. The Policy Board consists of elected/appointed officials and has as members, the FNSB Mayor, City of Fairbanks Mayor, City of North Pole Mayor, and a designated representative of Alaska DOT&PF Northern Region, Alaska DEC Air Quality Division, the FNSB Assembly, and the Fairbanks City Council. The Technical Committee is an advisory body to the Policy Board, which is the decision-making body.

In addition to the Technical Committee and Policy Board, FAST Planning also has a Walk, Ride, & Roll Advisory Committee that meets bimonthly, Project Enhancement Committee that meets bimonthly, and Seasonal Mobility Task Force that meets biannually. The Walk, Ride, & Roll Advisory Committee consists primarily of representatives from local organizations and citizens that advise the Technical Committee on issues related to bicyclist and pedestrian mobility and provides insight on how to better serve those users. The Project Enhancement Committee consists of architects/designers, engineers, and

maintenance managers that advise the Technical Committee on opportunities for streetscape beautification that balances design and aesthetics with roadway safety and function. The Seasonal Mobility Task Force consists of road maintenance managers from the Alaska DOT&PF, City of Fairbanks, City of North Pole, FNSB Rural Services, FNSB Parks & Recreation, FNSB School District, and UAF that share with each other seasonal maintenance plans and priorities. These constituents also collectively participate in an annual “Winter Maintenance Forum” public event.

REGIONAL PLANNING PRIORITIES

The Fixing America’s Surface Transportation (FAST) Act, which was signed into law on December 4, 2015, identified the need for transportation plans to recognize and address the relationship between transportation, land use, and economic development. As such, FAST Planning takes into consideration the goals, objectives, performance measures, and targets of state and regional such as the Statewide Long-Range Transportation Plan and FNSB Regional Comprehensive Plan. This leads to more effective decisions on transportation investments and improved interconnectivity in the regional area beyond the boundary of the MPA. The Alaska DOT&PF and FNSB are currently updating their respective Statewide Long-Range Transportation Plan and FNSB Regional Comprehensive Plan, and FAST Planning is participating as a key stakeholder in the development of both Plan updates. This participation coincides with and helps inform the planned MTP Update (occurring in FFY2026-27) with identification of new plans, policies, and projects across a 20-year planning horizon for the MPA.

FEDERAL PLANNING FACTORS

The FAST Act also identified the following planning factors which have been incorporated into the MPO’s planning process and this UPWP:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
2. Increase the safety of the transportation system for motorized and non-motorized users
3. Increase the security of the transportation system for motorized and non-motorized users
4. Increase the accessibility and mobility of people and for freight
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
7. Promote efficient system management and operation
8. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
9. Enhance travel and tourism
10. Emphasize the preservation of the existing transportation system

In addition to the planning factors noted above, previous legislation [Moving Ahead for Progress in the 21st Century Act (MAP-21)] required that State DOTs and MPOs conduct performance-based planning by tracking performance measures and setting data-driven targets to improve those measures. Performance-based planning ensures the efficient investment of federal transportation funds by increasing accountability of local agencies receiving the funds, prioritizing transparency to the public, and providing insight for better investment decisions that focus on key outcomes which relate to the seven national goals of:

1. Improving Safety
2. Maintaining Infrastructure Condition
3. Reducing Traffic Congestion
4. Improving System Reliability
5. Improving Freight Movement & Supporting Regional Economic Development
6. Protecting the Environment
7. Reducing Delays in Project Delivery

The FAST Act supplemented the MAP-21 legislation by establishing timelines for State DOTs and MPOs to comply with the requirements of MAP-21. State DOTs are required to establish statewide targets and MPOs have the option to support the statewide targets or adopt their own. To date, FAST Planning has chosen to accept and support all the statewide targets for safety, pavement condition, bridge condition, on-road mobile source emissions, and travel time reliability. The transition to performance-based planning has been addressed in the current MTP and TIP, as well as the tasks identified in this UPWP.

In addition to these performance goals, in December 2021 the FHWA and FTA jointly issued Planning Emphasis Areas for use in the development of MPO UPWPs and Statewide Planning & Research Work Programs. These emphasis areas are not bound in law, but MPOs, public transit providers, State DOTs, and Federal land management agencies are highly encouraged to incorporate them into their UPWPs and work programs during their next update cycle. FAST Planning has incorporated these emphasis areas into many of the tasks in this UPWP, as well as the most recent updates to the MTP and TIP.

1. Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future
2. Equity and Justice⁴⁰ in Transportation Planning
3. Complete Streets
4. Public Involvement
5. Strategic Highway Network (STRAHNET)/U.S. Department of Defense Coordination
6. Federal Land Management Agency Coordination
7. Planning and Environment Linkages
8. Data in Transportation Planning

The table on the following page shows how UPWP work tasks relate to the National Performance Goals and new Federal Planning Emphasis Areas.

Table 1. National Performance Goals & Federal Planning Emphasis Areas

FFY2027/28 UPWP WORK TASKS		National Performance Goals							Federal Planning Emphasis Area							
		Safety	Infrastructure Condition	Congestion Reduction	System Reliability	Freight Movement & Economic Vitality	Environmental Sustainability	Reduce Project Delivery Delays	Climate Change/Resilience	Equity/Justice40	Complete Streets	Public Involvement	STRAHNET/DOD Coord	Federal Land Mgmt Agency Coordination	Planning & Environmental Linkages	Data in Transportation Planning
Required Plans & Programs																
100(a)	Unified Planning Work Program	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
100(b)	Metropolitan Transportation Plan	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
100(c)	Transportation Improvement Program	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
100(d)	Public Participation Plan	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
100(e)	Air Quality			X		X	X	X	X	X	X			X	X	
100(f)	MPA Boundary	X	X	X	X	X			X	X		X	X	X	X	X
100(g)	Support Services	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Public Transit System Planning																
200	Transit Planning	X	X	X	X		X	X	X	X	X	X	X	X	X	X
Supplemental Plans & Projects																
300(a)	Advanced Project Definition	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
300(b)	Complete Streets Prioritization Plan	X	X	X	X	X	X	X		X	X	X			X	X
300(c)	North Pole High School Access & Circulation Study	X	X	X	X		X	X	X	X	X			X	X	
300(d)	Geist/Chena Pump Road Corridor Study	X	X	X	X	X	X	X		X	X			X	X	
300(e)	Downtown Fairbanks Traffic Study	X	X	X	X	X	X	X		X	X			X	X	
300(f)	Pavement Condition Survey for Non-DOT Roads	X	X		X	X		X		X						X
300(g)	Freight Mobility Plan Update	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
300(h)	Peger Road Corridor Study	X	X	X	X	X	X	X		X	X			X	X	
300(i)	Lacey Street Planning Study	X	X		X	X	X	X		X	X			X	X	
300(j)	Airport Way Audit	X	X		X	X	X	X		X	X			X	X	
Contingency Plans & Projects																
400(a)	Local Safety Action Plan	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
400(b)	Driver's Education Program	X			X					X		X				X
400(c)	Housing Coordination Plan	X	X	X	X	X	X	X	X	X	X	X		X	X	X
400(d)	Resilience Improvement Plan	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
400(e)	Richardson Highway Corridor Study	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
400(f)	TLRA Bicycle/Pedestrian Connections Plan	X	X		X		X	X		X	X		X	X	X	X
400(g)	Bicycle & Pedestrian Implementation Plan	X	X		X		X	X		X	X		X			X
400(h)	Wendell Avenue Study	X		X	X	X	X	X		X	X			X	X	X
400(i)	Household Travel Survey Update			X	X			X		X		X		X	X	X

FFY2027/28 WORK PROGRAM ELEMENTS

REQUIRED PLANS & PROGRAMS

Task 100(a) UPWP

The Alaska DOT&PF is responsible for providing the management oversight of the UPWP. FAST Planning and the FNSB will prepare and submit quarterly reports through FFY2027 and FFY2028 to the Alaska DOT&PF. The quarterly reports will document the planning activities performed and expenditures by FAST Planning and the FNSB in accordance with the tasks listed in the UPWP. The Alaska DOT&PF will review and compile the quarterly reports into annual reports at the end of each fiscal year. FAST Planning will initiate Administrative Modifications and Amendments to the UPWP as needed in accordance with the provisions of the MPO's April 2019 Intergovernmental Operating Agreement. FAST Planning will also initiate development of the next UPWP in April 2028, six months in advance of the expiration of this UPWP.

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

- Preparation and submittal of FFY2026 final UPWP quarterly report and annual report (October 2026)
- Preparation and submittal of FFY2027-28 quarterly reports (January, April, July, October)
- Preparation of FFY2027 and FFY2028 annual reports (October 2027; October 2028)
- Monitor Congressional action for next Surface Transportation Reauthorization Bill to factor in any new or adjusted planning factors for MPOs

Task 100(b) MTP

The current 2045 MTP was approved and adopted in March 2023 and is required to be updated every four years. An update to the MTP is currently underway but has experienced some challenges with the lack of the Governor's approval of the new MPA Boundary and schedule delays associated with migrating to a new software for travel demand modeling. The updated MTP, utilizing the new MPA Boundary, is required to be adopted and approved by December 2026. Considering these challenges and deadline, FAST Planning plans to produce an Interim MTP by December 2026 and a full MTP update by fall 2027.

Work to date on the MTP has included collection of existing traffic and crash data, analysis of pavement and bridge condition and travel time reliability, evaluation of land use for travel demand model forecasts, outreach to local agencies and the public to identify transportation-related issues and needs within the new MPA Boundary, and development of project



Development of a new FFY2027-30 TIP by FAST Planning staff will occur in late FFY2026 during the final stages of development of the Interim MTP update to consider funding the short range, high priority projects listed in the MTP. The effort will also include review and revision of project scoring criteria and nomination form by the FAST Planning Technical Committee and Policy Board, followed by a call for project nominations from local agencies and the public. A workshop will be held for local agencies and the public to explain the nomination process, scoring criteria, and project selection process for funding. At the close of the nomination period, FAST Planning Technical Committee members will score and rank the projects in order of priority for consideration of funding in the new TIP. Concurrently, Alaska DOT&PF staff will prepare scopes, schedules, and estimates (SSEs) for each project nominated. Once the SSEs and project rankings are complete, FAST Planning will develop a fiscally constrained draft TIP providing a funding plan for the top ranked projects for release for public comment. During the public comment period an interagency consultation will also be completed for air quality conformity. After public comments are addressed and resolved, and an air quality conformity determination is made, the final TIP will then be presented to the FAST Planning Technical Committee and Policy Board for consideration of being adopted. Following adoption, the final TIP will be transmitted to FHWA and FTA for approval and to Alaska DOT&PF for incorporation by reference into the Statewide Transportation Improvement Program (STIP). Based on the anticipated adoption and approval date of the Interim MTP in December 2026, the new TIP will be developed to be subsequently adopted and approved by January 2027.

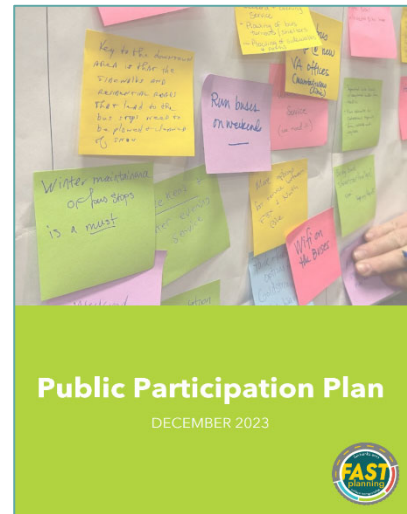
Participation by FAST Planning, Alaska DOT&PF, and FNSB staff in FFY2027-28 is anticipated to include:

- Development of FFY27-30 TIP, interagency consultation, and released for 30-day public comment period (September-October 2026)
- Review and response to comments received during public comment period (November 2026)
- Presentation of final FFY27-30 TIP to FAST Planning Technical Committee and Policy Board for consideration of adoption (December 2026)
- Transmittal of adopted TIP to FHWA and FTA for approval/ concurrence and Alaska DOT&PF for inclusion by reference into the STIP (January 2027)
- Monthly tracking of obligated funds in the TIP and receipt of offsets from project closures, reductions to bid award, and other de-obligations
- Administrative Modifications and Amendments to TIP on an as-needed basis
- Participate in the Prioritization Process Pilot Program (PPPP) – a recent grant award by FHWA to Alaska DOT&PF in partnership with all three MPOs in Alaska

Task 100(d) PPP

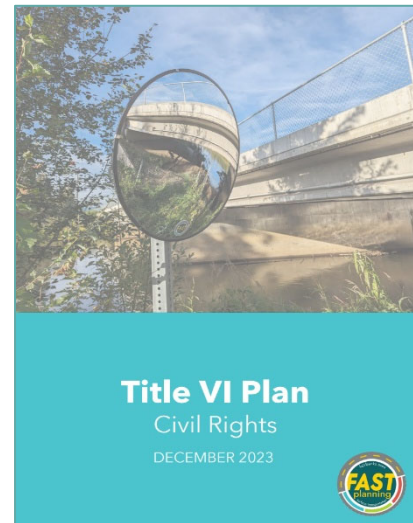
FAST Planning adopted updates to the Public Participation Plan (PPP) Title VI Civil Rights Plan in December 2023. The purpose of the PPP is to set procedures for FAST Planning to engage residents of the MPO in transportation planning process in a meaningful way. Key elements of this plan include the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

- Maintaining a FAST Planning website with staff and committee member contact information, operating documents, plans and policies, project information, meeting calendar and agenda packets and minutes, online public comment submission form, and an interactive map for the MPA that shows the transportation network with comment form that welcomes any and all comments to the MPO
- Hosting all FAST Planning committee meetings open to and accessible by the public, including Technical Committee, Policy Board, Seasonal Mobility Task Force, Bicycle & Pedestrian Advisory Committee, Project Enhancement Committee and all other subcommittee, work session, and project-specific meetings
- Preparing meeting agendas, packets, and minutes for all FAST Planning committee meetings
- Providing public comment periods, open house events, workshops, online surveys, interactive maps, and other opportunities to comment on all FAST Planning plans, including the UPWP, MTP, TIP, PPP, Title VI, and supplemental plans such as the Road/Rail Crossing Reduction/Realignment Plan, Non-Motorized Plan, and Road Service Area Expansion Plan
- Maintaining a presence on social media (Facebook, X, Instagram, and LinkedIn) for additional interaction and opportunity for the general public to engage in the transportation planning process
- Hosting local events such as the Annual Winter Maintenance Forum, volunteer-based Annual Bicycle & Pedestrian Count Program, and Wheelabouts (wheelchair mobility exercises); and hosting booths at the Midnight Sun Festival and other local events
- Annual revision, printing, and distribution of a Bikeways map for Fairbanks and North Pole
- Advertising all meetings, events, and public comment opportunities in the newspaper, on FAST Planning's website and social media accounts, local bulletin boards, radio and television, and online public notices with the FNSB and Alaska DOT&PF



The Title VI Plan is integral to the PPP and provides specific goals, objectives, and strategies for reaching low-income, minority, and Limited English Proficiency populations to help mitigate barriers to public participation in the transportation planning process. As a Federal Aid recipient, FAST Planning has the responsibility to ensure that its programs, plans, and policies are carried out in a manner that is not discriminatory, regardless of race, color, national origin, or sex (gender) in accordance with Title VI of the Civil Rights Act of 1964, as amended. Measures currently being implemented include:

- Hosting all meetings open to the public and broad advertisement of meetings, events, and public comment opportunities in accordance with the PPP to reach different demographics of the population within the MPA
- Holding meetings virtually and in person at a location familiar and comfortable to the public, accessible by non-motorized travel and transit, and in ADA-accessible buildings
- Providing contact information on all public notices and advertisements for individuals to request special accommodations for translation (language barriers) and hearing and sight impairments
- Preparing Title VI Reports for the Alaska DOT&PF Civil Rights Office for every FAST Planning meeting and event held open to the public and public comment periods
- Advertisement of Title VI complaint procedures and complaint form for any person who believes they have been excluded from or denied the benefits of, or subjected to discrimination on the basis of race, color, national origin, or sex (gender) under any FAST Planning plan, program, or activity
- Annual participation by all FAST Planning staff in Title VI training



Participation by FAST Planning, Alaska DOT&PF, and FNSB staff in FFY2027-28 is anticipated to include implementation of the PPP and Title VI Plan as outlined above. A five-year review of each Plan will also be conducted in FFY2028 for consideration of updates to each Plan to reflect current practices prior to the end of FFY2028.

Task 100(e) Air Quality

The MPA is within a Serious PM_{2.5} Area Non-attainment Area as designated by the U.S. Environmental Protection Agency (EPA). The FNSB and Alaska DEC have joint responsibility to develop and implement a PM_{2.5} State Implementation Plan (SIP) to work towards attainment of air quality standards. The most recent Amendments to the SIP were approved by the EPA on October 20, 2025, which included more stringent motor vehicle emissions budgets for the PM_{2.5} Area and a deadline to meet attainment of the PM_{2.5} air quality standard by the end of 2027.

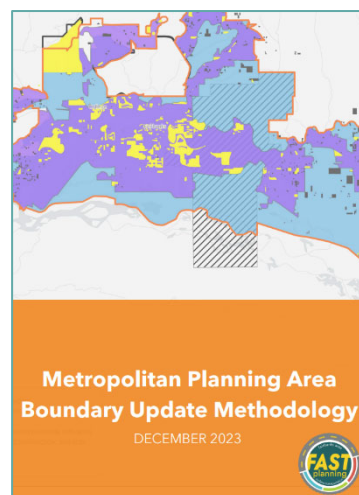
FAST Planning, FNSB, and Alaska DOT&PF staff support the SIP with travel demand modeling to forecast contributing vehicle emissions and assist with identification of transportation projects and programs that reduce emissions. The Alaska DOT&PF also annually sets aside Congestion Mitigation & Air Quality (CMAQ) funds for these projects and programs. FAST Planning serves as the Project Evaluation Board for development of project scoring criteria, carrying out the project nomination process, and scoring and prioritizing the projects for the Alaska DOT&PF to consider programming and executing the projects.

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

- Travel demand modeling as needed for vehicle emission forecasts and MTP and TIP development to demonstrate conformity with the motor vehicle emissions budgets
- Interagency Consultations for all Amendments to the MTP and TIP
- New call for project nominations to CMAQ Program for projects within the PM2.5 Non-attainment Area and Carbon Reduction Program for projects within MPA boundary, and associated project scoring, selection, and fund programming for inclusion in the TIP

Task 100(f) MPA Boundary

Every 10 years the U.S. Census Bureau performs a count of the population and from this data collection effort Urbanized Area boundaries are established. Publication of the 2020 Urbanized Area boundaries across every state in the U.S. occurred in December 2022. MPOs were subsequently tasked with examining these boundaries in cooperation with State and other, local public transportation system operators to adjust them as necessary to develop an MPA boundary. The MPA boundary shall encompass the entire Urbanized Area (as defined by the U.S. Census Bureau) plus the contiguous area expected to become urbanized within a 20-year forecast period for the MTP. As appropriate, additional adjustments should be made to reflect the most comprehensive MPA boundary to foster an effective planning process that ensures connectivity between modes, improves access to modal systems, and promotes efficient overall transportation investment strategies. This process was completed for the MPA in 2023 and FAST Planning's Policy Board adopted their new MPA boundary in November 2023. The adopted MPA boundary was subsequently transmitted to the Governor's Office for approval/concurrence on December 21, 2023. FAST Planning is currently awaiting the approval/concurrence.



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

- Continue to seek Governor's Office concurrence on new MPA boundary adopted by FAST Planning's Policy Board
- Provide GIS files of the MPA Boundary to FHWA and FTA for informational purposes once concurrence from Governor's Office is received

- Conduct focused outreach to expanded boundary areas (i.e. Farmers Loop, Moose Creek, Eielson Air Force Base) during updates to MTP and TIP

Task 100(g) Support Services

This task encompasses all other program needs for the operation of the MPO, including but not limited to the following:

- Management and operation of the FAST Planning 501(c)(3) Non-profit Corporation (human resources, payroll, accounts payable/receivable, office space leasing, asset management, insurance coverages, audits, business licensing, and tax filings)
- FAST Planning budget preparation, tracking, and amendment
- Monitoring FAST Planning's state fund appropriation balances
- Review of FAST Planning agreements and policies and procedures as needed
- Professional development for staff (attending online and in-person trainings and conferences)
- Attending and participating in local, regional, and state committee and commission meetings
- Providing guest presentations to committees, commissions, local organizations and chapters, and other interest groups
- Serving on the Alaska Transportation Working Group and Alaska Active Transportation Coalition
- Attending project status meetings, open house events, stakeholder group, and other Alaska DOT&PF and FNSB planning meetings
- GIS mapping of the transportation network, including preparation of areawide and project specific maps
- Review and submittal of comments on local, state, and federal legislation and planning documents
- Hosting and attending weekly FAST Planning staff meetings
- Responding to and fulfilling data and records requests
- Researching and pursuing grant funding opportunities for transportation projects and programs
- General communication and correspondence with members of the public, organizations, agencies, elected/appointed officials, and other interested parties

PUBLIC TRANSIT SYSTEM PLANNING

Task 200 Transit Planning

The FNSB Transportation Department had been receiving FTA Section 5303 planning funds through an agreement between the FNSB and Alaska DOT&PF since Fairbanks and North Pole became an Urbanized Area with the 2000 Census. This funding is used to conduct planning activities related to the operation and improvement of the public transit system, including data collection, studies, system performance management, capital planning and asset management, preparation of reports and plans, and training and technical assistance for staff. The public transit system currently consists of a fixed route and demand response systems respectively known as MACS and VanTran. The MACS fixed route system operates eight transit routes and serves the general public. The VanTran system is an ADA demand response service for individuals whose physical, cognitive, or sensory disabilities prevent them from using the MACS fixed route system.

Beginning in FFY2023 the FTA Section 5303 funds were transferred to FAST Planning under a Consolidated Planning Grant Agreement with the Alaska DOT&PF to perform the transit planning work for the public transit system on behalf of the FNSB Transportation Department. FAST Planning accomplishes the transit planning work through consulting contracts and addition of a new staff member at FAST Planning dedicated primarily to transit planning. One of the major tasks in the first year (FFY2024) of this new arrangement was to lead an effort to update the public transit system's Long & Short Range Transit Plan (last updated in 2013) and Coordinated Human Services Transportation Plan (last updated in 2015). These Plan updates were adopted in November 2024 with the assistance of a consultant team and stakeholder group. Implementation of the recommendations of each Plan is ongoing. Additional planning support for the FNSB Transportation Department is also needed for a variety of tasks through FFY2027 and FFY2028, including but not limited to support for FTA grant



applications, technology upgrades (automatic vehicle location with real-time customer facing apps, digital fare sales, wi-fi on buses, testing vehicle electrification technology, traffic signal prioritization, etc.), website modernization, fixed route maps/schedules/brochures, social media messaging to the public, and coordination of transit planning efforts with the MTP, TIP, and Non-motorized Plan. In FFY2027-28, FAST Planning will also complete a Paratransit Operational Efficiency Study for VanTran services as requested by the FNSB.



SUPPLEMENTAL PLANS & PROJECTS [HIGH PRIORITY]

Task 300(a) Advanced Project Definition [ongoing]

FAST Planning programmatically sets aside \$100,000 in STP funds every three years for development of SSEs on an as-needed basis for projects nominated to the MTP, TIP, and CMAQ Program. This is an ongoing project that will be funded again in FFY2028. The SSEs are completed by Alaska DOT&PF staff at the request of FAST Planning at the time projects are nominated by local agencies and the public for funding. The City of Fairbanks also received a portion of this funding for development of SSEs for their projects.

Task 300(b) Complete Streets Prioritization Plan [ongoing]

The IJIA requires MPOs to use at least 2.5% of their Metropolitan Planning funds to increase safe and accessible options for multiple travel modes for people of all ages and abilities, which may include development of Complete Streets standards/policies; development of Complete Streets Prioritization Plan; development of Active Transportation Plans; regional or megaregional planning to consider alternatives to new highway capacity; or development of plans and policies to support transit-oriented development. FAST Planning already has a Complete Streets Policy, which was adopted in 2015, but has not yet developed a Complete Streets Prioritization Plan. Beginning in FFY2025, FAST Planning has initiated a review and update the 2015 policy through a stakeholder group comprised of representatives from the Alaska DOT&PF, City of Fairbanks, and Walk, Ride, & Roll Advisory Committee. Following updates and amendments to this policy, FAST Planning will develop a Complete Streets Prioritization Plan utilizing existing staff resources at FAST Planning, Alaska DOT&PF, FNSB, City of Fairbanks, and City of North Pole. The work on the Plan will largely be accomplished by the end of 2026.

Task 300(c) North Pole High School Access & Circulation Study [ongoing]

In FFY2025 FAST Planning completed an Access & Circulation Study for the joint campus of West Valley and Hutchison High Schools. Beginning in FFY2027 FAST Planning will initiate a second Access & Circulation Study for North Pole High School. The purpose of the study is to: (1) determine existing issues/conflicts between student drivers, parent pickup/drop-off, buses, and freight delivery; (2) examine parking usage and needs, non-motorized connections and safety, and timing of activities; and (3) develop short- and long-term enhancements (infrastructure and non-infrastructure) to improve traffic flow and safety.

Task 300(d) Geist/Chena Pump Road Corridor Study [ongoing]

With the development of FAST Planning's latest Non-Motorized Plan (2021) for the MPA there were a number of safety and access control issues highlighted along Geist Road and Chena Pump Road, including driveway density, intersection configuration, and conflicts between motorized and non-motorized users. FAST Planning subsequently programmed funding in FFY2025 in the TIP to complete a

study to examine these issues throughout the corridor from University Avenue to Chena Small Tracts Road to identify projects that improve safety and address access management for all users. Work on the Geist/Chena Pump Road Corridor Study commenced in FFY2026 and will continue through FFY2027.

Task 300(e) Downtown Fairbanks Traffic Study [new]

With the new Downtown Plan recently adopted by the FNSB, many public comments were received about possibly converting the one-way streets in the downtown core to two-way streets. Based on the public's interest in this conversion, FAST Planning plans to secure a traffic engineering consultant to perform a traffic study to examine best practices of one-way versus two-way streets in downtowns of our size and provide an overview of the implications to traffic flow and roadway redesigns that would be needed to accommodate the conversion. Provided that downtown streets are managed and maintained by the City of Fairbanks they will be a key stakeholder in this planning effort as well.

Task 300(f) Pavement Condition Survey for Non-DOT Roads [new]

The Alaska DOT&PF annually collects data pavement conditions (i.e., smoothness, rutting, and cracking) on their roads and bridges. This is done under a contract with a geoscience services firm, Fugro, which uses road surface profiling equipment consisting of distance measuring instruments, accelerometers and a laser crack measurement system providing high-definition 3D profiles and 2D images of the road surface. FAST Planning would like to explore the option of amending/adding work to Alaska DOT&PF's existing contract to collect data for City of Fairbanks and City of North Pole streets, paved FNSB park access roads and Road Service Area roads, and UAF roads to help prioritize roadway resurfacing efforts.

Task 300(g) Freight Mobility Plan Update [new]

FAST Planning developed and adopted its first Freight Mobility Plan in 2019. Since this time, new local and regional freight operations have been established such as local Amazon package delivery service and the Kinross/Black Gold Transport ore hauling operation from Tetlin to Fort Knox through the MPA. Other, new freight operations are also on the horizon with the potential for the construction of the Alaska LNG line and Ambler Road to the Westcoast mining district, which would increase both rail and heavy truck traffic in the MPA. Provided the new operations in place and potential other future operations, FAST Planning would like to update the Freight Mobility Plan.

Task 300(h) Peger Road Corridor Study [new]

During the initial public outreach effort for the current MTP update many public comments were received on issues with Peger Road such as lack of roadway and pedestrian lighting, intersection safety concerns, and gaps in bicycle/pedestrian facilities. The most recent crash data for Peger Road also flagged it as a high crash corridor. Considering these issues and concerns, the Alaska DOT&PF would like to hire a consultant team to complete a corridor study to develop alternatives and an implementation plan for improvements to the roadway from the Johansen Expressway to Van Horn Road.

Task 300(i) Lacey Street Planning Study [new]

Reconstruction of Lacey Street was previously nominated to FAST Planning for funding due to its poor pavement condition, non-ADA compliant sidewalks, and potential for undergrounding overhead utilities. The nomination led to a large stakeholder group discussion about a vision for the future of Lacey Street due to its low vehicle traffic numbers and opportunity for a north-south bicycle/pedestrian corridor and/or linear park in downtown Fairbanks. While some concepts and alternatives have already been developed through the stakeholder group process, a formal planning study is needed to evaluate them to scope out how the roadway should be reconstructed considering current and potential future uses.

Task 300(j) Airport Way Audit [new]

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

CONTINGENCY PLANS & PROJECTS [LOWER PRIORITY]

Task 400(a) Local Safety Action Plan

The IIJA established the new Safe Streets and Roads for All (SS4A) Discretionary Grant Program to fund regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. FAST Planning will seriously consider applying for this grant opportunity in FFY2027 for a planning study to complete a vulnerable road user safety assessment and Local Safety Action Plan specific to FAST Planning's MPA. If awarded, the planning study would commence in FFY2027 or FFY2028.

Task 400(b) Driver's Education Program

Based on data compiled by the Alaska DOT&PF for the Fairbanks, Anchorage, and Juneau areas, younger drivers (age 15 to 19) have the highest crash rate among all other age groups. FAST Planning would therefore like to develop a plan/project to increase student participation in Driver's Education. Student participation in Driver's Education is extremely low in Fairbanks, though students and parents are interested. In the absence of state/local laws mandating Driver's Education courses, it appears the biggest incentive for students to complete the course is for the insurance discount. However, the cost of the courses available to Fairbanks drivers is a significant barrier to participation. FAST Planning would like to explore the possibility of providing a subsidy for the course cost to increase participation, or possibly partnering with the FNSB School District or a local driving school to get driver's education curriculum in the classroom or online that would be offered through the high schools (i.e. basic rules of the road, defensive driving techniques, etc.). High schools in Fairbanks currently do not have a driver's education curriculum/class.

Task 400(c) Housing Coordination Plan

The IIJA adds several policy changes to better coordinate transportation planning with housing, including as a new eligible activity that MPOs may develop a Housing Coordination Plan that includes projects and strategies that may be considered in the MTP. Creation of a Housing Coordination Plan is not required of MPOs, but FAST Planning has interest developing a Plan for the MPA if grant funding was secured through the U.S. Department of Housing & Urban Development or other Federal agency. The MPA is experiencing significant housing growth in the North Pole area due to the recent expansion of Eielson Air Force Base which necessitates a concentrated look at the transportation infrastructure needs for this area. In addition, the FNSB recently adopted a new Downtown Plan for Fairbanks, which outlines the need for new high-density/multi-family housing in the downtown area.

Task 400(d) Resilience Improvement Plan

The IIJA established the new Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program, which allows MPOs to apply for Resilience Planning Grants, which can be used for developing a local Resilience Improvement Plan, scenario development and

vulnerability assessments, technical capacity building, and/or evacuation planning and preparation. Provided the Fairbanks area's challenges in recent years with melting permafrost, increased wildfire activity, and extreme weather events that has resulted in increased precipitation, flooding, wind events/power outages, increased snowfall, and roadway icing, FAST Planning has interest in applying for a Resilience Planning Grant to develop a local Resilience Improvement Plan. The Plan would help the MPA identify new projects and programs to enable existing at-risk infrastructure better withstand these changing conditions, protect our transportation investments, and improve safety for the travelling public.

Task 400(e) Richardson Highway Corridor Study

The Alaska DOT&PF has interest in completing a Corridor Study for the Richardson Highway from North Pole (MP 356, Badger Road interchange) to EAFB focused on improving access control. The study would additionally consider upgrading and extending the existing frontage road system, constructing improved at-grade intersections, completing a bicycle/pedestrian path connection through the corridor, and eliminating a number of existing access approaches onto the Richardson Highway. If funded in FFY2027 or FFY2028, FAST Planning would participate in development of the study as a key stakeholder.

Task 400(f) Tanana Lakes Recreation Area Bicycle/Pedestrian Connections Plan

During development of FAST Planning's Non-Motorized Plan Update in 2021 and number of projects were identified to extend bicycle/pedestrians connections to Tanana Lakes Recreation Area (TLRA) along Peger Road, Lathrop Street, South Cushman Street, and Van Horn Road. TLRA is located in south Fairbanks, which is an area that lacks bicycle and pedestrian facilities along its roadways. Provided how popular TLRA is as a summer and winter destination for a variety of recreational activities, a Plan is needed to examine these potential new connections and develop an implementation plan to begin constructing these new facilities/connections.

Task 400(g) Bicycle & Pedestrian Facility Improvements Implementation Plan

FAST Planning has a Non-Motorized Plan for the MPA with a list of high, medium, and low priority projects, but not an implementation plan that prioritizes the investments into the non-motorized network. The vision for this supplemental plan is to develop that implementation plan to advance specific high priority projects into the MTP and TIP for consideration of funding. This type of effort could be accomplished with existing staff resources at FAST Planning in coordination with their Walk, Riade, & Roll Advisory Committee.

Task 400(h) Wendell Avenue Study

Wendell Avenue is a key connection to and from downtown, but its roadway geometry has identified safety issues and is not conducive to convenient access to the downtown area. Previous stakeholder group efforts examining this roadway led to concepts for realignment of the roadway to address the

safety issues and provide better flow for all users to and from downtown. This study would examine the issues and concerns with Wendell Avenue and develop alternatives and an implementation plan in consideration of current and future land uses in the area.

Task 400(i) Household Travel Survey Update

FAST Planning last completed a full Household Travel Survey in 2013. In 2025 to 2026 FAST Planning purchased Replica data (cellphone and connected vehicle data) to provide a more modern data set for origin-destination travel patterns, but this data still needs to be calibrated and validated with a new Household Travel Survey for travel demand forecasting model for future MTPs. This effort would involve hiring a consulting firm with experience in performing Household Travel Surveys and randomly recruiting households to participate to collect data regarding origins and destinations, trip length, time of day, mode of transportation, and other household characteristics.

Table 4. Estimated Costs by Task

Task	Description	Fund Source	FFY2027	FFY2028	Activity Type		
					Metro Planning	Transit Planning	TIP Project/Grant
Required Plans & Programs							
100(a)	Unified Planning Work Program	PL/STP	\$ 50,000	\$ 100,000	X		
100(b)	Metropolitan Transportation Plan ¹	PL/STP	\$ 150,000	\$ 50,000	X		X
100(c)	Transportation Improvement Program	PL/STP	\$ 150,000	\$ 150,000	X		
100(d)	Public Participation Plan	PL/STP	\$ 230,000	\$ 250,000	X		
100(e)	Air Quality	PL/STP	\$ 50,000	\$ 100,000	X		
100(f)	MPA Boundary	PL/STP	\$ 5,000	\$ 5,000	X		
100(g)	Support Services	PL/STP	\$ 140,000	\$ 160,000	X		
	Subtotal		\$ 775,000	\$ 815,000			
	Less 7.21% ICAP		\$ (55,878)	\$ (58,762)			
	TOTAL		\$ 719,123	\$ 756,239			
Public Transit System Planning							
200	Transit Planning (includes Paratransit Operational Efficiency Study)	FTA 5303	\$ 135,000	\$ 140,000		X	
	Subtotal		\$ 135,000	\$ 140,000			
	Less 7.21% ICAP		\$ (9,734)	\$ (10,094)			
	TOTAL		\$ 125,267	\$ 129,906			
Supplemental Plans & Projects							
300(a)	Advanced Project Definition	STP	\$ -	\$ 100,000			X
300(b)	Complete Streets Prioritization Plan	PL	\$ 20,000	\$ -	X		
300(c)	North Pole High School Access & Circulation Study ¹	STP	\$ -	\$ -			X
300(d)	Geist/Chena Pump Road Corridor Study ¹	STP	\$ -	\$ -			X
300(e)	Downtown Fairbanks Traffic Study ¹	STP	\$ 250,000	\$ -			X
300(f)	Pavement Condition Survey for Non-DOT Roads ¹	STP	\$ 150,000	\$ -			X
300(g)	Freight Mobility Plan Update ¹	STP	\$ -	\$ 300,000			X
300(h)	Peger Road Corridor Study ¹	STP	\$ 600,000	\$ -			X
300(i)	Lacey Street Planning Study ¹	STP	\$ -	\$ 150,000			X
300(j)	Airport Way Audit	PL	\$ 10,000	\$ -	X		
	Subtotal		\$ 1,030,000	\$ 550,000			
	Less 7.21% ICAP		\$ (74,263)	\$ (39,655)			
	TOTAL		\$ 955,737	\$ 510,345			
Contingency Plans & Projects							
400(a)	Local Safety Action Plan ¹	Federal Grant	\$ 150,000	\$ -			X
400(b)	Driver's Education Program	State Grant	\$ -	\$ -			X
400(c)	Housing Coordination Plan ¹	Federal Grant	\$ -	\$ 200,000			X
400(d)	Resilience Improvement Plan ¹	Federal Grant	\$ -	\$ 150,000			X
400(e)	Richardson Highway Corridor Study ¹	STP	\$ -	\$ 500,000			X
400(f)	TLRA Bicycle/Pedestrian Connections Plan ¹	STP	\$ 150,000	\$ -			X
400(g)	Bicycle & Pedestrian Implementation Plan	PL/STP	\$ 50,000	\$ -			X
400(h)	Wendell Avenue Study ¹	STP	\$ -	\$ 100,000			X
400(i)	Household Travel Survey Update ¹	STP	\$ -	\$ 300,000			X
	Subtotal		\$ 350,000	\$ 1,250,000			
	Less 7.21% ICAP		\$ (25,235)	\$ (90,125)			
	TOTAL		\$ 324,765	\$ 1,159,875			

¹Assumes use of a Consultant for plan development

Table 5. Funding Availability & Estimated Cost Comparison

Metropolitan Planning Activities	FFY2025	FFY2026
Available Funding (Table 2)	\$ 1,695,629	\$ 1,296,516
Estimated Costs (Table 4)		
Task 100 Requires Plans & Programs	\$ 719,123	\$ 756,239
Task 300 Supplemental Plans & Projects	\$ 955,737	\$ 510,345
Total	\$ 1,674,860	\$ 1,266,584
 Transit Planning Activities		
Available Funding (Table 3)	\$ 126,561	\$ 130,358
Estimated Costs (Table 4)		
Task 200 Public Transit System Planning	\$ 125,267	\$ 129,906
 Additional Funding needed for Contingency Plans & Projects (from TIP/Grants)		
Task 400 Contingency Plans & Projects (Table 4)	\$ 324,765	\$ 1,159,875

Table 6. Metropolitan & Transit Planning Fund Distribution

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

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

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

Budgeted Expenditures	Amount
Personnel ¹	\$ 626,477
Office & Administrative	\$ 98,700
Information Technology	\$ 63,500
Meetings	\$ 12,200
Training	\$ 25,000
Membership Dues	\$ 3,670
Advertising	\$ 32,800
Office Supplies	\$ 22,300
TOTAL¹	\$ 884,647
Revenue	Amount
PL Fund Distribution	\$ 589,600
9.03% Match	\$ 58,526
Supplemental STP Funds	\$ 150,000
9.03% Match	\$ 14,890
TOTAL¹	\$ 813,015

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

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

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

City of Fairbanks
800 Cushman Street
Fairbanks, Alaska 99701



Office of the City Attorney
(907) 459-6750 || tchard@fairbanks.gov
Tom Chard, City Attorney

DATE: June 30, 2026
TO: Council Members; Mayor; Clerk; CFO; Purchasing Agent
FROM: Tom Chard, City Attorney
SUBJECT: City of Fairbanks' Business License Requirements

During a recent Council Work Session, there was some discussion regarding the City of Fairbanks business licensing requirement as it relates to out-of-state vendors doing business with the City. **Current local ordinances and state law require an out-of-state vendor doing business within the city of Fairbanks to have a City business license.**

Fairbanks General Code § 14-601(a) provides, in relevant part, that “every person and other legal entity required to obtain a state business license shall obtain an annual city business license...if the person or legal entity maintains business premises within the city limits, delivers goods or provides services within the city limits, or otherwise does business in the city limits.” FGC 14-602(b) adds that “any business entity that does not have an established business premises in the Fairbanks North Star Borough but that provides one-time or intermittent contractual products or services within the city must obtain a city business license prior to delivery of such products or services.”

Alaska Statute §§ 43.70.020 requires a person “engaging or offering to engage in a trade, service, profession, or activity with the goal of receiving a financial benefit in exchange for the provision of services, or goods or other property in the state to obtain a license.”

Alaska Administrative Code § 12 AAC 12.010(c) provides that a “business that receives revenue for the performance of contracts with the state, its political subdivisions, or the federal government is not exempt from the business licensing requirements... .”

Exempting out-of-state businesses from the City’s licensing requirement or exempting businesses who do business with the City of Fairbanks from the requirement raises serious equal protection, commerce clause, and procurement issues. If council would like to explore this option further, additional legal research would be required. I am happy to assist the Council if that is the direction.

Respectfully,

A handwritten signature in blue ink that reads "Tom Chard".

Tom Chard
City Attorney

ARTICLE XIII. - BUSINESS LICENSING

Footnotes:

--- (11) ---

Editor's note— Ord. No. 5684, § 1, effective Jan. 29, 2007, amended art. XIII, §§ 14-601—14-603, in its entirety. Formerly, said article pertained to similar subject matter as enacted by Ord. No. 5666, § 1, effective Jan. 1, 2007.

Sec. 14-601. - City business license required.

- (a) By the last day of February of each year, every person and other legal entity required to obtain a state business license shall obtain an annual city business license, in addition to any other license required by this Code, if the person or legal entity maintains business premises within the city limits, delivers goods or provides services within the city limits, or otherwise does business in the city limits.
- (b) The city clerk shall provide for a system of issuing city business licenses and keep records of all holders of general city business licenses. The clerk may propose regulations, subject to approval by the city council, relating to the issuance of city general business licenses.
- (c) The following information must be provided for issuance of a city business license, and updated annually:
 - (1) The name of the business owner;
 - (2) The name(s) under which the entity does business;
 - (3) The mailing address of the owner;
 - (4) The mailing and physical address of the business;
 - (5) A contact telephone number and email address;
 - (6) A statement of the general nature of the business and the first two digits of the North American Industry Classification System (NAICS) Code;
 - (7) A selection shall be made within an appropriate range indicating the total estimated gross receipts received from all business activities for the prior year inside the city limits, except as provided under subsection 14-602(b), which shall be treated as confidential proprietary information by the city and not disclosed to the public or accessed by any city employees who do not have a legitimate work-related need to access the information.
- (d) No permit required under chapter 10, buildings and building regulations, may be issued except upon the presentation of a business license properly issued in compliance with this section.
- (e) No occupational license or permit may be issued under any provision of the city Code except upon the presentation of a business license properly issued in compliance with this section.

(Ord. No. 5684, § 1, 1-29-2007; Ord. No. 5715, § 1, 1-1-2008; Ord. No. 5730, § 1, 3-15-2008; Ord. No. 5799, § 1, 3-13-2010; Ord. No. 5864, § 1, 11-19-11; Ord. No. 5944, § 1, 4-21-2014; Ord. No. 6230, § 1, 1-1-2023)

Sec. 14-602. - License fee registration.

- (a) The annual license registration shall be based on gross receipts from the prior year regardless of the number of physical locations in the city where the business is conducted. The fee schedule shall be published in the city schedule of fees and charges for service.
- (b) Any business entity that does not have an established business premises in the Fairbanks North Star Borough but that provides one-time or intermittent contractual products or services within the city must obtain a city business license prior to delivery of such products or services. The business license fee amount shall be calculated based upon the estimated gross proceeds (receipts) of the products or services provided under each contract.

(Ord. No. 5684, § 1, 1-29-2007; Ord. No. 5715, § 1, 1-1-2008; Ord. No. 5799, § 1, 3-13-2010; Ord. No. 5820, § 1, 11-13-2010; Ord. No. 5864, § 2, 11-19-2011; Ord. No. 5944, § 1, 4-21-2014; Ord. No. 5994, § 1, 12-12-2015; Ord. No. 6230, § 1, 1-1-2023)

Sec. 14-603. - Failure to obtain business license.

Any person or other legal entity who violates any of the provisions of this article is subject to a \$50.00 civil penalty in addition to any amounts due. Any person or other legal entity who fails to comply with the provisions of this article within 60 days of actual notice of noncompliance is guilty of a misdemeanor and, exclusive of any civil penalties specifically provided for in this article, shall be punished as provided in F.G.C. section 1-15.

(Ord. No. 5684, § 1, 1-29-2007; Ord. No. 5944, § 1, 4-21-2014; Ord. No. 6230, § 1, 1-1-2023)

Sec. 14-604. - Exemptions.

The following business owners are exempt from application of F.G.C. 14-601—14-603:

- (a) Those business owners whose only business activity is to ship tangible property or provide intangible services to buyers within the city in response to an order (whether by phone, mail, or internet) without the physical presence of any owner, employee, or agent in the city.
- (b) Those business owners who are only physically present in the city for short visits (whether at trade shows, special events, sales visits, etc.), so long as their presence is covered by a multi-vendor permit issued under F.G.C. chapter 14, article III, multivendor event.
- (c) Even if required by state law to have a state business license, anyone making casual sales within the city, such as garage or yard sales.

(d) Any youth under the age of 18 who does business on a seasonal or temporary basis in the city. (Ord. No. 5691, § 1, 3-5-2007; Ord. No. 5944, § 1, 4-21-2014; Ord. No. 6230, § 1, 1-1-2023; Ord. No. 6280, § 1, 5-25-2024)

Sec. 14-605. - Youth business license.

Youth business licenses are not required. However, a youth who meets the exemption requirements set forth in section 14-604(d) may obtain a youth business license.

- (a) *Application.* All applications for issuance of a youth business license must be made on a form provided by the city clerk.
- (b) *Fee.* A nominal fee for a youth business license is set forth in the city schedule of fees and charges for services.
- (c) *Term.* A youth business license will be issued for a temporary term as specified by the applicant at the time of application. A term may include a seasonal period that reoccurs each year for a prescribed number of years.
- (d) *Transferability and age limit.* Youth business licenses are non-transferable and become invalid after the business owner is 18 years of age.

(Ord. No. 6280, § 1, 5-25-2024)

ORDINANCE NO. 6348, AS AMENDED

**AN ORDINANCE AMENDING VARIOUS SECTIONS OF THE
FAIRBANKS GENERAL CODE DEALING WITH NUISANCES**

WHEREAS, citizens have placed greater emphasis on neighborhood conditions,
and

WHEREAS, the City has identified various sections of the Fairbanks General Code (FGC) that are inadequate for addressing public nuisances, and

WHEREAS, City staff have reviewed related code chapters from cities both inside and outside Alaska and have identified changes to the FGC that could adequately address public nuisances and improve neighborhood conditions.

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

SECTION 1. Fairbanks General Code Chapter 10, Article VII, Section 10-208 Blighted Properties is hereby amended, as follows [new text in **bold/underlined** font; deleted text in ~~strikethrough~~ font]:

Sec. 10-208. – Blighted Properties

- (a) *Blighted property definition.* Any individual commercial, industrial, or residential structure or parcel of land that endangers the public's health, safety, or welfare because the property is dilapidated, or deteriorated.

Properties with two or more of the following conditions may be considered a blighted property:

- (1) A property upon which is located a dangerous building as defined in the City of Fairbanks Code for the abatement of dangerous buildings.
- (2) The property is determined to be a fire hazard by the fire chief, assistant fire chief, fire marshal, or deputy fire marshal for violations set forth in chapter 30 of the Code of Ordinances.
- (3) Property that meets the chronic nuisance property definition outlined in FGC section 46-211.
- (4) The presence of people staying in temporary shelter not intended for permanent human habitation for more than ten days, **including but not limited to mobile homes outside of licensed courts, motorhomes or similar recreational vehicles, campers, tents, sheds, or vehicles.**
- (5) Properties **zoned as residential** containing **three or more** unregistered, inoperable, ~~unrepaired,~~ **uncovered, or unscreened** vehicles for more than 90 days.

- (6) Properties with accumulated litter as defined in FGC sections 46-161 and 46-162.
 - (7) Presence of unsecured drug paraphernalia as defined in FGC section 46-361.
 - (8) Properties with polluted conditions as defined in FGC section 34-106.
 - (9) **Properties containing unsecured vacant buildings as defined in FGC section 10-207** ~~Conditions of the property or activities on the property have materially contributed to a decline in property values of proximate properties.~~
- (b) Blighted property determination. The mayor or mayor's designee has the authority to determine if a property has met the blighted property threshold outlined in this section.
 - (c) Notification. Upon determination that a property is blighted, the City of Fairbanks will notify the owner of the property by posting a notice of the violation in a conspicuous location on the blighted property and providing the notice to the owner by hand delivery, mail, or electronically. The notification will specify violations that constitute the blight and clearly express remediation deadlines.
 - (d) Schedule. Owners have thirty business days from the notice of violation to remediate the violations. If the remediation will take longer than thirty business days, the owner must present a remediation plan to the city. The mayor or mayor's designee will determine if the plan will address the violations in a reasonable timeframe.
 - (e) Remedies. Property owners are responsible for correcting all conditions that have led to the blighted property designation. Owners failing to adequately address blighted property violations within thirty business days of the notice of violation or by an approved alternate timeline will accrue civil penalties in the amount of \$300.00 per month. After 30 days the city may address the violations at the property owner's expense. The city council may place a lien on a property for any unpaid civil penalties and/or expenses resulting from remedying the violations.
 - (f) **Personal Property and Vehicles. Insofar as may be reasonably required, the city may move, remove, or discard any personal property located on the blighted property that is contributing to the blighted designation or hindering abatement of the blighted condition. A vehicle removed under this section may be impounded by the city and released to the registered owner only upon proof of ownership and payment of all applicable impound and storage fees. Vehicles not retrieved within 90 days of the impoundment may be considered abandoned and may be disposed of without further notice to the owner. If the contents of the vehicle have not been recovered before such disposal, the contents may be disposed of with the vehicle. All**

other personal property temporarily held by the city under this section may be disposed of in accordance with section 62-31.

- (gf) The civil remedy provided in this section is intended to address health, safety, and welfare concerns resulting from blighted properties. Any remedy included in this section is independent and separate from any other legal remedy available including injunctive relief and criminal action.
- (hg) The property owner(s) may appeal any decision regarding this section of code with the mayor or mayor's designee. The property owner may further appeal any decision regarding this section of code with the city council.
- (ih) The mayor or mayor's designee may waive any fees or penalties associated with this section of Code.

SECTION 2. Fairbanks General Code Chapter 10, Article XII, Section 10-381 Authorized uses outside licensed courts is hereby amended, as follows [new text in **bold/underlined** font; deleted text in ~~strikethrough~~ font]:

Sec. 10-381. - Authorized uses outside licensed courts.

- (a) For the purpose of this section, the term "mobile home" means any vehicle or structure designed and constructed in such a manner as will permit occupancy as sleeping quarters for one or more persons, or the conduct of any business or profession, occupation, or trade, and so designed that it is or may be mounted on wheels and used as a conveyance on highways or city streets, propelled or drawn by its own or other motive power.
- (b) The use of a mobile home for residential purposes shall not be permitted outside a licensed mobile home park except as may be authorized by law. **The city may deem the mobile home an uninhabitable structure at any time and require that it be vacated.**
- (c) **An illegally occupied mobile home on private property is subject to removal by the city.**
 - (1) **The city may post a notice on private property containing an illegally occupied mobile home stating it must be vacated within ten days of the date and time the notice is posted.**
 - (2) **Ten days after the notice is posted, the city will issue a fine of \$300 every seven days to the property owner.**
 - (3) **Any owners or lessees of property allowing illegal occupation of mobile homes to continue are creating a nuisance activity as defined in FGC section 46-211.**
- (de) A mobile home not in use for residential purposes may be stored or parked, provided no more than two such mobile homes may be parked on any lot, parcel, or tract.

- (~~ed~~) Construction firms may use a mobile home for a temporary office and/or storage at a work site during the period of construction.
- (~~fe~~) A business firm may use a mobile home for a temporary office if the business must be temporarily relocated, for a period not to exceed 90 days upon obtaining a permit from the building official.
- (~~gf~~) Mobile homes may be used in ordinary and usual ways in connection with circuses, fairs, political campaigns and similar occasions, provided they are removed not more than seven days after the end of the occasion.

SECTION 3. Fairbanks General Code Chapter 78, Article XI, Section 78-397 Parking of trailers is hereby amended, as follows [new text in **bold/underlined** font; deleted text in ~~strikethrough~~ font]:

Sec. 78-397. - Parking of trailers, travel trailers, motorhomes or campers.

- (a) No trailer shall be parked on any publicly maintained street or highway of this city for a period longer than 24~~one~~ hours at any one time.
- (b) The city engineer may designate a publicly maintained streets in the ~~central business traffic district~~ city on which no trailer shall be stopped, parked or allowed to stand between the hours of 6:00 a.m. and 6:00 p.m.

SECTION 4. Fairbanks General Code Chapter 46, Article II, Section 46-42 Disturbing the peace is hereby amended, as follows [new text in **bold/underlined** font; deleted text in ~~strikethrough~~ font]:

Sec. 46-42. - Disturbing the peace.

- (a) A person commits the offense of disturbing the peace if he:
 - (1) In a public place, repeatedly or continuously shouts, blows a horn, plays a musical or recording or amplifying instrument, or otherwise generates loud sound or noise with the intent to disturb or in reckless disregard of the peace and privacy of others.
 - (2) In a private place, engages in the conduct described in subsection (a)(1) of this section, with the same intent or reckless disregard, after having been informed by another that the conduct is disturbing the peace and privacy of others not in the same place.
 - (3) Between the hours of 11:00 p.m. and 7:00 a.m., operates or uses a pile driver, pneumatic hammer, bulldozer, road grader, loader, power shovel, derrick, backhoe, power saw, manual hammer, motorcycle, snow machine or other instrument, appliance or vehicle which generates loud sounds or noise, after having been informed by another that such operation or use is disturbing the peace and privacy of others.

- (4) Keeps any dog or other animal which is allowed to engage in frequent or prolonged barking or other loud noise-producing activity, after having been informed by another that such frequent or prolonged barking or noise-producing activity is disturbing the peace and privacy of others.
 - (5) Repeatedly or continuously sounds any horn or other sound-producing warning device on a motor vehicle when such repeated or continued sounding is not necessary to warn of any danger.
- (e) The following sound or noise is not prohibited by this section:
- (1) Noise of safety signals, warning devices and emergency pressure relief valves when used for their warning of emergency purposes.
 - (2) Noise produced by any authorized emergency vehicle when responding to an emergency call or when otherwise authorized by law or ordinance to activate its sirens or other warning devices.
 - (3) Noises necessarily produced in the course of work required to protect persons or property from imminent peril.
 - (4) Noise produced by any activity for which a permit has been issued pursuant to subsection (f) of this section.
 - (5) Snow removal equipment necessary for maintenance of property, kept in good repair and maintenance, and which equipment, when new, would not comply with the standards set forth in subsection (a)(3).**

SECTION 5. Fairbanks General Code Chapter 46, Article IV, Division 5 Illegal Activity Nuisance, Sections 46-211 and 46-213 are hereby amended, as follows [new text in **bold/underlined** font; deleted text in ~~strikethrough~~ font]:

Section 46-211. – Definitions

The following words, terms and phrases, when used in this division, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

Chronic nuisance property means:

- (1) Property on which three or more nuisance activities have occurred during any 60-day period;
- (2) Property on which or within 200 feet of which any person associated with the property has engaged in three or more nuisance activity during any 60-day period; or
- (3) Property which, upon request for execution of a search warrant, has been the subject of a determination by a court that probable cause that possession, manufacture or delivery of a controlled substance or related offenses as defined in AS 11.71.010—11.71.060 have occurred within the previous 30 days.

Control means the ability to regulate, restrain, dominate, counteract or govern conduct that occurs on a property.

Deputy director of public safety includes the deputy director of public safety and his designee.

Intimidation means:

- (1) Tampering or interfering with property while having no right to do so nor reasonable ground to believe that the person has such right, with the intent to cause substantial inconvenience to another because of the person's perception of the other's race, color, religion, national origin or sexual orientation;
- (2) Intentionally subjecting another to offensive physical contact because of the person's perception of the other's race, color, religion, national origin or sexual orientation; or
- (3) Intentionally, because of the person's perception of race, color, religion, national origin or sexual orientation of another or of a member of the other's family, subjecting such other person to alarm by threatening to:
 - a. Inflict serious physical injury upon or to commit a felony affecting such other person, or a member of the person's family; or
 - b. Cause substantial damage to the property of the other person or of a member of the other person's family.

Nuisance activities means any of the following activities, behaviors or criminal conduct:

- (1) Harassment as defined in AS 11.61.120;
- (2) Intimidation as defined in this section;
- (3) Assault and reckless endangerment as defined in AS 11.41.200—11.41.230;
- (4) Disorderly conduct as defined in AS 11.61.110 or section 46-41;
- (5) Disturbing the peace as provided in F.G.C. section 46-42;
- (6) Sexual abuse, contributing to the delinquency of a minor, or sexual misconduct as provided in AS 11.51.130, AS 11.41.434—11.41.440, AS 11.41.455;
- (7) Prostitution or related offenses as provided in AS 11.66.100—11.66.130;
- (8) Alcoholic liquor violations as provided in AS 04.11.010—04.11.015;
- (9) Offensive littering as provided in AS 46.06.080 and F.G.C. **section** 46-162;
- (10) Criminal trespass as provided in AS 11.46.320—11.46.330;
- (11) Theft as provided in AS 11.46.100—11.46.200;
- (12) Arson or related offenses as provided in AS 11.46.410—11.46.430;

- (13) Possession, manufacture or delivery of a controlled substance or related offenses as provided in AS 11.71.010—11.71.060;
- (14) Illegal gambling as provided in AS 11.66.200—11.66.260;
- (15) Criminal mischief as provided in AS 11.46.480—11.46.486;
- (16) Any attempt to commit, as defined in AS 11.31.100, or conspiracy to commit, as defined in AS 11.31.120, any of the above offenses;
- (17) Fire or discharge of a firearm as provided in AS 11.61.190—11.61.220 and section 46-293;
- (18) Unlawful operation of sound producing or reproducing equipment as provided in section 46-186;
- (19) Unlawful drinking in public places as provided in section 46-80;
- (20) Curfew as provided by section 46-81; ~~and~~
- (21) Indecent exposure as provided in AS 11.41.460; ~~and~~
- (22) Illegal mobile home occupation as defined in section 10-381; and**
- (23) Continued failure to secure a vacant building, as defined in section 10-207.**

Permit means to suffer, allow, consent to, acquiesce by failure to prevent or expressly assent or agree to the doing of an act.

Person means any natural person, agent, association, firm, partnership or corporation capable of owning, occupying or using property in the city.

Person associated with means any person who, on the occasion of nuisance activity, has entered, patronized, visited or attempted to enter, patronize or visit, or waited to enter, patronize or visit a property or person present on a property, including without limitation any officer, director, customer, agent, employee, or any independent contractor of a property, person in charge, or owner.

Person in charge means any person in actual or constructive possession of a property, including but not limited to an owner or occupant of property under his dominion, ownership or control.

Property means any property, including land and that which is affixed, incidental or appurtenant to land, including but not limited to any business or residential premises, room, house, parking area, loading area, landscaping, building or structure or any separate part, unit or portion, or any business equipment, whether or not permanent. For property consisting of more than one unit, property is limited to the unit or the portion of the property on which any nuisance activity has occurred or is occurring, but includes areas of property used in common by all units of property, including without limitation other structures erected on the property and areas used for parking, loading and landscaping.

Sec. 46-213. - Procedures.

When the ~~deputy director of public safety~~ **Mayor's designee** receives two or more ~~police~~ reports documenting the occurrence of nuisance activity on or within 200 feet of a property within the area, the ~~deputy director of public safety~~ **Chief of Police or their designee** shall independently review such reports to determine whether they describe criminal **or nuisance** acts enumerated under this chapter. Upon such a finding, the **Mayor's designee shall** ~~may deputy director of public safety notify~~ **send a notice to** the person in charge in writing that the property is in danger of becoming chronic nuisance property. The notice shall **must** contain the following information:

- (1) The street address or a legal description sufficient for identification of the property;
- (2) A statement that the ~~deputy director of public safety~~ **city** has information that the property may be chronic nuisance property, with a concise description of the nuisance activities that may exist or that have occurred. The ~~deputy director of public safety~~ **Mayor's designee** shall offer the person in charge an opportunity to propose a course of action that the ~~deputy director of public safety~~ **Mayor** agrees will abate the nuisance activities giving rise to the violation; and
- (3) Demand that the person in charge respond to the ~~deputy director of public safety~~ **Mayor's designee** within ten days to discuss the nuisance activity.

SECTION 6. Fairbanks General Code Chapter 46, Division 6 Fees for Excessive Police Responses, is hereby amended, as follows [new text in **bold/underlined** font; deleted text in ~~strikethrough~~ font]:

Sec. 46-230. - Definitions.

The following words, terms, and phrases, when used in this division, have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

Commercial property means an individual parcel, tract, or lot shown on the most recent plan of record that is not a residential property.

Commercial unit means an area within a commercial property that is readily identifiable by visual inspection as an area used by a single business or commercial enterprise.

Dwelling unit means a structure or portion thereof providing independent and complete cooking, living, sleeping, and toilet facilities for a person or group of persons living as a single housekeeping unit.

Excessive police response means each police response in excess of the limit set in section 46-231.

Lessee shall include a month-to-month tenant.

Mobile home means any vehicle or structure designed and constructed in such a manner as will permit occupancy as sleeping quarters for one or more persons, or the conduct of any business or profession, occupation, or trade, and so designed that it is or may be mounted on wheels and used as a conveyance on highways or city streets, propelled or drawn by its own or other motive power.

Owner means the record owner of the property as shown in the real property tax records of the Fairbanks North Star Borough.

Permit means to allow, consent to, acquiesce by failure to prevent, or expressly assent or agree to the doing of an act.

Person means any natural person, agent, association, firm, partnership, or corporation capable of owning, occupying, or using property in the city.

Police chief or *chief* means the Chief of the Fairbanks Police Department or designee assigned to carry out the duties of the police chief under this article.

Police response means that one or more police officers goes to a property in response to a call for assistance, a complaint, an emergency, a potential emergency, or a reasonable suspicion of unlawful activity witnessed by a police officer, and any response determined by a sergeant or higher ranking police officer to be related to activities on the property and reasonably preventable; however, the term "police response" does not include a response to:

- (1) Receipt of false information, unless the false information was provided by an occupant or owner of the property;
- (2) A false alarm, unless the false alarm was caused, permitted, or allowed by an occupant or owner of the property;
- (3) A call involving potential child neglect, potential domestic violence as defined in AS 18.66.990, or potential stalking under AS 11.41.260 or 11.41.270;
- (4) A report of a sexual assault or abuse as defined in AS 11.41.410—455, unless an occupant or owner of the property is a suspect in the crime or allowed the offense to occur and the victim does not reside in the dwelling unit;
- (5) An emergency for a serious medical or psychological condition, serious bodily injury, or death.
- (6) A call from the lessee or owner of commercial property used as a retail store for police assistance with theft or attempted theft from the retailer.
- (7) A call from the lessee or owner of commercial property used as a licensed premise under authorization of the alcohol and marijuana control office for police assistance with:
 - a. An underage person seeking admittance or service;
 - b. An impaired person seeking admittance or service;

- c. An impaired person preparing to operate a motor vehicle.
- (8) A call referred to the emergency service patrol.

Property means any real estate, residential or commercial.

Residential property means an individual parcel, tract, or lot shown on the most recent plan of record containing one or more dwelling units, or a mobile home.

Sec. 46-231. - Excessive police responses prohibited.

- (a) Any police response in excess of the following is an excessive police response subject to the fees set in subsection 46-232(a):
 - (1) Dwelling unit: Five in a calendar year; or
 - (2) Commercial unit: ~~45~~ **50** in a calendar year.
- (b) The owner of any property within the city is responsible for the excessive police responses to that property and is liable for the penalties imposed by this division. The lessee of a unit located on any property within the city is responsible for excessive police responses to that unit and is liable for the penalties imposed by this division.
- (c) Each excessive police response will constitute, except where otherwise provided, a separate violation for which a separate fee may be assessed.

Sec. 46-232. - Fee for excessive police responses.

- (a) Subject to subsection (b), the owner of property and the lessee of a unit thereon shall jointly pay the city a fee of ~~\$500.00~~ per excessive police response to the dwelling unit or commercial unit, **as set forth in the city schedule of fees and charges**.
- (b) A person is exempt from liability for the fee established by subsection (a) if:
 - (1) The owner is a federal or local government agency;
 - (2) The property responded to is used exclusively for nonprofit, religious, charitable, cemetery, hospital, or educational purposes;
 - (3) The city has not provided notice to the owner or lessee as provided for in section 46-233; or
 - (4) Any person has taken appropriate corrective action under section 46-234.
- (c) If a property has more than one owner, all owners of the property shall be jointly liable for any fee imposed under this section. If a unit has more than one lessee, all lessees of the unit shall be jointly liable for any fee imposed under this section.
- (d) If the property requiring excessive police responses is a mobile home located in a mobile home park, the fee will be imposed on the owner of the

mobile home and not on the owner or operator of the mobile home park, unless the mobile home park owner's or operator's conduct required the excessive police response.

- (e) **For residential property owned as a condominium, the fee based on excessive police responses to a single dwelling unit will be assessed against the owner of the dwelling unit, jointly with the tenant.**
- (f) If the police chief **or their designee** determines appropriate corrective action was taken with respect to a specific property, the count of police responses to the property will be reset to zero, effective the date of the determination. After resetting, all provisions in this division referring to a calendar year shall mean remainder of the calendar year beginning from the date previous corrective action was taken.
- (g) **The Police Chief or their designee will provide a courtesy notice in writing to the owner or tenant of a commercial property or commercial unit when the total number of police responses exceeds 50 in a calendar year. Notice may be by mail. Failure to provide notice under this subsection will not prevent the assessment of fees under this chapter.**

Sec. 46-233. - Notice to liable persons for excessive police responses.

- (a) When it has been determined by the city that a violation of section 46-231 has occurred, the city shall notify the owner and lessee in writing of the violation. The notice of violation will contain the following information:
 - (1) The name of the owner and lessee, street address, or a legal description sufficient for identification of the property;
 - (2) A statement that the number of police responses to the property exceeds the number allowed in section 46-231, along with a listing of the police responses to the property that have occurred within the calendar year, that there has been a violation under this division, and that the failure to take appropriate corrective action may result in the imposition of a fee;
 - (3) A statement that the owner and lessee are liable for a fee for each excessive police response to the property during the calendar year unless, within 30 days of the date notice is accomplished, the owner or lessee takes appropriate corrective action as outlined in section 46-234;
 - (4) The amount of the fee per excessive police response; and,
 - (5) The name and telephone number of a city representative to contact concerning the notice.
- (b) Service of notice of violation must be made either personally or by first class mail, postage prepaid, return receipt requested, addressed to the owner of the property and lessee at the address listed in the real property tax records

of the borough, or by electronic means if such method gives the owner and lessee actual notice of the violation. If the mailed notice is returned without the owner's or lessee's signature, actual notice shall be conclusively presumed on the date the mailed notice is returned to the city.

- (c) The failure of any person to receive notice of violation will not invalidate or otherwise affect the proceedings under this division.

Sec. 46-234. - Corrective action.

- (a) An owner of property will have 30 days from the date notice is accomplished, as required under section 46-233, to consult with the police chief or their designee and propose appropriate corrective action. Appropriate corrective action is action reasonably expected to correct the cause of the police responses to the property. The police chief or their designee is authorized to determine whether corrective action is appropriate under the circumstances and to set a time extension no shorter than ten days for the property owner to implement appropriate corrective action.
- (b) Any owner or lessee who takes appropriate corrective action may not be assessed fees for additional police responses to the property that occur during the time periods described in subsection (a).

Sec. 46-235. – Collection of excessive police response fees; lien on property.

- ~~(a) A fee imposed under section 46-232 is a lien on the property to which there have been an excessive number of police responses.~~
- ~~(b) The lien becomes effective upon the recording of a notice of the lien.~~
- ~~(c) When a notice of the lien has been recorded under subsection (b), the lien has priority over all other liens except:
 - ~~(1) Liens for property taxes, special assessments, and sales and use taxes;~~
 - ~~(2) Liens perfected before the recording of the lien under this section; and~~
 - ~~(3) Mechanics' and materialmen's liens for which claims of lien under AS 34.35.070 or notices of right to lien under AS 34.35.064 have been recorded before the recording of the lien under this section.~~~~
- ~~(d) Excessive police response fees may be collected in any lawful manner, including bringing an action in court for a personal judgment against any person liable for the fee under this division.~~

Sec. 46-236. - Appeal rights.

Any owner determined liable for fees for excessive police responses under this division may, within 30 days of service of notice of violation, apply for a hearing on the determination. The application must be in writing and filed with the mayor's office. The hearing will be held before the mayor or designee within 15 business days of receiving a timely application. The hearing will be limited to the issue of whether the person is liable for each fee imposed under this division, as found by the police chief or their designee. Within 30 days of the written decision of the mayor or designee, a person aggrieved by the decision may appeal to the superior court of the Fourth Judicial District in Fairbanks in accordance with the Alaska Rules of Appellate Procedure.

SECTION 7. The effective date of this ordinance is six days after adoption.


Mindy O'Neall, City Mayor

AYES: Sprinkle, Therrien, Cleworth, Marney, Ringstad, Tidwell
NAYS: None
ABSENT: None
ADOPTED: June 8, 2026

ATTEST:

APPROVED AS TO FORM:


D. Danyielle Snider, MMC, City Clerk


Thomas A. Chard II, City Attorney



City of Fairbanks Finance Committee Meeting Report June 25, 2026

Committee Members Present: Margarita Bell
Councilmember Cleworth
Alesia Kruckenberg
Michael Sanders
Councilmember Sprinkle
Councilmember Tidwell

Committee Members Absent: Joshua Church

Other Present: None

Committee members reviewed the following reports as of May 31, 2026:

- General Fund Balance Sheet with a fund balance of \$11.0 million
- Cash Flow Report with a balance of \$17.4 million
- General Fund Revenues and Expenditures Report with revenues of \$20.4 million and expenditures of \$22.0 million

Committee members reviewed a cash flow projection report for 2027. Committee members discussed the feasibility of doing a \$5.0 million project. Committee members recommend postponing the project until next year.

Committee members reviewed the second budget amendment. Committee members expressed concerns about the overtime in the Fire Department and temporary salaries and benefits in the Public Works Department. Margarita Bell stated that she would provide a history of temporary salaries and benefits with hours worked with snow data.

Committee members reviewed a sales tax comparison report between the City of Fairbanks and Fairbanks North Star Borough. Committee members recommended changing the code as follows: quarterly filing, filing deadline by postmark, no discounts, and due on the 15th of the month.

The next Finance Committee meeting is scheduled for Thursday, July 23, 2026, at 7:00 a.m. in the Meeks Conference Room.