What is Envision 2045?
Envision 2045 is an update of the Fairbanks Metropolitan Area Transportation System’s (FMATS) Metropolitan Transportation Plan (MTP). It lays out a long-range vision for the transportation system in the urbanized area of the Fairbanks North Star Borough, including Fairbanks and North Pole.

Why was the update needed?
To receive federal funds for future transportation improvements, FMATS must establish a “continuing, cooperative, and comprehensive transportation planning process” (3-C Process) to oversee development of transportation policies, plans and programs.

Who worked on the update?
The plan was developed through extensive coordination between local and State agencies and involvement of area residents.

What does the plan describe?
It describes the existing transportation system, outlines future needs, and summarizes planned projects to meet those needs. It includes the project costs and planned timeframe of implementation given expected funding. More detailed information is included in the Appendix.
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FAIRBANKS IS UNIQUE, AND HAS UNIQUE TRANSPORTATION NEEDS

The Fairbanks region prizes its independence. We need a transportation plan that considers our needs now and what they’ll be over the next few decades, so we can manage growth while maintaining our self-reliant approach to living.

Rural, low density living and independent lifestyles. Driving is the most common way for people in the region to access such basic needs as employment, groceries, healthcare, educational opportunities, and heating oil and water.

Thriving communities. Our neighborhoods and downtowns should be places where people of all abilities can safely travel. Making our neighborhoods and downtowns vibrant, walkable, and safe through projects like the recent Cushman Street Reconstruction improves our livability and strengthens our communities.

Long, dark winters. Winter conditions and the need for ice and snow removal, continue to be the biggest barriers to driving, biking, walking, and taking transit. Reduced visibility can also increase crashes. Between 2009 and 2014, over 50% of crashes happened in November, December, January, or February. Efforts like the Seasonal Mobility Task Force and the Alaska Department of Transportation & Public Facilities’ winter maintenance priority policy help prioritize snow removal on the most important facilities to get people where they need to go safely and reliably.

Unparalleled recreational opportunities. Many in the Fairbanks region enjoy boating, fishing, ATVing, snowmachining, dogmushing, and other recreational activities. Maintaining or improving access to these activities is vitally important.

Economic climate. The State of Alaska’s fiscal challenges and instability have resulted in a statewide recession, with negative impacts on employment and state-funded transportation projects. Prioritizing projects that best align with our values can keep us moving, even in difficult financial times.

Strong military presence and growth. As the military presence in our region grows, so does the need for access to the military bases and housing and amenities for military families.

Diverse cultures and backgrounds. We come from all walks of life. It is critical that our transportation systems serve us all, regardless of ethnicity, income, or ability.
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WE’RE GROWING

The FMATS Study Area is expected to grow in population from approximately 86,000 to 104,000 between 2017 and 2045. That’s a 21% increase in population.

Between now and 2045, we want to continue to have low levels of congestion, even as the region grows. We currently have some paths, sidewalks, and shoulders for bicyclists and pedestrians, but we need to enhance them and expand our network for better connections throughout our communities and greater access to recreational resources. We need efficient transit to provide transportation options, and we need to keep freight moving to transport goods to, from, and within the region.
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Community goals are at the heart of the Envision 2045 MTP. These goals, originally established in the 2040 MTP, have been modified to reflect new state and federal requirements.

- Keeping freight moving (the region’s lifeline)
- Broadening our options: walking, bicycling and transit

INTEGRATED FOR SMART GROWTH
Preserving & protecting our region.
Not only is Fairbanks Alaska’s second largest city, the Arctic wilderness is right at our doorstep. The unique character of our region will take work to preserve as more people join our community. Envision 2045 embraces smart growth principles, working to stimulate the local economy while curbing urban sprawl and the environmental degradation that comes with it.

Keeping everyone on the same page.
Different people have different ideas about how to prepare for the future. Through Envision 2045, we’ll coordinate land use and transportation planning efforts with agencies and stakeholders throughout the region so we can build the shared future we want.

SAFE, CONNECTED, AND EFFICIENT
Getting around the region.
People in our region value convenient travel. As our population grows, we’ll need to improve all modes—car, freight, transit, pedestrian, and bicycle—so people can keep moving safely and efficiently through all parts of the region.

Connecting and improving neighborhoods.
Areas like Greater North Pole are growing quickly. Some have always lacked vital connections they need to make travel by all modes safe and efficient. Envision 2045 addresses transit, inconsistent infrastructure quality, and poor neighborhood connectivity to better meet the needs of pedestrians, cyclists, transit users, and drivers.

More ways to get where you’re going.
The face of the region is expected to grow both younger and older by 2045. Strengthening transit and pedestrian/bicycle options will help us better serve our youngest and oldest community members. More people walking, biking and using transit services can decrease motor vehicle demands and improve the health of our communities and environment.

GOAL 1
Coordinate planning efforts to provide an integrated transportation and land use system that embodies smart growth principles and stimulates the economy to grow.

GOAL 2a
Provide a safe, efficient, and secure transportation system for all users.

GOAL 2b
Equip, manage, and operate the transportation system to be multimodal and interconnected.
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CLEAN
Managing snow and ice.
Keeping streets clean and clear is an important part of keeping people moving. Good planning will help us ensure services keep pace with growing demands.

Clear air.
More people in the region will likely mean more cars. By promoting energy efficiency and setting targets to reduce vehicle emissions in our bus and maintenance vehicle fleets, we can help rein in one key contributor to poor air quality.

Clean water.
Roads are a big contributor to the polluted snow melt and stormwater that flows to the Chena River Watershed through more than 2,500 storm drains and 95 miles of buried pipe. Stormwater facilities that use plants to scrub pollutants and filter clean water into the ground are a cost-efficient solution and will be a more common sight in coming years, and switching to less polluting modes of transportation can help keep our water clean.

MAKES THE MOST OF WHAT WE HAVE
Good maintenance extends usable life.
The best way to ensure people can continue to get around is to take care of the infrastructure we have. Pavement and winter maintenance are both priorities of the Envision 2045 plan.

SUPPORTS A GROWING ECONOMY
Freight is our lifeline.
The Eielson Air Force Base expansion is expected to bring job and business opportunities to Fairbanks. It will also increase military and commercial truck traffic. To support the growing economy, Envision 2045 aims to resolve major freight bottlenecks and reduce at-grade rail crossings that hamper roadway safety and reliability.

GOAL 3
Protect the environment, improve air quality, and promote energy efficiency.

GOAL 4
Optimize the utility and lifespan of the existing transportation system.

GOAL 5
Ensure adequate transportation facilities to support economic development.

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2 http://www.newsminer.com/opinion/community_perspectives/alaska-must-tackle-water-quality-issues/article_842b47f6-63a2-11e8-9abc-933ec83b650.html
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WE’RE MAKING PROGRESS

Our last MTP was adopted in 2015. Since then, we’ve accomplished the following:

- **38 projects** have been constructed, including the Cushman Street Road Reconstruction, Goldhill Bicycle and Pedestrian Facility, and College Road Pavement Rehabilitation and Intersection Improvements.

- **1 project** is under construction, the University Avenue Widening.

- **40 projects** are in progress, including the Gillam Way Reconstruction, Danby/Wembley Roundabout project, Cowles Street Reconstruction, Airport Way/Cushman Street Intersection Reconstruction, and Chena Pump Road Bicycle/Pedestrian Facilities Rehabilitation.

In addition to the projects above, FMATS has adopted a Complete Streets Policy, a Green Streets Policy, a new Bicycle and Pedestrian Counting Methodology, and the 2017-2020 Transportation Improvement Program.
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WE RECEIVED **158 INTERACTIVE MAP COMMENTS** ABOUT WHERE WE CURRENTLY HAVE CHALLENGES IN OUR TRANSPORTATION SYSTEM

**WE HEARD YOU**

**THE PAVEMENT ON EASY STREET IS IN VERY POOR CONDITION.**

WIDEN ROAD AND/OR ADD BIKE LANES ON SHOULDERS. NARROW AND DANGEROUS FOR DRIVERS AND CYCLISTS.

Between the transfer site and Chena Small Tracts, there is a lot of turning traffic, yet drivers have often already sped up to 50 mph or more (the speed limit is 45mph). I propose a traffic light here to slow things down.

College Road has sidewalks but there is no safety buffer (such as guardrail or landscaping) separating the vehicular traffic from pedestrians. I live in Wedgewood Apts and walk with my wife on these sidewalks everyday. We do not feel safe because cars are too close to sidewalk. The bike trail along Farmers Loop feel a lot safer compared to College Road because there is separation between vehicular and pedestrian traffic.

Please widen the University Avenue Bridge over the Chena River to allow **safe bike crossing.**

The beginning bus stops from hotels such as the Hampton Inn or Holiday Inn is quite a walk to get to a bus stop, especially in the rain. Once on the bus it is clean, friendly, and takes you to every tourist stop.

**PLEASE RECONSIDER THE PLAN TO TURN ALL OF COLLEGE ROAD INTO A TWO-LANE ROAD WITH A MIDDLE TURN LANE AND WIDE PAVED SHOULDERS FOR BIKES.**

Improve the aesthetics of the Airport Way corridor by **removing the jersey barriers and chainlink fencing along the frontage roads.**

This intersection near the railroad is frequently backed up with vehicle traffic. This poses a potential hazard should a train come.

Each public interaction and comment was considered and helped shape this final plan. We encourage the community to remain engaged and provide input as each project is planned, designed, and constructed.
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GETTING THERE: HOW DO WE
ACHIEVE OUR VISION?

The goals we outlined here won’t be accomplished overnight, but the projects in this plan have been evaluated and prioritized based on their ability to help us achieve them. The full process we went through to determine these projects and create the plan is outlined on the opposite page.
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HOW WERE OUR PROJECTS SELECTED?

Selecting projects is one of the main steps in the process of creating this plan. Our project list came from many different sources to be as comprehensive as possible. Those sources include the following:

- Public and agency involvement through online surveys, interactive maps, and an in-person workshop
- Analysis of current and future needs
- Projects from the last MTP that have not been constructed yet remain important to the region
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Once proposed, each project was screened based on the goals and objectives to determine which will best help us reach our vision. This evaluation, along with factors like financial projections and context-sensitive knowledge, was used to establish project ranking:

- **SHORT RANGE** (2019-24)
- **MEDIUM RANGE** (2025-34)
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<thead>
<tr>
<th>Project</th>
<th>Description</th>
<th>Goal:</th>
<th>FMATS</th>
<th>2045 PRIORITY</th>
<th>COST</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SR-1 GILLIAM WAY RECONSTRUCTION</strong></td>
<td>Reconstruct Gillam Way between Airport Way and 22nd Avenue, including pedestrian and drainage improvements, utilities, and traffic calming.</td>
<td>Goal: 2A, 2B, 3</td>
<td>Y</td>
<td>Short Range</td>
<td>$4.5 M</td>
</tr>
<tr>
<td><strong>SR-2 McGrath Road Upgrade</strong></td>
<td>Upgrade McGrath Road between Farmers Loop Road and the Old Steese Highway. Improve the existing separated bicycle/pedestrian path as needed.</td>
<td>Goal: 2A</td>
<td>Y</td>
<td>Short Range</td>
<td>$5.9 M</td>
</tr>
<tr>
<td><strong>SR-3 Cowles Street Reconstruction (East Cowles—1st Ave)</strong></td>
<td>Reconstruct Cowles Street from 1st Avenue through East Cowles Street. Project work will include roadside hardware, drainage improvements, intersection improvements, ADA improvements, and utilities.</td>
<td>Goal: 2A, 2B</td>
<td>Y</td>
<td>Short Range</td>
<td>$7.2 M</td>
</tr>
<tr>
<td><strong>SR-4 Old Richardson Highway Intersection Improvements</strong></td>
<td>Improve intersections in North Pole at Santa Claus Lane and East 5th Avenue as well as North Pole High School Boulevard at Old Richardson Highway and 8th Avenue. The railroad crossing will also be improved to current standards.</td>
<td>Goal: 2A, 2B, 5</td>
<td>Y</td>
<td>Short Range</td>
<td>$3.6 M</td>
</tr>
<tr>
<td><strong>SR-5 North Pole Streetlight Standardization and Improvement Project</strong></td>
<td>Upgrade the streetlights in older subdivisions and illuminate several areas in the city currently not illuminated. The project has four major areas of concentration: The City Core, Highway Park, Ford, and Morning Star Subdivisions.</td>
<td>Goal: 2A, 3, 4</td>
<td>Y</td>
<td>Short Range</td>
<td>$1.7 M</td>
</tr>
<tr>
<td><strong>SR-6 Lathrop Street Extension</strong></td>
<td>Extend South Lathrop Street to include non-motorized facilities into the newly developed Tanana Lakes Recreation Area.</td>
<td>Goal: 2B</td>
<td>Y</td>
<td>Short Range</td>
<td>$4.9 M</td>
</tr>
<tr>
<td><strong>SR-7 Fairbanks Cushman Street Bridge Rehabilitation</strong></td>
<td>Rehabilitation or upgrade of the existing Cushman Street bridge to meet current seismic standards.</td>
<td>Goal: 4</td>
<td>Y</td>
<td>Short Range</td>
<td>$5.3 M</td>
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<td><strong>SR-8 Tanana Loop and South Chandalar Drive Intersections</strong></td>
<td>Reconstruct the intersections of Tanana Loop/Alumni Drive/South Chandalar Drive, and Salcha Street/South Chandalar Drive, including the portions of South Chandalar Drive between the intersections and up to Ambler Lane. Project will also include reconstructing the pedestrian facilities and construction of new pedestrian facilities on Alumni Drive, Tanana Loop, Salcha Street, and South Chandalar Drive.</td>
<td>Goal: 2A, 2B</td>
<td>Y</td>
<td>Short Range</td>
<td>$2.6 M</td>
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<tr>
<td><strong>SR-9 Fairbanks Area Road/Rail Crossing Reduction/Realignment Plan</strong></td>
<td>The primary purpose of the plan is to serve as a long-range road/rail planning document. The plan will enable FMATS and its agency partners to implement a more efficient and effective approach to integrate passenger and freight rail elements into the larger multimodal and intermodal transportation framework.</td>
<td>Goal: 2A</td>
<td>Y</td>
<td>Short Range</td>
<td>$0.5 M</td>
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<td><strong>SR-10 FMATS Safety and Efficiency Improvements</strong></td>
<td>Funding for low-cost improvements to enhance the safety and efficiency of the existing transportation system. Projects may include signing, striping, lighting upgrades, signal timing, signal controller upgrades, and maintenance.</td>
<td>Goal: 4</td>
<td>Y</td>
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<td><strong>SR-11 FMATS Improvement Program</strong></td>
<td>Funding for the annual Preventative Maintenance or Rehabilitation Activities Program within the FMATS Area for non-NHS routes.</td>
<td>Goal: 2A, 4</td>
<td>Y</td>
<td>Short Range</td>
<td>$11.0 M</td>
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<tr>
<td><strong>SR-12 FMATS Intersection Improvements</strong></td>
<td>Funding for intersection enhancements related to capacity, safety, and/or multimodal accessibility within the FMATS boundary.</td>
<td>Goal: 2A, 2B</td>
<td>Y</td>
<td>Short Range</td>
<td>$0.4 M</td>
</tr>
<tr>
<td>Project</td>
<td>Goal:</td>
<td>2045 Priority</td>
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**Notes:**
- **FMATS** indicates the Federal Highway Administration's Transportation Management System.
- **2045 PRIORITY** shows the priority level for the project.
- **Cost** represents the estimated cost of the project.
FMATS SIGN REPLACEMENT—STAGE III
Replace signs in accordance with the City of Fairbanks and City of North Pole’s established sign management plans.

FMATS SIDEWALK IMPROVEMENT PROJECT
Funding for improved connectivity, safety, mobility, and access for pedestrians throughout the MPA.

YANKOVICH/MILLER HILL ROAD RECONSTRUCTION
Reconstruct Miller Hill and Yankovich Road from Sheep Creek to Ballaine Road, including widened shoulders on Yankovich Road.

COLLEGE ROAD BUS PULLOUTS
Construct new bus stop facilities along College Road. Work includes roadside hardware, drainage improvements, ADA improvements, and utilities.

GREEN STREETS PLAN
FMATS will identify and prioritize which streets within the urbanized area are in greatest need of green infrastructure for the management of stormwater runoff, including specific design recommendations for each of those streets. Research of best management practices in a subarctic environment will also be included in the report.

WMBLEY AVENUE: AURORA DR—DANBY ST
Reconstruct Wembley Avenue and construct an adjacent pedestrian facility. Project work will include roadside hardware, drainage improvements, and ADA improvements.

CHENA RIVER WALK STAGE III
Expand the Chena River Walk to the north side of the Chena River with approximately 2,200 linear feet of pathway from Peger Road to the existing Chena River pedestrian bridge crossing at Pioneer Park. Construct a connection of the existing pedestrian facilities along Peger Road.

OLD AIRPORT WAY IMPROVEMENTS
Reconstruct Old Airport Way and construct an adjacent pedestrian facility.

ADVANCE PROJECT DEFINITION
Provide funding to the State and City to develop new estimates for TIP projects.

TRANSPORTATION DEMAND MANAGEMENT STRATEGIES
A further investigation of Transportation Demand Management (TDM) strategies should be added to the MTP. While this project is not a capital improvement project, it could eliminate the need for several of the capital improvement projects in the proposed project list, resulting in a great savings.

FMATS 2045 PRIORITY COST
Y | Short Range Mid Range Long Range Very Long Range $2.5 M
N

FMATS 2045 PRIORITY COST
Y | Short Range Mid Range Long Range Very Long Range $2.7 M
N

FMATS 2045 PRIORITY COST
Y | Short Range Mid Range Long Range Very Long Range $4.6 M
N

FMATS 2045 PRIORITY COST
Y | Short Range Mid Range Long Range Very Long Range $1.3 M
N

FMATS 2045 PRIORITY COST
Y | Short Range Mid Range Long Range Very Long Range $0.023 M
N

FMATS 2045 PRIORITY COST
Y | Short Range Mid Range Long Range Very Long Range $0.5 M
N

FMATS 2045 PRIORITY COST
Y | Short Range Mid Range Long Range Very Long Range $17.4 M
N

FMATS 2045 PRIORITY COST
Y | Short Range Mid Range Long Range Very Long Range $0.1 M
N

FMATS 2045 PRIORITY COST
Y | Short Range Mid Range Long Range Very Long Range $0.1 M
N

FMATS 2045 PRIORITY COST
Y | Short Range Mid Range Long Range Very Long Range $0.1 M
N

FMATS 2045 PRIORITY COST
Y | Short Range Mid Range Long Range Very Long Range $0.1 M
N

Stage I—Johansen Expressway to Kutter Street Reconstruction; Stage II—Kutter Street to 3rd Street Resurfacing.
Replace signs in accordance with the City of Fairbanks and City of North Pole's established sign management plans.

Reconstruct Wembley Avenue and construct an adjacent pedestrian facility. Project work will include roadside hardware, drainage improvements, and ADA improvements.

Expand the Chena River Walk to the north side of the Chena River with approximately 2,200 linear feet of pathway from Peger Road to the existing Chena River pedestrian bridge crossing at Pioneer Park. Construct a connection of the existing pedestrian facilities along Peger Road.

Reconstruct Miller Hill and Yankovich Road from Sheep Creek to Ballaine Road, including widened shoulders on Yankovich Road.

FMATS will identify and prioritize which streets within the urbanized area are in greatest need of green infrastructure for the management of stormwater runoff, including specific design recommendations for each of those streets. Research of best management practices in a subarctic environment will also be included in the report.

Provide funding to the State and City to develop new estimates for TIP projects.

A further investigation of Transportation Demand Management (TDM) strategies should be added to the MTP. While this project is not a capital improvement project, it could eliminate the need for several of the capital improvement projects in the proposed project list, resulting in a great savings.

FMATS will identify and prioritize which streets within the urbanized area are in greatest need of green infrastructure for the management of stormwater runoff, including specific design recommendations for each of those streets. Research of best management practices in a subarctic environment will also be included in the report.

Funding for the Fairbanks Metropolitan Area Transportation System (FMATS) Coordinator’s office which supports delivery of the FMATS program.
<table>
<thead>
<tr>
<th>Project</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SR-25</strong></td>
<td><strong>AIRPORT WAY WEST IMPROVEMENTS</strong>&lt;br&gt;Reconstruct Airport Way, Hoselton Road, Dale Road, Old Airport Way, and Wien Lake Road. Work includes roadside hardware, drainage improvements, intersection improvements, utilities, and ADA improvements such as curb ramps and sidewalks. <strong>Goal: 2A, 2B</strong>&lt;br&gt;<strong>FMATS</strong> 2045 PRIORITY COST&lt;br&gt;<strong>Y</strong> Short Range Mid Range Long Range Very Long Range $7.0 M&lt;br&gt;<strong>N</strong> Short Range Mid Range Long Range Very Long Range $25.6 M</td>
</tr>
<tr>
<td><strong>SR-26</strong></td>
<td><strong>RICHARDSON HIGHWAY: MP 353-357 SAFETY/ACCESS IMPROVEMENTS</strong>&lt;br&gt;Reconstruct the Richardson Highway and adjacent frontage roads, including roadside hardware, drainage improvements, intersection improvements, and utilities. Work includes construction of new frontage roads and elimination of access points onto the Richardson Highway. This project includes Milepost 353-357 (Mile Point 354-359). <strong>Goal: 2A</strong>&lt;br&gt;<strong>FMATS</strong> 2045 PRIORITY COST&lt;br&gt;<strong>Y</strong> Short Range Mid Range Long Range Very Long Range $15.0 M&lt;br&gt;<strong>N</strong> Short Range Mid Range Long Range Very Long Range $18.0 M</td>
</tr>
<tr>
<td><strong>SR-27</strong></td>
<td><strong>STESE HIGHWAY AND 3RD STREET WIDENING</strong>&lt;br&gt;Reconstruct the intersection of the Steese Expressway with 3rd Street in Fairbanks. Project work will include roadside hardware, drainage improvements, intersection improvements, ADA improvements and utilities. <strong>Goal: 2A, 2B</strong>&lt;br&gt;<strong>FMATS</strong> 2045 PRIORITY COST&lt;br&gt;<strong>Y</strong> Short Range Mid Range Long Range Very Long Range $15.9 M&lt;br&gt;<strong>N</strong> Short Range Mid Range Long Range Very Long Range $25.0 M</td>
</tr>
<tr>
<td><strong>SR-28</strong></td>
<td><strong>STEESE HWY/CHENA HOT SPRINGS ROAD RAMP TERMINI ROUNDABOUTS</strong>&lt;br&gt;Construct roundabouts at the Steese Highway and Chena Hot Springs Road Interchange. Work will include intersection reconstruction and improvements, roadside hardware, drainage improvements, ADA improvements, and utilities. <strong>Goal: 2A</strong>&lt;br&gt;<strong>FMATS</strong> 2045 PRIORITY COST&lt;br&gt;<strong>Y</strong> Short Range Mid Range Long Range Very Long Range $3.5 M&lt;br&gt;<strong>N</strong> Short Range Mid Range Long Range Very Long Range $45.0 M</td>
</tr>
<tr>
<td><strong>SR-29</strong></td>
<td><strong>NHS PAVEMENT MANAGEMENT/ PREVENTIVE MAINTENANCE</strong>&lt;br&gt;Funding for the annual DOT&amp;PF Preventative Maintenance Program within the FMATS Area for NHS routes. Recommendations for pavement rehabilitation are developed under the ongoing Pavement Management System. <strong>Goal: 4</strong>&lt;br&gt;<strong>FMATS</strong> 2045 PRIORITY COST&lt;br&gt;<strong>Y</strong> Short Range Mid Range Long Range Very Long Range $3.6 M&lt;br&gt;<strong>N</strong> Short Range Mid Range Long Range Very Long Range $45.0 M</td>
</tr>
<tr>
<td><strong>SR-30</strong></td>
<td><strong>DANBY STREET/WEMBLEY ROUNDABOUT (HSIP)</strong>&lt;br&gt;Reconstruct the intersection of Danby Street and Wembley Avenue. Work will include intersection reconstruction and improvements, roadside hardware, drainage improvements, ADA improvements, and utilities. <strong>Goal: 2A, 2B</strong>&lt;br&gt;<strong>FMATS</strong> 2045 PRIORITY COST&lt;br&gt;<strong>Y</strong> Short Range Mid Range Long Range Very Long Range $3.6 M&lt;br&gt;<strong>N</strong> Short Range Mid Range Long Range Very Long Range $36.1 M</td>
</tr>
<tr>
<td><strong>SR-31</strong></td>
<td><strong>UNIVERSITY AVENUE REHABILITATION: THOMAS ST TO CHENA RIVER (SEGMENT I)</strong>&lt;br&gt;Widen and reconstruct University Avenue to current standards from Thomas Street to the Chena River, including replacement of University Bridge #0263. <strong>Goal: 2A, 2B</strong>&lt;br&gt;<strong>FMATS</strong> 2045 PRIORITY COST&lt;br&gt;<strong>Y</strong> Short Range Mid Range Long Range Very Long Range $15.9 M&lt;br&gt;<strong>N</strong> Short Range Mid Range Long Range Very Long Range $25.0 M</td>
</tr>
<tr>
<td><strong>SR-32</strong></td>
<td><strong>WENDELL AVENUE BRIDGE: FAIRBANKS</strong>&lt;br&gt;Rehabilitate or replace the Wendell Street Bridge #0532, widen sidewalks, and provide pedestrian access to the bridge along the north and south sides under the bridge. <strong>Goal: 2A, 2B</strong>&lt;br&gt;<strong>FMATS</strong> 2045 PRIORITY COST&lt;br&gt;<strong>Y</strong> Short Range Mid Range Long Range Very Long Range $0.5 M&lt;br&gt;<strong>N</strong> Short Range Mid Range Long Range Very Long Range $36.0 M</td>
</tr>
<tr>
<td><strong>SR-33</strong></td>
<td><strong>PARKS HWY/CHENA PUMP RD— GEIST RD</strong>&lt;br&gt;Investigate potential improvements to make the crossings of the ramp terminals more comfortable for non-motorized users. <strong>Goal: 2A, 2B</strong>&lt;br&gt;<strong>FMATS</strong> 2045 PRIORITY COST&lt;br&gt;<strong>Y</strong> Short Range Mid Range Long Range Very Long Range $0.5 M&lt;br&gt;<strong>N</strong> Short Range Mid Range Long Range Very Long Range $36.0 M</td>
</tr>
<tr>
<td><strong>SR-34</strong></td>
<td><strong>STESE/JOHANSEN INTERSECTION</strong>&lt;br&gt;Reconstruct the intersection of the Steese Expressway with the Johansen Expressway, including adjacent access. Project will include bridge work, roadside hardware, drainage improvements, ADA improvements, and utilities. <strong>Goal: 2A, 2B</strong>&lt;br&gt;<strong>FMATS</strong> 2045 PRIORITY COST&lt;br&gt;<strong>Y</strong> Short Range Mid Range Long Range Very Long Range $15.9 M&lt;br&gt;<strong>N</strong> Short Range Mid Range Long Range Very Long Range $25.0 M</td>
</tr>
<tr>
<td><strong>SR-35</strong></td>
<td><strong>AIRPORT WAY INTERCHANGE</strong>&lt;br&gt;Project will replace the existing at-grade intersection of Airport Way, Steese Expressway, Gaffney Road, and Richardson Highway with an interchange. <strong>Goal: 2A, 2B</strong>&lt;br&gt;<strong>FMATS</strong> 2045 PRIORITY COST&lt;br&gt;<strong>Y</strong> Short Range Mid Range Long Range Very Long Range $0.5 M&lt;br&gt;<strong>N</strong> Short Range Mid Range Long Range Very Long Range $36.0 M</td>
</tr>
<tr>
<td><strong>SR-36</strong></td>
<td><strong>UNIVERSITY AVENUE REHABILITATION: CHENA RIVER TO PARKS HIGHWAY (SEGMENT II)</strong>&lt;br&gt;Widen and reconstruct University Avenue from the Chena River to the Parks Highway. <strong>Goal: 2A, 2B</strong>&lt;br&gt;<strong>FMATS</strong> 2045 PRIORITY COST&lt;br&gt;<strong>Y</strong> Short Range Mid Range Long Range Very Long Range $0.5 M&lt;br&gt;<strong>N</strong> Short Range Mid Range Long Range Very Long Range $36.0 M</td>
</tr>
<tr>
<td>Project</td>
<td>Description</td>
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<td>---------</td>
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<td><strong>SR-25</strong> Airport Way West Improvements</td>
<td>Reconstruct Airport Way, Hoselton Road, Dale Road, Old Airport Way, and Wien Lake Road. Work includes roadside hardware, drainage improvements, intersection improvements, utilities, and ADA improvements such as curb ramps and sidewalks.</td>
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<tr>
<td><strong>SR-26</strong> Richardson Highway: MP 353-357 Safety/Access Improvements</td>
<td>Reconstruct the Richardson Highway and adjacent frontage roads, including roadside hardware, drainage improvements, intersection improvements, and utilities. Work includes construction of new frontage roads and elimination of access points onto the Richardson Highway. This project includes Milepost 353-357 (Mile Point 354-359).</td>
</tr>
<tr>
<td><strong>SR-27</strong> Steese Highway and 3rd Street Widening</td>
<td>Reconstruct the intersection of the Steese Expressway with 3rd Street in Fairbanks. Project work will include roadside hardware, drainage improvements, intersection improvements, ADA improvements and utilities.</td>
</tr>
<tr>
<td><strong>SR-28</strong> Steese Hwy/Chena Hot Springs Road Ramp Termini Roundabouts</td>
<td>Construct roundabouts at the Steese Highway and Chena Hot Springs Road Interchange. Work will include intersection reconstruction and improvements, roadside hardware, drainage improvements, ADA improvements, and utilities.</td>
</tr>
<tr>
<td><strong>SR-29</strong> NHS Pavement Management/Preventive Maintenance</td>
<td>Funding for the annual DOT&amp;PF Preventative Maintenance Program within the FMATS Area for NHS routes. Recommendations for pavement rehabilitation are developed under the ongoing Pavement Management System.</td>
</tr>
<tr>
<td><strong>SR-30</strong> Danby Street/Wembley Roundabout (HSIP)</td>
<td>Reconstruct the intersection of Danby Street and Wembley Avenue. Work will include intersection reconstruction and improvements, roadside hardware, drainage improvements, ADA improvements, and utilities.</td>
</tr>
<tr>
<td><strong>SR-31</strong> University Avenue Rehabilitation: Thomas St to Chena River (Segment I)</td>
<td>Widen and reconstruct University Avenue to current standards from Thomas Street to the Chena River, including replacement of University Bridge #0263.</td>
</tr>
<tr>
<td><strong>SR-32</strong> Wendell Avenue Bridge: Fairbanks</td>
<td>Rehabilitate or replace the Wendell Street Bridge #0532, widen sidewalks, and provide pedestrian access to the bridge along the north and south sides under the bridge.</td>
</tr>
<tr>
<td><strong>SR-33</strong> Parks Hwy/Chena Pump Rd—Geist Rd</td>
<td>Investigate potential improvements to make the crossings of the ramp terminals more comfortable for non-motorized users.</td>
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<tr>
<td><strong>SR-34</strong> Steese/Johansen Intersection</td>
<td>Reconstruct the intersection of the Steese Expressway with the Johansen Expressway, including adjacent access. Project will include bridge work, roadside hardware, drainage improvements, ADA improvements, and utilities.</td>
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<tr>
<td><strong>SR-35</strong> Airport Way Interchange</td>
<td>Project will replace the existing at-grade intersection of Airport Way, Steese Expressway, Gaffney Road, and Richardson Highway with an interchange.</td>
</tr>
<tr>
<td><strong>SR-36</strong> University Ave Rehabilitation: Chena River to Parks Highway (Segment II)</td>
<td>Widen and reconstruct University Avenue from the Chena River to the Parks Highway.</td>
</tr>
</tbody>
</table>
### CHENA HOT SPRINGS ROAD REHABILITATION: MILEPOST 0-6

Rehabilitate Chena Hot Springs Road from Milepost 0-6. Improvements include drainage, embankment stabilization, roadside hardware, utilities, and ADA improvements if required for the reconditioning of the multi-use path. The project also includes intersection improvements inclusive of Old Steese Highway/Chena Hot Springs Road.

**Goal:** 2A, 2B

<table>
<thead>
<tr>
<th>FMATS</th>
<th>2045 PRIORITY</th>
<th>COST</th>
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</thead>
<tbody>
<tr>
<td>Y</td>
<td>Short Range</td>
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<tr>
<td>N</td>
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<td>$9 M</td>
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<tr>
<td>N</td>
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<td></td>
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<tr>
<td>N</td>
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</table>

### FAIRBANKS NORTH STAR BOROUGH TRANSIT GARAGE EXPANSION PROJECT: PHASE 2

Phase 2 of the Transit Garage replacement and expansion project and are seeking an additional $12 million for the second and final phase of the project. This project will replace the aging and inadequate facility that is currently used to house the Transit Department including the Maintenance, Administrative and Operations divisions.

**Goal:** 4

<table>
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<tr>
<th>FMATS</th>
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<th>COST</th>
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<tr>
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<td>Mid Range</td>
<td>$1.3 M</td>
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<td>N</td>
<td>Long Range</td>
<td></td>
</tr>
<tr>
<td>N</td>
<td>Very Long Range</td>
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</tbody>
</table>

### FAIRBANKS NORTH STAR BOROUGH CARBON MONOXIDE AIR QUALITY MAINTENANCE PLAN

Prepare a Fairbanks PM 2.5 Non-attainment Area Statewide Implementation Plan. This project includes inventory development, data collection, analysis, modeling, identifying control measures, and components that demonstrate attainment.

**Goal:** 3

<table>
<thead>
<tr>
<th>FMATS</th>
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<tbody>
<tr>
<td>Y</td>
<td>Short Range</td>
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<td>Long Range</td>
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<tr>
<td>N</td>
<td>Very Long Range</td>
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</tbody>
</table>

### UNIVERSITY AVENUE REHABILITATION: SIDE STREETS

Finish Halvorson, portions of Goldizen and Geraghty Avenue, and advance utility relocations as part of the larger University Avenue Rehabilitation project.

**Goal:** 2A, 2B

<table>
<thead>
<tr>
<th>FMATS</th>
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<th>COST</th>
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</thead>
<tbody>
<tr>
<td>Y</td>
<td>Short Range</td>
<td>$10.0 M</td>
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<td>N</td>
<td>Very Long Range</td>
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### UNIVERSITY AVENUE REHABILITATION: SIDE STREETS

Finish Halvorson, portions of Goldizen and Geraghty Avenue, and advance utility relocations as part of the larger University Avenue Rehabilitation project.

**Goal:** 2A, 2B

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<th>FMATS</th>
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<tr>
<td>Y</td>
<td>Short Range</td>
<td>$14.0 M</td>
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<td>N</td>
<td>Mid Range</td>
<td>$0.2 M</td>
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<td>N</td>
<td>Long Range</td>
<td></td>
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<tr>
<td>N</td>
<td>Very Long Range</td>
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</table>
Rehabilitate Chena Hot Springs Road from Milepost 0-6. Improvements include drainage, embankment stabilization, roadside hardware, utilities, and ADA improvements if required for the reconditioning of the multi-use path. The project also includes intersection improvements inclusive of Old Steese Highway/Chena Hot Springs Road.

Construct a paved bicycle/pedestrian path on the Richardson Hwy starting from the Richardson Hwy/Airport Wy intersection, continuing along the Richardson Hwy to the Badger Lp Northbound Ramp, and terminating at the Badger Rd/ Old Badger Hwy intersection. Improvements will include bridge work, roadside hardware, drainage improvements, ADA improvements, and utilities.

Prepare a Fairbanks PM 2.5 Non-attainment Area Statewide Implementation Plan. This project includes inventory development, data collection, analysis, modeling, identifying control measures, and components that demonstrate attainment.

Finish Halvorson, portions of Goldizen and Geraghty Avenue, and advance utility relocations as part of the larger University Avenue Rehabilitation project.

Improve roadway drainage by replacing drainage structures, reconfiguring roadway geometry and front road separation, grading, and adjusting utilities. This project will also address ADA compliant and associated drainage needs.

Construct a larger vehicle storage and maintenance facility.

Prepare a Fairbanks PM 2.5 conformity determination for short- and long-term transportation plans and individual projects in the entire non-attainment area with the FNSB, consisting of FMATS, the MPO for the Fairbanks urban area, and the associated “donut area” within the PM 2.5 Boundary.

Improve roadway drainage by replacing drainage structures, reconfiguring roadway geometry and front road separation, grading, and adjusting utilities. This project will also address ADA compliant and associated drainage needs.

Construct a paved bicycle/pedestrian path on the Richardson Hwy starting from the Richardson Hwy/Airport Wy intersection, continuing along the Richardson Hwy to the Badger Lp Northbound Ramp, and terminating at the Badger Rd/ Old Badger Hwy intersection. Improvements will include bridge work, roadside hardware, drainage improvements, ADA improvements, and utilities.

Construct a larger vehicle storage and maintenance facility.

Phase 2 of the Transit Garage replacement and expansion project and are seeking an additional $12 million for the second and final phase of the project. This project will replace the aging and inadequate facility that is currently used to house the Transit Department including the Maintenance, Administrative and Operations divisions.

Prepare a Fairbanks PM 2.5 conformity determination for short- and long-term transportation plans and individual projects in the entire non-attainment area with the FNSB, consisting of FMATS, the MPO for the Fairbanks urban area, and the associated “donut area” within the PM 2.5 Boundary.
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<th>Priority: Mid Range (FMATS)</th>
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<tr>
<td><strong>MR-1</strong> Barnette Street Improvements</td>
</tr>
<tr>
<td><strong>MR-2</strong> Minnie Street Reconstruction</td>
</tr>
<tr>
<td><strong>MR-3</strong> Dyke Road Improvements</td>
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<tr>
<td><strong>MR-4</strong> Dawson Road Extension (Hurst Road-Pall Road Extension)</td>
</tr>
<tr>
<td><strong>MR-5</strong> North Tanana Dr Extension (UAF)</td>
</tr>
<tr>
<td><strong>MR-6</strong> Tanana Loop Reconstruction (UAF)</td>
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<tr>
<td><strong>MR-7</strong> Broadway Road Reconstruction</td>
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<tr>
<td><strong>MR-8</strong> Peridot Street Reconstruction: FNSB</td>
</tr>
<tr>
<td><strong>MR-9</strong> College Road Reconstruction Stage II</td>
</tr>
<tr>
<td><strong>MR-10</strong> Phillips Field: Realign Pioneer Road to meet Driveway Street</td>
</tr>
<tr>
<td><strong>MR-11</strong> Lacey Street Reconstruction</td>
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<tr>
<td><strong>MR-12</strong> Richardson Highway Corridor Study: Badger Road to Salcha</td>
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<tr>
<td><strong>MR-13</strong> Dennis Road Extension: North Pole</td>
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<tr>
<td><strong>MR-14</strong> Holmes Road Reconstruction</td>
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<td><strong>MR-15</strong> Geist Road Access Management</td>
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<tr>
<td><strong>MR-16</strong> Wendell Avenue Study</td>
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<td><strong>MR-17</strong> 5th Avenue Reconstruction</td>
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<td><strong>MR-18</strong> FMATS Intersection Improvements</td>
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<td><strong>MR-19</strong> FMATS Safety and Efficiency Improvements</td>
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<td><strong>MR-20</strong> FMATS Improvement Program</td>
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<tr>
<td><strong>MR-21</strong> Fairbanks Bicycle Route Signage and Pavement Markings</td>
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<tr>
<td><strong>MR-22</strong> Layihop Street: Eagan Avenue-16th Avenue</td>
</tr>
<tr>
<td><strong>MR-23</strong> FMATS Bicycle Facility Improvement Program</td>
</tr>
</tbody>
</table>

| **MR-24** Peger Road: Chena River-Airport Way | Widen shoulders, if possible, and designate as bike lanes. |
| **MR-25** 5th Avenue (NP): Santa Claus Lane-Theron Street | Construct sidewalk from Santa Claus Lane to 5th Avenue's terminus at Theron Street. |
| **MR-26** 8th Avenue (NP): St Nicholas Drive-Blanket Boulevard | Construct sidewalk from the terminus of the shared use path west of Blanket Boulevard to St Nicholas Drive. |
| **MR-27** Dartmouth Drive: Chena Pump Road-Stanford Avenue | Construct sidewalk along Dartmouth Drive. |
| **MR-28** Fairbanks Streets: Birch Lane-Teal Avenue | Construct sidewalk on west side of Fairbanks Streets. |
| **MR-29** Boat Street Path-Chena River Bridge | Improve the ramp connections onto the bridge to provide a smooth transition for cyclists. |
| **MR-30** College Road Pedestrian Crossings | Install pedestrian crossings on College Road where warranted. |
| **MR-31** Eggn Avenue Pedestrian Improvements | Install pedestrian facilities between Moose Street and Lathrop Street along Eggn Avenue. |
| **MR-32** 2nd Avenue (Fairbanks): Hall Street-Clay Street | Construct sidewalk along the north side of 2nd Avenue. |
| **MR-33** 7th Avenue (Fairbanks): End of Sidewalk-3rd Avenue | Construct sidewalk along 7th Avenue from where the MLH Manor (near Noble Street) existing sidewalk ends to 3rd Avenue. Approximately 0.2 miles. |
| **MR-34** 5th Avenue-Mission Road/ Richardson Highway | Investigate potential improvements to allow non-motorized users to cross the Richardson Highway at this location. This may require an overpass, which could be completed in conjunction with a future interchange at this location. |
| **MR-35** Old Steese Highway/Farmers Loop Road | Investigate potential improvements to make this unsignalized intersection crossing more comfortable for non-motorized users. |
| **MR-36** FMATS Sidewalk Improvement Project | Funding for improved connectivity, safety, mobility, and access for pedestrians throughout the MPA. |
| **MR-37** Lathrop Street: 19th Avenue-Davis Road | Convert the existing shoulders to designated bike lanes. |
| **MR-38** Non-Motorized Plan Update | Update the non-motorized plan to improve conditions for bicyclists and pedestrians within Fairbanks. The plan shall identify system gaps, create a network of on-street bicycle lanes, create an artery system of bicycle facilities, and create traffic calming and bicycle facility design recommendations. |
| **MR-39** Roland Road Improvements | Widen roadway to accommodate bicycles and pedestrians and improve safety for all modes. |
| **MR-40** Share the Road Educational Outreach | Develop a multimedia campaign to improve education about the rights and responsibilities of each transportation mode. |
| **MR-41** Fairbanks International Airport—University Avenue South Improvements | Resurface University Avenue South/Airport Perimeter Road, realign approximately 2,500 linear feet of University Avenue South and adjacent railroad, and construct an adjacent pedestrian facility. |
| **MR-42** Airport-West Bicycle and Pedestrian Facilities | Construct bicycle and pedestrian connections from the Fairbanks International Airport to the neighborhoods west of the Airport and planned non-motorized facilities along Dale Road. |
| **MR-43** Chena Lakes-Plack Road Bicycle and Pedestrian Facilities | Construct bicycle and pedestrian trail connection between Chena Lakes Recreational Area and Plack Road. |
| **MR-44** Nelson Road Bicycle and Pedestrian Facility | Construct a bicycle and pedestrian facility along Nelson Road by adding shoulders or a separated multi-use path. |
| **MR-45** Bike Lane Signing and Striping | Signing and striping of existing paved shoulders within City of Fairbanks to accommodate bicyclists as designated bike lanes for seasonal use. |
| **MR-46** Road Service Area Expansion | Expand existing RSAs or create new RSAs to address “orphan roads,” including funding to upgrade roads to current standards. |
| **MR-47** Driver's Education Program | Provide a subsidy for driver's ed course in Fairbanks and/or introduce driver's ed courses to a local high school. |
| **MR-48** FMATS Coordinator's Office | Funding for the Fairbanks Metropolitan Area Transportation System (FMATS) Coordinator's office which supports delivery of the FMATS program. |
| **MR-49** Advance Project Definition | Provide funding to the State and City to develop new estimates for TIP projects. |
| **MR-50** MTP Update | Update the FMATS Metropolitan Transportation Plan, as required under 23 USC 134. |
| **MR-51** Chena Pump Road Crossing | Construct a pedestrian/bicycle crossing along Chena Pump Road between Chena Ridge Road and Chena Small Tracts Road for safe access to the Interior Alaska Land Trust Chinook Conservation Park. |
Barnette Street Improvements
Part of the complete streets project: includes rehabilitating the roadway, widening sidewalks; and installing a southbound bike lane, signal modifications, controller upgrades, and street enhancements, as allowable.

Minnie Street Reconstruction
Reconstruct Minnie Street from Ercog Street to Old Steese Highway. Work includes upgrading sidewalks to ADA compliance, shoulders to accommodate bicyclists, storm drain system, utility relocations, and rehabilitating or replacing Noyes Slough Bridge.

Dyke Road Improvements
Construct paved shoulders for bicyclists and pedestrians along Dyke Road from Laurance Road to the Old Richardson Highway.

Dawson Road Extension (Hurst Road-Plack Road Extension)
Extend Dawson Road north from Hurst Road to provide an alternate travel route between the growing Plack Road and Repp Road area and Richardson Highway. Corridor in North Pole via the Richardson/Dawson interchange.

North Tanana Dr Extension (UAF)
Reconstruct Kuskokwim Way between North Tanana Drive and Shenjek Drive, approximately 2,100 feet, to include construction of sidewalk, shoulders to accommodate bicyclists, illumination, drainage improvements, and paving.

Tanana Loop Reconstruction (UAF)
Construct 1,700 feet of Tanana Loop between Yukon Drive and North Tanana Drive. Widen the sidewalk to 8 feet and extend it to North Tanana Drive. Add 4-foot bike lanes to both sides of the roadway.

Bradway Road Reconstruction
Reconstruction of Bradway Road in the Badger Road area to provide a maintainable pavement structure and to provide for increasing travel demands and multiple transportation modes.

Peridot Street Reconstruction: FNSB
Reconstruct Peridot Street from the Richardson Highway to City limit, approximately 0.21 miles, and pave. Provide street lights and bike/pedestrian facilities as funding allows.

Richardson Highway Corridor Study: Badger Road to Salcha
Identify corridor projects emphasizing local land uses and developing future land use recommendations.

Dennis Road Extension: North Pole
Reconstruction to handle increasing travel demands, to improve safety, and reduce maintenance costs. Extend Dennis Road from Badger Road to Seawolf Drive, to provide public access to an existing residential area. Project to include pedestrian facilities from Badger Road to the north side of Chena River including the construction of a new bridge.

Holmes Road Reconstruction
Rehabilitate Holmes Road and provide accommodations for bicyclists and pedestrians to improve safety and provide for increasing residential development in the area.

Geist Road Access Management
Study access management and path conflicts on Geist Road.

Wendell Avenue Study
Develop comprehensive vision for Wendell Avenue/Old Steese Highway between 3rd Street and Noble Street to improve capacity, pedestrian/bicycle, and downtown circulation/access needs.

5th Avenue Reconstruction
Reconstruct 5th Avenue from Barnette Street to Noble Street in order to provide improved facilities for all users. Reconstruction includes improved drainage, ADA compliant pedestrian facilities, shoulders to accommodate bicyclists and temporary snow storage, utility relocates and improvements, as required, installation of wayfinding and bicycle route signs, and landscaping in accordance with City of Fairbanks' Complete Streets.

5th Avenue Reconstruction
Construe sidewalk from 5th Avenue to Old Steese Highway in order to provide improved facilities for all users. Reconstruction includes improved drainage, ADA compliant pedestrian facilities, shoulders to accommodate bicyclists and temporary snow storage, utility relocates and improvements, as required, installation of wayfinding and bicycle route signs, and landscaping in accordance with City of Fairbanks’ Complete Streets.

PMATS Intersection Improvements
Funding for intersection enhancements related to capacity, safety, and/or multimodal accessibility within the PMATS boundary.

PMATS Safety and Efficiency Improvements
Funding for low-cost improvements to enhance the safety and efficiency of the existing transportation system. Projects may include signing, striping, and lighting upgrades, signal timing, signal controller upgrades, and maintenance.

PMATS Improvement Program
Funding for the annual Preventative Maintenance or Rehabilitation Activities Program within the PMATS Area for non-NHS routes.

Fairbanks Bicycle Route Signage and Pavement Markings
Install bicycle route signs and/or pavement markings within the MPA.

Lathrop Street: Eagan Avenue-16th Avenue
Construct sidewalk from existing sidewalk to the end of Lathrop Street.

PMATS Bicycle Facility Improvement Program
Rehabilitate or reconstruct bicycle facilities in the MPA.

Peger Road: Chena River-Airport Way
Widen shoulders, if possible, and designate as bike lanes.

5th Avenue (NP): Santa Claus Lane-Thermon Street
Construct sidewalk from Santa Claus Lane to 5th Avenue's terminus at Thermon Street.

8th Avenue (NP): St Nicholas Drive-Blanket Boulevard
Construct sidewalk from the terminus of the shared use path west of Blanket Boulevard to St Nicholas Drive.

Dartmouth Drive: Chena Pump Road-Stanford Avenue
Construct sidewalk along Dartmouth Drive.

Fairbanks Streets: Birch Lane-Teal Avenue
Construct sidewalk on west side of Fairbanks Streets.

Boat Street Path-Chena River Bridge
Improve the ramp connections onto the bridge to provide a smooth transition for cyclists.

College Road Pedestrian Crossings
Install pedestrian crossings on College Road where warranted.

Egan Avenue Pedestrian Improvements
Install pedestrian facilities between Moore Street and Lathrop Street along Egan Avenue.

2nd Avenue (Fairbanks): Hall Street-Clay Street
Construct sidewalk along the north side of 2nd Avenue.

7th Avenue (Fairbanks): End of Sidewalk-3rd Avenue
Construct sidewalk along 7th Avenue from where the MLH Manor (near Noble Street) existing sidewalk ends to 3rd Avenue. Approximately 0.8 miles.

5th Avenue-Mission Road/ Richardson Highway
Investigate potential improvements to allow non-motorized users to cross the Richardson Highway at this location. This may require an overpass, which could be completed in conjunction with a future interchange at this location.

Old Steese Highway/Farmers Loop Road
Investigate potential improvements to make this unsignalized intersection crossing more comfortable for non-motorized users.

PMATS Sidewalk Improvement Project
Funding for improved connectivity, safety, mobility, and access for pedestrians throughout the MPA.

Lathrop Street: 19th Avenue-Davis Road
Convert the existing shoulders to designated bike lanes.

Non-Motorized Plan Update
Update the non-motorized plan to improve conditions for bicyclists and pedestrians within Fairbanks. The plan shall identify system gaps, create a network of on-street bicycle lanes, create an artery system of bicycle facilities, and create traffic calming and bicycle facility design recommendations.

Roland Road Improvements
Widen roadway to accommodate bicycles and pedestrians and improve safety for all modes.

Share the Road Educational Outreach
Develop a multimedia campaign to improve education about the rights and responsibilities of each transportation mode.

Fairbanks International Airport--University Avenue South
Resurface University Avenue South/Airport Perimeter Road, realign approximately 2,500 linear feet of University Avenue South and adjacent railroad, and construct an adjacent pedestrian facility.

Airport-West Bicycle and Pedestrian Facilities
Construct bicycle and pedestrian connections from the Fairbanks International Airport to the neighborhoods west of the Airport and planned non-motorized facilities along Dale Road.

Chena Lakes--Plask Road Bicycle and Pedestrian Facilities
Construct bicycle and pedestrian trail connection between Chena Lakes Recreational Area and Plask Road.

Nelson Road Bicycle and Pedestrian Facility
Construct a bicycle and pedestrian facility along Nelson Road by adding shoulders or a separated multi-use path.

Bike Lane Signing and Striping
Signing and striping of existing paved shoulders within City of Fairbanks to accommodate bicyclists as designated bike lanes for seasonal use.

Road Service Area Expansion
Expand existing RSAs or create new RSAs to address “orphan roads,” including funding to upgrade roads to current standards.

Driver's Education Program
Provide a subsidy for driver’s ed course in Fairbanks and/or introduce driver’s ed course to a local high school.

FMATS Coordinator’s Office
Funding for the Fairbanks Metropolitan Area Transportation System (FMATS) Coordinator’s office which supports delivery of the FMATS program.

Advance Project Definition
Provide funding to the State and City to develop new estimates for TIP projects.

PMATS Metropolitan Transportation Planning
Update the PMATS Metropolitan Transportation Plan, as required under 23 USC 134.

Chena Pump Road Crossing
Construct a pedestrian/bicycle crossing along Chena Pump Road between Chena Ridge Road and Chena Smale Tracts Road for safe access to the Interior Alaska Land Trust Chinook Conservation Park.
Richardson Highway MP 359
Railroad Grade Separated Facility

Replace the Noyes Slough Bridge #2009 on Aurora Drive in Fairbanks. Project work includes bridge work, roadway, drainage improvements, intersection improvements, ADA Improvements, and utility work.

Airport Way/South Cushman Street
Intersection Reconstruction

Reconstruct the intersection at Airport Way and Cushman Street.

Phillips Field Road/Minnie Street
Air Quality Notification System

Funding for the annual DOT&PF Preventative Maintenance Program within the FMATS Area for NHS routes. Recommendations for pavement rehabilitation are developed under the ongoing Pavement Management System.

Johansen Expressway Ramps/College Road/Illinois Street
Improvements

Construction of improvements to the Johansen/College Interchange Ramps on College Road (Johansen Expressway/Illinois Street) to handle traffic growth and to improve safety. Work will include added turn lanes at the Johansen Expressway ramps, intersection improvements at Illinois Street (Illinois Street Reconstruction project) and a possible signal at College Road. Considering a roundabout. Investigate potential improvements to make the crossings of the ramp terminals more comfortable for non-motorized users.

Johansen Expressway Widening

Widen Johansen Expressway to accommodate additional westbound traffic between Steese Expressway and College Road.

College Road and 3rd Street Improvements

Construct improvements at the College Road and 3rd Street intersections.

Chena Pump Road Roundabout Intersection

Study a roundabout interchange at the Chena Pump Road/Parks Highway interchange.

Danby Street Interchange Study

Study a grade-separated interchange on Johansen Expressway at Danby Street.

Airport Way: Steese Highway—Parks Highway

Designate and construct improvements to parallel routes on the north and south sides of Airport Way.

Air Quality Notification System Highway Signage Project

Place variable message signs on major arterials in the Fairbanks and North Pole area with the primary function to alert the community about Air Quality stage restrictions. The signs could serve multiple functions such as alerting drivers to adverse road conditions or amber alerts. The signs will be placed on both sides of the roadway for inbound and outbound traffic, necessitating 2 signs for each roadway identified. The following roadways have been identified as candidates for this project: Parks Highway, Richardson Highway, Johansen Expressway, Mitchell Expressway and the Steese Expressway.

Peridot Street/Richardson Highway Crossing

Improve the safety and operations of the Peridot Street/Richardson Highway intersection for all users by making a right in, right out.

Farmers Loop—Chena Hot Springs Road
Road Trail Connections: FNSB

Construct an all season trail connection that will link from Farmers Loop Road in the McGrath Road area to Chena Hot Springs Road. This will connect the Farmers Loop Bike Trail and adjacent winter trails to the Chena Hot Springs multi-use trail.

Richardson Highway (NP)/Alternate Route: Peridot Street—Laurence Road

Construct an extension of the existing shared-use path on the north side of the road to the Parks Highway.

College Road Complete Street (University Avenue to Steese Expressway)

Reconfigure College Road to improve access and mobility for all transportation modes from University Avenue to the Steese Expressway.

Fairbanks-North Pole Bicycle and Pedestrian Multi-Use Path

Construct bicycle and pedestrian path connection between Fairbanks and North Pole by extending the proposed path from the Richardson Highway/Badger Road intersection to North Pole. Continue to allow bicyclists on Richardson Highway when complete.

Increase Red/Blue Headways

Increase PM peak service on Red and Blue lines.

Sunday Service

Add Sunday service for Red and Blue lines.

Four New Buses

Purchase four low-floor 35 foot buses.

New Transit Van

Purchase a new Transit Van.

Eielson Operations Study

Consider transit connection or other mobility options for a connection to Eielson Air Force Base and Salcha.

Transit Operations Study

Conduct a study to identify potential operational improvements to the transit system. Within the greater study, investigate the possibility of a direct express route between Fairbanks and North Pole on the Richardson Highway with connections to Badger Road, neighborhoods north and east of North Pole, Fairbanks International Airport, Eielson Air Force Base, and Salcha.

MR-75

FNSB Air Quality Programs (CMAG)

Funding to support ongoing efforts and recommendations outlined under the Fairbanks North Star Borough Carbon Monoxide Air Quality Maintenance Plan.

Priority: Long Range (FMATS)

LR-1

Badger Road Corridor Study

Conduct study of future road conditions on Badger Road.

LR-2

Phillips Field Road/Minnie Street Realignment

Realign Phillips Field Road to create a four leg intersection with Minnie Street.

LR-3

Richardson Highway Corridor Plan

Develop multimodal vision for Richardson Highway Corridor from the Steese Expressway to Lawrence Road establishing access locations and frontage road alignments.

LR-4

South Cushman Freight Improvements

Develop safety, capacity, and freight improvements for South Cushman Street between 23rd Avenue and Van Horn Road. Consider roundabouts at 28th and 30th Avenues.

LR-5

FMATS Safety and Efficiency Improvements

Funding for low-cost improvements to enhance the safety and efficiency of the existing transportation system. Projects may include signing, striping and lighting upgrades, signal timing, signal controller upgrades, and maintenance.

LR-6

FMATS Improvement Program

Funding for the annual Preventative Maintenance or Rehabilitation Activities Program within the FMATS boundary.

LR-7

FMATS Intersection Improvements

Funding for intersection enhancements related to capacity, safety, and/or multimodal accessibility within the FMATS boundary.

LR-8

7th Avenue (Fairbanks): Cowles Street—Steese Highway

Install bicycle route signs and/or pavement markings. Consider full Bicycle Boulevard treatments.

LR-9

5 South Cushman: Mitchell Expressway—Van Horn Road

Van Horn Rd—Install bicycle lanes.

LR-10

Van Horn Road—University Avenue—Peger Road

Install bicycle lanes to provide a complete connection around southern Fairbanks.

LR-11

Davis Road: University Avenue—Peger Road

Construct sidewalk on the south side of Davis Road.

LR-12

Phillips Field Road: Peger Road—Illinois Street

Construct a shared-use path along the north side of the Chena River. If feasible, bicycle lanes should be considered where they are feasible along Phillips Field Road if this path cannot be built.

LR-13

FMATS Sidewalk Improvement Project

Funding for improved connectivity, safety, mobility, and access for pedestrians throughout the MPA.

LR-14

FMATS Coordinator’s Office

Funding for the Fairbanks Metropolitan Area Transportation System (FMATS) Coordinator’s office which supports delivery of the FMATS program.

LR-15

Advance Project Definition

Provide funding to the State and City to develop new estimates for pilot projects.

LR-16

MTAP Update

Update the FMATS Metropolitan Transportation Plan, as required under 23 USC 134.

Priority: Mid Range (Non-FMATS)

MR-52

Richardson Highway MP 359
Railroad Grade Separated Facility

Construct a grade separated facility on the Richardson Highway near Milepost 359 to reduce railroad/vehicle conflicts. Improve connectivity with the Old Richardson highway and potential access for Fort Wainwright South Road.

MR-53

Aurora Drive Noyes Slough Bridge #2009 Replacement

Replace the Noyes Slough Bridge #2009 on Aurora Drive in Fairbanks. Project work includes bridge work, roadway, drainage improvements, intersection improvements, ADA Improvements, and utility work.

MR-54

Airway Way/South Cushman Street
Intersection Reconstruction

Reconstruct the intersection at Airport Way and Cushman Street.

MR-55

NHS Pavement Management/Preventive Maintenance

Funding for the annual DOT&PF Preventative Maintenance Program within the FMATS Area for NHS routes. Recommendations for pavement rehabilitation are developed under the ongoing Pavement Management System.

MR-56

Johansen Expressway Ramps/College Road/Illinois Street
Improvements

Construction of improvements to the Johansen/College Interchange Ramps and on College Road (Johansen Expressway—Illinois Street) to handle traffic growth and to improve safety. Work will include added turn lanes at the Johansen Expressway ramps, intersection improvements at Illinois Street (Illinois Street Reconstruction project) and a possible signal at College Road. Considering a roundabout. Investigate potential improvements to make the crossings of the ramp terminals more comfortable for non-motorized users.

MR-57

Johansen Expressway Widening

Widen Johansen Expressway to accommodate additional westbound traffic between Steese Expressway and College Road.

MR-58

College Road and 3rd Street Improvements

Construct improvements at the College Road and 3rd Street intersections.

MR-59

Chena Pump Road Roundabout
Intersection

Study a roundabout interchange at the Chena Pump Road/Parks Highway interchange.

MR-60

Danby Street Interchange Study

Study a grade-separated interchange on Johansen Expressway at Danby Street.

MR-61

Airport Way: Steese Highway—Parks Highway

Designate and construct improvements to parallel routes on the north and south sides of Airport Way.

MR-62

Air Quality Notification System Highway Signage Project

Place variable message signs on major arterials in the Fairbanks and North Pole area with the primary function to alert the community about Air Quality stage restrictions. The signs could serve multiple functions such as alerting drivers to adverse road conditions or amber alerts. The signs will be placed on both sides of the roadway for inbound and outbound traffic, necessitating 2 signs for each roadway identified. The following roadways have been identified as candidates for this project: Parks Highway, Richardson Highway, Johansen Expressway, Mitchell Expressway and the Steese Expressway.

MR-63

Peridot Street/Richardson Highway Crossing

Improve the safety and operations of the Peridot Street/Richardson Highway intersection for all users by making a right in, right out.

MR-64

Farmers Loop—Chena Hot Springs Road
Road Trail Connections: FNSB

Construct an all season trail connection that will link from Farmers Loop Road in the McGrath Road area to Chena Hot Springs Road. This will connect the Farmers Loop Bike Trail and adjacent winter trails to the Chena Hot Springs multi-use trail.

MR-65

Richardson Highway (NP)/Alternate Route: Peridot Street—Laurence Road

Construct an extension of the existing shared-use path on the north side of the road to the Parks Highway.

MR-66

Geist Road/ Parks Highway—Fairbanks Street

Construct an extension of the existing shared-use path on the north side of the road to the Parks Highway.

MR-67

College Road Complete Street (University Avenue to Steese Expressway)

Reconfigure College Road to improve access and mobility for all transportation modes from University Avenue to the Steese Expressway.

MR-68

Fairbanks-North Pole Bicycle and Pedestrian Multi-Use Path

Construct bicycle and pedestrian path connection between Fairbanks and North Pole by extending the proposed path from the Richardson Highway/Badger Road intersection to North Pole. Continue to allow bicyclists on Richardson Highway when complete.

MR-69

Increase Red/Blue Headways

Increase PM peak service on Red and Blue lines.

MR-70

Sunday Service

Add Sunday service for Red and Blue lines.

MR-71

Four New Buses

Purchase four low-floor 35 foot buses.

MR-72

New Transit Van

Purchase a new Transit Van.

MR-73

Eielson Operations Study

Consider transit connection or other mobility options for a connection to Eielson Air Force Base and Salcha.

MR-74

Transit Operations Study

Conduct a study to identify potential operational improvements to the transit system. Within the greater study, investigate the possibility of a direct express route between Fairbanks and North Pole on the Richardson Highway with connections to Badger Road, neighborhoods north and east of North Pole, Fairbanks International Airport, Eielson Air Force Base, and Salcha.

Priority: Long Range (FMATS)

Priority: Mid Range (Non-FMATS)

Priority: Long Range (Non-FMATS)

Priority: Long Range (FMATS)
Funding for intersection enhancements related to capacity, safety, and/or multimodal uses.

Richardson Highway

Replace the Noyes Slough Bridge #0209 on Aurora Drive in Fairbanks. Project work includes bridge deck, roadway, drainage improvements, intersection improvements, ADA improvements, and utility work.

Airport Way/South Cushman Street

Reconstruct the intersection at Airport Way and Cushman Street.

Richardson Highway

Funding for the annual DOT&PF Preventative Maintenance Program within the FMATS Area for NHS routes. Recommendations for pavement rehabilitation are developed under the ongoing Pavement Management System.

Johansen Expressway Ramps/College Road/Iliesiu Street Improvements

Construction of improvements to the Johansen/College Interchange Ramps and on College Road (Johansen Expressway—Iliesiu Street) to handle traffic growth and to improve safety. Work will include added turn lanes at the Johansen Expressway ramps, intersection improvements at Illinois Street (Illinois Street Reconstruction project) and a possible signal at College Road. Considering a roundabout, investigate potential improvements to make the crossings of the ramp terminals more comfortable for non-motorized users.

Johansen Expressway Widening

Widen Johansen Expressway to accommodate additional westbound traffic between Steese Expressway and College Road.

College Road and 3rd Street Improvements

Construct improvements at the College Road and 3rd Street intersections.

Chena Pump Road Roundabout Interchange

Study a roundabout interchange at the Chena Pump Road/Parks Highway exchange.

Danby Street Interchange Study

Study a grade-separated interchange on Johansen Expressway at Danby Street.

Airport Way: Steese Highway—Parks Highway

Designate and construct improvements to parallel routes on the north and south sides of Airport Way.

Air Quality Notification System Highway Signage Project

Place variable message signs on major arterials in the Fairbanks and North Pole area with the primary function to alert the community about Air Quality stage restrictions. The signs will serve multiple functions such as alerting drivers to adverse road conditions or amber alerts. The signs will be placed on the north side of the roadway for inbound and outbound traffic, necessitating 2 signs for each roadway identified. The following roadways have been identified as candidates for this project: Parks Highway, Richardson Highway, Johansen Expressway, Mitchell Expressway and the Steese Expressway.

Peridot Street/Richardson Highway Crossing

Improve the safety and operations of the Peridot Street/Richardson Highway intersection for all users by making a right in, right out.

Farms Loop—Chena Hot Springs Road

Road Trail Connections: FNSB

Conduct an all season trail connection that will link from Farmers Loop Road in the McGrath Road area to Chena Hot Springs Road. This will connect the Farmers Loop Bike Trail and adjacent winter trails to the Chena Hot Springs multi-use trail.

College Road Complete Street (University Avenue to Steese Expressway)

Reconstruct College Road to improve access and mobility for all transportation modes from University Avenue to the Steese Expressway.

Fairbanks-North Pole Bicycle and Pedestrian Multi-Use Path

Construct bicycle and pedestrian path connection between Fairbanks and North Pole by extending the proposed path from the Richardson Highway/Badger Road intersection to North Pole. Continue to allow bicyclists on Richardson Highway when complete.

Increase Red/Blue Headways

Increase PM peak service on Red and Blue lines.

Sunday Service

Add Sunday service for Red and Blue lines.

Four New Buses

Purchase four low-floor 35 seat buses.

New Transit Van

Purchase a new Transit Van.

Eielson Operations Study

Consider transit connection or other mobility options for a connection to Eielson Air Force Base and Salcha.

Transit Operations Study

Conduct a study to identify potential operational improvements to the transit system. Within the greater study, investigate the possibility of a direct express route between Fairbanks and North Pole on the Richardson Highway with connections to Badger Road, neighborhoods north and south of North Pole, Fairbanks International Airport, Eielson Air Force Base, and Salcha.
Priority: Very Long Range (FMATS)

NOTE: Very Long Range projects are beyond the 2045 financial projections and are not within the facility constrained plan.

VLR-18 University Ave Widening, Stage V

Relocation of eight utilities in conflict with the University Avenue Widening project.

VLR-19 University Ave Widening, Stage IV–Railroad Crossing

Construction of a new railroad overcrossing of University Avenue.

VLR-20 Dennis Road/Lazelle Road Corridor: Steese Expressway/University Expressway-Badger Road

Construction of a new roadway link north of the Chena River and through Fort Wainwright between the Steese Expressway/University Expressway intersection and the Badger Road area. This proposed corridor could also include links to Nordale Road and Chena Hot Springs Road. Concern has been expressed for this corridor in the 2006 Joint Land Use Study in that it could encourage further development, which could present a land use conflict with Fort Wainwright. Any future planning relating to this corridor would need to be closely coordinated with Fort Wainwright personnel.

VLR-21 Geist Road Improvements

Reconstruction of Geist Road (University Avenue–Lofthus Road) to provide for long-term traffic growth, access to local business, schools and residential areas. Work will include a raised median, signal at the Geist Road/Rebecca Street intersection and a south traffic circulation road (Rebecca Street–University Avenue).

VLR-22 Johansen Path Bridge to Charles Street

Complete the partially constructed bicycle/pedestrian overcrossing of the Johansen Expressway between the railroad depot and College Road and provide a paved connection to the railroad depot and Illinois Street.

VLR-23 Mitchell Expressway Interchange, Stages II and III

Construction of a grade-separated crossing at the Richardson Highway/Old Richardson Interchange. Alterations would include either a partial overlap (outbound Richardson Highway) or a full diamond interchange.

VLR-24 Richardson Highway: 3-Mile/Old Richardson Interchange

Construction of another Richardson Corridor grade-separated crossing in the North Pole area. Ongoing monitoring of community and traffic growth and changing travel patterns are important in selecting the one of the alternate locations, which include Peridot Street, Laurance Road, and Mission Road (most likely only an underpass).

VLR-25 Richardson Highway: North Pole Area Interchange Phase II

Construction of another Richardson Corridor grade-separated crossing in the North Pole area. Ongoing monitoring of community and traffic growth and changing travel patterns are important in selecting one of the alternate locations, which include Peridot Street, Laurance Road, and Mission Road (most likely only an underpass).

VLR-26 Richardson Highway: North Pole Area Interchange Phase III

Construction of another Richardson Corridor grade-separated crossing in the North Pole area. Ongoing monitoring of community and traffic growth and changing travel patterns are important in selecting the project timing and configuration.

VLR-27 Richardson Highway Area Roadway Improvements (Local Roads)

Construct street connections north of the Richardson Highway, south of Bradway Road, and west of Woll Road. The exact location of the roadways will be determined at the time property begins to develop.

VLR-28 Old Steese Highway: Farmers Loop Road-Chena Hot Springs Road

Widen shoulders where feasible on Chena Hot Springs Rd and install signs reminding bicyclists and motor vehicles to “share the road.” Note that DOT&PF is currently considering a project to connect Farmers Loop to Chena Hot Springs Road. The recommendations from the DOT&PF project will likely affect the need for this project.

VLR-29 North Pole Roundabouts

Improve the traffic and access management operations at the Santa Claus Lane roundabouts. Upgrade signal systems to be more compatible with new technologies.

VLR-30 Signal Systems Upgrade

Construct bicycle and pedestrian connection from the airport to the Chena Lakes bicycle and pedestrian trail.

VLR-31 Ballaine Road Bicycle Corridor: Yankovich Road-Goldstream Road

Major reconstruction of the old Ballaine Road Bike Path through the Goldstream Valley.

VLR-32 East-West Regional Trail

Construct bike and pedestrian path from the airport to the Chena Lakes and between Fairbanks and North Pole.

VLR-33 Mitchell Expressway Parallel Bicycle and Pedestrian Facilities

Construct bicycle and pedestrian facilities parallel to Mitchell Expressway.

VLR-34 Transit Signal Priority

Conduct a study to identify locations where transit signal priority can help improve transit operations and implement transit signal priority at those locations. May be dependent on signal control upgrades.

VLR-35 Rail Extension from Pioneer Park to the Morris Thompson Cultural and Visitors Center

Construct a rail track from Pioneer Park to the Morris Thompson Cultural and Visitors Center.

VLR-36 North Pole, Alaska, Road/Rail Crossing Reduction Project

This project will realign the railroad track along a portion of ARRC Eielson Branch to reduce the number of at-grade road/rail crossings in the City of North Pole and enhance safety. It includes the elimination of an at-grade road/rail crossing of the Richardson Highway, a NHS roadway. The project will be accomplished by relocating the railroad from the population center of North Pole to a rural area along or near the Tanana River levees. The structure. The project will extend from Richardson Highway Milepost 355 to Highway Milepost 347, popularly known as Mile 6, to the easternly portion of the City of North Pole.

VLR-37 Fairbanks Rail Realignment

This project will optimize the alignment of mainline and branch track within the Fairbanks area to improve customer response and minimize transportation conflicts with the adjacent communities.
Provide funding to the State and City to develop new estimates for TIP projects.

Conduct a study to identify locations where transit signal priority can help improve FMATS Improvement Program

North Pole, Alaska, Road/Rail

Mitchell Expressway Parallel

Phillips Field Road Improvements

Funding for the Fairbanks Metropolitan Area Transportation System (FMATS) Coordinator's Office which supports delivery of the FMATS program.

Priority: Very Long Range (FMATS)

NOTE: Very Long Range projects are beyond the 2045 financial projections and are not within the fiscally constrained plan.

VLR-1 PMATS Safety and Efficiency Improvements

Projects may include signing, stripping, lighting upgrades, signal timing, signal controller upgrades, and maintenance.

VLR-2 Airport Way Study Update

Update 2007 Airport Way Study recommendations and emphasize economic development along the Airport Way corridor.

VLR-3 Lyle Avenue Extension (Newby Road–Nelson Road)

Construct a new road link between Nelson Road and Newby Road/Conifer Drive to provide improved access to the Richardson Highway/Dawson Road interchange. This project is warranted if a future interchange is not constructed at Richardson Highway/Laurel Road.

VLR-4 Wendell Bridge Street Bridge Intersection Improvements: Fairbanks

Construct a new 2-way street connecting the Wendell Bridge to 1st Avenue, realign Hall Street and revise access to existing parking lots. Works also includes improving pedestrian and bike facilities, drainage, illumination, and street enhancements.

VLR-5 Goldizan Road Local Connections

Signalization of University Avenue/Goldizan Avenue and upgrade of Goldizan Avenue with a link to Phillips Field Road to the east of University Avenue. This project would occur in response to possible redevelopment of the large industrial properties in this area. Also, give consideration to a new link to the west to provide alternate access to the Birch Lane residential area.

VLR-6 Phillips Field Road Improvements

Reconstruct Phillips Field Road to improve safety for all transportation modes, including intersection improvements.

VLR-7 University Avenue/Goldizan Road/Paddocks Road

Fairbanks

Construction of a new roadway link between the Chena Pump Road area and Airport Way, including pedestrian facilities, to provide an alternate travel route. This project would also require construction of a new Chena River Bridge.

VLR-8 PMATS Intersection Improvements

Funding for intersection enhancements related to capacity, safety, and/or multimodal accessibility within the FMATS boundary.

VLR-9 PMATS Improvement Program

Funding for the annual Preventative Maintenance or Rehabilitation Activities Program within the PMATS Area for non-NHS routes.

VLR-10 Fairbanks Area Street Improvements

Funding to support further implementation of local comprehensive plans.

VLR-11 Chena Pump Road Connection

Construction of a new roadway connection from the Chena River to the Richardson Highway, a NHS roadway. The project will be accomplished by relocating the railroad from the 2006 Joint Land Use Study in that it could encourage further development, which may be dependent on signal controller upgrades.

VLR-12 3rd Avenue (Fairbanks): Hall Street–Steese Highway

Construct sidewalk along the 3rd Avenue from Hall Street to the Steese Highway shared-use path connection.

VLR-13 PMATS Sidewalk Improvement Project

Funding for improved connectivity, safety, mobility, and access for pedestrians throughout the MPA.

VLR-14 Steamship Nena Renovation: Fairbanks

Restoration work on the steamwhaler Nena to address safety and historic preservation requirements.

VLR-15 PMATS Coordinator's Office

Funding for the Fairbanks Metropolitan Area Transportation System (FMATS) Coordinator's office which supports delivery of the FMATS program.

VLR-16 Advance Project Definition

Provide funding to the State and City to develop new estimates for TIP projects.

VLR-17 MTP Update

Update the FMATS Metropolitan Transportation Plan, as required under 23 USC 134.

VLR-18 University Ave Widening, Stage V

Relocation of eight utilities in conflict with the University Avenue Widening project.

VLR-19 University Ave Widening, Stage IV–Railroad Crossing

Construction of a new railroad overcrossing of University Avenue.

VLR-20 Dennis Road/Lazelle Road Corridor: Steese Expressway/ Richardson Highway

Construction of a new roadway link north of the Chena River and through Fort Wainwright between the Steese Expressway/ Richardson Expressway intersection and the Richardson Highway. This proposed corridor could also include links to Nondale Road and Chena Hot Springs Road. Concern has been expressed for this corridor in the 2006 Joint Land Use Study in that it could encourage further development, which could present a land use conflict with Fort Wainwright. Any future planning related to this corridor would need to be closely coordinated with Fort Wainwright personnel.

VLR-21 Geist Road Improvements

Reconstruction of Geist Road (University Avenue–Loftus Road) to provide for long-term traffic growth and access to local business, schools and residential areas. Work will include a raised median, signal at the Geist Road/Rebecca Street intersection and a south traffic circulation road (Rebecca Street–University Avenue).

VLR-22 Johansen Expressway Interchanges

Very long-term growth in the Fairbanks area may require construction of an interchange on the Johansen Expressway to eliminate the at-grade intersections at Old Steese Highway and at Miller Drive.

VLR-23 Mitchell Expressway Interchange, Stages II and III

Construction of a grade-separated crossing at the Richardson Highway/Old Richardson Crossover. Alternates would include either a partial overpass (outbound Richardson Highway) or a full diamond interchange.

VLR-24 Richardson Highway: 3-Mile/Old Richardson Interchange

Construction of another Richardson Corridor grade-separated crossing in the North Pole area. Ongoing monitoring of community and traffic growth and changing travel patterns are important in selecting one of the alternate locations, which include Peridot Street, Laurel Road, and Mission Road (most likely only an underpass).

VLR-25 Richardson Highway: North Pole Area Interchange Phase II

Construction of another Richardson Corridor grade-separated crossing in the North Pole area. Ongoing monitoring of community and traffic growth and changing travel patterns are important in selecting one of the alternate locations, which include Peridot Street, Laurel Road, and Mission Road (most likely only an underpass).

VLR-26 Richardson Highway: North Pole Area Interchange Phase III

Construction of another Richardson Corridor grade-separated crossing in the North Pole area. Ongoing monitoring of community and traffic growth and changing travel patterns are important in selecting one of the alternate locations, which include Peridot Street, Laurel Road, and Mission Road (most likely only an underpass).

VLR-27 Richardson Highway Area Roadway Improvements (Local Roads)

Construct street connections north of the Richardson Highway, south of Bradway Road, and west of Wolf Road. The exact location of the roadways will be determined at the time property begins to develop.

VLR-28 Old Steese Highway: Farmers Loop Road–Chena Hot Springs Road

Construct two more grade-separated interchanges on the Mitchell Expressway.

VLR-29 North Pole Roundabouts

Widen shoulders where feasible on Chena Hot Springs Rd and install signs reminding bicyclists and motor vehicles to "share the road." Note that DOT&PF is currently considering a project to connect Farmer's Loop Road to Chena Hot Springs Road. The recommendations from the DOT&PF project will likely affect the need for this project.

VLR-30 Signal Systems Upgrade

Improve the traffic and access management operations at the Santa Claus Lane roundabouts. Upgrade signal systems to be more compatible with new technologies.

VLR-31 Ballaine Road Bicycle Corridor: Yankovich Road–Goldstream Road

Major reconstruction of the old Ballaine Road Bike Path through the Goldstream Valley.

VLR-32 East–West Regional Trail

Construct bicycle and pedestrian connection from the airport to the Chena Lakes bicycle and pedestrian trail.

VLR-33 Mitchell Expressway Parallel Bicycle and Pedestrian Facilities

Construct bicycle and pedestrian facilities parallel to Mitchell Expressway.

VLR-34 Transit Signal Priority

Conduct a study to identify locations where transit signal priority can help improve transit operations and implement transit signal priority at those locations. May be dependent on signal controller upgrades.

VLR-35 Rail Extension from Pioneer Park to the Morris Thompson Cultural and Visitors Center

Construct a rail track from Pioneer Park to the Morris Thompson Cultural and Visitors Center.

VLR-36 North Pole, Alaska, Road/Rail Crossing Reduction Project

This project will realign the railroad track along a portion of ARCIC Eielson Branch to reduce the number of at-grade road/rail crossings in the City of North Pole and enhance safety. It includes elimination of any at-grade road/rail crossing of the Richardson Highway, a NHS roadway. The project will be accomplished by relocating the railroad from the population center of North Pole to a rural area along or near the Tanana River levee structure. The project will extend from Richardson Highway Milepost 355 to Highway Milepost 347, popularly known as Mile 9, to the easterly portion of the City of North Pole.

VLR-37 Fairbanks Rail Realignment

This project will optimize the alignment of mainline and branch track within the Fairbanks Area to improve customer response and minimize transportation conflicts with the adjacent communities.
<table>
<thead>
<tr>
<th>Appendix</th>
<th>Title</th>
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<tbody>
<tr>
<td>Appendix A</td>
<td>Goals, Objectives, and Existing Conditions</td>
</tr>
<tr>
<td>Appendix B</td>
<td>Policy Assessment and Gap Analysis</td>
</tr>
<tr>
<td>Appendix C</td>
<td>Needs Assessment</td>
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<td>Appendix D</td>
<td>Implementation Plan and Financial Plan</td>
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<td>Appendix E</td>
<td>Environmental Justice</td>
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<tr>
<td>Appendix F</td>
<td>Public Involvement Summary</td>
</tr>
</tbody>
</table>
Appendix A  Goals, Objectives, and Existing Conditions
INTRODUCTION

This appendix provides the 2045 Goals and Objectives. The draft goals and objectives were established based on the current 2040 Fairbanks Metropolitan Area Transportation System (FMATS) Metropolitan Transportation Plan (MTP) Goals and Objectives, new FAST Act performance goals, and new State of Alaska requirements. To produce the 2045 Goals and Objectives, the 2040 MTP Goals and Objectives were compared with new federal and state policies. Where the current goals and objectives did not fully satisfy the new policy, they were added or modified. These goals and objectives shall be reviewed and amended by the Technical Committee (TC) to best represent the priorities of the FMATS planning area. In addition, the TC shall select performance measures relevant to the objectives.

Additionally, this appendix includes a summary of the existing conditions of the multimodal transportation system within the Fairbanks Metropolitan Area Transportation System (FMATS boundary. This is part of a larger effort to update the current 2040 FMATS MTP, which was adopted in 2015. The FMATS Metropolitan Planning Area (MPA) for the MTP update is shown in Figure 1.

The current MTP includes a detailed existing conditions assessment. Areas that have seen significant change in level of development and traffic volumes have been reexamined for this update. Assessments were performed of transit services, the bicycle and pedestrian systems, and safety improvement programs. An assessment of the security of the system, preservation, maintenance, and operational improvement programs will be provided in a follow-up System Performance Report.

The 2040 MTP identified 177 projects and prioritized each into one of four timeframes: short-range (2015–2020), medium-range (2021–2030), long-range (2031–2040), and very long-range (beyond 2040). Of these, 71 were considered short-range projects, 44 medium-range, 33 long-range, and 29 were considered very long-range. This report highlights the MTP projects by travel mode that have been completed since the adoption of the 2040 MTP.
## GOALS AND OBJECTIVES

<table>
<thead>
<tr>
<th>2045 MTP Goal</th>
<th>2045 MTP Objective</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Coordinate planning efforts to provide an integrated transportation and land use system that embodies smart growth principles and stimulates the economy to grow.</td>
<td>1.1 Ensure that comprehensive plans contain transportation and land use elements that are consistent with the MTP.</td>
</tr>
<tr>
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<td>1.2 Ensure that local land use plans and proposed developments are consistent with local and regional transportation plans.</td>
</tr>
<tr>
<td></td>
<td>1.3 Ensure consistency between transportation agencies by applying a mutually agreed to project development and prioritization process.</td>
</tr>
<tr>
<td></td>
<td>1.4 Incorporate smart growth principles in local and regional plans.</td>
</tr>
<tr>
<td></td>
<td>1.5 Provide X land use briefings per year to the FMATS Technical Committee to ensure consistency between transportation and land use planning efforts.</td>
</tr>
<tr>
<td>2A. Provide a safe, efficient, and secure transportation system for all users.</td>
<td>2.A.1 Reduce the frequency and severity of crashes to 7.5 serious injury crashes by hundred-million vehicle miles traveled by year 2025.</td>
</tr>
<tr>
<td></td>
<td>2.A.2 Support the state’s effort to reduce serious and fatal crashes.</td>
</tr>
<tr>
<td></td>
<td>2.A.3 Reduce the number of structurally deficient bridges by 3% every five years to 2045.</td>
</tr>
<tr>
<td></td>
<td>2.A.4 Develop and maintain an inventory of critical infrastructure and regularly update the regional emergency response plan.</td>
</tr>
<tr>
<td></td>
<td>2.A.5 Reduce the number of gaps in the transportation system by X% in Y years.¹</td>
</tr>
<tr>
<td>2B. Equip, manage, and operate the transportation system to be multimodal and interconnected.</td>
<td>2.B.1 Increase the percentage of the transportation system that is equipped with two or more modes by X% in Y years and three or more modes by Y% in Z years.¹</td>
</tr>
<tr>
<td></td>
<td>2.B.2 Provide major destinations (as defined in the MTP) with at least two multimodal routes to the regional arterial network by year YYYY.¹</td>
</tr>
<tr>
<td></td>
<td>2.B.3 Increase the percentage of Title 6 and environmental justice populations with access to uninterrupted pedestrian and bicycle facilities and basic transit service by X% in Y years.¹</td>
</tr>
</tbody>
</table>
3. Protect the environment, improve air quality, and promote energy efficiency.

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<tbody>
<tr>
<td>3.1</td>
<td>Achieve a no net loss of environmentally sensitive lands and improve the quality of impacted areas to better than pre-development standards.</td>
</tr>
<tr>
<td>3.2</td>
<td>Prepare a list of financially feasible projects and programs that reduces emissions by XX% by year YYYY.¹</td>
</tr>
<tr>
<td>3.3</td>
<td>Improve the energy efficiency of facilities and fleets by X% by year YYYY.¹</td>
</tr>
<tr>
<td>3.4</td>
<td>Evaluate green infrastructure options with all new projects and resolve the most seriously impacted areas due to stormwater from transportation facilities by year XXXX.¹</td>
</tr>
<tr>
<td>3.5</td>
<td>Develop a Green Streets Plan to identify and prioritize streets within the urbanized area in greatest need of green infrastructure for the management of stormwater runoff.</td>
</tr>
</tbody>
</table>

4. Optimize the utility and lifespan of the existing transportation system.

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<thead>
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</tr>
</thead>
<tbody>
<tr>
<td>4.1</td>
<td>Maintain XX% of constructed facilities to adopted standards through established maintenance programs.¹</td>
</tr>
<tr>
<td>4.2</td>
<td>Implement within X years YY% of all system efficiency improvement projects.¹</td>
</tr>
</tbody>
</table>

5. Ensure adequate transportation facilities to support economic development.

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</tr>
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<tbody>
<tr>
<td>5.1</td>
<td>Reduce the number of identified major freight bottlenecks by X in Y years.¹</td>
</tr>
<tr>
<td>5.2</td>
<td>Reduce the number of at-grade rail crossings that significantly limit freight rail operations by X in Y years.¹</td>
</tr>
</tbody>
</table>

¹ Placeholder performance measure values (X and Y) will be updated as supporting data becomes available.

**ROADWAY FACILITIES**

Motor vehicles serve as the primary mode of transportation for Fairbanks area residents. The US Census Bureau estimates that approximately 88% of Fairbanks metropolitan area commuters travel to work in a private vehicle and approximately 74% drive alone (Reference 1).
Additionally, the US Census Bureau estimates that the mean travel time for those in the City of Fairbanks is 12.3 minutes, which is less than half of the US average of about 25.9 minutes. On average, Fairbanks commuters have a shorter commute time than the following, similarly sized US capital cities:

- Juneau, Alaska, 15.1 minutes
- Annapolis, Maryland, 26.2 minutes
- Dover, Delaware, 21.7 minutes
- Helena, Montana, 13.0 minutes

Fairbanks area roads also provide for the movement of goods within the area and to other regions of Alaska, Canada, and beyond.

Vehicle emissions contribute to regional air quality issues and reducing congestion on area roads is one way to reduce emissions. A safe and efficient multimodal transportation system assures that vehicle emissions are minimized while optimizing personal mobility and economic vitality.

**Roadway Functional Classification**

Functional classification defines the role and context of each roadway in the overall transportation system. It is a factor in determining such specifications as right of way needs, roadway width, access spacing, pedestrian and bicycle facilities, and level of maintenance. Functional classification also plays a role in the project evaluation process and in determining the level of local match required for projects using federal funding.

Generally, functional classification systems include the major categories of arterial, collector, and local road, and within each major category there are typically subcategories, such as major, minor, residential, etc. These classes are listed in order of their hierarchy in terms of moving people. That is, the primary purpose of arterials is to move people and goods across a region (mobility), while the primary purpose of a local road is to provide access to individual properties (accessibility). Collectors are designed to provide the link between the two. This relationship between mobility and accessibility is presented in Exhibit 1.
Alaska Department of Transportation & Public Facilities (DOT&PF) applies twelve classifications to roadways in Alaska: Rural Interstate, Urban Interstate, Rural Other Principal Arterial, Urban Other Principal Arterial, Rural Minor Arterial, Urban Minor Arterial, Rural Major Collector, Rural Minor Collector, Urban Collector, Rural Local Road, Urban Local Road, and Local Road. The DOT&PF classification of FMATS area roadways is shown in Figure 2. For the purpose of simplifying the graphic, all local roads have been grouped together under one display color.

Roadway Project Advancement

Since the adoption of the current 2040 MTP, 16 roadway projects have been completed. One is in construction in 2018–2019, and 23 are in process as illustrated in Figures 3A and 3B. These roadway projects primarily address motor vehicle congestion, safety, air quality, or pavement condition, but many include improvement to other travel modes. Projects focused on bicycle and pedestrian improvements are presented in a later section of this memorandum. Table 2 displays roadway project status.
Figure 2

Functional Classifications
- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local

FMATS Study Area Roadway Classification
Fairbanks, Alaska

Coordinate System: NAD 1983 StatePlane Alaska 3 FIPS 5003 Feet
### Table 2: Roadway Projects Completed Since the Adoption of the 2040 MTP

<table>
<thead>
<tr>
<th>Project #</th>
<th>2040 MTP Project Name</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR-2</td>
<td>College Road Pavement Rehabilitation and Intersection Improvements</td>
<td>Rehabilitate and repave College Road between University Avenue and Mary Leigh Avenue, including the College Road/Danby Street intersection and intersection improvements along the route.</td>
</tr>
<tr>
<td>SR-6</td>
<td>FMATS Improvement Program (2016): Turner Street, Rickert Street, Marshall Drive, Panorama Drive, Heather Drive, Hans Way, Doughchee Bridge, Crack Sealing</td>
<td>Rehabilitation project: mill and pave, striping and drainage.</td>
</tr>
<tr>
<td>SR-6</td>
<td>FMATS Improvement Program (2014): Fairbanks Street, Amherst Drive, Turner Street, Gaffney Road, West 6th Avenue, Manley Street, Owens Street, 3rd Avenue (North Pole), 4th Avenue (North Pole), Davis Boulevard, Blanket Boulevard, Lion’s Recreation Access Road, 17th Avenue (Fairbanks)</td>
<td>Rehabilitation project: mill and pave, striping and drainage.</td>
</tr>
<tr>
<td>SR-10</td>
<td>Goldhill Bicycle and Pedestrian Facility</td>
<td>Widen the shoulders on Goldhill Road to accommodate bicycles and pedestrians. Improvements will also include resurfacing the roadway, approach work, signing, and striping.</td>
</tr>
<tr>
<td>SR-13</td>
<td>Cushman Street Road Reconstruction</td>
<td>Reconstruct Cushman Street. Work will include analyzing and upgrading traffic signals at intersecting roads, upgrading controller cabinets, improving site distance, ADA improvements, illumination and drainage improvements and possible one-way to two-way conversions for 2nd, 4th and 5th Streets only. The scope will include making Cushman Street a “Complete Street”. Streetscape improvements include buffer.</td>
</tr>
<tr>
<td>SR-3</td>
<td>Noble Street Upgrade: Fairbanks</td>
<td>Reconstruction of Noble Street from 1st Avenue to Gaffney Road.</td>
</tr>
<tr>
<td>SR-4</td>
<td>Fairbanks Area Signal Upgrades, Phase 1 (HSIP)</td>
<td>Signal timing evaluation and improvements.</td>
</tr>
<tr>
<td>SR-6</td>
<td>FMATS Improvement Program (2017): West Cowles Street (E Cowles to 19th), Valley View Drive, Perimeter Drive, San Augustin Drive, Birch Hill Roundabout, Old Chena Ridge Road, H&amp;H Road, Doughchee Avenue, Farmers Loop Road Resurfacing</td>
<td>Pavement surface maintenance including grading, drainage, paving, and striping.</td>
</tr>
<tr>
<td>LR-25</td>
<td>University Avenue Widening, Stage VI:</td>
<td>Relocation of utilities associated with the Alaska Railroad overcrossing.</td>
</tr>
<tr>
<td>SR-6</td>
<td>FMATS Improvement Program (2018): 10th Avenue, Cushman to Steese Highway, E Baranof Avenue, 27th Avenue (Lathrop to Cushman), 24th Avenue (Lathrop to Cushman), 21st Avenue (Rickert to Cushman), Crosson Avenue (Wilbur to Lathrop), 10th Avenue (Lathrop to Kellum), Slater Drive, Kris Kringle Service Area</td>
<td>Pavement surface maintenance to include grading, drainage, pavement and striping.</td>
</tr>
<tr>
<td>MR-22</td>
<td>Boat Street Path and Road Resurfacing</td>
<td>Resurface roadway and path.</td>
</tr>
<tr>
<td>MR-11</td>
<td>Fairbanks Area Signal Upgrades, Phase 2 (HSIP)</td>
<td>Signal timing evaluation and improvements.</td>
</tr>
<tr>
<td>SR-55</td>
<td>Airport Way Study Update</td>
<td>Update 2007 Airport Way Study recommendations and emphasize economic development along the Airport Way corridor.</td>
</tr>
<tr>
<td>Null</td>
<td>Parks Highway MP 356–362 Resurfacing</td>
<td>Resurface the Parks Highway between MP 356–362, including all ramps. Replace or improve appurtenances.</td>
</tr>
<tr>
<td>Null</td>
<td>Phillips Field Road Shoulder Widening</td>
<td>Construct minimum 2’ shoulders from the western end of the road as far each as allowable. Install safety edge on the north side of the road, relocate utilities underground to accommodate widening and remove the hazards, and extend guardrail on the south side of the road. The project will also evaluate other improvements: up to 4’ shoulders, removing coal chute support vertical obstruction, improving the compound curve, etc.</td>
</tr>
</tbody>
</table>
**Roadway Projects Currently In Progress (2018)**

<table>
<thead>
<tr>
<th>2040 MTP Project #</th>
<th>2040 MTP Project Name</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR-46</td>
<td>University Avenue Widening, Stage I: Thomas Street–Chena River Recreation Site</td>
<td>Major reconstruction of University Avenue from Thomas Street to the Chena River Recreation Site. This phase includes a new bridge over the Chena River and major intersection improvements at the Johansen Expressway.</td>
</tr>
<tr>
<td>SR-7</td>
<td>1st and Lacey Street Intersection Improvement</td>
<td>Intersection enhancements related to capacity, safety or multimodal access within the FMATS boundary.</td>
</tr>
<tr>
<td>SR-7</td>
<td>10th Avenue and Lathrop Street Intersection Improvements</td>
<td>Intersection enhancements related to capacity, safety or multimodal access within the FMATS boundary.</td>
</tr>
<tr>
<td>MR-9</td>
<td>Tanana Loop and Alumni Drive Intersection Improvements</td>
<td>Reconstruct the intersections of Tanana Loop/Alumni Drive/South Chandalar Drive; and Salcha Street/South Chandalar Drive including the portions of South Chandalar Drive between the intersections and up to Ambler Lane. Project will also include reconstructing the pedestrian facilities and construction of new pedestrian facilities on Alumni Drive, Tanana Loop, Salcha Street and South Chandalar Drive.</td>
</tr>
<tr>
<td>SR-9</td>
<td>Gillam Way Reconstruction</td>
<td>Reconstruct Gillam Way between Airport Way to 22nd Avenue including pedestrian and drainage improvements, utilities and traffic calming.</td>
</tr>
<tr>
<td>SR-11</td>
<td>McGrath Road Upgrade</td>
<td>Major reconstruction of the lower portion of McGrath Road to improve safety and provide for increasing travel demands and multiple transportation modes; Upgrade McGrath Road between Farmers Loop and the Old Steese Highway. Improve the existing separated path as needed.</td>
</tr>
<tr>
<td>SR-12</td>
<td>Cowles Street Reconstruction: East Cowles Street–1st Avenue</td>
<td>Reconstruction to handle increasing travel demands, to improve safety, and reduce maintenance costs.</td>
</tr>
<tr>
<td>SR-23</td>
<td>Wembley Avenue Pedestrian Improvements: Aurora Drive–Danby Street</td>
<td>Reconstruct Wembley Avenue from Aurora Drive to Danby Street and construct a pedestrian facility. CTP funds: 50% local match/50% state match. CMAQ funds: 100% state match; construct sidewalk along the north side of Wembley Avenue.</td>
</tr>
<tr>
<td>Null</td>
<td>Old Richardson Highway: Badger Road–Dennis Road</td>
<td>Rehabilitate Old Richardson Highway between Badger and Dennis Road. Widen shoulders on both sides.</td>
</tr>
<tr>
<td>MR-28</td>
<td>Airport Way/Cushman Street Intersection Reconstruction</td>
<td>Major intersection improvements to improve capacity, traffic operations, and safety. Work will include added through-lanes and turn-lanes on Cushman.</td>
</tr>
<tr>
<td>LR-29</td>
<td>Richardson Highway MP 351 Interchange (HSIP)</td>
<td>Construct a grade separated facility on the Richardson Highway near Milepost 351 at the Old Richardson Highway.</td>
</tr>
<tr>
<td>MR-30</td>
<td>Johansen Expressway Ramps/College Road/Illinois Street Improvements</td>
<td>Construction of improvements to the Johansen/College Interchange Ramps and on College Road (Johansen Expressway–Illinois Street) to handle traffic growth and to improve safety. Work will include added turn-lanes at the Johansen Expressway ramps, intersection improvements at Illinois Street (Illinois Street Reconstruction project) and a possible signal at College Road/Sam’s Club. Considering a roundabout. Investigate potential improvements to make the crossings of the ramp terminals more comfortable for non-motorized users.</td>
</tr>
<tr>
<td>SR-33</td>
<td>College Road Bus Pullouts</td>
<td>Construct new bus stop facilities along College Road. Work includes roadside hardware, drainage improvements, ADA improvements, and utilities.</td>
</tr>
<tr>
<td>SR-38</td>
<td>Airport Way (West) Improvements</td>
<td>Construct intersection improvements along Airport Way between Dale Road and the Parks Highway. Project includes bicycle/pedestrian facilities along Hoselton Road to the Boat Street path.</td>
</tr>
<tr>
<td>SR-39</td>
<td>Richardson Highway: MP 353–357, Safety/Access Improvements</td>
<td>Improvements to frontage roads and intersections on the Richardson Highway between Old Richardson Highway and Badger Road to consolidate access and increase safety on the high-speed Richardson Highway. Previously only covered mileposts 354–357.</td>
</tr>
<tr>
<td>2040 MTP Project #</td>
<td>2040 MTP Project Name</td>
<td>Description</td>
</tr>
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<td>-------------</td>
</tr>
<tr>
<td>SR-40</td>
<td>Steese Highway and 3rd Street Widening</td>
<td>Major upgrade of the existing Steese Expressway intersection and reconstruction of 3rd Street (Old Steese Highway–Hamilton Avenue). Previously was known as Steese Expressway/3rd Street Intersection.</td>
</tr>
<tr>
<td>SR-41</td>
<td>Steese Highway/Chena Hot Springs Road Ramp Termini Roundabouts (HSIP)</td>
<td>Construct hybrid roundabouts at the Steese Expressway/Chena Hot Springs Interchange.</td>
</tr>
<tr>
<td>SR-43</td>
<td>Old Steese Highway Upgrade</td>
<td>Upgrade the Old Steese Highway from the intersection at Trainor Gate Road to, and including, the intersection at Johansen Expressway. Improvements will include intersection upgrades, bicycle/pedestrian facilities, drainage improvements and utility relocations. The big picture improvements include adding capacity (lanes) on Old Steese between Trainor and Helmericks, adding pedestrian facilities along the corridor, and changing Trainor Gate Road between new and Old Steese to one way westbound. Consultant still has to do some traffic modeling to confirm the number of lanes for Old Steese and if the one-way Trainor is the best way to go.</td>
</tr>
<tr>
<td>SR-45</td>
<td>Danby/Wembley Roundabout (HSIP)</td>
<td>Construct a single-lane roundabout at the intersection of Danby Street and Wembley Avenue.</td>
</tr>
<tr>
<td>Null</td>
<td>Steese Highway MP 4.5 (CHSR) Off-Ramp Bypass Lane</td>
<td>Conduct a bypass lane and retaining wall at the Steese Highway north bound ramp to Chena Hot Springs Road.</td>
</tr>
<tr>
<td>Null</td>
<td>Old Richardson Highway Intersection Improvements</td>
<td>Analyze, design, and construct intersection and safety improvements with emphasis on safety for all users, road function, and quality of life. The intersections to be considered are Santa Claus Lane and E 5th Avenue and NPHS Boulevard at Old Richardson Highway and 8th Avenue however, the analysis and solution may be more far reaching. The railroad crossing will also be brought to current standards under this project.</td>
</tr>
<tr>
<td>Null</td>
<td>Badger Road Two-Way Left Turn Lane (HSIP)</td>
<td>Addition of two-way left turn lane.</td>
</tr>
<tr>
<td>Null</td>
<td>FMATS Sign Replacement State III (TIP)</td>
<td>Replace signs in accordance with each entity’s established sign management plans to meet the requirements of the MUTCD.</td>
</tr>
</tbody>
</table>

**FMATS Programs, Policies, and Studies Completed**

In addition to the projects listed above, FMATS has completed the following studies and adopted the following policies and programs since the 2040 MTP was adopted:

**Complete Streets Policy (2015):** The Complete Streets Policy was adopted in October 2015 and specifies that complete streets should be considered at all phases of planning and project development in the establishment and development of a multimodal transportation system. This policy is a commitment that future transportation projects will take into account the need of everyone using the road right-of-way as early as practicable and throughout the planning process. FMATS recognizes the need for context-sensitive solutions, but the policy does not provide exact requirements for types of facilities that must be included in designing a street. The policy is put forward to be informational for agencies and consultants planning, designing, constructing, and maintaining streets in the FMATS area. Local governments, including the Fairbanks North Star Borough, City of North Pole, and City of Fairbanks, passed resolutions of support for the policy.
**Green Streets Policy (2016):** The Green Streets Policy was adopted in June 2016 to minimize the environmental impacts of transportation facilities by focusing on efforts to retain, treat and eliminate runoff at the source using green infrastructure applications. The policy states, “All projects financed and approved by FMATS should, where practicable, use native and site-adapted vegetation, landscaping, and related environmental site design features to capture and filter stormwater runoff within the right-of-way in a manner appropriate to the function and context of the facility.” The Complete Streets and Green Streets policies are implemented via a checklist and field visit prior to the project kickoff. Local governments, including the Fairbanks North Star Borough, City of North Pole, and City of Fairbanks, passed resolutions of support for the policy.

**Bicycle and Pedestrian Count Methodology (2016):** Through the Bicycle and Pedestrian Count Program, FMATS has tracked the number of bicycles and pedestrians at 32 different locations over 7 years by having volunteers count non-motorized users for two hours, one day each year. The counts help FMATS make informed decisions about active transportation users and are used to monitor success in the goals outline in the FMATS Non-Motorized Transportation Plan. FMATS intends to continue using this program to collect bicycle and pedestrian count data in the future. The City of Fairbanks has purchased automated count equipment and will begin a more robust program in 2017.

**2017–2020 Transportation Improvement Program:** FMATS developed a new Transportation Improvement Program, obligating transportation funding for fiscal years 2017–2020.

**Significant Changes in Traffic Volumes**

Locations have been identified where significant changes in traffic volumes have occurred since the current MTP was completed. A 15% threshold was applied to determine locations where significant change occurred. This threshold is significant enough to filter out areas where changes could be readily attributed to typical fluctuations in traffic volumes.

DOT&PF provided average annual daily traffic (AADT) volumes for most major roadways within the study area in 2015. These volumes, shown in select locations in Figure 4, are compared with the 2012 volumes reported in the current MTP to identify locations where the volumes have changed by 15% or more. The road segments where volumes have increased or decreased by 15% or more are analyzed to determine if their level-of-service (LOS) has changed.

All of the LOS analysis is completed using the Quality/Level of Service (LOS) Handbook (Reference 2), which is based on the segment analysis provided in the 2010 Highway Capacity Manual (Reference 3). This methodology was approved for use in the previous MTP and has been repeated for consistency in methodology.

Using the AADT volumes obtained from DOT&PF and the classification of the roadway facility (divided and undivided facilities, with and without signals at certain densities), a LOS is obtained for these segments. This is the same analysis used in the current MTP. These roadway segments and their respective LOS are listed in Table 3. The volumes in Table 3 are representative of the stated roadway
segment and may not be identical to the volumes shown in Figure 4, which have been consolidated for clarity and legibility.

Table 3: Roadway Segments with Significant Volume Changes

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Segment</th>
<th>Previous AADT</th>
<th>Current AADT</th>
<th>Change</th>
<th>Previous LOS</th>
<th>Current LOS</th>
</tr>
</thead>
<tbody>
<tr>
<td>St. Nicholas Dr</td>
<td>Santa Claus Lane–5th Avenue</td>
<td>1,500</td>
<td>2,300</td>
<td>53%</td>
<td>C</td>
<td>C</td>
</tr>
<tr>
<td>1st Avenue</td>
<td>Noble Street–Cushman Street</td>
<td>2,600</td>
<td>3,900</td>
<td>50%</td>
<td>C</td>
<td>C</td>
</tr>
<tr>
<td>Chena Pump Road</td>
<td>Chena Small Tracts Road–Roland Road</td>
<td>6,200</td>
<td>8,000</td>
<td>29%</td>
<td>C</td>
<td>C</td>
</tr>
<tr>
<td>Laurance Road</td>
<td>Richardson Highway–Nelson Road</td>
<td>2,200</td>
<td>2,800</td>
<td>27%</td>
<td>C</td>
<td>C</td>
</tr>
<tr>
<td>Mitchell Expressway</td>
<td>Peger Road–Lathrop Street</td>
<td>13,600</td>
<td>17,000</td>
<td>25%</td>
<td>B</td>
<td>B</td>
</tr>
<tr>
<td>Nordale Road</td>
<td>Badger Road–Chena River</td>
<td>1,900</td>
<td>2,300</td>
<td>21%</td>
<td>C</td>
<td>C</td>
</tr>
<tr>
<td>Wilbur Street</td>
<td>2nd Avenue–Airport Way</td>
<td>2,800</td>
<td>3,300</td>
<td>18%</td>
<td>C</td>
<td>C</td>
</tr>
<tr>
<td>Richardson Highway</td>
<td>Badger Road (North Pole)–Badger Road/6 mile</td>
<td>12,400</td>
<td>14,500</td>
<td>17%</td>
<td>B</td>
<td>B</td>
</tr>
<tr>
<td>Sheep Creek Road</td>
<td>Tanana Loop (UAF)–Miller Hill Road</td>
<td>3,200</td>
<td>3,700</td>
<td>16%</td>
<td>C</td>
<td>C</td>
</tr>
<tr>
<td>Parks Highway</td>
<td>Old Nenana (Ester)–Gold Hill Road</td>
<td>4,100</td>
<td>4,700</td>
<td>15%</td>
<td>B</td>
<td>B</td>
</tr>
<tr>
<td>10th Avenue</td>
<td>Steese Expressway–Noble Street</td>
<td>3,600</td>
<td>2,700</td>
<td>-25%</td>
<td>C</td>
<td>C</td>
</tr>
<tr>
<td>Peger Road</td>
<td>Parks Highway/Mitchell–Van Horn Road</td>
<td>6,500</td>
<td>5,000</td>
<td>-23%</td>
<td>C</td>
<td>C</td>
</tr>
<tr>
<td>Illinois Street</td>
<td>Minnie Street–College Road</td>
<td>11,500</td>
<td>9,000</td>
<td>-22%</td>
<td>C</td>
<td>C</td>
</tr>
<tr>
<td>Farmers Loop Road</td>
<td>College/University–North Tanana Dr</td>
<td>13,700</td>
<td>11,300</td>
<td>-20%</td>
<td>C</td>
<td>C</td>
</tr>
<tr>
<td>Old Steese Highway</td>
<td>3rd Street/Minnie Street–College Dr</td>
<td>11,600</td>
<td>9,300</td>
<td>-20%</td>
<td>C</td>
<td>C</td>
</tr>
<tr>
<td>College Road–Trainor Gate Road</td>
<td></td>
<td>13,700</td>
<td>11,300</td>
<td>-18%</td>
<td>C</td>
<td>C</td>
</tr>
<tr>
<td>Barnette Street</td>
<td>1st Avenue–7th Avenue</td>
<td>5,400</td>
<td>4,500</td>
<td>-17%</td>
<td>C</td>
<td>C</td>
</tr>
<tr>
<td>University Avenue</td>
<td>College Road–Johansen Expressway</td>
<td>20,900</td>
<td>17,500</td>
<td>-16%</td>
<td>C</td>
<td>C</td>
</tr>
<tr>
<td>Johansen Expressway</td>
<td>Steese Expressway–College Road</td>
<td>20,800</td>
<td>17,600</td>
<td>-15%</td>
<td>B</td>
<td>B</td>
</tr>
<tr>
<td>Airport Way</td>
<td>Gillam Street–Wilbur Street</td>
<td>21,300</td>
<td>18,000</td>
<td>-15%</td>
<td>B</td>
<td>B</td>
</tr>
</tbody>
</table>
Figure 4

Annual Average Daily Traffic
Fairbanks, Alaska

Coordinate System: NAD 1983 StatePlane Alaska 3 FIPS 5003 Feet
As Table 3 shows, there are 22 roadway segments where volumes have changed by more than 15%, though only 9 have changed more than 20%. Half of these 22 segments are relatively low volume, with AADT of fewer than 6,500. These roads are especially susceptible on a percentage basis to small volume changes due to construction, sampling methods, and background traffic variation.

The planning-level LOS remained constant on these segments, which indicates that the changes in traffic volumes do not have a substantial impact on driver’s experiences on these segments.

SEASONAL MOBILITY

FMATS has assembled a Seasonal Mobility Task Force, composed of DOT&PF, FNSB, City of Fairbanks, City of North Pole, and University of Alaska Fairbanks (UAF) planning and operations staff to improve coordination and cooperation among agencies responsible for winter maintenance. DOT&PF has implemented a roadway priority hierarchy to commit to clearing key facilities within stated time periods following a snowfall. Figure 5 shows the DOT&PF-maintained facilities and their winter maintenance priority. The City of North Pole has identified 5th and 8th Avenues and North Pole High School Boulevard as the priority facilities under their jurisdiction. The City of Fairbanks has also developed three high-priority plow routes serving key areas of north and south Fairbanks and the central business district.
EXISTING SAFETY CONDITIONS

Highway Safety Improvement Program Summary

The DOT&PF executes an annual systematic safety screening and treatment procedure through the federally mandated Highway Safety Improvement Program (HSIP). The stated purpose of the HSIP is:

“To construct highway improvements that maximize lives saved and major injuries eliminated per dollar spent.”

The HSIP process consists of the following steps:

1. DOT&PF staff conduct an annual network screening safety analysis to identify project candidates. All named intersections and segments are evaluated and facilities that meet the following criteria are further analyzed:
   - One fatality or two major injuries
   - The crash rate exceeds 90% of the critical crash rate, which is a statistical threshold above which intersections can be stated to exceed that statewide average crash rate with a certain level of confidence
   - Judged to have a high potential for crashes

2. For each candidate location, the crash history is assessed to identify any crash patterns.

3. If crash patterns are identified, countermeasures are identified.

4. Costs and countermeasure effectiveness are determined for each candidate.

5. Projects are ranked based on benefit/cost ratio.

6. Highest ranked projects are submitted to FHWA for funding approval. Approved projects are designed and constructed.

The HSIP process is conducted annually, using dedicated funding to identify and address safety issues as they develop. As a result, the HSIP is responsive to immediate safety issues.

Current HSIP Projects

The HSIP program has a series of projects at various stages of design and construction seeking to address identified safety issues. HSIP projects are not required to be a part of the MTP, as they are an outcome of an annual DOT&PF program with a dedicated funding source. Two HSIP projects were included in the 2040 MTP:

- Fairbanks Danby–Wembley Roundabout
- Steese Highway/Chena Hot Springs Road Ramp Termini Roundabouts
Projects in Process

- Fairbanks Area Signal Upgrades, Phase 2
- Steese Expressway/Chena Hot Springs Road Ramp Termini Roundabouts
- Fairbanks Danby–Wembley Roundabout
- Richardson Highway MP 351 Interchange
- Badger Road Two Way Left Turn Lane
- College Median Extension
- Fairbanks Ramp Sight Distance Improvements
- Airport Way/Steese Expressway/Gaffney Road/Richardson Highway Interchange

Crash Summary

While the HSIP addresses high-priority crash locations on an annual basis, this section documents existing crash patterns, establishes current MPA performance compared to statewide targets, and provides safety analysis to be used in the needs analysis to identify studies to address regional- and corridor-level safety issues.

Safety performance targets are a new part of the Fixing America’s Surface Transportation (FAST) Act (federal transportation funding bill, authorized on December 4, 2015) performance measures. Crash data was compiled and analyzed to measure the existing safety performance compared to the established targets and to provide additional descriptive statistics and crash location information. The DOT&PF targets for 2018 and the comparable FMATS area five-year rolling average values are shown in Table 4. As shown, the fatality and serious injury crash rates fall below the state targets.

Table 4 Statewide DOT&PF Safety Performance Targets

<table>
<thead>
<tr>
<th>Performance Measures</th>
<th>Statewide 2018 Target</th>
<th>FMATS Metropolitan Planning Organization (MPO) Boundary 2010–2014 Annual Average Crash History</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>75</td>
<td>4.8</td>
</tr>
<tr>
<td>Fatality Rate Per HMVMT¹</td>
<td>1.5</td>
<td>0.7</td>
</tr>
<tr>
<td>Serious Injuries</td>
<td>375</td>
<td>31.0</td>
</tr>
<tr>
<td>Serious Injuries per HMVMT¹</td>
<td>7.5</td>
<td>4.7</td>
</tr>
<tr>
<td>Non-Motorized Fatality and Non-Motorized Serious Injuries (Combined)</td>
<td>55</td>
<td>3.6</td>
</tr>
</tbody>
</table>

¹HMVMT = hundred million vehicle miles traveled. HMVMT estimates from 2015 MTP conformity analysis.

A total of 5,813 crashes were reported within the FMATS boundary from 2010 to 2014, though 8% of reported crash records were incomplete and not included in this analysis. Approximately 79% of the FMATS area crashes were associated with intersections, and the remaining 13% were associated with roadway segments over 200 feet from intersections. The proportions of these intersection and segment crashes by crash type and injury severity are shown in Exhibits 2 and 3. The locations of the fatal and serious injury crashes are shown in Figure 6.
Exhibit 2: Crash Type Proportions by Intersections and Segments

As shown in Exhibit 2, angle, fixed object, and rear end crashes make up approximately 80% of intersection crashes. Segment crashes are composed of a higher percentage of animal, fixed object, and run-off-the-road crashes than the intersection crashes.
Exhibit 3: Crash Severity Proportions by Intersections and Segments

Exhibit 3 displays that segment and intersection crashes have the nearly the same proportions of crash severity. However, as intersection crashes make up a greater percentage of total crashes, far more severe and fatal crashes occurred at or near intersections.

As shown in Exhibit 4, the highest crash frequency occurred during winter months (November–February).
During the study period, 98 bicycle and pedestrian crashes were reported, as shown in Table 5. The proportion of fatal and serious injury crashes is higher for bicycles and pedestrians (28%) than for all crashes (3%). The locations of these pedestrian and bicycle crashes are shown in Figure 7.

**Table 5: Bicyclist and Pedestrian Crash Severity**

<table>
<thead>
<tr>
<th>Crash Type</th>
<th>Fatal</th>
<th>Serious Injury</th>
<th>Minor Injury</th>
<th>No Injury</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bicyclist</td>
<td>1</td>
<td>13</td>
<td>41</td>
<td>6</td>
<td>61</td>
</tr>
<tr>
<td>Pedestrian</td>
<td>4</td>
<td>9</td>
<td>19</td>
<td>5</td>
<td>37</td>
</tr>
</tbody>
</table>

**Crash Analysis**

The MPO-area crashes were further analyzed to identify corridors and intersections with the highest crash occurrence. Intersections and segments were each compared and grouped in the tiers by the Equivalent Property Damage Only (EPDO) network screening performance measure from the *Highway Safety Manual (HSM)*. The EPDO performance measure assigns weighting factors to crashes by severity relative to property damage only (PDO) crashes. Crash severity weightings were based on the crash costs presented in the DOT&PF HSIP Handbook. For segments, major arterials and freeways were analyzed separately from lower order roadways to provide reasonable comparison groups called reference populations. Similarly, intersections were split between signalized and unsignalized groups. The resulting EPDO rankings were grouped into quintiles and are shown in Figures 8 and 9.

Roadways segments were also compared by the *HSM* Critical Crash Rate method, which outputs a measure of the likelihood a segment’s crash rate is significantly greater than the average of its reference population of similar segments. As with the EPDO method, the results were grouped into quintiles and shown in Figure 10. Although the figures may look similar, Figures 8 and 10 present different crash information. Locations where Figures 8 and 10 both present segments in red are locations where crash history indicates high crash frequency and severity.
Bicycle or Pedestrian Related Crashes
Fairbanks, Alaska

Figure 7
Segment Safety Analysis: EPDO Score
Fairbanks, Alaska

EPDO Score Percentile
- Top 20 Percent
- 60 - 80 Percentile
- 40 - 60 Percentile
- 20 - 40 Percentile
- Bottom 20 Percent

Coordinate System: NAD 1983 StatePlane Alaska 3 FIPS 5003 Feet
Intersection Safety Analysis: EPDO Score
Fairbanks, Alaska

EPDO Score Percentile
- Top 20 Percent
- 60 - 80 Percentile
- 40 - 60 Percentile
- 20 - 40 Percentile
- Bottom 20 Percent

Coordinate System: NAD 1983 StatePlane Alaska 3 FIPS 5003 Feet
Segment Safety Analysis: Critical Rate Ratio
Fairbanks, Alaska

Critical Rate Ratio

- Top 20 Percent
- 60 - 80 Percentile
- 40 - 60 Percentile
- 20 - 40 Percentile
- Bottom 20 Percent
TRANSIT SYSTEM

Transit systems serve multiple trip types and populations. They serve commuter trips, daily needs trips, and personal discretionary trips (e.g. shopping). Transit provides another transportation option for those who may choose to take public transportation instead of another mode, and they enhance the mobility of those whose demographic status may require that they rely on public transportation for certain trips (e.g. student, elderly, and low-income populations). By providing this alternative option to those who may otherwise choose to travel via a private vehicle, congestion and vehicle emissions may be reduced. Transit systems in regions the size of the FMATS area may include fixed-route bus service, flex-route bus service, and/or demand-responsive para-transit service. Public transportation within the FMATS area is primarily provided by the Fairbanks North Star Borough (FNSB). The FNSB provides fixed-route bus service, also known as Metropolitan Area Commuter System (MACS), and a demand-responsive service known as Van Tran.

MACS service includes nine fixed-route bus lines, which are shown in Figure 11. The MACS transit center is located in downtown Fairbanks and serves as a transfer point for various routes as well as a heated facility where passengers can wait for the bus. The routes circulate throughout the Fairbanks area, with service to North Pole via the Green line. The Red, Blue, Purple, and Brown lines run on 30-minute headways, while the Grey, Orange, and Yellow lines have 60-minute headways. Headways on the Green line are 90 minutes. The Black Line served Salcha from 2012 through March 2017.

In total, the system provided 550,224 trips in FY 2015. The Blue and Red routes have the highest ridership of the existing MACS lines. The Blue Line served approximately 180,000 passengers in 2015, while the Red Line served approximately 130,000. Ridership on the next highest route, the Purple Line, was just under 80,000 passengers. The Brown and Green lines had ridership levels of approximately 40,000 passengers. The Yellow Line served approximately 20,000 passengers. The Orange line had approximately 30,000 passengers and both the Grey and Black lines served less than 10,000 passengers each. The MACS system also carries approximately 3,000 bicycles per year.

Bus fares are currently $1.50 per ride for a regular adult fare. Discounted fares of $0.75 are available to active military members and their dependents, school-age children, disabled, and Medicare cardholders. Day passes are $3.00 (regular) and $2.00 (discount) and monthly passes are $40 (regular) and $20 (discount). Seniors and children under 5 ride free, as do UAF faculty, staff, and students.

Existing Deficiencies

For this update, existing deficiencies in the transit system are identified in two ways. Previous plans, including the 2013 Transit FNSB plan and the current MTP, are reviewed, and their findings are verified against the most recent data available. An analysis is also done of the areas covered by the MACS fixed route system to ensure that it is reaching the densest sections of the Borough in terms of population and employment.
2013 Short and Long Range Transit Plan

The FNSB completed its Short and Long Range Transit Plan in June 2013. This document provides a more detailed summary of existing conditions of the transit system. Of particular note from this document are the results of a 2013 survey of transit riders in the Borough. This survey found that the typical transit rider is dependent on public transportation for travel in the region, though this figure may be biased since approximately 25% of MACS riders are traveling to/from UAF. It should also be noted that these surveys were conducted during the summer and winter periods.

The 2013 plan identified a number of existing deficiencies, including:

- Sunday service is the most often requested improvement.
- The majority of community members surveyed responded that MACS does not meet their travel needs.
- Call for increased frequency on the Red and Blue Lines.
- There are few locations with shelters, which are especially important during the winter months for passenger comfort.

Transit Service Headways

The current MTP and the 2013 FNSB Plan identify service headways as a deficiency. Peak hour headways remain at 30 minutes or greater on all MACS routes today, and budget cuts have resulted in service reductions. Research conducted for the Transit Cooperative Research Program (TCRP) has generally found that when headways are improved from 30 to 15 minutes, ridership increases on the route by approximately 50%. This is largely due to the value that people place on convenience of service and the time spent waiting for a bus. Research has found that decreasing wait time is generally more important than decreasing actual travel time, as people generally place a premium on commuting spent “out-of-vehicle” (Reference 9). The premium that is placed on this time may be due in part to other external factors, such as the walking experience to reach the bus stop and the presence of amenities at the stop (e.g. shelters and/or benches). A number of other factors may also influence responses to increases in headway, including the quality of service being offered and awareness of the increased frequency (Reference 10).

Transit Coverage Analysis

Employment and population density are important factors to consider in transit planning. Serving a higher density area over a lower density area is generally more efficient as it allows access to transit for more people at a comparable expense. Therefore, current population and employment densities are mapped alongside existing MACS routes in order to assess how well the service is covering the densest regions of the FMATS area.
The population and employment information used in this analysis are taken from the FMATS regional travel demand model. In order to create the travel demand model for the region, the FMATS area is divided into 185 transportation analysis zones (TAZs). These zones are populated with information regarding existing population, in terms of households and existing employment numbers.

In Figures 12 and 13, the TAZs have been classified into quintiles by employment and household density, respectively (it should be noted that due to the amount of vacant land included in their TAZs, the core areas of Fort Wainwright and North Pole are denser than what is shown in these figures). The current MACS routes are overlaid on this density information in order to identify areas that may be underserved by transit. An analysis of the information shown in Figures 12 and 13 reveals that the current transit system serves the densest areas of the FMATS region, which are largely concentrated around the Fairbanks downtown core area.

The 2013 FNSB Transit Plan reported a Transit Needs Index (TNI) analysis, comparing existing transit service to 2010 US Census data serving as transit use indicators. The Plan did not identify any areas where the existing MACS service did not adequately serve a region with a high TNI.

**Planned Transit Improvements**

The FNSB Transit Plan contains more detailed information regarding planned improvements to address these deficiencies. Infrastructure improvements include adding benches and shelters to key bus stops, improving the environment at the transit center, expanding the vehicle service facility, improving the Fred Meyer West transit facility, and installing bike racks at key stops. Recommended service improvements include increasing Red and Blue Line peak PM frequency to 20-minute headways, adjusting bus schedules to improve performance, rerouting the Yellow Line to no longer serve the Transit Center, and beginning Red and Blue Line Sunday service.
MACS Fixed Route Bus Lines and Relative Employment Densities (per TAZ)
Fairbanks, Alaska

Relative Employment Density
- Bottom 20%
- 2nd 20%
- Middle 20%
- 4th 20%
- Top 20%

Bus Lines
City Boundaries
MPO Boundary

Coordinate System: NAD 1983 StatePlane Alaska 3 FIPS 5003 Feet
MACS Fixed Route Bus Lines and Relative Household Densities (per TAZ)
Fairbanks, Alaska

Relative Employment Density
- Bottom 20%
- 2nd 20%
- Middle 20%
- 4th 20%
- Top 20%

Bus Lines
City Boundaries
MPO Boundary

Coordinate System: NAD 1983 StatePlane Alaska 3 FIPS 5003 Feet
BICYCLE AND PEDESTRIAN SYSTEM

Pedestrian and bicycle facilities are an important component of a vibrant, healthy, and safe region. These networks are utilized for a number of purposes. They provide residents of all ages and economic groups with the option of traveling without getting in a car, which is particularly important in an area that has identified air quality issues, such as Fairbanks. They also provide a safe and fun place for adults, children, and families to recreate and exercise within their community.

The two most obvious pieces of a bicycle and pedestrian system are on-street bike lanes or shoulders and sidewalks. However, in addition to sidewalks and on-street bike lanes or shoulders, components of a quality bicycle and pedestrian network include multi-use paths, a complete street network, and safe street crossings. Multi-use paths provide non-motorized traffic, such as people walking, biking, and skiing, via a pathway that is separated from the roadway. A complete street network typically resembles a grid pattern and has a high level of connectivity and a limited number of cul-de-sacs and dead-end roads. This type of network minimizes out-of-direction travel, which is important for people who are walking and biking since they are typically slower, especially over longer distances. Additionally, it provides alternate routes for these users so they may avoid traveling on higher-volume, higher-speed roadways. The presence of a collector system is essential to providing these alternate routes.

FMATS is forming a pedestrian and bicycle advisory group in 2017 to explore and advise the FMATS committees of non-motorized issues.

Climate Challenges

Wintertime weather can present an obstacle to the use of the pedestrian and bicycle system in northern climates like the Fairbanks area. Cold temperatures can make being outside generally unpleasant, and snow and ice can make bicycling, walking, and accessing transit difficult or even hazardous. The effects of snow are compounded when snow is plowed into the bicycle lane, shoulder, or sidewalk, as often happens after a snow event. Consequently, design elements and maintenance procedures to counter these effects must be implemented in order to ensure that the system is accessible year-round. A planter strip between the roadway and the sidewalk can store snow removed from the roadway as well as from the sidewalk. Maintenance-wise, snow removal is generally the best option for bikeways (Reference 12), as deicing agents can damage bicycles and gravel can present hazards. Areas such as Minneapolis, Minnesota; Madison, Wisconsin; and Missoula, Montana have seen bicyclists and pedestrians continue to use their trails in the winter due to plowing efforts. FMATS is currently working to designate a network of pedestrian facilities that will be maintained during the winter to a defined standard (e.g. snow removed within 72 hours of a snow
event). In 2017, DOT&PF has established a practice to clear sidewalks on state facilities with the same priority as their adjacent road shown in Figure 3.

Use of the pedestrian and bicycle system by motorized vehicles, such as snow machines, is not addressed in this plan; however, it is included in other planning studies.

Bicycle Facilities

In order to make bicycling a viable transportation form, bicycle facilities should connect residential areas to schools, retail areas, major attractions (e.g. parks, the Carlson Center), and employment centers. These areas are collectively called “activity generators” in this plan. Figures 14A and 14B display the existing bicycle network and the locations of major activity generators, which were identified in the FMATS Non-Motorized Plan, throughout the FMATS area. Facilities where bicyclists are prohibited are also shown on the figures.

As Figures 14A and 14B show, there are a number of multi-use pathways in the FMATS area. Many of these pathways are located parallel to major roadway facilities and provide the opportunity for bicyclists to make longer regional trips while separated from high-volume, high-speed roadways (e.g. Johansen Expressway, Farmer’s Loop Road, Steese Expressway, etc.). These facilities provide regional connectivity for commuter and recreational trips.

The network available to bicyclists in the North Pole is generally well connected. Multi-use paths provide connections to the schools and shoulder and pathways exist near many of the major roadways. Also, low volume roadways provide good connections within the City.

Sidewalks as Bicycle Facilities

Bicycle riding on sidewalks is permitted in Alaska except in business districts or where a regulatory traffic control device prohibits it (Reference 13). Generally speaking, including sidewalks as a part of the designated bicycle network is discouraged, but sidewalks are currently an integral part of the bicycle system in the FMATS area due to no alternative for bicyclists. Sidewalks are typically designed for pedestrians, who travel at slower speeds and with different maneuvering abilities (i.e. narrow sidewalks with frequent obstacles make bicycling uncomfortable and force the rider to travel at slower speeds). Auto drivers are generally not looking for bicyclists, who are traveling at higher speeds than pedestrians, riding on the sidewalk at driveways and intersections. Also, riding on the sidewalk introduces conflicts with pedestrians, who travel at slower speeds and can change direction quickly. This degrades the experience for both types of users and increases the potential for a collision. Increasing the width of the sidewalk does not necessarily make it an acceptable bicycle route either. Greater widths may induce higher speeds, which in turn may increase the severity and frequency of crashes (Reference 14).
**Bicycle Lanes and Shoulders**

Much of the on-street bicycle network in Fairbanks is made up of paved shoulders, and there are currently no striped on-street bicycle lanes within the FMATS boundary. Shoulders and bicycle lanes can both provide a space for people to bicycle separate from motor vehicle traffic. In many ways, a bicycle lane and shoulder of the same width may be practically similar. There are, however, some differences between the two treatments. The FMATS Non-Motorized Transportation Plan and the American Association of State Highway and Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities* (Bicycle Guide), notes that bicycle lanes are preferred to shoulders for urban and suburban environments. Reasons cited for this recommendation include:

- **Preferred Use**: Bicycle lanes are generally designated for use only by people biking, while shoulders may allow temporary storage of items (e.g., work zone signs, parked cars) blocking the area’s use for bicycle travel. Shoulders can also include rumble strips, which are detrimental to bicycle space and riding surface.

- **Width**: The AASHTO Bicycle Guide recommends that bicycle lane widths be at least five-feet wide. Many jurisdictions have similar minimum width requirements. These minimum width requirements do not typically also apply to shoulders. Related to the above bullet, a wider bicycle lane, which may be recommended in areas with higher motor vehicle speeds or higher bicycle traffic, can be separated from motor vehicle traffic with some type of buffer (either physical or striped), while a wider shoulder may be more likely to be used for parking (unless signing at the location specifically prohibits it).

- **Intersection Design**: Shoulders typically always remain to the right of the motor vehicle lane (i.e., curb-tight), while different treatments may be employed for bicycle lanes at intersections, such as transitioning the bicycle lane to the left of a right-turn only lane.

- **Continuity**: Shoulders may be narrowed or terminated without warning, such as to provide width for turn lanes at an intersection. However, bicycle lanes should be continuous and provide logical termini or transitions to other facilities.

- **Maintenance**: Bicycle lanes should be promptly cleared of snow from the full width and kept clear of gravel and other road debris to be safety passable by cyclists. Shoulders have a lower standard and can be used for temporary snow storage.

In some jurisdictions, bicycle lanes also receive a double wide stripe, providing additional visibility and separation.

Finally, providing bicycle lanes may also raise awareness that the space is designated for biking only, which may encourage people to ride in the bicycle lane instead of on the sidewalk and alert people driving to the possible presence of people biking.
Figure 14A

Bicycle Facilities and Activity Generators
Fairbanks, Alaska

Existing Bike Network

- Roads with Shoulders
- Shared-Use Path
- Sidewalk Connection
- Unimproved Facility
- Bikes Prohibited

Activity Generators

- Hospital
- Library
- School
- Shopping
Bicycle Facilities and Activity Generators
North Pole, Alaska

Existing Bike Network
- Roads with Shoulders
- Shared-Use Path
- Sidewalk Connection
- Unimproved Facility

Activity Generators
- Hospital
- Library
- School
- Shopping

Figure 14B

Coordinate System: NAD 1983 StatePlane Alaska 3 FIPS 5003 Feet
The AASHTO publication *Guide for the Development of Bicycle Facilities* provides guidance that using sidewalks as bikeways should only be considered under the following circumstances:

- In order to provide continuity along high speed or high-volume roadways that do not have a shoulder or other space for bicyclists where there are no driveways or intersections along the roadway for long distances.
- On long and narrow bridges (ramps will need to be installed at either end, and if the bicycle route being interrupted by the bridge is two-way, then the sidewalk along the bridge should be two-way).

**Existing Bicycle Deficiencies**

Figures 15A and 15B depict gaps and other deficiencies on the priority bicycle network as updated from the 2012 FMATS Non-Motorized Transportation Plan. These deficiencies, gaps, or inadequate facilities are as follows:

- **University Avenue**: A four-lane road without shoulders and with high speeds, resulting in cyclists choosing to ride on the sidewalk.
  - Frequent and closely spaced driveways, particularly south of Airport Way, create many potential conflicts between vehicles and cyclists, especially because drivers may not expect cyclists on the sidewalk.
  - Roadway width is narrowed at the Chena River Bridge and sidewalks become too narrow for cyclists and pedestrians to share.
- **College Road**: This is a very popular travel route for cyclists, as it connects the UAF area to residential and retail areas. There are no paved shoulders on the roadway, encouraging many cyclists to ride on the sidewalk. Lower traffic volumes west of Johansen Expressway do allow for some cyclists to comfortably ride on the roadway, but to accommodate the majority of riders, paved shoulders or bike lanes are needed.
  - The interchange at the Johansen Expressway creates a potential safety hazard for cyclists, as there are no facilities on the street and the sidewalk crossing is confusing and difficult to navigate. The interchange design encourages high-speed turning movements.
  - East of Johansen Expressway, roadway characteristics largely change, and land use patterns reflect suburban style development. Access management would improve conditions for cyclists.
Figure 15A

Gaps and Other Bicycle Deficiencies
Fairbanks, Alaska

Gaps/Deficiencies
- Pedestrian Conflicts
- Crash Issues
- Driveway Conflicts
- Needs Bike Facilities
- Needs Bike Signage
- Bridge Crossing Issue
- Intersection Crossing Issue
- Path Abruptly Ends

Activity Generators
- Hospital
- Library
- School
- Shopping

Coordinate System: NAD 1983 StatePlane Alaska 3 FIPS 5003 Feet
Gaps and Other Bicycle Deficiencies
North Pole, Alaska

Gaps/Deficiencies
- Needs Bike Facilities

Activity Generators
- Hospital
- Library
- School
- Shopping

Coordinate System: NAD 1983 StatePlane Alaska 3 FIPS 5003 Feet
▪ **Cowles Street:** This is a relatively low-speed, moderate- to low-volume, two-lane roadway connecting downtown Fairbanks to the south. There is no shoulder for cycling, resulting in some cyclists riding in the road while others use the sidewalk, which is not wide enough for both cyclists and pedestrians.

  o The unsignalized intersection with Airport Way frontage road is a particular problem, as there is a pedestrian priority crosswalk with an opening in the Cowles Street median for pedestrians and bicycles. The crossing is slightly offset, which makes it awkward for cyclists. Queuing problems also arise, as this intersection is close to the intersection with Airport Way. A rectangular rapid-flashing beacon is planned for this crossing.

▪ **Old Steese Highway:**

  o The Wendell Avenue Bridge is used by cyclists to connect off-street trails on the north and south sides of the river as well as Wendell Avenue. The bridge and connections to the trails need upgrades. Cyclists must dismount and climb stairs or detour to a side street to get onto the roadway. The bridge has no shoulders and narrow sidewalks.

  o North of College Road proves challenging as well. There are paved shoulders, but the lack of access management creates uncomfortable traffic conditions.

  o The intersection with Johansen Expressway has no accommodations for cyclists.

  o The section north of Farmers Loop Road to Chena Hot Springs Road of Old Steese Highway is used as an alternative to riding along the Steese Highway. Traffic volume and speeds are lower, but there are no shoulders for bicyclists.

  o The connection to Old Steese at Farmers Loop Road could use improvement as recommended in the Steese Highway–Richardson Highway Planning and Environmental Linkage study.

▪ **Cushman Street:** There are no shoulders or bike lanes through the downtown section. The direct connection across the Chena River makes Cushman a popular choice for cyclists, pedestrians, and motorists, but the auto-focused design makes cycling uncomfortable. There may be potential to improve a parallel route for bicyclists.

▪ **Airport Way:** Bicycling is prohibited on Airport Way, but a shared use facility is provided west of Wilbur Street, and east of Wilbur Street cyclists can ride on the frontage road. Issues along these routes include path continuity, maintenance, crossings, and design.

▪ **Geist Road:** This road has relatively high speeds and volumes between Parks Highway and Johansen Expressway. The route is well-used by cyclists, and the only continuous facility for cyclists is the shared-use path on the south side, which leads to conflicts with pedestrians. This area has the highest density of non-motorized crashes.
- **Aurora Drive**: Cyclists either share the road or ride on the sidewalk. The bridge on Aurora Drive needs significant repair including removal of a beaver dam extending the width of the channel, replacement of concrete on deck, and improved sidewalk-bridge-sidewalk transition.

Issues outside of the priority network were identified as well. These issues are separated into two categories; location-specific and area-wide.

- **Location-Specific**
  - Bradway Road: improvements to the eastern end within the vicinity of the school
  - Van Horn Road–University Avenue: connect Van Horn Road, University Avenue, and a road parallel to South Cushman Street by filling in the current gaps in the shoulders and adding bicycle lanes to provide a continuous route around southern Fairbanks. Also, connect Van Horn Road, University Avenue, and the Johansen Path to Old Steese Highway with bicycle lanes and/or a separated multi-use path.
  - Santa Claus Lane: improve the area around the roundabouts for bicyclists
  - 10th Street: traffic volumes and speeds may be low enough for a Bicycle Boulevard treatment
  - Farmers Loop Road: lacks connection to Chena Hot Springs Road
  - Difficult intersection crossings:
    - Parks Highway/Geist Road
    - University Avenue/Geist Road
    - Aurora Drive/Wembley Avenue
    - Johansen Expressway/College Road
    - Steese Highway/Farmers Loop Road
    - Johansen Expressway/Steese Highway
    - Third Street/Steese Highway
    - Cowles Street/Airport Way

- **Area-wide**
  - Seasonal maintenance: increasing wintertime maintenance (e.g., plowing) efforts to maintain more facilities; springtime maintenance includes removing the gravel from winter maintenance as well as gravel on shared-use paths from all-terrain vehicles (ATVs).
  - State-owned roads without shoulders: there is a need for bicycle facilities on state owned and maintained roads outside of the cities, including Bradway, Dyke, Repp, Woll, and Brock Roads.
Pedestrian Facilities

To promote walking, continuous sidewalks should connect neighborhoods to activity generators and separate pedestrians from vehicular traffic. Activity generators for pedestrians include those previously mentioned for bicyclists and transit stops. A quality pedestrian network will provide for the following uses:

- Relatively short trips (under a mile) to major pedestrian attractors, such as schools, parks, open spaces, retail centers, churches, libraries, recreational centers, and community centers.
- Recreational trips, such as jogging or hiking.
- Commute trips, where mixed-use development is provided and people choose to live near where they work.
- Access to transit (generally trips around ¼-mile to bus stops).

Figure 16, modified from the Fairbanks Non-Motorized Transportation Plan, shows the existing sidewalk and shared-use path network in the FMATS area. Noticeable gaps in the system in the Fairbanks area can be seen in Figure 17. These deficiencies are categorized as follows:

- **Sidewalks**: There are few gaps on high volume and/or speed roadways, indicating area agencies have done a good job ensuring the most critical facilities provide at least some sort of accommodation.
  - Eagen Avenue: add sidewalks to Pioneer Home
  - Old Steese Highway: add sidewalks from Trainor Gate to the Johansen Expressway

- **Intersection Crossings**: Intersections with challenging crossing issues are as follows:
  - Farmers Loop Road/Steeese Highway
  - Farmers Loop Road/Army Road
  - Tanana Loop E/Alumni Drive (project in process)
  - Cowles Street/Airport Way frontage road
  - Steese Highway/Third Street (project in process)
  - Steese Highway/Johansen Expressway (project in process)
  - College Road/Johansen Expressway
  - Parks Highway/Geist Road
  - Farmers Loop Road near UAF
  - Parks Highway/Airport Way
  - University Avenue/Geist Road–Johansen Expressway (project in process)
o 5th Avenue–Mission Road/Richardson Highway
o College Road at the Tanana Valley Farmer’s Market
o More enhanced crossing opportunities are needed along the following roadways:
  ▪ College Road
  ▪ Alumni Drive
  ▪ Loftus Road
  ▪ Tanana Drive
  ▪ S Cushman Street
  ▪ Barnette Street

 • Conflicts with Cyclists: Streets on which cyclists use the sidewalk for riding include:
  o University Avenue
  o College Road
  o Peger Road
  o Geist Road
  o Airport Way

Other considerations include ADA issues and Safe Routes to School. Fairbanks is undertaking efforts to improve its existing facilities to ADA standards. The Safe Routes to School program has inventoried and reviewed the areas within the immediate vicinity to most junior high and elementary schools in the Fairbanks North Star Borough.
Gaps/Deficiencies

- No Sidewalks
- Crossing Issues
- Bicycle Conflicts
- Bridge Crossing Issue
- Intersection Crossing Issue
- Path Abruptly Ends

Activity Generators

- Hospital
- Library
- School
- Shopping

Gaps and Other Pedestrian Deficiencies
Fairbanks, Alaska

Figure 17
Status of Bicycle and Pedestrian Projects

There are also a number of bicycle and pedestrian projects that have either been completed since the last MTP update, are currently under construction, have started the planning or design process, or have been sent to bid. Those projects are listed by status in the tables below and illustrated in Figures 18A, 18B, 19A, and 19B.

Table 6: Bicycle and Pedestrian Projects Completed Since the Adoption of the 2040 MTP

<table>
<thead>
<tr>
<th>2040 MTP Project #</th>
<th>2040 MTP Project Name</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR-2</td>
<td>College Road Pavement Rehabilitation and Intersection Improvements</td>
<td>Rehabilitate and repave College Road between University Avenue and Mary Leigh Avenue, including the College Road/Danby Street intersection and intersection improvements along the route</td>
</tr>
<tr>
<td>SR-5</td>
<td>FMATS Sidewalk Improvement Program</td>
<td>Annual project to improve connectivity, safety, mobility and access for pedestrians through the MPA. Sidewalk improvements have been made on 5th Avenue, Homestead Road, Bjerremark Street, Loftus Road, York Avenue, Lathrop Street from Eagen Avenue to 16th Avenue, and Cowles Street from 23rd to 29th Avenue.</td>
</tr>
<tr>
<td>SR-6</td>
<td>5th Avenue Pedestrian Path (North Pole)</td>
<td>Rehabilitation of the shared use path</td>
</tr>
<tr>
<td>SR-6</td>
<td>Blanket Boulevard Pedestrian Path</td>
<td>Rehabilitation of the shared use path</td>
</tr>
<tr>
<td>SR-6</td>
<td>8th Avenue Pedestrian Path</td>
<td>Rehabilitation of the shared use path</td>
</tr>
<tr>
<td>SR-6</td>
<td>Snowman Lane Pedestrian Path</td>
<td>Rehabilitation of the shared use path</td>
</tr>
<tr>
<td>SR-6</td>
<td>State of Alaska: Auburn Drive and Bike Path</td>
<td>Rehabilitation project: mill and pave, striping and drainage to the roadway and rehabilitation to the shared use path</td>
</tr>
<tr>
<td>SR-6</td>
<td>State of Alaska: Badger Bike Path</td>
<td>Rehabilitation of the shared use path</td>
</tr>
<tr>
<td>SR-6</td>
<td>Carlson Center Bike Path</td>
<td>Rehabilitation of the shared use path</td>
</tr>
<tr>
<td>SR-6</td>
<td>Griffin Park Bike Path</td>
<td>Rehabilitation of the shared use path</td>
</tr>
<tr>
<td>SR-6</td>
<td>South Fairbanks Park Paths</td>
<td>Rehabilitation of the shared use path</td>
</tr>
<tr>
<td>SR-10</td>
<td>Goldhill Bicycle and Pedestrian Facility</td>
<td>Widen the shoulders on Goldhill Road to accommodate bicycles and pedestrians. Improvements will also include resurfacing the roadway, approach work, signing, and striping.</td>
</tr>
<tr>
<td>SR-13</td>
<td>Cushman Street Road Reconstruction</td>
<td>Reconstruct Cushman Street. Work will include analyzing and upgrading traffic signals at intersecting roads, upgrading controller cabinets, improving site distance, ADA improvements, illumination and drainage improvements and possible one-way to two-way conversions for 2nd, 4th and 5th Streets only. The scope will include making Cushman Street a “Complete Street”. Streetscape improvement: widened sidewalk to include buffer.</td>
</tr>
<tr>
<td>SR-15</td>
<td>Plack Road Bike/Pedestrian Facility: FNSB</td>
<td>Construct a bicycle/pedestrian path on Plack Road from Badger Road to Nelson Road.</td>
</tr>
<tr>
<td>SR-35</td>
<td>North Pole Pedestrian Interchange Facility</td>
<td>Construct pedestrian facilities along Saint Nicholas Drive from Dawson Interchange to Santa Claus Lane</td>
</tr>
<tr>
<td>SR-26</td>
<td>Peger Road Undercrossing</td>
<td>Investigate potential improvements to make the undercrossing at the Chena River Bridge feel more secure.</td>
</tr>
<tr>
<td>SR-28</td>
<td>FMATS Pedestrian Improvements: Stage I</td>
<td>Construct new facilities to improve connectivity within the FMATS boundary on Wilbur Street, Davis Road, Peger Road, and Lathrop Street with possible mid-block crossings.</td>
</tr>
<tr>
<td>SR-51</td>
<td>City of Fairbanks Pedestrian Facilities Upgrade</td>
<td>Reconstruct pedestrian facilities on Aurora Drive, Cowles Street, Lacey Street and 5th, 6th, 7th, 8th, and 9th Avenues</td>
</tr>
<tr>
<td>SR-3</td>
<td>Noble Street Upgrade: Fairbanks</td>
<td>Reconstruction of Noble Street from 1st Avenue to Gaffney Road.</td>
</tr>
<tr>
<td>SR-18</td>
<td>Steese Expressway to Front Street Bicycle/Pedestrian Path</td>
<td>Construct a bicycle/pedestrian path from the Steese Expressway separated path to Front Street.</td>
</tr>
<tr>
<td>SR-51</td>
<td>City of Fairbanks Pedestrian Facilities Upgrade</td>
<td>Reconstruct pedestrian facilities on Aurora Drive, Cowles Street, Lacey Street and 5th, 6th, 7th, 8th, 9th, and 10th Avenues from Cowles Street to Noble Street, and 10th Avenue from Noble Street to the Steese Highway.</td>
</tr>
</tbody>
</table>
### Bicycle and Pedestrian Projects Currently In Process

<table>
<thead>
<tr>
<th>2040 MTP Project #</th>
<th>2040 MTP Project Name</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR-1</td>
<td>Old Steese Highway--Wendell Bridge to Trainor Gate Road</td>
<td>Reconstruct the Old Steese Highway between the Wendell Avenue Bridge project and Trainor Gate Road to accommodate all users.</td>
</tr>
<tr>
<td>SR-6</td>
<td>10th Avenue, Cushman to Steese Highway</td>
<td>Pavement surface maintenance to include grading, drainage, pavement and striping.</td>
</tr>
<tr>
<td>SR-7</td>
<td>1st and Lacey Street Intersection Improvement</td>
<td>Intersection enhancements related to capacity, safety or multimodal access within the FMATS boundary</td>
</tr>
<tr>
<td>SR-7</td>
<td>10th Avenue and Lathrop Street Intersection Improvements</td>
<td>Intersection enhancements related to capacity, safety or multimodal access within the FMATS boundary</td>
</tr>
<tr>
<td>SR-9</td>
<td>Gillam Way Upgrade: Airport Way–17th Avenue</td>
<td>Upgrade of Gillam Way to include added sidewalks, drainage, and illumination. Provide needed safety improvements in the area of local schools.</td>
</tr>
<tr>
<td>SR-17</td>
<td>Yankovich/Miller Hill Multi-Use Path</td>
<td>Construct a separated bicycle/pedestrian trail along Yankovich and Miller Hill Roads in the Farmers Loop/UAF area.</td>
</tr>
<tr>
<td>MR-9</td>
<td>Tanana Loop and Alumni Drive Intersection Improvements</td>
<td>Reconstruct the intersections of Tanana Loop/Alumni Drive/South Chandalar Drive; and Salcha Street/South Chandalar Drive including the portions of South Chandalar Drive between the intersections and up to Ambler Lane. Project will also include reconstructing the pedestrian facilities and construction of new pedestrian facilities on Alumni Drive, Tanana Loop, Salcha Street and South Chandalar Drive.</td>
</tr>
<tr>
<td>SR-11</td>
<td>McGrath Road Upgrade</td>
<td>Major reconstruction of the lower portion of McGrath Road to improve safety and provide for increasing travel demands and multiple transportation modes; Upgrade McGrath Road between Farmers Loop and the Old Steese Highway. Improve the existing separated path as needed.</td>
</tr>
<tr>
<td>Null</td>
<td>Chena Pump Road Bicycle/Pedestrian Facilities Rehabilitation</td>
<td>Rehabilitate the existing bicycle path on Chena Pump Road between Dartmouth Drive and the Pump House restaurant, including Cripple Creek pedestrian bridge #6001. Widen the shoulders between the Pump House restaurant and Grebe Drive.</td>
</tr>
<tr>
<td>SR-20</td>
<td>Cowles Street E: 23rd Avenue–29th Avenue</td>
<td>Construct sidewalk from existing sidewalk to the end of Cowles Street E.</td>
</tr>
<tr>
<td>SR-23</td>
<td>Wembley Avenue Pedestrian Improvements: Aurora Drive to Danby</td>
<td>Reconstruct Wembley Avenue from Aurora Drive to Danby Street and construct a pedestrian facility. CTP funds: 50% local match / 50% state match. CMAQ funds: 100% state match; construct sidewalk along the north side of Wembley Avenue</td>
</tr>
<tr>
<td>SR-27</td>
<td>Chena River Walk Stage III</td>
<td>Continue expansion of the Chena River Walk to the north side of the Chena River with approximately 11,500 linear feet of pathway from Peger Road to Barnette Street and up to three pedestrian bridges to connect to existing facilities.</td>
</tr>
<tr>
<td>MR-30</td>
<td>Johansen Expressway Ramps/College Road/Illinois Street Improvements</td>
<td>Construction of improvements to the Johansen/College Interchange Ramps and on College Road (Johansen Expressway–Illinois Street) to handle traffic growth and to improve safety. Work will include added turn lanes at the Johansen Expressway ramps, intersection improvements at Illinois Street (Illinois Street Reconstruction project) and a possible signal at College Road/Sam’s Club. Considering a roundabout. Investigate potential improvements to make the crossings of the ramp terminals more comfortable for non-motorized users.</td>
</tr>
<tr>
<td>SR-38</td>
<td>Airport Way West Improvements</td>
<td>Construction of a new frontage road to link Dale Road and Hoselton Roads, construction of a roundabout intersection to replace the two existing intersections, and construction of bicycle and pedestrian facilities along Hoselton Road. Previously was known as Airport Way/Dale Road/Pikes Safety Improvement/Signal.</td>
</tr>
<tr>
<td>2040 MTP Project #</td>
<td>2040 MTP Project Name</td>
<td>Description</td>
</tr>
<tr>
<td>-------------------</td>
<td>----------------------------------------------------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>SR-40</td>
<td>Steese Highway and 3rd Street Widening</td>
<td>Major upgrade of the existing Steese Expressway intersection and reconstruction of 3rd Street (Old Steese–Hamilton Avenue). Previously was known as Steese Expressway/3rd Street Intersection.</td>
</tr>
<tr>
<td>SR-43</td>
<td>Old Steese Highway Upgrade</td>
<td>Upgrade the Old Steese Highway from the intersection at Trainor Gate Road to, and including, the intersection at Johansen Expressway. Improvements will include intersection upgrades, bicycle/pedestrian facilities, drainage improvements and utility relocations. The big picture improvements include adding capacity (lanes) on Old Steese between Trainor and Helmericks, adding pedestrian facilities along the corridor, and changing Trainor Gate Road between new and Old Steese to one way westbound. Consultant still has to do some traffic modeling to confirm the number of lanes for Old Steese and if the one-way Trainor is the best way to go.</td>
</tr>
<tr>
<td>SR-46</td>
<td>University Avenue Widening, Stage I: Thomas Street–Chena River Recreation Site</td>
<td>Major reconstruction of University Avenue from Thomas Street to the Chena River Recreation Site. This phase includes a new bridge over the Chena River and major intersection improvements at the Johansen Expressway.</td>
</tr>
<tr>
<td>LR-11</td>
<td>2nd Avenue Sidewalk at Carlson Center</td>
<td>Complete the sidewalk connection on 2nd Avenue between the Chena River Walk and the entrance to the Carlson Center.</td>
</tr>
<tr>
<td>SR-54</td>
<td>Wendell Avenue Bridge: Fairbanks</td>
<td>Rehabilitate or replace the Wendell Street Bridge #0532, widen sidewalks, and provide pedestrian access to the bridge along the north and south sides under the bridge.</td>
</tr>
<tr>
<td>SR-56</td>
<td>MP 356–362 Bicycle/Pedestrian Path (Richardson Highway)</td>
<td>Construct a paved bicycle/pedestrian path on the Richardson Highway between MP 356–362, starting from the Richardson Highway/Airport Way intersection, continuing along the Richardson Highway to the Badger Loop North Bound Ramp, and terminating at the Badger Road/Old Richardson Highway intersection.</td>
</tr>
<tr>
<td>Null</td>
<td>Cushman Street Bridge Rehabilitation or Replacement</td>
<td>Repair or replace the Cushman Street Bridge. The bridge and adjoining roadway should be consistent with the Complete Street concept south of the Chena River and the parent Illinois Street project to the north.</td>
</tr>
<tr>
<td>Null</td>
<td>5th Avenue Reconstruction</td>
<td>Reconstruct 5th Avenue from Barnette Street to Noble Street in order to provide improved facilities for all users. Reconstruction includes improved drainage, ADA compliant pedestrian facilities, shoulders to accommodate bicyclists and temporary snow storage, utility relocates and improvements, as required, installation of wayfinding and bicycle route signs, and landscaping in accordance with City of Fairbanks’ Complete Streets.</td>
</tr>
<tr>
<td>MR-2</td>
<td>Minnie Street Reconstruction</td>
<td>Reconstruct Minnie Street from Erceg Street to the Old Steese Highway. Work includes upgrading sidewalks to ADA compliance, shoulders to accommodate bicyclist, storm drain system, utility relocations, and rehabilitation or replace the Noyes Slough Bridge.</td>
</tr>
<tr>
<td>Null</td>
<td>Old Richardson Highway Intersection Improvements</td>
<td>Analyze, design, and construct intersection and safety improvements with emphasis on safety for all users, road function, and quality of life. The intersections to be considered are Santa Claus Lane and E 5th Avenue and NPHS Boulevard at Old Richardson Highway and 8th Avenue however, the analysis and solution may be more far reaching. The railroad crossing will also be brought to current standards under this project.</td>
</tr>
</tbody>
</table>
Project Status
- Completed
- In-Process
- Sent to Bid
- Under Construction

Activity Generators
- Library
- School

Bicycle Project Status
North Pole, Alaska

Figure 18B

Coordinate System: NAD 1983 StatePlane Alaska 3 FIPS 5003 Feet
Pedestrian Project Status
Fairbanks, Alaska

Project Status
Completed
In-Process
Sent to Bid
Under Construction

Activity Generators
Hospital
Library
School
Shopping

Figure 19A
Pedestrian Project Status
North Pole, Alaska

Project Status
- Completed
- In-Process
- Sent to Bid
- Under Construction

Activity Generators
- Hospital
- Library
- School
- Shopping

Coordinate System: NAD 1983 StatePlane Alaska 3 FIPS 5003 Feet
Appendix B  Policy Assessment and Gap Analysis
OVERVIEW

Federal transportation legislation, regulations, and policy all embrace the concept of partnerships among state, regional, and local agencies in the planning process. Specifically, the Federal Highway Administration (FHWA) Fixing America’s Surface Transportation (FAST) Act stipulates that the Metropolitan Transportation Plan (MTP) must be consistent with area plans and programs. Conversely, adopted plans and policies are critical for ensuring compliance with federal regulations. This memorandum responds to the requirements by presenting:

- An overview of the FAST Act, which is the funding and authorization bill to govern US federal surface transportation spending
- A summary of state and local plans and policies
- A gap analysis matrix that summarizes the current state of the MTP in relation to FAST Act requirements and the actions required for compliance, as appropriate

FHWA FAST Act (2015)

Relevance to MTP: Establishes requirements for MTP which include new requirements since the adoption of the 2035 MTP.

Applicable Federal Laws: Title 23 United States Code (Highways) Section 134 (Metropolitan Planning) & Section 135 (Statewide and Non-Metropolitan Planning)

Applicable Federal Regulations: 23 Code of Federal Regulations, Section 450 (Highways) Subpart A—Definitions (§§ 450.100–450.104); Subpart B—Statewide and non-metropolitan transportation planning (§§ 450.200–450.226); Subpart C—Metropolitan transportation planning (§§ 450.300–450.340); 49 Code of Federal Regulations (Transit) Subpart A—Metropolitan transportation planning and programming (§ 613.100); Subpart B—Statewide and non-metropolitan transportation planning and programming (§ 613.200)

The FAST Act was signed into law in December 2015, after the last MTP Update. It replaced the Moving Ahead for Progress in the 21st Century (MAP-21) Act from 2012. The FAST Act generally continues the metropolitan planning requirements that were in effect under MAP-21 with some notable exceptions. It continues to emphasize the eight planning factors which Metropolitan Planning Organizations (MPOs) must consider in the formulation of transportation plans and programs that were part of MAP-21 but also added two new ones: numbers nine and ten below.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
2. Increase the safety of the transportation system for motorized and non-motorized users
3. Increase the security of the transportation system for motorized and non-motorized users
4. Increase accessibility and mobility of people and freight
5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local 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. Emphasize the preservation of the existing transportation system

9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation

10. Enhance travel and tourism

FAST Act additional guidance and legislation related to MTP development is summarized below with additional detail included in the FAST Act Compliance Checklist at the end of the document.

- **Identification of Transportation Facilities.** Should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions, including major roadways, transit, multimodal and intermodal facilities, nonmotorized transportation facilities, and intermodal connectors.

- **Performance Measurements and Targets.** Requires description of the performance measures and performance targets used in assessing the performance of the transportation system.

- **System Performance Report.** Evaluate the condition and performance of the transportation system with respect to the performance targets, including: progress achieved by the MPO in meeting the performance targets in comparison with system performance recorded in previous reports, and for MPOs that voluntarily elect to develop multiple scenarios, an analysis of how the preferred scenario improves the conditions and performance of the transportation system and how changes in local policies and investments impact the costs necessary to achieve the identified performance targets.

- **Consultation with other planning officials.** It continues to encourage MPOs to consult with officials responsible for other types of planning activities. It adds tourism and the reduction of risk of natural disasters to the list of such activities.

- **Resilience and environmental mitigation activities.** It expands the focus on the resiliency of the transportation system and activities to reduce stormwater runoff from transportation infrastructure. In addition, it requires strategies to reduce the vulnerability of existing transportation infrastructure to natural disasters.

- **Transportation and transit enhancement activities.** It continues to require an MTP to include transportation and transit enhancement activities. When proposing these activities, the plan must now include consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner as well as strategies and investments that preserve and enhance intercity bus systems (including those that are privately owned and operated).
• **Participation by interested parties in the planning process.** It explicitly adds public ports and certain private providers of transportation, including intercity bus operators and employer-based commuting programs, to the list of interested parties that an MPO must provide with reasonable opportunity to comment on the transportation plan.

**STATE AND LOCAL PLAN SUMMARY**

*Relevance to MTP:* The FAST Act identifies the need for transportation plans to recognize and address the relationship between transportation, land use, and economic development. As such, the MTP must take into consideration the goals, objectives, performance measures, and targets of state transportation plans as well as area and local comprehensive and special purpose plans as appropriate. This leads to more effective decisions on transportation investments and improved interconnectivity across all modes.

**State Plans**

**Alaska Department of Transportation & Public Facilities (DOT&PF) Statewide Long-Range Transportation Policy Plan (LRTP)—Let’s Get Moving 2030 (2008) & Draft Let’s Keep Moving 2036 Policy Plan (2016).** The LRTP is required by federal regulation (23 CFR 450.214) and Alaska Statute (AS 44.42.050). It is the overall policy guiding document that provides future direction for highways, aviation, transit, rail, marine, bicycle, and pedestrian transportation. The draft Let’s Keep Moving 2036 Policy Plan includes performance measures and targets used in assessing system performance and progress in achieving the performance targets. Programs and projects are aligned to accomplish the goals and targets set for safety, pavement and bridge condition, congestion reduction, freight movement, economic vitality, and reliability. Policy goals and actions address new facilities, modernization, economic development, safety and security, system preservation, livability, community and engagement, system management and operations, and results-based alignment.

**Alaska Statewide Transportation Improvement Program 2018 to 2021 (STIP).** Federal statutes (23 USC 135) require that in order to use Federal transportation funding, the state must develop a STIP. Projects in the STIP must be consistent with and implement the policies in the Statewide LRTP. The STIP is consistent with other planning efforts, including DOT&PF’s Highway Safety Improvement Plan, approved DOT&PF Regional Transportation Plans (regional components of the LRTP), Transportation Improvement Programs (TIPs) prepared by Anchorage and Fairbanks, municipal Comprehensive Plans, and tribal transportation plans. The STIP also reflects the goals of the state administration to support economic development and seeks opportunities to link resource-rich areas to the state’s highway, port, and rail system.

**DOT&PF Alaska Strategic Highway Safety Plan (2013):** The Alaska Strategic Traffic Safety Plan was adopted by DOT&PF in September 2013. The overall goal of the plan is to improve roadway safety through changes in driver behavior, roadway design, and considerations given to special users, such as bicyclists and pedestrians. Roadway improvements aim to reduce lane departures, improve
intersection safety, and reduce animal–vehicle collisions. Data collection on roadway conditions is identified as a need to advance engineering practices and safety-related design, and improved emergency response services and access. Engineering and evaluation programs are also presented to increase the incorporation of special users into roadway design, right-of-way designation, and data collection for high incident areas.

**DOT&PF ADA Transition Plan (2016):** The ADA Transition Plan provides an evaluation of DOT&PF services, policies, and practices to ensure they are serving the needs of those with disabilities. In Fairbanks, DOT&PF assessed curb ramps, pedestrian push-buttons, slope and incongruous features of linear elements in the pedestrian right-of-way, and bus stops on state-maintained sidewalks. It evaluates pedestrian access against standards created by the Americans with Disabilities Act (ADA) of 1990, outlines priorities for improvement, and a plan for project implementation of projects to improve accessibility.

**DOT&PF Statewide Bicycle-Pedestrian Plan (In Development).** Statewide Bicycle and Pedestrian Master Plan and associated supporting documents will articulate the long- and medium-range bicycle and pedestrian transportation planning needs of the state. The Master Plan will:

- Define what needs to be done to encourage and strengthen local bicycle and pedestrian efforts to improve conditions for bicycling, walking, and connectivity to public transit.
- Discuss respective roles of state and local governments in planning and designing bicycle and pedestrian facilities.
- Establish recommendations for performance measures.

**DOT&PF Alaska State Rail Plan (2016).** Alaska must prepare a plan approved by the Federal Railroad Administration to be eligible for federal rail funding and investment. The plan must be coordinated with other transportation plans, such as the State’s LRTP. The goals identified in the plan are:

- Goal 1: Promote Economic Development in Alaska
- Goal 2: Enhance Safety
- Goal 3: Encourage Partnership and Collaboration
- Goal 4: Support Improvements to System Preservation, Efficiency, and Capacity
- Goal 5: Improve Connectivity of the Transportation System
- Goal 6: Enhance Quality of Life and Environmental Sustainability
- Goal 7: Address Community Issues that Arise from Urban Development around Railroads
- Goal 8: Establish a Recurring Public Capital Investment Program

**DOT&PF Alaska Aviation Systems Plan (AASP–2013):** The AASP is a component of DOT&PF’s Statewide LRTP, Let’s Get Moving 2030, which incorporates and addresses all modes of transportation. This plan is used by public and private airport owners as a manual for development, maintenance, operation, and management. Additionally, it identifies goals and objectives related to Safety, Service, Fiscal Responsibility, Communication, and Management. Service objectives are the most relevant to the MTP update and include:
• Provide Alaskan residents with appropriate and reasonable levels of access to the air transportation system, including access to targeted airports capable of handling medical evacuation at night and during bad weather.
• Consider options to connect communities by alternate means instead of building new/improved airports.

The AASP will have minimal effects on transportation needs outside the airport; however, it addresses FAST Act Planning Factors related to the economic vitality and global competitiveness and increased accessibility and mobility of people and freight.

Fairbanks North Star Borough (FNSB) Plans

FNSB Regional Comprehensive Plan (2005): The FNSB Comprehensive Plan, adopted in September 2005, was written to provide a framework to guide land use development. The plan provides an overall vision as well as goals, strategies, and actions to implement the vision. It includes an element specific to transportation and infrastructure that has the following two goals: 1) To have a safe, efficient, multimodal transportation system that anticipates community growth and 2) To have sufficient public utilities and infrastructure to meet existing and future demand.

FNSB Short and Long Range Transit Plan (2013): The Short Range Transit Plan considers near-term operational, financial, and capital improvements for the FNSB's transit services. The Long Range Transit Plan focuses on a 25-year planning horizon and describes forecasted population and infrastructural changes that could affect transit, as well as approaches that can be taken to address challenges. Identified needs include improved bus stop shelters and amenities (particularly for winter months), Sunday service (in summer and winter), more frequent red and blue line service, and greater security at the Transit Center.

FNSB Coordinated Transportation Plan (2015): The 2015 Coordinated Transportation Plan provides an analysis of the existing conditions for the current transportation efforts in the FNSB. It assesses and highlights the gaps and redundancies in the system. A prioritized project list proposal is included in the appendices. Identified gaps/needs include the following:

• Additional educational efforts to train individuals to use less expensive transportation services (i.e. fixed route bus service) and cross training of drivers.
• Additional available transportation services for people living in the non-urbanized area of the FNSB.
• Additional outreach efforts to local businesses, agencies, and other organizations (including faith-based) to increase awareness of transportation services and needs and encourage their participation in the coordination efforts.
• Additional coordination of existing transportation.

FNSB Fairbanks Mobility Management Plan (2011): The scope of the Fairbanks Mobility Management Plan was to research the demand for transportation services in the FMATS area; establish gaps in
MACS, VanTran and privately provided services; and demonstrate overlap between existing redundant services. The established needs for transportation services include: use of existing resources to develop more comprehensive service; increased transportation options beyond the ¾-mile fixed route radius; improved customer confidence, awareness, and trip scheduling; availability on Sundays; and expanded use of technology and improved future coordination efforts. The plan identifies ten integrated strategies and approaches to meet the above listed goals.

City of North Pole Plans

**North Pole Strategic Plan (2016–2021):** The plan provides a framework to guide future decisions on land use, economic development, city policies and other key community development topics. One of the goals is to “Promote a Connected Transportation System in North Pole” to increase opportunities for commerce and development. Strategies include:

- Improving traffic circulation and safety in North Pole and increasing bike and pedestrian safety in high use area including safe routes to school and adopting a Complete Streets Policy.
- Partnering with the Alaska Railroad to reduce the number of at-grade crossings and developing an appropriate realignment route along the Tanana levee.

City of Fairbanks with City of North Pole and FNSB

**Fairbanks & North Pole Storm Water Management Program Guide (2017):** This guide provides an overview of the stormwater management design and construction requirements for new development and redevelopment projects regulated by the City of Fairbanks and City of North Pole. It is part of a collaborative effort by the City of Fairbanks, City of North Pole, and Fairbanks North Star Borough to educate developers, engineers, contractors, and the general public about local stormwater pollution control laws. Included in the guide is a brief overview of the local stormwater management program, agency review requirements, general design considerations, and effective best management practices for the Fairbanks Urbanized Area. FNSB has a similar but separate program guide.

FMATS Policies and Plans

*Relevance to MTP: FMATS policies and plans are key to implementing the goals and objectives in the MTP and addressing Federal Planning Factors and requirements.*

**Bicycle and Pedestrian Count Document (2016):** Through the Bicycle and Pedestrian County Program, FMATS has tracked the number of bicycles and pedestrians at 32 different locations over six years by having volunteers count non-motorized users for two hours, one day each year. The counts help FMATS make informed decisions about active transportation users and are used to monitor success in the goals outline in the FMATS Non-Motorized Transportation Plan. FMATS intends to continue using this program to collect bicycle and pedestrian count data in the future.
Non-Motorized Plan (2012): The FMATS Non-Motorized Plan, adopted in March 2012, is the first non-motorized transportation plan for FMATS. It was written as an implementation plan to help increase the number of people using non-motorized transportation and improve the safety and comfort of those who already do. Full implementation of the plan would add approximately four miles of shared use paths, eight road-miles of shoulders, ten road miles of sidewalks, signs and/or pavement markings on seventeen miles of low speed and volume roadway, and improvements at fourteen pedestrian or bicyclist crossings.

Complete Streets Final Policy (2015): The Complete Streets Policy was adopted in October 2015 and specifies that complete streets should be considered at all phases of planning and project development for the development of a multimodal transportation system. This policy is a commitment that future transportation projects will take into account all modes of transportation within the road right-of-way as early as practicable and throughout the planning process. FMATS recognizes the need for context-sensitive solutions and provides a list of facilities that should be considered for a complete street, but the policy does not provide exact requirements for types of facilities that have to be included in designing a street. The policy is intended to be a guide for DOT&PF and consultants planning, designing, constructing, and maintaining streets within the FMATS boundary.

Green Streets Policy (2016): The Green Streets Policy was adopted in June 2016 to minimize the environmental impacts of transportation facilities by focusing on efforts to retain, treat and eliminate runoff at the source using green infrastructure applications. The policy states, “All projects financed and approved by FMATS should, where practicable, use native and site-adapted vegetation, landscaping and related environmental site design features to capture and filter stormwater runoff within the right-of-way, in a manner appropriate to the function and context of the facility.” FMATS is developing a Green Streets Plan in 2018 for implementation of this policy.

Transportation Improvement Program (2017–2020): The Transportation Improvement Program (TIP) identifies, prioritizes and allocates anticipated funding for transportation improvements over a 4-year period. The TIP represents a consensus among local, state and regional officials as to which transportation improvements to implement in the short-term.

Public Participation Plan (2017): The purpose of the plan is to establish procedures to meaningfully engage individuals within the MPO in the long-range transportation planning process and ensure compliance with federal public participation requirements including: Title VI of the Civil Rights Act; Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), Executive Order 12898 on Environmental Justice (EJ), and DOT Updated Environmental Justice Order 5610.2(a); FTA Final Circular 4703.1 Environmental Justice Policy and Guidance for FTA Recipients 10.11.12; Executive Order 13166 on Limited English Proficiency; Executive Order 13175 on Tribal Consultation and Coordination; and FAST Act (enacted December 4, 2015).

Freight Mobility Plan (2017): This plan is in development and not yet adopted. The overall purpose of the plan is to assess freight transportation mobility deficiencies, identify potential project solutions and
strategies that best address these identified deficiencies, and integrate recommendations into the FMATS transportation planning process.

**Green Streets Plan (2018–2019):** This plan is in development and not yet adopted. FMATS will identify and prioritize which streets within the urbanized area are in greatest need of green infrastructure for the management of stormwater runoff, including specific design recommendations for each of those streets. Research of best management practices in a sub-arctic environment will also be included in the report.
FAST ACT COMPLIANCE GAP ANALYSIS

The FAST Act Compliance Matrix documents how the 2045 MTP meets both new and maintained federal requirements and the actions necessary to ensure future compliance.

<table>
<thead>
<tr>
<th>Planning Factors</th>
<th>MTP Compliance</th>
<th>Corresponding MTP 2045 Goals &amp; Objectives</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improve the resiliency and reliability of the transportation system</td>
<td>Yes</td>
<td>#2B. Equip, manage, and operate the transportation system to be multimodal and interconnected.</td>
<td>Complete Streets Policy #3 80% roads/20% non-motorized</td>
</tr>
<tr>
<td><em>(New factor since the adoption of the last MTP)</em></td>
<td></td>
<td><strong>Objectives</strong></td>
<td></td>
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<td></td>
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<td>2.B.1. Increase the percentage of the transportation system that is equipped with two or more modes by X% in Y years and three or more modes by Y% in Z years.</td>
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<td></td>
<td>2.B.2. Provide major destinations (as defined in the MTP) with at least two multimodal routes to the regional arterial network by year YYYY.</td>
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<td></td>
<td>2.B.3. Increase the percentage of Title 6 and environmental justice populations with access to uninterrupted pedestrian and bicycle facilities and basic transit service by X% in Y years.</td>
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<tr>
<td>Reduce or mitigate stormwater impacts of surface transportation.</td>
<td>Yes</td>
<td>#3. Protect the environment, improve air quality, and promote energy efficiency.</td>
<td>Green Streets Policy Green Streets Plan (in development)</td>
</tr>
<tr>
<td><em>(New factor since the adoption of the last MTP)</em></td>
<td></td>
<td><strong>Objectives</strong></td>
<td></td>
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<td></td>
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<td>3.1 Achieve a no net loss of environmentally sensitive lands and improve the quality of impacted areas to better than pre-development standards.</td>
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<td>3.4 Evaluate green infrastructure options with all new projects and resolve the most seriously impacted areas due to stormwater from transportation facilities by year XXXX.</td>
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<td></td>
<td>3.5 Develop a Green Streets Plan to identify and prioritize streets within the urbanized area in greatest need of green infrastructure for the management of stormwater runoff.</td>
<td></td>
</tr>
<tr>
<td>Enhance travel and tourism.</td>
<td>Yes</td>
<td>#2B. Equip, manage, and operate the transportation system to be multimodal and interconnected.</td>
<td>Complete Streets Policy</td>
</tr>
<tr>
<td><em>(New factor since the adoption of the last MTP)</em></td>
<td></td>
<td><strong>Objectives</strong></td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>2.B.1. Increase the percentage of the transportation system that is equipped with two or more modes by X% in Y years and three or more modes by Y% in Z years.</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>2.B.2. Provide major destinations (as defined in the MTP) with at least two multimodal routes to the regional arterial network by year YYYY.</td>
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</tbody>
</table>
## Planning Factors Continued

<table>
<thead>
<tr>
<th>Requirements</th>
<th>MTP Compliance</th>
<th>Corresponding MTP 2045 Goals &amp; Objectives</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.</td>
<td>Yes</td>
<td>#5. Ensure adequate transportation facilities to support economic development.</td>
<td>Freight Mobility Plan (Not yet adopted—still in development)</td>
</tr>
<tr>
<td>Increase the safety of the transportation system for motorized and non-motorized users.</td>
<td>Yes</td>
<td>#2A. Provide a safe, efficient, and secure transportation system for all users</td>
<td>Non-Motorized Plan Complete Streets Policy</td>
</tr>
<tr>
<td>Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.</td>
<td>Yes</td>
<td>#2A. Provide a safe, efficient, and secure transportation system for all users. <strong>Objective:</strong> 2A.4. Develop and maintain an inventory of critical infrastructure and regularly update the regional emergency response plan.</td>
<td>Complete Streets Policy</td>
</tr>
<tr>
<td>Increase the accessibility and mobility of people and freight.</td>
<td>Yes</td>
<td>#2B. Equip, manage, and operate the transportation system to be multimodal and interconnected.</td>
<td>Freight Mobility Plan (Not yet adopted—still in development)</td>
</tr>
<tr>
<td>Protect and enhance the environment, promote energy conservation, and improve quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns.</td>
<td>Yes</td>
<td>#3. Protect the environment, improve air quality, and promote energy efficiency.</td>
<td>Freight Mobility Plan (Not yet adopted—still in development)</td>
</tr>
<tr>
<td>Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.</td>
<td>Yes</td>
<td>#1 Coordinate planning efforts to provide an integrated transportation and land use system that embodies smart growth principles and stimulates the economy to grow.</td>
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</tr>
<tr>
<td>Promote efficient system management and operation.</td>
<td>Yes</td>
<td>#4. Optimize the utility and lifespan of the existing transportation system.</td>
<td></td>
</tr>
<tr>
<td>Emphasize the preservation of the existing transportation system.</td>
<td>Yes</td>
<td>#4. Optimize the utility and lifespan of the existing transportation system.</td>
<td>FMATS Improvement Program Implementation</td>
</tr>
</tbody>
</table>

1. Placeholder performance measure values (X and Y) will be updated as supporting data becomes available.
## Requirements

<table>
<thead>
<tr>
<th>Requirements</th>
<th>Complies</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Public Participation</strong></td>
<td></td>
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<tr>
<td>Update Public Participation Plan (PPP) to include: a) public ports; b) private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefits program, parking cash-out program, shuttle program, or telework program).</td>
<td>MTP Complies</td>
<td>FMATS 2017 Public Participation Plan may require amendments to address this in the future.</td>
</tr>
<tr>
<td>Demonstrate consultation with agencies involved in: a) tourism; b) natural disaster risk reduction.</td>
<td>Yes</td>
<td>MTP outreach addressed this change.</td>
</tr>
<tr>
<td>Continues to require an MTP to include transportation and transit enhancement activities. When proposing these activities, the plan must now include: consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner, and strategies and investments that preserve and enhance intercity bus systems (including those that are privately owned and operated).</td>
<td>Yes</td>
<td>MTP addresses transportation and transit enhancement activities. Intercity buses are not applicable.</td>
</tr>
<tr>
<td><strong>Congestion Management</strong></td>
<td></td>
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<tr>
<td>Adds examples of travel demand reduction strategies for congestion management in a transportation management area (TMA).</td>
<td>N/A</td>
<td>Fairbanks is not a TMA.</td>
</tr>
<tr>
<td><strong>Performance Based Planning and Targets</strong></td>
<td></td>
<td></td>
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<tr>
<td>Due on or after May 27, 2018 (or after the date that is two years after the effective date of each final performance measures rule), whichever is later</td>
<td>On track to comply</td>
<td>FMATS, DOT&amp;PF, and FNSB are working on a draft agreement and system performance report.</td>
</tr>
<tr>
<td>MPO, state, and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to: a) transportation performance data; b) the selection of performance targets; c) the reporting of performance targets; d) the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO and the collection of data for the State asset management plan for the NHS.</td>
<td>Yes</td>
<td>Performance measures are addressed in the goals and objectives.</td>
</tr>
<tr>
<td>Include descriptions of the (federally required) performance measures and performance targets used in assessing the performance of the transportation system.</td>
<td>On track to comply</td>
<td>MPO has 180 days from May 20, 2018 to set performance targets.</td>
</tr>
<tr>
<td>States have one year from the effective date of the performance management (PM) rule(s) to establish targets. MPOs have 180 days to set targets after DOT&amp;PF. Include a system evaluation report evaluating the condition and performance of the transportation system with respect to performance targets including progress achieved by the MPO toward the performance targets.</td>
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<tr>
<td><strong>Voluntary Scenario Planning</strong></td>
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<tr>
<td>Due for MTP updates on or after May 27, 2018.</td>
<td>Yes</td>
<td>Scenario Planning completed. Documentation describes how it improved the transportation system.</td>
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<tr>
<td>Requirements</td>
<td>Complies</td>
<td>Notes</td>
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<td>-----------------------------------------------------------------------------</td>
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<tr>
<td>Shall include both long- and short-range strategies/actions that provide for</td>
<td>Yes</td>
<td>MTP addresses</td>
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<td>the development of an integrated multimodal transportation system</td>
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<td>(including accessible pedestrian walkways and bicycle transportation</td>
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<tr>
<td>facilities). <strong>CFR 450.324(b)</strong></td>
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<tr>
<td>**For non-attainment areas only: FMATS study area is within a Non-</td>
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<tr>
<td>Attainment area.** The MPO must coordinate the development of the MTP with</td>
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<td>the process for developing transportation control measures (TCMs) in the</td>
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<tr>
<td>State Implementation Plan (SIP). <strong>CFR 450.324(d)</strong></td>
<td>On track</td>
<td>Inter-Agency Consultations to meet SIP</td>
</tr>
<tr>
<td>requirements are in progress.</td>
<td>to comply</td>
<td>requirements are in progress.</td>
</tr>
<tr>
<td>The MPO, State and public transportation operator(s) must validate data</td>
<td>Yes</td>
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<tr>
<td>used in preparing other existing modal plans for providing input to the MTP.</td>
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<td><strong>CFR 450.324(e)</strong></td>
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<tr>
<td>Must use the latest available estimates and assumptions for population,</td>
<td>Yes</td>
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<tr>
<td>land use, travel, employment, congestion, and economic activity. **CFR</td>
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<tr>
<td>450.324(e)**</td>
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<tr>
<td>Include the current and projected transportation demand of persons and</td>
<td>Yes</td>
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<tr>
<td>goods in the metropolitan planning area over the period of the transportation</td>
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<tr>
<td>plan (travel demand model). <strong>CFR 450.324(f)(1)</strong></td>
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<tr>
<td>Existing and proposed transportation facilities should function as an</td>
<td>Yes</td>
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<td>integrated transportation system, giving emphasis to those facilities that</td>
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<td>serve important national and regional transportation functions. **CFR</td>
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<td>450.324(f)(2)**</td>
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</tr>
<tr>
<td>A description of the performance measures and performance targets used in</td>
<td>Yes</td>
<td>MTP goals and criteria incorporate relevant</td>
</tr>
<tr>
<td>assessing the performance of the transportation system **CFR 450.324(f)(3)</td>
<td></td>
<td>adopted targets.</td>
</tr>
<tr>
<td>A system performance report and subsequent updates evaluating the</td>
<td>On track</td>
<td>System Performance Report will fulfill this</td>
</tr>
<tr>
<td>condition and performance of the transportation system with respect to the</td>
<td>to comply</td>
<td>need.</td>
</tr>
<tr>
<td>performance targets. Includes progress achieved by the MPO and historical</td>
<td></td>
<td></td>
</tr>
<tr>
<td>system performance. If an MPO voluntarily elects to develop multiple</td>
<td></td>
<td></td>
</tr>
<tr>
<td>scenarios, an analysis of how the preferred scenario has impacted the</td>
<td></td>
<td></td>
</tr>
<tr>
<td>achievement of performance targets must be included. **CFR 450.324(f)(4)(ii)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operational and management strategies to improve the performance of</td>
<td>Yes</td>
<td>MTP includes consultation of operations</td>
</tr>
<tr>
<td>existing transportation facilities to relieve vehicular congestion and</td>
<td></td>
<td>staff and programs O&amp;M funding</td>
</tr>
<tr>
<td>maximize the safety and mobility of people and goods. **CFR 450.324(f)(5)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Assessment of capital investment and other strategies to preserve the</td>
<td>Yes</td>
<td>Preservation was emphasized in project</td>
</tr>
<tr>
<td>existing and projected future metropolitan transportation infrastructure,</td>
<td></td>
<td>screening. Emergency planning staff was</td>
</tr>
<tr>
<td>provide for multimodal capacity increases based on regional priorities and</td>
<td></td>
<td>engaged in MTP.</td>
</tr>
<tr>
<td>needs, and reduce the vulnerability of the existing transportation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>infrastructure to natural disasters. <strong>CFR 450.324(f)(7)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>In all areas (regardless of air quality designation), all proposed</td>
<td>Yes</td>
<td>Cost estimates and design concept/design</td>
</tr>
<tr>
<td>improvements shall be described in sufficient detail to develop cost</td>
<td></td>
<td>scope descriptions are included.</td>
</tr>
<tr>
<td>estimates. <strong>For non-attainment areas only:</strong> Design concept and design</td>
<td></td>
<td></td>
</tr>
<tr>
<td>scope descriptions of all existing and proposed transportation facilities</td>
<td></td>
<td></td>
</tr>
<tr>
<td>in sufficient detail, regardless of funding source. <strong>CFR 450.324(f)(9)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A discussion of types of potential environmental mitigation activities and</td>
<td>Yes</td>
<td>The Green Streets Policy produces a result</td>
</tr>
<tr>
<td>potential areas to carry out these activities, including activities that</td>
<td></td>
<td>that fulfills this criterion. Agencies were</td>
</tr>
<tr>
<td>may have the greatest potential to restore and maintain the environmental</td>
<td></td>
<td>including in agency scoping.</td>
</tr>
<tr>
<td>functions affected by the MTP. The discussion may focus on policies,</td>
<td></td>
<td></td>
</tr>
<tr>
<td>programs, or strategies, rather than at the project level. The MPO must</td>
<td></td>
<td></td>
</tr>
<tr>
<td>develop the discussion in consultation with applicable federal, State, and</td>
<td></td>
<td></td>
</tr>
<tr>
<td>tribal land management, wildlife, and regulatory agencies. **CFR 450.324(f)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(10)**</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Requirements</td>
<td>Complies</td>
<td>Notes</td>
</tr>
<tr>
<td>-----------------------------------------------------------------------------</td>
<td>----------</td>
<td>-------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. 217(g). Transportation plans and projects shall provide due consideration for safety and contiguous routes for bicyclists and pedestrians. CFR 450.324(f)(12)</td>
<td>Yes</td>
<td>Addressed in MTP and Complete Streets Policy</td>
</tr>
<tr>
<td>The MPO must consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the transportation plan. Compare of transportation plans with State conservation plans or maps, if available and compare transportation plans to inventories of natural or historic resources, if available. CFR 450.324(g)(1, 2)</td>
<td>Yes</td>
<td>2017 Public Participation Plan. Agencies consulted via scoping email.</td>
</tr>
<tr>
<td>The MTP should integrate the priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the Highway Safety Improvement Program (HSIP). CFR 450.324(h)</td>
<td>Yes</td>
<td>HSIP priorities, goals, countermeasures, strategies, and projects were integrated.</td>
</tr>
<tr>
<td>Nonattainment and maintenance areas: for transportation-related pollutants, the MPO, FHWA and FTA must make a conformity determination on any updated or amended transportation plan in accordance with the Clean Air Act and the EPA transportation conformity regulations (40 CFR part 93, subpart A). CFR 450.324(m)</td>
<td>Yes</td>
<td>FMATS, FHWA, and FTA will make a conformity determination based on the draft MTP.</td>
</tr>
<tr>
<td>Financial Plan—Demonstrates how the adopted transportation plan can be implemented and must include:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>The financial plan must contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain the federal-aid highways and public transportation. CFR 450.324(f)(11)(i)</td>
<td>Yes</td>
<td>MTP funding plan fulfills this requirement</td>
</tr>
<tr>
<td>The MPO, public transportation operator(s), and State shall cooperatively develop estimates of funds that will be available to support MTP. All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified. CFR 450.324(f)(11)(ii)</td>
<td>Yes</td>
<td>MTP funding plan fulfills this requirement</td>
</tr>
<tr>
<td>The financial plan must include recommendations on any additional financing strategies to fund projects and programs included in the MTP. In the case of new funding sources, strategies for ensuring their availability shall be identified. The financial plan may include an assessment of the appropriateness of innovative finance techniques (for example, tolling, pricing, bonding, public private partnerships, or other strategies) as revenue sources for projects in the plan. CFR 450.324(f)(11)(iii)</td>
<td>Yes</td>
<td>MTP funding plan fulfills this requirement</td>
</tr>
<tr>
<td>In developing the financial plan, the MPO shall take into account all projects and strategies proposed for funding under title 23 U.S.C., title 49 U.S.C. Chapter 53 or with other federal funds; State assistance; local sources; and private participation—revenue and cost estimates that support the MTP must use an inflation rate(s) to reflect “Year of expenditure dollars.” CFR 450.324(f)(11)(iv, v, vi)</td>
<td>Yes</td>
<td>MTP funding plan fulfills this requirement</td>
</tr>
<tr>
<td>For nonattainment and maintenance areas only: The financial plan shall address the specific financial strategies required to ensure the implementation of TCMs in the applicable SIP. CFR 450.324(f)(11)(vii)</td>
<td>On track to comply</td>
<td>Inter-Agency Consultations to meet SIP requirements are in progress.</td>
</tr>
</tbody>
</table>

Kittelson & Associates, Inc.  Anchorage, Alaska
Appendix C  Needs Assessment
INTRODUCTION

This memorandum provides an overview of the future needs (year 2045) of the multimodal transportation system within the Fairbanks Metropolitan Area Transportation System (FMATS) boundary. The study area is shown in Figure 1. This memorandum is part of the effort to update the current FMATS Metropolitan Transportation Plan (MTP), which was adopted in 2015. Future needs for the transportation system are developed based on the existing conditions assessment, planned improvements, and forecast transportation conditions.

ROADWAY FACILITIES

Future roadway needs have been identified based on forecast year 2045 travel demand. The projected volumes were developed through a regional travel demand model. These volumes were then evaluated to determine where additional capacity may be needed beyond what is currently planned. The following summarizes this process:

Model Background

The travel demand model used for this analysis was created in 2013 based on a new land use inventory and household activity survey. The current model represents the roadway network, households, and jobs that exist in 2016–2017. The model has been calibrated to measured traffic volumes taken in 2013. Estimates of new jobs and households expected by 2045 were developed by an expert panel assembled by Fairbanks North Star Borough (FNSB) and based on historical trends and published economic forecasts, with final growth rates confirmed through an interagency consultation review. Growth allocations to geographic areas within the region were developed by an expert panel that provided input on where growth is thought most likely to occur. The panel included FMATS, FNSB, and the Alaska Department of Transportation and Public Facilities (DOT&PF) planning staff and real estate experts. The original forecasts and expert panel allocations from 2013 were updated in 2016–2017 to reflect the latest economic forecasts and potential changes in military base activity. Finally, the list of transportation projects contained in the 2040 FMATS MTP were added to the existing roadway network in the model and a 2045 travel demand forecast was produced.
Figure 2 shows the regional housing growth projections by transportation analysis zone (TAZ) for 2045 used in the travel demand model, while Figure 3 shows the projected employment growth from 2017 to 2045. Exhibit 1 depicts the total growth for housing and employment. As shown in Exhibit 1, the number of households is expected to increase by 21 percent (from about 35,500 to 42,900), and the number of jobs is forecast to increase by 31 percent (from about 47,300 to 61,800). While the percentages are not equal, they ultimately yield a job–household ratio of approximately 1.4, which is typical for a metropolitan area.

**Exhibit 1 Total Household & Job Growth (2017–2045)**

![Exhibit 1](image)

Vehicle Volume Growth

Figure 4 shows the modeled 2045 average daily traffic (ADT) link volumes for selected roadway segments. Table 1 summarizes travel demand model estimates of 2013 and 2045 ADT volumes, and it reports the resulting growth rates on select roadway sections. Traffic volumes are generally expected to grow at annual rates under 2% per year.
Projected 2045 Employment Density
Fairbanks, Alaska

Figure 3
Table 1 2013–2045 Growth Rates on Select Segments

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Segment</th>
<th>2013 ADT Volume</th>
<th>2045 ADT Volume</th>
<th>Annual Growth Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mitchell Expressway</td>
<td>West of Peger Road</td>
<td>14,000</td>
<td>22,800</td>
<td>1.96%</td>
</tr>
<tr>
<td>Johansen Expressway</td>
<td>East of Peger Road (Aurora Junction)</td>
<td>27,000</td>
<td>34,700</td>
<td>0.89%</td>
</tr>
<tr>
<td>Steese Expressway</td>
<td>South of 3rd Street</td>
<td>17,900</td>
<td>33,900</td>
<td>2.79%</td>
</tr>
<tr>
<td></td>
<td>North of 3rd Street</td>
<td>25,000</td>
<td>42,900</td>
<td>2.24%</td>
</tr>
<tr>
<td>Richardson Highway</td>
<td>West of Old Richardson (Fairbanks)</td>
<td>25,000</td>
<td>36,300</td>
<td>1.41%</td>
</tr>
<tr>
<td></td>
<td>West of Badger Road</td>
<td>27,600</td>
<td>40,500</td>
<td>1.46%</td>
</tr>
<tr>
<td></td>
<td>East of Badger Road (North Pole)</td>
<td>13,000</td>
<td>18,700</td>
<td>1.37%</td>
</tr>
<tr>
<td>Airport Way</td>
<td>East of Wilbur Street</td>
<td>23,000</td>
<td>23,500</td>
<td>0.07%</td>
</tr>
<tr>
<td>College Road</td>
<td>West of Johansen Expressway</td>
<td>18,700</td>
<td>21,000</td>
<td>0.38%</td>
</tr>
<tr>
<td>University Avenue</td>
<td>North of Airport Way</td>
<td>18,000</td>
<td>24,200</td>
<td>1.08%</td>
</tr>
<tr>
<td>Peger Road</td>
<td>North of Airport Way</td>
<td>19,500</td>
<td>24,700</td>
<td>0.83%</td>
</tr>
<tr>
<td>S Cushman Street</td>
<td>North of 23rd Avenue</td>
<td>10,600</td>
<td>11,000</td>
<td>0.12%</td>
</tr>
<tr>
<td>Badger Road</td>
<td>South of Montgomery Road</td>
<td>9,100</td>
<td>13,800</td>
<td>1.61%</td>
</tr>
</tbody>
</table>

Future Roadway Needs Analysis

Roadways Requiring Additional Capacity after Planned Improvements

Future capacity needs have been identified on specific roadways based on their forecast future volume-to-capacity (V/C) ratio. The V/C ratio is calculated by taking the peak hour volume of vehicles in relation to volume of vehicles that can move through the roadway in an hour. This analysis assumes all the planned financially constrained projects from the 2040 MTP have been constructed by 2045. Therefore, this analysis identifies locations that may require a greater level of improvement beyond what is proposed in the current MTP.

For planning purposes, DOT&PF maintains an operational standard of V/C ratio less than 0.90 for its roadways. Table 2 shows those segments with future V/C ratios of 0.90 or higher. All but one of the forecast V/C ratios are from the peak PM hour. Meridian Road, located on Fort Wainwright, has a forecast V/C ratio over 0.90 during the peak AM hour. Additionally, none of the V/C ratios above 0.90 are in the North Pole region of the FMATS planning area.
Table 2 Segments with 2045 V/C Ratio of 0.90 or Higher (Assuming 2040 Planned Improvements)

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Segment</th>
<th>Direction</th>
<th>Future V/C Ratio Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airport Way</td>
<td>Noble Street to Steese Highway</td>
<td>EB</td>
<td>0.90–1.0</td>
</tr>
<tr>
<td>Steese Expressway East</td>
<td>West Trainor Gate Road to A Street</td>
<td>EB</td>
<td>0.90–1.0</td>
</tr>
<tr>
<td>Frontage Road (planned project)</td>
<td>College Road to Third Street</td>
<td>EB</td>
<td>0.90–1.0</td>
</tr>
<tr>
<td>Geist Road</td>
<td>George Parks Highway NB On-Ramp to George Parks</td>
<td>WB</td>
<td>0.90–1.0</td>
</tr>
<tr>
<td></td>
<td>Highway SB On-Ramp</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Harold Bentley Avenue</td>
<td>West of Hunter Street</td>
<td>EB</td>
<td>&gt;1.2</td>
</tr>
<tr>
<td>Johansen Expressway</td>
<td>Old Steese Highway to New Steese Highway</td>
<td>EB</td>
<td>1.0–1.2</td>
</tr>
<tr>
<td></td>
<td>Hunter Street to College Road</td>
<td>EB</td>
<td>0.90–1.0</td>
</tr>
<tr>
<td></td>
<td>On-Ramp at Danby Street</td>
<td>WB</td>
<td>0.90–1.0</td>
</tr>
<tr>
<td>Meridian Road (Fort Wainwright)</td>
<td>Gaffney Road to Montgomery Road</td>
<td>SB</td>
<td>1.0–1.2</td>
</tr>
<tr>
<td>Northside Boulevard</td>
<td>Harold Bentley Road to Johansen Expressway</td>
<td>SB</td>
<td>0.90–1.0</td>
</tr>
<tr>
<td>Wendell Avenue</td>
<td>Clay Street to Second Street</td>
<td>EB</td>
<td>0.90–1.0</td>
</tr>
<tr>
<td>Steese Highway</td>
<td>Johansen Expressway to Farmers Loop Road</td>
<td>NB</td>
<td>&gt;1.2</td>
</tr>
<tr>
<td>South Cushman Street</td>
<td>25th Avenue to 26th Avenue</td>
<td>SB</td>
<td>0.90–1.0</td>
</tr>
<tr>
<td></td>
<td>Old Richardson Highway to Hughes Avenue</td>
<td>NB</td>
<td>0.90–1.0</td>
</tr>
<tr>
<td>Steese Highway Off-Ramp</td>
<td>Third Street</td>
<td>NB</td>
<td>1.0–1.2</td>
</tr>
<tr>
<td></td>
<td>Chena Hot Springs Road</td>
<td>NB</td>
<td>0.90–1.0</td>
</tr>
</tbody>
</table>

NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound

As shown in Table 2, 16 segments are forecast to have V/C ratios at or above 0.90 by 2045, with five having a V/C ratio above 1.0. Two segments are forecast to exceed a V/C ratio of 1.20: where Northside Boulevard connects Harold Bentley Avenue to the Johansen Expressway and on the Steese Highway between the Johansen Expressway and Farmers Loop Road.

**Intersection Assessment**

To complement the roadway segment capacity analysis, planning level intersection capacity analysis was used to identify operational deficiencies. DOT&PF and FMATS developed a list of 21 key intersections for analysis to supplement the intersection analysis conducted in recent studies. Intersection volumes for 2045 were forecast based on traffic counts and growth for the travel demand model and applied to planning analysis procedures in the *Highway Capacity Manual*. Summary of the analysis is in Table 3. Those intersections listed as under capacity have a V/C ratio of less than 0.85, near capacity is 0.85 to 0.98, and over capacity is more than 0.98.
Table 3: Summary of 2045 Capacity at Key Intersections

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Capacity Assessment</th>
</tr>
</thead>
<tbody>
<tr>
<td>5th Avenue &amp; Old Richardson Highway</td>
<td>Under</td>
</tr>
<tr>
<td>Airport Way &amp; Cowles Street</td>
<td>Under</td>
</tr>
<tr>
<td>Airport Way &amp; Gillam Way</td>
<td>Under</td>
</tr>
<tr>
<td>Airport Way &amp; Lathrop Street</td>
<td>Under</td>
</tr>
<tr>
<td>Airport Way &amp; Peger Road</td>
<td>Under</td>
</tr>
<tr>
<td>Badger Road &amp; Montgomery Road/ Holmes Road</td>
<td>Under</td>
</tr>
<tr>
<td>Badger Road &amp; Nordale Road</td>
<td>Near</td>
</tr>
<tr>
<td>Chena Pump Road &amp; Dartmouth Drive/ Chena Ridge Road</td>
<td>Under</td>
</tr>
<tr>
<td>South Cushman Street &amp; 23rd Avenue</td>
<td>Under</td>
</tr>
<tr>
<td>South Cushman Street &amp; 30th Avenue/ Old Richardson Highway</td>
<td>Under</td>
</tr>
<tr>
<td>South Cushman Street &amp; Van Horn Road</td>
<td>Under</td>
</tr>
<tr>
<td>Farmers Loop Road &amp; Ballaine Road</td>
<td>Under</td>
</tr>
<tr>
<td>Geist Road &amp; Parks Highway (East)</td>
<td>Near</td>
</tr>
<tr>
<td>Geist Road &amp; Parks Highway (West)</td>
<td>Near</td>
</tr>
<tr>
<td>Johansen Expressway &amp; Danby Street</td>
<td>Under</td>
</tr>
<tr>
<td>Johansen Expressway &amp; Peger Road</td>
<td>Under</td>
</tr>
<tr>
<td>Old Richardson Highway &amp; 8th Avenue/ NPHS Boulevard</td>
<td>Under</td>
</tr>
<tr>
<td>Parks Highway &amp; Peger Road</td>
<td>Under</td>
</tr>
<tr>
<td>Parks Highway &amp; Van Horn Road</td>
<td>Under</td>
</tr>
<tr>
<td>Richardson Highway &amp; Peridot Street/ Homestead Drive</td>
<td>Over</td>
</tr>
<tr>
<td>Trainer Gate Road &amp; F Street/ Farewell Avenue</td>
<td>Under</td>
</tr>
</tbody>
</table>

As shown in Table 3, only the unsignalized intersection at the Richardson Highway & Peridot Street (specifically the through and left-turn movements) is projected to be over capacity in the year 2045.
FREIGHT SYSTEM

Future freight needs have been compiled from a review of the draft FMATS Freight Mobility Plan (FMP) Existing and Future Conditions reports. The following summarizes the freight needs in the FMATS area, as identified in those reports:

- Freight bottlenecks and congestion exist at the following locations and are expected to degrade as travel demands increase over time. Descriptions of the needs are provided in the FMATS FMP, as identified through stakeholder interviews and literature review:
  - Geist Road–Johansen Expressway and University Avenue Intersection
  - 3rd Street and Steese Highway Intersection
  - Peger Road and Van Horn Road Intersection
  - Cushman Street and Airport Way Intersection
  - Johansen Expressway and Steese Highway Intersection
  - South Cushman Street and 23rd Avenue Intersection
  - Mitchell Expressway and Peger Road Intersection
  - Buzby Road and Laurence Road Intersection
  - Richardson Highway and Old Richardson Highway (12-mile) Intersection
  - Old Steese Highway and Trainor Gate Intersection
  - 34th Avenue from South Cushman Street to MacArthur Street
  - Northbound Buzby Road/Dawson Road exit from Richardson Highway
  - Richardson Highway/ARRC 3-Mile Crossing
  - Richardson Highway and Peridot Street Intersection
  - Chena Ridge Road and Chena Pump Road Intersection
  - Driveway Street
  - Parks Highway and Geist Road Interchange
  - College Road
  - Airport Road
  - Van Horn Road
  - Phillips Field Road

- The FMP also identifies the at-grade railroad crossings of most concern are:
  - University Avenue Rail Crossing
  - Trainor Gate Road and Steese Highway Rail Crossing
  - Trainor Gate Road and Old Steese Highway Rail Crossing
  - Sheep Creek Road Extension Rail Crossing
  - Old Richardson Highway to the Richardson Highway in the North Pole Area

Further descriptions of the needs are provided in the FMATS FMP.
TRANSIT SYSTEM

The future needs of the transit system are arrived at through a review of previous plans, including the current MTP and the 2013 *Fairbanks North Star Borough Short & Long Range Transit Plan*; a density analysis based on forecast population and employment figures in each transportation analysis zone (TAZ) in the travel demand model; an interview with transit staff; and needs identified in the existing conditions analysis.

In Figures 5 and 6, current Metropolitan Area Commuter System (MACS) transit routes are overlaid on TAZs that have been divided into five groups (quintiles) by predicted 2045 employment and household density, respectively, in order to identify areas that may be underserved by transit. An analysis of the information shown in Figures 5 and 6 reveals that the current transit system continues to serve the densest areas of the FMATS region (the Fairbanks downtown core area). Two areas will have higher housing densities that should be considered for future transit expansion:

- East and northeast of North Pole
- The area between the New Steese Highway and Skyridge Drive–Skyline Drive, east and north of Fox

Information is categorized as specific needs at certain locations, area needs for sections of FMATS, and general needs that apply to all transit service.

Specific Needs

- A lack of service to Eielson Air Force Base and Salcha
- Inadequate transit maintenance center capacity

General Needs

These general needs relate to the transit system as a whole and apply to multiple or all routes:

- Uncertain funding for vehicle acquisition
- Lack of service on Sundays
- Inadequate headways on Red and Blue Lines
- Inadequate and insufficient bus stop shelters and amenities
2045 Employment Density

- Bottom 20%
- 2nd 20%
- Middle 20%
- 4th 20%
- Top 20%

Current Transit Lines

FMATS Boundary

Projected 2045 Employment Density and Transit
Fairbanks, Alaska

Figure 6
BICYCLE AND PEDESTRIAN SYSTEM

Future bicycle and pedestrian needs have been identified through the FMATS Non-Motorized Transportation Plan, the FMATS 2040 MTP Update, the existing conditions analysis for this FMATS 2045 MTP Update, and feedback from the public through an interactive online map. The majority of comments on the interactive online map related to bicycle and pedestrian needs. Figures 7 through 10 show the bicycle and pedestrian system needs as identified in previous plans and through stakeholder comments.

The following outlines the most common bicycle and pedestrian needs in the FMATS region:

- Improved facility maintenance including snow and debris removal.
- Addition of ADA ramps at certain intersections.
- Appropriate bicycle facilities: The type of facility should be dependent upon the roadway type. Low-stress roadways that are shared between bicyclists and motor vehicles can provide good bicycle connections. For other roadways, on-street bicycle facilities, including standard, buffered, or protected bicycle lanes are appropriate. The type of bicycle lane that should be provided is dependent on roadway characteristics like motor vehicle speed and volume. Shared use paths can also provide connectivity for both bicycles and pedestrians in areas with few driveway or access crossings.
- Bicycle signage and wayfinding: Signage should indicate to bicyclists and motorists that bicycles are allowed to ride on the roadway. Additionally, wayfinding signage should direct bicyclists to major destinations and low-stress bicycle connections.
- Intersection crossing improvements: Appropriate mid-block crossings should be provided for bicyclists and pedestrians to connect to trails and destinations. Additionally, intersections should be designed for all modes. Higher stress roadways should have bicycle lanes that extend through an intersection to provide a designated location for bicyclists. If intersection bicycle lanes are unavailable, signage should indicate where bicyclists should ride and alert motorists of their presence. Signals that are triggered by vehicle detection should also include bicycle detection.
Facility Separate from Pedestrians Needed
High Number of Conflicts: Facility Improvement Needed
Bicycle Facilities Needed
Facility Maintenance Needed
Bike Signage Needed
Bridge Crossing Improvement Needed
Intersection Crossing Improvement Needed
Path Connection Needed

Activity Generators
- Hospital
- Library
- School
- Shopping

Bicycle Needs
Fairbanks, Alaska

Figure 7
Bicycle Needs North Pole, Alaska

Activity Generators
- Hospital
- Library
- School
- Shopping

Facility Separate from Pedestrians Needed
High Number of Conflicts: Facility Improvement Needed
Bicycle Facilities Needed
Facility Maintenance Needed
Needs Bike Signage
Bridge Crossing Improvement Needed
Intersection Crossing Improvement Needed
Path Connection Needed

Figure 8

Coordinate System: NAD 1983 StatePlane Alaska 3 FIPS 5003 Feet
Pedestrian Needs
Fairbanks, Alaska

Figure 9

Coordinate System: NAD 1983 StatePlane Alaska 3 FIPS 5003 Feet

Activity Generators
- Hospital
- Library
- School
- Shopping

Legend:
- Pedestrian Facility Needed
- Facility Maintenance Needed
- Crossing Improvement Needed
- Facility Separate from Bicycles Needed
- Bridge Crossing Improvement Needed
- Crossing Improvement Needed; Ped Crossing
- Connection to Path Needed

0 2,500 5,000 7,500 Feet
Pedestrian Needs
North Pole, Alaska

Activity Generators
- Hospital
- Library
- School
- Shopping

Coordinate System: NAD 1983 StatePlane Alaska 3 FIPS 5003 Feet
Specific Needs

Based on an evaluation of the existing system and public input, appropriate bicycle facilities are needed at the following locations:

- Roland Road
- Yankovich Road from the Large Animal Research Station to Ballaine Road (currently under review)
- University Avenue, especially over the Chena River
- College Road
- Cowles Street
- Old Steese Highway in the following locations:
  - The Wendell Avenue Bridge
  - North of College Road
  - North of Farmers Loop Road to Chena Hot Springs Road
  - Connection to Farmers Loop Road
- Cushman Street
- Airport Way (gaps in existing facilities and need for better crossing facilities)
- Geist Road (north side lacks facilities and need for better crossing facilities)
- Barnette Street–Lacey Street (lack of north-south route through downtown)
- Aurora Drive
- Bradway Road within the vicinity of the school
- Van Horn Road
- Santa Claus Lane Roundabouts
- Farmers Loop Road and Chena Hot Springs Road
- Sheep Creek Road and Miller High Road (unpaved bike path)

Sidewalks need to be added or sidewalk gaps need to be filled at the following locations:

- Eagen Avenue
- Old Steese Road from Trainor Gate to the Johansen Expressway

Intersection improvements are needed at the following locations:

- Farmers Loop Road/Steese Highway
- Farmers Loop Road/Army Road
- Airport Way/Cushman Street
- Airport Way/Barnette Street
- Cowles Street/Airport Way frontage road
- College Road/Johansen Expressway
- Parks Highway/Geist Road
- Farmer’s Loop Road near University of Alaska Fairbanks (UAF)
- Parks Highway/Airport Way
More enhanced crossing opportunities are needed along the following roadways:

- College Road
- Alumni Drive
- Loftus Road
- Tanana Drive
- S Cushman Street
- Barnette Street
- Auburn Drive/Farmers Loop Road

OPERATIONS, MANAGEMENT, AND PRESERVATION

Based on a workshop with the FMATS area agencies, the following future operations, management and preservation needs were identified to address winter maintenance, construction impacts and roadway surface conditions. These future needs are:

- Complete buildout of the DOT&PF traffic operations center currently in development.
- Share DOT&PF real-time weather, surface conditions, and traffic operations center data with FNSB and City of Fairbanks.
- Expand the mobile sensor and vehicle-to-infrastructure communications system.
- Improve and expand public communications about roadway conditions and construction routing information.
- Expand and refine pavement condition assessments at DOT&PF, City of Fairbanks, and City of North Pole.
- Expand the preventative pavement maintenance program to optimize maintenance expenditures.
- Develop an advanced speed management and winter maintenance plan for the Richardson Highway between Fairbanks and Eielson Air Force Base.

REGIONAL CORRIDORS

This section discusses the identified needs and planned projects along key corridors and within sub-areas of the region. Many of these corridors traverse more than one jurisdiction and serve multiple types of users. The corridors that are included in this analysis typically fall within at least one of five categories:

- Corridors or areas that have regional significance and are expected to require improvements within the horizon year of this plan.
• Locations for which questions still exist regarding the most appropriate type of improvement or improvement timing to meet future demand.
• Locations that require improvement beyond what is identified in the current MTP.
• Areas where multiple needs across several modes have been identified.
• Corridors or areas where other transportation planning efforts have been completed and now need to be incorporated into the MTP.

Corridor Identification

The major regional corridors were chosen for further analysis to determine potential improvements during the completion of the 2035 MTP, 2040 MTP and now this plan. These corridors and sub-areas consist of the following and are also shown in Figure 11:

• Airport Way: Richardson Highway–Sportsman’s Way
• College Road: University Avenue–Johansen Expressway
• Downtown Fairbanks
• Geist Road: University Avenue–Parks Highway
• Mitchell Expressway: University Avenue–Richardson Highway
• Richardson Highway: Airport Way–North Pole
• Steese Highway: Airport Way–Johansen Expressway
• University Avenue: College Road–Mitchell Expressway

A description of each corridor is included in the remainder of this section. The corridors are listed in alphabetical order.
Figure 11
Regional Corridors
Fairbanks, Alaska

Coordinate System: NAD 1983 StatePlane Alaska 3 FIPS 5003 Feet
Airport Way: Richardson Highway – Sportsman Way

Airport Way, shown below in Figure 12, previously served as the primary east-west travel corridor through Fairbanks for decades. Since completion of the Johansen and Mitchell Expressways, Airport Way now serves more local trips than regional trips. Significant commercial development has taken place along Airport Way over the last several decades. Additionally, there are a number of residential neighborhoods located in close proximity.

Airport Way is generally a divided highway with two through lanes in each direction and turn lanes at traffic signals. A significant portion of Airport Way has local roadways that function as frontage and backage roads between traffic signals. These roadways allow access to be limited along Airport Way and also provide a place for pedestrians and bicycles. ADT volumes currently range from approximately 16,000 to 26,000 and are projected in 2045 to be approximately 17,000 to 29,000.

The Airport Way Improvements Reconnaissance Study (Reconnaissance Study) was completed for this corridor and provides detailed alternative improvement options; however, there is no guidance on how the Reconnaissance Study should be implemented.

Planned Projects

The projects contained in the 2040 MTP for Airport Way are placeholders for funding to implement improvements identified by the Reconnaissance Study, including SR-55 to update and review the study. This study provided three options for reducing crashes and improving operations on Airport Way. All three Airport Way options maintain two through travel lanes, but utilize different parallel frontage road systems, access management techniques, and intersection improvements.

The FMATS Non-Motorized Transportation Plan (Non-Motorized Plan) recommends specific bicycle routes be designated and improved parallel to and on both sides of Airport Way using a combination of the existing shared-use facilities and local streets.

Figure 12 Airport Way

The Airport Way Functional Features Analysis project evaluated the entirety of Airport Way to improve business access, aesthetics, and operations of the corridor and developed project-level recommendations.
College Road: University Avenue – Johansen Expressway

College Road, shown in Figure 13, is the northernmost east-west connection in the urbanized Fairbanks area. This section provides a connection between UAF, northern Fairbanks neighborhoods, the Bentley Trust area, Creamer’s Field, and downtown Fairbanks (via Illinois Street). The roadway is four lanes wide with sidewalks generally on either side. ADT volumes currently range from approximately 10,000 to 15,000 and are forecast to grow to a range of 15,000 to 20,000 vehicles per day by 2045.

Figure 13 College Road

Previous studies have identified College Road as having a crash rate above the statewide average and as one of the more popular routes in the region for bicycling. The College Road Corridor Study was undertaken to address both of these points. This study found that certain locations along the corridor have crash rates that exceed the statewide average, but none that exceed the critical crash rate. It also noted that the corridor is challenging for bicyclists and has a lack of marked pedestrian crossings west of Danby Street. Adequate capacity is expected for projected motor vehicle traffic demand through 2040.

Planned Projects

Several projects including in the 2040 MTP have been completed, including some that implement the College Road Corridor Study. Planned projects for this corridor include:

- College Road Bus Pullouts. This project will install bus pullouts along College Road (in process).
- College Road Reconstruction Stage II. This project will reconstruct College Road between Margaret Avenue and the Steese Expressway and narrow the median to add 3-foot shoulders.
- College Road Pedestrian Crossings will install pedestrian crossings where warranted.
Downtown Fairbanks

Downtown Fairbanks, shown in Figure 14 remains the center of commerce within Fairbanks. Traffic volumes on downtown streets are forecast to stay approximately the same between 2017 and 2045.

Recently completed projects have reconstructed Noble Street and enhanced nonmotorized access and comfort along Cushman Street.

The Non-Motorized Plan also contains a number of recommendations for bicycle routes and sidewalk infill in Downtown Fairbanks.

In addition, a downtown planning process is ongoing.

Planned Projects

There are a number of planned projects within the 2040 MTP for the downtown, which include:

- Airport Way/Cushman Street Intersection Improvements (in process)
- Barnette Street Improvements
- Cushman Street Bridge Rehabilitation
- Wendell Avenue Bridge Replacement (in process)
- Lacey Street Reconstruction: Airport Way–1st Ave

Geist Road: University Avenue – Parks Highway
Geist Road, shown in Figure 15, and the Johansen Expressway combine to provide the primary east-west cross-town arterial on the north side of Fairbanks. The Johansen Expressway ends on the east side of University Avenue, becoming Geist Road, which is an urban five-lane arterial with at-grade intersections and commercial driveways. The land uses to the south of Geist Road are primarily residential with some small commercial businesses. To the north of Geist Road are primarily educational uses: UAF, West Valley High School, and Hutchison High School. Because of these surrounding land uses, the corridor has a significant amount of pedestrian and bicycle traffic. A multi-use pathway exists along the south side of Geist Road and there is an overhead pedestrian crossing between University Avenue and Fairbanks Street, although it is not ADA compliant. The Non-Motorized Plan identified Geist Road as pedestrian and bicycle high-crash corridor. Existing ADT volumes are between 20,900 and 28,600 and are projected to increase to a range from 21,800 to 28,800 vehicles by 2045.

Planned Projects

The Non-Motorized Plan and 2040 MTP calls for driveway treatments on the south side of Geist Road and extension of the shared-use path on the north side. The MTP includes a project to evaluate the access management along Geist Road and to improve pedestrian comfort at the Parks Highway ramp terminals.

The Geist Road Boulevard Concept (Boulevard Concept) is currently planned in the very long-term and includes the installation of a raised median, a new traffic signal, and a south-side circulation road.

Mitchell Expressway: University Avenue – Richardson Highway

The Mitchell Expressway, shown in Figure 16 is a continuation of the George Parks Highway along the south edge of the urbanized Fairbanks area and merges with the Richardson Highway at the east end of this corridor.

This corridor has a high-order classification of Urban Interstate by DOT&PF and has a speed limit of 55 MPH. Industrial land uses in the vicinity contribute to the truck traffic on this corridor. ADT volumes range from approximately 17,600 to 21,800 along the corridor and are forecast to grow to a range of 19,000 to 27,000 vehicles by 2045. The roadway is four lanes wide with opposing directions separated by a grassy median. Due to its classification and high speeds, bicycles and pedestrians are prohibited from using the Mitchell Expressway. This section of the Mitchell Expressway has at-grade signalized
intersections at University Avenue, Peger Road, and Lathrop Street. The intersections to the west of this corridor are grade-separated interchanges.

**Planned Projects**

The *Mitchell Expressway Interchange, Phase I* project is currently planned as a long-term project. This project would construct a grade-separated interchange at a location to be determined in the future, depending on future traffic patterns. The candidate locations are Peger Road, University Avenue and Lathrop Street. Phases II and III of this project to construct the remaining two interchanges are in the very long-term in the 2040 MTP.

**Richardson Highway: Airport Way – North Pole**

The Richardson Highway between Fairbanks and Eielson Air Force Base was constructed as a divided four-lane facility with partial access control in the early 1970s. Later, the FMATS Policy Committee designated this route as an “Ultimate Freeway” in recognition of the potential for long-term growth in the area and the need to maintain a high-speed arterial corridor. Current ADT volumes in this corridor, shown in Figure 17, range from approximately 15,500 to 35,700 and are projected to increase to between 17,900 and 40,500 vehicles by 2045.

**Figure 17 Richardson Highway**

This corridor will have increased demand as a result of planned expansions at Eielson Air Force Base. The 2045 MTP will include the best available data in the travel forecasts and updated projections for FNSB planning efforts.

**Planned Projects**

The *Richardson Highway/Steese Expressway Corridor Study* evaluated the Richardson Highway corridor and recommended a grade separation at milepost 359. This recommendation builds on the
series of recommended improvements that were included in the 2040 MTP. In particular, a number of grade-separation projects are identified, some of which do not have a definite location (i.e., future North Pole interchanges). Additional local road connections south of Badger Road that can connect to one or two access locations on the Richardson Highway are currently recommended as a very long-range project as well. The following is a list of the planned projects from the 2040 MTP:

- Richardson Highway: MP 353–357 Access and Safety Improvements
- Richardson Highway: Old Richardson Interchange (in process)
- Richardson Highway: 3-Mile/Old Richardson Interchange
- Richardson Highway: Access/Safety Improvements (Rozak Road–Peridot Street) (in process)
- Richardson Highway: MP 359 Railroad Crossing Overpass (in process)
- Richardson Highway: North Pole Area Interchange, Phase II
- Richardson Highway: North Pole Area Interchange, Phase III
- Richardson Highway Area Roadway Improvements
- Richardson Highway MP 356–362 Bicycle/Pedestrian Path
- Richardson Highway Corridor Study: Badger Road to Eielson
- Richardson Highway (NP) Alternate Route: Peridot Street–Laurance Road
- 5th Avenue–Mission Road/Richardson Highway

Steese Highway: Airport Way – Johansen Expressway

The Steese Highway, shown in Figure 18, is the only major north/south cross-town arterial roadway on the east side of Fairbanks. It also provides a primary link to outlying areas, such as Farmers Loop Road, Chena Hot Springs Road, the Elliott Highway to the north, and the Richardson Highway to the south. Changing demographics and major retail developments in the area north of College Road have contributed to high growth in traffic. The Steese Highway currently has two through lanes in each direction with traffic signals at key intersections. ADT volumes range from 22,300 to 36,700 and are projected to increase to approximately 23,300 to 51,000 by 2045.

The primary issue on the Steese Highway is the need to increase its capacity at critical intersections to accommodate forecast traffic volumes while preventing it from becoming a barrier to pedestrians and bicyclists wishing to cross. Forecast volumes exceed the capacity of the current roadway.
Planned Projects

The Richardson Highway/Steese Expressway Corridor Study includes a series of recommended improvements that were included in the 2040 MTP. The study proposed this corridor be made grade-separated from the Richardson Highway to Farmer’s Loop Road. These projects in the 2040 MTP are listed below:

- Johansen/Steese Interchange (in process)
- Johansen/Steese Non-Motorized Crossings
- Airport Way and 10th Avenue Interchange (in process)
- Steese Expressway and 3rd Street Widening (in process)
- Trainor Gate Road Intersection Improvements

The Non-Motorized Plan recommends crossing improvements be considered at the 3rd Street and Johansen Expressway interchanges.

University Avenue: College Road – Mitchell Expressway

As shown in Figure 19, University Avenue connects the UAF campus to the network of major regional east-west corridors and the residential areas south of Airport Way.

Land uses in the Airport Way area are residential, open space, or commercial. The roadway is four lanes wide with sidewalks on either side (College Road to Rewak Drive). ADT volumes currently range from approximately 11,800 (near the Mitchell Expressway) to 25,500 (near UAF) and are forecasted to grow to between 11,000 and 26,500 vehicles by 2045.

A number of different issues were identified on this section of University Avenue. There are no sidewalks from Davis Road to Rewak Drive. The sidewalks on the bridge over the Chena River are uncomfortably narrow. There are no bicycle lanes or shoulders along the roadway from College Road to Airport Way. Given the proximity of UAF, West Valley High School, and Hutchison Institute of Technology to this corridor, providing for all modes is important.
**Planned Projects**

The University Avenue Rehabilitation and Widening Project is a comprehensive project for which an environmental assessment (EA) has been completed. The EA provides for a number of improvements, including access management, intersection improvements at the Geist Road–Johansen Expressway, and Airport Way intersections, a six-foot wide shoulder on either side of University Avenue, a five-foot wide sidewalk on the east side of University Avenue, an eight-foot wide bicycle path on the west side of University Avenue, a new bridge over the Chena River with a seven-foot wide sidewalk on the east side and a fourteen-foot wide bicycle path on the west, and ADA improvements. The University Avenue Railroad Overpass project will grade-separate the existing railroad crossing of University Avenue south of College Road. The 2040 MTP includes these improvements divided across six staged projects. Stage I is in process, which consists of reconstructing University Avenue from Thomas Street to the Chena River, including a new Chena River bridge and intersection improvements at the Johansen Expressway.

There also is an unfunded very long-range priority project, University/Goldizen Signal, which would signalize the University Avenue/Goldizen Avenue intersection. Goldizen Avenue would be extended east to Phillips Field Road. A new westerly link to Birch Lane also would be considered in this project.

**SUMMARY**

Sixteen roadway segments are forecast to have V/C ratios of 0.9 or higher in the year 2045. Of those 16 segments, two are forecast to have V/C ratios of over 1.2. Of the study intersections, the Richardson Highway/Peridot Street intersection is forecast to operate beyond available capacity in 2045. The freight system has several future needs as well, including a number of intersection and area needs. Transit is forecast to continue to cover the densest areas, but headways may need to be increased and a Sunday service instituted. The bicycle and pedestrian system needs mainly involve conflicts with sharing facilities, lack of shoulder and bike lane routes, or sidewalks. These future needs will be considered in the development of the 2045 MTP project list.
Appendix D  Implementation Plan and Financial Plan
IMPLEMENTATION PLAN

This section presents the Technical Committee’s recommended projects that help ensure the efficient and safe multimodal movement of people and goods within and through the Fairbanks region. Sources for these projects include the 2040 Metropolitan Transportation Plan (MTP), projects developed through the Transportation Improvement Program (TIP) process, public outreach, other planning efforts that have been completed since the adoption of the 2040 MTP, and projects developed through the MTP update process. Though many projects are roadway focused, this plan recommends that sidewalks and paths along project roadways be evaluated at the same priority as the roadway itself.

Project Screening

Project prioritization was informed by a screening evaluation performed on FMATS, transit, and Congestion Mitigation Air Quality (CMAQ) projects, as applicable. Alaska Department of Transportation & Public Facilities (DOT&PF) projects underwent an internal prioritization process and were not screened. The screening criteria, shown in Figure 1, were established by a working group of Technical Committee members. The group sought to objectively and quantitatively assess each project based on its compliance with the plan goals. Each criterion was tied to specific data where possible. The resulting scores served as the basis for the initial project prioritization.

Project Priorities

Planned projects are prioritized into four timeframes, though prioritization has been applied to projects within each of the four timeframes:

- Short Range (SR): 2019–2024
- Medium Range (MR): 2025–2034
- Long Range (LR): 2035–2045
- Very Long Range (VLR): Beyond 2045

Projects have been placed into the first three timeframes to match projected funding levels (documented in the following Financial Plan) and represent the fiscally constrained project list. There is a recognized desire to construct projects in the VLR timeframe, if and when funding becomes available, but they are a lower priority than those in the other timeframes. The prioritization of projects into four timeframes was done by FMATS and DOT&PF staff. It is informed by the 2040 Plan, the analysis done as part of this update, the results of other planning efforts, the screening evaluation scores, and the Plan goals.

Furthermore, the projects within each timeframe are categorized as either FMATS or Non-FMATS designation. DOT&PF has full jurisdiction over the National Highway System (NHS) routes and determines the funding priorities for those routes. They must consult with local governments in setting their priorities, and this Plan is an important step in that process.
Figure 1: FMATS Project Screening Criteria

The 2045 MTP projects are shown in Figures 2 and 3 with brief project descriptions following in Table 1. A more detailed financial analysis showing expected costs and revenues to fund these projects is presented in the Financial Plan.
Figure 2

2045 MTP Projects
Fairbanks, Alaska

Coordinate System: NAD 1983 StatePlane Alaska 3 FIPS 5003 Feet
<table>
<thead>
<tr>
<th>Project ID</th>
<th>Project Name</th>
<th>Project Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR-1</td>
<td>McGrath Road Upgrade</td>
<td>Reconstruct Cowles Street from 1st Avenue through East Cowles Street. Project work will include roadside hardware, drainage improvements, intersection improvements, ADA improvements and utilities.</td>
</tr>
<tr>
<td>SR-2</td>
<td>Cowles St Reconstruction (East Cowles - 1st Ave)</td>
<td>Reconstruct Cowles Street from 1st Avenue through East Cowles Street. Project work will include roadside hardware, drainage improvements, intersection improvements, ADA improvements and utilities.</td>
</tr>
<tr>
<td>SR-3</td>
<td>Old Richardson Highway Intersection Improvements</td>
<td>Improve intersections in North Pole at Santa Claus Lane and East 5th Avenue and North Pole High School Boulevard at Old Richardson Highway and 8th Avenue. The railroad crossing will also be improved to current standards.</td>
</tr>
<tr>
<td>SR-4</td>
<td>North Pole Streetlight Standardization and Improvement Project</td>
<td>Upgrade the streetlights in older subdivisions and illuminate several areas in the city currently not illuminated. The project has four major areas of concentration: The City Core, Highway Park, Ford and Morning Star Subdivisions.</td>
</tr>
<tr>
<td>SR-5</td>
<td>Lathrop Street Extension</td>
<td>Extend South Lathrop Street, to include non-motorized facilities, into the newly developed Tanana Lakes Recreation Area.</td>
</tr>
<tr>
<td>SR-6</td>
<td>Fairbanks Cushman Street Bridge Rehabilitation</td>
<td>Rehabilitation or upgrade of the existing Cushman Street bridge to meet current seismic standards.</td>
</tr>
<tr>
<td>SR-7</td>
<td>Tanana Loop and South Chandalar Drive Intersections</td>
<td>Construct new bus stop facilities along College Road. Work includes roadside hardware, drainage improvements, ADA improvements and utilities.</td>
</tr>
<tr>
<td>SR-8</td>
<td>Fairbanks Area Road/Rail Crossing Reduction/Realignment Plan</td>
<td>The primary purpose of the plan is to serve as a long-range road/rail planning document. The plan will enable FMATS and its agency partners to implement a more efficient and effective approach to integrate passenger and freight rail elements into the larger multi-modal and intermodal transportation framework.</td>
</tr>
<tr>
<td>SR-9</td>
<td>FMATS Safety and Efficiency Improvements</td>
<td>Funding for low-cost improvements to enhance the safety and efficiency of the existing transportation system. Projects may include signing, striping, lighting upgrades, signal timing, signal controller upgrades, and maintenance.</td>
</tr>
<tr>
<td>SR-10</td>
<td>FMATS Improvement Program</td>
<td>Funding for the annual Preventative Maintenance or Rehabilitation Activities Program within the FMATS Area for non-NHS routes.</td>
</tr>
<tr>
<td>SR-11</td>
<td>FMATS Intersection Improvements</td>
<td>Funding for intersection enhancements related to capacity, safety, and/or multimodal accessibility within the FMATS boundary.</td>
</tr>
<tr>
<td>SR-12</td>
<td>FMATS Sign Replacement - Stage III</td>
<td>Replace signs in accordance with the City of Fairbanks and City of North Pole’s established sign management plans.</td>
</tr>
<tr>
<td>SR-13</td>
<td>FMATS Sidewalk Improvement Project</td>
<td>Funding for improved connectivity, safety, mobility, and access for pedestrians throughout the MPA.</td>
</tr>
<tr>
<td>SR-14</td>
<td>Yankovich/Miller Hill Road Reconstruction</td>
<td>Reconstruct Miller Hill and Yankovich Road from Sheep Creek to Ballaine Road, including widened shoulders on Yankovich Road.</td>
</tr>
<tr>
<td>SR-15</td>
<td>Wembley Avenue: Aurora Dr - Danby St</td>
<td>Reconstruct Wembley Avenue and construct an adjacent pedestrian facility. Project work will include roadside hardware, drainage improvements, and ADA improvements.</td>
</tr>
<tr>
<td>SR-16</td>
<td>Chena River Walk Stage III</td>
<td>Expand the Chena River Walk to the north side of the Chena River with approximately 2,200 linear feet of pathway from Peger Road to the existing Chena River pedestrian bridge crossing at Pioneer Park. Construct a connection of the existing pedestrian facilities along Peger Road.</td>
</tr>
<tr>
<td>SR-17</td>
<td>Old Airport Way Improvements</td>
<td>Reconstruct Old Airport Way and construct an adjacent pedestrian facility.</td>
</tr>
<tr>
<td>SR-18</td>
<td>College Road Bus Pullouts</td>
<td>Construct new bus stop facilities along College Road. Work includes roadside hardware, drainage improvements, ADA improvements and utilities.</td>
</tr>
<tr>
<td>SR-19</td>
<td>Green Streets Plan</td>
<td>FMATS will identify and prioritize which streets within the urbanized area are in greatest need of green infrastructure for the management of storm water runoff, including specific design recommendations for each of those streets. Research of best management practices in a sub-arctic environment will also be included in the report.</td>
</tr>
<tr>
<td>SR-20</td>
<td>FMATS Coordinator’s Office</td>
<td>Funding for the Fairbanks Metropolitan Area Transportation System (FMATS) Coordinator’s office which supports delivery of the FMATS program.</td>
</tr>
<tr>
<td>SR-21</td>
<td>Transportation Demand Management (TDM) Strategies</td>
<td>A further investigation of Transportation Demand Management (TDM) strategies should be added to the MTP. While this project is not a capital improvement project, it could eliminate the need for several of the capital improvement projects in the proposed project list, resulting in a great savings.</td>
</tr>
<tr>
<td>Project ID</td>
<td>Project Name</td>
<td>Project Description</td>
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</tr>
<tr>
<td>SR-24</td>
<td>Old Steese Highway Reconstruct</td>
<td>Stage I—Johansen Expressway to Kutter Street Reconstruction; Stage II—Kutter Street to 3rd Street Resurfacing.</td>
</tr>
<tr>
<td>SR-25</td>
<td>Airport Way West Improvements</td>
<td>Reconstruct Airport Way, Hoselton Road, Dale Road, Old Airport Way and Wien Lake Road. Work includes roadside hardware, drainage improvements, intersection improvements, utilities and ADA improvements such as curb ramps and sidewalks.</td>
</tr>
<tr>
<td>SR-26</td>
<td>Richardson Highway: MP 353-357 Safety/Access Improvements</td>
<td>Reconstruct the Richardson Highway and adjacent frontage roads, including roadside hardware, drainage improvements, intersection improvements, and utilities. Work includes construction of new frontage roads and elimination of access points onto the Richardson Highway. This project includes Milepost 353-357 (Mile Point 354-359).</td>
</tr>
<tr>
<td>SR-27</td>
<td>Steese Highway and 3rd Street Widening</td>
<td>Reconstruct the intersection of the Steese Expressway with 3rd Street in Fairbanks. Project work will include roadside hardware, drainage improvements, intersection improvements, ADA improvements and utilities.</td>
</tr>
<tr>
<td>SR-28</td>
<td>Steese Hwy/Chena Hot Springs Road Ramp Termini Roundabouts</td>
<td>Construct roundabouts at the Steese Highway and Chena Hot Springs Road Interchange. Work will include intersection reconstruction and improvements, roadside hardware, drainage improvements, ADA improvements and utilities.</td>
</tr>
<tr>
<td>SR-29</td>
<td>NHS Pavement Management/Preventive Maintenance</td>
<td>Funding for the annual DOT&amp;PF Preventative Maintenance Program within the FMATS Area for NHS routes. Recommendations for pavement rehabilitation are developed under the ongoing Pavement Management System.</td>
</tr>
<tr>
<td>SR-30</td>
<td>Danby Street/Wembley Roundabout (HSIP)</td>
<td>Reconstruct the intersection of Danby Street and Wembley Avenue. Work will include intersection reconstruction and improvements, roadside hardware, drainage improvements, ADA improvements and utilities.</td>
</tr>
<tr>
<td>SR-31</td>
<td>University Avenue Rehabilitation: Thomas St to Chena River (Segment I)</td>
<td>Widen and reconstruct University Avenue to current standards from Thomas Street to the Chena River, including replacement of University Bridge #0263.</td>
</tr>
<tr>
<td>SR-32</td>
<td>Wendell Avenue Bridge: Fairbanks</td>
<td>Rehabilitate or replace the Wendell Avenue Bridge #0532, widen sidewalks, and provide pedestrian access to the bridge along the north and south sides under the bridge.</td>
</tr>
<tr>
<td>SR-33</td>
<td>Parks Hwy/Chena Pump Rd-Geist Rd</td>
<td>Investigate potential improvements to make the crossings of the ramp terminals more comfortable for non-motorized users.</td>
</tr>
<tr>
<td>SR-34</td>
<td>Steese/Johansen Intersection</td>
<td>Reconstruct the intersection of the Steese Expressway with the Johansen Expressway, including adjacent access. Project will include bridge work, roadside hardware, drainage improvements, ADA improvements and utilities.</td>
</tr>
<tr>
<td>SR-35</td>
<td>Airport Way Interchange</td>
<td>Project will replace the existing at-grade intersection of Airport Way, Steese Expressway, Gaffney Road, and Richardson Highway with an interchange.</td>
</tr>
<tr>
<td>SR-36</td>
<td>University Ave Rehabilitation: Chena River to Parks Highway (Segment II)</td>
<td>Widen and reconstruct University Avenue from the Chena River to the Parks Highway.</td>
</tr>
<tr>
<td>SR-37</td>
<td>University Avenue Rehabilitation: Side Streets</td>
<td>Finish Halvorson, portions of Goldizen and Geraghty Avenue, as well as advance utility relocations as part of the larger University Avenue Rehabilitation project.</td>
</tr>
<tr>
<td>SR-38</td>
<td>Chena Hot Springs Road Milepost 0-6 Rehabilitation</td>
<td>Rehabilitate Chena Hot Springs Road from Milepost 0-6. Improvements include drainage, embankment stabilization, roadside hardware, utilities, and ADA improvements if required for the reconditioning of the multi-use path. The project also includes intersection improvements inclusive of Old Steese Highway/ Chena Hot Springs Road.</td>
</tr>
<tr>
<td>SR-39</td>
<td>Airport Way Drainage</td>
<td>Improve roadway drainage by replacing drainage structures, reconfiguring roadway geometry and front road separation, grading, and adjusting utilities. This project will also address ADA compliant and associated drainage needs.</td>
</tr>
<tr>
<td>SR-40</td>
<td>Chena Pump Road Bike/Pedestrian Facility Rehabilitation</td>
<td>Rehabilitate the existing Chena Pump Road bicycle path between Dartmouth Drive and the Pump House Restaurant. Improvements include widening Chena Pump Road shoulders between Pump House Restaurant and Grebe Drive, bridge work, drainage improvements and roadside hardware.</td>
</tr>
<tr>
<td>SR-41</td>
<td>Richardson Highway MP 357-362 Bicycle/Pedestrian Path</td>
<td>Construct a paved bicycle/pedestrian path on the Richardson Hwy starting from the Richardson Hwy/Airport Wy intersection, continuing along the Richardson Hwy to the Badger Lp Northbound Ramp, and terminating at the Badger Rd/Old Badger Hwy intersection. Improvements will include bridge work, roadside hardware, drainage improvements, ADA improvements, and utilities.</td>
</tr>
<tr>
<td>SR-42</td>
<td>Fairbanks North Star Borough Transit Garage Expansion Project: Phase 1</td>
<td>Construct a larger vehicle storage and maintenance facility.</td>
</tr>
<tr>
<td>SR-43</td>
<td>Fairbanks North Star Borough Transit Garage Expansion Project: Phase 2</td>
<td>Phase 2 of the Transit Garage replacement and expansion project and are seeking an additional $12 million for the second and final phase of the project. This project will replace the aging and inadequate facility that is currently used to house the Transit Department including the Maintenance, Administrative, and Operations divisions.</td>
</tr>
<tr>
<td>SR-44</td>
<td>FNSB Air Quality Programs (CMAQ)</td>
<td>Funding to support ongoing efforts and recommendations outlined under the Fairbanks North Star Borough Carbon Monoxide Air Quality Maintenance Plan.</td>
</tr>
</tbody>
</table>
### FMATS Medium-Range Projects

<table>
<thead>
<tr>
<th>Project ID</th>
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<tbody>
<tr>
<td>SR-45</td>
<td>FNSB Statewide Implementation Plan (SIP)</td>
<td>Prepare a Fairbanks PM 2.5 Non-Attainment Area Statewide Implementation Plan (SIP). This project includes inventory development, data collection, analysis, modeling, identifying control measures, and components that demonstrate attainment.</td>
</tr>
<tr>
<td>SR-46</td>
<td>TIP/LRTP Conformity Analysis</td>
<td>Preparation of a PM 2.5 conformity determination for short- and long-term transportation plans and individual projects in the entire nonattainment area with the FNSB, consisting of FMATS, the MPO for the Fairbanks urban area, and the associated “donut area” within the PM 2.5 Boundary.</td>
</tr>
</tbody>
</table>

### FMATS Medium-Range Projects

<table>
<thead>
<tr>
<th>Project #</th>
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<tbody>
<tr>
<td>MR-1</td>
<td>Barnette Street Improvements</td>
<td>Part of the complete streets project: will rehabilitate the roadway, widen sidewalks, install a southbound bike lane, signal modifications, controller upgrades, and street enhancements, as allowable.</td>
</tr>
<tr>
<td>MR-2</td>
<td>Minnie Street Reconstruction</td>
<td>Reconstruct Minnie Street from Erceg Street to the Old Steese Highway. Work includes upgrading sidewalks to ADA compliance, shoulders to accommodate bicyclists, storm drain system, utility relocations, and rehabilitating or replacing the Noyes Slough Bridge.</td>
</tr>
<tr>
<td>MR-3</td>
<td>Dyke Road Improvements</td>
<td>Construct paved shoulders for bicyclists and pedestrians along Dyke Road from Laurance Road to the Old Richardson Highway.</td>
</tr>
<tr>
<td>MR-4</td>
<td>Dawson Road Extension (Hurst Road–Plack Road)</td>
<td>Extend Dawson Road north from Hurst Road to provide an alternate travel route between the growing Plack Road and Repp Road area and Richardson Highway Corridor in North Pole via the Richardson/Dawson Interchange.</td>
</tr>
<tr>
<td>MR-5</td>
<td>North Tanana Dr Extension (UAF)</td>
<td>Reconstruct 1,700 feet of Tanana Loop between Yukon Drive and North Tanana Drive. Widen the sidewalk to 8 feet and extend it to North Tanana Drive. Add 4-foot bike lanes to both sides of the roadway.</td>
</tr>
<tr>
<td>MR-6</td>
<td>Tanana Loop Reconstruction (UAF)</td>
<td>Reconstruct 1,700 feet of Tanana Loop between Yukon Drive and North Tanana Drive. Widen the sidewalk to 8 feet and extend it to North Tanana Drive. Add 4-foot bike lanes to both sides of the roadway.</td>
</tr>
<tr>
<td>MR-7</td>
<td>Bradway Road Reconstruction</td>
<td>Reconstruction of Bradway Road in the Badger Road area to provide a maintainable pavement structure and to provide for increasing travel demands and multiple transportation modes.</td>
</tr>
<tr>
<td>MR-8</td>
<td>Peridot Street Reconstruction: FNSB</td>
<td>Reconstruct Peridot Street from the Richardson Highway to City limit, approximately 0.21 miles, and pave. Provide street lights and bike/pedestrian facilities as funding allows.</td>
</tr>
<tr>
<td>MR-9</td>
<td>College Road Reconstruction Stage II</td>
<td>Reconstruct College Road from Margaret Avenue to the Steese Expressway and narrow College Road median to add 3-foot shoulders (approximately 1.2 miles).</td>
</tr>
<tr>
<td>MR-10</td>
<td>Phillips Field Road - Realign Pioneer Road to meet Driveway Street</td>
<td>Realign Pioneer Road on the south side to meet Driveway Street on the north side to accommodate freight traffic.</td>
</tr>
<tr>
<td>MR-11</td>
<td>Lacey Street Reconstruction</td>
<td>Reconstruct Lacey Street from 10th to 1st Avenue and provide improved facilities for all users.</td>
</tr>
<tr>
<td>MR-12</td>
<td>Richardson Highway Corridor Study: Badger Road to Salcha</td>
<td>Identify corridor projects emphasizing local land uses and developing future land use recommendations.</td>
</tr>
<tr>
<td>MR-13</td>
<td>Dennis Road Extension: North Pole</td>
<td>Reconstruction to handle increasing travel demands, to improve safety, and reduce maintenance costs. Extend Dennis Road from Badger Road to Seawolf Drive, to provide public access to an existing residential area. Project to include pedestrian facilities from Badger Road to the north side of Chena River including the construction of a new bridge.</td>
</tr>
<tr>
<td>MR-14</td>
<td>Holmes Road Reconstruction</td>
<td>Rehabilitate Holmes Road and provide accommodations for bicycles and pedestrians to improve safety and provide for increasing residential development in the area.</td>
</tr>
<tr>
<td>MR-15</td>
<td>Geist Road Access Management</td>
<td>Study access management and path conflicts on Geist Road.</td>
</tr>
<tr>
<td>MR-16</td>
<td>Wendell Avenue Study</td>
<td>Develop comprehensive vision for Wendell Avenue/Old Steese Highway between 3rd Street and Noble Street to improve capacity, pedestrian/bicycle, and downtown circulation/access needs.</td>
</tr>
<tr>
<td>MR-17</td>
<td>5th Avenue Reconstruction</td>
<td>Reconstruct 5th Avenue from Barnette Street to Noble Street in order to provide improved facilities for all users. Reconstruction includes improved drainage, ADA-compliant pedestrian facilities, shoulders to accommodate bicyclists and temporary snow storage, utility relocatees and improvements, as required, installation of wayfinding and bicycle route signs, and landscaping in accordance with City of Fairbanks’ Complete Streets.</td>
</tr>
<tr>
<td>MR-18</td>
<td>FMATS Intersection Improvements</td>
<td>Funding for intersection enhancements related to capacity, safety, and/or multimodal accessibility within the FMATS boundary.</td>
</tr>
<tr>
<td>MR-19</td>
<td>FMATS Safety and Efficiency Improvements</td>
<td>Funding for low-cost improvements to enhance the safety and efficiency of the existing transportation system. Projects may include signing, striping, and lighting upgrades, signal timing, signal controller upgrades, and maintenance.</td>
</tr>
<tr>
<td>MR-20</td>
<td>FMATS Improvement Program</td>
<td>Funding for the annual Preventative Maintenance or Rehabilitation Activities Program within the FMATS Area for non-NHS routes.</td>
</tr>
<tr>
<td>MR-21</td>
<td>Fairbanks Bicycle Route Signage and Pavement Markings</td>
<td>Install bicycle route signs and/or pavement markings within the MPA.</td>
</tr>
<tr>
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<tr>
<td>MR-22</td>
<td>Lathrop Street: Eagan Avenue–16th Avenue</td>
<td>Construct sidewalk from existing sidewalk to the end of Lathrop Street.</td>
</tr>
<tr>
<td>MR-23</td>
<td>FMATS Bicycle Facility Improvement Program</td>
<td>Rehabilitate or reconstruct bicycle facilities in the MPA.</td>
</tr>
<tr>
<td>MR-24</td>
<td>Peger Road: Chena River–Airport Way</td>
<td>Widen shoulders, if possible, and designate as bike lanes.</td>
</tr>
<tr>
<td>MR-25</td>
<td>5th Avenue (NP): Santa Claus Lane–Therron Street</td>
<td>Construct sidewalk from Santa Claus Lane to 5th Avenue’s terminus at Therron Street.</td>
</tr>
<tr>
<td>MR-26</td>
<td>8th Avenue (NP): St Nicholas Drive–Blanket Boulevard</td>
<td>Construct sidewalk from the terminus of the shared use path west of Blanket Boulevard to St Nicholas Drive.</td>
</tr>
<tr>
<td>MR-27</td>
<td>Dartmouth Drive: Chena Pump Road–Stanford Drive</td>
<td>Construct sidewalk along Dartmouth Drive.</td>
</tr>
<tr>
<td>MR-28</td>
<td>Fairbanks Street: Birch Lane–Teal Avenue</td>
<td>Construct sidewalk on west side of Fairbanks Street.</td>
</tr>
<tr>
<td>MR-29</td>
<td>Boat Street Path–Chena River Bridge</td>
<td>Improve the ramp connections onto the bridge to provide a smooth transition for cyclists.</td>
</tr>
<tr>
<td>MR-30</td>
<td>College Road Pedestrian Crossings</td>
<td>Install pedestrian crossings on College Road where warranted.</td>
</tr>
<tr>
<td>MR-31</td>
<td>Egan Avenue Pedestrian Improvements</td>
<td>Install pedestrian facilities between Moore Street and Lathrop Street along Egan Avenue.</td>
</tr>
<tr>
<td>MR-32</td>
<td>2nd Avenue (Fairbanks): Hall St–Clay St</td>
<td>Construct sidewalk along the north side of 2nd Avenue.</td>
</tr>
<tr>
<td>MR-33</td>
<td>7th Avenue (Fairbanks): End of sidewalk – 3rd Ave</td>
<td>Construct sidewalk along 7th Avenue from where the MLH Manor’s (near Noble Street) existing sidewalk ends to 3rd Avenue. Approximately 0.2 miles.</td>
</tr>
<tr>
<td>MR-34</td>
<td>5th Avenue–Mission Road/Richardson Highway</td>
<td>Investigate potential improvements to allow non-motorized users to cross the Richardson Highway at this location. This may require an overpass, which could be completed in conjunction with a future interchange at this location.</td>
</tr>
<tr>
<td>MR-35</td>
<td>Old Steese Highway/Farmers Loop Road</td>
<td>Investigate potential improvements to make this unsignalized intersection crossing more comfortable for non-motorized users.</td>
</tr>
<tr>
<td>MR-36</td>
<td>FMATS Sidewalk Improvement Project</td>
<td>Funding for improved connectivity, safety, mobility, and access for pedestrians throughout the MPA.</td>
</tr>
<tr>
<td>MR-37</td>
<td>Lathrop Street: 19th Avenue–Davis Road</td>
<td>Convert the existing shoulders to designated bike lanes.</td>
</tr>
<tr>
<td>MR-38</td>
<td>Non-Motorized Plan Update</td>
<td>Update the non-motorized plan to improve conditions for bicyclists and pedestrians within Fairbanks. The plan shall identify system gaps, create a network of on-street bicycle lanes, create an artery system of bicycle facilities, and create traffic calming and bicycle facility design recommendations.</td>
</tr>
<tr>
<td>MR-39</td>
<td>Roland Road Improvements</td>
<td>Widen roadway to accommodate bicycles and pedestrians and improve safety for all modes.</td>
</tr>
<tr>
<td>MR-40</td>
<td>Share the Road Educational Outreach</td>
<td>Develop a multimedia campaign to improve education about the rights and responsibilities of each transportation mode.</td>
</tr>
<tr>
<td>MR-41</td>
<td>Fairbanks International Airport – University Avenue South Improvements</td>
<td>Resurface University Avenue South/Airport Perimeter Road, realign approximately 2,500 linear feet of University Avenue South and adjacent railroad, and construct an adjacent pedestrian facility.</td>
</tr>
<tr>
<td>MR-42</td>
<td>Airport-West Bicycle and Pedestrian Facilities</td>
<td>Construct bicycle and pedestrian connections from the Fairbanks International Airport to the neighborhoods west of the Airport and planned non-motorized facilities along Dale Road.</td>
</tr>
<tr>
<td>MR-43</td>
<td>Chena Lakes–Plack Road Bicycle and Pedestrian Facilities</td>
<td>Construct bicycle and pedestrian trail connection between Chena Lakes Recreational Area and Plack Road.</td>
</tr>
<tr>
<td>MR-44</td>
<td>Nelson Road Bicycle and Pedestrian Facility</td>
<td>Construct a bicycle and pedestrian facility along Nelson Road by adding shoulders or a separated multi-use path.</td>
</tr>
<tr>
<td>MR-45</td>
<td>Bike Lane Signing and Striping</td>
<td>Signing and striping of existing paved shoulders within City of Fairbanks to accommodate bicyclists, as designated bike lanes for seasonal use.</td>
</tr>
<tr>
<td>MR-46</td>
<td>Road Service Area Expansion</td>
<td>Expand existing RSAs or create new RSAs to address “orphan roads”, including funding to upgrade roads to current standards.</td>
</tr>
<tr>
<td>MR-47</td>
<td>Driver’s Education Program</td>
<td>Provide a subsidy for driver’s ed course in Fairbanks and/or introduce driver’s ed course to a local high school</td>
</tr>
<tr>
<td>MR-48</td>
<td>FMATS Coordinator’s Office</td>
<td>Funding for the Fairbanks Metropolitan Area Transportation System (FMATS) Coordinator’s office which supports delivery of the FMATS program.</td>
</tr>
<tr>
<td>MR-49</td>
<td>Advance Project Definition</td>
<td>Provide funding to the State and City to develop new estimates for TIP projects.</td>
</tr>
<tr>
<td>MR-50</td>
<td>MTP Update</td>
<td>Update the FMATS Metropolitan Transportation Plan, as required under 23 USC 134.</td>
</tr>
<tr>
<td>MR-51</td>
<td>Chena Pump Road Crossing</td>
<td>Construct a pedestrian/bicycle crossing along Chena Pump Road between Chena Ridge Road and Chena Small Tracts Road for safe access to the Interior Alaska Land Trust Chinook Conservation Park.</td>
</tr>
<tr>
<td>Project ID</td>
<td>Project Name</td>
<td>Project Description</td>
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<tr>
<td>MR-52</td>
<td>Richardson Highway MP 359 Railroad Grade Separated Facility</td>
<td>Construct a grade separated facility on the Richardson Highway near Milepost 359 to reduce railroad/vehicle conflicts. Improve connectivity with the Old Richardson Highway and potential access for Fort Wainwright South gate.</td>
</tr>
<tr>
<td>MR-53</td>
<td>Aurora Drive Noyes Slough Bridge #0209 Replacement</td>
<td>Replace the Noyes Slough Bridge #0209 on Aurora Drive in Fairbanks. Project work includes bridge work, roadside hardware, drainage improvements, intersection improvements, ADA improvements, and utility work.</td>
</tr>
<tr>
<td>MR-54</td>
<td>Airport Way/ South Cushman Street Intersection Reconstruction</td>
<td>Reconstruct the intersection at Airport Way and Cushman Street.</td>
</tr>
<tr>
<td>MR-55</td>
<td>NHS Pavement Management/Preventive Maintenance</td>
<td>Funding for the annual DOT&amp;PF Preventative Maintenance Program within the FMATS Area for NHS routes. Recommendations for pavement rehabilitation are developed under the ongoing Pavement Management System.</td>
</tr>
<tr>
<td>MR-56</td>
<td>Johansen Expressway Ramps/College Road/Illinois Street Improvements</td>
<td>Construction of improvements to the Johansen/College interchange ramps and on College Road (Johansen Expressway–Illinois Street) to handle traffic growth and to improve safety. Work will include added turn lanes at the Johansen Expressway ramps, intersection improvements at Illinois Street (Illinois Street Reconstruction project) and a possible signal at College Road. Considering a roundabout. Investigate potential improvements to make the crossings of the ramp terminals more comfortable for non-motorized users.</td>
</tr>
<tr>
<td>MR-57</td>
<td>Johansen Expressway Widening</td>
<td>Widen Johansen Expressway to accommodate additional westbound traffic between Steese Expressway and College Road.</td>
</tr>
<tr>
<td>MR-58</td>
<td>College Road and 3rd Street Improvements</td>
<td>Construct improvements at the College Road and 3rd Street intersections.</td>
</tr>
<tr>
<td>MR-59</td>
<td>Chena Pump Road Roundabout Interchange</td>
<td>Study a roundabout interchange at the Chena Pump Road/Parks Highway interchange.</td>
</tr>
<tr>
<td>MR-60</td>
<td>Danby Street Interchange Study</td>
<td>Study a grade-separated interchange on Johansen Expressway at Danby Street.</td>
</tr>
<tr>
<td>MR-62</td>
<td>Air Quality Notification System Highway Signage Project</td>
<td>Place variable message signs on major arterials in the Fairbanks and North Pole area with the primary function to alert the community about Air Quality stage restrictions. The signs could serve multiple functions such as alerting drivers to adverse road conditions or amber alerts. The signs will be placed on each side of the roadway for inbound and outbound traffic, necessitating 2 signs for each roadway identified. The following roadways have been identified as candidates for this project: Parks Highway, Richardson Highway, Johansen Expressway, Mitchell Expressway and the Steese Expressway.</td>
</tr>
<tr>
<td>MR-63</td>
<td>Peridot Street/Richardson Highway Crossing</td>
<td>Improve the safety and operations of the Peridot Street/Richardson Highway intersection for all users by making a right in, right out.</td>
</tr>
<tr>
<td>MR-64</td>
<td>Farmers Loop–Chena Hot Springs Road Trail Connections: FNSB</td>
<td>Construction of an all-season trail connection that will link from Farmers Loop Road in the McGrath Road area to Chena Hot Springs Road. This will connect the Farmers Loop Bike Trail and adjacent winter trails to the Chena Hot Springs multi-use trail.</td>
</tr>
<tr>
<td>MR-65</td>
<td>Richardson Highway (NP) Alternate Route: Peridot Street–Laurence Road</td>
<td>Designate and construct improvements to parallel routes on the north and south sides of the Richardson Highway through North Pole.</td>
</tr>
<tr>
<td>MR-66</td>
<td>Geist Road: Parks Highway–Fairbanks Street</td>
<td>Construct an extension of the existing shared-use path on the north side of the road to the Parks Highway.</td>
</tr>
<tr>
<td>MR-67</td>
<td>College Road Complete Street (University Avenue to Steese Expressway)</td>
<td>Reconfigure College Road to improve access and mobility for all transportation modes from University Avenue to the Steese Expressway.</td>
</tr>
<tr>
<td>MR-68</td>
<td>Fairbanks–North Pole Bicycle and Pedestrian Multi-Use Path</td>
<td>Construct bicycle and pedestrian path connection between Fairbanks and North Pole by extending the proposed path from the Richardson Highway/Badger Road intersection to North Pole. Continue to allow bicyclists on Richardson Highway when complete.</td>
</tr>
<tr>
<td>MR-69</td>
<td>Increase Red/Blue Headways</td>
<td>Increase PM peak service on Red and Blue lines.</td>
</tr>
<tr>
<td>MR-70</td>
<td>Sunday Service</td>
<td>Add Sunday service for Red and Blue lines.</td>
</tr>
<tr>
<td>MR-71</td>
<td>Four New Buses</td>
<td>Purchase four low-floor 35-foot buses.</td>
</tr>
<tr>
<td>MR-73</td>
<td>Eielson Operations Study</td>
<td>Consider transit connection or other mobility options for a connection to Eielson Airforce Base and Salcha.</td>
</tr>
<tr>
<td>MR-74</td>
<td>Transit Operations Study</td>
<td>Conduct a study to identify potential operational improvements to the transit system. Within the greater study, investigate the possibility of a direct express route between Fairbanks and North Pole on the Richardson Highway with connections to Badger Road, neighborhoods north and east of North Pole, Fairbanks International Airport, Eielson Airforce Base, and Salcha.</td>
</tr>
<tr>
<td>MR-75</td>
<td>FNSB Air Quality Programs (CMAQ)</td>
<td>Funding to support ongoing efforts and recommendations outlined under the Fairbanks North Star Borough Carbon Monoxide Air Quality Maintenance Plan.</td>
</tr>
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<tr>
<td>LR-1</td>
<td>Badger Road Corridor Study</td>
<td>Conduct study of future road conditions on Badger Road.</td>
</tr>
<tr>
<td>LR-2</td>
<td>Phillips Field Road/Minnie Street Realignment</td>
<td>Realign Phillips Field Road to create a four-leg intersection with Minnie Street.</td>
</tr>
<tr>
<td>LR-3</td>
<td>Richardson Highway Corridor Plan</td>
<td>Develop multimodal vision for Richardson Highway Corridor from the Steese Expressway to Laurance Road establishing access locations and frontage road alignments.</td>
</tr>
<tr>
<td>LR-4</td>
<td>South Cushman Freight Improvements</td>
<td>Develop safety, capacity, and freight improvements for South Cushman Street between 23rd Avenue and Van Horn Road. Consider roundabouts at 28th and 30th Avenues.</td>
</tr>
<tr>
<td>LR-5</td>
<td>FMATS Safety and Efficiency Improvements</td>
<td>Funding for low-cost improvements to enhance the safety and efficiency of the existing transportation system. Projects may include signing, striping, and lighting upgrades, signal timing, signal controller upgrades, and maintenance.</td>
</tr>
<tr>
<td>LR-6</td>
<td>FMATS Improvement Program</td>
<td>Funding for the annual Preventative Maintenance or Rehabilitation Activities Program within the FMATS Area for non-NHS routes.</td>
</tr>
<tr>
<td>LR-7</td>
<td>FMATS Intersection Improvements</td>
<td>Funding for intersection enhancements related to capacity, safety, and/or multimodal accessibility within the FMATS boundary.</td>
</tr>
<tr>
<td>LR-8</td>
<td>7th Avenue (Fairbanks): Cowles Street–Steese Highway</td>
<td>Install bicycle route signs and/or pavement markings. Consider full Bicycle Boulevard treatments.</td>
</tr>
<tr>
<td>LR-9</td>
<td>S Cushman Street: Mitchell Expressway–Van Horn Road</td>
<td>Van Horn Road–Install bicycle lanes.</td>
</tr>
<tr>
<td>LR-10</td>
<td>Van Horn Road–University Avenue–Peger Road</td>
<td>Install bicycle lanes to provide a complete connection around southern Fairbanks.</td>
</tr>
<tr>
<td>LR-11</td>
<td>Davis Road: University Avenue–Peger Road</td>
<td>Construct sidewalk on the south side of Davis Road.</td>
</tr>
<tr>
<td>LR-12</td>
<td>Phillips Field Road: Peger Road–Illinois Street</td>
<td>Construct a shared-use path along the north side of the Chena River, if feasible. Bicycle lanes should be considered where they are feasible along Phillips Field Road if this path cannot be built.</td>
</tr>
<tr>
<td>LR-13</td>
<td>FMATS Sidewalk Improvement Project</td>
<td>Funding for improved connectivity, safety, mobility, and access for pedestrians throughout the MPA.</td>
</tr>
<tr>
<td>LR-14</td>
<td>FMATS Coordinator’s Office</td>
<td>Funding for the Fairbanks Metropolitan Area Transportation System (FMATS) Coordinator’s office which supports delivery of the FMATS program.</td>
</tr>
<tr>
<td>LR-15</td>
<td>Advance Project Definition</td>
<td>Provide funding to the State and City to develop new estimates for TIP projects.</td>
</tr>
<tr>
<td>LR-16</td>
<td>MTP Update</td>
<td>Update the FMATS Metropolitan Transportation Plan, as required under 23 USC 134.</td>
</tr>
</tbody>
</table>

**Non-FMATS Long-Range Projects**

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<tr>
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<tr>
<td>LR-17</td>
<td>Cowles Street/Airport Frontage Road</td>
<td>Investigate potential improvements to make this unsignalized intersection crossing more comfortable for non-motorized users (possibly done in conjunction with the designation of the Airport Way bicycle route described previously).</td>
</tr>
<tr>
<td>LR-18</td>
<td>Airport Way Corridor Improvements, Stage I</td>
<td>This is the first in a series of projects to implement the recommendations of the Airport Way Improvements Reconnaissance Study.</td>
</tr>
<tr>
<td>LR-19</td>
<td>Johansen Expressway/Danby Street Interchange</td>
<td>Construction of a grade-separated intersection to handle long-term traffic growth and improve safety on the Johansen Expressway.</td>
</tr>
<tr>
<td>LR-20</td>
<td>Mitchell Expressway Interchange, Stage I</td>
<td>Construction of a grade-separated interchange on the Mitchell Expressway at University Avenue to provide for long-term growth in the Fairbanks area. Ongoing monitoring of community and traffic growth and changing travel patterns are important in selecting the project timing and configuration.</td>
</tr>
<tr>
<td>LR-21</td>
<td>Richardson Highway: Access/Safety Improvements (Rozak Road–Peridot Street)</td>
<td>Consolidation of intersection and driveway access onto the Richardson Highway with needed links to collector roads on both the north and south sides of the corridor. Special considerations are needed for future access to large undeveloped parcels of land to the north of the Richardson Corridor and the Alaska Railroad tracks.</td>
</tr>
<tr>
<td>LR-22</td>
<td>NHS Pavement Management/Preventive Maintenance</td>
<td>Funding for the annual DOT&amp;PF Preventative Maintenance Program within the FMATS Area for NHS routes. Recommendations for pavement rehabilitation are developed under the ongoing Pavement Management System.</td>
</tr>
<tr>
<td>LR-23</td>
<td>Farmers Loop Road Interchange (at Steese Expressway)</td>
<td>Construct a grade-separated interchange at the intersection of Steese Expressway and Farmers Loop Road. Realign adjacent accesses as necessary to accommodate the selected interchange configuration. Construct improvements at the intersection of Farmers Loop Road and Farmers Loop Spur.</td>
</tr>
<tr>
<td>LR-24</td>
<td>Parks Highway MP 349-356</td>
<td>Construct safety and mobility improvements along the Parks Highway including the intersections at Sheep Creek Road and Cripple Creek Road.</td>
</tr>
<tr>
<td>LR-25</td>
<td>Johansen Path Bridge to Charles Street</td>
<td>Complete the partially constructed bicycle/pedestrian overcrossing of the Johansen Expressway between the railroad depot and College Road and provide a paved connection to the railroad depot and Illinois Street.</td>
</tr>
<tr>
<td>LR-26</td>
<td>Old Steese Highway/Johansen Expressway</td>
<td>Install guide signs to direct northbound non-motorized travelers on the Old Steese Highway to the shared-use path along the Johansen Expressway.</td>
</tr>
<tr>
<td>Project ID</td>
<td>Project Name</td>
<td>Project Description</td>
</tr>
<tr>
<td>-----------</td>
<td>--------------------------------------------------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>LR-27</td>
<td>Parks Highway/Airport Way</td>
<td>Investigate potential improvements to make the crossings of the ramp terminals more comfortable for non-motorized users.</td>
</tr>
<tr>
<td>LR-28</td>
<td>Trainer Gate Road Intersection Improvements</td>
<td>Construct improvements to the intersection of Trainer Gate Road, Steese Expressway, and Old Steese Highway.</td>
</tr>
<tr>
<td>LR-29</td>
<td>Airport Way Corridor Improvements, Stage II</td>
<td>This is the second in a series of projects to implement the recommendations of the Airport Way Improvements Reconnaissance Study.</td>
</tr>
<tr>
<td>LR-30</td>
<td>Transit Vehicle Replacement</td>
<td>Add or replace approximately 5 transit and/or paratransit vehicles.</td>
</tr>
<tr>
<td>LR-31</td>
<td>FNSB Air Quality Programs (CMAQ)</td>
<td>Funding to support ongoing efforts and recommendations outlined under the Fairbanks North Star Borough Carbon Monoxide Air Quality Maintenance Plan.</td>
</tr>
<tr>
<td>VLR-1</td>
<td>FMATS Safety and Efficiency Improvements</td>
<td>Funding for low-cost improvements to enhance the safety and efficiency of the existing transportation system. Projects may include signing, striping, lighting upgrades, signal timing, signal controller upgrades, and maintenance.</td>
</tr>
<tr>
<td>VLR-2</td>
<td>Airport Way Study Update</td>
<td>Update 2007 Airport Way Study recommendations and emphasize economic development along the Airport Way corridor.</td>
</tr>
<tr>
<td>VLR-3</td>
<td>Lyle Ave Extension (Newby Road–Nelson Road)</td>
<td>Construct a new road link between Nelson Road and Newby Road/Conifer Drive to provide improved access to the Richardson Highway/Dawson Road interchange. This project is warranted if a future interchange is not constructed at Richardson Highway/Laurance Road.</td>
</tr>
<tr>
<td>VLR-4</td>
<td>Wendell Street Bridge Intersection Improvements: Fairbanks</td>
<td>Construct a new, 2-way street connecting the Wendell Bridge to 1st Avenue, realign Hall Street and revise access to existing parking lots. Work also includes improving pedestrian and bike facilities, drainage, illumination, and street enhancements.</td>
</tr>
<tr>
<td>VLR-5</td>
<td>Goldizen Road Local Connections</td>
<td>At the time of redevelopment of the quarry along Goldizen Road, adequate connectivity through a local street system should be provided between University Avenue and Phillips Field Road. The exact location of the roadways will be determined during development.</td>
</tr>
<tr>
<td>VLR-6</td>
<td>Phillips Field Road Improvements</td>
<td>Reconstruct Phillips Field Road to improve safety for all transportation modes, including intersection improvements.</td>
</tr>
<tr>
<td>VLR-7</td>
<td>University Avenue/Goldizen Signal (Phillips Field Road-Birch Lane)</td>
<td>Signalization of University Avenue/Goldizen Avenue and upgrade of Goldizen Avenue with a link to Phillips Field Road to the east of University Avenue. This project would occur in response to possible redevelopment of the large industrial properties in this area. Also, give consideration to a new link to the west to provide alternate access to the Birch Lane residential area.</td>
</tr>
<tr>
<td>VLR-8</td>
<td>FMATS Intersection Improvements</td>
<td>Funding for intersection enhancements related to capacity, safety, and/or multimodal accessibility within the FMATS boundary.</td>
</tr>
<tr>
<td>VLR-9</td>
<td>FMATS Improvement Program</td>
<td>Funding for the annual Preventative Maintenance or Rehabilitation Activities Program within the FMATS Area for non-NHS routes.</td>
</tr>
<tr>
<td>VLR-10</td>
<td>Fairbanks Area Street Improvements</td>
<td>Funding to support further implementation of local comprehensive plans.</td>
</tr>
<tr>
<td>VLR-11</td>
<td>Chena Pump Road Connection</td>
<td>Construction of a new roadway link between the Chena Pump Road area and Airport Way, including pedestrian facilities, to provide an alternative travel route. This project would also require construction of a new Chena River Bridge.</td>
</tr>
<tr>
<td>VLR-12</td>
<td>3rd Avenue (Fairbanks): Hall Street–Steese Highway</td>
<td>Construct sidewalk along the 3rd Avenue from Hall Street to the Steese Highway shared-use path connection.</td>
</tr>
<tr>
<td>VLR-13</td>
<td>FMATS Sidewalk Improvement Project</td>
<td>Funding for improved connectivity, safety, mobility, and access for pedestrians throughout the MPA.</td>
</tr>
<tr>
<td>VLR-14</td>
<td>Steamship Nenana Renovation: Fairbanks</td>
<td>Restoration work on the sternwheeler Nenana to address safety and historic preservation requirements.</td>
</tr>
<tr>
<td>VLR-15</td>
<td>FMATS Coordinator’s Office</td>
<td>Funding for the Fairbanks Metropolitan Area Transportation System (FMATS) Coordinator’s office which supports delivery of the FMATS program.</td>
</tr>
<tr>
<td>VLR-16</td>
<td>Advance Project Definition</td>
<td>Provide funding to the State and City to develop new estimates for TIP projects.</td>
</tr>
<tr>
<td>VLR-17</td>
<td>MTP Update</td>
<td>Update the FMATS Metropolitan Transportation Plan, as required under 23 USC 134.</td>
</tr>
</tbody>
</table>

**Non-FMATS Very Long-Range Projects**

| VLR-18 | University Ave Widening, Stage V | Relocation of eight utilities in conflict with the University Avenue Widening project.                                                                                                                           |
| VLR-19 | University Ave Widening, Stage IV–Railroad Crossing | Construction of a new railroad overcrossing of University Avenue.                                                                                                                                 |
| VLR-20 | Dennis Road/Lazelle Road Corridor: Steese Expressway/ Johansen Expressway–Badger Road | Construction of a new roadway link north of the Chena River and through Fort Wainwright between the Steese Expressway/Johansen Expressway intersection and the Badger Road area. This proposed corridor could also include links to Nordale Road and Chena Hot Springs Road. Concern has been expressed for this corridor in the 2006 Joint Land Use Study in that it could encourage further development, which could present a land use conflict with Fort Wainwright. Any future planning related to this corridor would need to be closely coordinated with Fort Wainwright personnel. |
Analysis of the Funded Network

The regional modeling analysis contained within Appendix C of the Plan examined the 2045 roadway network as it was previously planned in the 2040 MTP. Due to shifts in funding, regional priorities, and area needs, a new model run was conducted assuming build-out of the planned network in the funded timeframes described above. This modelling supports the air quality conformity process and...
assesses the 2045 MTP planned projects in response to forecasted capacity needs. The results of this model run were examined using the same methods described in Appendix C. Each segment was assessed by its volume-capacity (V/C) ratio with segments over 0.90 (a forecast volume over 90% of forecast capacity) identified; however, segments with a V/C ratio over 0.90 may not indicate a true capacity need because the travel demand model is a regional planning level tool and lacks precision at the roadway link level.

Figures 4 and 5 shows the forecast segment V/C ratios for all roadway links in the travel demand model for the weekday AM and PM peak hours. Table 2 shows those segments with a future V/C ratio of 0.90 or higher. All reported V/C ratios are from the peak PM hour with the exception of Meridian Road, located on Fort Wainwright.

Table 2: Segments with 2045 V/C of 0.90 or Higher with Planned Improvements

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Segment</th>
<th>Direction</th>
<th>Future V/C Ratio Range</th>
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</thead>
<tbody>
<tr>
<td>Airport Way</td>
<td>Noble Street to Steese Highway</td>
<td>EB</td>
<td>0.90–1.0</td>
</tr>
<tr>
<td>Steese Expressway Frontage Roads (planned project)</td>
<td>Third Street to Trainor Gate Road</td>
<td>NB</td>
<td>0.90–1.0/&gt;1.0</td>
</tr>
<tr>
<td></td>
<td>College Road to Third Street</td>
<td>SB</td>
<td>0.90–1.0</td>
</tr>
<tr>
<td>Geist Road</td>
<td>George Parks Highway NB On-Ramp to George Parks Highway SB On-Ramp</td>
<td>WB</td>
<td>0.90–1.0</td>
</tr>
<tr>
<td>Harold Bentley Avenue</td>
<td>West of Hunter Street</td>
<td>EB</td>
<td>&gt;1.2</td>
</tr>
<tr>
<td>Johansen Expressway</td>
<td>Old Steese Highway to New Steese Highway</td>
<td>EB</td>
<td>1.0–1.2</td>
</tr>
<tr>
<td></td>
<td>Hunter Street to College Road</td>
<td>EB</td>
<td>0.90–1.0</td>
</tr>
<tr>
<td></td>
<td>On-Ramp at Danby Street</td>
<td>WB</td>
<td>0.90–1.0</td>
</tr>
<tr>
<td>Meridian Road (Fort Wainwright)</td>
<td>Gaffney Road to Montgomery Road</td>
<td>SB</td>
<td>1.0–1.2</td>
</tr>
<tr>
<td>Northside Boulevard</td>
<td>Harold Bentley Road to Johansen Expressway</td>
<td>SB</td>
<td>1.0–1.2</td>
</tr>
<tr>
<td>Wendell Avenue</td>
<td>3rd Street to Hall Street</td>
<td>EB</td>
<td>0.90–1.0</td>
</tr>
<tr>
<td>South Cushman Street</td>
<td>25th Avenue to 26th Avenue</td>
<td>SB</td>
<td>0.90–1.0</td>
</tr>
<tr>
<td></td>
<td>Old Richardson Highway to Hughes Avenue</td>
<td>NB</td>
<td>0.90–1.0</td>
</tr>
<tr>
<td>Steese Highway Off-Ramp</td>
<td>Third Street</td>
<td>NB</td>
<td>1.0–1.2</td>
</tr>
<tr>
<td></td>
<td>Chena Hot Springs Road</td>
<td>NB</td>
<td>0.90–1.0</td>
</tr>
</tbody>
</table>

The segments in Table 2 are consistent with the high-V/C segments identified in Appendix C. In the project development phase of the MTP, these segments were assessed by agency staff and FMATS and FSNB committee members in the Alternatives Charette. That process led to the identification of the MTP projects MR-16: Wendell Avenue Study and LR-4: South Cushman Freight Improvements which will analyze the following capacity needs in greater detail.

The charette participants concluded that many of the remaining segments, such as those along Airport Way and the Johansen and Steese Expressways, were adjacent to projects currently in process or planned projects and would be subject to further project-level capacity analysis. Other roadways with high V/C segments may require further analysis in the future.
2045 MTP Segment
PM Volume-to-Capacity
Fairbanks, Alaska

Figure 5

Coordinate System: NAD 1983 StatePlane Alaska 3 FIPS 5003 Feet
FINANCIAL PLAN

This section contains the funding plan that supports the fiscally constrained portion of the 2045 MTP. Included in this section are cost estimates for each project described in the Implementation Plan. These estimates were prepared by DOT&PF. To more discretely demonstrate cost feasibility, expected revenue levels are estimated for each timeframe through the horizon year. These revenue forecasts were provided by FMATS and DOT&PF.

SUMMARY

Figure 6 summarizes the project cost and revenue estimates for each timeframe.

![Figure 6: Summary of Cost Estimates and Revenues by Timeframe](image)

The implementation plan is fiscally constrained through 2045. Project cost estimates range from about $205 million to approximately $382 million in each constrained timeframe. There are about $572 million in identified unfunded projects, approximately $170 million being associated with two Alaska Railroad Corporation’s (ARRC) Fairbanks Area Rail Relocation projects. The rest of the unfunded projects are largely new interchanges, which tend to be more expensive than the typical project.

SPENDING PLAN

Table 3 shows the estimated cost for each project by timeframe.
Table 3: 2045 Projects Spending Plan

<table>
<thead>
<tr>
<th>Project ID</th>
<th>Project Description</th>
<th>Spending Plan ($ Million)</th>
<th>2019-2024</th>
<th>2025-2034</th>
<th>2035-2045</th>
<th>Unfunded</th>
</tr>
</thead>
<tbody>
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<tr>
<td><strong>FMATS Short Range Projects</strong></td>
<td></td>
<td></td>
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<tr>
<td>SR-1</td>
<td>Gillam Way Reconstruction</td>
<td>$4.5</td>
<td></td>
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<tr>
<td>SR-2</td>
<td>McGrath Road Upgrade</td>
<td>$5.9</td>
<td></td>
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<tr>
<td>SR-3</td>
<td>Cowles St Reconstruction (East Cowles - 1st Ave)</td>
<td>$7.2</td>
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<tr>
<td>SR-4</td>
<td>Old Richardson Highway Intersection Improvements</td>
<td>$3.6</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>SR-5</td>
<td>North Pole Streetlight Standardization and Improvement Project</td>
<td>$1.7</td>
<td></td>
<td></td>
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<tr>
<td>SR-6</td>
<td>Lathrop Street Extension</td>
<td>$4.9</td>
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<tr>
<td>SR-7</td>
<td>Fairbanks Cushman Street Bridge Rehabilitation</td>
<td>$5.3</td>
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<tr>
<td>SR-8</td>
<td>Tanana Loop and South Chandalar Drive intersections</td>
<td>$2.6</td>
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<tr>
<td>SR-9</td>
<td>Fairbanks Area Road/Rail Crossing Reduction/Realignment Plan</td>
<td>$0.5</td>
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<tr>
<td>SR-10</td>
<td>FMATS Safety and Efficiency Improvements</td>
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<td>SR-11</td>
<td>FMATS Improvement Program</td>
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<td>SR-12</td>
<td>FMATS Intersection Improvements</td>
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<td>SR-13</td>
<td>FMATS Sign Replacement - Stage III</td>
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<td>SR-14</td>
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<td>SR-15</td>
<td>Yankovich/Miller Hill Road Reconstruction</td>
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<td>SR-16</td>
<td>Wembly Avenue: Aurora Dr - Danby St</td>
<td>$0.9</td>
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<tr>
<td>SR-17</td>
<td>Chena River Walk Stage III</td>
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<td>SR-18</td>
<td>Old Airport Way Improvements</td>
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<td>SR-19</td>
<td>College Road Bus Pullouts</td>
<td>$1.3</td>
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<td>SR-20</td>
<td>Green Streets Plan</td>
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<td>SR-21</td>
<td>FMATS Coordinator's Office</td>
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<td>SR-22</td>
<td>Advance Project Definition</td>
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<td>SR-23</td>
<td>Transportation Demand Management Strategies</td>
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<td><strong>Non-FMATS Short Range Projects</strong></td>
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<td>SR-24</td>
<td>Old Steese Highway Reconstruct</td>
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<td>SR-25</td>
<td>Airport Way West Improvements</td>
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<td>SR-26</td>
<td>Richardson Highway: MP 353-357, Safety/Access Improvements</td>
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<td>SR-27</td>
<td>Steese Highway and 3rd Street Widening</td>
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<td>SR-28</td>
<td>Steese Hwy/Chena Hot Springs Road Ramp Termi Roundabouts</td>
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<td>SR-29</td>
<td>NHS Pavement Management/Preventive Maintenance</td>
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<td>SR-30</td>
<td>Danby Street/Wembly Roundabout (HSIP)</td>
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<td>SR-31</td>
<td>University Avenue Rehabilitation: Thomas St to Chena River (Segment I)</td>
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<td>SR-32</td>
<td>Wendell Avenue Bridge: Fairbanks</td>
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<td>SR-33</td>
<td>Parks Hwy/Chena Pump Rd-Geist Rd</td>
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<td>SR-34</td>
<td>Steese/Johansen Intersection</td>
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<td>SR-35</td>
<td>Airport Way Interchange</td>
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<td>SR-36</td>
<td>University Ave Rehabilitation: Chena River to Parks Highway (Segment II)</td>
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<td>SR-37</td>
<td>University Avenue Rehabilitation: Side Streets</td>
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<td>SR-38</td>
<td>Chena Hot Springs Road Milepost D-6 Rehabilitation</td>
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<td>SR-39</td>
<td>Airport Way Drainage</td>
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<td>SR-40</td>
<td>Chena Pump Road Bike/Pedestrian Facility Rehabilitation</td>
<td>$1.6</td>
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<td>SR-41</td>
<td>Richardson Highway MP 357-362 Bicycle/Pedestrian Path</td>
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<td>SR-42</td>
<td>Fairbanks North Star Borough Transit Garage Expansion Project: Phase 1</td>
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<td>SR-43</td>
<td>Fairbanks North Star Borough Transit Garage Expansion Project: Phase 2</td>
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<td>SR-44</td>
<td>FNSB Air Quality Programs (CMAQ)</td>
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<tr>
<td>SR-45</td>
<td>FNSB Statewide Implementation Plan (SIP)</td>
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**Non-FMATS Medium-Range Subtotal:** $180.6

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**FMATS Long-Range Subtotal:** $26.4

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<td>VLR-13</td>
<td>FMATS Sidewalk Improvement Project</td>
<td>$2.5</td>
</tr>
<tr>
<td>VLR-14</td>
<td>Steamship Nenana Renovation: Fairbanks</td>
<td>$0.8</td>
</tr>
<tr>
<td>VLR-15</td>
<td>FMATS Coordinator’s Office</td>
<td>$0.5</td>
</tr>
<tr>
<td>VLR-16</td>
<td>Advance Project Definition</td>
<td>$0.1</td>
</tr>
<tr>
<td>VLR-17</td>
<td>MTP Update</td>
<td>$0.4</td>
</tr>
<tr>
<td>FMATS Very Long-Range Subtotal</td>
<td></td>
<td>$69.8</td>
</tr>
<tr>
<td>Non-FMATS Very Long-Range Projects</td>
<td></td>
<td></td>
</tr>
<tr>
<td>VLR-18</td>
<td>University Ave Widening, Stage V</td>
<td>$5.8</td>
</tr>
<tr>
<td>VLR-19</td>
<td>University Ave Widening, Stage IV - Railroad Crossing</td>
<td>$25.0</td>
</tr>
<tr>
<td>VLR-20</td>
<td>Dennis Road/Lazelle Road Corridor: Steese Expressway/Johansen Expressway–Badger Road</td>
<td>$30.0</td>
</tr>
<tr>
<td>VLR-21</td>
<td>Geist Road Improvements</td>
<td>$20.5</td>
</tr>
<tr>
<td>VLR-22</td>
<td>Johansen Expressway Interchanges</td>
<td>$30.0</td>
</tr>
<tr>
<td>VLR-23</td>
<td>Mitchell Expressway Interchange, Stages II and III</td>
<td>$60.0</td>
</tr>
<tr>
<td>VLR-24</td>
<td>Richardson Highway: 3-Mile/Old Richardson Interchange</td>
<td>$30.0</td>
</tr>
<tr>
<td>VLR-25</td>
<td>Richardson Highway: North Pole Area Interchange Phase II</td>
<td>$30.0</td>
</tr>
<tr>
<td>VLR-26</td>
<td>Richardson Highway: North Pole Area Interchange Phase III</td>
<td>$30.0</td>
</tr>
<tr>
<td>VLR-27</td>
<td>Richardson Highway Area Roadway Improvements (Local Roads)</td>
<td>$10.0</td>
</tr>
<tr>
<td>VLR-28</td>
<td>Old Steese Highway: Farmers Loop Road–Chena Hot Springs Road</td>
<td>$0.5</td>
</tr>
<tr>
<td>VLR-29</td>
<td>North Pole Roundabouts</td>
<td>$0.0</td>
</tr>
<tr>
<td>VLR-30</td>
<td>Signal Systems Upgrade</td>
<td>$0.0</td>
</tr>
<tr>
<td>VLR-31</td>
<td>Ballaine Road Bicycle Corridor: Yankovich Road–Goldstream Road</td>
<td>$4.0</td>
</tr>
<tr>
<td>VLR-32</td>
<td>East-West Regional Trail</td>
<td>$35.0</td>
</tr>
<tr>
<td>VLR-33</td>
<td>Mitchell Expressway Parallel Bicycle and Pedestrian Facilities</td>
<td>$8.0</td>
</tr>
<tr>
<td>VLR-34</td>
<td>Transit Signal Priority</td>
<td>$0.2</td>
</tr>
<tr>
<td>VLR-35</td>
<td>Rail Extension from Pioneer Park to the Morris Thompson Cultural and Visitors Center</td>
<td>$15.0</td>
</tr>
<tr>
<td>VLR-36</td>
<td>North Pole, Alaska, Road/Rail Crossing Reduction Project</td>
<td>$68.9</td>
</tr>
<tr>
<td>VLR-37</td>
<td>Fairbanks Rail Realignment</td>
<td>$100.0</td>
</tr>
<tr>
<td>Non-FMATS Very Long-Range Subtotal</td>
<td></td>
<td>$502.9</td>
</tr>
<tr>
<td>Very Long-Range Projects Total</td>
<td></td>
<td>$572.7</td>
</tr>
</tbody>
</table>
REVENUE ESTIMATES

- **National Highway System/National Highway Performance Program (NHS/NHPP)** annual funding estimate is based on the average of the last 10 years of historical funding spent within the MPA.
- **National Highway System-University Avenue (NHS-University Avenue)** is funding programmed in the approved 2018-2021 STIP Amendment #1 to the University Avenue Widening Project, which is phased over multiple years.
- **National Highway Freight Program (NHFP)** projection of $2.0 million per year based on estimated FMATS distribution from statewide funds.
- **Surface Transportation Program-FMATS (STP-FMATS)** is based on the approved 2018-2021 STIP Amendment #1 FMATS allocation that is anticipated to remain at this level.
- **Surface Transportation Program-NR (STP-NR)** was determined by the annual Preventive Maintenance funding received by the DOT&PF for the entire Fairbanks District. The M&O Fairbanks District Superintendent estimates 50 percent is spent within the MPA. It is currently estimated at $1.6 million.
- **Earmarks** are not expected in the near term.
- **State Funding-Other** is based on historical funding. Due to the current climate, FMATS does not anticipate an allocation in the near term, but conservatively estimates $1.0 million per year from 2023-2045.
- **State Funding-GO Bond** is more sporadic in nature. Securing funding is up to a public vote. Historically these requests have been approved. The estimate for the near term is based on an actual GO Bond project within the FMATS boundary (Wendell Street Bridge- $14 million; Old Steese Hwy- $22.2 million). FMATS is conservatively estimating lower than recent historical average for the out years.
- **Highway Safety Improvement Program (HSIP)** projection is estimated by the Regional Traffic and Safety Engineer for $9.1 million per year within the MPA.
- **Congestion Mitigation Air Quality-FMATS (CMAQ-FMATS)** projection is $0.8 million per year based on the current allocation.
- **Congestion Mitigation Air Quality-PM2.5 (CMAQ-PM2.5/SIP)** is estimated at $1.9 million per year as programmed in the 2016-2019 STIP Amendment #3. This funding is anticipated to continue through 2032, at which time it is assumed that the area will be well into maintenance status, having been in attainment for 5 to 10 years.
- **Transportation Alternatives (TA)** funding is based on a statewide scoring process for populations between 5,000 and 200,000.
- **Transit** funding estimates are based on the Fairbanks North Star Borough Short- & Long-Range Transit Plan Final Report projections combined with input from the Fairbanks North Star Borough Transportation Department. Near term and mid-term estimates are based on a 3 percent increase per year to follow current yearly increases. The long-term estimates are based on a more conservative estimate of 1.5 percent increase per year.
Figures 7 through 9 summarize the revenue estimates by timeframe that are anticipated to be available for non-FMATS projects in the FMATS area, as well as FMATS projects. Anticipated levels of Pavement Management, General Obligation (GO), and Congestion Management and Air Quality (CMAQ) are shown for each timeframe. The State/Other Funding estimates include anticipated levels of recurring funds from the State and Federal government, as well as state general funds and earmarks. The primary sources of revenue are State GO Bonds and Federal funds administered through the NHS, HSIP, and STP programs. Total revenue estimates are $390.0 million, $433.8 million, and $435.8 million for short range, medium range, and long range, respectively.

**Figure 7: Revenue Estimates ($ Millions)—Short Range (2019–2024)**
Figure 8: Revenue Estimates ($ Millions)—Medium Range (2025–2034)

Figure 9: Revenue Estimates ($ Millions)—Long Range (2035–2045)
ARRC PROJECT ESTIMATES

The ARRC has two major projects in the FMATS region. The cost estimates for these projects, VLR-36 and VLR-37, are contained in Table 3. Funding sources for these projects will be identified as they progress through the planning and environmental phases.
Appendix E Environmental Justice
ENVIRONMENTAL JUSTICE

FMATS works to ensure the fair treatment and meaningful involvement of all residents in the region so they all enjoy the same benefits, share the same burdens of federal transportation investments, and have equal participation. The primary intent of Environmental Justice is to demonstrate that minority and low-income communities are not be disproportionately affected in an adverse manner under the Metropolitan Transportation Plan (MTP).

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (1994), is a product of Title VI of the Civil Rights Act of 1964. Title VI prohibits discrimination on the basis of race, color, and national origin, and the Stafford Act prohibits discrimination based on distribution of benefits based on income. Both Executive Order 12898 and the US Department of Transportation (DOT) Order on Environmental Justice address persons belonging to the following groups: blacks, Hispanics, Asian Americans, American Indians, Alaskan Natives, and low-income households (household incomes below the US Department of Health and Human Services poverty guidelines).

Federal guidance for Metropolitan Planning Organizations (MPOs) when developing the MTP includes the evaluation of transportation projects to determine that they do not burden environmental justice areas when compared to the overall network of current and committed future projects. Environmental Justice seeks to ensure that minority and low-income populations:

- Have access to the decision-making process
- Realize benefits from investments that are commensurate with the population as a whole
- Do not shoulder a disproportionate share of the negative effects and burdens resulting from the implementation of transportation projects
- Do not incur a disproportionate share of the financial cost

The Environmental Justice requirements also influence public involvement, and these requirements are satisfied under the MPO’s Public Participation Plan and the additional outreach steps taken for the MTP public involvement efforts to reach minority and low-income communities.

Minority and Low-Income Population Identification

To guide compliance with Environmental Justice and Title VI, the ethnic and income status of the Fairbanks North Star Borough was considered, given that the urbanized area of Fairbanks is the economic, educational, and medical hub of the area. Data for age, sex, and race from the 2010 census is presented below.
### Age and Sex

<table>
<thead>
<tr>
<th>Total</th>
<th>Male</th>
<th>Female</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>710,231</td>
<td>369,628</td>
</tr>
<tr>
<td>Under 5 years</td>
<td>53,996</td>
<td>27,896</td>
</tr>
<tr>
<td>5 to 9 years</td>
<td>50,087</td>
<td>26,038</td>
</tr>
<tr>
<td>10 to 14 years</td>
<td>50,816</td>
<td>26,147</td>
</tr>
<tr>
<td>15 to 19 years</td>
<td>52,141</td>
<td>27,179</td>
</tr>
<tr>
<td>20 to 24 years</td>
<td>54,419</td>
<td>29,706</td>
</tr>
<tr>
<td>25 to 29 years</td>
<td>55,419</td>
<td>29,307</td>
</tr>
<tr>
<td>30 to 34 years</td>
<td>47,708</td>
<td>24,864</td>
</tr>
<tr>
<td>35 to 39 years</td>
<td>46,833</td>
<td>23,731</td>
</tr>
<tr>
<td>40 to 44 years</td>
<td>47,141</td>
<td>24,646</td>
</tr>
<tr>
<td>45 to 49 years</td>
<td>54,726</td>
<td>28,398</td>
</tr>
<tr>
<td>50 to 54 years</td>
<td>56,300</td>
<td>29,288</td>
</tr>
<tr>
<td>55 to 59 years</td>
<td>49,971</td>
<td>26,394</td>
</tr>
<tr>
<td>60 to 64 years</td>
<td>36,938</td>
<td>19,231</td>
</tr>
<tr>
<td>65 to 69 years</td>
<td>22,202</td>
<td>11,714</td>
</tr>
<tr>
<td>70 to 74 years</td>
<td>13,148</td>
<td>6,662</td>
</tr>
<tr>
<td>75 to 79 years</td>
<td>8,892</td>
<td>4,150</td>
</tr>
<tr>
<td>80 to 84 years</td>
<td>5,985</td>
<td>2,620</td>
</tr>
<tr>
<td>85 years and over</td>
<td>4,711</td>
<td>1,660</td>
</tr>
</tbody>
</table>

#### Median age

<table>
<thead>
<tr>
<th>Gender</th>
<th>Male</th>
<th>Female</th>
</tr>
</thead>
<tbody>
<tr>
<td>Both</td>
<td>33.8</td>
<td>34.1</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Race</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>White</td>
<td>473,576</td>
<td>66.7</td>
</tr>
<tr>
<td>Black</td>
<td>23,263</td>
<td>3.3</td>
</tr>
<tr>
<td>American Indian/AK Native</td>
<td>104,871</td>
<td>14.8</td>
</tr>
<tr>
<td>Asian</td>
<td>38,135</td>
<td>5.4</td>
</tr>
<tr>
<td>Pacific Islander</td>
<td>7,409</td>
<td>1.0</td>
</tr>
<tr>
<td>Other</td>
<td>11,102</td>
<td>1.6</td>
</tr>
<tr>
<td>Two or more races</td>
<td>51,875</td>
<td>7.3</td>
</tr>
</tbody>
</table>

### Race
The poverty status from 2012 to 2016 from the American Community Survey 5-year estimates is shown below.

<table>
<thead>
<tr>
<th>Subject</th>
<th>Fairbanks North Star Borough, Alaska</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population for whom poverty status is determined</td>
<td></td>
</tr>
<tr>
<td>AGE</td>
<td></td>
</tr>
<tr>
<td>Under 18 years</td>
<td>23,949</td>
</tr>
<tr>
<td>18 to 64 years</td>
<td>64,190</td>
</tr>
<tr>
<td>65 years and over</td>
<td>13,279</td>
</tr>
<tr>
<td>85 years and over</td>
<td>7,810</td>
</tr>
<tr>
<td>WORK EXPERIENCE</td>
<td></td>
</tr>
<tr>
<td>Population 18 years and over</td>
<td>74,333</td>
</tr>
<tr>
<td>Worked full-time, year-round in the past 12 months</td>
<td>35,021</td>
</tr>
<tr>
<td>Worked part-time or part-year in the past 12 months</td>
<td>22,919</td>
</tr>
<tr>
<td>Did not work</td>
<td>16,393</td>
</tr>
<tr>
<td>ALL INDIVIDUALS WITH INCOME BELOW THE FOLLOWING POVERTY RATIOS</td>
<td></td>
</tr>
<tr>
<td>50 percent of poverty level</td>
<td>(X)</td>
</tr>
<tr>
<td>125 percent of poverty level</td>
<td>(X)</td>
</tr>
<tr>
<td>150 percent of poverty level</td>
<td>(X)</td>
</tr>
<tr>
<td>175 percent of poverty level</td>
<td>(X)</td>
</tr>
<tr>
<td>200 percent of poverty level</td>
<td>(X)</td>
</tr>
<tr>
<td>300 percent of poverty level</td>
<td>(X)</td>
</tr>
<tr>
<td>400 percent of poverty level</td>
<td>(X)</td>
</tr>
<tr>
<td>500 percent of poverty level</td>
<td>(X)</td>
</tr>
</tbody>
</table>

MTP ENVIRONMENTAL JUSTICE CONCLUSIONS

Transportation accessibility is a key component of the vision, goals, and objectives of the MTP. To help promote the implementation of these accessibility-related goals, objectives, and priorities, an assessment was performed to assess regional access needs to roadway, transit, and nonmotorized transportation networks as well as accessibility to key destinations—hospitals, schools, universities, and employment centers—via these transportation systems. The overall investments in transportation infrastructure included in this MTP span the geographic boundary and provide critical connections to the overall region. They will benefit the MPO’s population in several ways, including increased mobility, safety, time savings, and economic development/opportunity.

People in poorer households without a reliable vehicle, or with no vehicle at all, have a reduced level of mobility and access to jobs. As such, the transit improvements will disproportionately benefit low-income populations that do not have access to or financial means for personal vehicles and/or the disabled, who may not be able to operate a vehicle. In addition, investments in the pedestrian and bicycle network will assist in the mobility of low-income households.

Individual projects in the 2045 MTP may have potential negative impacts that will be studied more in depth during project development and design. Although many impacts can be mitigated through context-sensitive design, some impacts may be unavoidable due to the conflict between providing increased capacity and mobility with encroachment onto private property. Often, a project’s net impact is not always entirely clear and can be perceived differently by neighbors in the same block. Some
projects increase property values, mobility, and economic development while resulting in changes to neighborhood character, land use, or relocation.

Figure 1 shows the 2045 MTP projects and the low- and moderate-income areas within the FMATS boundary used in the MTP process. Projects serving these areas received additional points in the project screening phase, as described in Appendix D. MTP projects are distributed throughout the FMATS area and are concentrated in the Downtown/Cushman area identified in Figure 1. The low- and moderate-income region south of the Mitchell Expressway includes two planned projects, LR-9 and LR-10.

ENGAGEMENT

FMATS has an adopted Public Participation Plan (January 18, 2017) that outlines procedures used to engage residents in long-range transportation planning in a meaningful way and to ensure compliance with federal public participation requirements. In addition to procedures outlined in the plan, the team executed a variety of techniques to increase access to the project for underserved groups. People with low income, seniors, young people, limited-English speakers, and people with disabilities are all traditionally underserved. The following techniques were used to make reasonable accommodations for people in underserved groups:

- Collected comments on the online interactive map at all hours
- Increased availability of project information by posting documents on the project website
- Used social media to reach both younger and older people
- Tracked demographic data (age, income, race) of participants
- Hosted open house meetings in central, high-density areas (Bentley Mall, Noel Wien Library, and Downtown Fairbanks at the Council Chambers)
- Allowed participation by phone
- Developed visualization tools that will allow residents, especially for whom English is a second language, to understand technical concepts
- Included Google Translate widget on the website
- Advertised in Fairbanks Daily News-Miner and via radio public service announcements
- Mailed postcard with information on Open House #2 and project website to 17,700 addresses in FMATS boundary
- Represented the project at the Alaska DOT&PF Super Open House
- Direct coordination letters sent to agencies representing environmental justice populations including Tanana Chiefs, Doyon, and AHTNA

Full documentation of the public engagement effort is attached.
*62%+ of households have incomes at or below 80% of the area median income, as defined by the U.S. Department of Housing and Urban Development*
Appendix F Public Involvement Summary
PUBLIC INVOLVEMENT SUMMARY

Public involvement was integral to the creation of Envision 2045. The FMATS Envision 2045 website presented interim products that helped support development of the plan to inform the public about the process and allow for comment each step of the way. FMATS Technical Committee meetings and Policy Board meetings were open to the public, and project information was provided at local events like the Alaska Department of Transportation & Public Facilities Super Open House. Additionally, several project-specific open houses and project meetings were held throughout the course of plan development. These are as follows:

- Online Open House; November 2017
  - Input on goals, objectives, and priorities
- Interactive Map #1 (online); May–December 2017
  - Area needs
- Public Open House #1 at Bentley Mall, Fairbanks, AK; July 11, 2018
  - Input on project priorities and 1st draft of project list
- Interactive Map #2 (online); October 18–November 21, 2018
  - Input on draft project list
- Public Open House #2 at Noel Wien Public Library, Fairbanks, AK; October 24, 2018
  - Comments on public review draft

More information about each public event, including the event notice and a summary of responses, is included in the following pages.
ONLINE OPEN HOUSE: PRIORITIES, GOALS, AND OBJECTIVES; NOVEMBER 2017

Participants were asked to identify priority investment areas by ranking their top four transportation priorities. Safety and efficiency was the highest ranked priority, while integrated system was the lowest.

**Figure 1: Transportation Priorities Listed by Average Rank**

<table>
<thead>
<tr>
<th>Priority</th>
<th>Average Rank</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety and Efficiency</td>
<td>1.81</td>
</tr>
<tr>
<td>Multimodal Connections</td>
<td>2.48</td>
</tr>
<tr>
<td>Lifespan</td>
<td>2.56</td>
</tr>
<tr>
<td>Economic Development</td>
<td>2.58</td>
</tr>
<tr>
<td>Environmental Impacts</td>
<td>2.60</td>
</tr>
<tr>
<td>Integrated System</td>
<td>3.18</td>
</tr>
</tbody>
</table>

**Priority Ranking**

Participants were asked to tell us their top transportation network priorities. Roadway facilities and roadway maintenance were the top priorities, while transit enhancements were the lowest.

**Figure 2: Network Priorities Listed by Average Rank**

<table>
<thead>
<tr>
<th>Priority</th>
<th>Average Rank</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roadway Facilities</td>
<td>2.13</td>
</tr>
<tr>
<td>Roadway Maintenance</td>
<td>2.14</td>
</tr>
<tr>
<td>Bicycle Facilities</td>
<td>2.31</td>
</tr>
<tr>
<td>PedBike Maintenance</td>
<td>2.39</td>
</tr>
<tr>
<td>Pedestrian Facilities</td>
<td>2.91</td>
</tr>
<tr>
<td>Transit Enhancements</td>
<td>3.00</td>
</tr>
</tbody>
</table>
Budget Allocation

Participants were asked how they would allocate funding among the following categories:

- Bicycle Safety
- Pedestrian Safety
- Bicycle System Expansion
- Pedestrian System Expansion
- Motor Vehicle Roadway Safety
- Motor Vehicle Roadway Expansion
- Transit Expansion

Motor vehicle roadway safety and bicycle safety had the highest funding allocations, while transit expansion had the lowest.

**Figure 3: Budget Allocation Totals**

<table>
<thead>
<tr>
<th>Budget Spent</th>
<th>Total</th>
<th>Average of Total</th>
<th>Median of Total</th>
<th>%GT Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bicycle Safety</td>
<td>671.00</td>
<td>17.21</td>
<td>13.00</td>
<td>17.11%</td>
</tr>
<tr>
<td>Bicycle System Expansion</td>
<td>650.00</td>
<td>16.67</td>
<td>20.00</td>
<td>16.57%</td>
</tr>
<tr>
<td>Motor Vehicle Roadway Expansion</td>
<td>431.00</td>
<td>11.05</td>
<td>5.00</td>
<td>10.99%</td>
</tr>
<tr>
<td>Motor Vehicle Roadway Safety</td>
<td>749.00</td>
<td>19.71</td>
<td>20.00</td>
<td>19.10%</td>
</tr>
<tr>
<td>Pedestrian Safety</td>
<td>553.00</td>
<td>14.55</td>
<td>13.00</td>
<td>14.10%</td>
</tr>
<tr>
<td>Pedestrian System Expansion</td>
<td>476.00</td>
<td>13.22</td>
<td>10.00</td>
<td>12.14%</td>
</tr>
<tr>
<td>Transit Expansion</td>
<td>392.00</td>
<td>10.32</td>
<td>10.00</td>
<td>9.99%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>3,922.00</td>
<td><strong>14.69</strong></td>
<td><strong>11.00</strong></td>
<td><strong>100.00%</strong></td>
</tr>
</tbody>
</table>
Demographics

Voluntary information was collected on participant’s demographics.

Figure 5: Ethnicity

<table>
<thead>
<tr>
<th>Question</th>
<th>Optional What is your ethnicity</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Count</td>
<td>%GT Count</td>
</tr>
<tr>
<td>AsianPacific Islander</td>
<td>1</td>
<td>2.86%</td>
</tr>
<tr>
<td>HispanicLatino</td>
<td>1</td>
<td>2.86%</td>
</tr>
<tr>
<td>Native American</td>
<td>1</td>
<td>2.86%</td>
</tr>
<tr>
<td>WhiteCaucasian</td>
<td>32</td>
<td>91.43%</td>
</tr>
</tbody>
</table>
Figure 6: Age

<table>
<thead>
<tr>
<th>Answer</th>
<th>Count</th>
<th>%GT Count</th>
<th>Total</th>
<th>%GT Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>1833</td>
<td>14</td>
<td>37.84%</td>
<td>14</td>
<td>37.84%</td>
</tr>
<tr>
<td>3454</td>
<td>9</td>
<td>24.32%</td>
<td>9</td>
<td>24.32%</td>
</tr>
<tr>
<td>550Over</td>
<td>14</td>
<td>37.84%</td>
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Figure 7: Home Zip Code

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Figure 8: Primary Mode of Transportation

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<tr>
<td>Walk</td>
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<td>2.70%</td>
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INTERACTIVE MAP 1 (ONLINE); MAY–DECEMBER 2017

Comments Received: 158

Comments by category

- 77 Bicycle
- 37 Pedestrian
- 54 Safety
- 26 Streets and Highways
- 6 Public Transportation
- 1 Rail

Bicycle/Pedestrian Comments

Bicycle/pedestrian comments received were broken down into the following categories:

- 51 Safety
- 36 New Facilities
- 21 Road Widening
- 19 Maintenance
- 8 Access
- 5 Pavement Improvements

The majority of the comments in the bicycle and pedestrian categories were regarding safety and new facilities.
Bike Comments with Most Support/Likes (more than 10):

- Widen Yankovich Rd. shoulders to improve bike safety from LARS to Ballaine Rd.
- Roland Rd has the highest traffic for a street its size in the borough. The area is rapidly developing and Roland is the bottle neck that empties a very large ever growing community onto Chena Pump Rd. Its an incredibly narrow road that does not meet the boroughs own standards. When two cars pass each take they take up the entire road and there is no should for bikes or walkers to escape to. There are also sections with sheer drops off it is very dangerous. Please PLEASE consider Roland to be put in the upcoming long term plans.
- Widen bridge to allow safe bike crossing (University Avenue over Chena River)
- The merge lane at Auburn is particularly dangerous for bicycles. There is no way to see around the corner when approaching along the bike trail and no stop sign for traffic. (Aubrun Drive and Farmers Loop Road)
- Please reconsider the plan to turn all of College road into a two-lane road with middle turn lane and wide paved shoulders for bikes. Bikes and pedestrians together on sidewalks make an unsafe mix.
- Roland Road has never been the best road, but with the increase in traffic I no longer feel it’s safe to let my kids bike on it. It’s narrow (hardly two lanes in some places) and there’s no shoulder at all.
- Pave the unpaved sections of the bike path along Sheep Creek and Miller Hill.

Pedestrian Comments with Most Support/Likes (more than 7):

- Continue bike path along yankovich for many pedestrians that use this area. Unsafe with such a narrow shoulder
- Create a crosswalk for pedestrians parking on the west side and crossing to use the UAF trail system on the right side, as well as for bikers who need to cross to turn onto the Sheep Creek Extension. The turn/crossing where the two roads and the railroad tracks converge is dangerous and confusing.
- Create a crosswalk across college in this area, and flashing pedestrian lights so people can cross safely to access the many businesses on either side.
- Bike path is un-ridable due to damage. Fix for pedestrians or widen shoulder instead

Safety Comments with Most Support/Likes (more than 10):

- We need a bike path or large shoulder. Roland is not safe for the amount of traffic it sees and for the families in these neighborhoods. Don't want to risk my childrens safety just to get to other bike trails! So much new development without any expansion to an over used road in ROLAND!
- Roland Road is extremely hazardous to vehicles, bicyclist, and pedestrians. With the increased development in the Chena Hills area, the traffic levels have also increased on this road as it is the main entrance into this area. There are no shoulders or walkways for bicycle and pedestrian traffic to safely use the road with vehicles. There have been two major accidents
on this road, one resulting in a fatality. This road needs immediate attention before someone else gets hurt.

- Roland Rd. is very narrow, with almost non-existent shoulders, leaving only room for two cars to pass each other, but not bikes or pedestrians. If there is a bike or pedestrian on the road, cars must pull into the oncoming traffic lane to get by. There is no escape path if a bicyclist or pedestrian needs to get off the road to avoid being hit. There are deep ditches, and a steep drop off in one place, so if cars go off the road they roll. This road needs added shoulders, guard rails, and if possible a bike or pedestrian path. It is the main exit/entrance point for a growing number of homes as there is quite a bit of development in the area.
PUBLIC OPEN HOUSE AT BENTLEY MALL, FAIRBANKS - JULY 11, 2018

The public open house involved members of the project team informing the public about draft projects and gathering the public’s priorities and other comments about the draft project list. A draft project list and boards with maps of project locations helped inform the participants. The following projects were considered priorities by participants:

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<tr>
<th>Project Reference Number</th>
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<tbody>
<tr>
<td>3</td>
<td>FMATS Sidewalk Improvement Project</td>
</tr>
<tr>
<td>6</td>
<td>Barnette Street Improvements</td>
</tr>
<tr>
<td>8</td>
<td>McGrath Road Upgrade</td>
</tr>
<tr>
<td>11</td>
<td>Fairbanks Bicycle Route Signage and Pavement Markings</td>
</tr>
<tr>
<td>12</td>
<td>Yankovich Road/Miller Hill Road Reconstruction</td>
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<tr>
<td>15</td>
<td>Wembley Avenue: Aurora Drive–Danby Street</td>
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<td>30</td>
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<tr>
<td>32</td>
<td>Danby Street/Wembley Roundabout (HSIP)</td>
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<td>37</td>
<td>Wendell Avenue Bridge: Fairbanks</td>
</tr>
<tr>
<td>46</td>
<td>Fairbanks Cushman Street Bridge Rehabilitation</td>
</tr>
<tr>
<td>47</td>
<td>Minnie Street Reconstruction</td>
</tr>
<tr>
<td>52</td>
<td>Bradway Road Reconstruction</td>
</tr>
<tr>
<td>58</td>
<td>College Road Reconstruction Stage II</td>
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<td>71</td>
<td>Lacey Street Reconstruction</td>
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<tr>
<td>80</td>
<td>Chena Pump Road Roundabout Interchange</td>
</tr>
<tr>
<td>86</td>
<td>Farmers Loop–Chena Hot Springs Road Trail Connections: FNSB</td>
</tr>
<tr>
<td>114</td>
<td>University Ave Widening, Stage IV: Railroad Crossing</td>
</tr>
<tr>
<td>157</td>
<td>Richardson Highway Corridor Plan</td>
</tr>
<tr>
<td>163</td>
<td>College Road Complete Street (University Avenue to Steese Expressway)</td>
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<tr>
<td>167</td>
<td>Fairbanks International Airport to South University Avenue Bicycle and Pedestrian Facility</td>
</tr>
<tr>
<td>169</td>
<td>Chena Lakes–Plack Road Bicycle and Pedestrian Facilities</td>
</tr>
<tr>
<td>172</td>
<td>Fairbanks–North Pole Bicycle and Pedestrian Multi-Use Path</td>
</tr>
</tbody>
</table>

Other comments included:

- Farmer's Loop near Steese [needs repaving]
- Farmer's Loop- need lights to signal slow speeds for moose
- Steese/Post Office Road [needs repaving]
- The beginning [bus] stops from hotels such as the Hampton Inn or Holiday Inn is quite a walk to get to a [bus] stop, especially in [the] rain. Once on the bus it is clean, friendly, and takes you to every tourist stop.
- #25- If traffic projections don't warrant a roundabout, the state should look at right-sizing Airport Way from Fred Meyer to the airport and [to] provide multi-modal connectivity.
- The bikepath from Airport Way to Badger Road: this project has been in design a long while. It has a set footprint and should not need to be delayed for much larger interchange projects. Richardson Highway 356-362 bike path needs to be re-inserted in the MTP as a top priority with #11 on the map as a second priority.
- Wendell Street Bridge push buttons [do not work]
- Wider shoulders and/or sidewalks on Yankovich Road
- Paving Peridot Way
- Rosie Creek needs widening badly and [a] guard rail.
- Elliot Highway to Dalton needs improvement
Comments Received: 158

Comments with Most Support/Likes (more than 5):

- A fantastic plan to improve safe crossing of Chena Pump Road. I'm for it!
- I really love walking on the IALT lands across from Woodriver elementary but we could use a safe way for students to cross the road to get there! Pearl Creek has great ski trails for students to use for Ski club and Running club after school and the addition of this park would be such a great addition to the opportunities for Woodriver students! Maybe a tunnel under the road? Those work great in Anchorage parks! Then all the traffic out Chena Pump road wouldn't be disrupted either! (also repaving that super bumpy bike path while we’re at it;)
- Chena Pump Road needs a safe crossing point for pedestrians - the demand for this is evident and a new public park will only exacerbate things. A tunnel under Chena Pump to the new conservation park will improve the quality of life for all residents in the area and provide a safe route for children attending Woodriver Elementary. It's high time for Fairbanks to invest in better pedestrian infrastructure.
- I was out walking in this area a couple weekends ago, and I noticed a real need for a place to safely cross Chena Pump Road, especially now that the property owned by the Land Trust is publicly accessible. It's a really hazardous and wide road.
- A pedestrian tunnel between the Chinook Conservation Park and Woodriver is a fantastic suggestion to have a safe way for pedestrians to cross such a busy road.
- Need better access from WoodRiver School to the Chinook Conservation Park on the other side of Chena Pump Road. This would be a great resource for the students and teachers if they could safely walk there
- Chena Pump is a major traffic artery and safe crossing points for non-vehicular traffic are limited. A tunnel would improve summer and winter recreational and pedestrian access to the green space to the west, as well as pedestrian traffic to and from Woodriver Elementary School.
- Improved pedestrian access across Chena Pump Road is needed in this area. With the coming Chinook Conservation Park safe access to the park will be important, and a pedestrian tunnel will make for continuous (and fast) connection between the Chena Ridge and University West neighborhoods.
PUBLIC OPEN HOUSE AT NOEL WIEN PUBLIC LIBRARY; OCTOBER 24, 2018

The public open house involved members of the project team informing the public about the proposed list of 2045 MTP projects. Excerpts for the MTP Executive Summary providing background material, a project list, and boards with maps of project locations helped inform the participants. Additionally, participants were informed of the full Public Review Draft on the FMATS website and the interactive map for additional information and commenting opportunities.

The following public comments were received at the open house:

- I cycle almost every day. Primarily Chena Ridge/West, and into town. I would recommend you save your $ building new bike trails and just ensure large shoulders. Bike paths get destroyed by tree roots in as few as 5-6 years and receive so little maintenance. Most cyclists just stick to the roads anyway.
- Priority for roundabouts and intersection lighting: (1) Nelson and Hurst (high accident location, bicyclist hit at 40 mph) (2) Hurst and Dawson (3) Plack and Nelson. Congestion on Plack Rd -> traffic turning onto Badger -> bolt across, end up in ditch. Area growing, getting more congested, unsafe. New homes w/ F35s and pop. growth.
- MR-16 Remove "Bridge" from title Wendell Ave Bridge Study - can be confusing in relation to SR-31 Wendell Ave Bridge: Fairbanks
- MR-37 In description insert "for seasonal use" - need area for snow storage (berms) in winter
- MR-1 southbound bike lane needs to be seasonal use to accommodate snow storage (berm)
- MR-2 shoulder to accommodate bicyclist needs to be seasonal - for winter snow storage (berm)
- LR-8 - insert "seasonal" bicycle boulevard treatments
- I commuted by bicycle this summer along the Johansen Expressway from the area of Danby -> University. It is great to have a bicycling path separate from traffic. BUT I have been surprised and concern for a couple areas along the route. My biggest concern were at the base of the path that drops down to an intersection with Aurora. The path drops the cyclist into the midst of a 3-way intersection WITH an additional exit ramp from the Johansen that brings a lot of semi-tractor trailers across the path that people (including kids) are asked to cross. Please correct this poorly planned location.

The following pages provide the following for each public event and FMATS public meeting:

- Open house input sheet
- Gender and race/ethnicity information for participants
- Confirmation of publication in the local newspaper (the Daily News-Miner)
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ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

TITLE VI REPORT

Section: FMATS  Region: Northern

Prepared by: Alicia Stevens  Facilitated by: Donna Gardino

Meeting Location: City of Fairbanks, Council Chambers, 800 Cushman St. Fbks, AK

Date: March 24, 2017  Time: 2:00 p.m. – 3:20 p.m.

Project No. (Federal/State):

Project Name: FMATS Metropolitan Transportation Plan Kick-off Meeting

Purpose: (check all that applies)

X  Public Meeting  ____ EIS  ____ *CAG (Citizen’s Advisory Group)

____ Project Scope  ____ EA  ____ Other:

Method of advertisement: Two day advertisement in Fairbanks Daily News-Miner, State of Alaska Online Public Notice; Fairbanks North Star Borough Online Public Notice, FMATS Website, Radio Public Service Announcements, Email Invitation, Twitter, Facebook, LinkedIn Announcement/ads attached.

Number of people present at the public meeting: 6  (copy of sign-in sheet attached –some attendees did not sign in, 6 attended via telephone)

Number of Minority present: 0  Number of Women present: 5

Was an interpreter required? YES  NO

If yes, for what language(s) ____________________________________________

- Describe Title VI issues (potential disparate impact(s)), if any.  N/A
- If applicable, were Title VI issues addressed in the meeting? How?  N/A
- If applicable, were Title VI issues resolved? If not, please explain.  N/A

Other Comments:  N/A
*This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Fairbanks Metropolitan Area Transportation System.

FAIRBANKS METROPOLITAN AREA TRANSPORTATION SYSTEM

SIGN IN SHEET

PROJECT NAME: Metropolitan Transportation Plan Kick-off Meeting DATE: March 24, 2017

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Hidden for Privacy of Participants
Why Should I Attend the Open House for Envision 2045? This update to the long-range transportation plan describes the existing transportation system, outlines future needs, and planned projects to address those needs.

To View the Full Plan and Supporting Information Visit:
- http://fmats.us/2045_mtp/
- facebook.com/fmats.alaska
- twitter.com/FMATS

For Additional Information Contact: Jackson Fox 907-459-6786 / jackson.fox@fmats.us

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For Additional Information Contact: Jackson Fox 907-459-6786 / jackson.fox@fmats.us
Your Input on Transportation Matters
Open House
Wednesday, October 24, 2018
3:30 p.m. to 6:00 p.m.
Noel Wien Public Library
FMATS METROPOLITAN TRANSPORTATION PLAN
KICK-OFF MEETING

Friday, March 24, 2017 • 2:00-3:30 PM
Council Chambers, Fairbanks City Hall
800 Cushman Street

The FMATS Metropolitan Transportation Plan (MTP) Kick-off Meeting will be held on Friday, March 24th from 2:00 to 3:30pm in the Fairbanks City Council Chambers. The meeting will be held to discuss the scope, schedule and process for updating the plan. To participate via telephone, call 907-459-6769.

THE PUBLIC IS WELCOME AND ENCOURAGED TO ATTEND
The FMATS public hearing requirements agree to use the TIP development process to satisfy the public hearing requirements of Section 5307(c). The public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the program-of projects requirements of the Urbanized Area Formula Program. See 23 C.F.R. Part 450 and 49, C.F.R. Part 613 (specifically Subpart B, “Statewide Transportation Planning,” and Subpart C, “Metropolitan Transportation Planning and Programming”). The public involvement process is described at 23 C.F.R. Section 450.316(b). FMATS complies with the AKDOT&PF Title VI Nondiscrimination Policy, and operates Federal Programs without regard to race, religion, color, gender, age, marital status, ability, or national origin. Full FMATS Title VI Nondiscrimination Policy or file a complaint: http://www.fmats.us/civilrights. Individuals with disabilities who may need auxiliary aids, services and/or special modifications to participate in this public meeting should contact Donna Gardino at (907) 459-6786 or email: web@fmats.us. For a TEXT phone dial (907) 459-6718.

Working together to achieve safe and efficient multi-modal transportation solutions.
The Fairbanks Metropolitan Area Transportation System (FMATS) is currently updating the Metropolitan Transportation Plan (MTP) in compliance with the Fixing America’s Surface Transportation Act (FAST Act). The plan lays out a long-range vision for the transportation system in the urbanized area of the Fairbanks North Star Borough, including Fairbanks and North Pole. It describes the existing transportation system, outlines future needs, and identifies planned projects to meet those needs. Projects include the project cost and planned timeframe of implementation given expected funding.

FMATS seeks agency input on the MTP Public Review Draft and associated project lists. The Draft MTP is available on the website [http://fmats.us/2045_mtp](http://fmats.us/2045_mtp).

All comments are due by 5:00 p.m. (Alaska time) on November 21, 2018.

To ensure that your comments are addressed in the project’s documentation, please refer to the project as MTP Update Comments in your subject line and send or e-mail your comments to:

Alicia Stevens, FMATS, Transportation Planner  
C/O City of Fairbanks  
800 Cushman St  
Fairbanks, AK 99701  
Phone: 907.459.6805  
alicia.stevens@fmats.us

Should you have any questions, feel free to contact Alicia Stevens (contact information above).
<table>
<thead>
<tr>
<th>Name</th>
<th>Agency</th>
<th>Position</th>
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<tbody>
<tr>
<td>James Fish</td>
<td>Environmental Conservation</td>
<td>Environmental Protection Specialist IV</td>
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<tr>
<td>Cindy Heil</td>
<td>ADEC Air Non-Point and Mobile Source</td>
<td>Program Manager</td>
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<tr>
<td>Emma Cayer</td>
<td>ADFG - Threatened and Endangered Species</td>
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<tr>
<td>Audra Brase</td>
<td>ADFG -Habitat</td>
<td>Regional Supervisor</td>
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<tr>
<td>Laura Jacobs</td>
<td>Environmental Conservation</td>
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<td>Judith Bittner</td>
<td>DNR</td>
<td>Chief, Office of History &amp; Archaeology</td>
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<tr>
<td>Roy Tansy Jr</td>
<td>AHTNA</td>
<td>Executive Vice President</td>
</tr>
<tr>
<td>Geoff Beyersdorf</td>
<td>BLM - Fairbanks District</td>
<td>District Manager</td>
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<tr>
<td>Doyon</td>
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<tr>
<td>Jennifer Curtis</td>
<td>EPA - Environmental Review and Sediment Management Unit</td>
<td>Staff</td>
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<tr>
<td>Deb Hickock</td>
<td>Fairbanks Convention &amp; Visitors Bureau</td>
<td>President and CEO</td>
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<tr>
<td>Robert D Mecum</td>
<td>NOAA Fisheries</td>
<td>Deputy Regional Administrator</td>
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<tr>
<td>Carrie McEnteer</td>
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<td>Strategic Planning Specialist</td>
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<tr>
<td>Lisa Graham</td>
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<td>Cultural Resource Specialist</td>
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<tr>
<td>Sara Conn</td>
<td>USFWS - Fairbanks</td>
<td>Field Supervisor</td>
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<tr>
<td>Bob Henszey</td>
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<td>Branch Chief Conservation Planning</td>
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<td>Olson, Ian</td>
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<td>Planning, Analysis &amp; Institutional Research</td>
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The FMATS Metropolitan Transportation Plan (MTP) Kick-off Meeting will be held on Friday, March 24th from 2:00 to 3:30pm in the Fairbanks City Council Chambers. The meeting will be held to discuss the scope, schedule and process for updating the plan.

The public is welcome to attend.

To participate via telephone, call the conference line: 907-459-6769

For more information, please contact:
Ms. Donna Gardino, MPO Coordinator
FMATS
800 Cushman Street
Fairbanks, AK 99701-4615
Telephone: (907) 459-6786
Fax: (907) 459-6783
Email: web@fmats.us
Website: www.fmats.us
FMATS Metropolitan Transportation Plan Kick-Off Meeting

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Fairbanks, AK 99701-4615

Telephone: (907) 459-6786

Fax: (907) 459-6783

Email: web@fmats.us

Website: www.fmats.us
Metropolitan Transportation Plan Kick-Off Meeting 3/24

Metropolitan Transportation Plan (MTP) Kick-Off Meeting

Friday, March 24, 2017
2:00 – 3:30 PM
Council Chambers
800 Cushman Street, Fairbanks

The Metropolitan Transportation Plan (MTP) is the long-range transportation plan for the Metropolitan Planning Area (MPA). The kick-off meeting is being held to start the update of the plan.

The scope, schedule and process of the update will be discussed at the kick-off meeting. For more information on the MTP, visit http://fmats.us/programs/metropolitan-transportation-plan/.

To participate via telephone, call 907-459-6759.
Metropolitan Transportation Plan Kick-Off Meeting
3/24

The Metropolitan Transportation Plan (MTP) is the long-range transportation plan for the Metropolitan Planning Area (MPA). The kick-off meeting is being held to start the update of the plan.

FMATS.US
The Fairbanks Metropolitan Area Transportation System (FMATS) plans for local multi-modal transportation system investments that work for the betterment of the community. FMATS is the Metropolitan Planning Organization (MPO) for the Fairbanks, Alaska region. The planning area

Uncover unique insights about Fairbanks Metropolitan Area Transportation System - FMATS

- Employee distribution by department
- Employee growth rates
- Notable leadership additions
- Trends in hiring activity

Recent Updates

**Fairbanks Metropolitan Area Transportation System - FMATS**

Fairbanks City Council Chambers, 2-3:30PM

**Metropolitan Transportation Plan Kick-Off Meeting 3/24**

fmats.us - The Metropolitan Transportation Plan (MTP) is the long-range transportation plan for the Metropolitan Planning Area (MPA). The kick-off meeting is being held to start the update of the plan. The scope, schedule and process of the update will be...

Targeted to: All Followers

0 impressions 0 clicks 0 interactions 0.00% engagement

Sponsor update

Like - Comment - Pin to top - 1 second ago
FMATS
@FMATS
The Fairbanks Metropolitan Area Transportation System (FMATS) plans for transportation system investments that work for the betterment of all citizens.

Fairbanks, Alaska
fmats.us

Kick-off Meeting for the Metropolitan Transportation Plan update on Friday, 3/24, 2-3:30pm in Council Chambers
fmats.us/2017/03/21/met...
The FMATS Metropolitan Transportation Plan (MTP) Kick-off Meeting will be held on Friday, March 24th from 2:00 to 3:30pm in the Fairbanks City Council Chambers. The meeting will be held to discuss the scope, schedule and process for updating the plan. The public is welcome to attend. To participate via telephone, call the conference line at 907-459-6769. For more information, please contact: Donna Gardino, MPO Coordinator, at (907) 459-6786 or email: donna.gardino@fmats.us.
ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

TITLE VI REPORT

Section:  FMATS  Region:  Northern
Prepared by:  Deborah Todd  Facilitated by:  Alicia Stevens-FMATS/Andrew Ooms
& Camilla Dartnell-Kittleson

Meeting Location:  Bentley Mall, 32 College Rd., Fairbanks, AK
Date:  July 11, 2018  Time:  4:00 p.m. – 7:00 p.m.
Project No. (Federal/State):

Project Name:  2045 Metropolitan Transportation Plan Open House

Purpose:  (check all that applies)
   X  Public Meeting  ___  EIS  ___  *CAG (Citizen’s Advisory Group)
   ___  Project Scope  ___  EA  ___  Other:
   Method of advertisement:  Two day advertisement in Fairbanks Daily News-Miner, State of
   Alaska Online Public Notice; Fairbanks North Star Borough Online Public Notice, FMATS
   Website, Radio Public Service Announcements, Email Invitation, Twitter, Facebook, LinkedIn
   Announcement/ads attached.

Number of people present at the public meeting:  17  (copy of sign-in sheet attached –
   some attendees did not sign in,  0  attended via telephone)

Number of Minority present:  _________  Number of Women present:  9

Was an interpreter required?  YES  NO
If yes, for what language(s)  

•  Describe Title VI issues (potential disparate impact(s)), if any.  N/A
•  If applicable, were Title VI issues addressed in the meeting? How?  N/A
•  If applicable, were Title VI issues resolved? If not, please explain.  N/A

Other Comments:  N/A
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<th>DATE: July 11, 2018</th>
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RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)
*This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Fairbanks Metropolitan Area Transportation System.

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Metroplitan Transportation Plan 2045 Update

OPEN HOUSE
Wednesday, July 11th, 4-6 p.m.
Bentley Mall, 32 College Rd, Fairbanks
East Entrance Open Area

Envision 2045 is a community-driven FMATS project to improve transportation in our region and comply with state and federal requirements. This update to the Metropolitan Transportation Plan will drive growth and lay out a long-range vision for the transportation system in the Fairbanks metropolitan area through the year 2045.

The purpose of this open house is to hear which projects are most important to you. A preliminary list of projects can be found on the website http://fmats.us/2045_mtp/.

GOALS:
• Coordinate planning efforts for smart growth.
• Provide for a safe and connected multi-modal transportation system.
• Protect the environment and improve air quality.
• Reduce maintenance costs.
• Support future economic development.

Contact Us
Fairbanks Metropolitan Area Transportation System (FMATS)
800 Cushman Street
Fairbanks, AK 99701
Phone: 907-459-6786
Email: web@fmats.us
Hey Fairbanks! Do you drive? Bike? Walk? Take the bus? Then you may be interested in how FMATS is planning for the future transportation system.

OPEN HOUSE: 2045 Metropolitan Transportation Plan

500 people reached

Boosted on Jul 05
Audience: United States Fairbanks (+50 mi) Alaska...
2045 MTP: In Progress

Introduction

FMATS is updating the Metropolitan Transportation Plan (MTP), branded as Envision 2045, in order to improve transportation for our region and comply with state and federal requirements.

Envision 2045 is a community-driven effort by FMATS to improve transportation for our region. This update to the Metropolitan Transportation Plan will plan for growth and lay out a long-range vision for the transportation system in the Fairbanks metropolitan area through the year 2045.

The goals to be reviewed in this update include:

1. Coordinate planning efforts to provide an integrated transportation and land use system that embodies smart growth principles and stimulates the economy to grow.
2. Provide a safe, efficient, secure, and interconnected multi-modal transportation system for all users.
3. Protect the environment, improve air quality, and promote energy efficiency.
4. Optimize the utility and lifespan of the existing transportation system.
5. Ensure adequate transportation facilities to support economic development.
6. Facilitate an open, honest, and transparent decision-making process conducted through constructive two-way communication between the project team, agencies, and the public.

OPEN HOUSE: Accepting Public Comments NOW!

Preliminary List of Projects: 2045 MTP Draft Project Candidate List

Map: 2045 MTP Draft Project Candidate Map

Comment Form: Comment Sheet 7-11-2018 OpenHouse

Comments are due on July 30, 2018

Interactive Map

Visit the interactive map and leave comments within the project area.

You can zoom in, pan around, and click on a specific point to leave a comment.

Comments can be made to address issues, deficiencies, and observations of:

- Streets and Highways
- Public Transportation
The Fairbanks Metropolitan Area Transportation System (FMATS) plans for transportation system investments that work for the betterment of all citizens.

- Joined June 2012
- fmats.us

**FMATS @FMATS · 19h**
Happening Now! Open House for our Long Range Plan in Bentley Mall. We are here until 6pm. – at Bentley Mall

**FMATS @FMATS · 24h**
Open House TODAY! 4-6pm
Envision 2045: FMATS Metropolitan Transportation Plan Update
The purpose of this open house is to get your feedback on the draft list of candidate projects. A preliminary list of projects can be found on the website [fmats.us/2045_mtp](http://fmats.us/2045_mtp).
ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

TITLE VI REPORT

Section: FMATS  Region: Northern

Prepared by: Deborah Todd  Facilitated by: Jackson Fox & Kittelson & Assoc.

Meeting Location: Noel Wien Public Library Conf. Rm. 1215 Cowles St., Fbks, AK

Date: October 24, 2018  Time: 3:30 p.m. – 6:00 p.m.

Project No. (Federal/State):

Project Name: FMATS Envision 2045 Metropolitan Transportation Plan Open House

Purpose: (check all that applies)

X  Public Meeting  ____ EIS  ____ *CAG (Citizen’s Advisory Group)

____ Project Scope  ____ EA  ____ Other:

Method of advertisement: Two day advertisement in Fairbanks Daily News-Miner, State of Alaska Online Public Notice; Fairbanks North Star Borough Online Public Notice, FMATS Website, Radio Public Service Announcements, Email Invitation, Twitter, Facebook, LinkedIn

Announcement/ads attached.

Number of people present at the public meeting: 37 (copy of sign-in sheet attached – some attendees did not sign in, 0 attended via telephone)

Number of Minority present:  Number of Women present: 15

Was an interpreter required? YES  NO

If yes, for what language(s) ____________________________

• Describe Title VI issues (potential disparate impact(s)), if any.  N/A

• If applicable, were Title VI issues addressed in the meeting? How?  N/A

• If applicable, were Title VI issues resolved? If not, please explain.  N/A

Other Comments:  N/A
*This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Fairbanks Metropolitan Area Transportation System.

**FAIRBANKS METROPOLITAN AREA TRANSPORTATION SYSTEM**
**SIGN IN SHEET**

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effective: December 2004
**MEETING: Envision 2045 MTP Open House**

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Page 3  
effective: December 2004
**MEETING:** Envision 2045 MTP Open House

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effective: December 2004
Envision 2045 is a community-driven FMATS project to improve transportation in our region and comply with state and federal requirements. This update to the Metropolitan Transportation Plan (MTP) will drive growth and lay out a long-range vision for the transportation system in the Fairbanks metropolitan area through the year 2045.

If you walk, drive, ride the bus, or bike, the long-range transportation plan has something for you. Join us at the Open House to learn about the existing transportation system, future needs and planned projects.

The Draft MTP will be published on the website on October 18, 2018 and available for public comment until November 21, 2018. [http://fmats.us/2045_mtp](http://fmats.us/2045_mtp)

MTP Goals:
- Coordinate planning efforts for smart growth.
- Provide for a safe and connected multi-modal transportation system.
- Protect the environment and improve air quality.
- Reduce maintenance costs.
- Support future economic development.

Contact Us:
Fairbanks Metropolitan Area Transportation System (FMATS)
800 Cushman Street
Fairbanks, AK 99701
Phone: 907-459-6786
FMATS Fairbanks Metropolitan Area Transportation System

Open House, happening now at the Noel Wein Library
OPEN HOUSE 10/24: Long Range Plan, Open for Public Review

Open House

There will be an Open House on Wednesday, October 24, 2018 at the Noel Wien Library from 3:30 to 6:00pm. The purpose of the Open House is to gather comments on the draft plan, below.

Envision 2045 is a community-driven FMATS project to improve transportation in our region and comply with state and federal requirements. This update to the Metropolitan Transportation Plan (MTP) will drive growth and lay out a long-range vision for the transportation system in the Fairbanks metropolitan area through the year 2045.

If you walk, drive, ride the bus, or bike, this transportation plan has something for you.

Review the draft documents below and submit your comments to web@fmats.us by November 21, 2018.

Envision 2045 Executive Summary  Download
Envision 2045 Technical Appendix  Download
Welcome, Fairbanks Metropolitan Area Transportation System - FMATS!

Engagement for last 7 days:
- 0% likes
- 0% comments
- 0% shares
- 0% new follows

Fairbanks Metropolitan Area Transportation System - FMATS
40 followers
1d

Safe, Well-Maintained Roadways for Vehicles
Keeping Freight Moving (The Airports Bridge)
Walking, Biking, Transit

Why Should I Attend the Open House for Envision 2045? This update to the long-range transportation plan describes the existing transportation system, outlines future needs, and planned projects to address those needs.

To View the Full Plan and Supporting Information Visit:
- http://fmats.us/2045_mtp/
OPEN HOUSE ALERT!

Why Should I Attend the Open House for Envision 2045? This update to the long-range transportation plan describes the existing transportation system, outlines future needs, and planned projects to address those needs.

To View the Full Plan and Supporting Information Visit:
- http://fmats.us/2045_mrdp
- facebook.com/fmats.alaska
- twitter.com/FMATS

For Additional Information Contact:
Jackson Fox 907-459-6798 / jackson.fox@fmats.us

Open House
Wed, October 24, 2018
3:30 pm to 6:00 pm
Noel Wien Public Library
Conference Room
1215 Cowles St.
ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

TITLE VI REPORT

Section: FMATS    Region: Northern

Prepared by: Deborah Todd    Facilitated by: Donna Gardino & Kittelson & Assoc.

Meeting Location: City of Fairbanks Classroom, 800 Cushman St. Fbks, AK

Date: October 2, 2017    Time: 1:00 p.m. – 4:00 p.m.

Project No. (Federal/State):

Project Name: FMATS Metropolitan Transportation Plan Scenario Planning Charrette

Purpose: (check all that applies)

X Public Meeting    ____ EIS    ____ *CAG (Citizen’s Advisory Group)

____ Project Scope    ____ EA    ____ Other:

Method of advertisement: Two day advertisement in Fairbanks Daily News-Miner, State of Alaska Online Public Notice; Fairbanks North Star Borough Online Public Notice, FMATS Website, Radio Public Service Announcements, Email Invitation, Twitter, Facebook, LinkedIn Announcement/ads attached.

Number of people present at the public meeting: 24 (copy of sign-in sheet attached – some attendees did not sign in, 0 attended via telephone)

Number of Minority present: 1    Number of Women present: 8

Was an interpreter required? YES    NO

If yes, for what language(s) __________________________________________________________

• Describe Title VI issues (potential disparate impact(s)), if any. N/A

• If applicable, were Title VI issues addressed in the meeting? How? N/A

• If applicable, were Title VI issues resolved? If not, please explain. N/A

Other Comments: N/A
**MEETING: MTP SCENARIO PLANNING CHARRETTE**

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*This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Fairbanks Metropolitan Area Transportation System.

**MEETING: MTP SCENARIO PLANNING CHARRETTE**

**DATE:** October 2, 2017

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**RACE CATEGORIES:** WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

*Page 2 of 6*
*This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Fairbanks Metropolitan Area Transportation System.

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<th>MEETING: MTP SCENARIO PLANNING CHARRETTE</th>
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RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

Page 3 of 6

effective: December 2004
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RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)
FMATS METROPOLITAN TRANSPORTATION PLAN
SCENARIO PLANNING CHARRETTE
Monday, October 2, 2017 • 1:00-4:00 PM
Fairbanks City Hall Classroom
800 Cushman Street

The FMATS Metropolitan Transportation Plan Scenario Planning Charrette will be held on Monday, October 2, 2017 from 1:00 to 4:00pm in the Fairbanks City Hall Classroom. The purpose of the Charrette is to discuss the future of the Fairbanks region and contemplate factors that could influence or impact its growth and development. For further information, please contact the FMATS Office at (907) 459-6805.

THE PUBLIC IS WELCOME AND ENCOURAGED TO ATTEND
The FMATS public hearing requirements agree to use the TIP development process to satisfy the public hearing requirements of Section 5307(c). The public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the program-of projects requirements of the Urbanized Area Formula Program. See 23 C.F. R. Part 450 and 49, C.F.R. Part 613 (specifically Subpart B, “Statewide Transportation Planning,” and Subpart C, “MetropolitanTransportation Planning and Programming”). The public involvement process is described at 23 C.F.R. Section 450.316(b).
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Working together to achieve safe and efficient multi-modal transportation solutions.
MTP Scenario Planning Charrette

FMATS is updating the Metropolitan Transportation Plan (MTP), branded as Envision 2045, in order to improve transportation for our region and comply with state and federal requirements. The MTP anticipates where and how the...
MTP Scenario Planning Charrette: 10/2

SEPTEMBER 26, 2017 BY ALICIA GIAMICHAEL

FMATS is updating the Metropolitan Transportation Plan (MTP), branded as Envision 2045, in order to improve transportation for our region and comply with state and federal requirements. The MTP anticipates where and how the region will grow and what transportation improvements will be needed.

A Charrette for the Scenario Planning task will be help on Monday, October 2nd, 1:00 – 4:00 PM in the Fairbanks City Hall Main Classroom, 800 Cushman Street.

The purpose of the charrette is to discuss the future of the Fairbanks region and contemplate factors that could influence or impact its growth and well-being.

For more information on the MTP update, visit the plan website at http://fmats.us/2045_mtp/
Transportation System - FMATS!

Engagement for last 7 days

▲ 100%

2 likes

0 comments

0 shares

0 new follows

Posted by Alicia Stevens • 9/26/2017 • Sponsor now

Fairbanks Metropolitan Area Transportation System - FMATS

2d

Monday, Oct 2, 1-4pm, Fairbanks City Hall Classroom.

MTP Scenario Planning Charrette

fmats.us

Transportation

1 Like

Like Comment

Organic Reach: 34 Impressions

Show stats
FMATS Metropolitan Transportation Plan Scenario Planning Charrette

The FMATS Metropolitan Transportation Plan (MTP) Scenario Planning Charrette will be held on Monday, October 2, 2017 from 1:00 to 4:00 pm in the Fairbanks City Hall Classroom. The purpose of the Charrette is to discuss the future of the Fairbanks region and contemplate factors that could influence or impact its growth and development. For further information, please contact the FMATS Office at (907) 459-6805.

The public is welcome to attend.

For more information, please contact:
Donna Gardino, FMATS Executive Director
800 Cushman Street
Fairbanks, AK 99701-4615
Telephone: (907) 459-6786
Fax: (907) 459-6783
Email: web@fmats.us
Website: www.fmats.us
### FMATS

**Description:**

The FMATS Metropolitan Transportation Plan (MTP) Scenario Planning Charrette will be held on Monday, October 2, 2017 from 1:00 to 4:00 pm in the Fairbanks City Hall Classroom, 800 Cushman Street, Fairbanks, Alaska. The purpose of the Charrette is to discuss the future of the Fairbanks region and contemplate factors that could influence or impact its growth and development. For further information, please contact the FMATS Office at (907) 459-6805.

The public is welcome to attend.

For more information, please contact:

Ms. Donna Gardino, FMATS Executive Director  
800 Cushman Street  
Fairbanks, AK 99701-4615  
Telephone: (907) 459-5786  
Fax: (907) 459-5783  
Email: web@fmats.us  
Website: www.fmats.us
Public Service Announcement

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The public is welcome to attend.
Scenario Planning Charrette: Monday, October 2nd, 1-4pm in Fairbanks City Hall Classroom. More info: fmats.us/2017/09/26/mtp...
ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

TITLE VI REPORT

Section:  FMATS  Region:  Northern
Prepared by: Deborah Todd  Facilitated by: Donna Gardino
Meeting Location: FMATS Conference Room, 800 Cushman St. Fbks, AK
Date: October 16, 2017  Time: 2:00 p.m. – 3:00 p.m.

Project No. (Federal/State):
________________________________________________________

Project Name: FMATS Metropolitan Transportation Plan Air Quality Conformity

Interagency Consultation

Purpose: (check all that applies)

X  Public Meeting  _____ EIS  _____ *CAG (Citizen’s Advisory Group)
_____ Project Scope  _____ EA  _____ Other:

Method of advertisement: Two day advertisement in Fairbanks Daily News-Miner, State of Alaska Online Public Notice; Fairbanks North Star Borough Online Public Notice, FMATS Website, Radio Public Service Announcements, Email Invitation, Twitter, Facebook, LinkedIn Announcement/ads attached.

Number of people present at the public meeting:  5  (copy of sign-in sheet attached – some attendees did not sign in, ____ attended via telephone)

Number of Minority present: _________  Number of Women present: 1

Was an interpreter required?  YES  NO

If yes, for what language(s) ____________________________

•  Describe Title VI issues (potential disparate impact(s)), if any.  N/A

•  If applicable, were Title VI issues addressed in the meeting? How?  N/A

•  If applicable, were Title VI issues resolved? If not, please explain.  N/A

Other Comments:  N/A
*This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Fairbanks Metropolitan Area Transportation System.

FAIRBANKS METROPOLITAN AREA TRANSPORTATION SYSTEM
SIGN IN SHEET

**MEETING:** 2045 MTP Air Quality Interagency Consultation
**DATE:** October 16, 2017

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*effective: December 2004*
FMATS 2045

METROPOLITAN TRANSPORTATION PLAN

AIR QUALITY CONFORMITY

INTERAGENCY CONSULTATION

Monday, October 16, 2017 • 2:00-3:00 PM

FMATS Conference Room, 800 Cushman Street

The Interagency Consultation for the FMATS 2045 Metropolitan Transportation Air Quality Conformity will cover the Department of Environmental Conservation Transportation Conformity Checklist. The growth forecasts, particularly as they relate to the F-35s, timeline of the Conformity Analysis, and the status of the serious State Implementation Plan (SIP) and project level conformity will also be discussed. To participate by telephone, please call: (907) 459-6769.

THE PUBLIC IS WELCOME AND ENCOURAGED TO ATTEND

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Working together to achieve safe and efficient multi-modal transportation solutions.
2045 METROPOLITAN TRANSPORTATION PLAN
AIR QUALITY CONFORMANCE
INTERAGENCY CONSULTATION
Monday, October 16, 2017 • 2:00-3:00 PM
FMATS Conference Room, 800 Cushman Street

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FMATS 2045 MTP Air Quality Conformity Interagency Consultation, 
Monday October 16, 2017 2-3PM

2045 METROPOLITAN TRANSPORTATION PLAN
AIR QUALITY CONFORMITY
INTERAGENCY CONSULTATION
Monday, October 16, 2017 • 2:00-3:00 PM
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The public is welcome to attend.

Filed Under: FMATS
2045 METROPOLITAN TRANSPORTATION PLAN
AIR QUALITY CONFORMITY
INTERAGENCY CONSULTATION
Monday, October 16, 2017 • 2:00-3:00 PM
FMATS Conference Room, 800 Cushman Street

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FMATS 2045 Metropolitan Transportation Plan Air Quality Conformity Interagency Consultation will be held on Monday, October 16, 2017 from 2:00 to 3:00 pm in the FMATS Conference Room and will cover the Department of Environmental Conservation Transportation Conformity Checklist. The growth forecasts particularly as they relate to the F-35s, timeline of the Conformity Analysis, and the status of the serious State Implementation Plan (SIP) and project level conformity will also be discussed. To participate by telephone, please call: (907) 459-6769.

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<td>Chena Riverfront Commission</td>
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<td>Administrative Hearings</td>
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<td>Reed Acres Road Service Area Public Meeting</td>
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<td>10/13/2017</td>
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<td>Musk Ox Service Area Meeting</td>
<td>Pearl Creek Elementary School Library, 700 Auburn Drive</td>
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**FMATS**

**Description:**

The FMATS 2045 Metropolitan Transportation Plan Air Quality Conformity Interagency Consultation will be held Monday, October 16, 2017 from 2:00 to 3:00 pm in the FMATS Conference Room, 800 Cushman Street and will cover the Department of Environmental Conservation Transportation Conformity Checklist. The growth forecasts particularly as they relate to the F-35s, timeline of the Conformity Analysis, and the status of the serious State Implementation Plan (SIP) and project level conformity will also be discussed. To participate by telephone, please call: (907) 459-6769.

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Fax: (907) 459-6783
Email: web@fmats.us
Public Service Announcement

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Telephone: (907) 459-6786
Fax: (907) 459-6783
Email: web@fmats.us
Website: www.fmats.us
FMATS 2045 MTP Air Quality Conformity Interagency Consultation, Monday October 16, 2017, 2-3PM FMATS Conference Room, 800 Cushman, Fbks., AK

8:58 AM - 11 Oct 2017
Effective: November 2004

ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

TITLE VI REPORT

Section: FMATS  Region: Northern

Prepared by: Deborah Todd  Facilitated by: Jackson Fox

Meeting Location: FMATS Conference Room, 800 Cushman St. Fbks, AK

Date: December 4, 2017  Time: 1:00 p.m. – 1:37 p.m.

Project No. (Federal/State):

Project Name: FMATS Metropolitan Transportation Plan Air Quality Conformity

Interagency Consultation

Purpose: (check all that applies)

X  Public Meeting  ____ EIS  ____ *CAG (Citizen’s Advisory Group)

_____ Project Scope  ____ EA  ____ Other:

Method of advertisement: Two day advertisement in Fairbanks Daily News-Miner, State of Alaska Online Public Notice; Fairbanks North Star Borough Online Public Notice, FMATS Website, Radio Public Service Announcements, Email Invitation, Twitter, Facebook, LinkedIn Announcement/ads attached.

Number of people present at the public meeting: 17  (copy of sign-in sheet attached – some attendees did not sign in, 14 attended via telephone)

Number of Minority present: ______  Number of Women present: 5

Was an interpreter required? YES  NO

If yes, for what language(s) ________________

• Describe Title VI issues (potential disparate impact(s)), if any.  N/A

• If applicable, were Title VI issues addressed in the meeting? How?  N/A

• If applicable, were Title VI issues resolved? If not, please explain.  N/A

Other Comments:  N/A

Page 1 of 1
**MEETING:** 2045 MTP Air Quality Interagency Consultation  
**DATE:** December 4, 2017

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effective: December 2004
FMATS 2045 METROPOLITAN TRANSPORTATION PLAN AIR QUALITY CONFORMITY INTERAGENCY CONSULTATION

Monday, December 4, 2017 • 1:00-3:00 PM
FMATS Conference Room, 800 Cushman St.

The Interagency Consultation for the FMATS 2045 Metropolitan Transportation Plan Air Quality Conformity will cover the Department of Environmental Conservation Transportation Conformity Checklist and the updated growth forecast memo.

To participate by telephone, please call:
(907) 459-6769.

THE PUBLIC IS WELCOME AND ENCOURAGED TO ATTEND

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Working together to achieve safe and efficient multi-modal transportation solutions.
Interagency Consultation 12/4
The purpose of this meeting will be to discuss the updated Forecast Memo and the DEQ Transportation Conformity Checklist.

Technical Committee Meeting 12/6
Interagency Consultation 12/4

Interagency Consultation
Monday, December 4, 2017
1:00 PM – 3:00 PM
FMATS Conference Room
800 Cushman Street

The purpose of this meeting will be to discuss the updated Forecast Memo and the DEC Transportation Conformity Checklist.

To participate via telephone, call (907)459-6769.

Filed Under: FMATS
FMATS 2045 Metropolitan Transportation Plan Air Quality Conformity Interagency Consultation, 1-3 p.m., FMATS Conference Room, 800 Cushman Street, Fairbanks, AK

The FMATS 2045 Metropolitan Transportation Plan Air Quality Conformity Interagency Consultation will be held on Monday, December 4, 2017 from 1:00 to 3:00 pm in the FMATS Conference Room and will cover the Department of Environmental Conservation Transportation Conformity Checklist and the updated growth forecast memo. To participate by telephone, please call: (907) 459-6769.

The public is welcome to attend.

For more information, please contact:

Jackson Fox, FMATS Executive Director
800 Cushman Street
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Telephone: (907) 459-6786
Email: web@fmats.us
Website: www.fmats.us
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The public is welcome to attend.

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Jackson Fox, FMATS Executive Director
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Fairbanks, AK 99701-4615
Telephone: (907) 459-6786
Email: web@fmats.us
Website: www.fmats.us
Public Service Announcement

The FMATS 2045 Metropolitan Transportation Plan (MTP) Air Quality Conformity Interagency Consultation will be held Monday, December 4, 2017 from 1:00 to 3:00 pm in the FMATS Conference Room, 800 Cushman Street. The Department of Environmental Conservation Transportation Conformity Checklist and the updated growth forecast memo will be discussed. To participate by telephone, please call: (907) 459-6769.

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Fairbanks, AK 99701-4615
Telephone: (907) 459-6786
Email: web@fmats.us
Website: www.fmats.us
The Fairbanks Metropolitan Area Transportation System (FMATS) plans for transportation system investments that work for the betterment of all citizens.

Fairbanks, Alaska

fmats.us

Joined June 2012

Interagency Consultation on 12/4. More info: fmats.us/2017/11/22/int...

Technical Committee Meeting 12/6. 12-2pm. Fairbanks Council Chambers. More info: fmats.us/2017/12/01/tec...
ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

TITLE VI REPORT

Section: FMATS  Region: Northern

Prepared by: Deborah Todd  Facilitated by: Jackson Fox

Meeting Location: FMATS Conference Room, 800 Cushman St. Fbks, AK

Date: March 2, 2018  Time: 9:00 a.m. – 9:30 a.m.

Project No. (Federal/State):

________________________________________________________

Project Name: FMATS 2045 Metropolitan Transportation Plan Air Quality Conformity

Interagency Consultation

Purpose: (check all that applies)

X  Public Meeting  ____ EIS  ____ *CAG (Citizen’s Advisory Group)

____ Project Scope  ____ EA  ____ Other:

Method of advertisement: Two day advertisement in Fairbanks Daily News-Miner, State of Alaska Online Public Notice; Fairbanks North Star Borough Online Public Notice, FMATS Website, Radio Public Service Announcements, Email Invitation, Twitter, Facebook, LinkedIn Announcement/ads attached.

Number of people present at the public meeting: 12 (copy of sign-in sheet attached – some attendees did not sign in, 10 attended via telephone)

Number of Minority present:  Number of Women present: 4

Was an interpreter required? YES  NO

If yes, for what language(s) ____________________________________________

• Describe Title VI issues (potential disparate impact(s)), if any.  N/A

• If applicable, were Title VI issues addressed in the meeting? How?  N/A

• If applicable, were Title VI issues resolved? If not, please explain.  N/A

Other Comments:  N/A
*This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Fairbanks Metropolitan Area Transportation System.

**FAIRBANKS METROPOLITAN AREA TRANSPORTATION SYSTEM**
**SIGN IN SHEET**

**MEETING:** 2045 MTP Air Quality Interagency Consultation  
**DATE:** March 2, 2018

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<th>NAME (PLEASE PRINT)</th>
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**RACE CATEGORIES:** WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)
FMATS 2045 METROPOLITAN TRANSPORTATION PLAN AIR QUALITY CONFORMITY INTERAGENCY CONSULTATION

Friday, March 2, 2018 • 9:00-10:00 AM
FMATS Conference Rm., 800 Cushman St.

The Interagency Consultation for the FMATS 2045 Metropolitan Transportation Plan Air Quality Conformity will cover growth forecasts and initial outputs from the Travel Model.

To participate via telephone, please call: (907) 459-6769.

THE PUBLIC IS WELCOME AND ENCOURAGED TO ATTEND

The FMATS public hearing requirements agree to use the TIP development process to satisfy the public hearing requirements of Section 5307(c). The public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the program-of-projects requirements of the Urbanized Area Formula Program. See 23 C.F.R. Part 450 and 49 C.F.R. Part 613 (specifically Subpart B, “Statewide Transportation Planning,” and Subpart C, “Metropolitan Transportation Planning and Programming”). The public involvement process is described at 23 C.F.R. Section 450.316(b).

FMATS complies with the AKDOT&PF Title VI Nondiscrimination Policy, and operates Federal Programs without regard to race, religion, color, gender, age, marital status, ability, or national origin. Full FMATS Title VI Nondiscrimination Policy or to file a complaint: http://fmats.us/title-vi-nondiscrimination-policy/ implementation-plan/. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in this public meeting should contact Jackson Fox at (907) 459-6786 or email: jackson.fox@fmats.us. For a TEXT telephone dial (907) 459-6718.

Working together to achieve safe and efficient multi-modal transportation solutions.
2045 MTP Interagency Consultation for Air Quality

The FMATS 2045 Metropolitan Transportation Plan (MTP) Air Quality Conformity Interagency Consultation will be held on Friday, March 2, 2018 from 9:00 to 10:00 a.m. in the FMATS Conference Room. The meeting will cover growth forecasts and initial outputs from the Travel Model.

FMATS.US
2045 MTP Interagency Consultation for Air Quality

The FMATS 2045 Metropolitan Transportation Plan (MTP) Air Quality Conformity Interagency Consultation will be held on Friday, March 2, 2018 from 9:00 to 10:00 a.m. in the FMATS Conference Room. The meeting will cover growth forecasts and initial outputs from the Travel Model.

FMATS.US
2045 MTP Interagency Consultation for Air Quality

FEBRUARY 21, 2018 BY ALICIA STEVENS

Friday, March 2, 2018
9:00 am – 10:00 am
FMATS Conference Room & Teleconference

The FMATS 2045 Metropolitan Transportation Plan (MTP) Air Quality Conformity Interagency Consultation will be held on Friday, March 2, 2018 from 9:00 to 10:00 a.m. in the FMATS Conference Room. The meeting will cover growth forecasts and initial outputs from the Travel Model.

To participate by telephone, please call: (907) 459-8769.

FILED UNDER: FMATS
Welcome, Fairbanks Metropolitan Area Transportation System - FMATS!

Engagement for last 7 days

- 0% likes
- 0 comments
- 0 shares
- 100% new followers

Recent updates

- Posted by Alicia Stevens · 2/21/2018 · Sponsor now

- Fairbanks Metropolitan Area Transportation System - FMATS 1w

Friday, March 2, 2018 from 9 to 10am.

2045 MTP Interagency Consultation for Air Quality fmats.us

The FMATS 2045 Metropolitan Transportation Plan (MTP) Air Quality Conformity Interagency Consultation...
FMATS 2045 Metropolitan Transportation Plan Air Quality Conformity Interagency Consultation, Friday, March 2, 2018, 9-10 a.m., FMATS Conference Room, 800 Cushman Street, Fairbanks, AK

The FMATS 2045 Metropolitan Transportation Plan Air Quality Conformity Interagency Consultation will be held on Friday, March 2, 2018 from 9:00 to 10:00 a.m. in the FMATS Conference Room. The meeting will cover growth forecasts and initial outputs from the Travel Model. To participate by telephone, please call: (907) 459-6769.

The public is welcome to attend.

For more information, please contact:
Jackson Fox, FMATS Executive Director
800 Cushman Street
Fairbanks, AK 99701-4615
Telephone: (907) 459-6786
Email: web@fmats.us
Website: www.fmats.us
The FMATS 2045 Metropolitan Transportation Plan Air Quality Conformity Interagency Consultation will be held Friday, March 2, 2018 from 9:00 to 10:00 am in the FMATS Conference Room, 800 Cushman Street. This meeting will cover growth forecasts and discuss initial outputs from the Travel Model. To participate by telephone, please call: (907) 459-6769.

The public is welcome to attend.

For more information, please contact:
Jackson Fox, FMATS Executive Director
800 Cushman Street
Fairbanks, AK 99701-4615
Telephone: (907) 459-6706
Email: web@fmats.us
Website: www.fmats.us
Public Service Announcement

The FMATS 2045 Metropolitan Transportation Plan Air Quality Conformity Interagency Consultation will be held Friday, March 2, 2018 from 9:00 to 10:00 a.m. in the FMATS Conference Room, 800 Cushman Street. The meeting is to discuss growth forecasts and initial outputs from the Travel Model. To participate by telephone, please call: (907) 459-6769.

The public is welcome to attend.

For more information, please contact:
Jackson Fox, FMATS Executive Director
800 Cushman Street
Fairbanks, AK 99701-4615
Telephone: (907) 459-6786
Email: web@fmats.us
Website: www.fmats.us
The Fairbanks Metropolitan Area Transportation System (FMATS) plans for transportation system investments that work for the betterment of all citizens.

2045 Metropolitan Transportation Plan Air Quality Conformity Interagency Consultation: Friday, March 2, 9 - 10am in the FMATS Conference Room and via teleconference. More info: fmats.us/2018/02/21/204...
The Fairbanks Metropolitan Area Transportation System (FMATS) plans for transportation system investments that work for the benefitment of all citizens.

Fairbanks, Alaska

fmats.us

Joined June 2012

Policy Board Meeting: 2/28 @ 1pm in the Fairbanks Council Chambers. More info: fmats.us/2018/02/25/po...

2018 Metropolitan Transportation Plan Air Quality Conformity Interagency Consultation: Friday, March 2, 9 - 10am in the FMATS Conference Room and via teleconference. More info: fmats.us/2018/02/21/20...
Effective: November 2004

ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

TITLE VI REPORT

Section: FMATS  Region: Northern

Prepared by: Deborah Todd  Facilitated by: Jackson Fox & Kittelson & Assoc.

Meeting Location: City Hall of Fbks. Council Chambers, 800 Cushman St. Fbks, AK

Date: March 20, 2018  Time: 8:00 a.m. – 11:05 a.m.

Project No. (Federal/State):

________________________________________________________

Project Name: FMATS 2045 Metropolitan Transportation Plan Alternatives Charrette

Purpose: (check all that applies)

X Public Meeting  EIS  *CAG (Citizen’s Advisory Group)

Project Scope  EA  Other:

Method of advertisement: Two day advertisement in Fairbanks Daily News-Miner, State of Alaska Online Public Notice; Fairbanks North Star Borough Online Public Notice, FMATS Website, Radio Public Service Announcements, Email Invitation, Twitter, Facebook, LinkedIn

Announcement/ads attached.

Number of people present at the public meeting: 23 (copy of sign-in sheet attached – some attendees did not sign in, 0 attended via telephone)

Number of Minority present: Number of Women present: 9

Was an interpreter required? YES  NO

If yes, for what language(s) _______________________________________

Describe Title VI issues (potential disparate impact(s)), if any.  N/A

If applicable, were Title VI issues addressed in the meeting? How?  N/A

If applicable, were Title VI issues resolved? If not, please explain.  N/A

Other Comments:  N/A

Page 1 of 1
2045 METROPOLITAN TRANSPORTATION PLAN
ALTERNATIVES CHARRETTE
Tuesday, March 20, 2018 • 8:00 AM-12:00 PM
Fairbanks City Hall, Council Chambers
800 Cushman Street

The purpose of this Charrette is to develop auto, pedestrian, bicycle, and transit candidate projects to address identified transportation needs in the FMATS area. For further information, please contact the FMATS Office at (907) 459-6805.

THE PUBLIC IS WELCOME AND ENCOURAGED TO ATTEND

POLICY BOARD MEETING
Wednesday, March 21, 2018 • 12:00-2:00 PM
Fairbanks City Hall, Council Chambers
800 Cushman Street

Main Agenda Items Include:
• Transition Plan Recommendation
• Transportation Improvement Program Administrative Modification #4
• Pavement and Bridge Performance Targets
• CMAQ Project Evaluation Board Recommendation
• DOT&PF Super Open House April 14, 2018

To participate via telephone, please call: (907) 459-6769.

THE PUBLIC IS WELCOME AND ENCOURAGED TO ATTEND

The FMATS public hearing requirements agree to use the TIP development process to satisfy the public hearing requirements of Section 5307(c). The public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the program-of projects requirements of the Urbanized Area Formula Program. See 23 C.F.R. Part 450 and 49, C.F.R. Part 613 (specifically Subpart B, “Statewide Transportation Planning,” and Subpart C, “Metropolitan Transportation Planning and Programming”). The public involvement process is described at 23 C.F.R. Section 450.316(b). FMATS complies with the AKDO18&PF;Title VI Nondiscrimination Policy, and operates Federal Programs without regard to race, religion, color, gender, age, marital status, ability, or national origin. Full FMATS Title VI Nondiscrimination Policy or to file a complaint: http://fmats.us/title-vi-nondiscrimination-implementation-plan/. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in this public meeting should contact Jackson Fox at (907) 459-6786 or email: jackson.fox@fmats.us. For a TEXT phone dial (907) 459-6718.
MTP Charrette #2
YOU’RE INVITED!

FMATS 2045 MTP
ALTERNATIVES
CHARRETTE

TUESDAY, MARCH 20
8AM-12PM
CITY COUNCIL
CHAMBERS

The purpose of this charrette is to develop auto, pedestrian, bicycle and transit candidate projects to address identified transportation needs in the FMATS area.
The FMATS 2045 Metropolitan Transportation Plan Alternatives Charrette will be held on Tuesday, March 20, 2018 from 8:00 a.m. to 12:00 p.m. in the Fairbanks City Hall Council Chambers. The purpose of this Charrette is to develop auto, pedestrian, bicycle, and transit candidate projects to address identified transportation needs in the FMATS area.

The public is welcome to attend.

For more information, please contact:

Jackson Fox, FMATS Executive Director
800 Cushman Street
Fairbanks, AK 99701-4615
Telephone: (907) 459-6786
Fax: (907) 459-6783
Email: web@fmats.us
Website: www.fmats.us
Public Service Announcement

The FMATS 2045 Metropolitan Transportation Plan Alternatives Charrette will be held on Tuesday, March 20, 2018 from 8:00 am-12:00 pm in the Fairbanks City Hall Council Chambers, 800 Cushman Street. The purpose of this Charrette is to develop auto, pedestrian, bicycle, and transit candidate projects to address identified transportation needs in the FMATS area. For further information, please contact the FMATS Office at (907) 459-6805 or email web@fmats.us.

This meeting is open to the public.
The Fairbanks Metropolitan Area Transportation System (FMATS) plans for transportation system investments that work for the betterment of all citizens.

@FMATS

The Fairbanks Metropolitan Area Transportation System (FMATS) plans for transportation system investments that work for the betterment of all citizens.

@FMATS - Mar 20

Happening now! #charrette #transportationplanning #planning - at Fairbanks City Hall

MTP Charrette #2

Friends of Creamer's Field
City of Fairbanks
Fairbanks Arts
Gary Black
UAF CTC
Section: FMATS  Region: Northern

Prepared by: Deborah Todd  Facilitated by: Jackson Fox

Meeting Location: FMATS Conference Room, 800 Cushman St. Fbks, AK

Date: June 6, 2018  Time: 2:11 p.m. – 4:11 p.m.

Project No. (Federal/State):

Project Name: FMATS MTP Project Evaluation Criteria Work Group Meeting

Purpose: (check all that applies)

X Public Meeting  ____ EIS  ____ *CAG (Citizen’s Advisory Group)

 ____ Project Scope  ____ EA  ____ Other:

Method of advertisement: Two day advertisement in Fairbanks Daily News-Miner, State of Alaska Online Public Notice; Fairbanks North Star Borough Online Public Notice, FMATS Website, Radio Public Service Announcements, Email Invitation, Twitter, Facebook, LinkedIn

Announcement/ads attached.

Number of people present at the public meeting: 9 (copy of sign-in sheet attached – some attendees did not sign in, 0 attended via telephone)

Number of Minority present:  Number of Women present: 2

Was an interpreter required? YES  NO

If yes, for what language(s) ________________________________

• Describe Title VI issues (potential disparate impact(s)), if any.  N/A

• If applicable, were Title VI issues addressed in the meeting? How?  N/A

• If applicable, were Title VI issues resolved? If not, please explain.  N/A

Other Comments:  N/A
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RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)
**MEETING:** FMATS MTP Project Evaluation Criteria Work Group  
**DATE:** June 6, 2018

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*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)*
The FMATS public hearing requirements agree to use the TIP development process to satisfy the public hearing requirements of Section 5307(c). The public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the program-of-projects requirements of the Urbanized Area Formula Program. See 23 C.F.R. Part 450 and 49, C.F.R. Part 613 (specifically Subpart B, “Statewide Transportation Planning,” and Subpart C, “Metropolitan Transportation Planning and Programming”). The public involvement process is described at 23 C.F.R. Section 450.316(b). FMATS complies with the AKDOT&PF Title VI Nondiscrimination Policy, and operates Federal Programs without regard to race, religion, color, gender, age, marital status, ability, or national origin. Full FMATS Title VI Nondiscrimination Policy or to file a complaint: http://fmats.us/title-vi-nondiscrimination-implementation-plan/. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in this public meeting should contact Jackson Fox at (907) 459-6786 or email: jackson.fox@fmats.us. For a TEXT phone dial (907) 459-6718.

FMATS PROJECT EVALUATION CRITERIA WORK GROUP MEETING
Wednesday, June 6, 2018 • 2:00-4:00 PM
FMATS Conference Room, 800 Cushman Street

The Project Evaluation Criteria Work Group will meet Wednesday, June 6, 2018 from 2:00-4:00 PM in the FMATS Conference Room to review and discuss project scoring criteria.

To participate via telephone, please call: (907) 459-6769
THE PUBLIC IS WELCOME TO ATTEND

5TH AVENUE PROJECT SITE VISIT
Thursday, June 7, 2018 • 10:00 AM-12:00 PM

FMATS will be conducting a site visit for the 5th Avenue Reconstruction project on Thursday, June 7, 2018 at 10 AM to assess the area and discuss the future demands of the corridor to develop possible solutions for improving safety for all users. Meeting participants will gather at the FMATS Office on 800 Cushman Street and walk to the project site.

THE PUBLIC IS WELCOME TO ATTEND.
MTP Project Evaluation Criteria Work Session, 6/6

The purpose of this meeting is the review and discuss the draft project...
MTP Project Evaluation Criteria Work Session, 6/6

June 1, 2018 by Alicia Stevens

MTP Project Evaluation Criteria Work Session
Wednesday, June 6, 2018
FMATS Conference Room
800 Cushman Street
2:00 – 4:00 PM

The purpose of this meeting is the review and discuss the draft project scoring criteria for the 2045 Metropolitan Transportation Plan (MTP).

View the document: Draft MTP Project Scoring Criteria

The public is welcome to attend. If you cannot participate in person, you may call into the teleconference line at (907)459-6769.
Welcome, Fairbanks Metropolitan Area Transportation System - FMATS!

Recent updates

Posted by Alicia Stevens • 6/1/2018 • Sponsor now

**Fairbanks Metropolitan Area Transportation System - FMATS**

40 followers

3d

MTP Project Evaluation Criteria Work Session, 6/6

[fmats.us](http://fmats.us)

Like • Comment

Organic Reach: 9 Impressions • Show stats
Fairbanks Metropolitan Area Transportation System (FMATS) Project Evaluation Criteria Work Group Meeting, Wednesday, June 6, 2018, 2-4 PM, FMATS Conference Room, 800 Cushman Street, Fairbanks, AK.

The FMATS Project Evaluation Criteria Work Group will meet on Wednesday, June 6, 2018 from 2-4 p.m. in the FMATS Conference Room, 800 Cushman Street, Fairbanks, AK to review and discuss project scoring criteria. To participate in the meeting by telephone, please call (907) 459-6769. The public is welcome to attend.

For more information, please contact:
Mr. Jackson Fox
FMATS Executive Director
800 Cushman Street
Fairbanks, AK 99701-4615
Telephone: (907) 459-6786
Email: web@fmats.us
Website: www.fmats.us

Attachments, History, Details

Attachments
None

Revision History
Created 5/30/2018 2:19:39 PM by plord

Details
Department: Transportation and Public Facilities
Category: Public Notices
Sub-Category: Fairbanks
Location(s): Fairbanks Metropolitan Area Transportation System
Project/Regulation #: 6/6/2018 2:00pm - 4:00pm
Publish Date: 6/1/2018
Archive Date: 6/7/2018
Events/Deadlines: View on Map
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<td>Mona Lisa Drexler Chambers</td>
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<td>6/7/2018</td>
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<td>Administrative Center Meeting</td>
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<td>6/7/2018</td>
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<td>6/2/2018</td>
<td>10:00 AM</td>
<td>Search and Rescue Committee Meeting</td>
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**FMATS**

**Description:**

The FMATS Project Evaluation Criteria Work Group will meet Wednesday, June 6, 2018 from 2-4PM in the FMATS Conference Room to review and discuss project scoring criteria. To participate in the meeting by telephone, please call (907) 459-6769. This meeting is open to the public.

For more information, please contact:

Mr. Jackson Fox  
FMATS Executive Director  
800 Cushman Street  
Fairbanks, AK 99701-4615  
Telephone: (907) 459-6769  
Email: web@fmats.us  
Website: [www.fmats.us](http://www.fmats.us)
Public Service Announcement

The FMATS Project Evaluation Criteria Work Group will meet Wednesday, June 6, 2018 from 2-4 p.m. in the FMATS Conference Room, 800 Cushman Street to review and discuss project scoring criteria. To participate in the meeting by telephone, please call (907) 459-6769. This meeting is open to the public.

For more information, please contact:
Mr. Jackson Fox
FMATS Executive Director
800 Cushman Street
Fairbanks, AK 99701-4615
Telephone: (907) 459-6786
Email: jackson.fox@fmats.us or web@fmats.us
Website: www.fmats.us
FMATS @FMATS · Jun 1
MTP Project Evaluation Criteria Work Session: June 6 @ 2pm. More info: fmats.us/2018/06/01/mtp...
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

TITLE VI REPORT

Section: FMATS  Region: Northern
Prepared by: Deborah Todd  Facilitated by: Donna Gardino
Meeting Location: City of Fairbanks, Council Chambers, 800 Cushman St, Fbks., AK
Date: March 15, 2017  Time: 12:00 p.m. – 1:26 p.m.
Project No. (Federal/State): ____________________________
Project Name: FMATS Policy Board Meeting
Purpose: (check all that applies)

_ X Public Meeting  ___ EIS  _____*CAG (Citizen’s Advisory Group)
  ___ Project Scope  ___ EA  ____Other: ______________


Number of people present at the public meeting: 19  (Copy of sign-in sheet attached 1  attendees by telephone. Some attendees did not sign in.)
Number of Minority present: ____  Number of Women present: 8
Was an interpreter required? YES  NO
If yes, for what language(s) ________________________________

- Describe Title VI issues (potential disparate impact(s)), if any.
  N/A
- If applicable, were Title VI issues addressed in the meeting? How?
  N/A
- If applicable, were Title VI issues resolved? If not, please explain.
  N/A
- Other Comments: None
** FAIRBANKS METROPOLITAN AREA TRANSPORTATION SYSTEM **

** POLICY BOARD MEETING **

** SIGN IN SHEET **

** PROJECT NAME: Policy Board Meeting **

<table>
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** RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O) **
This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Fairbanks Metropolitan Area Transportation System.

**PROJECT NAME:** Policy Board Meeting  
**DATE:** March 15, 2017

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Page 2 of 4  
effective: December 2004
POLICY BOARD MEETING
Wednesday, March 15, 2017 • 12PM-2PM
City of Fairbanks, Council Chambers
800 Cushman Street

Main Agenda Items Include:

• Minnie Street Corridor Planning & Environmental Linkages
Scope of Service
• Metropolitan Transportation Plan Budget Increase
• Letter Regarding the MPO Coordination Final Rule
• Fairbanks Road/Rail Crossing Reduction Plan Letter and Scope Update
• Slater Drive Phase 2 Increase
• Cushman Street Bridge Field Visit
• Safety Performance Measures and Target Setting
• University Avenue Widening Project Update and Open House
• Fairbanks Transportation Partnership Group Presentation

CUSHMAN STREET BRIDGE REHABILITATION FIELD VISIT
Wednesday, March 15, 2017 • 2PM
FMATS Conference Room, Fairbanks City Hall
800 Cushman Street

The Fairbanks Area Metropolitan Transportation System will be conducting a field trip to the Cushman Street Bridge on Wednesday, March 15, 2017 from 2 to 4PM. We will be gathering at the FMATS Conference Room in Fairbanks City Hall and traveling to the Cushman Street Bridge. The purpose of the field trip is to assess the area and discuss the future demand of the corridor to develop possible solutions for improving safety for all users.

THE PUBLIC IS WELCOME AND ENCOURAGED TO ATTEND

The FMATS public hearing requirements agree to use the TIP development process to satisfy the public hearing requirements of Section 5307(c). The public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the program-of projects requirements of the Urbanized Area Formula Program. See 23 C.F.R. Part 450 and 49, C.F.R. Part 613 (specifically Subpart B, “Statewide Transportation Planning,” and Subpart C, “Metropolitan Transportation Planning and Programming”). The public involvement process is described at 23 C.F.R. Section 450.316(b).

FMATS complies with the AKDOT&PF Title VI Nondiscrimination Policy, and operates Federal Programs without regard to race, religion, color, gender, age, marital status, ability, or national origin. Full FMATS Title VI Nondiscrimination Policy or file a complaint: http://www.fmats.us/civilrights. Individuals with disabilities who may need auxiliary aids, services and/or special modifications to participate in this public meeting should contact Donna Gardino at (907) 459-6786 or email: web@fmats.us. For a TEXT phone dial (907) 459-6718.

Working together to achieve safe and efficient multi-modal transportation solutions.
Policy Board Meeting 3/15

Policy Board Meeting
Wednesday, March 15, 2017
Fairbanks Council Chambers
800 Cushman Street
12:00 – 2:00 PM

View the Meeting Packet: 3.15.17 PB Meeting Packet

Main Agenda Items Include:

- Minnie Street Corridor Planning & Environmental Linkages Scope of Service
- Metropolitan Transportation Plan Budget Increase
- Letter Regarding the MPO Coordination Final Rule
- Fairbanks Road/Rail Crossing Reduction Plan Letter and Scope Update
- Slaters Drive Phase 2 Increase
- Cushman Street Bridge Field Visit
- Safety Performance Measures and Target Setting
- University Avenue Widening Project Update and Open House
- Fairbanks Transportation Partnership Group Presentation

There will be a conference line open: (907)459-6769

or

You can listen to the live-stream: http://fmats.us/about-fmats/policy-board/
What are you doing on Wednesday, 3/15 from 12-2PM?

Policy Board Meeting 3/15
Policy Board Meeting, Wednesday, 3/15, 12-2pm. More info: fmats.us/2017/03/10/pol...
The Fairbanks Metropolitan Area Transportation System (FMATS) plans for local multi-modal transportation system investments that work for the betterment of the community. FMATS is the Metropolitan Planning Organization (MPO) for the Fairbanks, Alaska region. The planning area

Uncover unique insights about Fairbanks Metropolitan Area Transportation System - FMATS

- Employee distribution by department
- Employee growth rates
- Notable leadership additions
- Trends in hiring activity

Recent Updates

Fairbanks Metropolitan Area Transportation System - FMATS

Policy Board Meeting 3/15
fmat.us • Fairbanks Council Chambers, 12-2pm
Fairbanks Metropolitan Area Transportation System (FMATS) Policy Board Meeting - Wednesday, March 15, 2017 – 12PM-2PM Fairbanks City Council Chambers, 800 Cushman Street, Fairbanks

The Fairbanks Metropolitan Area Transportation System (FMATS) Policy Board will meet on Wednesday, March 15, 2017 from 12:00 PM to 2:00 PM in the City Council Chambers, 2nd Floor City Hall, 800 Cushman Street, Fairbanks, Alaska. The public is welcome to attend.

Main Agenda Items include:

- Minnie Street Corridor Planning & Environmental Linkages Scope of Service
- Metropolitan Transportation Plan Budget Increase
- Letter Regarding the MPO Coordination Final Rule
- Fairbanks Road/Rail Crossing Reduction Plan Letter and Scope Update
- Slater Drive Phase 2 Increase
- Cushman Street Bridge Field Visit
- Safety Performance Measures and Target Setting
- University Avenue Widening Project Update and Open House
- Fairbanks Transportation Partnership Group Presentation

For more information, please contact:

Ms. Donna Garino
FMATS MPO Coordinator
800 Cushman Street
Fairbanks, AK 99701-4615
Telephone: (907) 459-6786
Fax: (907) 459-6783
Email: donna.gardino@fmats.us
Website: www.fmats.us
The Fairbanks Metropolitan Area Transportation System (FMATS) Policy Board will meet on Wednesday, March 15, 2017 at 12PM in the City of Fairbanks Council Chambers, 800 Cushman Street, Fairbanks, Alaska. Main Agenda items related to transportation plans and projects in the Fairbanks area include:

- Minnie Street Corridor Planning & Environmental Linkages Scope of Service
- Metropolitan Transportation Plan Budget Increase
- Letter Regarding the MPO Coordination Final Rule
- Fairbanks Road/Rail Crossing Reduction Plan Letter and Scope Update
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The public is welcome and encouraged to attend.

For more information, please contact:

Donna Gardino, MPO Coordinator
Telephone: (907) 459-6786, or email: donna.gardino@fmats.us
Or visit www.fmats.us
PUBLIC SERVICE ANNOUNCEMENT

The FMATS Policy Board will meet Wednesday, March 15, 2017 from 12:00-2:00 p.m. in the City Council Chambers, 2nd Floor, City Hall, 800 Cushman Street, Fairbanks, Alaska. The call in number for this meeting is (907) 459-6769.

Main Agenda Items related to transportation plans and projects in the Fairbanks area include:

- Minnie Street Corridor Planning & Environmental Linkages Scope of Service
- Metropolitan Transportation Plan Budget Increase
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- Fairbanks Transportation Partnership Group Presentation

THIS MEETING IS OPEN TO THE PUBLIC.

For more information, please contact:
Ms. Donna Gardino
FMATS MPO Coordinator
800 Cushman Street
Fairbanks, AK 99701-4615
Telephone: (907) 459-6786
Fax: (907) 459-6783
Email: web@fmats.us
Website: www.fmats.us
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

TITLE VI REPORT

Section: FMATS  Region: Northern
Prepared by: Deborah Todd  Facilitated by: Mayor Bryce Ward
Meeting Location: City of Fairbanks, Council Chambers, 800 Cushman St, Fbks., AK
Date: April 19, 2017  Time: 12:00 p.m. – 12:55 p.m.
Project No. (Federal/State): ________________________________
Project Name: FMATS Policy Board Meeting

Purpose: (check all that applies)

X Public Meeting  EIS  *CAG (Citizen’s Advisory Group)
Project Scope  EA  Other: ________________


Number of people present at the public meeting: 17 (Copy of sign-in sheet attached 1 attendees by telephone. Some attendees did not sign in.)
Number of Minority present: _____  Number of Women present: 5

Was an interpreter required? YES  NO
If yes, for what language(s) ________________________________

• Describe Title VI issues (potential disparate impact(s)), if any.
  N/A

• If applicable, were Title VI issues addressed in the meeting? How?
  N/A

• If applicable, were Title VI issues resolved? If not, please explain.
  N/A

• Other Comments: None
*This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Fairbanks Metropolitan Area Transportation System.

FAIRBANKS METROPOLITAN AREA TRANSPORTATION SYSTEM

POLICY BOARD MEETING

SIGN IN SHEET

PROJECT NAME: Policy Board Meeting

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**DATE:** April 19, 2017

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POLICY BOARD MEETING
Wednesday, April 19, 2017 • 12PM-2PM
City of Fairbanks, Council Chambers
800 Cushman Street
Main Agenda Items Include:
• Title VI Non-Discrimination Implementation Plan
• Cushman Street Field Trip Discussion
• FMATS Transition Plan
• Metropolitan Transportation Plan Kick-Off Meeting

THE PUBLIC IS WELCOME AND ENCOURAGED TO ATTEND
The FMATS public hearing requirements agree to use the TIP development process to satisfy the public hearing requirements of Section 5307(c). The public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the program-of-projects requirements of the Urbanized Area Formula Program. See 23 C.F.R. Part 450 and 49, C.F.R. Part 613 (specifically Subpart B, “Statewide Transportation Planning,” and Subpart C, “Metropolitan Transportation Planning and Programming”). The public involvement process is described at 23 C.F.R. Section 450.316(b).
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Fairbanks Metropolitan Area Transportation System (FMATS) Policy Board Meeting - Wednesday, April 19, 2017, 12:00 PM, Fairbanks City Council Chambers, 800 Cushman Street, Fairbanks, Alaska. The public is welcome to attend.

Main Agenda Items include:

- Title VI Non-Discrimination Implementation Plan
- Cushman Street Field Trip Discussion
- FMATS Transition Plan
- Metropolitan Transportation Plan Kick-Off Meeting

For more information, please contact:

Alicia Stevens
FMATS Transportation Planner
800 Cushman Street
Fairbanks, AK 99701-4615
Telephone: (907) 459-6805
Fax: (907) 459-6783
Email: web@fmats.us
Website: www.fmats.us
### FMATS Policy Board Meeting

- **Date:** Wednesday, April 19, 2017
- **Time:** 12:00 PM
- **Location:** Fairbanks City Council Chambers, 800 Cushman Street, Fairbanks, Alaska

### Details
- **Department:** Transportation and Public Facilities
- **Category:** Public Notices
- **Sub-Category:** Location(s): Fairbanks

- **Publish Date:** 4/13/2017
- **Archive Date:** 4/20/2017
- **Events/Deadlines:**
  - FMATS Meeting: 4/19/2017 12:00pm

### Revision History
- Created 4/13/2017 2:36:38 PM by plord
PUBLIC SERVICE ANNOUNCEMENT

The FMATS Policy Board will meet Wednesday, April 19, 2017 from 12:00-2:00 p.m. in the City Council Chambers, 2nd Floor, City Hall, 800 Cushman Street, Fairbanks, Alaska. The call in number for this meeting is (907) 459-6769.

Main Agenda Items related to transportation plans and projects in the Fairbanks area include:

- Title VI Non-Discrimination Implementation Plan
- Cushman Street Field Trip Discussion
- FMATS Transition Plan
- Metropolitan Transportation Plan Kick-Off Meeting

**THIS MEETING IS OPEN TO THE PUBLIC.**

For more information, please contact:
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FMATS Transportation Planner
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Email: web@fmats.us
Website: www.fmats.us
FMATS Fairbanks Metropolitan Area Transportation System
@fmats_alaska

Policy Board Meeting, 4/19

57 people reached

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Janice Westblad
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The Fairbanks Metropolitan Area Transportation System (FMATS) plans for local multi-modal transportation system investments that work for the betterment of the community. FMATS is the Metropolitan Planning Organization (MPO) for the Fairbanks, Alaska region. The planning area

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Employee distribution by department
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Notable leadership additions
Trends in hiring activity

Recent Updates

Fairbanks Metropolitan Area Transportation System - FMATS

Policy Board Meeting, 4/19
fmats.us • Fairbanks Council Chambers, 12 - 2PM

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Like • Comment • Pin to top • 3 days ago
Policy Board Meeting, 4/19

FMATS Policy Board Meeting
Wednesday, April 19, 2017
Fairbanks Council Chambers
800 Cushman Street
12:00 – 2:00 PM

View the Meeting Packet: 4.19.17 PB Meeting Packet

Main Agenda Items Include:
- Title VI Non-Discrimination Implementation Plan
- Cushman Street Field Trip Discussion
- FMATS Transition Plan
- Metropolitan Transportation Plan Kick-Off Meeting

If you can not attend the meeting in person, you may participate via teleconference: (907)459-6769
or via live stream: http://fmats.us/about-fmats/policy-board/
The Fairbanks Metropolitan Area Transportation System (FMATS) plans for transportation system investments that work for the betterment of all citizens.

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Policy Board Meeting on Wednesday, 4/19 from 12-2pm in the Fairbanks Council Chambers, 800 Cushman St. More info: fmats.us/2017/04/14/pol...
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

TITLE VI REPORT

Section: FMATS  Region: Northern
Prepared by: Deborah Todd  Facilitated by: Mayor Bryce Ward
Meeting Location: City of Fairbanks, Council Chambers, 800 Cushman St, Fbks., AK
Date: June 21, 2017  Time: 12:00 p.m. – 2:05 p.m.
Project No. (Federal/State): ____________________________
Project Name: FMATS Policy Board Meeting

Purpose: (check all that applies)

X Public Meeting  EIS  *CAG (Citizen’s Advisory Group)
Project Scope  EA  Other: ________________

Method of advertisement: Two day Advertisement in the Fairbanks Daily News Miner; State of
AK On-Line Public Notice; FNSB On-Line Public Notice, FMATS Website Notice, Public
Service Announcement (PSA), FMATS Facebook Post, FMATS LinkedIn Post, FMATS Twitter

Post Announcement/ads attached.

Number of people present at the public meeting: 25 (Copy of sign-in sheet attached 1
attendees by telephone. Some attendees did not sign in.)
Number of Minority present: ______  Number of Women present: 11

Was an interpreter required? YES NO

If yes, for what language(s) ________________________________

• Describe Title VI issues (potential disparate impact(s)), if any.
  N/A
• If applicable, were Title VI issues addressed in the meeting? How?
  N/A
• If applicable, were Title VI issues resolved? If not, please explain.
  N/A
• Other Comments: None
*This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Fairbanks Metropolitan Area Transportation System.

**FAIRBANKS METROPOLITAN AREA TRANSPORTATION SYSTEM**

**POLICY BOARD MEETING**

**SIGN IN SHEET**

**PROJECT NAME:** Policy Board Meeting  
**DATE:** June 21, 2017

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POLICY BOARD MEETING  
Wednesday, June 21, 2017 • 12PM-2PM  
City of Fairbanks, Council Chambers  
800 Cushman Street  
Main Agenda Items Include:  
• FMATS Bike and Pedestrian Advisory Committee Recommendation  
• 2045 Metropolitan Transportation Plan Draft Goals and Objectives  
• Gillam Way Reconstruction Phase 2 Increase  
• Airport/Cushman Intersection Discussion and Recommendation  
• Landscape Policy  
• Transportation Improvement Program Administrative Modification #1  
• MACS Fixed Route Service Reduction Update  
• Noble Street Upgrades Update

FMATS TRANSITION PLAN  
WORK SESSION  
Wednesday, June 21, 2017 • 2-4PM  
City of Fairbanks, Council Chambers  
800 Cushman Street  
The purpose of the Work Session is to present and discuss the initial findings to provide direction for the Implementation Plan.

THE PUBLIC IS WELCOME AND ENCOURAGED TO ATTEND  
The FMATS public hearing requirements agree to use the TIP development process to satisfy the public hearing requirements of Section 5307(c). The public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the program-of projects requirements of the Urbanized Area Formula Program. See 23 C.F.R. Part 450 and 49, C.F.R. Part 613 (specifically Subpart B, “Statewide Transportation Planning,” and Subpart C, “Metropolitan Transportation Planning and Programming”). The public involvement process is described at 23 C.F.R. Section 450.316(b).  
FMATS complies with the AKDOT&PF Title VI Nondiscrimination Policy, and operates Federal Programs without regard to race, religion, color, gender, age, marital status, ability, or national origin. Full FMATS Title VI Nondiscrimination Policy or file a complaint: http://www.fmats.us/civilrights. Individuals with disabilities who may need auxiliary aids, services and/or special modifications to participate in this public meeting should contact Donna Gardino at (907) 459-6786 or email: web@fmats.us. For a TEXT phone dial (907) 459-6718.

Working together to achieve safe and efficient multi-modal transportation solutions.
Policy Board Meeting, 6/21
Fairbanks Metropolitan Area Transportation System - FMATS

Policy Board Meeting, 6/21

fmats.us
Fairbanks Metropolitan Area Transportation System (FMATS) Policy Board Meeting - Wednesday, June 21, 2017, 12-2 PM, Fairbanks City Council Chambers, 800 Cushman Street, Fairbanks

The Fairbanks Metropolitan Area Transportation System (FMATS) Policy Board will meet on Wednesday, June 21, 2017 from 12:00-2:00 PM in the City of Fairbanks Council Chambers, 2nd Floor City Hall, 800 Cushman Street, Fairbanks, Alaska. The public is welcome to attend.

Main Agenda Items include:

- FMATS Bike and Pedestrian Advisory Committee Recommendation
- 2045 Metropolitan Transportation Plan Draft Goals and Objectives
- Gillam Way Reconstruction Phase 2 Increase
- Airport/Cushman Intersection Discussion and Recommendation
- Landscape Policy
- Transportation Improvement Program Administrative Modification #1
- MACS Fixed Route Service Reduction Update
- Noble Street Upgrades Update

For more information, please contact:
Donna Cardino
FMATS Executive Director
800 Cushman Street
Fairbanks, AK 99701-4615
Telephone: (907) 459-6786
Fax: (907) 459-6783
Email: web@fmats.us
Website: www.fmats.us
The Fairbanks Metropolitan Area Transportation System (FMATS) Policy Board will meet on Wednesday, June 21, 2017 from 12-2PM in the City of Fairbanks Council Chambers, 800 Cushman Street, Fairbanks, Alaska.

Main Agenda items related to transportation plans and projects in the Fairbanks area include:

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- Gillam Way Reconstruction Phase 2 Increase
- Airport/Cushman Intersection Discussion and Recommendation
- Landscape Policy
- Transportation Improvement Program Administrative Modification #1
- MAAC Fixed Route Service Reduction Update
- Noblee Street Upgrades Update

The public is welcome to attend.

For more information, please contact:
Donna Gardino, FMATS Executive Director
Telephone: (907) 459-6706, email: web@fmats.us,
or visit www.fmats.us
PUBLIC SERVICE ANNOUNCEMENT

The FMATS Policy Board will meet Wednesday, June 21, 2017 from 12:00-2:00 p.m. in the City Council Chambers, 2nd Floor, City Hall, 800 Cushman Street, Fairbanks, Alaska. The teleconference call in number for this meeting is (907) 459-6769.

Main Agenda Items related to transportation plans and projects in the Fairbanks area include:

- FMATS Bike and Pedestrian Advisory Committee Recommendation
- 2045 Metropolitan Transportation Plan Draft Goals and Objectives
- Gillam Way Reconstruction Phase 2 Increase
- Airport/Cushman Intersection Discussion and Recommendation
- Landscape Policy
- Transportation Improvement Program Administrative Modification #1
- MACS Fixed Route Service Reduction Update
- Noble Street Upgrades Update

THIS MEETING IS OPEN TO THE PUBLIC.

For more information, please contact:
Donna Gardino
FMATS Executive Director
800 Cushman Street
Fairbanks, AK 99701-4615
Telephone: (907) 459-6786
Fax: (907) 459-6783
Email: web@fmats.us
Website: www.fmats.us
Policy Board Meeting Wednesday, 6/21, 12-2pm. More info: fmats.us/2017/06/16/pol...
Private: Policy Board Meeting, 6/21

Policy Board Meeting
June 21, 2017
Fairbanks City Council Chambers
800 Cushman Street
12:00 – 2:00 PM

View the Meeting Packet: 6.21.17 PC Meeting Packet updated 6/21/17

Main Agenda Items Include:
- FMATS Bike and Pedestrian Advisory Committee Recommendation
- 2045 Metropolitan Transportation Plan Draft Goals and Objectives
- Gillian Way Reconstruction Phase 2 Increase
- Airport/Cushman Intersection Discussion and Recommendation
- Landscape Policy
- Transportation Improvement Program Administrative Modification #1
- MACS Fixed Route Service Reduction Update
- Noble Street Upgrades Update

If you cannot attend the meeting in person, you may:

Call into the teleconference line: (907) 459-6769

Or

Listen via live-stream: http://fmats.us/about-fmats/policy-board/
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

TITLE VI REPORT

Section: FMATS  Region: Northern
Prepared by: Deborah Todd  Facilitated by: Mayor Bryce Ward
Meeting Location: City of Fairbanks, Council Chambers, 800 Cushman St, Fbks., AK
Date: August 16, 2017  Time: 12:00 p.m. – 1:31 p.m.
Project No. (Federal/State): ________________________________
Project Name: FMATS Policy Board Meeting

Purpose: (check all that applies)

_X_ Public Meeting  ___ EIS  ___*CAG (Citizen’s Advisory Group)
___ Project Scope  ___ EA  ___ Other: __________________________

Method of advertisement: Two day Advertisement in the Fairbanks Daily News Miner; State of
AK On-Line Public Notice; FNSB On-Line Public Notice, FMATS Website Notice, Public
Service Announcement (PSA), FMATS Facebook Post, FMATS LinkedIn Post, FMATS Twitter

Post Announcement/ads attached.

Number of people present at the public meeting: 14 (Copy of sign-in sheet attached 1
attendees by telephone. Some attendees did not sign in.)
Number of Minority present: ______  Number of Women present: 6

Was an interpreter required? YES NO

If yes, for what language(s) ________________________________

- Describe Title VI issues (potential disparate impact(s)), if any.
  N/A
- If applicable, were Title VI issues addressed in the meeting? How?
  N/A
- If applicable, were Title VI issues resolved? If not, please explain.
  N/A
- Other Comments: None
*This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Fairbanks Metropolitan Area Transportation System.

FAIRBANKS METROPOLITAN AREA TRANSPORTATION SYSTEM

POLICY BOARD MEETING

SIGN IN SHEET

<table>
<thead>
<tr>
<th>PROJEC'T NAME: Policy Board Meeting</th>
<th>DATE: August 16, 2017</th>
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RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)
**Project Name:** Policy Board Meeting  

**Date:** August 16, 2017

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**Race Categories:** WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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POLICY BOARD MEETING
Wednesday, August 16, 2017 • 12-2PM
City of Fairbanks, Council Chambers
800 Cushman Street

Main Agenda Items Include:

• FMATS Bicycle & Pedestrian Advisory Committee Representatives
• Letter to the Interior Delegation on DOT&PF Maintenance Budget
• Banking Request Update and Revision
• Transition Plan Update
• Authorizing the Chair to Engage in Negotiations for FMATS Staff with the IBEW
• FMATS Review Interview Team Designation
• Letter of Support for the Fairbanks North Star Borough Grant Application for the Transit Maintenance Facility
• Birch Hill Bicycle and Pedestrian Facility Phase 2 Increase
• Noble Street Upgrade Phase 4 Increase
• Public Hearing August 18, 2017 on DEC Proposed Regulations & State Implementation Plan (SIP)
• 2045 Metropolitan Transportation Plan Draft Existing Conditions Report
• Yankovich/Miller Hill Project Comments due September 6

THE PUBLIC IS WELCOME AND ENCOURAGED TO ATTEND

The FMATS public hearing requirements agree to use the TIP development process to satisfy the public hearing requirements of Section 5307(c). The public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the program—of projects requirements of the Urbanized Area Formula Program. See 23 C.F.R. Part 450 and 49, C.F.R. Part 613 (specifically Subpart B, “Statewide Transportation Planning,” and Subpart C, “Metropolitan Transportation Planning and Programming”). The public involvement process is described at 23 C.F.R. Section 450.316(b). FMATS complies with the AKDOT&PF Title VI Nondiscrimination Policy, and operates Federal Programs without regard to race, religion, color, gender, age, marital status, ability, or national origin. Full FMATS Title VI Nondiscrimination Policy or file a complaint: http://www.fmats.us/civilrights. Individuals with disabilities who may need auxiliary aids, services and/or special modifications to participate In this public meeting should contact Donna Gardino at (907) 459-6786 or email: web@fmats.us. For a TEXT phone dial (907) 459-6718. working together to achieve safe and efficient multi-modal transportation solutions.
Policy Board Meeting 8/16
Welcome, Fairbanks Metropolitan Area Transportation System - FMATS!

Engagement for last 7 days

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**Fairbanks Metropolitan Area Transportation System - FMATS**

2w

Policy Board Meeting 8/16

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1 Like

Like Comment

Organic Reach: 50 Impressions
Fairbanks Metropolitan Area Transportation System (FMATS) Policy Board Meeting - Wednesday, August 16, 2017, 12-2 PM, Fairbanks City Council Chambers, 800 Cushman Street, Fairbanks

The Fairbanks Metropolitan Area Transportation System (FMATS) Policy Board will meet on Wednesday, August 16, 2017 from 12:00-2:00 PM in the City of Fairbanks Council Chambers, 2nd Floor City Hall, 800 Cushman Street, Fairbanks, Alaska. The public is welcome to attend.

Main Agenda Items include:

- FMATS Bicycle & Pedestrian Advisory Committee Representatives
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For more information, please contact:
Donna Gardino
FMATS Executive Director
800 Cushman Street
Fairbanks, AK 99701-4615
Telephone: (907) 459-6786
Fax: (907) 459-6783
Email: web@fmats.us
Website: www.fmats.us
The Fairbanks Metropolitan Area Transportation System (FMATS) Policy Board will meet on Wednesday, August 16, 2017 from 12-2PM in the City of Fairbanks Council Chambers, 800 Cushman Street, Fairbanks, Alaska.

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For more information, please contact:
Donna Gardino, FMATS Executive Director
Telephone: (907) 459-6756, email: web@fmats.us
or visit www.fmats.us
PUBLIC SERVICE ANNOUNCEMENT

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THIS MEETING IS OPEN TO THE PUBLIC.

For more information, please contact:
Donna Gardino
FMATS Executive Director
800 Cushman Street
Fairbanks, AK 99701-4615
Telephone: (907) 459-6786
Fax: (907) 459-6783
Email: web@fmats.us
Website: www.fmats.us
FMATS @FMATS · Aug 11
Policy Board Meeting: Wednesday, 8/16, 12-2pm @ Fairbanks Council Chamber. More info: fmat.us/2017/08/11/pol...
Policy Board Meeting
Wednesday, August 16, 2017
Fairbanks Council Chambers
800 Cushman Street
12:00 – 2:00 PM

Main Agenda Items Include:
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If you wish to participate but cannot attend the meeting in person:

Call in to the conference line at (907)459-6769

Or

View the Meeting Packet: [08.16.17 PB Meeting Packet]
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

TITLE VI REPORT

Section: FMATS  Region: Northern

Prepared by: Deborah Todd  Facilitated by: Mayor Bryce Ward

Meeting Location: City of Fairbanks, Council Chambers, 800 Cushman St, Fbks., AK

Date: September 20, 2017  Time: 12:00 p.m. – 2:05 p.m.

Project No. (Federal/State): ______________________________

Project Name: FMATS Policy Board Meeting

Purpose: (check all that applies)

X Public Meeting  EIS  *CAG (Citizen’s Advisory Group)

Project Scope  EA  Other: ______________________________

Method of advertisement: Two day Advertisement in the Fairbanks Daily News Miner; State of

AK On-Line Public Notice; FNSB On-Line Public Notice, FMATS Website Notice, Public

Service Announcement (PSA), FMATS Facebook Post, FMATS LinkedIn Post, FMATS Twitter

Post Announcement/ads attached.

Number of people present at the public meeting: 24 (Copy of sign-in sheet attached 1

attendees by telephone. Some attendees did not sign in.)

Number of Minority present: ______  Number of Women present: 9

Was an interpreter required? YES  NO

If yes, for what language(s) ______________________________

• Describe Title VI issues (potential disparate impact(s)), if any.

  N/A

• If applicable, were Title VI issues addressed in the meeting? How?

  N/A

• If applicable, were Title VI issues resolved? If not, please explain.

  N/A

• Other Comments: None
**MEETING: POLICY BOARD**

**DATE: September 20, 2017**

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RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)
*This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Fairbanks Metropolitan Area Transportation System.

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RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)
POLICY BOARD MEETING
Wednesday, September 20, 2017 • 12-2PM
City of Fairbanks, Council Chambers
800 Cushman Street
Main Agenda Items Include:

• FMATS Metropolitan Transportation Plan Existing Conditions Report for Public Comment
• FMATS Transportation Improvement Program Administrative Modification #2
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• FMATS Landscape Policy
• Catalyst Alaska Task 11 Approval
• Executive Summary for the FMATS Transition Plan
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FMATS Fairbanks Metropolitan Area Transportation System

Policy Board Meeting 9/20

http://fmats.us/2017/09/15/policy-board-meeting-920/
Policy Board Meeting 9/20

Policy Board Meeting
Wednesday, September 20, 2017
Fairbanks Council Chambers
800 Cushman Street
12:00 – 2:00 PM

View the Meeting Packet: 9.20.17 PB Meeting Packet

Main Agenda Items Include:
- FMATS Metropolitan Transportation Plan Existing Conditions Report for Public Comment
- FMATS Transportation Improvement Program Administrative Modification #2
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- FMATS Landscape Policy
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The public is welcome to attend.

If you are unable to attend the meeting in person, you may:

Listen to the live feed: http://fmats.us/about-fmats/policy-board/
Welcome, Fairbanks Metropolitan Area Transportation System - FMATS!

Engagement for last 7 days:
- 0% likes
- 0 comments
- 0 shares

Recent updates:
- Posted by Alicia Stevens • 9/15/2017 • Sponsor now

- FMATS

Fairbanks Metropolitan Area Transportation System - FMATS

Policy Board Meeting 9/20 in the Fairbanks Council Chambers, 12-2pm.

fmats.us

Like • Comment

Organic Reach: 1 Impression

Show stats
Fairbanks Metropolitan Area Transportation System (FMATS) Policy Board Meeting - Wednesday, September 20, 2017, 12-2 PM, Fairbanks City Council Chambers, 800 Cushman Street, Fairbanks

The Fairbanks Metropolitan Area Transportation System (FMATS) Policy Board will meet on Wednesday, September 20, 2017 from 12:00-2:00 PM in the City of Fairbanks Council Chambers, 2nd Floor City Hall, 800 Cushman Street, Fairbanks, Alaska. The public is welcome to attend.

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Telephone: (907) 459-6786
Fax: (907) 459-6783
Email: web@fmats.us
Website: www.fmats.us
Details

**FMATS**

**Description:**

The Fairbanks Metropolitan Area Transportation System (FMATS) Policy Board will meet on Wednesday, September 20, 2017 from 12-2PM in the City of Fairbanks Council Chambers, 800 Cushman Street, Fairbanks, Alaska.

Main Agenda items related to transportation plans and projects in the Fairbanks area include:

+ FMATS Metropolitan Transportation Plan Existing Conditions Report for Public Comment
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+ Landscape Policy
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+ Executive Summary for the FMATS Transition Plan
+ FMATS Governance Structure

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For more information, please contact:

Donna Gardino, FMATS Executive Director

Telephone: (907) 459-6786, email: web@fmats.us.

or visit www.fmats.us.
PUBLIC SERVICE ANNOUNCEMENT

The FMATS Policy Board will meet Wednesday, September 20, 2017 from 12:00-2:00 p.m. in the City Council Chambers, 2nd Floor, City Hall, 800 Cushman Street, Fairbanks, Alaska. The call in number for this meeting is (907) 459-6769.

Main Agenda Items related to transportation plans and projects in the Fairbanks area include:

- FMATS Metropolitan Transportation Plan Existing Conditions Report for Public Comment
- FMATS Transportation Improvement Program Administrative Modification #2
- FFY18 FMATS Budget Approval
- FMATS Landscape Policy
- Catalyst Alaska Task 11 Approval
- Executive Summary for the FMATS Transition Plan
- FMATS Governance Structure

THIS MEETING IS OPEN TO THE PUBLIC.

For more information, please contact:
Donna Gardino
FMATS Executive Director
800 Cushman Street
Fairbanks, AK 99701-4615
Telephone: (907) 459-6786
Fax: (907) 459-6783
Email: web@fmats.us
Website: www.fmats.us
The Fairbanks Metropolitan Area Transportation System (FMATS) plans for transportation system investments that work for the betterment of all citizens.

Twitter handle: @FMATS

To learn more about FMATS, visit fmats.us/2017/09/15/policy-board-meeting-

Media: Image of a scenic bridge over a river surrounded by trees.
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

TITLE VI REPORT

Section: FMATS  Region: Northern
Prepared by: Deborah Todd  Facilitated by: Mayor Bryce Ward
Meeting Location: City of Fairbanks, Council Chambers, 800 Cushman St, Fbks., AK
Date: October 18, 2017  Time: 12:00 p.m. – 2:38 p.m.
Project No. (Federal/State):

Project Name: FMATS Policy Board Meeting

Purpose: (check all that applies)

_X_ Public Meeting  ____ EIS  ____*CAG (Citizen’s Advisory Group)
___ Project Scope  ____ EA  ____Other: ____________________

Method of advertisement: Two day Advertisement in the Fairbanks Daily News Miner; State of AK On-Line Public Notice; FNSB On-Line Public Notice, FMATS Website Notice, Public Service Announcement (PSA), FMATS Facebook Post, FMATS LinkedIn Post, FMATS Twitter

Post Announcement/ads attached.

Number of people present at the public meeting: 23 (Copy of sign-in sheet attached 1 attendee by telephone. Some attendees did not sign in.)
Number of Minority present: ______  Number of Women present: 10

Was an interpreter required? YES  NO

If yes, for what language(s) ____________________________________________________________

- Describe Title VI issues (potential disparate impact(s)), if any.
  N/A
- If applicable, were Title VI issues addressed in the meeting? How?
  N/A
- If applicable, were Title VI issues resolved? If not, please explain.
  N/A
- Other Comments: None
MEETING: POLICY BOARD

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Hidden for Privacy of Participants

RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)
*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Fairbanks Metropolitan Area Transportation System.

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**RACE CATEGORIES:** WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

**Page 2 of 3**

**effective: December 2004**
POLICY BOARD MEETING
Wednesday, October 18, 2017 • 12-2PM
City of Fairbanks, Council Chambers
800 Cushman Street
Main Agenda Items Include:

- FMATS Metropolitan Transportation Plan Existing Conditions Report Approval Pending Comments
- FMATS Transportation Improvement Program Amendment #3 for Public Comment
- Policy Board and Technical Committee 2018 Meeting Dates
- Direction for the 2018 Request to the Governor
- PL Distribution Modification
- MPO Membership Fee and Dues Structure
- FMATS Governance Structure Update

THE PUBLIC IS WELCOME AND ENCOURAGED TO ATTEND
The FMATS public hearing requirements agree to use the TIP development process to satisfy the public hearing requirements of Section 5307(c). The public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the program-of projects requirements of the Urbanized Area Formula Program. See 23 C.F.R. Part 450 and 49, C.F.R. Part 613 (specifically Subpart B, “Statewide Transportation Planning,” and Subpart C, “Metropolitan Transportation Planning and Programming”). The public involvement process is described at 23 C.F.R. Section 450.316(b). FMATS complies with the AKDOT&PF Title VI Nondiscrimination Policy, and operates Federal Programs without regard to race, religion, color, gender, age, marital status, ability, or national origin. Full FMATS Title VI Nondiscrimination Policy or file a complaint: http://www.fmats.us/clvllights. Individuals with disabilities who may need auxiliary aids, services and/or special modifications to participate in this public meeting should contact Donna Gardino at (907) 459-6786 or email: web@fmats.us. For a TEXT phone dial (907) 459-6718. working together to achieve safe and efficient multi-modal transportation solutions.
Policy Board Meeting: 10/18

FMATS Fairbanks Metropolitan Area Transportation System

Promote Local Business

800 Cushman St
Fairbanks, Alaska 09701

(907) 459-3605

Typically replies within a day

Send Message

http://www.fmats.us/

Promote Website

Government Organization - Transportation Service

Hours: 8:00AM - 5:00PM

Open Now
Policy Board Meeting: 10/18

Policy Board Meeting
Wednesday, October 18, 2017
Fairbanks City Council Chambers
800 Cushman Street
12:00 PM – 2:00 PM

View the Meeting Packet: 10.18.17 PB Meeting Packet

Main Agenda Items Include:
- FMATS Metropolitan Transportation Plan Existing Conditions Report Approval Pending Comments
- FMATS Transportation Improvement Program Amendment #3
- Policy Board and Technical Committee 2018 Meeting Dates
- Direction for the 2018 Request to the Governor
- PL Distribution Modification
- MPO Membership Fee and Dues Structure
- FMATS Governance Structure Update

If you are unable to participate in person:
Dial into the conference line: (907)459-6760

OR

Listen via live stream: http://fmats.us/about-fmats/policy-board/

FILED UNDER: FMATS
Welcome, Fairbanks Metropolitan Area Transportation System - FMATS!

Engagement for last 7 days

- 0% likes
- 0 comments
- 100% shares

Recent updates

- Posted by Alicia Stevens • 10/13/2017 • Sponsor now

- FMATS Fairbanks Metropolitan Area Transportation System - FMATS
  4d

- Policy Board Meeting: 10/18
  fmats.us

- Organic Reach: 14 Impressions

- Posted by Deborah Todd • 10/11/2017 • Sponsor now
Fairbanks Metropolitan Area Transportation System (FMATS) Policy Board Meeting - Wednesday, October 18, 2017, 12-2 PM, Fairbanks City Council Chambers, 800 Cushman Street, Fairbanks - Al...

The Fairbanks Metropolitan Area Transportation System (FMATS) Policy Board will meet on Wednesday, October 18, 2017 from 12:00-2:00 PM in the City of Fairbanks Council Chambers, 2nd Floor City Hall, 800 Cushman Street, Fairbanks, Alaska. The public is welcome to attend.

Main Agenda Items include:

- FMATS Metropolitan Transportation Plan Existing Conditions Report for Public Comment
- FMATS Transportation Improvement Program Amendment #3
- Policy Board and Technical Committee 2018 Meeting Dates
- Direction for the 2018 Request to the Governor
- PL Distribution Modification
- MPO Membership Fee and Dues Structure
- FMATS Governance Structure Update

For more information, please contact:

Donna Gardino
FMATS Executive Director
800 Cushman Street
Fairbanks, AK 99701-4615
Telephone: (907) 459-6786
Fax: (907) 459-6783
Email: web@fmats.us
Website: www.fmats.us
**FMATS**

**Description:**

The Fairbanks Metropolitan Area Transportation System (FMATS) Policy Board will meet on Wednesday, October 18, 2017 from 12-2PM in the City of Fairbanks Council Chambers, 800 Cushman Street, Fairbanks, Alaska.

Main Agenda items related to transportation plans and projects in the Fairbanks area include:

- FMATS Metropolitan Transportation Plan Existing Conditions Report Approval Pending Comments
- FMATS Transportation Improvement Program Amendment #3
- Policy Board and Technical Committee 2018 Meeting Dates
- Direction for the 2018 Request to the Governor
- PL Distribution Modification
- MPO Membership Fee and Dues Structure
- FMATS Governance Structure Update

The public is welcome to attend.

**For more information, please contact:**

Donna Gardino, FMATS Executive Director

Telephone: (907) 459-6786, email: web@fmats.us, or visit www.fmats.us
PUBLIC SERVICE ANNOUNCEMENT

The FMATS Policy Board will meet Wednesday, October 18, 2017 from 12:00-2:00 p.m. in the City Council Chambers, 2nd Floor, City Hall, 800 Cushman Street, Fairbanks, Alaska. The call in number for this meeting is (907) 459-6769.

Main Agenda Items related to transportation plans and projects in the Fairbanks area include:

- FMATS Metropolitan Transportation Plan Existing Conditions Report Approval Pending Comments
- FMATS Transportation Improvement Program Amendment #3
- Policy Board and Technical Committee 2018 Meeting Dates
- Policy Board November 2017 Meeting Date
- Direction for the 2018 Request to the Governor
- PL Distribution Modification
- MPO Membership Fee and Dues Structure
- FMATS Governance Structure Update
- Executive Director Notice of Internal Position Vacancy

THIS MEETING IS OPEN TO THE PUBLIC.

For more information, please contact:
Donna Gardino
FMATS Executive Director
800 Cushman Street
Fairbanks, AK 99701-4615
Telephone: (907) 459-6786
Fax: (907) 459-6783
Email: web@fmats.us
Website: www.fmats.us
The Fairbanks Metropolitan Area Transportation System (FMATS) plans for transportation system investments that work for the betterment of all citizens.

Fairbanks, Alaska

fmats.us

Joined June 2012

Policy Board Meeting: Wednesday Oct. 18, 12-2pm. More info: fmats.us/2017/10/13/policy-board-meeting

Fairbanks Metropolitan Area Transportation System
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

TITLE VI REPORT

Section: FMATS Region: Northern
Prepared by: Deborah Todd Facilitated by: Mayor Bryce Ward
Meeting Location: City of Fairbanks, Council Chambers, 800 Cushman St, Fbks., AK
Date: November 8, 2017 Time: 12:00 p.m. – 2:46 p.m.
Project No. (Federal/State): ___________________________________

Project Name: FMATS Policy Board Meeting

Purpose: (check all that applies)
____ Public Meeting ____ EIS ____ *CAG (Citizen’s Advisory Group)
____ Project Scope ____ EA ____ Other: ___________________________

Method of advertisement: Two day Advertisement in the Fairbanks Daily News Miner; State of AK On-Line Public Notice; FNSB On-Line Public Notice, FMATS Website Notice, Public Service Announcement (PSA), FMATS Facebook Post, FMATS LinkedIn Post, FMATS Twitter

Post Announcement/ads attached.

Number of people present at the public meeting: _______ (Copy of sign-in sheet attached ___ attendees by telephone. Some attendees did not sign in.)

Number of Minority present: _______ Number of Women present: _______

Was an interpreter required? YES NO

If yes, for what language(s) ____________________________________________

- Describe Title VI issues (potential disparate impact(s)), if any.
  N/A

- If applicable, were Title VI issues addressed in the meeting? How?
  N/A

- If applicable, were Title VI issues resolved? If not, please explain.
  N/A

- Other Comments: None
*This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Fairbanks Metropolitan Area Transportation System.

FAIRBANKS METROPOLITAN AREA TRANSPORTATION SYSTEM
SIGN IN SHEET

MEETING: POLICY BOARD

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RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

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RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)
POLICY BOARD MEETING
Wednesday, November 8, 2017 • 12-2PM
City of Fairbanks, Council Chambers
800 Cushman Street
Main Agenda Items Include:

• Metropolitan Transportation Plan Existing Conditions Report Approval
• FMATS Governance Structure Update
• Planning Fund (PL) Distribution Modification
• 2018 Meeting Calendar Date Revision
• FFY18 FMATS Improvement Program Priorities
• Election of Chair and Vice Chair
• Safety Targets and Draft System Performance Report
• Executive Session: Personnel Issues regarding the Hiring of an Executive Director and related Wages and Benefits
• Priority Project Funding Request to Governor

THE PUBLIC IS WELCOME AND ENCOURAGED TO ATTEND

The FMATS public hearing requirements agree to use the TIP development process to satisfy the public hearing requirements of Section 5307(c). The public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the program-of projects requirements of the Urbanized Area Formula Program. See 23 C.F.R. Part 450 and 49, C.F.R. Part 613 (specifically Subpart B, “Statewide Transportation Planning,” and Subpart C, “Metropolitan Transportation Planning and Programming”). The public involvement process is described at 23 C.F.R. Section 450.316(b). FMATS complies with the AKDOT&PF Title VI Nondiscrimination Policy, and operates Federal Programs without regard to race, religion, color, gender, age, marital status, ability, or national origin. Full FMATS Title VI Nondiscrimination Policy or file a complaint: http://www.fmats.us/clvllrlghts. Individuals with disabilities who may need auxiliary aids, services and/or special modifications to participate in this public meeting should contact Donna Gardino at (907) 459- 6786 or email: web@fmats.us. For a TEXT phone dial (907) 459-6718. Working together to achieve safe and efficient multi-modal transportation solutions.
Fairbanks Metropolitan Area Transportation System (FMATS) Policy Board Meeting - Wednesday, November 8, 2017, 12-2 PM, Fairbanks City Council Chambers, 800 Cushman Street, Fairbanks

The Fairbanks Metropolitan Area Transportation System (FMATS) Policy Board will meet on Wednesday, November 8, 2017 from 12:00-2:00 PM in the City of Fairbanks Council Chambers, 2nd Floor City Hall, 800 Cushman Street, Fairbanks, Alaska. The public is welcome to attend.

Main Agenda Items include:

- Metropolitan Transportation Plan Existing Conditions Report Approval
- FMATS Governance Structure Update
- Planning (PL) Fund Distribution Modification
- 2018 Meeting Calendar Date Revision
- Priority Project Funding Request to Governor
- FFY18 FMATS Improvement Program Priorities
- Election of Chair and Vice Chair
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For more information, please contact:

Donna Gardino, FMATS Executive Director
800 Cushman Street
Fairbanks, AK 99701-4615
Telephone: (907) 459-6786
Fax: (907) 459-6783
Email: web@fmats.us
Website: www.fmats.us
The Fairbanks Metropolitan Area Transportation System (FMATS) Policy Board will meet on Wednesday, November 8, 2017 from 12-2PM in the City of Fairbanks Council Chambers, 800 Cushman Street, Fairbanks, Alaska.

Main Agenda items related to transportation plans and projects in the Fairbanks area include:

- Metropolitan Transportation Plan Existing Conditions Report Approval
- FMATS Governance Structure Update
- Planning (PL) Fund Distribution Modification
- 2018 Meeting Calendar Date Revision
- Priority Project Funding Request to Governor
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- Election of Chair and Vice Chair
- Safety Targets and Draft System Performance Report
- Executive Session: Personnel issues regarding the Hiring of an Executive Director and related Wages and Benefits

The public is welcome to attend.

For more information, please contact:

Donna Gardino, FMATS Executive Director

Telephone: (907) 459-6786, email: web@fmats.us, or visit www.fmats.us
Policy Board Meeting 11/8

Policy Board Meeting
Wednesday, November 8, 2017
Fairbanks City Hall, Council Chambers
800 Cushman Street
12:00 - 2:00 PM

View the meeting packet: 11.8.17 PB Meeting Packet

Main Agenda Items Include:
- Metropolitan Transportation Plan Existing Conditions Report Approval
- FMATS Governance Structure Update
- Planning (PL) Fund Distribution Modification
- 2018 Meeting Calendar Date Revision
- FFY18 FMATS Improvement Program Priorities
- Priority Project Funding Request to Governor
- Election of Chair and Vice Chair
- Safety Targets and Draft System Performance Report
- Executive Session: Personnel Issues regarding the Hiring of an Executive Director and related Wages and Benefits

If you are unable to participate in person:
Dial into the conference line: (907)459-6789
Policy Board Meeting 11/8

FMATS.US

2 people reached
The Fairbanks Metropolitan Area Transportation System (FMATS) plans for transportation system investments that work for the betterment of all citizens.

Fairbanks, Alaska

fmats.us

Joined June 2012

471 Photos and videos

Policy Board Meeting, 11/8, 12-2pm, FBX Council Chambers. More info: fmats.us/2017/11/03/pol...
PUBLIC SERVICE ANNOUNCEMENT

The FMATS Policy Board will meet Wednesday, November 8, 2017 from 12:00-2:00 p.m. in the City Council Chambers, 2nd Floor, City Hall, 800 Cushman Street, Fairbanks, Alaska. The call in number for this meeting is (907) 459-6769.

Main Agenda Items related to transportation plans and projects in the Fairbanks area include:

- Metropolitan Transportation Plan Existing Conditions Report Approval
- FMATS Governance Structure Update
- Planning (PL) Fund Distribution Modification
- 2018 Meeting Calendar Revision
- Priority Project Funding Request to Governor
- FFY18 FMATS Improvement Program Priorities
- Election of Chair and Vice Chair
- Safety Targets and Draft System Performance Report
- Executive Session: Personnel Issues regarding the Hiring of an Executive Director and related Wages and Benefits

THIS MEETING IS OPEN TO THE PUBLIC.

For more information, please contact:
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800 Cushman Street
Fairbanks, AK 99701-4615
Telephone: (907) 459-6786
Fax: (907) 459-6783
Email: web@fmats.us
Website: www.fmats.us
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

TITLE VI REPORT

Section: FMATS  Region: Northern

Prepared by: Deborah Todd  Facilitated by: Mayor Bryce Ward

Meeting Location: City of Fairbanks, Council Chambers, 800 Cushman St, Fbks., AK

Date: December 20, 2017  Time: 12:00 p.m. – 1:43 p.m.

Project No. (Federal/State): ____________________________

Project Name: FMATS Policy Board Meeting

Purpose: (check all that applies)

X  Public Meeting  ___ EIS  ___*CAG (Citizen’s Advisory Group)
___ Project Scope  ___ EA  ___ Other: ________________


Number of people present at the public meeting: 11 (Copy of sign-in sheet attached 1
attendees by telephone. Some attendees did not sign in.)

Number of Minority present: ______  Number of Women present: ______ 3

Was an interpreter required? YES  NO

If YES, for what language(s) ________________________________

•  Describe Title VI issues (potential disparate impact(s)), if any.
  N/A

•  If applicable, were Title VI issues addressed in the meeting? How?
  N/A

•  If applicable, were Title VI issues resolved? If not, please explain.
  N/A

•  Other Comments: None
*This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Fairbanks Metropolitan Area Transportation System.

FAIRBANKS METROPOLITAN AREA TRANSPORTATION SYSTEM
SIGN IN SHEET

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RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)
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Race categories: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)
POLICY BOARD MEETING
Wednesday, December 20, 2017 • 12-2PM
City of Fairbanks, Council Chambers
800 Cushman Street

Main Agenda Items Include:

• Metropolitan Transportation Plan Update
• FMATS Governance Structure Update
• Draft System Performance Report
• Road/Rail Crossing Reduction Plan Scope
• Transportation Improvement Program Amendment #3
• FMATS Policies and Procedures: Policy #3 - Transportation Improvement Program (TIP) Funding Tables

To participate via telephone, please call: (907) 459-6769

THE PUBLIC IS WELCOME AND ENCOURAGED TO ATTEND

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Working together to achieve safe and efficient multi-modal transportation solutions.
Private: Policy Board Meeting

DECEMBER 15, 2017 BY ALICIA GIAMIACHEL (EDIT)

Policy Board Meeting
Wednesday, December 20, 2017
Fairbanks City Hall Council Chambers
800 Cushman Street
12PM – 2PM

View the Meeting Packet: 12.20.17 PB Meeting Packet

Main Agenda Items Include:
- Metropolitan Transportation Plan Update
- FMATS Governance Structure Update
- Draft System Performance Report
- Road/Rail Crossing Reduction Plan Scope
- Transportation Improvement Program Amendment #3
- FMATS Policies and Procedures: Policy #3-Transportation Improvement Program Funding Tables

The public is welcome to attend.

If you are unable to participate in person:
Dial into the conference line: (907)459-8769

OR

Listen via live stream: http://fmats.us/about-fmats/policy-board
Engagement for last 7 days

- 0% likes
- 0 comments
- 0 shares
- 0 new follows

Policy Board Meeting

Organic Reach: 16 Impressions
Fairbanks Metropolitan Area Transportation System (FMATS) Policy Board Meeting - Wednesday, December 20, 2017, 12-2 PM, Fairbanks City Council Chambers, 800 Cushman Street, Fairbanks.

The Fairbanks Metropolitan Area Transportation System (FMATS) Policy Board will meet on Wednesday, December 20, 2017 from 12:00-2:00 PM in the City of Fairbanks Council Chambers, 2nd Floor City Hall, 800 Cushman Street, Fairbanks, Alaska. The public is welcome to attend.

Main Agenda Items include:

- Metropolitan Transportation Plan Update
- FMATS Governance Structure Update
- Draft System Performance Report
- Road/Rail Crossing Reduction Plan Scope
- Transportation Improvement Program Amendment #3
- FMATS Policies and Procedures: Policy #3-Transportation Improvement Program Funding Tables

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For more information, please contact:
Jackson Fox, FMATS Executive Director
800 Cushman Street
Fairbanks, AK 99701-4615
Telephone: (907) 459-6786
Fax: (907) 459-6783
Email: jackson.fox@fmats.us or web@fmats.us
Website: www.fmats.us
The Fairbanks Metropolitan Area Transportation System (FMATS) Policy Board will meet on Wednesday, December 20, 2017 from 12-2PM in the City of Fairbanks Council Chambers, 800 Cushman Street, Fairbanks, Alaska. The public is welcome to attend.

Main Agenda items related to transportation plans and projects in the Fairbanks area include:

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- FMATS Policies and Procedures: Policy #3-Transportation Improvement Program Funding Tables

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or web@fmats.us, or visit www.fmats.us
The FMATS Policy Board will meet Wednesday, December 20, 2017 from 12-2 p.m. in the City Council Chambers, 2nd Floor, City Hall, 800 Cushman Street, Fairbanks, Alaska. To participate by telephone, please call: (907) 459-6769.

Main Agenda Items related to transportation plans and projects in the Fairbanks area include:

- Metropolitan Transportation Plan Update
- FMATS Governance Structure Update
- Draft System Performance Report
- Road/Rail Crossing Reduction Plan Scope
- Transportation Improvement Program Amendment #3
- FMATS Policies and Procedures: Policy #3: Transportation Improvement Program Funding Tables

**THIS MEETING IS OPEN TO THE PUBLIC.**

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800 Cushman Street
Fairbanks, AK 99701-4615
Telephone: (907) 459-6786
Email: jackson.fox@fmats.us or web@fmats.us
Website: www.fmats.us
FMATS @FMATS · Dec 15
Policy Board Meeting, Wednesday, December 20, 12-2pm at Fairbanks City Hall.
More info: fmats.us/2017/12/15/pol...
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

TITLE VI REPORT

Section: FMATS Region: Northern
Prepared by: Deborah Todd Facilitated by: Mayor Bryce Ward
Meeting Location: City of Fairbanks, Council Chambers, 800 Cushman St, Fbks., AK
Date: February 28, 2018 Time: 1:00 p.m. – 2:58 p.m.
Project No. (Federal/State): ________________________________
Project Name: FMATS Policy Board Meeting
Purpose: (check all that applies)

X Public Meeting ____ EIS ____*CAG (Citizen’s Advisory Group)
____ Project Scope ____ EA ____Other: _________________

Method of advertisement: Two day Advertisement in the Fairbanks Daily News Miner; State of
AK On-Line Public Notice; FNSB On-Line Public Notice, FMATS Website Notice, Public
Service Announcement (PSA), FMATS Facebook Post, FMATS LinkedIn Post, FMATS Twitter
Post Announcement/ads attached.

Number of people present at the public meeting: 20 (Copy of sign-in sheet attached 1
attendees by telephone. Some attendees did not sign in.)
Number of Minority present: ______ Number of Women present: 5
Was an interpreter required? YES NO
If yes, for what language(s) ________________________________

• Describe Title VI issues (potential disparate impact(s)), if any.
  N/A
• If applicable, were Title VI issues addressed in the meeting? How?
  N/A
• If applicable, were Title VI issues resolved? If not, please explain.
  N/A
• Other Comments: None
*This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Fairbanks Metropolitan Area Transportation System.

FAIRBANKS METROPOLITAN AREA TRANSPORTATION SYSTEM
SIGN IN SHEET

<table>
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<tr>
<th>MEETING: POLICY BOARD</th>
<th>DATE: February 28, 2018</th>
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<td><strong>NAME</strong> <em>(PLEASE PRINT)</em></td>
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RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)
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POLICY BOARD MEETING
Wednesday, February 28, 2018 • 1-3PM
City of Fairbanks, Council Chambers
800 Cushman Street

Main Agenda Items Include:
• Road/Rail Crossing Reduction/Realignment Plan Funding
• Metropolitan Transportation Plan Needs Analysis
• Yankovich Road Multi-Use Path Alternatives
• Transition Plan Update
• MTP Alternatives Charrette
• Minnie Street Corridor Study Open House #1

To participate via telephone, please call: (907) 459-6769.

THE PUBLIC IS WELCOME AND ENCOURAGED TO ATTEND

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Policy Board Meeting 2/28
Policy Board Meeting 2/28

Policy Board Meeting
Wednesday, February 28, 2018
Fairbanks Council Chambers
800 Cushman Street
1:00pm – 3:00pm

View the Meeting Packet: 2.28.18 PB Meeting Packet

Main Agenda Items Include:

- Road/Rail Crossing Reduction/Realignment Plan Funding
- Metropolitan Transportation Plan Needs Analysis
- Yankovich Road Multi-Use Path Alternatives
- Transition Plan Update
- Metropolitan Transportation Plan Alternatives Charrette
- Minnie Street Corridor Study Open House #1

The public is welcome to attend.

If you are unable to participate in person:
Dial into the conference line: (907)459-6769
OR
Listen via live stream: http://fmats.us/about-fmats/policy-board
Welcome, Fairbanks Metropolitan Area Transportation System - FMATS!

Engagement for last 7 days
- 0% likes
- 0 comments
- 0 shares

Recent updates
- Posted by Alicia Stevens • 2/23/2018 • Sponsor now

Policy Board Meeting 2/28
fmats.us

Organic Reach: 7 Impressions

- Posted by Alicia Stevens • 2/21/2018 • Sponsor now
Fairbanks Metropolitan Area Transportation System (FMATS) Policy Board Meeting - Wednesday, February 28, 2018, 1-3 PM, Fairbanks City Council Chambers, 800 Cushman Street, Fairbanks

The Fairbanks Metropolitan Area Transportation System (FMATS) Policy Board will meet on Wednesday, February 28, 2018 from 1:00-3:00 PM in the City of Fairbanks Council Chambers, 2nd Floor City Hall, 800 Cushman Street, Fairbanks, Alaska. The public is welcome to attend.

Main Agenda Items include:

- Road/Rail Crossing Reduction/Realignment Plan Funding
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- Minnie Street Corridor Study Open House #1

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Telephone: (907) 459-6786

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Email: jackson.fox@fmats.us or web@fmats.us

Website: www.fmats.us
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<td>2/28/2018</td>
<td><strong>Deadline to apply for a Real Property Assessment Appeal</strong></td>
<td>Fairbanks City Hall Council Chambers, 800 Cushman Street, Fairbanks</td>
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<td>3/2/2018</td>
<td><strong>FMATS 2045 Metropolitan Transportation Plan Air Quality Conformity Interagency Consultation</strong></td>
<td>FMATS Conference Room, 800 Cushman Street, Fairbanks, Alaska</td>
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<td>3/2/2018</td>
<td><strong>Scenic Heights Service Area Meeting</strong></td>
<td>Bakery Restaurant 69 College Road</td>
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<td><strong>Cordes Drive Service Area</strong></td>
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PUBLIC SERVICE ANNOUNCEMENT

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THIS MEETING IS OPEN TO THE PUBLIC.

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Fairbanks, AK 99701-4615
Telephone: (907) 459-6786
Email: jackson.fox@fmats.us or web@fmats.us
Website: www.fmats.us
The Fairbanks Metropolitan Area Transportation System (FMATS) plans for transportation system investments that work for the betterment of all citizens.

@FMATS
Policy Board Meeting: 2/28 @ 1pm in the Fairbanks Council Chambers. More info: fmats.us/2018/02/23/pol...
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

TITLE VI REPORT

Section: FMATS  Region: Northern

Prepared by: Deborah Todd  Facilitated by: Donna Gardino

Meeting Location: City of Fairbanks, Council Chambers, 800 Cushman St., Fbks., AK

Date: March 1, 2017  Time: 12:00 p.m. 2:11 p.m.

Project No. (Federal/State): __________________________

Project Name: FMATS Technical Committee Meeting

Purpose: (check all that applies)

[X] Public Meeting  ____ EIS  ____*CAG (Citizen’s Advisory Group)

____ Project Scope  ____ EA  ____ Other: ________________


Number of people present at the public meeting: 18 (Copy of sign-in sheet attached 0 attendees by telephone. Some attendees did not sign in.)

Number of Minority present: 1  Number of Women present: 9

Was an interpreter required? YES  NO

If yes, for what language(s) __________________________

• Describe Title VI issues (potential disparate impact(s)), if any.

  N/A

• If applicable, were Title VI issues addressed in the meeting? How?

  N/A

• If applicable, were Title VI issues resolved? If not, please explain.

  N/A

• Other Comments: None

Effective: November 2004
*This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Fairbanks Metropolitan Area Transportation System.

FAIRBANKS METROPOLITAN AREA TRANSPORTATION SYSTEM

TECHNICAL COMMITTEE MEETING SIGN IN SHEET

PROJECT NAME: Technical Committee Meeting  DATE: March 1, 2017

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**PROJECT NAME:** Technical Committee Meeting

**DATE:** March 1, 2017

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Technical Committee Meeting 3/1
Technical Committee Meeting 3/1

Technical Committee Meeting
Wednesday, March 1, 2017
Fairbanks City Council Chambers
800 Cushman Street, Fairbanks
12:00 – 2:00 PM

View the Meeting Packet: 3.1.17 TC Meeting Packet

Main Agenda Items Include:

- Draft Title VI Implementation Plan Public Comments to Date
- Old Richardson Highway Intersection Improvements Field Visit
- FMATS Transition Plan Scope of Services
- Sitter Drive Improvements
- Airway Drive Improvements
- Minnie Street Corridor Planning and Environmental Linkages Scope of Services
- Metropolitan Transportation Plan Budget Increase
- Fairbanks Road Crossing Reduction Plan Scope
- Cushman Street Bridge Field Visit
- University Avenue Widening Project Update
- Safety Performance Measures and Target Setting
- College Road Bus Pullouts Purpose and Need

A conference line is made available for those who cannot attend in person: 907-459-6769
The Fairbanks Metropolitan Area Transportation System (FMATS) plans for local multi-modal transportation system investments that work for the betterment of the community. FMATS is the Metropolitan Planning Organization (MPO) for the Fairbanks, Alaska region. The planning area

Uncover unique insights about Fairbanks Metropolitan Area Transportation System - FMATS

- Employee distribution by department
- Employee growth rates
- Notable leadership additions
- Trends in hiring activity

Recent Updates

Technical Committee Meeting 3/1

fmats.us  ·  Wednesday, March 1st, 12-2pm, Fairbanks City Council Chambers.

Targeted to: All Followers

11 impressions  1 click  0 interactions  9.09% engagement

Sponsor update
Fairbanks Metropolitan Area Transportation System (FMATS) Technical Committee Meeting - Wednesday, March 1, 2017 - 12PM-2PM Fairbanks City Council Chambers, 800 Cushman Street, Fairbanks

The Fairbanks Metropolitan Area Transportation System (FMATS) Technical Committee will meet on Wednesday, March 1, 2017 from 12:00 PM to 2:00 PM in the City Council Chambers, 2nd Floor City Hall, 800 Cushman Street, Fairbanks, Alaska. The public is welcome to attend.

Main Agenda Items include:

- Draft Title VI Implementation Plan Public Comments to Date
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For more information, please contact:

Ms. Donna Gardino
FMATS MPO Coordinator
800 Cushman Street
Fairbanks, AK  99701-4615
Telephone: (907) 459-6786
Fax: (907) 459-6783
Email: donna.gardino@fmats.us or web@fmats.us
Website: www.fmats.us
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Fax: (907) 459-6783
Email: donna.gardino@fmats.us
Website: www.fmats.us
PUBLIC SERVICE ANNOUNCEMENT

The FMATS Technical Committee will meet Wednesday, March 1, 2017 from 12:00-2:00 p.m. in the City Council Chambers, 2nd Floor City Hall, 800 Cushman Street, Fairbanks, Alaska.

Main Agenda Items related to transportation plans and projects in the Fairbanks area include:

- Draft Title VI Implementation Plan Public Comments to Date
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- Minnie Street Corridor Planning and Environmental Linkages Scope of Services
- Metropolitan Transportation Plan Budget Increase and Scope
- Fairbanks Rail/Road Crossing Reduction Plan Scope
- Cushman Street Bridge Field Visit
- University Avenue Widening Project Upgrade
- Safety Performance Measures and Target Setting
- College Road Bus Pullouts Purpose and Need

THIS MEETING IS OPEN TO THE PUBLIC.

For more information, please contact:
Donna Gardino, MPO Coordinator
Telephone: (907) 459-6786, or email: web@fmats.us
Technical Committee Meeting, 3/1, 12-2pm, Fairbanks Council Chambers.
More info: fmats.us/2017/02/24/tec ...
Section: FMATS  Region: Northern

Prepared by: Deborah Todd  Facilitated by: Jackson Fox, Chair

Meeting Location: City of Fairbanks, Council Chambers, 800 Cushman St., Fbks., AK

Date: June 7, 2017  Time: 12:00 p.m. – 2:00 p.m.

Project No. (Federal/State):  ___________________________________________

Project Name: FMATS Technical Committee Meeting

Purpose: (check all that applies)

  X  Public Meeting  ___ EIS  ____*CAG (Citizen’s Advisory Group)
  ___ Project Scope  ____ EA  ____Other: ______________________


Number of people present at the public meeting: 17  (Copy of sign-in sheet attached 2  attendees by telephone. Some attendees did not sign in.)

Number of Minority present:   Number of Women present: 9

Was an interpreter required? YES  NO

If yes, for what language(s) ________________________________

- Describe Title VI issues (potential disparate impact(s)), if any.
  N/A

- If applicable, were Title VI issues addressed in the meeting? How?
  N/A

- If applicable, were Title VI issues resolved? If not, please explain.
  N/A

- Other Comments: None
*This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Fairbanks Metropolitan Area Transportation System.

FAIRBANKS METROPOLITAN AREA TRANSPORTATION SYSTEM

TECHNICAL COMMITTEE MEETING
SIGN IN SHEET

PROJECT NAME: Technical Committee Meeting    DATE: June 7, 2017

<table>
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**PROJECT NAME:** Technical Committee Meeting

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Page 2 of 3  
effective: December 2004
TECHNICAL COMMITTEE MEETING
Wednesday, June 7, 2017 • 12PM-2PM
City of Fairbanks, Council Chambers
800 Cushman Street

Main Agenda Items Include:

• Road/Rail Crossing Reduction Plan Work Group Report
• Non-Motorized Work Group Report
• Chena River Walk Stage III Field Visit Update
• FMATS Bicycle and Pedestrian Advisory Committee Roles
• Airport/Cushman Intersection Discussion and Recommendation
• FFY17-FFY20 Transportation Improvement Program Administrative Modification #1
• Vision Fairbanks Downtown Plan Ordinance
• Draft Metropolitan Transportation Plan Goals and Objectives
• MACS Fixed Route Service Reduction Update

FMATS IMPROVEMENT PROGRAM
SUBCOMMITTEE MEETING
Wednesday, June 7, 2017 • 2-4PM
FMATS Conference Room, 2nd Floor
Fairbanks City Hall, 800 Cushman Street

The purpose of this meeting is to discuss and compile a list of projects to consider for the FFY19 FMATS Improvement Program.

THE PUBLIC IS WELCOME AND ENCOURAGED TO ATTEND
The FMATS public hearing requirements agree to use the TIP development process to satisfy the public hearing requirements of Section 5307(c). The public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the program’s requirements of the Urbanized Area Formula Program. See 23 C.F.R. Part 450 and 49, C.F.R. Part 613 (specifically Subpart B, “Statewide Transportation Planning,” and Subpart C, “Metropolitan Transportation Planning and Programming”). The public involvement process is described at 23 C.F.R. Section 450.316(b).

FMATS complies with the AKDOT&PF Title VI Nondiscrimination Policy, and operates Federal Programs without regard to race, religion, color, gender, age, marital status, ability, or national origin. Full FMATS Title VI Nondiscrimination Policy or file a complaint: http://www.fmats.us/civilrights. Individuals with disabilities who may need auxiliary aids, services and/or special modifications to participate in this public meeting should contact Donna Gardino at (907) 459-6786 or email: web@fmats.us. For a TEXT phone dial (907) 459-6718.
Technical Committee Meeting 6/7

97 people reached
Technical Committee Meeting 6/7

JUNE 2, 2017 BY ALICIA GIAMICHAEL

FMATS Technical Committee Meeting
Wednesday, June 7, 2017
Fairbanks City Council Chambers
12:00pm – 2:00pm

View the Packet: 6.7.17 TC Meeting Packet (updated 6/5/17)

Main Agenda Items Include:

- Road/Rail Crossing Reduction Plan Work Group Report
- Non-Motorized Work Group Report
- Chena River Walk Stage III Field Visit Update
- FMATS Bicycle and Pedestrian Advisory Committee Roles
- Airport/Cushman Intersection Discussion and Recommendation
- FFY17-FFY20 Transportation Improvement Program Administrative Modification #1
- Vision Fairbanks Downtown Plan Ordinance
- MACS Fixed Route Bus Service Reduction Update
- 2045 Metropolitan Transportation Plan Draft Goals and Objectives

If you are unable to attend the meeting in person, you may call in to the meeting at 907-459-6769.

FILED UNDER: FMATS
Fairbanks Metropolitan Area Transportation System - FMATS
4d

Technical Committee Meeting 6/7
fmats.us
Fairbanks Metropolitan Area Transportation System (FMATS) Technical Committee Meeting - Wednesday, June 7, 2017 – 12PM-2PM
Fairbanks City Council Chambers, 800 Cushman Street, Fairbanks

The Fairbanks Metropolitan Area Transportation System (FMATS) Technical Committee will meet on Wednesday, June 7, 2017 from 12:00 PM to 2:00 PM in the City Council Chambers, 2nd Floor City Hall, 800 Cushman Street, Fairbanks, Alaska. The public is welcome to attend.

Main Agenda Items include:

- Road/Rail Crossing Reduction Plan Work Group Report
- Non-Motorized Work Group Report
- Chena River Walk Stage III Field Visit Update
- FMATS Bicycle and Pedestrian Advisory Committee Roles
- Airport/Cushman Intersection Discussion and Recommendation
- FFY17-FFY20 Transportation Improvement Program Administrative Modification #1
- Vision Fairbanks Downtown Plan Ordinance
- MACS Fixed Route Bus Service Reduction Update
- 2045 Metropolitan Transportation Plan Draft Goals and Objectives

For more information, please contact:
Ms. Donna Gardino
FMATS Executive Director
800 Cushman Street
Fairbanks, AK 99701-4615
Telephone: (907) 459-6786
Fax: (907) 459-6783
Email: donna.gardino@fmats.us or web@fmats.us
Website: www.fmats.us
FMATS

Description:
The Fairbanks Metropolitan Area Transportation System (FMATS) Technical Committee will meet on Wednesday, June 7, 2017 at 12PM in the City of Fairbanks Council Chambers, 2nd Floor City Hall, 800 Cushman Street, Fairbanks, AK. The public is welcome to attend.

Main Agenda Items Include:
- Road/Rail Crossing Reduction Plan Work Group
- Non-Motorized Work Group Report
- Chena River Walk Stage III Field Visits Update
- FMATS Bicycle and Pedestrian Advisory Committee Roles
- Airport/Cushman Intersection Discussion and Recommendation
- FY17-FY20 Transportation Improvement Program Administrative Modification #1
- Vision Fairbanks Downtown Plan Ordinance
- MACS/MAC Fixed Route Bus Service Reduction Update
- 2045 Metropolitan Transportation Plan Draft Goals and Objectives

For more information, please contact:
Ms. Donna Gardino
FMATS Executive Director
800 Cushman Street
Fairbanks, AK 99701-4615
Telephone: (907) 459-6786
Fax: (907) 459-6783
Email: donna.gardino@fmats.us
Website: www.fmats.us
PUBLIC SERVICE ANNOUNCEMENT

The FMATS Technical Committee will meet Wednesday, June 7, 2017 from 12:00-2:00 p.m. in the City Council Chambers, 2nd Floor City Hall, 800 Cushman Street, Fairbanks, Alaska.

Main Agenda Items related to transportation plans and projects in the Fairbanks area include:

- Road/Rail Crossing Reduction Work Group Report
- Non-Motorized Work Group Report
- Chena River Walk Stage III Field Visit Update
- Airport/Cushman Intersection Discussion and Recommendation
- FMATS Bicycle and Pedestrian Advisory Committee Roles
- FFY17-FFY20 Transportation Improvement Program Administrative Modification #1
- Vision Fairbanks Downtown Plan Ordinance
- Draft Metropolitan Transportation Plan Goals and Objectives
- MACS Fixed Route Bus Service Reduction Update

THIS MEETING IS OPEN TO THE PUBLIC.

For more information, please contact:
Donna Gardino, FMATS Executive Director
Telephone: (907) 459-6786, or email: web@fmats.us
FMATS @FMATS - Jun 2
Technical Committee Meeting: Wednesday, 8/7, 12-2pm in the Fairbanks City Council Chambers. More info: fmats.us/2017/06/02/tec...
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

TITLE VI REPORT

Section: FMATS  Region: Northern

Prepared by: Deborah Todd  Facilitated by: Jackson Fox, Chair

Meeting Location: City of Fairbanks, Council Chambers, 800 Cushman St., Fbks., AK

Date: July 5, 2017  Time: 12:02 p.m. – 1:33 p.m.

Project No. (Federal/State):

Project Name: FMATS Technical Committee Meeting

Purpose: (check all that applies)

_X_ Public Meeting  ____ EIS  ____*CAG (Citizen’s Advisory Group)

____ Project Scope  ____ EA  ____ Other: ________________


Number of people present at the public meeting: 18 (Copy of sign-in sheet attached 2 attendees by telephone. Some attendees did not sign in.)

Number of Minority present: 8

Number of Women present: 8

Was an interpreter required? YES  NO

If yes, for what language(s) ________________________________

• Describe Title VI issues (potential disparate impact(s)), if any.

  N/A

• If applicable, were Title VI issues addressed in the meeting? How?

  N/A

• If applicable, were Title VI issues resolved? If not, please explain.

  N/A

• Other Comments: None
*This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Fairbanks Metropolitan Area Transportation System.

FAIRBANKS METROPOLITAN AREA TRANSPORTATION SYSTEM
TECHNICAL COMMITTEE MEETING SIGN IN SHEET

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<th>DATE: July 5, 2017</th>
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Page 1 of 3
effective: December 2004
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**PROJECT NAME:** Technical Committee Meeting  
**DATE:** July 5, 2017

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*effective: December 2004*
TECHNICAL COMMITTEE MEETING
Wednesday, July 5, 2017 • 12PM-2PM
City of Fairbanks, Council Chambers
800 Cushman Street
Main Agenda Items Include:

- FMATS Bicycle and Pedestrian Advisory Committee Roles
- 2045 Metropolitan Transportation Plan Draft Goals and Objectives
- Transportation Infrastructure – Review of Policy Comments
- Letter to Legislature Regarding Maintenance Funding
- FMATS Banking Request
- FMATS Landscape Policy
- MACS Fixed Route Service Reduction Update
- Vision Fairbanks Downtown Plan Ordinance

THE PUBLIC IS WELCOME AND ENCOURAGED TO ATTEND

The FMATS public hearing requirements agree to use the TIP development process to satisfy the public hearing requirements of Section 5307(c). The public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the program-of-projects requirements of the Urbanized Area Formula Program. See 23 C.F.R. Part 450 and 49, C.F.R. Part 613 (specifically Subpart B, “Statewide Transportation Planning,” and Subpart C, “Metropolitan Transportation Planning and Programming”). The public involvement process is described at 23 C.F.R. Section 450.316(b).

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Working together to achieve safe and efficient multi-modal transportation solutions.
Technical Committee Meeting
Wednesday, July 5, 2017
Fairbanks Council Chambers
800 Cushman Street
12:00 – 2:00 PM

Main Agenda Items Include:
■ FMATS Bicycle and Pedestrian Advisory Committee Roles
■ 2045 Metropolitan Transportation Plan Draft Goals and Objectives
■ Transportation Infrastructure – Review of Policy Comments
■ Letter to Legislature regarding Maintenance Funding
■ Banking Request
■ Landscape Policy
■ AMPO Symposium Summary
■ MACS Fixed Route Service Reduction Update
■ Vision Fairbanks Downtown Plan Ordinance

If you are unable to attend the meeting in person, a conference line will be available: (907) 459-6769
To view the meeting packet go to FMATS.us

fmats.us
Technical Committee Meeting 7/5

June 30, 2017 by Alicia Giamichael

Technical Committee Meeting
Wednesday, July 5, 2017
Fairbanks Council Chambers
800 Cushman Street
12:00 – 2:00 PM

View the Meeting Packet: 07.05.17 TC Meeting Packet

Main Agenda Items Include:

- FMATS Bicycle and Pedestrian Advisory Committee Roles
- 2045 Metropolitan Transportation Plan Draft Goals and Objectives
- Transportation Infrastructure – Review of Policy Comments
- Letter to Legislature regarding Maintenance Funding
- Banking Request
- Landscape Policy
- AMPO Symposium Summary
- MACS Fixed Route Service Reduction Update
- Vision Fairbanks Downtown Plan Ordinance

If you are unable to attend the meeting in person, a conference line will be available: (907) 459-6769

Filed Under: FMATS Tagged With: Technical Committee
Technical Committee Meeting Wednesday, July 5, 2017 Fairbanks Council Chambers 600 Cushman Street 12:00 – 2:00 PM Main Agenda Items Include:  FHATS Bicycle and Pedestrian Advisory Committee Roles  2015 Metropolitan Transportation Plan Draft Goals and Objectives  Transportation Infrastructure – Review of Policy Comments  Letter to Legislature regarding Maintenance Funding  Banking Request  Landscape Policy  AMPO Symposium Summary  HAACS  Fixed Route Service Reduction Update  Vision Fairbanks Downtown Plan Ordinance If you are unable to attend the meeting in person, a conference line will be available: (907) 459-6769 View the meeting packet at: http://fmats.us/
Fairbanks Metropolitan Area Transportation System (FMATS) Technical Committee Meeting - Wednesday, July 5, 2017 – 12PM-2PM Fairbanks City Council Chambers, 800 Cushman Street, Fairbanks

The Fairbanks Metropolitan Area Transportation System (FMATS) Technical Committee will meet on Wednesday, July 5, 2017 from 12:00 PM to 2:00 PM in the City Council Chambers, 2nd Floor City Hall, 800 Cushman Street, Fairbanks, Alaska. The public is welcome to attend.

Main Agenda Items include:

- FMATS Bicycle and Pedestrian Advisory Committee Roles
- 2045 Metropolitan Transportation Plan Draft Goals and Objectives
- Transportation Infrastructure – Review of Policy Comments
- Letter to Legislature regarding Maintenance Funding
- FMATS Banking Request
- FMATS Landscape Policy
- MACS Fixed Route Service Reduction Update
- Vision Fairbanks Downtown Plan Ordinance

For more information, please contact:
Ms. Donna Gardino
FMATS Executive Director
800 Cushman Street
Fairbanks, AK  99701-4615
Telephone: (907) 459-6786
Fax: (907) 459-6783
Email: donna.gardino@fmats.us or web@fmats.us
Website: www.fmats.us
FMATS

Description:
The Fairbanks Metropolitan Area Transportation System (FMATS) Technical Committee will meet on Wednesday, July 5, 2017 at 12PM in the City of Fairbanks Council Chambers, 2nd Floor City Hall, 800 Cushman Street, Fairbanks, AK. The public is welcome to attend.

Main Agenda Items Include:
- FMATS Bicycle and Pedestrian Advisory Committee Roles
- 2045 Metropolitan Transportation Plan Draft Goals and Objectives
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Website: www.fmats.us
PUBLIC SERVICE ANNOUNCEMENT

The FMATS Technical Committee will meet Wednesday, July 5, 2017 from 12:00-2:00 p.m. in the City Council Chambers, 2nd Floor City Hall, 800 Cushman Street, Fairbanks, Alaska.

Main Agenda Items related to transportation plans and projects in the Fairbanks area include:

- FMATS Bicycle and Pedestrian Advisory Committee Roles
- 2045 Metropolitan Transportation Plan Draft Goals and Objectives
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THIS MEETING IS OPEN TO THE PUBLIC.

For more information, please contact:
Donna Gardino, FMATS Executive Director
Telephone: (907) 459-6786, or email: web@fmats.us
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

TITLE VI REPORT

Section: FMATS  Region: Northern

Prepared by: Deborah Todd  Facilitated by: Jackson Fox, Chair

Meeting Location: City of Fairbanks, Council Chambers, 800 Cushman St., Fbks., AK

Date: August 2, 2017  Time: 12:00 p.m. – 1:45 p.m.

Project No. (Federal/State): ________________________________

Project Name: FMATS Technical Committee Meeting

Purpose: (check all that applies)

_X_ Public Meeting  ____ EIS  ____*CAG (Citizen’s Advisory Group)

___ Project Scope  ____ EA  ____ Other: ________________


Number of people present at the public meeting: 22 (Copy of sign-in sheet attached 0 attendees by telephone. Some attendees did not sign in.)

Number of Minority present:  Number of Women present: 12

Was an interpreter required? YES  NO

If yes, for what language(s) ________________________________

- Describe Title VI issues (potential disparate impact(s)), if any.
  N/A

- If applicable, were Title VI issues addressed in the meeting? How?
  N/A

- If applicable, were Title VI issues resolved? If not, please explain.
  N/A

- Other Comments: None

Page 1 of 1  Effective: November 2004
**FAIRBANKS METROPOLITAN AREA TRANSPORTATION SYSTEM**

**TECHNICAL COMMITTEE MEETING SIGN IN SHEET**

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Page 1 of 3  
**effective:** December 2004

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**PROJECT NAME:** Technical Committee Meeting  
**DATE:** August 2, 2017

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**RACE CATEGORIES:** WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)  

Page 2 of 3

effective: December 2004
This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Fairbanks Metropolitan Area Transportation System.

**PROJECT NAME:** Technical Committee Meeting

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**DATE:** August 2, 2017

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RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

Page 3 of 3

effective: December 2004
TECHNICAL COMMITTEE MEETING
Wednesday, August 2, 2017 • 12PM-2PM
City of Fairbanks, Council Chambers
800 Cushman Street

Main Agenda Items Include:

• FMATS Bicycle and Pedestrian Advisory Committee Roles
• FMATS Transition Plan Update and Executive Director Search
• 2045 Metropolitan Transportation Plan Draft Goals and Objectives Update and Existing Conditions Report
• Draft Landscape Policy
• Letter to the Interior Delegation Regarding Maintenance
• Update on Paused Projects
• Project Updates: Noble Street Upgrades, FMATS Improvements, and Steese/Front Street
• Banking Request Update

THE PUBLIC IS WELCOME AND ENCOURAGED TO ATTEND
The FMATS public hearing requirements agree to use the TIP development process to satisfy the public hearing requirements of Section 5307(c). The public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the program-of-projects requirements of the Urbanized Area Formula Program. See 23 C.F.R. Part 450 and 49, C.F.R. Part 613 (specifically Subpart B, “Statewide Transportation Planning,” and Subpart C, “Metropolitan Transportation Planning and Programming”). The public involvement process is described at 23 C.F.R. Section 450.316(b).

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Working together to achieve safe and efficient multi-modal transportation solutions.
Technical Committee Meeting
Wednesday, August 2, 2017
Fairbanks Council Chambers
800 Cushman Street
12:00 – 2:00PM

Main Agenda Items Include:
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If you cannot attend the meeting in person, you may call in to the teleconference line: (907) 459-6769

Technical Committee Meeting, 8/2
Technical Committee Meeting, 8/2

JULY 28, 2017 BY ALICIA GIAMICHAEL

Technical Committee Meeting
Wednesday, August 2, 2017
Fairbanks Council Chambers
800 Cushman Street
12:00 – 2:00PM

View the Meeting Packet: 08.02.17 TC Meeting Packet

Main Agenda Items Include:

- FMATS Bicycle and Pedestrian Advisory Committee Roles
- FMATS Transition Plan Update and Executive Director Search
- 2045 Metropolitan Transportation Plan Draft Goals and Objectives and Existing Conditions Report
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FILED UNDER: FMATS
Welcome, Fairbanks Metropolitan Area Transportation System - FMATS!

Recent updates

Posted by Deborah Todd • 7/28/2017 • Sponsor now

Technical Committee Meeting
Wednesday, August 2, 2017
Fairbanks Council Chambers

1 Like

Organic Reach: 43 Impressions
Fairbanks Metropolitan Area Transportation System (FMATS) Technical Committee Meeting - Wednesday, August 2, 2017 – 12PM-2PM Fairbanks City Council Chambers, 800 Cushman Street, Fairbanks

The Fairbanks Metropolitan Area Transportation System (FMATS) Technical Committee will meet on Wednesday, August 2, 2017 from 12:00 PM to 2:00 PM in the City Council Chambers, 2nd Floor City Hall, 800 Cushman Street, Fairbanks, Alaska. The public is welcome to attend.

Main Agenda Items include:

- FMATS Bicycle and Pedestrian Advisory Committee Roles
- FMATS Transition Plan Update and Executive Director Search
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For more information, please contact:

Ms. Donna Gardino
FMATS Executive Director
800 Cushman Street
Fairbanks, AK 99701-4615
Telephone: (907) 459-6786
Fax: (907) 459-6783
Email: donna.gardino@fmats.us or web@fmats.us
Website: www.fmats.us
The Fairbanks Metropolitan Area Transportation System (FMATS) Technical Committee will meet on Wednesday, August 2, 2017 at 12PM in the City of Fairbanks Council Chambers, 2nd Floor City Hall, 800 Cushman Street, Fairbanks, AK. The public is welcome to attend.

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PUBLIC SERVICE ANNOUNCEMENT

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Main Agenda Items related to transportation plans and projects in the Fairbanks area include:

• FMATS Bicycle and Pedestrian Advisory Committee Roles
• FMATS Transition Plan Update and Executive Director Search
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THIS MEETING IS OPEN TO THE PUBLIC.

For more information, please contact:
Donna Gardino, FMATS Executive Director
Telephone: (907) 459-6786, or email: web@fmats.us
The Fairbanks Metropolitan Area Transportation System (FMATS) plans for transportation system investments that work for the betterment of all citizens.

@FMATS

Technical Committee Meeting Wednesday, 8/2, 12-2pm in Fairbanks Council Chambers. More info: fmats.us/2017/07/28/tec...
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

TITLE VI REPORT

Section: **FMATS**  Region: **Northern**

Prepared by: **Deborah Todd**  Facilitated by: **Judy Chapman, Vice Chair**

Meeting Location: **City of Fairbanks, Council Chambers, 800 Cushman St., Fbks., AK**

Date: **September 6, 2017**  Time: **12:00 p.m. – 1:17 p.m.**

Project No. (Federal/State): ________________________________

Project Name: **FMATS Technical Committee Meeting**

Purpose: (check all that applies)

**X** Public Meeting  ____ EIS  ____*CAG (Citizen’s Advisory Group)
____ Project Scope  ____ EA  ____ Other: ________________


Number of people present at the public meeting: **16** *(Copy of sign-in sheet attached 1)*

attended by telephone. Some attendees did not sign in.*

Number of Minority present: _____  Number of Women present: **8**

Was an interpreter required? **YES**  **NO**

If **YES**, for what language(s) ____________________________

• Describe Title VI issues (potential disparate impact(s)), if any.
  N/A

• If applicable, were Title VI issues addressed in the meeting? How?
  N/A

• If applicable, were Title VI issues resolved? If not, please explain.
  N/A

• Other Comments: **None**
*This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Fairbanks Metropolitan Area Transportation System.

FAIRBANKS METROPOLITAN AREA TRANSPORTATION SYSTEM
SIGN IN SHEET

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TECHNICAL COMMITTEE MEETING

Wednesday, September 6, 2017 • 12PM-2PM
City of Fairbanks, Council Chambers
800 Cushman Street

Main Agenda Items Include:
• FMATS Transition Plan Update and Executive Director Search
• Draft Landscape Policy
• Metropolitan Transportation Plan Update: MTP Existing Conditions Report
• Transportation Improvement Program Administrative Modification #2
• Project Updates: Noble Street Upgrades, Steese/Front Street Bicycle and Pedestrian Facility

THE PUBLIC IS WELCOME AND ENCOURAGED TO ATTEND

The FMATS public hearing requirements agree to use the TIP development process to satisfy the public hearing requirements of Section 5307(c). The public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the program-of-projects requirements of the Urbanized Area Formula Program. See 23 C.F. R. Part 450 and 49, C.F.R. Part 613 (specifically Subpart B, “Statewide Transportation Planning,” and Subpart C, “Metropolitan Transportation Planning and Programming”). The public involvement process is described at 23 C.F.R. Section 450.316(b).

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Working together to achieve safe and efficient multi-modal transportation solutions.
Technical Committee Meeting 9/6

FMAT Technical Committee Meeting
Wednesday, September 6, 2017
Fairbanks Council Chambers
800 Cushman Street
12:00 – 2:00 PM

View the Packet: 9.6.17 TC Meeting Packet

Main Agenda Items Include:
- FMATS Transition Plan Update and Executive Director Search
- FMATS Draft Landscape Policy
- Transportation Improvement Program Administrative Modification #2
- Project Updates: Noble Street Upgrades and Steese/Front Street Bicycle and Pedestrian Facility

The public is welcome to attend.

If you cannot attend the meeting in person, you may call in to the conference line at (907)459-6769.
Recent updates

Fairbanks Metropolitan Area Transportation System - FMATS

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Technical Committee Meeting 9/6

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Figure out the best time to retire
Technical Committee Meeting 9/6

SEPTEMBER 1, 2017 BY ALICIA GIAMICHAEL

FMATS Technical Committee Meeting
Wednesday, September 6, 2017
Fairbanks Council Chambers
800 Cushman Street
12:00 – 2:00 PM

View the Packet: 9.6.17 TC Meeting Packet

Main Agenda Items Include:

- FMATS Transition Plan Update and Executive Director Search
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The public is welcome to attend.

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FILED UNDER: FMATS
Fairbanks Metropolitan Area Transportation System (FMATS) Technical Committee Meeting - Wednesday, September 6, 2017 – 12PM-2PM Fairbanks City Council Chambers, 800 Cushman Street, Fairbanks

The Fairbanks Metropolitan Area Transportation System (FMATS) Technical Committee will meet on Wednesday, September 6, 2017 from 12:00 PM to 2:00 PM in the City Council Chambers, 2nd Floor City Hall, 800 Cushman Street, Fairbanks, Alaska. The public is welcome to attend.

Main Agenda Items include:

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Email: web@fmats.us
Website: www.fmats.us

Attachments, History, Details

Attachments
None

Revision History
Created 9/1/2017 2:03:53 PM by plord

Details
Department: Transportation and Public Facilities
Category: Public Notices
Sub-Category: Fairbanks
Location(s): Project/Regulation #:
Publish Date: 9/1/2017
Archive Date: 9/7/2017
FMATS

Description:

The Fairbanks Metropolitan Area Transportation System (FMATS) Technical Committee will meet on Wednesday, September 6, 2017 at 12PM in the City of Fairbanks Council Chambers, 2nd Floor City Hall, 800 Cushman Street, Fairbanks, AK. The public is welcome to attend.

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Technical Committee Meeting 9/6

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BY ALICIA GIAMICHAEL

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Wednesday, September 6, 2017
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The Fairbanks Metropolitan Area Transportation System (FMATS) plans for transportation system investments that work for the betterment of all citizens.

Fairbanks, Alaska

f mats.us

Joined June 2012

FMATS @FMATS · Sep 1

Technical Committee Meeting, 9/6, 12-2pm, Fairbanks City Hall. More info: fmats.us/2017/09/01/tec...
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

TITLE VI REPORT

Section: FMATS  Region: Northern

Prepared by: Deborah Todd  Facilitated by: Jackson Fox, Chair

Meeting Location: City of Fairbanks, Council Chambers, 800 Cushman St., Fbks., AK

Date: November 1, 2017  Time: 12:00 p.m. – 1:48 p.m.

Project No. (Federal/State): _______________________________________

Project Name: FMATS Technical Committee Meeting

Purpose: (check all that applies)

_X_ Public Meeting  ___ EIS  ___*CAG (Citizen’s Advisory Group)
___ Project Scope  ___ EA  ___Other: ________________


Number of people present at the public meeting: 22 (Copy of sign-in sheet attached 0 attendees by telephone. Some attendees did not sign in.)

Number of Minority present:  Number of Women present: 8

Was an interpreter required? YES NO

If yes, for what language(s) ____________________________________________

• Describe Title VI issues (potential disparate impact(s)), if any.
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• Other Comments: None
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FAIRBANKS METROPOLITAN AREA TRANSPORTATION SYSTEM
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MEETING: FMATS TECHNICAL COMMITTEE

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RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)
TECHNICAL COMMITTEE MEETING
Wednesday, Nov. 1, 2017 • 12:00-2:00 p.m.
City of Fairbanks, Council Chambers, 800 Cushman Street

Agenda Items Include:

- FFY18 FMATS Improvement Program Priorities
- FMATS Metropolitan Transportation Plan Existing Conditions Report
- FMATS 2018 Meeting Calendar Date Revision
- FMATS Executive Director Search and Governance Structure Update
- FMATS Priority Project Funding Request to Governor Walker
- FMATS Planning (PL) Fund Distribution Reduction
- Road/Rail Crossing Reduction Plan Scope
- Safety Targets and Draft System Performance Report
- FMATS Green Street Plan
- DOT Strategic Plan Comments

To participate via telephone, please call: (907) 459-6769.

FMATS BICYCLE & PEDESTRIAN ADVISORY COMMITTEE MEETING
Wednesday, Nov. 1, 2017 • 5:30-7:30 p.m.
FMATS Conference Room, 2nd Floor
Fairbanks City Hall, 800 Cushman Street

Agenda Items Include:

- Election of Chair and Vice-Chair
- Roles and Responsibilities Overview
- Work Plan Overview
- Quarterly Meeting Dates & Times

To participate via telephone, please call: (907) 459-6769.

THE PUBLIC IS WELCOME AND ENCOURAGED TO ATTEND
The FMATS public hearing requirements agree to use the TIP development process to satisfy the public hearing requirements of Section 5307(c). The public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the program’s requirements of the Urbanized Area Formula Program. See 23 C.F.R. Part 450 and 49, C.F.R. Part 613 (specifically Subpart B, “Statewide Transportation Planning,” and Subpart C, “Metropolitan Transportation Planning and Programming”). The public involvement process is described at 23 C.F.R. Section 450.316(b).

FMATS complies with the AKDOT&PF Title VI Nondiscrimination Policy, and operates Federal Programs without regard to race, religion, color, gender, age, marital status, ability, or national origin. Full FMATS Title VI Nondiscrimination Policy or file a complaint: http://www.fmats.us/civilrights. Individuals with disabilities who may need auxiliary aids, services and/or special modifications to participate in this public meeting should contact Donna Gardino at (907) 459-6786 or email: web@fmats.us. For a TEXT phone dial (907) 459-6718.

Working together to achieve safe and efficient multi-modal transportation solutions.
Technical Committee Meeting 11/1
Technical Committee Meeting 11/1

Technical Committee Meeting
Wednesday, November 1, 2017
Fairbanks City Council Chambers
800 Cushman Street
12:00 – 2:00 PM

View the Meeting Packet: 11.1.17 TC Meeting Packet

Main Agenda Items Include:
- FFY18 FMATS Improvement Program Priorities
- Metropolitan Transportation Plan Existing Conditions Report
- Executive Director Search and Governance Structure Update
- 2018 Meeting Calendar Date Revision
- Priority Project Funding Request to Governor Walker
- Fairbanks Area Road/Rail Crossing Reduction Plan Scope
- Planning (PL) Fund Distribution Reduction
- Safety Targets and Draft System Performance Report
- Green Street Plan

The public is welcome to attend.

If you are unable to attend the meeting in person, you may participate via teleconference: (907) 459-6769

FILED UNDER: FMATS
Technical Committee Meeting 11/1

fmats.us
Fairbanks Metropolitan Area Transportation System (FMATS) Technical Committee Meeting - Wednesday, November 1, 2017 – 12PM-2PM Fairbanks City Council Chambers, 800 Cushman Street, Fairbanks

The Fairbanks Metropolitan Area Transportation System (FMATS) Technical Committee will meet on Wednesday, November 1, 2017 from 12:00 PM to 2:00 PM in the City Council Chambers, 2nd Floor City Hall, 800 Cushman Street, Fairbanks, Alaska. To participate via telephone, please call (907) 459-6769. The public is welcome to attend.

Main Agenda Items include:

- FFY18 FMATS Improvement Program Priorities
- Metropolitan Transportation Plan Existing Conditions Report
- Executive Director Search and Governance Structure Update
- 2018 Meeting Calendar Date Revision
- Priority Project Funding Request to Governor
- Road/Rail Crossing Reduction Plan Scope
- Planning (PL) Fund Distribution Reduction
- Safety Targets and Draft System Performance Report
- Green Streets Plan
- DOT Strategic Plan Comments

For more information, please contact:

Ms. Donna Gardino
FMATS Executive Director
800 Cushman Street
Fairbanks, AK 99701-4615
Telephone: (907) 459-6876
Fax: (907) 459-6783
Email: web@fmats.us
Website: www.fmats.us

Attachments, History, Details

Attachments
None

Revision History
Created 10/27/2017 3:32:19 PM by plord
FMATS

Description:

The Fairbanks Metropolitan Area Transportation System (FMATS) Technical Committee will meet on Wednesday, November 1, 2017 from 12-2PM in the City of Fairbanks Council Chambers, 2nd Floor City Hall, 800 Cushman Street, Fairbanks, AK. To participate via telephone, please call (907) 459-6769. The public is welcome to attend.

Main Agenda Items Include:

- FFY18 FMATS Improvement Program Priorities
- FMATS Metropolitan Transportation Plan Existing Conditions Report
- FMATS Executive Director Search and Governance Structure Update
- FMATS 2018 Meeting Calendar Date Revision
- Request to Governor Walker
- Road/Rail Crossing Reduction Plan Scope
- FMATS Planning (PL) Fund Distribution Reduction
- Safety Targets and Draft System Performance Report
- FMATS Green Street Plan
- DOT Strategic Plan Comments

For more information, please contact:

Ms. Donna Gardino
FMATS Executive Director
800 Cushman Street
Fairbanks, AK 99701-4615
Telephone: (907) 459-6766
Fax: (907) 459-6783
Email: web@fmats.us
Website: www.fmats.us
PUBLIC SERVICE ANNOUNCEMENT

The FMATS Technical Committee will meet Wednesday, November 1, 2017 from 12:00-2:00 p.m. in the City Council Chambers, 2nd Floor City Hall, 800 Cushman Street, Fairbanks, Alaska.

Main Agenda Items related to transportation plans and projects in the Fairbanks area include:

- FFY18 FMATS Improvement Program Priorities
- Metropolitan Transportation Plan Existing Conditions Report
- Executive Director Search and Governance Structure Update
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- Priority Project Funding Request to Governor
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- Planning (PL) Fund Distribution Reduction
- Safety Targets and Draft System Performance Report
- Green Streets Plan
- DOT Strategic Plan Comments

To participate via telephone, please call (907) 459-6769. This meeting is open to the public.

For more information, please contact:
Donna Gardino, FMATS Executive Director
Telephone: (907) 459-6786, or email: web@fmats.us
FMATS @FMATS - Oct 27
Technical Committee Meeting. Wednesday, November 1st, 12-2pm. Fairbanks Council Chambers. More info: fmats.us/2017/10/27/tc...
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

TITLE VI REPORT

Section: FMATS  Region: Northern

Prepared by: Deborah Todd  Facilitated by: Jackson Fox, Chair

Meeting Location: City of Fairbanks, Council Chambers, 800 Cushman St., Fbks., AK

Date: December 6, 2017  Time: 12:00 p.m. – 2:13 p.m.

Project No. (Federal/State): ___________________________________________

Project Name: FMATS Technical Committee Meeting

Purpose: (check all that applies)

X  Public Meeting  ___ EIS  ___*CAG (Citizen’s Advisory Group)
___ Project Scope  ___ EA  ___Other: ________________


Number of people present at the public meeting: 20 (Copy of sign-in sheet attached 1
attendees by telephone. Some attendees did not sign in.)

Number of Minority present:   Number of Women present: 6

Was an interpreter required? YES  NO

If yes, for what language(s) __________________________________________

• Describe Title VI issues (potential disparate impact(s)), if any.
  N/A

• If applicable, were Title VI issues addressed in the meeting? How?
  N/A

• If applicable, were Title VI issues resolved? If not, please explain.
  N/A

• Other Comments: None
**MEETING:** FMATS TECHNICAL COMMITTEE

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**DATE:** December 6, 2017

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**RACE CATEGORIES:** WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)
*This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Fairbanks Metropolitan Area Transportation System.

**MEETING: FMATTS TECHNICAL COMMITTEE**

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**RACE CATEGORIES:** WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)
TECHNICAL COMMITTEE MEETING
Wednesday, December 6, 2017 • 12PM-2PM
City of Fairbanks, Council Chambers
800 Cushman Street

Main Agenda Items Include:

• Executive Director Search and Governance Structure Update
• Metropolitan Transportation Plan Update
• Draft System Performance Report
• Draft Green Streets Plan Scope of Services
• FFY2017-2020 Transportation Improvement Program Amendment #3
• FMATS Policy No. 3 Transportation Improvement Program Funding Tables
• Road/Rail Crossing Reduction Plan Scope
• 5th Avenue Reconstruction Project Nomination
• Bike Lane Signing and Striping Project Nomination
• Election of Chair and Vice Chair
• Cushman Street Bridge Rehabilitation Open House-December 14, 2017

To participate via telephone, please call: (907) 459-6769

THE PUBLIC IS WELCOME AND ENCOURAGED TO ATTEND

The FMATS public hearing requirements agree to use the TIP development process to satisfy the public hearing requirements of Section 5307(c). The public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the program-of-projects requirements of the Urbanized Area Formula Program. See 23 C.F.R. Part 450 and 49, C.F.R. Part 613 (specifically Subpart B, “Statewide Transportation Planning,” and Subpart C, “MetropolitanTransportation Planning andProgramming”). The public involvement process is described at 23 C.F.R. Section 450.316(b).

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Technical Committee Meeting 12/6

LAST CHANCE to take our survey! What are your transportation values?!
Technical Committee Meeting 12/6

DECEMBER 1, 2017 BY ALICIA GIAMICHAEL

Technical Committee Meeting
Wednesday, December 6, 2017
Fairbanks Council Chambers
800 Cushman Street
12:00 PM – 2:00 PM

View the Meeting Packet: 12.6.17 TC Meeting Packet

Main Agenda Items Include:

- Executive Director Search and Governance Structure Update
- Metropolitan Transportation Plan Update
- Draft System Performance Report
- Draft Green Streets Plan Scope of Services
- FFY2017-2020 Transportation Improvement Program Amendment #3
- FMATS Policies and Procedures: Policy No. 3 TIP Funding Tables
- Road/Rail Crossing Reduction Plan Scope
- 5th Avenue Reconstruction Project Nomination
- Bike Lane Signing and Striping Project Nomination
- Election of Chair and Vice Chair

If you cannot participate in person, you may call in to the teleconference at (907) 459-6769

FILED UNDER: FMATS
Technical Committee Meeting 12/6

fmats.us
Fairbanks Metropolitan Area Transportation System (FMATS) Technical Committee Meeting - Wednesday, December 6, 2017 – 12PM-2PM Fairbanks City Council Chambers, 800 Cushman Street, Fairbanks

The Fairbanks Metropolitan Area Transportation System (FMATS) Technical Committee will meet on Wednesday, December 6, 2017 from 12:00 PM to 2:00 PM in the City Council Chambers, 2nd Floor City Hall, 800 Cushman Street, Fairbanks, Alaska. To participate via telephone, please call (907) 459-6769. The public is welcome to attend.

Main Agenda Items include:

- Executive Director Search and Governance Structure Update
- Metropolitan Transportation Plan Update
- Draft System Performance Report
- Draft Green Streets Plan Scope of Services
- FFY2017-2020 Transportation Improvement Program Amendment #3
- FMATS Policies and Procedures: Policy No. 3 TIP Funding Tables
- Road/Rail Crossing Reduction Plan Scope
- 5th Avenue Reconstruction Project Nomination
- Bike Lane Signing and Striping Project Nomination
- Election of Chair and Vice Chair

For more information, please contact:

Jackson Fox  
FMATS Executive Director  
800 Cushman Street  
Fairbanks, AK 99701-4615  
Telephone: (907) 459-6769  
Email: jackson.fox@fmats.us or web@fmats.us  
Website: www.fmats.us
Details

FMATS

Description:

The Fairbanks Metropolitan Area Transportation System (FMATS) Technical Committee will meet on Wednesday, December 6, 2017 from 12-2PM in the City of Fairbanks Council Chambers, 2nd Floor City Hall, 800 Cushman Street, Fairbanks, AK. To participate via telephone, please call (907) 459-5769. The public is welcome to attend.

Main Agenda Items Include:
- FMATS Executive Director Search and Governance Structure Update
- Metropolitan Transportation Plan Update
- Draft System Performance Report
- Draft Green Street Plan Scope of Services
- FY2017-2020 Transportation Improvement Program Amendment #3
- Road/Rail Crossing Reduction Plan Scope
- 5th Avenue Reconstruction Project Nomination
- Bike Lane Signing and Striping Project Nomination
- Election of Chair and Vice Chair
- FMATS Policies and Procedures: Policy No. 3 TIP Funding Tables

For more information, please contact:
Jackson Fox
FMATS Executive Director
800 Cushman Street
Fairbanks, AK 99701-4615
Telephone: (907) 459-5786
Email: jackson.fox@fmats.us or web@fmats.us
Website: www.fmats.us
PUBLIC SERVICE ANNOUNCEMENT

The FMATS Technical Committee will meet Wednesday, December 6, 2017 from 12:00-2:00 p.m. in the City Council Chambers, 2nd Floor City Hall, 800 Cushman Street, Fairbanks, Alaska.

Main Agenda Items related to transportation plans and projects in the Fairbanks area include:

- Executive Director Search and Governance Structure Update
- Metropolitan Transportation Plan Update
- Draft System Performance Report
- Draft Green Streets Plan Scope of Services
- FFY2017-2020 Transportation Improvement Program Amendment #3
- FMATS Policies and Procedures: Policy No. 3 TIP Funding Tables
- Road/Rail Crossing Reduction Plan Scope
- 5th Avenue Reconstruction Project Nomination
- Bike Lane Signing and Striping Project Nomination
- Election of Chair and Vice Chair
- Cushman Street Bridge Rehabilitation Open House-December 14, 2017

To participate via telephone, please call (907) 459-6769. This meeting is open to the public.

For more information, please contact:
Jackson Fox, FMATS Executive Director
Telephone: (907) 459-6786, or email: jackson.fox@fmats.us or web@fmats.us
The Fairbanks Metropolitan Area Transportation System (FMATS) plans for transportation system investments that work for the betterment of all citizens.

Fairbanks, Alaska

fmats.us

Joined June 2012

FMATS @FMATS · Dec 1
Interagency Consultation on 12/4. More info: fmats.us/2017/11/22/int...

FMATS @FMATS · Dec 1
Technical Committee Meeting 12/6, 12-2pm, Fairbanks Council Chambers. More info: fmats.us/2017/12/01/tec...
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

TITLE VI REPORT

Section: FMATS  Region: Northern

Prepared by: Deborah Todd  Facilitated by: Jackson Fox, Chair

Meeting Location: City of Fairbanks, Council Chambers, 800 Cushman St., Fbks., AK

Date: January 3, 2018  Time: 12:00 p.m. – 2:10 p.m.

Project No. (Federal/State): ________________________________

Project Name: FMATS Technical Committee Meeting

Purpose: (check all that applies)

[X] Public Meeting  [___] EIS  [___] *CAG (Citizen’s Advisory Group)
[___] Project Scope  [___] EA  [___] Other: __________________________


Number of people present at the public meeting: 16 (Copy of sign-in sheet attached 0 attendees by telephone. Some attendees did not sign in.)

Number of Minority present:  __________  Number of Women present: 6

Was an interpreter required? YES  NO

If yes, for what language(s) ___________________________________

- Describe Title VI issues (potential disparate impact(s)), if any.
  N/A

- If applicable, were Title VI issues addressed in the meeting? How?
  N/A

- If applicable, were Title VI issues resolved? If not, please explain.
  N/A

- Other Comments: None
**MEETING: FMATS TECHNICAL COMMITTEE**

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**DATE: January 3, 2018**

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TECHNICAL COMMITTEE MEETING
Wednesday, January 3, 2018 • 12PM-2PM
City of Fairbanks, Council Chambers
800 Cushman Street

Main Agenda Items Include:

• Project Nomination Score Discussion
• Metropolitan Transportation Plan Needs Analysis
• Transportation Improvement Program Amendment #3
• FMATS Bylaws Revision
• Bicycle /Pedestrian Advisory Committee Roles and Responsibilities
• Freight Advisory Committee – Gas Pipeline Impacts
• Bridge and Pavement Target Setting
• Eielson Air Force Base Growth Plan
• Downtown Plan Update

To participate via telephone, please call: (907) 459-6769

THE PUBLIC IS WELCOME AND ENCOURAGED TO ATTEND

The FMATS public hearing requirements agree to use the TIP development process to satisfy the public hearing requirements of Section 5307(c). The public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the program-of projects requirements of the Urbanized Area Formula Program. See 23 C.F.R. Part 450 and 49, C.F.R. Part 613 (specifically Subpart B, “Statewide Transportation Planning,” and Subpart C, “Metropolitan Transportation Planning and Programming”). The public involvement process is described at 23 C.F.R. Section 450.316(b). FMATS complies with the AKDOT&PF;Title VI Nondiscrimination Policy, and operates Federal Programs without regard to race, religion, color, gender, age, marital status, ability, or national origin. Full FMATS Title VI Nondiscrimination Policy or to file a complaint: http://fmats.us/title-vi-nondiscrimination-implementation-plan/. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in this public meeting should contact Jackson Fox at (907) 459-6786 or email: jackson.fox@fmats.us. For a TEXT phone dial (907) 459-6718.

Working together to achieve safe and efficient multi-modal transportation solutions.
FMATS
FAIRBANKS METROPOLITAN AREA TRANSPORTATION SYSTEM

Posts

FMATS Fairbanks Metropolitan Area Transportation System
December 29, 2017 at 2:28pm

Technical Committee Meeting, Wednesday, 1/3, 12-2pm.

fmats.us

Community

232 people like this
234 people follow this
Technical Committee Meeting 1/3

DECEMBER 29, 2017 BY ALICIA GIAMICHAEL

Technical Committee Meeting
Wednesday, January 3, 2018
Fairbanks Council Chambers
800 Cushman Street
12:00 PM - 2:00 PM

View the Meeting Packet: 1.3.18 TC Meeting Packet

Main Agenda Items Include:
- Project Nomination Score Discussion
- Metropolitan Transportation Plan Needs Analysis
- Transportation Improvement Program Amendment #3
- FMATS Bylaws Revision
- Bicycle - Pedestrian Advisory Committee Roles and Responsibilities
- Freight Advisory Committee - Gas Pipeline Impacts
- Bridge and Pavement Target Setting
- Eielson Air Force Base Growth Plan
- Downtown Plan Update

The public is welcome to attend. If you cannot participate in person, you may dial into the conference line at (907) 459-6769.

FILED UNDER: FMATS
Welcome, Fairbanks Metropolitan Area Transportation System - FMATS!

Engagement for last 7 days
- 0% likes
- 0 comments
- 0 shares

Recent updates
- Posted by Alicia Stevens • 12/29/2017 • Sponsor now

- FMATS
  Fairbanks Metropolitan Area Transportation System - FMATS
  4d

  Technical Committee Meeting 1/3
  fmats.us

Like • Comment

Organic Reach: 13 Impressions
Show stats

- Posted by Alicia Stevens • 12/16/2017 • Sponsor now
The Fairbanks Metropolitan Area Transportation System (FMATS) Technical Committee will meet on Wednesday, January 3, 2018 from 12:00 PM to 2:00 PM in the City Council Chambers, 2nd Floor City Hall, 800 Cushman Street, Fairbanks, Alaska. To participate via telephone, please call (907) 459-6769. The public is welcome to attend.

Main Agenda Items include:

- Project Nomination Score Discussion
- Metropolitan Transportation Plan Needs Analysis
- FMATS Bylaws Revision
- Bike-Pedestrian Advisory Committee Roles and Responsibilities
- Freight Advisory Committee - Gas Pipeline Impacts
- Bridge and Pavement Target Setting
- Eielson Air Force Base Growth Plan
- Downtown Plan Update

For more information, please contact:

Jackson Fox  
FMATS Executive Director  
800 Cushman Street  
Fairbanks, AK 99701-4615  
Telephone: (907) 459-6769  
Email: jackson.fox@fmats.us or web@fmats.us  
Website: www.fmats.us
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<td>City of Fairbanks Council Chambers, 2nd Floor City Hall, 800 Cushman Street, Fairbanks, AK</td>
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**FMATS**

**Description:**

The Fairbanks Metropolitan Area Transportation System (FMATS) Technical Committee will meet on Wednesday, January 3, 2018 from 12-2PM in the City of Fairbanks Council Chambers, 2nd Floor City Hall, 800 Cushman Street, Fairbanks, AK. To participate via telephone, please call (907) 459-6769. The public is welcome to attend.

Main Agenda Items Include:

- Project Nomination Discussion
- Metropolitan Transportation Plan Needs Analysis
- FMATS Bylaws Revision
- Bicycle-Pedestrian Advisory Committee Roles and Responsibilities
- Freight Advisory Committee – Gas Pipeline Impacts
- Bridge and Pavement Target Setting
- Eielson Air Force Base Growth Plan
- Downtown Plan Update

For more information, please contact:

Jackson Fox  
FMATS Executive Director  
800 Cushman Street  
Fairbanks, AK  99701-4615  
Telephone: (907) 459-6786  
Email: jackson.fox@fmats.us or web@fmats.us  
Website: www.fmats.us
PUBLIC SERVICE ANNOUNCEMENT

The FMATS Technical Committee will meet Wednesday, January 3, 2017 from 12:00-2:00 p.m. in the City Council Chambers, 2nd Floor City Hall, 800 Cushman Street, Fairbanks, Alaska.

Main Agenda Items related to transportation plans and projects in the Fairbanks area include:

- Project Nomination Score Discussion
- Metropolitan Transportation Plan Needs Analysis
- FMATS Bylaws Revision
- Bicycle-Pedestrian Advisory Committee Roles and Responsibilities
- Freight Advisory Committee – Gas Pipeline Impacts
- Bridge and Pavement Target Setting
- Eielson Air Force Base Growth Plan
- Downtown Plan Update

To participate via telephone, please call (907) 459-6769. This meeting is open to the public.

For more information, please contact:
Jackson Fox, FMATS Executive Director
Telephone: (907) 459-6786, or email: jackson.fox@fmats.us or web@fmats.us
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

TITLE VI REPORT

Section: FMATS  Region: Northern

Prepared by: Deborah Todd  Facilitated by: Jackson Fox, Chair

Meeting Location: City of Fairbanks, Council Chambers, 800 Cushman St., Fbks., AK

Date: February 7, 2018  Time: 12:00 p.m. – 2:00 p.m.

Project No. (Federal/State): __________________________________________

Project Name: FMATS Technical Committee Meeting

Purpose: (check all that applies)

  X Public Meeting  ___ EIS  ___*CAG (Citizen’s Advisory Group)

  ___ Project Scope  ___ EA  ___ Other: _______________________


Number of people present at the public meeting: 25 (Copy of sign-in sheet attached 2 attendees by telephone. Some attendees did not sign in.)

Number of Minority present:  Number of Women present: 10

Was an interpreter required? YES  NO

If yes, for what language(s) __________________________________________

  • Describe Title VI issues (potential disparate impact(s)), if any.
    N/A

  • If applicable, were Title VI issues addressed in the meeting? How?
    N/A

  • If applicable, were Title VI issues resolved? If not, please explain.
    N/A

  • Other Comments: None
### MEETING: FMATS TECHNICAL COMMITTEE

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**Hidden for Privacy of Participants**

**RACE CATEGORIES:** WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

*This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Fairbanks Metropolitan Area Transportation System.*
**MEETING: FMATS TECHNICAL COMMITTEE**

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*RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

Hidden for Privacy of Participants

This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Fairbanks Metropolitan Area Transportation System.

DATE: February 7, 2018
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<th>MEETING: FMATS TECHNICAL COMMITTEE</th>
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RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)
TECHNICAL COMMITTEE MEETING  
Wednesday, February 7, 2018 • 12PM-2PM  
City of Fairbanks, Council Chambers  
800 Cushman Street  

Agenda Items Include:  
- Election of Chair and Vice Chair  
- Metropolitan Transportation Plan Needs Analysis  
- Road/Rail Crossing Reduction/Realignment Plan Funding  
- Cushman Street Bridge Presentation  
- Yankovich/Miller Hill Road Reconstruction & Multi-Use Path Alternatives  
- Eielson Air Force Base Growth Plan  
- Downtown Plan Update  

To participate via telephone, please call: (907) 459-6769. 

THE PUBLIC IS WELCOME AND ENCOURAGED TO ATTEND  

BICYCLE & PEDESTRIAN ADVISORY COMMITTEE MEETING  
Thursday, February 8, 2018 • 5:00-7:00 p.m.  
Fairbanks City Hall, 800 Cushman Street  
FMATS Conference Room  

Agenda Items Include:  
- Yankovich/Miller Hill Road & Multi-Use Path Update  
- Work Plan Overview  
- Mobile and Permanent Bicycle/Pedestrian Counters  
- Chena River Walk Stage III  
- Trauma Data for Bicycle/Pedestrian Crashes  
- Metropolitan Transportation Plan Needs Analysis  
- FMATS Bikeways Map Update  

To participate via telephone, please call: (907) 459-6769. 

THE PUBLIC IS WELCOME AND ENCOURAGED TO ATTEND  

The FMATS public hearing requirements agree to use the TIP development process to satisfy the public hearing requirements of Section 5307(c). The public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the program-of projects requirements of the Urbanized Area Formula Program. See 23 C.F.R. Part 450 and 49, C.F.R. Part 613 (specifically Subpart B, "Statewide Transportation Planning," and Subpart C, "Metropolitan Transportation Planning and Programming"). The public involvement process is described at 23 C.F.R. Section 450.316(b). FMATS complies with the AKDOT&PF;Title VI Nondiscrimination Policy, and operates Federal Programs without regard to race, religion, color, gender, age, marital status, ability, or national origin. Full FMATS Title VI Nondiscrimination Policy or to file a complaint: http://fmats.us/title-vi-nondiscrimination-implementation-plan/. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in this public meeting should contact Jackson Fox at (907) 459-6786 or email: jackson.fox@fmats.us. For a TEXT phone dial (907) 459-6718.
Technical Committee Meeting 2/7

Technical Committee Meeting
Wednesday, February 7, 2018
Fairbanks Council Chambers
800 Cushman Street
12:00pm – 2:00pm

View the Meeting Packet: 2.7.18 TC Meeting Packet

Main Agenda Items Include:

- Election of Chair and Vice Chair
- Metropolitan Transportation Plan Needs Analysis
- Road/Rail Crossing Reduction/Realignment Plan Funding
- Cushman Street Bridge Presentation
- Yankovich/Miller Hill Road Reconstruction & Multi-Use Path Alternatives
- Eielson Air Force Base Growth Plan
- Downtown Plan Update

The public is welcome and encouraged to attend.

If you cannot participate in person, you may call the conference line: (907)459-8769
Technical Committee Meeting: 2/7

fmats.us

41 people reached

Like Comment Share

Donna Gardino

Write a comment...
Welcome, Fairbanks Metropolitan Area Transportation System - FMATS!

Engagement for last 7 days:
- 0% likes
- 0 comments
- 0 shares

Recent updates:
- Posted by Alicia Stevens • 2/3/2018 • Sponsor now
- Fairbanks Metropolitan Area Transportation System - FMATS
  4d
  - Technical Committee Meeting 2/7
    fmats.us

Organic Reach: 12 Impressions
Fairbanks Metropolitan Area Transportation System (FMATS) Technical Committee Meeting - Wednesday, February 7, 2018 – 12PM-2PM Fairbanks City Hall, Council Chambers, 800 Cushman Street, Fairbanks

The Fairbanks Metropolitan Area Transportation System (FMATS) Technical Committee will meet on Wednesday, February 7, 2018 from 12:00 PM to 2:00 PM in the City Council Chambers, 2nd Floor City Hall, 800 Cushman Street, Fairbanks, Alaska. To participate via telephone, please call (907) 459-6769. The public is welcome to attend.

Main Agenda Items include:

- Election of Chair and Vice Chair
- Metropolitan Transportation Plan Needs Analysis
- Road/Rail Crossing Reduction/Realignment Plan Funding
- Cushman Street Bridge Presentation
- Yankovich/Miller Hill Road Reconstruction & Multi-Use Path Alternatives
- Eielson Air Force Base Growth Plan
- Downtown Plan Update

For more information, please contact:
Jackson Fox
FMATS Executive Director
800 Cushman Street
Fairbanks, AK 99701-4615
Telephone: (907) 459-6786
Email: jackson.fox@fmats.us or web@fmats.us
Website: www.fmats.us

Attachments, History, Details

Attachments
None

Revision History
Created 2/1/2018 9:59:45 AM by plord

Details
Transportation and Public Facilities
Category: Public Notices
Sub-Category: Fairbanks
Location(s):
Project/Regulation #:

Publish Date: 2/2/2018
Archive Date: 2/8/2018

Events/Deadlines: Fairbanks Metropolitan Area Transportation System
2/7/2018 12:00pm - 2:00pm
View on Map

Details

**FMATS**

**Description:**

The Fairbanks Metropolitan Area Transportation System (FMATS) Technical Committee will meet on Wednesday, February 7, 2018 from 12-2PM in the City of Fairbanks Council Chambers, 2nd Floor City Hall, 800 Cushman Street, Fairbanks, AK. To participate via telephone, please call (907) 459-6769. The public is welcome to attend.

Main Agenda Items Include:

- Election of Chair and Vice Chair
- Metropolitan Transportation Plan Needs Analysis
- Road/Rail Crossing Reduction/Realignment Plan Funding
- Cushman Street Bridge Presentation
- Yankovich/Miller Hill Road Reconstruction & Multi-Use Path Alternatives
- Eielson Air Force Base Growth Plan
- Downtown Plan Update

For more information, please contact:

Jackson Fox  
FMATS Executive Director  
900 Cushman Street  
Fairbanks, AK 99701-4615  
Telephone: (907) 459-6768

Email: jackson.fox@fmats.us or webo@fmats.us

Website: www.fmats.us
PUBLIC SERVICE ANNOUNCEMENT

The FMATS Technical Committee will meet Wednesday, February 7, 2018 from 12:00-2:00 p.m. in the City Council Chambers, 2nd Floor, City Hall, 800 Cushman Street, Fairbanks, Alaska.

Main Agenda Items related to transportation plans and projects in the Fairbanks area include:

- Election of Chair and Vice Chair
- Metropolitan Transportation Plan Needs Analysis
- Road/Rail Crossing Reduction/Realignment Plan Funding
- Cushman Street Bridge Presentation
- Eielson Air Force Base Growth Plan
- Downtown Plan Update

To participate via telephone, please call (907) 459-6769. This meeting is open to the public.

For more information, please contact:
Jackson Fox, FMATS Executive Director
Telephone: (907) 459-6786, or email: jackson.fox@fmats.us or web@fmats.us
The Fairbanks Metropolitan Area Transportation System (FMATS) plans for transportation system investments that work for the betterment of all citizens.

Fairbanks, Alaska

fmats.us

Joined June 2012

Technical Committee Meeting: Wednesday, 2/7 @ 12pm. More info: fmats.us/2018/02/02/tec...
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

TITLE VI REPORT

Section: FMATS   Region: Northern

Prepared by: Deborah Todd  Facilitated by: Jackson Fox, Chair

Meeting Location: City of Fairbanks, Council Chambers, 800 Cushman St., Fbks., AK

Date: March 7, 2018   Time: 12:00 p.m. – 12:51 p.m.

Project No. (Federal/State): ________________________________

Project Name: FMATS Technical Committee Meeting

Purpose: (check all that applies)

[X] Public Meeting   ___ EIS   ____*CAG (Citizen’s Advisory Group)
___ Project Scope   ___ EA   ____Other: _______________


Number of people present at the public meeting: 18 (Copy of sign-in sheet attached 1

_____ attendees by telephone. Some attendees did not sign in.)

Number of Minority present: _____   Number of Women present: 7

Was an interpreter required? YES  NO

If yes, for what language(s) ________________________________

• Describe Title VI issues (potential disparate impact(s)), if any.
  N/A

• If applicable, were Title VI issues addressed in the meeting? How?
  N/A

• If applicable, were Title VI issues resolved? If not, please explain.
  N/A

• Other Comments: None
**MEETING: FMATS TECHNICAL COMMITTEE**

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RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)
TECHNICAL COMMITTEE MEETING
Wednesday, March 7, 2018 • 12PM-2PM
City of Fairbanks, Council Chambers
800 Cushman Street

Agenda Items Include:

• Transportation Improvement Program Administrative Modification #4
• Pavement and Bridge Performance Targets
• CMAQ Project Evaluation Board Recommendation
• Metropolitan Transportation Plan Charrette

To participate via telephone, please call: (907) 459-6769.
THE PUBLIC IS WELCOME AND ENCOURAGED TO ATTEND

The FMATS public hearing requirements agree to use the TIP development process to satisfy the public hearing requirements of Section 5307(c). The public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the program-of-projects requirements of the Urbanized Area Formula Program. See 23 C.F.R. Part 450 and 49, C.F.R. Part 613 (specifically Subpart B, “Statewide Transportation Planning,” and Subpart C, “Metropolitan Transportation Planning and Programming”). The public involvement process is described at 23 C.F.R. Section 450.316(b). FMATS complies with the AKDOT&PF;Title VI Nondiscrimination Policy, and operates Federal Programs without regard to race, religion, color, gender, age, marital status, ability, or national origin. Full FMATS Title VI Nondiscrimination Policy or to file a complaint: http://fmats.us/title-vi-nondiscrimination-implementation-plan/. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in this public meeting should contact Jackson Fox at (907) 459-6786 or email: jackson.fox@fmats.us. For a TEXT phone dial (907) 459-6718.

Working together to achieve safe and efficient multi-modal transportation solutions.
Technical Committee Meeting 3/7

MARCH 2, 2018 BY ALICIA STEVENS

Technical Committee Meeting
Wednesday, March 7, 2018
Fairbanks City Hall Council Chambers
800 Cushman Street
12:00 PM – 2:00 PM

View the Meeting Packet: 3.7.18 TC Meeting Packet

Main Agenda Items Include:

- FFY2017-2020 Transportation Improvement Program (TIP) Administrative Modification #4
- Pavement and Bridge Performance Targets
- CMAQ Project Evaluation Board Recommendation
- Metropolitan Transportation Plan Charrette

The public is welcome to attend.

If you cannot participate in person, you may call into the conference line: (907)456-8789.

FILED UNDER: FMATS

Contact Us
FMATS
C/O City of Fairbanks
800 Cushman St
Fairbanks, AK 99701
Phone: 907.456.8785
Fax: 907.456.8783
Email FMATS
Welcome, Fairbanks Metropolitan Area Transportation System - FMATS!

Engagement for last 7 days:
- 0% likes
- 0 comments
- 0 shares

Recent updates:
- Posted by Alicia Stevens • 3/2/2018 • Sponsor now

Technical Committee Meeting 3/7

Organic Reach: 12 Impressions

Like • Comment
Fairbanks Metropolitan Area Transportation System (FMATS) Technical Committee Meeting - Wednesday, March 7, 2018 – 12PM-2PM Fairbanks City Hall, Council Chambers, 800 Cushman Street, Fairbanks

The Fairbanks Metropolitan Area Transportation System (FMATS) Technical Committee will meet on Wednesday, March 7, 2018 from 12:00 PM to 2:00 PM in the City Council Chambers, 2nd Floor City Hall, 800 Cushman Street, Fairbanks, Alaska. To participate via telephone, please call (907) 459-6769. The public is welcome to attend.

Main Agenda Items include:

- FFY2017-2020 Transportation Improvement Program (TIP) Administrative Modification #4
- Pavement and Bridge Performance Targets
- CMAQ Project Evaluation Board Recommendation
- Metropolitan Transportation Plan Charrette

For more information, please contact:

Jackson Fox
FMATS Executive Director
800 Cushman Street
Fairbanks, AK 99701-4615
Telephone: (907) 459-6786
Email: jackson.fox@fmats.us or web@fmats.us
Website: www.fmats.us
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PUBLIC SERVICE ANNOUNCEMENT

The FMATS Technical Committee will meet Wednesday, March 7, 2018 from 12:00-2:00 p.m. in the City Council Chambers, 2nd Floor, City Hall, 800 Cushman Street, Fairbanks, Alaska.

Main Agenda Items related to transportation plans and projects in the Fairbanks area include:

- Transportation Improvement Program Administrative Modification #4
- Pavement and Bridge Performance Targets
- CMAQ Project Evaluation Board Recommendation
- Metropolitan Transportation Plan Charrette

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The Fairbanks Metropolitan Area Transportation System (FMATS) plans for transportation system investments that work for the betterment of all citizens.

Fairbanks, Alaska

fmats.us

Joined June 2012

FMATS @FMATS · Mar 2
Technical Committee Meeting: Wednesday, March 7, 12-2pm. Council Chambers.
More info: fmats.us/2018/03/02/tec...
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

TITLE VI REPORT

Section: FMATS  Region: Northern

Prepared by: Deborah Todd  Facilitated by: Jackson Fox, Chair

Meeting Location: City of Fairbanks, Council Chambers, 800 Cushman St., Fbks., AK

Date: May 2, 2018  Time: 12:00 p.m. - 1:36 p.m.

Project No. (Federal/State): ______________________________________________________________________

Project Name: FMATS Technical Committee Meeting

Purpose: (check all that applies)

[X] Public Meeting  [ ] EIS  [ ] *CAG (Citizen’s Advisory Group)

[ ] Project Scope  [ ] EA  [ ] Other: ____________________________


Number of people present at the public meeting: 19  (Copy of sign-in sheet attached  0  attendees by telephone. Some attendees did not sign in.)

Number of Minority present: ______  Number of Women present: _____

Was an interpreter required? YES [ ] NO [x]

If yes, for what language(s) ________________________________

- Describe Title VI issues (potential disparate impact(s)), if any.
  N/A

- If applicable, were Title VI issues addressed in the meeting? How?
  N/A

- If applicable, were Title VI issues resolved? If not, please explain.
  N/A

- Other Comments: None
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*This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Fairbanks Metropolitan Area Transportation System.

MEETING: FMATS TECHNICAL COMMITTEE

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RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)
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THE PUBLIC IS WELCOME TO ATTEND

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**TECHNICAL COMMITTEE MEETING**

**Wednesday, May 2, 2018 • 12PM-2PM**

**City of Fairbanks, Council Chambers,**

**800 Cushman Street**

**Main Agenda Items Include:**

- Tanana Loop/South Chandalar Drive Project Update
- Transportation Improvement Program Amendment #5
- Coordinator’s Office Memorandum of Understanding
- Metropolitan Transportation Plan Draft Alternatives List
- Un-Paused Projects
- BUILD Transportation Grant

To participate via telephone, please call (907) 459-6769

**THE PUBLIC IS WELCOME TO ATTEND**

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Technical Committee Meeting, 5/2

55 people reached
Technical Committee Meeting, 5/2

APRIL 27, 2018 BY ALICIA STEVENS

Technical Committee Meeting
Wednesday, May 2, 2018
Fairbanks City Council Chambers
800 Cushman Street
12:00 – 2:00 PM

View the meeting packet: 5.2.18 TC Meeting Packet

Main Agenda items include:
- Tanana Loop/South Chandalar Drive Project Update
- TIP Amendment #5 (Action Item)
- Coordinator’s Office MOU (Action Item)
- MTP Draft Alternatives List
- Un-paused Projects
- BUILD Transportation Grant

The public is welcome to attend.

If you cannot participate in person, you may dial into the conference line at (907)459-6769.

FILED UNDER: FMATS
Welcome, Fairbanks Metropolitan Area Transportation System - FMATS!

Engagement for last 7 days:
- 0% likes
- 0% comments
- 0% shares

Recent updates:

- Posted by Alicia Stevens • 4/27/2018 • Sponsor now

- FMATS Metropolitan Area Transportation System - FMATS
  4d

  Technical Committee Meeting. 5/2

  Organic Reach: 6 Impressions
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<th>Date</th>
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<td>5/1/2018</td>
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<td>Economic Development Commission</td>
<td>Salcha Conference Room</td>
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<td>5/2/2018</td>
<td>12:00 PM</td>
<td>FMATS</td>
<td>City of Fairbanks Council Chambers, 2nd Floor City Hall, 800 Cushman Street</td>
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<td>Mona Lisa Drexler Assembly Chambers</td>
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<td>Board of Equalization</td>
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<td>5/3/2018</td>
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<td>Administrative Hearings</td>
<td>Chizmar Conference Room</td>
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<td>5/3/2018</td>
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<td>Regular Assembly Meeting</td>
<td>Mona Lisa Drexler Chambers</td>
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<td>5/4/2018</td>
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<td>Mona Lisa Drexler Chambers</td>
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<td>5/7/2018</td>
<td>6:30 PM</td>
<td>North Star Fire Service Area Commission</td>
<td>2358 BRADWAY ROAD, NORTH POLE, AK 99705</td>
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<td>5/8/2018</td>
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<td>Carlson Center Advisory Board</td>
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<td>Planning Commission</td>
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<td>5/8/2018</td>
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<td>Trails Advisory Commission</td>
<td>Blue Room, 3rd Floor Centennial Arts Building, Pioneer Park, 2300 Airport Way</td>
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<td>Goldstream Moose Creek Service Area Commission</td>
<td>3051 Monteverde Rd</td>
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<td>5/9/2018</td>
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<td>Chena Riverfront Commission</td>
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<td>Sustainability Commission</td>
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<td>College Service Area Meeting</td>
<td>University Park Elementary School 554 Loftus Road</td>
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<td>5/16/2018</td>
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<td>5/17/2018</td>
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Fairbanks, Alaska
fmats.us

Joined June 2012

Technical Committee Meeting, 5/2, 12-2pm. More info: fmats.us/2018/04/27/tec...
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  

TITLE VI REPORT

Section: FMATS  
Region: Northern

Prepared by: Deborah Todd  
Facilitated by: Jackson Fox, Chair

Meeting Location: City of Fairbanks, Council Chambers, 800 Cushman St., Fbks., AK  
Date: June 6, 2018  
Time: 12:00 p.m. – 2:00 p.m.

Project No. (Federal/State): ________________________________________________

Project Name: FMATS Technical Committee Meeting

Purpose: (check all that applies)

  X  Public Meeting  
  ___ EIS  
  ___*CAG (Citizen’s Advisory Group)  
  ___ Project Scope  
  ___ EA  
  ___Other: ________________


Number of people present at the public meeting: 19  
(Copy of sign-in sheet attached  0
attendees by telephone. Some attendees did not sign in.)

Number of Minority present:  
Number of Women present: 6

Was an interpreter required? YES  
NO

If yes, for what language(s) ________________________________

  • Describe Title VI issues (potential disparate impact(s)), if any.  
    N/A

  • If applicable, were Title VI issues addressed in the meeting? How?  
    N/A

  • If applicable, were Title VI issues resolved? If not, please explain.  
    N/A

  • Other Comments:  None
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Page 1 of 3

effective: December 2004
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TECHNICAL COMMITTEE MEETING
Wednesday, June 6, 2018 • 12:00-2:00 PM
City of Fairbanks, Council Chambers, 800 Cushman St.
Agenda Items Include:
• Transportation Improvement Program Amendment #5
• Metropolitan Transportation Plan Project Evaluation Criteria
• Metropolitan Planning Organization Operating Agreement
• Performance Targets for Congestion Mitigation and Air Quality and Travel Time Reliability
• 2019-2020 Unified Planning Work Program
• Airport Way Functional Features Analysis Presentation
• Badger Road Two-Way Left Turn Lane
• Eielson Air Force Base Growth Plan Update
• BUILD Transportation Grant
To participate via telephone, please call: (907) 459-6769
THE PUBLIC IS WELCOME TO ATTEND

FMATS PROJECT EVALUATION CRITERIA WORK GROUP MEETING
Wednesday, June 6, 2018 • 2:00-4:00 PM
FMATS Conference Room, 800 Cushman Street
The Project Evaluation Criteria Work Group will meet Wednesday, June 6, 2018 from 2:00-4:00 PM in the FMATS Conference Room to review and discuss project scoring criteria.
To participate via telephone, please call: (907) 459-6769
THE PUBLIC IS WELCOME TO ATTEND

5TH AVENUE PROJECT SITE VISIT
Thursday, June 7, 2018 • 10:00 AM-12:00 PM
FMATS will be conducting a site visit for the 5th Avenue Reconstruction project on Thursday, June 7, 2018 at 10 AM to assess the area and discuss the future demands of the corridor to develop possible solutions for improving safety for all users. Meeting participants will gather at the FMATS Office on 800 Cushman Street and walk to the project site.
THE PUBLIC IS WELCOME TO ATTEND.
Technical Committee 6/6

The public is welcome to attend. If you cannot participate in person, you...
Technical Committee 6/6

Technical Committee Meeting
Wednesday, June 6, 2018
Fairbanks City Council Chambers
800 Cushman Street
12:00 – 2:00 PM

View the Meeting Packet: 06.06.18 Meeting Packet (updated 6/18/18)

Main Agenda Items Include:
- FFY2017-2020 Transportation Improvement Program Amendment #5
- Metropolitan Transportation Plan (MTP) Project Evaluation Criteria
- Metropolitan Planning Organization (MPO) Operating Agreement
- Performance Targets for Congestion Mitigation and Air Quality (CMAQ) and Travel Time Reliability
- FFY2016-2020 Unified Planning Work Program (UPWP)
- Badger Road Two-Way Left Turn Lane
- Airport Way Functional Features Analysis Presentation
- Eielson Air Force Base Growth Plan Update
- BUILD Transportation Grant

The public is welcome to attend. If you cannot participate in person, you may call into the conference line at (907)459-8750.
Fairbanks Metropolitan Area Transportation System (FMATS) Technical Committee Meeting - Wednesday, June 6, 2018 – 12-2PM, Fairbanks City Hall, Council Chambers, 800 Cushman Street, Fairbanks

The Fairbanks Metropolitan Area Transportation System (FMATS) Technical Committee will meet on Wednesday, June 6, 2018 from 12-2PM in the City Council Chambers, 2nd Floor City Hall, 800 Cushman Street, Fairbanks, Alaska. To participate via telephone, please call (907) 459-6769. The public is welcome to attend.

Main Agenda Items include:

- Transportation Improvement Program Amendment #5
- Metropolitan Transportation Plan (MTP) Project Evaluation Criteria
- Metropolitan Planning Organization (MPO) Operating Agreement
- Performance Targets for Congestion Mitigation and Air Quality (CMAQ) and Travel Time Reliability
- 2019-2020 Unified Planning Work Program (UPWP)
- Badger Road Two-Way Left Turn Lane
- Airport Way Functional Features Analysis Presentation
- Eielson Air Force Base Growth Plan Update
- BUILD Transportation Grant

For more information, please contact:

Mr. Jackson Fox
FMATS Executive Director
800 Cushman Street
Fairbanks, AK 99701-4615
Telephone: (907) 459-6786
Email: jackson.fox@fmats.us or web@fmats.us
Website: www.fmats.us
Fairbanks Metropolitan Area Transportation System (FMATS) Technical Committee Meeting - Wednesday, June 6, 2018 – 12-2PM, Fairbanks City Hall, Council Chambers, 800 Cushman Street, Fairb...

https://aws.state.ak.us/OnlinePublicNotices/Notices/View.aspx?id=190282

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View on Map

Details

FMATS

Description:
The Fairbanks Metropolitan Area Transportation System (FMATS) Technical Committee will meet on Wednesday, June 6, 2018 from 12-2:30 PM in the City of Fairbanks Council Chambers, 2nd Floor City Hall, 800 Cushman Street, Fairbanks, AK. To participate via telephone, please call (907) 459-6769.
The public is welcome to attend.

Main Agenda Items Include:
- Transportation Improvement Program Amendment #5
- Metropolitan Transportation Plan Project Evaluation Criteria
- Metropolitan Planning Organization Operating Agreement
- Performance Targets for Congestion Mitigation and Air Quality (CMAQ) and Travel Time Reliability
- 2019-2020 Unified Planning Work Program (UPWP)
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Fairbanks, AK 99701-4615
Telephone: (907) 459-6786
Email:
jackson.fox@fmats.us or
web@fmats.us

Website:
www.fmats.us
PUBLIC SERVICE ANNOUNCEMENT

The FMATS Technical Committee will meet Wednesday, June 6, 2018 from 12:00-2:00 p.m. in the Council Chambers, 2nd Floor, Fairbanks City Hall, 800 Cushman Street, Fairbanks, Alaska.

Main Agenda Items related to transportation plans and projects in the Fairbanks area include:

- Transportation Improvement Program Amendment #5
- Metropolitan Transportation Plan Project Evaluation Criteria
- Metropolitan Planning Organization Operating Agreement
- Performance Targets for Congestion Mitigation and Air Quality and Travel Time Reliability
- 2019-2020 Unified Planning Work Program
- Badger Road Two-Way Left Turn Lane
- Airport Way Functional Features Analysis Presentation
- Eielson Air Force Base Growth Plan Update
- BUILD Transportation Grant

To participate via telephone, please call (907) 459-6769. This meeting is open to the public.

For more information, please contact:
Jackson Fox, FMATS Executive Director
Telephone: (907) 459-6786, or email: jackson.fox@fmats.us or web@fmats.us
Technical Committee Meeting: June 6 @ 12pm. More info: fmats.us/2018/06/01/tec...
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

TITLE VI REPORT

Section: FMATS  Region: Northern

Prepared by: Deborah Todd  Facilitated by: Alicia Stevens, Vice Chair

Meeting Location: City of Fairbanks, Council Chambers, 800 Cushman St., Fbks., AK

Date: July 11, 2018  Time: 12:00 p.m. – 2:35 p.m.

Project No. (Federal/State):

Project Name: FMATS Technical Committee Meeting

Purpose: (check all that applies)

X Public Meeting  ___ EIS  ___*CAG (Citizen’s Advisory Group)
___ Project Scope  ___ EA  ___ Other: ______________


Number of people present at the public meeting: 20 (Copy of sign-in sheet attached 0

attendees by telephone. Some attendees did not sign in.)

Number of Minority present: _______  Number of Women present: 6

Was an interpreter required? YES  NO

If yes, for what language(s) ________________

• Describe Title VI issues (potential disparate impact(s)), if any.
  N/A

• If applicable, were Title VI issues addressed in the meeting? How?
  N/A

• If applicable, were Title VI issues resolved? If not, please explain.
  N/A

• Other Comments: None
**MEETING: FMATS TECHNICAL COMMITTEE**

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**DATE: July 11, 2018**

**RACE CATEGORIES:** WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

*This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Fairbanks Metropolitan Area Transportation System.*
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**MEETING: FMATS TECHNICAL COMMITTEE**

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**RACE CATEGORIES:** WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

Page 2 of 3 effective: December 2004

Hidden for Privacy of Participants
The FMATS public hearing requirements agree to use the TIP development process to satisfy the public hearing requirements of Section 5307(c). The public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the program-of projects requirements of the Urbanized Area Formula Program. See 23 C.F.R. Part 450 and 49, C.F.R. Part 613 (specifically Subpart B, “Statewide Transportation Planning,” and Subpart C, “Metropolitan Transportation Planning and Programming”). The public involvement process is described at 23 C.F.R. Section 450.316(b). FMATS complies with the AKDOT&PF;Title VI Nondiscrimination Policy, and operates Federal Programs without regard to race, religion, color, gender, age, marital status, ability, or national origin. Full FMATS Title VI Nondiscrimination Policy or to file a complaint: [http://fmats.us/title-vi-nondiscrimination-implementation-plan/](http://fmats.us/title-vi-nondiscrimination-implementation-plan/). Individuals with disabilities who may need auxiliary aids, services, and/ or special modifications to participate in this public meeting should contact Jackson Fox at (907) 459-6786 or email: jackson.fox@fmats.us. For a TEXT phone dial (907) 459-6718.

#### TECHNICAL COMMITTEE MEETING

**Wednesday, July 11, 2018 • 12:00-2:00 PM**

City of Fairbanks, Council Chambers, 800 Cushman St.

Main Agenda Items Include:

- Performance Targets for Congestion Mitigation and Air Quality and Travel Time Reliability
- Metropolitan Transportation Plan Candidate Project List and Scoring Update
- Transportation Improvement Program Project Scoring Criteria and Nomination Form
- Urban Freight Routes
- 2019-2020 Unified Planning Work Program Update
- FFY19 Proposed Budget
- FTA Grant Letter of Support
- Tanana Loop & South Chandalar Drive Intersections Design Increase
- Chena River Walk Stage III Design Increase
- Cowles Street Reconstruction Design Increase
- Eielson Air Force Base Growth Plan Update
- Wembley Avenue Improvements Construction Increase

To participate via telephone, please call: (907) 459-6769

**THE PUBLIC IS WELCOME TO ATTEND**

The FMATS public hearing requirements agree to use the TIP development process to satisfy the public hearing requirements of Section 5307(c). The public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the program-of projects requirements of the Urbanized Area Formula Program. See 23 C.F.R. Part 450 and 49, C.F.R. Part 613 (specifically Subpart B, “Statewide Transportation Planning,” and Subpart C, “Metropolitan Transportation Planning and Programming”). The public involvement process is described at 23 C.F.R. Section 450.316(b). FMATS complies with the AKDOT&PF;Title VI Nondiscrimination Policy, and operates Federal Programs without regard to race, religion, color, gender, age, marital status, ability, or national origin. Full FMATS Title VI Nondiscrimination Policy or to file a complaint: [http://fmats.us/title-vi-nondiscrimination-implementation-plan/](http://fmats.us/title-vi-nondiscrimination-implementation-plan/). Individuals with disabilities who may need auxiliary aids, services, and/ or special modifications to participate in this public meeting should contact Jackson Fox at (907) 459-6786 or email: jackson.fox@fmats.us. For a TEXT phone dial (907) 459-6718.
FMATS Fairbanks Metropolitan Area Transportation System

Technical Committee Meeting, 7/11
Technical Committee Meeting, 7/11

Wednesday, July 11, 2018
Fairbanks City Council Chambers
800 Cushman Street
12:00 – 2:00 PM

View the Meeting Packet: 7.11.18 TC Meeting Packet

Main Agenda Items Include:

- Performance Targets for Congestion Mitigation and Air Quality (CMAQ) and Travel Time Reliability
- Metropolitan Transportation Plan Candidate Project List and Scoring Update
- Transportation Improvement Program Project Scoring Criteria and Nomination Form
- Urban Freight Routes
- 2019-2020 Unified Planning Work Program (UPWP) Update
- FFY18 Proposed Budget
- FTA Grant Letter of Support
- Tanana Loop & South Chena Drive Intersections Design Increase
- Chena River Walk Stage III Design Increase
- Cowles Street Reconstruction Design Increase
- Wembley Avenue Improvements Construction Increase
- Eielson Air Force Base Growth Plan Update

The public is welcome to attend.
If you cannot participate in person, you may dial into the conference line at 807-456-8766

FILED UNDER: FMATS
Fairbanks Metropolitan Area Transportation System (FMATS) Technical Committee Meeting - Wednesday, July 11, 2018 – 12-2PM, Fairbanks City Hall, Council Chambers, 800 Cushman Street, Fairbanks

The Fairbanks Metropolitan Area Transportation System (FMATS) Technical Committee will meet on Wednesday, July 11, 2018 from 12-2PM in the City Council Chambers, 2nd Floor City Hall, 800 Cushman Street, Fairbanks, Alaska. To participate via telephone, please call (907) 459-6769. The public is welcome to attend.

Main Agenda Items include:

- Performance Targets for Congestion Mitigation & Air Quality (CMAQ) and Travel Time Reliability
- Metropolitan Transportation Plan (MTP) Candidate Project List and Scoring Update
- Transportation Improvement Program (TIP) Project Scoring Criteria and Nomination Form
- Urban Freight Routes
- 2019-2020 Unified Planning Work Program (UPWP) Update
- FFY19 Proposed Budget
- FTA Grant Letter of Support
- Tanana Loop & South Chandalar Drive Intersections Design Increase
- Chena River Walk Stage III Design Increase
- Cowles Street Reconstruction Design Increase
- Wembley Avenue Improvements Construction Increase
- Eielson Air Force Base Growth Plan Update

For more information, please contact:
Mr. Jackson Fox
FMATS Executive Director
800 Cushman Street
Fairbanks, AK 99701-4615
Telephone: (907) 459-6786
Email: jackson.fox@fmats.us or web@fmats.us
Website: www.fmats.us
Fairbanks Metropolitan Area Transportation System (FMATS) Technical Committee Meeting - Wednesday, July 11, 2018 – 12-2PM, Fairbanks City Hall, Council Chambers, 800 Cushman Street, Fair...
**FMATS**

**Description:**

The Fairbanks Metropolitan Area Transportation System (FMATS) Technical Committee will meet on Wednesday, July 11, 2018 from 12:29 PM in the City of Fairbanks Council Chambers, 2nd Floor City Hall, 800 Cushman Street, Fairbanks, AK. To participate via telephone, please call (907) 459-6700. The public is welcome to attend.

Main agenda items include:

- Performance Targets for Congestion Mitigation and Air Quality (CMAQ) and Travel Time Reliability
- Metropolitan Transportation Plan Candidate Project List and Scoring Update
- Transportation Improvement Program Project Scoring Criteria and Nomination Form
- Urban Freight Routes
- 2019-2020 Unified Planning Work Program (UPWP) Update
- FYPP19 Proposed Budget
- FTA Grant Letter of Support
- Tanana Loop & South Chisholm Drive Intersections Design Increase
- Chena River Walk State III Design Increase
- Cowles Street Reconstruction Design Increase
- Wembley Avenue Improvements Construction Increase
- Eielson Air Force Base Growth Plan Update

For more information, please contact:

Mr. Jackson Fox
FMATS Executive Director
800 Cushman Street
Fairbanks, AK 99701-4515
Telephone: (907) 459-6786
Email: jackson.fox@fmats.us or web@fmats.us
Website: www.fmats.us
PUBLIC SERVICE ANNOUNCEMENT

The FMATS Technical Committee will meet Wednesday, July 11, 2018 from 12:00-2:00 p.m. in the Council Chambers, 2nd Floor, Fairbanks City Hall, 800 Cushman Street, Fairbanks, Alaska.

Main Agenda Items related to transportation plans and projects in the Fairbanks area include:

- Performance Targets for Congestion Mitigation and Air Quality and Travel Time Reliability
- Metropolitan Transportation Plan Candidate Project List and Scoring Update
- Transportation Improvement Program Project Scoring Criteria and Nomination Form
- Urban Freight Routes
- 2019-2020 Unified Planning Work Program Update
- FFY19 Proposed Budget
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- Cowles Street Reconstruction Design Increase
- Wembley Avenue Improvements Construction Increase
- Eielson Air Force Base Growth Plan Update

To participate via telephone, please call (907) 459-6769. **This meeting is open to the public.**

**For more information, please contact:**
Jackson Fox, FMATS Executive Director
Telephone: (907) 459-6786, or email: jackson.fox@fmats.us or web@fmats.us
The Fairbanks Metropolitan Area Transportation System (FMATS) plans for transportation system investments that work for the betterment of all citizens.

@FMATS

Sign up now to get your own personalized timeline!

You may also like:
- Friends of Creamer's @CreamersField
- Fairbanks Arts @FairbanksArts
- City of Fairbanks @cityoffairbanks
- Sam Friedman @FDNMoutdoors
- Co-op Market @CoOpMarketFBX
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

TITLE VI REPORT

Section: FMATS  Region: Northern

Prepared by: Deborah Todd  Facilitated by: Jackson Fox, Chair

Meeting Location: City of Fairbanks, Council Chambers, 800 Cushman St., Fbks., AK

Date: August 1, 2018  Time: 12:00 p.m. – 1:17 p.m.

Project No. (Federal/State): ________________________________

Project Name: FMATS Technical Committee Meeting

Purpose: (check all that applies)

X  Public Meeting  ___ EIS  ____*CAG (Citizen’s Advisory Group)
___ Project Scope  ___ EA  ____ Other: ________________


Number of people present at the public meeting: 19 (Copy of sign-in sheet attached 2 attendees by telephone. Some attendees did not sign in.)

Number of Minority present: ______  Number of Women present: 5

Was an interpreter required? YES  NO

If yes, for what language(s) ________________________________

• Describe Title VI issues (potential disparate impact(s)), if any.
  N/A

• If applicable, were Title VI issues addressed in the meeting? How?
  N/A

• If applicable, were Title VI issues resolved? If not, please explain.
  N/A

• Other Comments: None
This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Fairbanks Metropolitan Area Transportation System.

FAIRBANKS METROPOLITAN AREA TRANSPORTATION SYSTEM
SIGN IN SHEET

MEETING: FMATS TECHNICAL COMMITTEE

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RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

Page 1 of 3

Effective: December 2004

Hidden for Privacy of Participants
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### MEETING: FMATS TECHNICAL COMMITTEE

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RACE CATEGORIES: WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)
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TECHNICAL COMMITTEE MEETING

Wednesday, August 1, 2018 • 12-2PM
City of Fairbanks, Council Chambers, 800 Cushman St.

Main Agenda Items Include:
• Metropolitan Transportation Plan Project List Prioritization
• Urban Freight Routes
• FMATS Coordinator’s Office Planning Increase
• FMATS Improvement Program Design Increase
• Cowles Street Functional Classification

To participate via telephone, please call (907) 459-6769
THE PUBLIC IS WELCOME TO ATTEND

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) WORK SESSION

Wednesday, August 1, 2018 • 3-5PM
FMATS Conference Room, 800 Cushman St.
The Work Session is to review and discuss the TIP Scoring Criteria and Nomination Form.

To participate via telephone, please call (907) 459-6769
THE PUBLIC IS WELCOME TO ATTEND

The FMATS public hearing requirements agree to use the TIP development process to satisfy the public hearing requirements of Section 5307(c). The public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the program-of-projects requirements of the Urbanized Area Formula Program. See 23 C.F.R. Part 450 and 49, C.F.R. Part 613 (specifically Subpart B, “Statewide Transportation Planning,” and Subpart C, “Metropolitan Transportation Planning and Programming”). The public involvement process is described at 23 C.F.R. Section 450.316(b). FMATS complies with the AKDOT&PF;Title VI Nondiscrimination Policy, and operates Federal Programs without regard to race, religion, color, gender, age, marital status, ability, or national origin. Full FMATS Title VI Nondiscrimination Policy or to file a complaint: http://fmats.us/title-vi-nondiscrimination-implementation-plan/. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in this public meeting should contact Jackson Fox at (907) 459-6786 or email: jackson.fox@fmats.us. For a TEXT phone dial (907) 459-6718.
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Technical Committee Meeting, 8/1, 12-2PM

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Technical Committee Meeting, 8/1

Technical Committee Meeting
Wednesday, August 1, 2018
Fairbanks City Council Chambers
12:00 – 2:00 PM

View the Meeting Packet: 8.1.18 TC Meeting Packet

Main Agenda Items Include:
- MTP Candidate Project List Prioritization
- Urban Freight Routes Designation
- FMATS Improvement Programs: Design Increase
- FMATS Coordinator’s Office: Planning Increase
- Cowles Street Functional Classification

The public is welcome to attend.

If you cannot participate in person, you may dial into the conference line at (907)456-8780.

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TIP Scoring Criteria Work Session 8/1/18 3-5 p.m.
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The FMATS Transportation Improvement Program (TIP) Work Session to review and discuss the...

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Organic Reach: 1 Impression
Fairbanks Metropolitan Area Transportation System (FMATS) Technical Committee Meeting - Wednesday, August 1, 2018 – 12-2PM, Fairbanks City Hall, Council Chambers, 800 Cushman Street, Fairbanks

The Fairbanks Metropolitan Area Transportation System (FMATS) Technical Committee will meet on Wednesday, August 1, 2018 from 12-2PM in the City Council Chambers, 2nd Floor City Hall, 800 Cushman Street, Fairbanks, Alaska. To participate via telephone, please call (907) 459-6769. The public is welcome to attend.

Main Agenda Items include:

- Metropolitan Transportation Plan (MTP) Project List Prioritization
- Urban Freight Routes
- FMATS Coordinator’s Office Planning Increase
- FMATS Improvement Program Design Increase
- Cowles Street Functional Classification

For more information, please contact:
Mr. Jackson Fox
FMATS Executive Director
800 Cushman Street
Fairbanks, AK 99701-4615
Telephone: (907) 459-6786
Email: jackson.fox@fmats.us or web@fmats.us
Website: www.fmats.us

Attachments, History, Details

Attachments
None

Revision History
Created 7/26/2018 1:00:28 PM by plord
Modified 7/30/2018 3:30:54 PM by plord

Details
Department: Transportation and Public Facilities
Category: Public Notices
Sub-Category: Fairbanks
Location(s): Fairbanks Metropolitan Area Transportation System
Project/Regulation #: 8/1/2018 12:00pm - 2:00pm
Publish Date: 7/26/2018
Archive Date: 8/2/2018
Events/Deadlines: 8/1/2018 12:00pm - 2:00pm
**FMATS**

**Description:**
The Fairbanks Metropolitan Area Transportation System (FMATS) Technical Committee will meet on Wednesday, August 1, 2018 from 12-2PM in the City of Fairbanks Council Chambers, 2nd Floor City Hall, 800 Cushman Street, Fairbanks, AK. To participate via telephone, please call (907) 459-6769. The public is welcome to attend.

Main Agenda Items Include:

- Metropolitan Transportation Plan Project List Prioritization
- Urban Freight Routes
- FMATS Coordinator’s Office Planning Increase
- FMATS Improvement Program Design Increase
- Cowles Street Functional Classification

For more information, please contact:
Mr. Jackson Fox
FMATS Executive Director
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Fairbanks, AK 99701-8615
Telephone: (907) 459-6795
Email: jackson.fox@fmat.us or web@fmat.us
Website: www.fmat.us
PUBLIC SERVICE ANNOUNCEMENT

The FMATS Technical Committee will meet Wednesday, August 1, 2018 from 12:00-2:00 p.m. in the Council Chambers, 2nd Floor, Fairbanks City Hall, 800 Cushman Street, Fairbanks, Alaska.

Main Agenda Items related to transportation plans and projects in the Fairbanks area include:

- Metropolitan Transportation Plan Project List Prioritization
- Urban Freight Routes
- Cowles Street Reconstruction Design Increase
- FMATS Improvement Program Design Increase
- Cowles Street Functional Classification

To participate via telephone, please call (907) 459-6769. This meeting is open to the public.

For more information, please contact:
Jackson Fox, FMATS Executive Director
Telephone: (907) 459-6786, or email: jackson.fox@fmats.us or web@fmats.us
The Fairbanks Metropolitan Area Transportation System (FMATS) plans for transportation system investments that work for the betterment of all citizens.

@FMATS

FMATS Technical Committee Meeting. 8/1/18. 12-2PM

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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

TITLE VI REPORT

Section: FMATS  Region: Northern

Prepared by: Deborah Todd  Facilitated by: Jackson Fox, Chair

Meeting Location: City of Fairbanks, Council Chambers, 800 Cushman St., Fbks., AK

Date: September 5, 2018  Time: 12:00 p.m. – 2:00 p.m.

Project No. (Federal/State):

Project Name: FMATS Technical Committee Meeting

Purpose: (check all that applies)

[X] Public Meeting  ____ EIS  ____*CAG (Citizen’s Advisory Group)

 ____ Project Scope  ____ EA  ____ Other: ______________


Number of people present at the public meeting: 27  (Copy of sign-in sheet attached 2  attendees by telephone. Some attendees did not sign in.)

Number of Minority present: ______  Number of Women present: 10

Was an interpreter required? YES  NO

If yes, for what language(s) ___________________________________________________________

• Describe Title VI issues (potential disparate impact(s)), if any.
  N/A

• If applicable, were Title VI issues addressed in the meeting? How?
  N/A

• If applicable, were Title VI issues resolved? If not, please explain.
  N/A

• Other Comments: None
**MEETING: FMATS TECHNICAL COMMITTEE**

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**RACE CATEGORIES:** WHITE (W), ALASKA NATIVE (AN), NATIVE AMERICAN (N), BLACK (B), HISPANIC (H), ASIAN (A), PACIFIC ISLANDER (P), and OTHER (O)

Effective: December 2004
*This information is voluntary. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Fairbanks Metropolitan Area Transportation System.

**MEETING: FMATS TECHNICAL COMMITTEE**

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TECHNICAL COMMITTEE MEETING

Wednesday, September 5, 2018 • 12-2PM
City of Fairbanks, Council Chambers, 800 Cushman St.

Main Agenda Items Include:
- Metropolitan Transportation Plan Candidate Project List Prioritization
- Cowles Street Traffic Study
- FFY19 Meeting Calendar
- Bailey Bridge Replacement
- Old Steese/Wendell Avenue Project Updates
- Green Streets Plan Update
- PacTrans Conference-UAF-October 12, 2018

To participate via telephone, please call (907) 459-6769

THE PUBLIC IS WELCOME TO ATTEND

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Technical Committee Meeting, 9/5

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AUGUST 31, 2018 BY ALICIA STEVENS

Technical Committee Meeting
Wednesday, September 5, 2018
City Council Chambers
800 Cushman Street
Fairbanks, AK 99701
12:00 – 2:00 PM

View the Meeting Packet: 9.5.18 TC Meeting Packet updated 9/4/18

Main Agenda Items Include:
- Metropolitan Transportation Plan Candidate Project List Prioritization
- Cowles Street Traffic Study
- FFY19 Meeting Schedule
- Bailey Bridge Replacement
- Old Steele/Wendell Avenue Project Updates
- Green Streets Plan Update
- PacTrans Conference-UAF-October 12, 2013

The public is welcome to attend.

If you cannot participate in person, you may call in to the conference line at (907) 450-6768.
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Organic impressions: 5 Impressions
The Fairbanks Metropolitan Area Transportation System (FMATS) Technical Committee will meet on Wednesday, September 5, 2018 from 12-2PM in the City Council Chambers, 2nd Floor City Hall, 800 Cushman Street, Fairbanks, Alaska. To participate via telephone, please call (907) 459-6769. The public is welcome to attend.

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FMATS Executive Director
800 Cushman Street
Fairbanks, AK 99701-4615
Telephone: (907) 459-6786
Email: jackson.fox@fmats.us or web@fmats.us
Website: www.fmats.us
The Fairbanks Metropolitan Area Transportation System (FMATS) Technical Committee will meet on Wednesday, September 5, 2018 from 12-2PM in the City of Fairbanks Council Chambers, 2nd Floor City Hall, 830 Cushman Street, Fairbanks, AK. To participate via telephone, please call (907) 459-6769. **The public is welcome to attend.**

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- Green Streets Plan Update
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Website: www.fmats.us
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Telephone: (907) 459-6786, or email: jackson.fox@fmats.us or web@fmats.us
The Fairbanks Metropolitan Area Transportation System (FMATS) plans for transportation system investments that work for the betterment of all citizens.

Fairbanks, Alaska
fmats.us
Joined June 2012

Technical Committee Meeting, 9/5, 12-2pm. More info: fmats.us/2018/08/31/tech...