



TECHNICAL COMMITTEE MEETING
Wednesday, May 6, 2020, 12:00 – 2:00 P.M.

Join Zoom Meeting URL: <https://fastplanning.us/keepup/zoom/>
Meeting ID: 867-8401-0324
Join Zoom Meeting Phone Number: 1 (253) 215-8782, enter meeting ID

1. Call to Order
2. Introduction of Members and Attendees
3. Approval of the May 6, 2020 Agenda
4. Approval of the April 1, 2020 Meeting Minutes Pg 1-3
5. Committee/Working Group Reports (including the Chair's Report) Pg 4-11
6. Public Comment Period (Non-Action Items)
7. Old Business
8. New Business
 - a. Non-motorized Plan Update – Guest Presentation by Kittelson & Associates, Inc. Pg 12-22
 - b. Gillam Way Reconstruction – Construction & Utilities Increase (Action Item) Pg 23-29
 - Consideration of approval of a project increase in the amount of \$222,781
 - c. Transportation Improvement Program (TIP) Administrative Modifications & Amendments Policy (Action Item) Pg 30-42
 - Consideration of adopting a new FAST Planning policy to establish thresholds for TIP Administrative Modifications & Amendments
 - d. Draft FFY2021-22 Unified Planning Work Program (UPWP) (Action Item) Pg 43-68
 - Recommendation for distribution of FFY2021-22 Metropolitan Planning funds to FAST Planning, FNSB, and Alaska DOT&PF, and consideration of releasing Draft UPWP for 30-day Public Comment Period
9. Other Issues
10. Informational Items
 - a. Road/Rail Crossing Reduction/Realignment Plan – Draft Existing Conditions Report available for review and comment Pg 69-70
 - b. Obligations and Offsets Pg 71-74
11. Technical Committee Member Comments
12. Adjournment

Next Scheduled Technical Committee Meeting – Wednesday, June 3, 2020



TECHNICAL COMMITTEE Meeting Minutes – April 1, 2020

1. Call to Order

Jackson Fox, Chair, called the teleconference to order at 12:12 p.m. (after interruption with originally scheduled Zoom web conference) using the FAST Planning Conference Line [(907) 308-3810 Bridge ID#3278].

2. Introduction of Members and Attendee

The following were present:

| Name | Representing |
|---|-------------------------------|
| * Jackson Fox, Chair | FAST Planning |
| ** Andrew Ackerman (absent) | City of Fairbanks Engineering |
| ** Bob Pristash (via telephone) | City of Fairbanks Engineering |
| ** Bill Butler (via telephone) | City of North Pole |
| ** Steven Hoke (via telephone) | ADEC Air Quality |
| ** Peter Flint (absent) | AK Railroad Corporation |
| ** Judy Chapman (via telephone) | DOT&PF Planning |
| ** Sarah Schacher (via telephone) | DOT&PF Preconstruction |
| ** John Perreault (via telephone) | FNSB Planning Commission |
| ** Kellen Spillman (via telephone) | FNSB Community Planning |
| ** Michelle Felix (via telephone) | FNSB Transportation |
| ** John Weinberger (via telephone) | Fort Wainwright Planning |
| ** Justin Burgess (absent) | AES Transportation |
| ** Jakob Theurich (via telephone) | UAF |
| * Olivia Lunsford, Vice Chair (via telephone) | FAST Planning |
| * Deborah Todd | FAST Planning |
| * Randi Bailey (via telephone) | DOT&PF Planning |
| Pam Golden (via telephone) | DOT&PF Traffic/Safety |
| John Netardus (via telephone) | DOT&PF Design |
| Russ Johnson (via telephone) | DOT&PF |
| John Lohrey (via telephone) | FHWA |
| Peter Stern (via telephone) | BPAC |
| Will Webb (via telephone) | Kinney Engineering |
| Phoebe Bredlie (via telephone) | Kinney Engineering |
| Bob Bashore (via telephone) | Citizen |
| Susan Bashore (via telephone) | Citizen |
| Martha Markey (via telephone) | Citizen |
| Alex Gagne-Hawes (via telephone) | Citizen |

* **FAST PLANNING Staff members**

** **FAST PLANNING Technical Committee members**

3. Approval of the April 1, 2020 Agenda

Motion: To approve the April 1, 2020 Technical Committee Agenda.
(Felix/Chapman).

Discussion: No further discussion.

Vote on Motion: None opposed. Approved.

4. Approval of the March 4, 2020 Meeting Minutes

Motion: To approve the March 4, 2020 Meeting Minutes as presented and revised.
(Spillman/Felix).

Discussion: Ms. Schacher requested a revision to Page 5 of the meeting minutes to clarify the discussion about Holmes Road.

Vote on Motion: None opposed. Approved.

5. Committee/Working Group Reports (including the Chair's Report)

Mr. Fox noted the following updates:

- The Policy Board meeting was held via teleconference on March 18, 2020 following guidance from the State, Borough, and City of Fairbanks to limit public gatherings and the subsequent closure of City Hall to public meetings. The meeting had full attendance and the agenda was limited to a single, time-critical item which was the Statewide Transportation Improvement Program Comment Letter, and it was approved and sent to DOT Headquarters. All other items that the Technical Committee acted upon at the March 4, 2020 meeting were postponed and will be carried forward to the April 15 Policy Board Meeting.

- ### 6. Public Comment Period (Non-Action Items): Alex Gagne-Hawes commented that he had tried biking across town after the snow had all gone, and it was very rough with all the snow particularly the Old Rich Bridge which had narrow concrete sidewalks and was rutted. Mr. Gagne-Hawes commented that we needed to figure out bike routes that had good plowing, access, and signage. Mr. Gagne-Hawes commented that he was glad that VanTran was stepping up and thanked FAST Planning for being so upfront with these meetings. Mr. Gagne-Hawes thought it was sad that the meeting had been "Zoom Bombed." Mr. Gagne-Hawes thanked the Technical Committee for their help and told them to keep doing the great work.

7. Old Business

No old business.

8. New Business

a. Old Richardson Highway Intersection Improvements Project Update

Mr. Fox explained that the meeting packet contained presentation slides for the Old Richardson Highway Improvements Project and introduced Will Webb and Phoebe Bredlie from Kinney Engineering along with John Netardus, the DOT Project Manager, to provide an update for the Old Richardson Highway Intersection Improvements Project.

b. Wendell Avenue Bridge Replacement Project Update

Mr. Fox introduced Russ Johnson, the DOT&PF Project Manager, who provided a brief update for the Wendell Avenue Bridge Replacement Project.

c. Cushman Street Bridge Rehabilitation Project Update

Mr. Fox again introduced Russ Johnson, DOT&PF Project Manager, who provided the update for the Cushman Street Bridge Rehabilitation Project.

9. Other Issues

No other issues.

10. Informational Items

a. Obligations and Offsets

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

11. Technical Committee Member Comments

- John Perreault commented that he wanted to reiterate the need for the planning and support of a connected bicycle facility that would help relieve the disconnect between traffic and bicycles.
- Mr. Fox stated that he and Olivia would work on a new game plan for the next meeting and thanked the participants and meeting presenters.

12. Adjournment

Motion to Adjourn: (Butler/Spillman). The meeting adjourned at 1:23 p.m. The next Technical Committee meeting is Wednesday, May 6, 2020.

Approved: _____ Date: _____

**Jackson Fox, Chair
FAST Planning Technical Committee**

Department of Transportation and Public Facilities

HEADQUARTERS
Program Development and Statewide Planning

3132 Channel, Suite 200
P.O. Box 112500
Juneau, Alaska 99801-2500
Main: 907-465-4070
Fax: 907-465-6984
dot.alaska.gov



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

April 13, 2020

Mr. Jackson Fox
FAST Planning
100 Cushman Street, Suite 205
Fairbanks, AK 99701

Re: Statewide Transportation Improvement Plan (STIP)

Dear Mr. Fox:

Thank you for providing comments to the Statewide Transportation Improvement Program (STIP).

We have responded to your questions and comments in the order received.

1. Public Notice

The Department of Transportation & Public Facilities (DOT&PF) has met the requirement of 17 AAC 05.160 "Public Participation in the STIP Process" and we continue to refine our public engagement strategies to find the most effective means of reaching the public as technology evolves. The following are some of the outreach activities conducted for the 2020-2023 STIP public comment:

- Announcement on the Statewide DOT&PF Facebook page
- Facebook Event for Open House
- Online Public Notice announcements of the comment period, and for each open house
- Statewide press release of the public comment opportunity
- Public open houses in Fairbanks and Juneau
- Newspaper ads for open house
- Local and Statewide news story with DOT&PF staff interview
- Area Planner emails to community contacts
- Fliers on community bulletin boards
- Online presentation on the STIP homepage
- Mail out cards to interested parties from the Department of Commerce, Community & Economic Development's community list as well as the Alaska Municipal League list
- GovDelivery Announcement to subscribed users

2. General

We will replace "FMATS" (Fairbanks Metropolitan Area Transportation System) with FAST Planning wherever referenced throughout the STIP as requested.

3. Financial Summary

We would be happy to provide a more comprehensive narrative in the form of a discussion-based summary of how the apportionments were allocated. DOT&PF is required to demonstrate fiscal constraint based on the presumptive amount of funding that will be received and we do so with a fiscal constraint table, which is not part of the public STIP document, and it does not break out the individual apportionments. We are required to demonstrate that the STIP in its entirety fits within all of the state's apportionment, but the STIP is not managed as a budgeting document.

4. National Highway Freight Program (NHFP) Funding

At the time the NHFP funding was allocated, FAST Planning did not have a designated Critical Urban Freight Corridor, therefore was not eligible to receive this funding. For the next round of NHFP allocation, a process will be established and the routes designated as Primary Freight Network, Critical Rural Freight Corridors, and Critical Urban Freight Corridors will be considered. For more details, please refer to the July 19, 2019 letter from Program Development Director, Ben White, to FAST Planning on this issue.

5. Congestion Mitigation and Air Quality (CMAQ) Funding

DOT&PF retains maximum flexibility with its limited transportation dollars by transferring half of its flexible CMAQ to the Surface Transportation Program (STP) for STP eligible projects. STP is the most flexible federal funding currently available, and with a wide array of transportation needs it might fund. It is also worth noting that from FFY17-FFY19 approximately half of statewide CMAQ funding was directed to projects in the Fairbanks area.

6. Committed Measures for the Fairbanks Statewide Implementation Plan (SIP)

See above for response.

7. FAST Community Transportation Program (CTP) Allocation

Because the 2020 U.S. Census is currently underway, the Matanuska-Susitna Borough has not yet been officially designated as a Metropolitan Planning Organization (MPO). If census data reveals it is eligible to become an MPO, we will open up the CTP allocation discussion. Please note that DOT&PF Transportation Improvement Program (TIP) approval does not constitute approval of the FAST CTP allocation amount. Approval of the TIP is based on the TIP meeting federal requirements. Because there is currently no new highway bill, we need to assume flat funding under a continuing resolution. We will continue to work with FAST Planning to continue to refine how the TIP is incorporated into the STIP.

8. FAST CMAQ Allocation

This was an omission and has been corrected, the funding is intended to continue into 2023 and beyond at the current level. We appreciate you pointing this out.

9. Richardson Hwy Milepoint 358-364 Bicycle/Pedestrian Path

The decision to delay funding was made by Northern Region.

- a. The proposed bicycle/pedestrian path is scheduled in Northern Region's corridor plan for 2024 to minimize costs and impacts associated with other planned projects. Accordingly, we intend to pursue funding for it in FFY24. The path overlaps with Airport Way/Steese Expressway Intersection improvements (funded through the Highway Safety Improvement Program) and

Richardson Hwy MP 359 Grade Separated Crossing (Need ID 28069), scheduled according to Northern Region's corridor plan for construction years 2022 and 2024, respectively.

- b. The proposed path would introduce what Alaska Railroad Corporation considers a new crossing, which has additional liability and maintenance considerations associated. These issues can be mitigated if the path is not constructed at-grade and is elevated over the railroad crossing along with the roadway in the proposed MP 359 grade separation. Safety is a high priority consideration in all DOT&PF capital works projects, and avoiding construction of a new at-grade bicycle/pedestrian crossing when it can otherwise be avoided is ideal.
- c. The MP 359 project is scheduled for funding in our extended STIP for FFY24, the same year we desire to fund the subject path. It is optimal to construct these two projects together for reasons stated above, and for economy of scale benefits in the cost of construction. DOT&PF intends to fund and construct this project by 2024.

10. Aurora Drive Noyes Slough Bridge Replacement

- a. The project is expecting to receive authority to proceed through right of way acquisition this year. It is scheduled in Northern Region's corridor plan for construction in 2024. Although this project was delayed, other projects, such as Airport Way West Improvements and Rosie Creek Road Improvements, were accelerated.
- b. Northern Region monitors its design projects for construction readiness in order to capitalize on any unexpected new funding opportunities, so it is possible this project is a candidate for acceleration should our constrained funding picture change. However, 2021 and 2022 are expected to be very high volume construction seasons for the Fairbanks area, which is an important consideration not just for balancing funding statewide but also for localized construction impacts, particularly when a full bridge closure is required. Northern Region will continue to monitor this project for possible advancement in future STIP amendments, but no change is made at this time.

11. Rosie Creek Road Improvements

Thank you for the expression of support.

12. Alaska Marine Highway System (AMHS) Tustumena Replacement Vessel

This project continues to be carried forward in this STIP while the AMHS is overhauled, pending the recommendations of the AMHS Reshaping Plan. The STIP shows the project funded using the Advance Construction (AC) tool with an intended AC payback over several years currently beyond 2023. This is why the payback it is not shown in the STIP. The payback is expected to be with National Highway Performance Program (NHPP) funds. Depending on the project development schedule, some of the payback may be accelerating into the STIP programmed years via future amendments.

13. Sterling Highway MP 8-25

Please contact the Area Planner Joselyn Biloon (907-269-0508), or Project Manager Sean Holland (907-269-0670) for more information or to request a presentation by phone. We agree that given limited resources, large projects present difficulties for the program. Even as we move toward construction, we continue to investigate different funding strategies including federal grant programs, to supplement project funding and reduce impacts to the overall program. Because this project is a "legacy project" and is approximately 40 years old, it needs to exit the system as a constructed project. Not constructing this project would put the state in the position of repaying FHWA for significant project development costs.

14. Pavement & Bridge Preservation Program

DOT&PF uses programmatic projects to maintain maximum flexibility and understands FAST Planning does the same. Please contact the Fairbanks Field Office Program Development Planner, Jennifer Eason (907-451-2385), for a current list of projects to be constructed under this program.

15. Highway Safety Improvement Program

The State uses programmatic projects to maintain maximum flexibility. There are multiple tools that can provide additional information on programmatic projects, including <http://dot.alaska.gov/projects-status/>. If you query a program, the individual projects under that program will be identified. You raise a good point, so we will make sure this information is included in the STIP introduction so the public is aware of other projects not explicitly mentioned. You can also contact area planners with any specific program questions and they will be happy to provide detailed information. Contact information is provided in the STIP introduction.

16. Urban Planning Program

Program distribution is based on the formula developed in 2014. The amount of funding available for FAST Planning use will very likely continue unless another formula is created. The formula includes some discretionary urban program funds, which have been distributed back to the Anchorage Metropolitan Area Transportation Solutions (AMATS) and FAST each year in recent history. This past year, the Matanuska-Susitna Valley Borough (Mat-Su) was provided with a portion of these funds to conduct pre-planning activities in advance of the potential MPO designation. If Mat-Su becomes a MPO, it is anticipated that overall available funding to all MPOs will decrease.

17. Mat-Su MPO

The Matanuska-Susitna Borough has not been officially designated as an MPO. If it is eligible to become an MPO after the 2020 census data is analyzed, we will open up the CTP allocation discussion. Please also understand that DOT&PF's approval of the TIP is not approval of the FAST CTP allocation amount. Approval of the TIP constitutes the approval that the TIP development process meets existing federal requirements. Also note there is currently no new highway bill, and provided we continue to operate under a continuing resolution we need to show flat funding after 2020.

18. Statewide Long-range Transportation Plan & State Freight Plan

The Fairbanks Area Planner will continue to keep FAST Planning informed of any new developments when the update of these documents begin.

19. Project Classification

DOT&PF has continued to move forward the programs as described in state regulations; however the federal regulations for Title 23 funds no longer correspond well to the state regulations. To receive Title 23 funds, it is understood that federal regulations supersede state laws or guidance. Additionally, project schedules influence annual STIP programming for those programs that are not captured in the STIP as one programmatic Need ID. The STIP is a plan and does not identify funding by apportionment.

20. CMAQ

We will revise the project description as recommended.

21. Performance Measures

The final approved PDF STIP (which has a single project per page) will show that we have made significant progress to tie projects to performance categories. We will consider using a PDF project page version for public review drafts in the future.

Thank you again for taking the time to review the 2020-2023 STIP. We recognize that many of these topics are complex and multi-faceted, and we would be happy to meet in-person or via teleconference to discuss further. We value the work of Alaska's MPOs in furthering transportation projects within urban areas, and look forward to a continued partnership in upcoming years.

Sincerely,

A handwritten signature in black ink, appearing to read "Maren Brantner", written over a horizontal line.

Maren Brantner
STIP Manager

Cc: FAST Planning Policy Board

Ryan Anderson, P.E., Director, Northern Region, DOT&PF

Jerry Cleworth, Council Member, City of Fairbanks

Alice Edwards, Director, Division of Air Quality, ADEC

Marie Heidemann, Statewide Planning Chief, DOT&PF

Jim Matherly, Mayor, City of Fairbanks

Frank Tomaszewski, Assembly Member, Fairbanks North Star Borough

Bryce Ward, Mayor, Fairbanks North Star Borough

Ben White, Director, Program Development & Statewide Planning, DOT&PF



U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION
ALASKA DIVISION
709 W. 9TH STREET, ROOM 851
P.O. BOX 21648
JUNEAU, ALASKA 99802-1648

FEDERAL TRANSIT ADMINISTRATION
915 SECOND AVENUE, SUITE 3142
SEATTLE, WASHINGTON 98174

April 28, 2020

John MacKinnon, Commissioner
Alaska Department of Transportation and Public Facilities
PO Box 112500
3132 Channel Drive
Juneau, AK 99811

Dear Mr. MacKinnon:

In accordance with 23 CFR 450.218, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have jointly reviewed the 2020-2023 Alaska State Transportation Improvement Program (STIP), transmitted with your letter of April 8, 2020. As part of the STIP approval, the FHWA and FTA conducted a Federal Planning Finding on Statewide and Metropolitan Transportation Planning to determine that the 2020-2023 Alaska STIP was developed consistent with the provisions of 23 USC 134 and 135 and 49 USC 5303 – 5305.

In addition to the materials you submitted on April 8, the STIP review included the Anchorage Metropolitan Area Transportation Solutions (AMATS) 2019-2022 Transportation Improvement Program (TIP) and the Fairbanks Area Surface Transportation (FAST) Planning 2019-2023 TIP. Both these documents are included in the Alaska 2020-2023 STIP by reference.

Based on our review, we find the 2020–2023 Alaska STIP meets the requirements of 23 USC 134 and 135, 49 USC 5303-5305, 23 CFR part 450 and 500, and 49 CFR part 613, with recommended process improvements identified as part of the Federal Planning Finding included in Attachment A.

If you have any questions, please contact Mr. John Lohrey, FHWA Transportation Planner at (907) 586-7428, or Mr. Ned Conroy, FTA Community Planner at (206) 220-4318.

Sincerely,

Sandra A. Garcia-Aline
Division Administrator
Federal Highway Administration

Linda M. Gehrke
Regional Administrator
Federal Transit Administration

Attachment A: Federal Planning Finding - Statewide and Metropolitan Transportation Planning

Electronically cc:

Ben White, Director Program Development
Maren Brantner, STIP Manager, Headquarters DOT&PF
Ned Conroy, FTA

MEMORANDUM**State of Alaska**

Department of Transportation & Public Facilities
Program Development and Statewide Planning

TO: John MacKinnon
Commissioner

DATE: April 24, 2020

THRU: Benjamin White, Director ^{BW}
Program Development &
Statewide Planning

TELEPHONE NO: (907) 465-4070

FROM: Maren Brantner
STIP Manager

SUBJECT: Recommend Approval of
FMATS 2019-2023 TIP
Admin Mod #2

Enclosed for your review and approval is Administrative Modification 1 to the Fixing America's Surface Transportation Act (FAST) 2019-2023 Transportation Improvement Program (TIP). The FAST Policy Board approved Administrative Modification 1 to the FAST 2019-2023 TIP on April 15, 2020.

In accordance with the agreement between Fairbanks Metropolitan Area Transportation System (FMATS) and Alaska Department of Transportation & Public Facilities (DOT&PF), the Fairbanks metropolitan planning organization (MPO) coordinator and the FMATS Policy Board has determined Administrative Modification #1 to the FMATS 2019-2023 TIP has met all the requirements of US Code Title 23, Section 134 and is fiscally constrained by the allocations made in the 2018-2021 STIP. These changes are exempt from conformity and a conformity determination is not required per 40 CFR 93.104(c).

As part of the approval, we note that FAST Planning has programmed Advanced Construction funding (AC) into their TIP. The approval of this TIP does not constitute approval for the use of AC. The use of AC must be coordinated with the federal-aid section to determine available AC authority is in place.

Your approval of Administrative Modification #2 to the FMATS 2019-2023 TIP is recommended and required as the statutory designee for all state transportation planning matters.

Approved:  _____ Date: 4.29.20

John MacKinnon, Commissioner

Attachments: FAST FFY 2019-2023 TIP Admin Mod 2 Transmittal Memo and PC Memo
FAST FFY 2019-2023 TIP Tables

Cc: Judy Chapman, Planning Chief, Fairbanks Field Office, DOT&PF
Ned Conroy, Community Planner, FTA
Jackson Fox, Executive Director, FMATS
Marie Heidemann, Statewide Planning Chief, DOT&PF
John Lohrey, Transportation Planner, FHWA
James Marks, Division Operations Manager, DOT&PF
Randi Bailey, Transportation Planner, Fairbanks Field Office, DOT&PF



FAST Planning Non-Motorized Plan Update

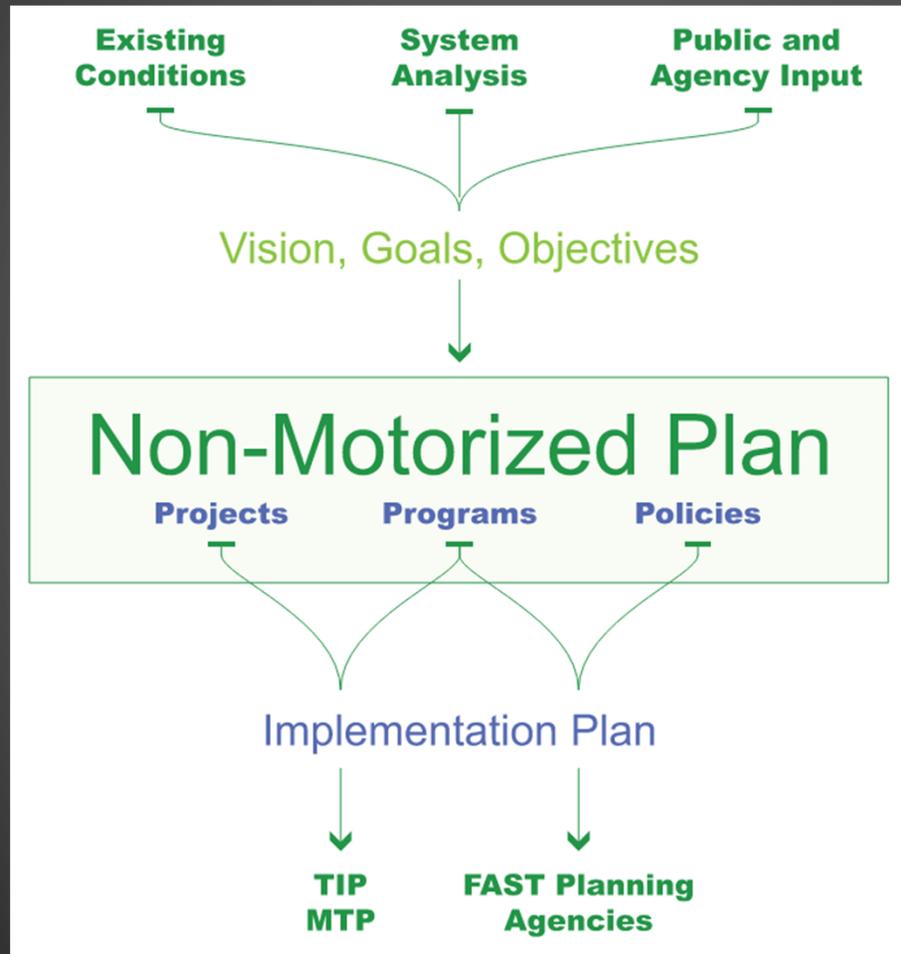
TC #1

5/6/2020

Agenda

- ▶ Non-Motorized Plan Overview
- ▶ Technical Committee's Role
- ▶ Plan Goals and Objectives
- ▶ Input on Policy-Level Issues

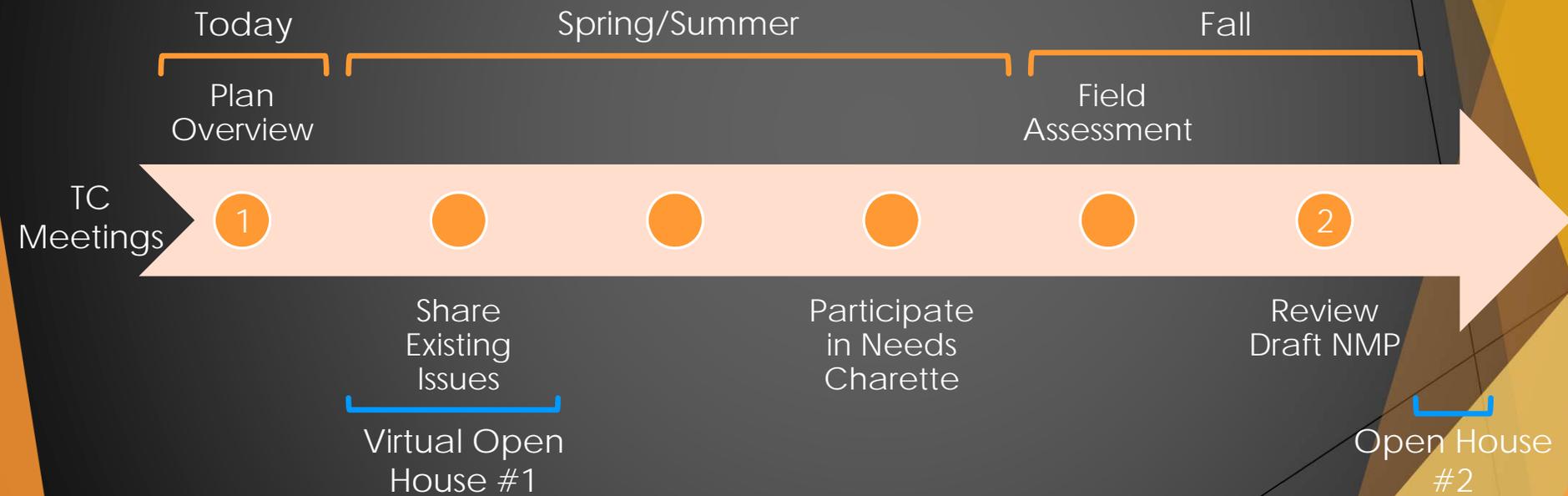
Non-Motorized Plan Overview



TC's Role

- ▶ Supporters of Plan and Process
- ▶ Contribute to Needs Charette
- ▶ Participate in Field Assessments
- ▶ Review Draft Non-Motorized Plan

TC Schedule Overview



Goals, Objectives, and Measures

- ▶ Shape Plan Vision
- ▶ Project Prioritization
- ▶ Alignment with 2045 MTP Goals
- ▶ Specific and Measurable

Updated NMP Goals

| Goals | Objectives |
|--|---|
| <p>1) Plan for, provide, and promote a non-motorized transportation system that is continuous, accessible, reliable and safe</p> | <p>Maintain a current inventory of the entire non-motorized transportation system.</p> |
| | <p>Improve the continuity of the non-motorized transportation system.</p> |
| | <p>Improve the accessibility of the non-motorized transportation system for users of all abilities.</p> |
| | <p>Improve the safety of the non-motorized transportation system.</p> |

Updated NMP Goals

| Goals | Objectives |
|--|--|
| <p>2) Plan for and provide a non-motorized transportation system that connects residents and visitors to essential services and destinations</p> | <p>Maintain a current inventory of essential destinations (e.g., employment and retail centers, tourist and recreational destinations)</p> <p>Improve the connectivity of the non-motorized transportation system.</p> |
| <p>3) Develop and implement policies and programs to support year-round non-motorized travel</p> | <p>Ensure that agency staff has access to current best practices for non-motorized facility selection and design.</p> <p>Promote a bicycle and pedestrian friendly culture.</p> |

Updated NMP Goals

| Goals | Objectives |
|---|---|
| <p>4) Develop and implement programs and strategies to increase awareness of existing non-motorized transportation facilities and their safe use.</p> | <p>Engage businesses, tourism associations, and Fairbanks area residents in the planning process.</p> <p>Promote awareness of the existing non-motorized transportation system and how to use it.</p> <p>Increase the proportion of Fairbanks area residents that bike or walk to work.</p> |

Updated NMP Goals

| Goals | Objectives |
|---|--|
| <p>5) Develop, fund, and promote a list of prioritized capital improvement projects that implement this Plan and adequately maintains a year round system</p> | <p>Encourage local governments to provide adequate funding to ensure the primary non-motorized network is maintained to provide year-round access</p> <p>Maintain and fund a priority list of capital improvement projects that meets the targets of the objectives of this Plan</p> |

Policy Level Non-Motorized Issues

- ▶ Project Funding or Prioritization?
- ▶ Design Standards?
- ▶ Maintenance Funding or Prioritization?
- ▶ Others?

Gillam Way Reconstruction

| | | |
|---|---------------------|----------------------------------|
| Original Construction Phase Amount | \$ 4,450,000 | FFY19-23 TIP (02.01.2019) |
| | | |
| Construction Phase Increases/Decreases | Amount | |
| Increase based on new pre-bid estimate | \$ 1,714,200 | Policy Board approved 02.27.2019 |
| Decrease to bid award amount | \$ (498,636) | Deobligated as FFY19 offset |
| Increase for contract changes and ICAP adjustment | \$ 438,090 | Policy Board approved 08.21.2019 |
| | <u>\$ 1,653,654</u> | |
| | | |
| Current Increase Request | | |
| Construction phase increase | \$ 166,881 | See details on following pages |
| Utilities phase increase | \$ 55,900 | See details on following pages |
| | <u>\$ 222,781</u> | |

FAST Planning FFY20 Funding Availability

| | Federal | Match | Total |
|------------------|----------------|--------------|--------------|
| TIP - STP Funds* | 154.7 | 15.4 | 170.0 |
| Offsets | 114.1 | 11.3 | 125.5 |
| | | | 295.5 |

*As shown in TIP Administrative Modification #2 (4/30/2020)

Jackson Fox

From: Schlichting, Sarah J (DOT) <sarah.schlichting@alaska.gov>
Sent: Thursday, April 2, 2020 2:41 PM
To: Jackson Fox; Dykema, Shelley A (DOT); Johnson, Dawn M (DOT)
Cc: Brunner, Mary E (DOT); Scott, Veronica R (DOT)
Subject: Gillam Way PDA
Attachments: PDA PH 4&7_Gillam4_02_20.xls

Good afternoon Jackson,

Please see attached for the Gillam Way PDA that I spoke to you about last week. If you have questions regarding the phase 4 increase please let me know, and if you have questions about the phase 7 please ask Mary Brunner.

Shelley and Dawn,

Please let me know if you see anything that I need to change prior to Jackson's approval.

Thanks

~Sarah

Sarah J Schlichting, P.E. | Construction | Alaska Department of Transportation | Northern Region
2301 Peger Road, AK 99709 | 📞: 907.451.2041 | 📠: 907.451.5487 | ✉: sarah.schlichting@alaska.gov

State of Alaska DOT&PF PDA REVISION REQUEST

To: Shelley Dykema, Chief
Project Control

Date: 04/02/20

Thru: IRIS # / Federal #: Z637840000/0655012

From: Sarah Schlichting, P.E.
Construction Manager Program Name: Gillam Way Reconstruction

Telephone: 451-5408

Reason for Change:

- Change funding per the program budget stated below.
- Change scope or termini (*provide details in justification below*).
- Change ATP level to include ATP through _____

For FHWA Programs:

If any of the above items are checked, is an Environmental Re-Evaluation/Consultation required? If so, what is the date of the Re-Evaluation/Consultation: _____

For FHWA Programs - ATP End Date:

Request changing ATP End Date to _____
If requesting a change in the End Date, please provide details in justification below.

- * ATP thru Env Doc End Date - anticipated Env Doc approval + 3 months for next ATP approval.
- * ATP thru Final PS&E End Date - Final PS&E is complete + 6 months for Project Control closeout.
- * ATP for ROW and Utilities End Date - all work is complete + 6 months for Project Control closeout.
- * ATP for Construction End Date - Contract completion + 18 months for Construction and Project Control closeout.

For Local Match Programs:

Have you notified Planning about this funding request and do we have sufficient local match funds to fund the increase? _____ Yes No

| PROGRAM BUDGET REQUEST | | | |
|-------------------------------|-----------------|------------------|-------------------|
| PHASE | CURRENT FUNDING | REQUESTED CHANGE | NEW FUNDING TOTAL |

| PARTICIPATING | | | |
|----------------------------|--------------------|------------------|--------------------|
| Phase 2 - Design | | | |
| Phase 3 - ROW | | | |
| Phase 4 - Construction | \$5,939,225 | +166,881 | \$6,106,106 |
| Phase 7 - Utilities | \$395,467 | +55,900 | \$451,367 |
| Phase 8 - Planning | | | |
| TOTAL PARTICIPATING | \$6,334,692 | \$222,781 | \$6,557,473 |

| NON-PARTICIPATING | | | |
|--------------------------------|------------|------------|------------|
| Phase 2 - Design | | | |
| Phase 3 - ROW | | | |
| Phase 4 - Construction | | | |
| Phase 7 - Utilities | | | |
| Phase 8 - Planning | | | |
| TOTAL NON-PARTICIPATING | \$0 | \$0 | \$0 |

Justification: Increase PH 7 based on Utility Company Billings and Utilities Staff Estimates. Increase PH 4 to fund Change Orders 3-8, make adjustments for new items and anticipated overruns from PDA 10, and fund increase to MOA with the City of Fairbanks for support during construction.

Program Name:
IRIS # / Federal #:
Project Engineer:

Gillam Way Reconstruction
Z637840000/0655012
Kyungyun Chi, P.E.

| CHANGE ORDERS (Copies Attached) | | |
|--|-------------------|---|
| C.O. # | Amount | Comments (if needed) |
| RFP 3 Previously funded on PDA 10 | (\$3,852) | Adjust the Beacons Poles/Junction Box, 04 |
| RFP 4 Previously funded on PDA 10 | (\$40,000) | Change ATB Oil from 52-28 to 52-40, 04 |
| CO #3 | \$0 | no cost |
| CO #4 | \$9,438 | Added 514(111) 28; deleted 550(001) 04 |
| CO #5 | \$45,271 | Added 203(111) 04; 206(001) 04; Incrsd 304(001F) 04 |
| CO #6 | \$42,036 | Added 109(002) 04; Incrsd 604(005) & 603(021)-12 |
| CO #7 | \$20,000 | Resolution of Conflicts, 04/28 |
| CO #8 | \$1,530 | Added 613(002) 04 |
| match existing MMA additional work | \$20,000 | New item 670(900) 04- upcoming CO |
| Concrete conflicts/additional work | \$20,000 | New item 608(900) 04, 28- upcoming CO |
| <i>Subtotal</i> | \$114,423 | |
| Less any 644 items | \$0 | |
| Less any M&O stockpile | | |
| Change Documents Subtotal | \$114,423 | |
| Item Name | Amount | ITEM # & FA Code |
| Underrun Extension Contract PDA 10 | (\$20,000) | 643(002), 40% T04004 / 10% T04028 / 50% T04043 |
| Resolution of Conflicts PDA 10 - funded in change orders | (\$37,000) | 202(127), T04043 |
| Underrun Traffic Control PDA 10 Projection | (\$30,000) | 643(025), 50% T04004/50% T04043 |
| Underrun Furnish Materials | (\$10,000) | 626(108), T04043 |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| <i>Quantity Over/Underruns Subtotal</i> | <i>(\$97,000)</i> | |
| | | |
| Total Contract Changes | \$17,423 | |
| CENG | | |
| CENG @ 15% | \$2,613.39 | |
| CENG needed beyond 15% | \$135,000 | T04017 MOA with COF |
| <i>CENG Subtotal</i> | <i>\$137,613</i> | |
| | | |
| Contract Changes & CENG Subtotal | \$155,036 | |
| 7.64% ICAP | \$11,845 | |
| | \$166,881 | |
| | | |
| | | |
| GRAND TOTAL OF PDA REQUEST | \$166,881 | |

**Phase 7 Cost Estimate
FHWA w/ Utilities**

IRIS # / Federal #: Z637840000/0655012

Date: 4/2/2020
Region: NORTHERN

Program Name: Gillam Way Reconstruction

| | | PRIOR FUNDING | CURRENT REQUEST | CHANGE AMOUNT |
|-----------------------------|-----------------------------|--------------------------|----------------------------|--------------------------|
| | UTILITIES | | | |
| 263 | Utility State Forces PE | \$21,450 | \$8,000 | \$29,450 |
| 264 | Non-State Forces PE | \$0 | \$0 | \$0 |
| 265 | Utility Company Work | \$272,906 | \$17,500 | \$290,406 |
| 266 | Non-State Forces CE | \$63,800 | \$5,500 | \$69,300 |
| 267 | Utility State Forces CE | \$16,198 | \$20,000 | \$36,198 |
| 268 | Permits | \$0 | \$0 | \$0 |
| 269 | Utilities Training | \$0 | \$0 | \$0 |
| | <i>Subtotal Utilities</i> | \$374,354 | \$51,000 | \$425,354 |
| | ICRA@ 7.64% | \$21,114 | \$4,900 | \$26,014 |
| | | \$395,468 | | |
| TOTAL COST ESTIMATE: | | | | \$55,900 |

Remarks:

Increase PH 7 based on Utility Company Billings and Utilities Staff Estimates. Needed for paying final bills and project closeout.

Activity 265 Utility Labor & Materials

| | | 10% | Totals |
|-----------------|-----------------|------------|-----------------|
| GHU | \$5,000 | | \$5,000 |
| GVEA | \$12,000 | | \$12,000 |
| GCI | \$500 | | \$500 |
| ACS | \$3,000 | | \$3,000 |
| subtotal | \$20,500 | \$0 | \$17,500 |

Activity 266 Utility C.E.

| | | 10% | Totals |
|-----------------|----------------|------------|----------------|
| GHU | \$5,000 | | \$5,000 |
| GVEA | \$0 | | \$0 |
| GCI | \$0 | | \$0 |
| ACS | \$500 | | \$500 |
| subtotal | \$5,500 | \$0 | \$5,500 |

Activity 267 State Forces C.E.

| | | 15% | |
|-----------------|-----------------|------------|-----------------|
| staff | \$20,000 | | \$20,000 |
| subtotal | \$20,000 | \$0 | \$20,000 |

Activity 263P Utility P.E.

| | | 15% | Totals |
|-----------------|----------------|------------|----------------|
| GHU | \$0 | | \$0 |
| GVEA | \$5,000 | | \$5,000 |
| GCI | \$2,000 | | \$2,000 |
| ACS | \$1,000 | | \$1,000 |
| subtotal | \$8,000 | \$0 | \$8,000 |

| | | | |
|--------------------|--|--|-----------------|
| GRAND TOTAL | | | \$51,000 |
|--------------------|--|--|-----------------|

FAST Planning Transportation Improvement Program (TIP) Administrative Modifications & Amendments

Draft – April 20, 2020

| | TIP Revision <u>not</u> Required | Administrative Modification | Amendment |
|--------------------------|---|--|--|
| Project | Adding/updating Project Numbers and Need IDs | Splitting projects into phases or combining multiple projects | Addition/deletion of projects |
| Project Phase | N/A | Addition/deletion of Right-of-Way and Utility phases (that do not exceed total project cost increase threshold for a TIP Amendment) | Addition/deletion of Planning, Design, Construction phases |
| Title & Scope | Spelling and grammatical corrections, adding detail or clarification to project descriptions, and project title changes that do not affect the project scope | <u>Minor Revision</u> : Revisions that do not (a) result in an air quality conformity re-evaluation, (b) alter the original project intent or purpose and need, and/or (c) increase/decrease the project length $\geq 30\%$ | <u>Significant Revision</u> : Revisions that (a) result in an air quality conformity re-evaluation, (b) alter the original project intent or purpose and need, and/or (c) increase/decrease the project length $\geq 30\%$ |
| Schedule | N/A | Any shifts in funding for project phases between federal fiscal years in TIP, including use/removal of “Advance Construction” funding for accelerating project delivery | Use of “Advance Construction” funding for accelerating project delivery that exceeds 50% of the total federal funds allocated to FAST Planning for any single year in the TIP |
| Funding | <p><u>Total Project Cost \leq \$3,000,000:</u> Cost increases $\leq 30\%$ total project cost*</p> <p><u>Total Project Cost $>$ \$3,000,000:</u> Cost increases $\leq 10\%$ total project cost or \leq \$1,000,000*</p> <p><u>All Projects:</u> Time-sensitive cost increases required to award consultant and construction contracts regardless of amount*</p> | <p><u>Total Project Cost \leq \$3,000,000:</u> Cost increases $> 30\%$ to $\leq 50\%$ of total project cost or \leq \$1,000,000</p> <p><u>Total Project Cost $>$ \$3,000,000:</u> Cost increases $> 10\%$ to $\leq 30\%$ of total project cost or \leq \$1,500,000</p> <p><u>All Projects:</u> Any change in funding type for a project phase (i.e. changing CMAQ to STP)</p> | <p><u>Total Project Cost \leq \$3,000,000:</u> Cost increases $> 50\%$ of total project cost or $>$ \$1,000,000</p> <p><u>Total Project Cost $>$ \$3,000,000:</u> Cost increases $> 30\%$ of total project cost or $>$ \$1,500,000</p> <p><u>All Projects:</u> Adding federal funding to a project that does not have federal funding (i.e. Illustrative and State-funded projects)</p> |

* Documented by signed Action Items from Technical Committee or Policy Board meetings or by email from Executive Director in accordance with FAST Planning “Approval Authority for Project Funding Increases” Policy approved August 21, 2019.

FAST PLANNING OPERATING AGREEMENT [Signed by Governor April 5, 2019]

Section 6.2.1 – Amendments to the MTP and TIP

The MPO, with its responsibility to maintain existing plans and programs, shall approve amendments, in accordance with its Public Participation Plan. An Amendment is triggered by the addition or deletion of a project or a major change in the project cost, project / project phase initiation dates, or a major change in design concept or design scope. An amendment is a revision that requires public review and comment periods consistent with the FMATS public involvement policy, re-demonstration of fiscal constraint, or a conformity determination (for MTPs and TIPs involving “non-exempt” projects in nonattainment and maintenance areas). Amendments require the concurrence of the MPO, ADOT&PF, FHWA, and FTA before becoming effective.

Section 6.2.2 – Administrative Modifications to the MTP and TIP

The MPO, with its responsibility to maintain existing plans and programs, shall approve Administrative Modifications in accordance with the Public Participation Plan. An Administrative Modification is triggered by a minor revision to a metropolitan transportation plan or TIP that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. It is a revision that does not require public review and comment, re-demonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas). Administrative Modifications require the concurrence of the MPO and the ADOT&PF before becoming effective. The FHWA and FTA will be notified as soon as possible of these changes.

FEDERAL REGULATIONS [23 CFR 450.104 Definitions]

Amendment means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes or changing the number of stations in the case of fixed guideway transit projects). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment and a re-demonstration of fiscal constraint. If an amendment involves “non-exempt” projects in nonattainment and maintenance areas, a conformity determination is required.

Administrative modification means a minor revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, a re-demonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).

STATE REGULATIONS [17 AAC 05.195 Amendment of the STIP]

(a) At any time, the department may amend the STIP because of

- (1) a change in the amount of money available for a project;
- (2) emergency requirements;
- (3) unanticipated delays in completing a project or a phase of a project;
- (4) a change in the scope, cost, or development of a project; or
- (5) the state's best interests.

(b) The department will make a major amendment of the STIP only after giving public notice with an opportunity to comment as required by (d) of this section. If the STIP amendment delays a project, the department will note the new years of activity for that project. The department will consider one or more of the following to constitute a major amendment of the STIP:

- (1) the addition of a new project requiring an environmental assessment or an environmental impact statement under 42 U.S.C. 4332 (National Environmental Policy Act);
- (2) a change to an existing project that, under 23 U.S.C. 135(f)(2)(C)(iii), requires an air quality conformity determination;
- (3) a change in a project that requires a change in a previously approved environmental assessment or environmental impact statement under 42 U.S.C. 4332 (National Environmental Policy Act);
- (4) the deletion of a project.

(c) The department need not give public notice under (d) of this section for an amendment of the STIP other than a major amendment as described in (b)(1) - (4) of this section.

(d) The department will provide notice of a proposed major amendment to the STIP by publication of a notice in a newspaper of general circulation in the geographic area of the project, and by written notice informing interested persons and any MPO affected by the amendment of the STIP. In the notice, the department will describe the amendment and the impact of the amendment upon the STIP, will solicit comments regarding the amendment, and will provide for a comment period on the proposed amendment of the STIP of not less than 30 days after the publication of the notice.

(e) An amendment to the STIP is not in force until it is approved by the United States Department of Transportation under 23 U.S.C. 135(D) and 23 C.F.R. 450.220. If the amendment is subject to a review and comment period under (b) of this section, the department will prepare the final STIP amendment after the close of that period and after considering any comments received. The department will submit the final STIP amendment to the United States Department of Transportation for approval under 23 U.S.C. 135(f) and 23 C.F.R. 450.220. Within five days after that approval, the department will give notice of the final STIP amendment's adoption by publication in a newspaper of general circulation, by posting notice on the Alaska Online Public Notice System established under AS 44.62.175, and by written notice to interested persons.

**DOT&PF, FAST, AMATS
STIP / TIP Guidelines**

February 27, 2020
8:30-11:30 WEBEX

Agenda

1. History of MOU
2. Status of Draft MOU & FHWA/FTA feedback
3. Guidelines to process amendment / admin mod
4. Requirements of STIP and TIP amendment / admin mod
 - a. Thresholds for amendment / admin mod
 - b. Requirements for notice & public review
 - c. Timeline for processing
 - d. Streamlining the process

ACTION ITEMS:

- 1) HQ to review AMATS operating agreement and provide feedback on new language for TIP definitions of amendments, administrative modifications, and financial thresholds.
- 2) FAST to develop new language to add to their operating agreement to document detail for definitions of amendments, administrative modifications, and financial thresholds.
- 3) AMATS to discuss with FHWA/FTA proposed cost thresholds, including a 75% increase threshold for amendments.
- 4) HQ to remove references to TIP in most sections of the STIP except possibly sections 3.1-3.4 regarding processing amendments and administrative modifications.
- 5) HQ to draft modified version of MOU to remove discussed TIP references and add paragraph addressing the cost thresholds and processes in the MPOs' operating agreements.
- 6) HQ to facilitate/set up meeting with FHWA/FTA and MPOs to review proposed agreements and the possibility of different financial thresholds for each MPO.
- 7) HQ to discuss with FHWA/FTA the expected outcome of processing incorporations as amendments – what will that look like and how it will impact our work.



U.S. Department
of Transportation
**Federal Highway
Administration**

Alaska Division

December 16, 2019

P.O. Box 21648
Juneau, AK 99802-1648
(907) 586-7418
(907) 586-7420
www.fhwa.dot.gov/akdiv

Ms. Marie Heidemann
Chief of Statewide Planning
Alaska Department of Transportation and Public Facilities
P.O. Box 112500
Juneau, AK 99811

Dear Ms. Heidemann,

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have reviewed the draft Memorandum of Understanding (MOU) regarding procedures for revisions to the Statewide Transportation Improvement Program (STIP). On behalf of FHWA and FTA, please see our comments below.

- The document should not be a formal Memorandum of Understanding (MOU). These are procedures that are developed by the Department of Transportation and Public Facilities (DOT&PF) in coordination with MPOs and agreed to by FHWA and FTA. The procedures should be included as part of the STIP documentation.
- Section 3.4 should be rewritten to indicate that any Transportation Improvement Program (TIP) amendment or new TIP will require federal approval to be incorporated into the STIP as a STIP Amendment. Other MPO TIP changes not requiring federal approval can be included as an Administrative Modification.
- Adding or deleting federal funds would require federal approval as part of a STIP Amendment, if the change exceeds the establish threshold. Dollar changes below the threshold would be an Administrative Modification.
- DOT&PF must coordinate with the Metropolitan Planning Organizations to ensure consistency between STIP and TIP Amendment procedures.

FHWA and FTA staff are available to discuss these comments with you. Please contact me at (907) 586-7428 / john.lohrey@dot.gov or Ned Conroy at (206) 220-4318 / ned.conroy@dot.gov if you have any questions.

Sincerely,



John Lohrey
Planner

Electronically cc:

Maren Brantner, STIP Manager, DOT&PF
Courtney Wendell, STIP Planner, DOT&PF
Ned Conroy, FTA

**MEMORANDUM OF UNDERSTANDING
BETWEEN
THE ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES,
THE FEDERAL HIGHWAY ADMINISTRATION, ALASKA DIVISION,
AND
THE FEDERAL TRANSIT ADMINISTRATION, REGION 10

REGARDING PROCEDURES FOR REVISIONS TO
THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM**

1. PURPOSE OF AGREEMENT

The purpose of this Memorandum of Understanding (MOU) between the Alaska Department of Transportation and Public Facilities (ADOT&PF), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) is to set forth a set of definitions and procedures to be used for processing revisions to the Statewide Transportation Improvement Program (STIP).

Transportation Improvement Programs (TIPs) developed by Metropolitan Planning Organizations (MPOs) are incorporated into the STIP and therefore the following definitions of this MOU are also applicable for TIP administrative modifications and amendments. The MPO may elect to adopt an independent agreement or addendum to this agreement with the ADOT&PF, FHWA, and FTA to revise the financial thresholds that define when an administrative modification or amendment is necessary.

Concerning the TIP, the procedures section of this document covers the procedures only for incorporation of the TIP into the STIP. The MPOs have independent procedures established for the development of the TIP and TIP revisions, including public and committee reviews.

The following criteria have been developed for processing administrative modifications and amendments to the STIP/TIP in accordance with the provisions of 23 CFR 450.

2. DEFINITIONS

2.1 Administrative Modification

Per 23 CFR 450.104, **Administrative modification** means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, a redemonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).

Administrative modifications are minor revisions to the STIP/TIP. This type of change does not require public review, demonstration of fiscal constraint, or FHWA/FTA approval. Changes may include:

- Increases to funding amounts of a project or phase of a project where the increase is greater than 10% of the total project cost and within the financial thresholds identified below:
 - The total project cost* as indicated in the approved STIP/TIP is less than \$3 million; an administrative modification shall be used for an increase in cost between 10% and 50% of the total project cost or \$1 million, whichever is less.
 - The total project cost as indicated in the approved STIP/TIP is greater than \$3 million but less than \$10 million; an administrative modification shall be used for an increase in cost between 10% and 30% of the total project cost.
 - The total project cost as indicated in the approved STIP/TIP is greater than \$10 million; an administrative modification shall be used for an increase in cost between 10% and 20% of the total project cost.

*Total programmed amount in the approved STIP to complete all phases of a project. It includes all sources of funds associated with the project (federal, state, local, match, etc.).

Table 1

| Total project cost* of all phases within approved STIP | Administrative Modification | Amendment |
|--|---|--|
| Total project cost < \$3,000,000 | 10% < cost increase ≤ 50% or < \$1,000,000 | Cost increase > 50% or >\$1,000,000 |
| \$3,000,000 ≤ total project cost < \$10,000,000 | 10% < cost increase ≤ 30% | Cost increase > 30% |
| Total project cost ≥ \$10,000,000 | 10% < cost increase ≤ 20% | Cost increase > 20% |

*Total programmed amount in the approved STIP to complete all phases of a project. It includes all sources of funds associated with the project (federal, state, local, match, etc.).

- Revisions to a project scope that do not:
 - Result in an air quality conformity reevaluation,
 - Result in a revised total project cost estimate that exceeds the financial thresholds established in this section, or
 - Result in a change in scope on any federally funded project that is significant enough to constitute a new project.
- Shifts project funding between projects, subject to the financial thresholds established in Table 1 of this MOU.

- Splitting up a single project or combining multiple projects.
- Adds a right-of-way phase to a project for incidental right-of-way work that does not exceed the financial thresholds established in this section.
- Adds a utility phase to a project for incidental utility work that does not exceed the financial thresholds established in this section.

2.2 Amendment

Per 23 CFR 450.104, **Amendment** means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes or changing the number of stations in the case of fixed guideway transit projects). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment and a redemonstration of fiscal constraint. If an amendment involves non-exempt projects in nonattainment and maintenance areas, a conformity determination is required.

Amendments are major changes to the STIP that require federal approval, public review, demonstration of fiscal constraint, or an air quality conformity. An amendment is a modification to the STIP that:

- Affects air quality conformity regardless of the cost of the project or the funding source.
- Requires an Air Quality Conformity Evaluation.
- Changes a project cost to a level greater than the financial thresholds established in section 2.1 and Table 1 of this MOU.
- Adds or deletes a project phase other than a right-of-way or utility phase as established in section 2.1 of this MOU.
- Adds federal funds to a project currently without any federal funds.
- Changes in scope of a project that alters the original project intent.
- Adds or deletes a project. Exceptions are made for emergency repair project established below in section 2.3 of this MOU.

2.3 Updates that Do Not Require a STIP Change

The ADOT&PF, FHWA, and FTA recognize that some revisions to the STIP require neither an amendment nor an administrative modification. These revisions do not require a formal STIP change and may be subsequently reflected in later updates to the STIP. This list identifies several revisions that do not require a formal STIP change, but it may not be an exhaustive list.

- Increases to funding amounts of a project or phase of a project where the increase is less than 10% of the total project cost.
- Any technical correction and other minor changes such as change in title, project description, implementing agency, or project sponsor.
- Moving existing programmed amounts between phases or years.
- Any changes to projects that are not required to be in the STIP/TIP such as emergency, safety, planning projects, or non-regionally significant projects that do not include federal funding.
- Advances a project schedule in the approved STIP/TIP in lieu of another project.
- Changes the source of federal funding programmed for a phase or a project, as this is a funds management action.
- Adds a project for emergency repairs to roadways or bridges, except those involving substantial, functional, location, or capacity changes.
- Funding adjustments to award contracts.

3. PROCEDURES

3.1 Approval of STIP Administrative Modifications

- Administrative modifications will be incorporated into the STIP and no federal action will be required. Approval will be through a memorandum signed by the ADOT&PF Statewide Program Development and Planning Director.
- Administrative modification memorandums will be posted to the website and forwarded to FHWA and FTA for their records.
- ADOT&PF will update the STIP to include these modifications periodically as full amendments or STIP updates are processed.

3.2 Approval of STIP Amendments

- Amendments to the STIP will be developed in accordance with provisions of 23 CFR 450.
- ADOT&PF will send draft amendments to FHWA and FTA for review at time of public review.
- FHWA and FTA will provide ADOT&PF with any comments during the public review period or within one week of the completion of the public review period.

- Amendment approval requests will be submitted by ADOT&PF to FHWA and FTA. The amendment approval request will include a description of the changes, a fiscal constraint analysis, and a certification letter per 23 CFR 450.218.
- FHWA and FTA will strive to approve STIP amendments within two weeks of receipt of the request for approval. Amendments which cannot be approved will be returned to ADOT&PF within two weeks, with a clear explanation of what actions can be taken so that the amendment can be approved.
- Upon approval, FHWA and FTA will issue a joint, written response (email acceptable) notifying ADOT&PF of their decision.
- Amendments that contain projects specific to only one agency (FHWA or FTA) may be approved on behalf of both agencies by the appropriate agency, with a copy of the approval provided to the other agency.
- Amendments that contain both transit and highway projects and amendments that trigger an Air Quality Conformity Determination require joint approval from both FHWA and FTA. In these cases, the procedures for STIP approval and Air Quality Conformity Determinations will be followed.
- Once approved by FHWA and FTA, the amendment will be incorporated into the STIP.

3.3 Incorporation of MPO TIP Administrative Modification into the STIP

- MPO TIP administrative modifications will be submitted to ADOT&PF Statewide Program Development and Planning.
- MPO TIP administrative modifications will be approved through a memorandum signed by the Commissioner of ADOT&PF, the statutory designee for all state transportation planning matters.
- Administrative modification memorandums will be posted to the website and forwarded to FHWA and FTA for their records. This action constitutes the incorporation by reference of the TIP revision into the STIP.

3.4 Incorporation of MPO TIPs and TIP Amendments into the STIP

- MPO TIPs and TIP amendments will be submitted to ADOT&PF Statewide Program Development and Planning.
- MPO TIPs and TIP amendments will be submitted by ADOT&PF to FHWA and FTA with a request for approval to incorporate the amendment into the STIP. The request will include a description of the changes, a fiscal constraint analysis, and a certification letter per 23 CFR 450.330.
- The requirements for public review will be satisfied by the MPO TIP public review period.

- Upon approval, FHWA and FTA will issue a joint, written response (email acceptable) notifying ADOT&PF of their decision.
- TIP amendments that contain projects specific to only one agency (FHWA or FTA) may be approved on behalf of both agencies by the appropriate agency, with a copy of the approval provided to the other agency.
- TIP amendments that contain both transit and highway projects and amendments that trigger an Air Quality Conformity Determination require joint approval from both FHWA and FTA. In these cases, the procedures for Air Quality Conformity Determinations will be followed.
- TIP amendment approval letters will be posted to the website. This action constitutes the incorporation by reference of the TIP revision into the STIP.

4. DISPUTE RESOLUTION

If a question arises on the interpretation of the definition of an administrative modification or amendment, ADOT&PF, FHWA and FTA will consult with each other to resolve the question. If after consultation, the parties disagree on the definition of what constitutes an administrative modification or amendment, the final decision rests with FHWA for federal-aid highway funded projects and FTA for community and public transit funded projects.

5. MODIFICATION AND TERMINATION

This MOU may be modified or terminated at the written (email acceptable) request of any signatory agency.

6. EFFECTIVE DATE

This MOU will be in effect on the date of the last signature and remain in effect until modified or terminated.

We, the undersigned hereby agree to the execution of this Memorandum of Understanding.

ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

By: _____ Date: _____
XX, Director of Program Development

FEDERAL HIGHWAY ADMINISTRATION, ALASKA DIVISION

By: _____ Date: _____
John Lohrey, Statewide Programs Team Leader

FEDERAL TRANSIT ADMINISTRATION, REGION 10

By: _____ Date: _____
Ned Conroy, Community Planner

FAIRBANKS
AREA
SURFACE
TRANSPORTATION
PLANNING

FAIRBANKS METROPOLITAN AREA

DRAFT FFY2021/22

Unified Planning Work Program



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INTRODUCTION

PURPOSE OF THE UPWP

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

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

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

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

The planning activities for FFY2021 and FFY2022 supporting development and implementation of these plans by FAST Planning, FNSB, and Alaska DOT&PF staff are addressed within the tasks identified in this UPWP.

HISTORY OF THE MPO

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

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

OPERATION OF THE MPO

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

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

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

In addition to the Technical Committee and Policy Board, FAST Planning also has a Bicycle & Pedestrian Advisory Committee that meets bimonthly and a Seasonal Mobility Task Force that meets biannually. The Bicycle & Pedestrian Advisory Committee consists primarily of representatives from local organizations and citizens that advise the Technical Committee on issues related to bicyclist and pedestrian mobility and provides insight on how to better serve those users. The Seasonal Mobility Task Force consists of road maintenance managers from the Alaska DOT&PF, City of Fairbanks, City of North Pole, FNSB Rural Services, FNSB Parks & Recreation, and UAF that share with each other seasonal

maintenance plans and priorities. These constituents also collectively participate in an annual “Winter Maintenance Forum” public event.

FEDERAL PLANNING FACTORS

The Fixing America’s Surface Transportation (FAST) Act was signed into law on December 4, 2015, and identified the following planning factors which have been incorporated into the MPO’s planning process and this UPWP:

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

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

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

The FAST Act supplemented the MAP-21 legislation by establishing timelines for State DOTs and MPOs to comply with the requirements of MAP-21. State DOTs are required to establish statewide targets and

MPOs have the option to support the statewide targets or adopt their own. To date, FAST Planning has chosen to accept and support all the statewide targets for safety, pavement condition, bridge condition, on-road mobile source emissions, and travel time reliability. The transition to performance-based planning has been addressed in the current MTP and TIP, as well as the tasks identified in this UPWP. The table on the following page shows how UPWP work tasks relate to these seven national performance goals.

Table 1. FFY2021/22 UPWP Work Tasks & National Performance Goals

| FFY2021/22 UPWP WORK TASKS | Safety | Infrastructure Condition | Congestion Reduction | System Reliability | Freight Movement and Economic Vitality | Environmental Sustainability | Reduce Project Delivery Delays |
|---|--------|--------------------------|----------------------|--------------------|--|------------------------------|--------------------------------|
| 100 Plans & Programs | | | | | | | |
| 100(a) UPWP | X | X | X | X | X | X | X |
| 100(b) MTP | X | X | X | X | X | X | X |
| 100(c) TIP | X | X | X | X | X | X | X |
| 100(d) PPP | X | X | X | X | X | X | X |
| 100(e) Air Quality | X | X | X | X | X | X | X |
| 100(f) Support Services | X | X | X | X | X | X | X |
| 200 FNSB Public Transit System Planning | | | | | | | |
| 200 Public Transit System Planning | x | | x | x | | x | x |
| 300 FMATS Special Plans and Projects | | | | | | | |
| 300(a) Advance Project Definition | X | X | X | X | X | X | X |
| 300(b) Fairbanks Area Road/Rail Crossing Reduction/Realignment Plan | X | X | X | X | X | X | X |
| 300(c) Non-motorized Plan Update | X | X | X | X | | X | X |
| 300(d) Road Service Area Expansion | X | X | X | X | X | X | X |
| 400 Contingency Projects | | | | | | | |
| 400(a) TransCAD Modeling | X | | X | X | X | X | X |
| 400(b) ITS Architecture Plan | X | X | X | X | X | X | X |
| 400(c) Driver's Education Program | X | | | X | | | |

FFY2021/22 WORK PROGRAM ELEMENTS

TASK 100 MPO PLANNING PROCESS

Task 100(a) UPWP

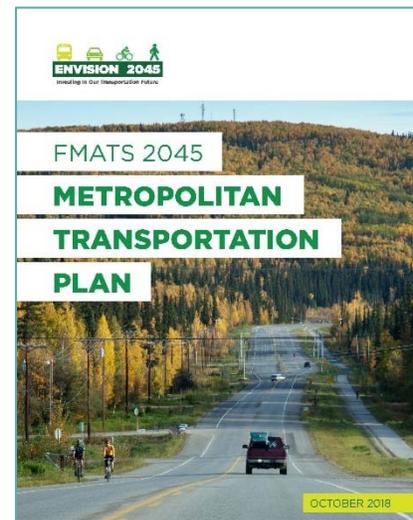
The Alaska DOT&PF is responsible for providing the management oversight of the UPWP. FAST Planning and the FNSB will prepare and submit quarterly reports through FFY2021 and FFY2022 to the Alaska DOT&PF. The quarterly reports will document the planning activities performed and expenditures by FAST Planning and the FNSB in accordance with the tasks listed in the UPWP. The Alaska DOT&PF will review and compile the quarterly reports into annual reports at the end of each fiscal year. FAST Planning will initiate Administrative Modifications and Amendments to the UPWP as needed in accordance with the provisions of the MPO's April 2019 Intergovernmental Operating Agreement. FAST Planning will also initiate development of the next UPWP in April 2022, six months in advance of the expiration of this UPWP.

Participation by FAST Planning, Alaska DOT&PF, and FNSB staff in FFY2021-22 is anticipated to include:

- Preparation and submittal of FFY2020 final UPWP quarterly report and annual report (October 2020)
- Preparation and submittal of FFY2021-22 quarterly reports (January, April, July, October 2021; January, April, July, October 2022)
- Preparation of FFY2021 and FFY2022 annual reports (October 2021; October 2022)

Task 100(b) MTP

The current 2045 MTP was approved and adopted in December 2018 and is required to be updated every four years. FAST Planning has programmed \$150,000 in Surface Transportation Program (STP) funds in FFY2021 to hire a consultant to update the MTP. Leading up to this effort, FNSB staff will provide a demographic analysis to update and recalibrate the travel demand model for existing and future conditions, travel patterns, and utilization of the transportation network with updated population, employment, and household data. A Request for Proposal (RFP) will then be developed and advertised to hire a consultant to update the MTP. The update will include collection of existing traffic data, analysis of the existing transportation network, evaluation of land use and supporting transportation scenarios for travel demand model forecasts, outreach to local agencies and the public to confirm project needs outlined in the 2045 MTP and new project needs not yet identified, prioritization and cost estimates for all projects considered for inclusion in the new MTP, an air quality conformity analysis and interagency consultation on the updated project list, and development of the draft and final MTP. The draft MTP



will be released for public comment, and after resolution of public comments and an air quality conformity determination is made, the final MTP will then be presented to the FAST Planning Technical Committee and Policy Board for consideration of adoption. Following adoption, the final MTP will be transmitted to FHWA and FTA for approval. Based on the adoption and approval date of the current MTP, the updated MTP will need to be adopted and approved by December 2022.

Participation by FAST Planning, Alaska DOT&PF, and FNSB staff in FFY2021-22 is anticipated to include:

- Demographic analysis for travel demand modeling (June-December 2020)
- Development and advertisement of an RFP (January 2021)
- Selection of a consultant and scope and fee negotiations (March 2021)
- Kick-off meeting and data collection on existing conditions for planning effort (April 2021)
- Public and agency outreach (project website, interactive map, open house events, charettes, and committee work sessions) (July-September 2021)
- Project needs/alternatives analysis, prioritization, and cost estimation (September-November 2021)
- Internal review of draft plan prior to advertisement for public comment (December 2021)
- Presentation of plan content to FAST Planning Technical Committee and Policy Board, Chamber of Commerce Transportation Committee, and FNSB Planning Commission (January 2022)
- Air quality conformity analysis and interagency consultation (February 2022)
- Review and response to comments received during public comment period (February/March 2022)
- Presentation of final MTP to FAST Planning Technical Committee and Policy Board for consideration of adoption, and transmittal of adopted MTP to FHWA and FTA for approval (April 2022)
- Project management and coordination with consultant through completion of contract

Task 100(c) TIP

The current FFY2019-23 TIP was approved and adopted in January 2019 and is required to be replaced every four years. The obligation of funds programmed in the TIP and receipt of offsets from project closures, reductions to bid award, and other de-obligations are tracked monthly. Modifications and Amendments to the TIP will be made on an as-needed basis for project schedule and funding adjustments through FFY2021 and FFY2022. Development of a new TIP will begin concurrently with the adoption of the updated MTP, which is anticipated in April 2022. The initial effort will involve review and revision (if any) of project scoring criteria and nomination form by the FAST Planning Technical Committee and Policy Board, followed by a call for project nominations

| NO | BUS | Project Description | Fund Code | Phase | FFY19 | FFY20 | FFY21 | FFY22 | FFY23 | Beyond | |
|----------------|------------|--|----------------|--------------|-------|-------|-------|---------|-------|---------|---------|
| 32175 | NHHWY00440 | 5th Avenue Reconstruction Reconstruction of Alaska Road Express to North Street to provide additional capacity for all users. Reconstruct existing sidewalks, curbs, and utility and drainage infrastructure. Reconstruct and improve lighting and street lighting, and incorporating an accessible ADA-FACT Planning's Complete Street Policy. | SIP | Design | 218.0 | | 106.0 | | | | |
| | | | T&P | | 77.3 | | | | | | |
| | | | 3PF | | 30.4 | | 15.0 | | | | |
| | | | SIP | Right-of-Way | | | 27.3 | | | | |
| | | | 3PF | | | | 2.3 | | | | |
| | | | SIP | Utilities | | | | | 409.4 | | |
| | | | 3PF | | | | | | 43.0 | | |
| | | | SIP | | | | | | | 1,062.0 | |
| | | | T&P | Construction | | | | | 454.0 | | |
| | | | 3PF | | | | | | | 153.0 | |
| | | | ACC | | | | | | | | 1,062.0 |
| | | | AC | | | | | | | | 1,062.0 |
| Project Total: | | | | | 325.0 | 0.0 | 166.0 | 2,591.0 | 0.0 | 0.0 | |
| 32273 | NHHWY00447 | Airport West Bicycle & Pedestrian Facility Construction and general contract for the required operations requirements in the transportation plan of the airport and general non-transportation facilities along Cook Road. | SIP | Design | 300.2 | 154.0 | | | | | |
| | | | SM | | 20.0 | 15.4 | | | | | |
| | | | SIP | Right-of-Way | | | 2.0 | | | | |
| | | | SM | | | | 0.2 | | | | |
| | | | SIP | Utilities | | | | | 0.1 | | |
| | | | SM | | | | | | | 0.9 | |
| | | | SM | Construction | | | | | | | 2,274.3 |
| Project Total: | | | | | 320.0 | 172.0 | 16.0 | 0.0 | 0.0 | 2,280.0 | |
| 21034 | NHHWY00289 | Advanced Program Definition Process leading to the 100 and 150 to provide new routes to the airport. | SIP | Planning | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| | | | F&M | | 0.0 | | | | | | |
| | | | Project Total: | 100.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 | | |

from local agencies and the public. The project nominations should, but are not all required to, come from the short-range list of projects included in the updated MTP. A workshop will be held for local agencies and the public to explain the nomination process, scoring criteria, and project selection process for funding. At the close of the nomination period, FAST Planning Technical Committee members will score and rank the projects in order of priority for consideration of funding in the new TIP. Concurrently, Alaska DOT&PF staff will prepare scopes, schedules, and estimates (SSEs) for each project nominated. Once the SSEs and project rankings are complete, FAST Planning will develop a fiscally constrained draft TIP providing a funding plan for the top ranked projects for release for public comment. During the public comment period an air quality conformity analysis and interagency consultation will also be completed. After public comments are addresses and/or resolved, and an air quality conformity determination is made, the final TIP will then be presented to the FAST Planning Technical Committee and Policy Board for consideration of being adopted. Following adoption, the final TIP will be transmitted to FHWA and FTA for approval. Based on the adoption and approval date of the current TIP, a new TIP will need to be adopted and approved by January 2023.

Participation by FAST Planning, Alaska DOT&PF, and FNSB staff in FFY2021-22 is anticipated to include:

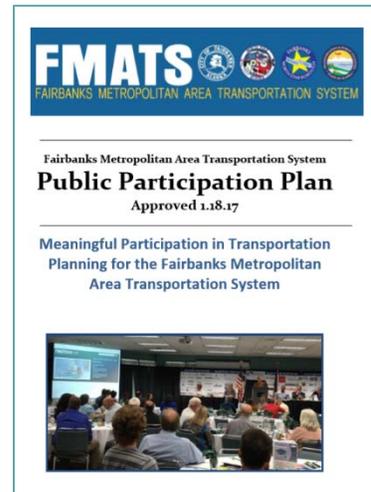
- Monthly tracking of obligated funds in the TIP and receipt of offsets from project closures, reductions to bid award, and other de-obligations through FFY2021 and FFY2022
- Administrative Modifications and Amendments to current FFY2019-23 TIP on an as-needed basis through FFY2021 and FFY2022
- Review and revision of project scoring criteria and nomination form (April 2022)
- Call for project nominations and workshop (May 2022)
- Project scoring and ranking by FAST Planning Technical Committee and preparation of SSEs (June 2022)
- Development of draft TIP for advertisement for public comment and air quality conformity analysis and interagency consultation (July 2022)
- Review and response to comments received during public comment period (August 2022)
- Presentation of final TIP to FAST Planning Technical Committee and Policy Board for consideration of adoption, and transmittal of adopted TIP to FHWA and FTA for approval (September 2022)

Task 100(d) PPP

FAST Planning adopted a Public Participation Plan (PPP) in January 2017 and a Title VI Non-discrimination Implementation Plan in April 2017. Both plans are currently under revision and the new versions are expected to be adopted in early FFY2021.

The purpose of the PPP is to set procedures for FAST Planning to engage residents of the MPO in transportation planning process in a meaningful way. Key elements of this plan include the following:

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



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

- Hosting all meetings open to the public and broad advertisement of meetings, events, and public comment



opportunities in accordance with the PPP to reach different demographics of the population within the MPA

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

Participation by FAST Planning, Alaska DOT&PF, and FNSB staff in FFY2021-22 is anticipated to include:

- Advertisement of draft PPP and Title VI Plan for public comment (September-October 2020)
- Review and response to comments received during public comment period (October 2020)
- Presentation of final PPP and Title VI Plan to FAST Planning Technical Committee and Policy Board for consideration of adoption, and transmittal of adopted plans to Alaska DOT&PF Civil Rights Office (November 2020)
- Implementation of the PPP and Title VI Plan through FFY2021 and FFY2022 as outlined above

Task 100(e) Air Quality

The MPA is within a Serious PM^{2.5} Non-attainment Area and CO Maintenance Area as designated by the U.S. Environmental Protection Agency. The FNSB and Alaska DEC have joint responsibility to develop and implement a PM_{2.5} State Implementation Plan and CO Maintenance Plan to work towards attainment of air quality standards. FAST Planning, FNSB, and Alaska DOT&PF staff support these efforts with travel demand modeling to forecast contributing vehicle emissions and assist with identification of transportation projects and programs that reduce emissions. The Alaska DOT&PF also annually sets aside Congestion Mitigation & Air Quality (CMAQ) funds for these projects and programs. FAST Planning serves as the Project Evaluation Board for development of project scoring criteria, carrying out the project nomination process, and scoring and prioritizing the projects for the Alaska DOT&PF to program and execute the projects. The most recent project nomination process was held in FFY2020 for which a 10-year funding plan was developed for 19 eligible projects under this program. FAST Planning will annually review the status of these projects in FFY2021 and FFY2022 and issue a call for new project nominations if additional funding becomes available or there is heightened need for more timely progress towards attainment of air quality standards.

Participation by FAST Planning, Alaska DOT&PF, and FNSB staff in FFY2021-22 is anticipated to include:

- Travel demand modeling as needed for vehicle emission forecasts
- Annual review of project status, scope changes, and funding plan (April 2021 & April 2022)
- Review of project scoring criteria and call for new project nominations, if needed

Task 100(f) Support Services

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

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

TASK 200 PUBLIC TRANSIT SYSTEM PLANNING

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



Due to the shutdown and operational changes in FFY2020 related to the COVID-19 pandemic, these planning funds will be critical to planning the future of the public transit system within the MPA. Beginning in FFY2020, and continuing through FFY2021 and FFY2022, the FNSB Transportation Department will need to develop, implement, and continually update a safety plan for staff operating the transit system as well as riders of the transit system. This will result in significant changes to operation and ridership of the system and may affect the transit routes, frequency, and

timing, as well as staff employment, facilities and equipment, and fare collection. The FNSB is committed to the success of this plan as many area residents rely on the public transit system to access employment, grocery and retail stores, and essential services such as medical care.

Concurrently with this effort, the FNSB is planning replacement of its transit maintenance facility, installation of a compressed natural gas (CNG) fueling station, and transit fleet conversion from diesel to CNG. The FNSB's existing maintenance facility has long exceeded its useful life and is undersized for their operations resulting in much of their fleet being parked outside in subarctic conditions, which reduces reliability and overall vehicle life. Their new planned facility will accommodate warm storage of their entire fleet and integrate CNG infrastructure into the construction to heat the facility and fuel the transit fleet. In addition to the age of the current transit fleet (10 of the 15 buses are 2007 models and beyond their useful life), conversion of the transit fleet to CNG offers a direct benefit to air quality in the Fairbanks area, which is classified as a Serious PM^{2.5} Nonattainment Area. This fleet conversion to CNG is listed as one of the measures in the PM^{2.5} State Implementation Plan that will help reduce PM^{2.5} pollution.

Other planning efforts conducted by the FNSB Transportation Department during FFY2021 and FFY2022 may include updates as needed to the following plans:

- Transit Asset Management Plan

- Coordinated Transportation Plan
- Short & Long Range Transit Plan
- Fairbanks Mobility Management Plan
- Bus Stop Amenity & Design Development Plan
- ITS Improvement Plan
- Comprehensive Fixed Route Analysis & Improvement Plan
- Traffic Signal Prioritization Impact Study

TASK 300 SUPPLEMENTAL PLANS & PROJECTS

Task 300(a) Advanced Project Definition

FAST Planning programmatically sets aside \$100,000 in STP funds every three years for development of SSEs on an as-needed basis for projects nominated to the MTP, TIP, and CMAQ Program. This is an ongoing project that was last funded in FFY2019. The project will be funded again in FFY2022 in the amount of \$100,000 as shown in the TIP. The SSEs are completed by Alaska DOT&PF staff at the request of FAST Planning at the time projects are nominated by local agencies and the public for funding.

Task 300(b) Road/Rail Crossing Reduction/Realignment Plan

FAST Planning currently has a consultant under contract to complete this plan. The purpose of the plan is to serve as a long-range planning document that will enable FAST Planning and partnering agencies to implement a more efficient and effective approach to relieve congestion, expand economic development opportunities, and improve safety and efficiency of at-grade rail/road and rail/non-motorized facility crossings within the MPA. The plan will cover a period of 20 years for integration with the Alaska Statewide Long-Range Transportation Plan, Alaska State Rail Plan, and FAST Planning's MTP.

This planning effort was jointly funded in FFY2019 by FAST Planning and Alaska DOT&PF in the amount of \$500,000 in STP funds. The draft plan is anticipated to be completed and advertised for public comment in December 2020. The final plan is anticipated to be considered for adoption by the FAST Planning Policy Board in March 2021.

Participation by FAST Planning, Alaska DOT&PF, and FNSB staff in FFY2021 is anticipated to include:

- Internal review of draft plan prior to advertisement for public comment (November 2020)
- Presentation of plan content to FAST Planning Technical Committee and Policy Board (December 2020)
- Review and response to comments received during public comment period (January/February 2021)
- Presentation of final plan to FAST Planning Technical Committee and Policy Board for consideration of adoption (March 2021)
- Project management and coordination with consultant through completion of contract

Task 300(c) Non-Motorized Plan Update

FAST Planning currently has a consultant under contract to complete an update to the existing Non-motorized Plan (NMP) which was approved in 2012. The existing NMP was developed and adopted in 2012 in response to strong local interest in non-motorized travel and the desire for better transportation options, quality of life, and access to the area's natural surroundings. It outlined policy, programmatic, and infrastructure improvements to help achieve a vision for a more pedestrian and

bicycle friendly community with a non-motorized network that provides safe and comfortable transportation options to a wide range of Fairbanks residents and visitors. Since 2012, FAST Planning has made progress towards achieving some of the improvements identified in the plan, but much more work is needed to achieve the plan's goals and vision. The purpose of the 2020 plan update is to reexamine the existing conditions of the non-motorized transportation network, reengage the public to identify the desires and needs of the community, and update the implementation plan for future policy, programmatic, and infrastructure improvements.

This planning effort was funded in FFY2019 by FAST Planning in the amount of \$187,000 in STP funds. The draft plan is anticipated to be completed and advertised for public comment in August 2020. The final plan is anticipated to be considered for adoption by the FAST Planning Policy Board in December 2020.

Participation by FAST Planning, Alaska DOT&PF, and FNSB staff in FFY2021 is anticipated to include:

- Review and response to comments received during public comment period (September/October 2020)
- Presentation of final plan to FAST Planning Technical Committee and Policy Board for consideration of adoption (December 2020)
- Project management and coordination with consultant through completion of contract

Task 300(d) Road Service Area Expansion Plan

FAST Planning currently has a consultant under contract to complete this plan. The purpose of the plan is to address roads with no maintenance authority, also known as "orphan roads," within the MPA. Most roads within the MPA are maintained by the City of Fairbanks, City of North Pole, Alaska DOT&PF, and local Road Service Areas (RSAs). However, there are approximately 188 miles of orphan roads within the MPA, which are primarily local roads that serve subdivisions outside the two City Limits and existing RSAs. Unlike the Cities of Fairbanks and North Pole, the FNSB only holds road powers for maintenance when an RSA is created in an area. RSAs are created voluntarily by majority vote of area property owners to tax themselves to provide long term, year-round maintenance of their roads. Property owners can also avoid paying additional taxes by not creating RSAs, which has resulted in the large number of orphan roads seen today. Roads that are not maintained are not only difficult to navigate for area property owners but can also be inaccessible for emergency response vehicles such as ambulances and fire trucks. This plan hopes to address this issue by geographically expanding existing RSAs to reduce the number of miles of orphan roads within the MPA.

This planning effort was jointly funded in FFY2020 by FAST Planning and the FNSB in the amount of \$170,000 in STP funds and general fund contributions from the FNSB. The effort also includes development of a Road Standards Manual for the FNSB for consideration of adoption by their Assembly. The draft plan and manual are anticipated to be completed in November 2020. The final plan is anticipated to be completed in January 2021 and the final manual in February 2021.

Participation by FAST Planning, Alaska DOT&PF, and FNSB staff in FFY2021 is anticipated to include:

- Internal review of draft plan and manual (November 2020)
- Presentation of plan and manual to FAST Planning Technical Committee and Policy Board, FNSB RSA Committee, Chamber of Commerce Transportation Committee, local surveying and engineering chapters, and other interest groups (December 2020)
- Revisions to plan and manual based on feedback from presentations (January/February 2021)
- Presentation of final manual to FNSB Assembly for consideration of adoption (March 2021)
- Project management and coordination with consultant through completion of contract

TASK 400 CONTINGENCY PLANS & PROJECTS

Task 400(a) TransCAD Modeling

FAST Planning would like to employ the use of TransCAD to model projects nominated to the MTP, TIP, and CMAQ Program to quantify their congestion and emission reduction benefits. This modeling effort would occur prior to the FAST Planning Technical Committee scoring the projects so committee members have quantifiable results to base their scores on. The current scoring criteria for improvements to level-of-service and air quality are relatively subjective based on narratives written by project applicants. With the use of TransCAD, however, data-driven results would be produced for congestion and emission reduction benefits to make scoring for these criteria more objective.

Task 400(b) ITS Architecture Plan

FAST Planning would like to develop an Intelligent Transportation Systems (ITS) Architecture plan conforming to National ITS Architecture Standards to guide the development of local ITS projects and programs within the MPA. Development of the plan would include participation by the Alaska DOT&PF, public safety agencies, transit operations, federal land agencies, state motor carrier agencies, and other operating agencies necessary to fully address regional ITS integration. This integration would aim to provide innovative services relating to different modes of transport and traffic management and enable users to be better informed and make safer, more coordinated, and 'smarter' use of transport networks.

Task 400(c) Driver's Education Program

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

BUDGET

Table 2. FFY2021/22 UPWP Estimated Costs by Task

| Task | Description | Fund Code | FFY2021 | FFY2022 |
|----------------------------------|------------------------------------|------------------|-------------------|-------------------|
| 100(a) | Unified Planning Work Program | PL ¹ | \$ 22,856 | \$ 22,856 |
| | | STP ² | \$ 6,544 | \$ 6,544 |
| 100(b) | Metropolitan Transportation Plan | PL | \$ 47,987 | \$ 66,518 |
| | | STP | \$ 13,088 | \$ 19,633 |
| 100(c) | Transportation Improvement Program | PL | \$ 69,837 | \$ 69,837 |
| | | STP | \$ 13,088 | \$ 13,088 |
| 100(d) | Public Participation Plan | PL | \$ 179,510 | \$ 179,510 |
| | | STP | \$ 65,442 | \$ 65,442 |
| 100(e) | Air Quality | PL | \$ 26,156 | \$ 22,856 |
| | | STP | \$ 6,544 | \$ 6,544 |
| 100(f) | Support Services | PL | \$ 110,774 | \$ 95,543 |
| | | STP | \$ 26,177 | \$ 19,633 |
| Subtotal | | | \$ 588,004 | \$ 588,004 |
| 9.03% Match | | | \$ 58,367 | \$ 58,367 |
| Less 4.75% ICAP (STP Funds only) | | | \$ (6,834) | \$ (6,834) |
| Total | | | \$ 646,371 | \$ 646,371 |
| 200 | Public Transit System Planning | FTA 5303 | \$ 96,000 | \$ 96,000 |
| | | 20% Match | \$ 24,000 | \$ 24,000 |
| Total | | | \$ 120,000 | \$ 120,000 |
| 300(a) | Advanced Project Definition | STP | \$ - | \$ 90,970 |
| 300(b) | Road/Rail Crossing Reduction Plan | STP ³ | \$ 45,485 | \$ - |
| 300(c) | Non-motorized Plan Update | STP ³ | \$ 18,194 | \$ - |
| 300(d) | Road Service Area Expansion Plan | STP ³ | \$ 18,194 | \$ - |
| Subtotal | | | \$ 81,873 | \$ 90,970 |
| 9.03% Match | | | \$ 8,127 | \$ 9,030 |
| Total | | | \$ 90,000 | \$ 100,000 |
| 400(a) | TransCAD Modeling | TBD | \$ - | \$ - |
| 400(b) | ITS Architecture | TBD | \$ - | \$ - |
| 400(c) | Driver's Education Program | TBD | \$ - | \$ - |
| Total | | | \$ - | \$ - |

¹ Based on PL Fund distribution to FAST Planning, FNSB, and Alaska DOT&PF and projected percent of hours for Task 100 UPWP Activities (see Table 2)

² Supplemental Funds required for FAST Planning to fulfill Task 100 UPWP Activities (see Table 3)

³ Contingency amounts for contract amendments/cost overruns

PL - Metropolitan Planning Funds / STP - Surface Transportation Program Funds / ICAP - Indirect Cost Allocation Plan

Table 3. Task 100 Metropolitan Planning (PL) Fund Distribution based on Projected Percent of Hours

(Based on FFY2020 PL Distribution of \$457,120 of which the FNSB received \$86,500 and Alaska DOT&PF received \$66,000 in the FFY2019/20 UPWP)

| FFY2021 | | FAST Planning | | FNSB | | Alaska DOT&PF | |
|-----------------|------------------------------------|----------------------|-------------------|----------------|------------------|--------------------------|------------------|
| Task | Description | Percent | Amount | Percent | Amount | Percent | Amount |
| 100(a) | Unified Planning Work Program | 5% | \$ 15,231 | 5% | \$ 4,325 | 5% | \$ 3,300 |
| 100(b) | Metropolitan Transportation Plan | 10% | \$ 30,462 | 5% | \$ 4,325 | 20% | \$ 13,200 |
| 100(c) | Transportation Improvement Program | 10% | \$ 30,462 | 15% | \$ 12,975 | 40% | \$ 26,400 |
| 100(d) | Public Participation Plan | 50% | \$ 152,310 | 20% | \$ 17,300 | 15% | \$ 9,900 |
| 100(e) | Air Quality | 5% | \$ 15,231 | 5% | \$ 4,325 | 10% | \$ 6,600 |
| 100(f) | Support Services | 20% | \$ 60,924 | 50% | \$ 43,250 | 10% | \$ 6,600 |
| PL Funds | | | \$ 304,620 | | \$ 86,500 | | \$ 66,000 |
| 9.03% Match | | | \$ 30,238 | | \$ 8,586 | | \$ 6,551 |
| TOTAL | | | \$ 334,858 | | \$ 95,086 | | \$ 72,551 |

| FFY2022 | | FAST Planning | | FNSB | | Alaska DOT&PF | |
|-----------------|------------------------------------|----------------------|-------------------|----------------|------------------|--------------------------|------------------|
| Task | Description | Percent | Amount | Percent | Amount | Percent | Amount |
| 100(a) | Unified Planning Work Program | 5% | \$ 15,231 | 5% | \$ 4,325 | 5% | \$ 3,300 |
| 100(b) | Metropolitan Transportation Plan | 15% | \$ 45,693 | 5% | \$ 4,325 | 25% | \$ 16,500 |
| 100(c) | Transportation Improvement Program | 10% | \$ 30,462 | 15% | \$ 12,975 | 40% | \$ 26,400 |
| 100(d) | Public Participation Plan | 50% | \$ 152,310 | 20% | \$ 17,300 | 15% | \$ 9,900 |
| 100(e) | Air Quality | 5% | \$ 15,231 | 5% | \$ 4,325 | 5% | \$ 3,300 |
| 100(f) | Support Services | 15% | \$ 45,693 | 50% | \$ 43,250 | 10% | \$ 6,600 |
| PL Funds | | | \$ 304,620 | | \$ 86,500 | | \$ 66,000 |
| 9.03% Match | | | \$ 30,238 | | \$ 8,586 | | \$ 6,551 |
| TOTAL | | | \$ 334,858 | | \$ 95,086 | | \$ 72,551 |

Table 4. Draft FFY2021/22 FAST Planning Annual Office Budget

(Based on FFY2019/20 expenditures; FFY2021 and FFY2022 Office Budgets will be approved by Policy Board in August of each year)

| Expenditures | Amount |
|------------------------------------|-------------------|
| Personnel | \$ 333,600 |
| Office & Administrative | \$ 59,000 |
| Information Technology | \$ 23,900 |
| Meetings | \$ 5,600 |
| Training | \$ 19,500 |
| Advertising | \$ 20,500 |
| Supplies | \$ 9,800 |
| TOTAL | \$ 471,900 |

| Revenue | Amount |
|----------------------------------|-------------------|
| PL Fund Distribution | \$ 304,620 |
| 9.03% Match | \$ 30,238 |
| Supplemental STP Funds | \$ 130,884 |
| 9.03% Match | \$ 12,992 |
| Subtotal | \$ 478,734 |
| Less 4.75% ICAP (STP Funds only) | \$ (6,834) |
| TOTAL | \$ 471,900 |



THE STATE
of ALASKA
GOVERNOR MICHAEL J. DUNLEAVY

Department of Transportation and Public Facilities

DIVISION of PROGRAM DEVELOPMENT and STATEWIDE PLANNING
Headquarters

3132 Channel, Suite 200
P.O. Box 112500
Juneau, Alaska 99811-2500
Main: (907) 465-4070
Fax number: (907) 465-6984
dot.alaska.gov

October 1, 2019

Mr. Jackson Fox, Executive Director
Fairbanks Area Surface Transportation Planning
100 Cushman Street, Suite 205
Fairbanks, Alaska 99701

RE: Metropolitan Planning (PL) estimated funding distribution for FFY 2020

Dear Mr. Fox,

This letter serves to advise you of the State of Alaska's Department of Transportation & Public Facilities (DOT&PF) intended distribution of Metropolitan Planning (PL) funds for Federal Fiscal Year 2020 (FFY20). The Federal Highways Administration (FHWA) releases apportionment notices each year, from which the State estimates expected apportionment availability. Obligation limitation is not provided as part of this notice and the State estimates 90% of apportionment to become available as limitation. Both the final apportionments and obligation limit are subject to the United States Congress passing an appropriations bill for FFY20.

Under the 2014 Alaska Metropolitan Planning (PL) distribution formula and based on the Estimated Highway Apportionments under the FAST Act, FAST Planning may plan on \$457,120 in federal PL funds for FFY20. Of that, a portion is allocated to DOT&PF Fairbanks Field Office Planning in the amount of \$66,000 for their work on Unified Planning Work Program (UPWP) tasks.

One notable change with this years' distribution is the application of an Indirect Cost Allocation Program (ICAP) rate. This program has previously been waived from DOT&PF ICAP, however the waiver is no longer valid as the DOT&PF Division of Administrative Services have determined that ICAP is allowable and may be applied to all projects and programs funded with PL funds effective July 1, 2019. The current Federal Highways ICAP rate is 7.64%, which should be factored into future UPWP budgets. We will continue to work with you regarding potential application to open and active projects.

Sincerely,

A handwritten signature in blue ink that reads "Benjamin M. White".

Ben White
Director

MEMORANDUM**State of Alaska**

Department of Transportation & Public Facilities
Division of Program Development

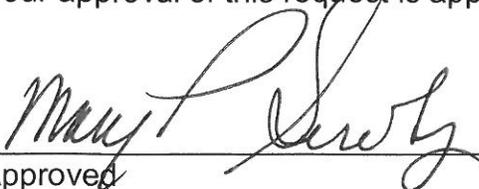
| | |
|---|---|
| <p>TO: Mary Siroky, Director, Admin Services</p> <p>THRU: Jeff Ottesen Director, Program Development</p> <p>FROM: Paul Wehe Transportation Planner I Division of Program Development</p> | <p>DATE: March 24, 2014</p> <p>FILE NO:</p> <p>TELEPHONE NO: 465-6997</p> <p>FAX NUMBER: 465-6984</p> <p>SUBJECT: Request for ICAP Exemption for Metropolitan Planning Pass-Thru Funds</p> |
|---|---|

I am requesting your approval to exempt the Metropolitan Planning funds passed-thru to the Anchorage Metropolitan Area Transportation Solutions (AMATS) and Fairbanks Metropolitan Area Transportation Systems (FMATS) programs from Indirect Cost Allocation Plan (ICAP) charges. I am requesting this approval for the current and future AMATS/ FMATS programs.

Federal Highway Administration regulations do not allow for ICAP to be charged to the Metropolitan Planning (PL) funds that support the AMATS and FMATS programs. 23 CFR part 420.109 states that "State DOTs shall not use any PL funds for grant or subgrant administration."

This memo supersedes the February 19th memo that also requested ICAP exemption for the Transit Recipient funds. There are sufficient balances in the Transit Administration projects to cover ICAP costs associated with the pass-through payments to recipients.

Your approval of this request is appreciated.


Approved _____ Date 3/25/14

Jackson Fox

From: Lohrey, John (FHWA) <John.Lohrey@dot.gov>
Sent: Friday, May 1, 2020 6:37 AM
To: Jackson Fox
Cc: Bailey, Randi L (DOT)
Subject: FW: PL Funds & ICAP
Attachments: ICAP Exemption Memo AMATS & FMATS 3-25-14.pdf; FFY2020_PL_Distribution_Notice.pdf

Jackson,

The FHWA HQ office advised that the State cannot charge ICAP on PL funds. Ben White has been notified.

John Lohrey

From: Jenkins, Julie (FHWA)
Sent: Thursday, April 30, 2020 1:59 PM
To: White, Ben M (DOT) <ben.white@alaska.gov>
Cc: Lohrey, John (FHWA) <John.Lohrey@dot.gov>
Subject: FW: PL Funds & ICAP

Ben,
Please see the response from our FHWA HQ office on your plans to charge ICAP against planning funds. Can you please address the deviation from the guidance?
I would also like to speak with Chrissie Zepp to see if this was included in the cost pools.

Thank you,
Julie

The MPO is correct.

§ 420.109 What are the requirements for distribution of metropolitan planning funds?

(a) The State DOTs shall make all PL funds authorized by 23 U.S.C. 104(f) available to the MPOs in accordance with a formula developed by the State DOT, in consultation with the MPOs, and approved by the FHWA Division Administrator. The formula may allow for a portion of the PL funds to be used by the State DOT, or other agency agreed to by the State DOT and the MPOs, for activities that benefit all MPOs in the State, but State DOTs shall not use any PL funds for grant or subgrant administration. The formula may also provide for a portion of the funds to be made available for discretionary grants to MPOs to supplement their annual amount received under the distribution formula.

This prohibits the State from using PL to fund their ICAP.

Let me know if you have any other questions. Thanks,

Theresa Hutchins

Office of Planning
202-809-4797

From: Lohrey, John (FHWA)
Sent: Thursday, April 30, 2020 1:33 PM
To: Hutchins, Theresa (FHWA) <Theresa.Hutchins@dot.gov>
Cc: Jenkins, Julie (FHWA) <Julie.Jenkins@dot.gov>
Subject: FW: PL Funds & ICAP

Theresa,

Do you know if the State DOT can include ICAP charges on PL funds used by the MPOs?

Thank you,
John

Jackson Fox

From: Jackson Fox
Sent: Thursday, April 30, 2020 2:03 PM
To: Andrew Ackerman; Bill Butler; Bob Pristash; Jakob Theurich; John Perreault; John Weinberger; Judy Chapman; Justin Burgess; Kellen Spillman; Michelle Felix; Peter Flint; Sarah Schacher; Steve Hoke; Aaron Gibson; Alice Edwards; Frank Tomaszewski; Jerry Cleworth; Mayor Matherly; Mayor Ward; Mayor Welch; Mayor Welch; Ryan Anderson
Cc: Olivia Lunsford; Bailey, Randi L (DOT); Donald Galligan; Deborah Todd
Subject: Raod/Rail Plan - Draft Existing Conditions Report

All,

Kinney Engineering has completed the Draft Existing Conditions Report for the Road/Rail Crossing Reduction/Realignment Plan (see link below). **Please review and submit comments to me on this report by June 12.** This report, along with an interactive map on online survey questions, will be posted online for the public May 18 to June 12. You are receiving this report in advance to provide additional review time by your respective agencies. The report is 28MB, so just be patient with the download... 😊 Thanks in advance everyone for your review of this document.

https://fastplanning.us/wp-content/uploads/2020/04/04242020_Existing_Conditions_Report_Draft.pdf

Thanks,

Jackson C. Fox

Executive Director

FAST Planning

100 Cushman Street, Suite 205

Fairbanks, Alaska 99701

Main (907) 205-4276

Cell (907) 590-1618

www.fastplanning.us





Fairbanks Road Rail Crossing Reduction / Realignment Plan

PSA No.: 25-19-1-025
Program No.: NFHWY00425
Federal No.: 0002(445)

DRAFT Existing Conditions Report



April 2020

Prepared For:
FAST Planning
and

Alaska Department of Transportation and
Public Facilities

Prepared By:
Kinney Engineering, LLC
3909 Arctic Blvd, Ste 400
Anchorage, AK 99503
907-346-2373
AECL1102

FAST Planning TIP OBLIGATION STATUS REPORT FFY20 (as of 04.17.2020)

ALLOCATION TOTALS (Federal Share)

| ALLOCATIONS | PHASE | AMOUNT | FFY20 OBLIGATIONS | PERCENT OBLIGATED |
|--------------|-------|-------------------|-------------------|-------------------|
| STP | All | \$4,959.9 | \$2,961.0 | 60% |
| STP AC | All | \$5,958.1 | \$5,094.3 | 86% |
| STP BANK | All | \$100.0 | \$100.0 | 100% |
| CMAQ | All | \$411.7 | \$184.3 | 45% |
| PL | All | \$277.1 | \$277.1 | 100% |
| OFFSET | All | \$1,366.7 | \$976.5 | 71% |
| TOTAL | | \$13,073.5 | \$9,593.2 | 73% |

STP FUNDS (Federal Share)

| IRIS | STP | PHASE | OBLIGATION DATE | TIP AMOUNT | FFY20 OBLIGATIONS | PERCENT OBLIGATED | COMMENTS |
|------------|--|--------------|-----------------|-------------------|-------------------|-------------------|-------------------|
| NFHWY00447 | Airport West Bicycle & Pedestrian Facility | Design | | \$154.6 | | 0% | |
| | | Right-of-Way | | \$2.3 | | 0% | Phase Placeholder |
| NFHWY00280 | Chena Riverwalk Stage III | Right-of-Way | | \$2.3 | | 0% | Phase Placeholder |
| NFHWY00290 | College Road Bus Pullouts | Right-of-Way | | \$9.1 | | 0% | |
| NFHWY00126 | Cowles Street Reconstruction | Right-of-Way | | \$227.0 | | 0% | FFY21 AC |
| NFHWY00336 | Coordinator's Office | Planning | | \$100.0 | | 0% | |
| NFHWY00346 | FAST Improvement Program FFY20 | Construction | | \$872.9 | | 0% | |
| NFHWY00271 | FAST Intersection Improvement Program | Right-of-Way | | \$2.3 | | 0% | Phase Placeholder |
| | | Utilities | | \$2.5 | | 0% | Phase Placeholder |
| NFHWY00138 | FAST Sidewalk Improvement Program | Right-of-Way | | \$2.3 | | 0% | Phase Placeholder |
| TBD | Lathrop Street Extension | Design | | \$122.8 | | 0% | |
| Z62838000 | McGrath Road Upgrade | Construction | 4/6/2020 | \$5,094.3 | \$5,094.3 | 100% | FFY21 AC |
| NFHWY00274 | Minnie Street Upgrade | Design | | \$727.8 | | 0% | |
| NFHWY00463 | Road Service Area Expansion Plan | Planning | 11/12/2019 | \$100.0 | \$100.0 | 100% | FFY19 BANK |
| NFHWY00014 | Tanana Loop & South Chandalar Drive Improvements | Construction | 3/30/2020 | \$2,961.0 | \$2,961.0 | 100% | |
| NFHWY00139 | Yankovich/Miller Hill Road Reconstruction | Right-of-Way | | \$636.8 | | 0% | FFY21 AC |
| | TOTAL | | | \$11,018.0 | \$8,155.3 | 74% | |

CMAQ FUNDS (Federal Share)

| IRIS | CMAQ | PHASE | OBLIGATION DATE | TIP AMOUNT | FFY20 OBLIGATIONS | Percent Obligated | COMMENTS |
|------------|--|--------------|-----------------|----------------|-------------------|-------------------|----------|
| NFHWY00014 | Tanana Loop & South Chandalar Drive Improvements | Construction | 3/30/2020 | \$184.3 | \$184.3 | 100% | |
| NFHWY00290 | College Road Bus Pullouts | Right-of-Way | | \$227.4 | | 0% | |
| | TOTAL | | | \$411.7 | \$184.3 | 45% | |

PL FUNDS (Federal Share)

| IRIS | PL | PHASE | OBLIGATION DATE | TIP AMOUNT | FFY20 OBLIGATIONS | Percent Obligated | COMMENTS |
|------------|----------------------------|----------|-----------------|----------------|-------------------|-------------------|----------|
| NFHWY00336 | FMATS Coordinator's Office | Planning | FFY19 | \$277.1 | \$277.1 | 100% | |
| | TOTAL | | | \$277.1 | \$277.1 | 100% | |

FAST Planning FFY20 Offsets

April 17, 2020

| Project | Federal | Total w/ Match | |
|--|--------------------|-----------------------|--|
| FMATS Intersection Improvements FFY19 | \$132,298 | \$145,430 | Project deobligation; bids rejected |
| Plack Road Bike/Pedestrian Facility | \$489,454 | \$538,039 | Project closure |
| FMATS Sidewalk Improvements FFY19 | \$264,545 | \$290,805 | Reduction to Bid Award |
| Birch Hill Bicycle & Pedestrian Facility | \$255,495 | \$280,856 | Project closure |
| FMATS 2045 MTP | \$20,701 | \$22,756 | Project closure |
| Birch Hill Bicycle & Pedestrian Facility | \$124,946 | \$137,349 | Project closure |
| FMATS Area Surface Upgrades FFY18 | \$73,347 | \$80,628 | Project closure |
| FMATS Freight Mobility Plan | \$5,907 | \$6,493 | Project closure |
| Total Offset Funding to Date | \$1,366,693 | \$1,502,356 | |
| COMMITTED FUNDS | | | |
| FAST Improvement Program FFY20 Construction Increase (Johansen & Danby Path Resurfacing) | \$159,701 | \$175,554 | Executive Director approved 10.25.19 |
| FAST Improvement Program FFY20 Design Increase | \$90,970 | \$100,000 | Technical Committee approved 11.06.19 |
| FAST Improvement Program FFY20 Utilities Increase | \$21,378 | \$23,500 | Executive Director approved 01.23.20 |
| FAST Non-motorized Plan Update | \$33,659 | \$37,000 | Executive Director approved 02.03.20 |
| FMATS Sidewalk Imp. Program FFY19 Construction Increase | \$146,529 | \$161,074 | Executive Director approved 02.04.20 |
| FAST Intersection Improvement Program FFY20 Construction (1st & Lacey and 10th & Lathrop intersections) | \$158,319 | \$174,034 | Executive Director approved 02.05.20 |
| McGrath Road Upgrade Utilities Increase | \$136,273 | \$149,800 | Technical Committee approved 02.05.20 |
| FAST Improvement Program FFY20-22 Design (Prelim. Engineering) | \$236,522 | \$260,000 | Policy Board approved 02.12.20 (on hold by DOT) |
| Tanana Loop & South Chandalar Intersections Design Increase | \$40,837 | \$44,891 | Executive Director approved 02.21.20 |
| Tanana Loop & South Chandalar Intersections Construction Increase | \$137,456 | \$151,100 | Technical Committee approved 02.25.20 |
| Minnie Street Corridor Study Planning Increase | \$72,731 | \$79,950 | Technical Committee approved 03.04.20 |
| Road Service Area Expansion Plan | \$18,194 | \$20,000 | Executive Director approved 04.13.20 |
| Total Committed Offsets | \$1,252,569 | \$1,376,903 | |
| Remaining Funds to be Obligated | \$114,124 | \$125,452 | |

Pending FAST Planning Deobligations from Project Closures & Reductions to Bid Awards

April 17, 2020

| IRIS | Project | Construction Year | Estimated Federal Deobligation | Notes |
|-------------|--|------------------------------|---|---|
| NFHWHY00156 | Yukon Drive Improvements | 2018 | TBD | Project Closure; pending construction closeout |
| NFHWHY00365 | FMATS Area Surface Upgrades FFY19 | 2019 | TBD | Project Closure; pending construction closeout |
| NFHWHY00170 | FMATS Sidewalk Improvement Program FFY19 | 2019 | TBD | Project Closure; construction to be completed in 2020 |
| Z637840000 | Gillam Way Rehabilitation | 2019 | TBD | Project Closure; pending construction closeout |
| NFHWHY00137 | Wembley Avenue Improvements | 2019 | TBD | Project Closure; pending construction closeout |
| | | TOTAL | TBD | |