

FAIRBANKS
AREA
SURFACE
TRANSPORTATION
PLANNING

FAIRBANKS METROPOLITAN AREA

FFY2021/22

Unified Planning Work Program



July 2020

TABLE OF CONTENTS

INTRODUCTION.....	1
Purpose of the UPWP	1
History of the MPO	1
Operation of the MPO	2
Federal Planning Factors.....	3
FFY2021/22 WORK PROGRAM ELEMENTS.....	6
Task 100 MPO Planning Process	6
Task 100(a) UPWP.....	6
Task 100(b) MTP	6
Task 100(c) TIP	7
Task 100(d) PPP.....	8
Task 100(e) Air Quality.....	10
Task 100(f) Support Services.....	11
Task 200 Public Transit System Planning	12
Task 300 Supplemental Plans & Projects.....	14
Task 300(a) Advanced Project Definition.....	14
Task 300(b) Road/Rail Crossing Reduction/Realignment Plan	14
Task 300(c) Non-Motorized Plan Update.....	14
Task 300(d) Road Service Area Expansion Plan	15
Task 400 Contingency Plans & Projects	17
Task 400(a) TransCAD Modeling	17
Task 400(b) ITS Architecture Plan	17
Task 400(c) Driver’s Education Program.....	17
BUDGET.....	18

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

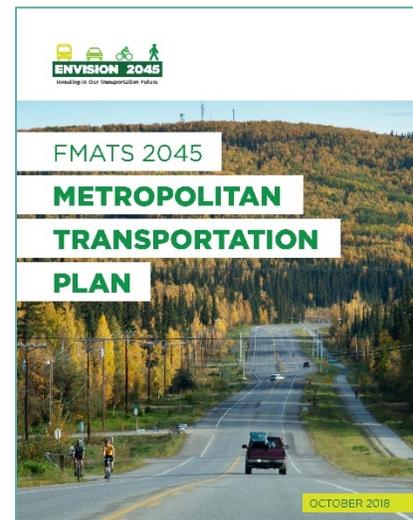
The Alaska DOT&PF is responsible for providing the management oversight of the UPWP. FAST Planning and the FNSB will prepare and submit quarterly reports through FFY2021 and FFY2022 to the Alaska DOT&PF. The quarterly reports will document the planning activities performed and expenditures by FAST Planning 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	RIS	Project Description	Fund Code	Phase	FFY19	FFY20	FFY21	FFY22	FFY23	Beyond		
32715	NHHWY00445	5th Avenue Reconstruction <small>Reconstruct 5th Avenue from Barataria to Noble Street to provide improved mobility for all users. Reconstruct existing curb, compliant sidewalks and curbsides to accommodate bicycles, wheelchair and secure bike rack, and landscaping in accordance with FAST Planning's Complete Street Policy.</small>	STP	Design	218.8		106.8					
			T&P			27.0						
			SFF			26.4		15.0				
			STP	Right-of-Way			27.3					
			SFF					2.7				
			STP	Utilities					408.4			
			SFF						43.0			
			STP							454.0	1,062.8	
			T&P	Construction						153.0		
			SFF								-1,062.8	
			ACC									
			AC									
			Project Total					325.0	0.0	190.8	2,351.3	0.0
32779	NHHWY00447	Airport West Bicycle & Pedestrian Facility <small>Conduct design and detailed construction for the Airport West bicycle and pedestrian facility in the right-of-way and/or the right-of-way and adjacent facilities along Park Road.</small>	STP	Design	300.2	154.6						
			SM			29.8	15.4					
			STP	Right-of-Way			2.3					
			SM				0.2					
			STP	Utilities				9.1				
			SM					0.0				2,274.3
			SM	Construction								225.0
Project Total					330.0	172.0	10.0	0.0	0.0	2,500.0		
21634	NHHWY00399	Advanced Project Definition <small>Provide funding to the State and City to develop new estimates for the projects.</small>	STP	Planning	97.0				97.0			
			FAM			0.0			0.0			
			Project Total					100.0	0.0	0.0	100.0	0.0

from local agencies and the public. The project nominations often, 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 and to Alaska DOT&PF for inclusion into the Statewide Transportation Improvement Program. 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:

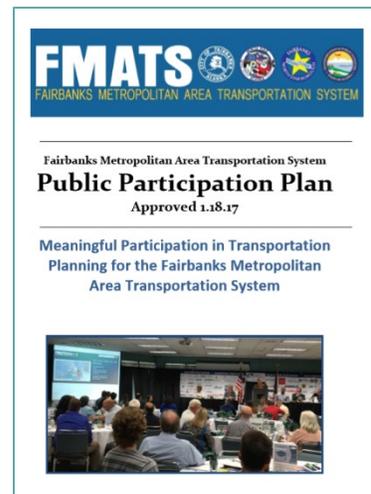
- Monthly tracking of obligated funds in the TIP and receipt of offsets from project closures, reductions to bid award, and other de-obligations through FFY2021 and FFY2022
- Administrative Modifications and Amendments to current FFY2019-23 TIP on an as-needed basis through FFY2021 and FFY2022
- Review 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. With the recent COVID-19 pandemic and social distancing guidelines mandated by State and local governments, new provisions for public meetings are actively being developed and implemented and will be included in the updates to these plans.

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 consider programming and executing 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. The City of Fairbanks also received a portion of this funding for development of SSEs for their projects.

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
Less 4.75% ICAP			\$ (3,889)	\$ (4,321)
Total			\$ 77,984	\$ 86,649
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

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