

FAIRBANKS
AREA
SURFACE
TRANSPORTATION
PLANNING

FAIRBANKS METROPOLITAN AREA

DRAFT FFY2023/24

Unified Planning Work Program



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TABLE OF CONTENTS

INTRODUCTION 1

 Purpose of the UPWP..... 1

 History of the MPO 1

 Operation of the MPO 2

 Regional Planning Priorities 3

 Federal Planning Factors..... 3

FFY2023/24 WORK PROGRAM ELEMENTS..... 7

 Required Plans & Programs 7

 Task 100(a) UPWP 7

 Task 100(b) MTP 7

 Task 100(c) TIP 8

 Task 100(d) PPP..... 9

 Task 100(e) Air Quality..... 11

 Task 100(f) MPA Boundary 11

 Task 100(g) Support Services 12

 Public Transit System Planning 14

 Task 200(a) Long & Short Range Transit Plan 14

 Task 200(b) Coordinated Transportation Plan..... 15

 Task 200(c) Transit Planning Support 15

 Supplemental Plans & Projects 16

 Task 300(a) Advanced Project Definition..... 16

 Task 300(b) Road Service Area Expansion Plan 16

 Task 300(c) Complete Streets Prioritization Plan..... 16

 Task 300(d) Critical Urban Freight Corridors 17

Task 300(e) Electric Vehicle Infrastructure Deployment Plan	17
Contingency Plans & Projects	18
Task 400(a) Safe Routes to School Assessments	18
Task 400(b) Local Safety Action Plan	18
Task 400(c) Driver’s Education Program.....	18
Task 400(d) Household Travel Survey.....	18
Task 400(e) Transit Fare Pricing & Integration Study	19
Task 400(f) Transit Operational Efficiency Study.....	19
Task 400(g) Housing Coordination Plan	19
Task 400(h) Resilience Improvement Plan.....	20
Task 400(i) College Road Planning Study	20
Task 400(j) Downtown Streets Traffic Study.....	20
Task 400(k) Kinross Ore Trucking Plan Traffic Study.....	21
Task 400(l) Geist/Chena Pump Road Corridor Study	21
Task 400(m) Peger Road/Airport Way Intersection Study.....	21
FUNDING SOURCES & ESTIMATED COSTS	22
Table 1. National Performance Goals & New Planning Emphasis Areas	6
Table 2. Funding Sources for Metropolitan Planning Activities.....	22
Table 3. Funding Sources for Transit Planning Activities	22
Table 4. Estimated Costs by Task	23
Table 5. Funding Source & Estimated Cost Comparison.....	24
Table 6. Metropolitan & Transit Planning Fund Distribution.....	24
Table 7. Past UPWP (FFY2021/22) Annual Office Budget for FAST Planning.....	25
Table 8. Metropolitan Planning Fund Distributions FFY2003-22	26

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 FFY2023 and FFY2024 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 Articles of Incorporation (June 2018) and Bylaws, as amended (October 2021)
- 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 (February 2022)
- FAST Planning Title VI [Non-Discrimination] Plan (October 2020)

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, public safety, 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 monthly, Project Enhancement Committee that meets quarterly, and 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 Project Enhancement Committee consists of architects/designers, engineers, and

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

REGIONAL PLANNING PRIORITIES

The Fixing America’s Surface Transportation (FAST) Act, which was signed into law on December 4, 2015, identifies the need for transportation plans to recognize and address the relationship between transportation, land use, and economic development. As such, FAST Planning takes into consideration the goals, objectives, performance measures, and targets of State, regional, and local transportation plans such as the Statewide Long-Range Transportation Plan, State Rail Plan, and FNSB Comprehensive Plan. This leads to more effective decisions on transportation investments and improved interconnectivity in the regional area beyond the boundary of the MPA.

Currently, FAST Planning and many of its member agencies are participating in the development of the Alaska Statewide Long-Range Transportation & Freight Plan – Alaska Moves 2050 and FNSB Roads Plan Update, which is helping inform the MTP Update (also in development) with identification of new plans, policies, and projects across a 20-year planning horizon for the MPA. FAST Planning is also actively exploring the possibility of providing Regional Transportation Planning services for the rural portion of the Borough outside the MPA under a new structure as a combined Regional Transportation Planning Organization (RTPO)/MPO. The primary benefit is this arrangement would be better integration of regional (urban and rural) priorities and transportation needs into the Statewide planning process.

FEDERAL PLANNING FACTORS

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

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
2. Increase the safety of the transportation system for motorized and non-motorized users
3. Increase the security of the transportation system for motorized and non-motorized users
4. Increase the accessibility and mobility of people and for freight
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
7. Promote efficient system management and operation

8. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
9. Enhance travel and tourism
10. Emphasize the preservation of the existing transportation system

In addition to the planning factors noted above, previous legislation [Moving Ahead for Progress in the 21st Century Act (MAP-21)] required that State DOTs and MPOs conduct performance-based planning by tracking performance measures and setting data-driven targets to improve those measures.

Performance-based planning ensures the efficient investment of federal transportation funds by increasing accountability of local agencies receiving the funds, prioritizing transparency to the public, and providing insight for better investment decisions that focus on key outcomes which relate to the seven national goals of:

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

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

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

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

8. Data in Transportation Planning

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

Table 1. National Performance Goals & New Planning Emphasis Areas

FFY2023/24 UPWP WORK TASKS	National Performance Goals							New Federal Planning Emphasis Area							
	Safety	Infrastructure Condition	Congestion Reduction	System Reliability	Freight Movement & Economic Vitality	Environmental Sustainability	Reduce Project Delivery Delays	Climate Change/Resilience	Equity/Justice40	Complete Streets	Public Involvement	STRAHNET/DOD Coord	Federal Land Mgmt Agency Coordination	Planning & Environmental Linkages	Data in Transportation Planning
Required Plans & Programs															
100(a) Unified Planning Work Program	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
100(b) Metropolitan Transportation Plan	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
100(c) Transportation Improvement Program	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
100(d) Public Participation Plan	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
100(e) Air Quality			X		X	X	X	X	X	X	X			X	X
100(f) MPA Boundary	X	X	X	X	X			X	X		X	X	X	X	X
100(g) Support Services	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Public Transit System Planning															
200(a) Long & Short Range Plan Update	X	X	X	X		X	X	X	X	X	X	X	X	X	X
200(b) Coordinated Transportation Plan Update	X		X	X		X			X	X	X	X	X	X	X
200(c) FNSB Planning Support	X	X	X	X		X	X	X	X	X	X	X	X	X	X
Supplemental Plans & Projects															
300(a) Advanced Project Definition	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
300(b) Road Service Area Expansion Plan	X	X		X	X	X	X	X	X		X			X	X
300(c) Complete Streets Prioritization Plan	X	X	X	X	X	X	X		X	X	X			X	X
300(d) Critical Urban Freight Corridors	X	X	X	X	X	X	X	X	X		X	X	X	X	X
300(e) Electric Vehicle Infrastructure Deployment Plan				X		X	X	X	X	X	X			X	X
Contingency Plans & Projects															
400(a) Safe Routes to School Assessments	X	X	X	X		X	X	X	X	X	X			X	X
400(b) Local Safety Action Plan	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
400(c) Driver's Education Program	X			X					X		X				X
400(d) Household Travel Survey	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
400(e) Transit Fare Pricing & Integration Study			X	X		X			X		X	X			X
400(f) Transit Operational Efficiency Study	X		X	X		X	X	X	X	X	X	X			X
400(g) Housing Coordination Plan	X	X	X	X	X	X	X	X	X	X	X	X		X	X
400(h) Resilience Improvement Plan	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
400(i) College Road Planning Study	X	X	X	X	X	X	X	X	X	X	X			X	X
400(j) Downtown Streets Traffic Study	X	X	X	X	X	X	X		X	X	X			X	X
400(k) Kinross Ore Trucking Plan Traffic Study	X	X	X	X	X	X	X	X	X		X	X	X	X	X
400(l) Geist/Chena Pump Road Corridor Study	X	X	X	X	X	X	X			X	X			X	X
400(m) Peger Road/Airport Way Intersection Study	X	X	X	X	X	X	X			X	X			X	X

FFY2023/24 WORK PROGRAM ELEMENTS

REQUIRED PLANS & PROGRAMS

Task 100(a) UPWP

The Alaska DOT&PF is responsible for providing the management oversight of the UPWP. FAST Planning and the FNSB will prepare and submit quarterly reports through FFY2023 and FFY2024 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 2024, six months in advance of the expiration of this UPWP.

Participation by FAST Planning, Alaska DOT&PF, and FNSB staff in FFY2022-24 is anticipated to include:

- Preparation and submittal of FFY2022 final UPWP quarterly report and annual report (October 2022)
- Preparation and submittal of FFY2023-24 quarterly reports (January, April, July, October)
- Preparation of FFY2023 and FFY2024 annual reports (October 2023; October 2024)

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 obligated \$200,000 in Surface Transportation Program (STP) funds in FFY2021 to hire a consultant to update the MTP. The update is currently underway and includes 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 FFY2023-24 is anticipated to include:

- MTP Update is currently underway; following air quality conformity analysis and interagency consultation (September 2022), MTP will be released for 30-day public comment period
- Review and response to comments received during public comment period (October/November 2022)
- Presentation of final MTP to FAST Planning Technical Committee and Policy Board for consideration of adoption (November 2022)
- Transmittal of adopted MTP to FHWA and FTA for approval (December 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. Administrative Modifications and Amendments to the TIP are made on an as-needed basis for project schedule and funding adjustments.

NOI	RIS	Project Description	Fund Code	Phase	FFY19	FFY20	FFY21	FFY22	FFY23	Beyond	
32119	NHHWY0445	5th Avenue Reconstruction Reconstruct 5th Avenue from Barndale to Noble Street to provide improved facilities for all users. Reconstruction includes 60ft consistent sidewalks and shoulders to accommodate bicycles, landscaping and project clean-ups, and engineering in accordance with FAST Planning's "Complete Street" Policy.	STP	Design	218.8		109.0				
			TAP		77.0						
			SFF		26.4		15.0				
			STP	Right-of-Way		27.3					
			SFF			2.7					
			STP	Utilities				400.4			
			SFF					40.0			
			TAP	Construction					454.0		1,002.0
			SFF								153.0
			ACC								-1,002.0
			AC								1,002.0
Project Total					325.0	0.0	100.0	2,511.3	0.0	0.0	
32279	NHHWY00447	Airport West Bicycle & Pedestrian Facility Construct secure and protected connection between Terminal 1 and the Airport and connect to existing facilities along State Road.	STP	Design	300.2	154.0					
			SM		20.8	15.4					
			STP	Right-of-Way		2.3					
			SM			0.2					
			STP	Utilities			0.1				
			SM				0.9				
			STP	Construction						2,274.3	
Project Total					330.0	172.0	10.0	0.0	0.0	2,000.0	
21034	NHHWY00395	Advanced Project Definition Provide funding to the State and City to develop new estimates for the project.	STP	Planning	0.0				0.0		
			FAM		0.0				0.0		
Project Total					100.0	0.0	0.0	100.0	0.0	0.0	

Development of a new FFY2023-27 TIP by FAST Planning staff is currently underway concurrent with the update of the MTP. The initial effort involved review and revision of project scoring criteria and nomination form by the FAST Planning Technical Committee and Policy Board, and will be followed by a call for project nominations 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 (STIP). 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 FFY2023-24 is anticipated to include:

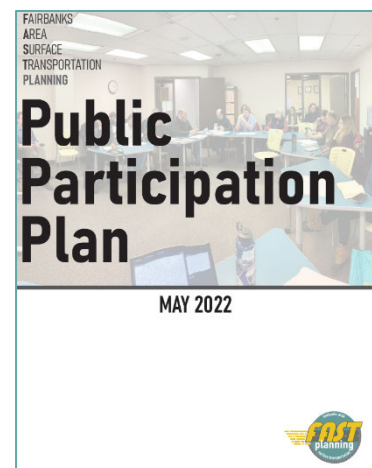
- Monthly tracking of obligated funds in the TIP and receipt of offsets from project closures, reductions to bid award, and other de-obligations through FFY23 and FFY24
- Administrative Modifications and Amendments to TIP on an as-needed basis through FFY23 and FFY24
- FFY23-27 TIP development is currently underway; following air quality conformity analysis and interagency consultation (September 2022), TIP will be released for 30-day public comment period
- Review and response to comments received during public comment period (October/November 2022)
- Presentation of final FFY23-27 TIP to FAST Planning Technical Committee and Policy Board for consideration of adoption (November 2022)
- Transmittal of adopted TIP to FHWA and FTA for approval (December 2022)

Task 100(d) PPP

FAST Planning adopted an updated Public Participation Plan (PPP) in May 2022 and a Title VI Non-discrimination Implementation Plan in October 2020. With the recent COVID-19 pandemic and social distancing guidelines mandated by State and local governments, new provisions for public meetings are actively being implemented and were 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 open to and accessible by the public, including Technical Committee, Policy Board, Seasonal Mobility Task Force, Bicycle & Pedestrian Advisory Committee, Project Enhancement Committee and all other subcommittee, work session, and project-specific meetings
- Preparing meeting agendas, packets, and minutes for all FAST Planning committee meetings



- Providing public comment periods, open house events, workshops, online surveys, interactive maps, and other opportunities to comment on all FAST Planning plans, including the UPWP, MTP, TIP, PPP, Title VI, and supplemental plans such as the Road/Rail Crossing Reduction/Realignment Plan, Non-Motorized Plan, and Road Service Area Expansion Plan
- Maintaining a presence on social media (Facebook, 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); and hosting booths at the Midnight Sun Festival and other local events
- Annual revision, printing, and distribution of a Bikeways map for Fairbanks and North Pole
- Advertising all meetings, events, and public comment opportunities in the newspaper, on FAST Planning’s website and social media accounts, local bulletin boards, radio and television, and online public notices with the FNSB and Alaska DOT&PF

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

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



Participation by FAST Planning, Alaska DOT&PF, and FNSB staff in FFY2023-24 is anticipated to include implementation of the PPP and Title VI Plan through FFY2023 and FFY2024 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 late FFY2022 and issue a call for new project nominations in early FFY2023 as additional CMAQ funding and new Carbon Reduction Program funding becomes available under the Infrastructure Investment & Jobs Act (IIJA) and/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 FFY2023-24 is anticipated to include:

- Travel demand modeling as needed for vehicle emission forecasts and MTP and TIP development (air quality conformity analyses)
- Review of project eligibilities for new Carbon Reduction Program and establishing a project nomination and selection process for the formula funding allocation to FAST Planning (October 2022)
- Review and revision of CMAQ project scoring criteria for PM_{2.5} Non-attainment Area, including consideration for combining CMAQ Program and Carbon Reduction Program under a single set of criteria (November/December 2022)
- Call for project nominations to CMAQ Program for projects within the PM_{2.5} Non-attainment Area and Carbon Reduction Program for projects within MPA boundary (January 2023)
- Project scoring, selection, and fund programming for inclusion into the TIP and STIP (February 2023)
- Annual review of project status, scope changes, and funding plan

Task 100(f) MPA Boundary

Every 10 years the U.S. Census Bureau performs a count of the population and from this data collection effort Urbanized Area boundaries are established. Publication of the 2020 Urbanized Area boundaries across every state in the U.S. is expected by October 2022. MPOs are subsequently tasked with

examining these boundaries in cooperation with State and other, local public transportation system operators to adjust them as necessary to develop an MPA boundary. The MPA boundary shall encompass the entire Urbanized Area (as defined by the U.S. Census Bureau) plus the contiguous area expected to become urbanized within a 20-year forecast period for the MTP. As appropriate, additional adjustments should be made to reflect the most comprehensive MPA boundary to foster an effective planning process that ensures connectivity between modes, improves access to modal systems, and promotes efficient overall transportation investment strategies.

Participation by FAST Planning, Alaska DOT&PF, and FNSB staff in FFY2023-24 is anticipated to include:

- Upon receipt of 2020 Census data and new Urbanized Area boundary, adjacent areas expected to become urbanized within the next 20 years will be analyzed to develop proposed alternatives for the new MPA boundary (October 2022 - February 2023)
- Alternatives released for 30-day agency and public comment period (March 2023)
- Review and response to comments received during comment period (April 2023)
- Presentation of preferred alternative for new MPA boundary to FAST Planning Technical Committee and Policy Board for consideration of adoption (May 2023)
- Transmittal of adopted MPA Boundary to Governor's Office for approval (June 2023)
- Provide GIS files of the MPA Boundary to FHWA and FTA for informational purposes (July 2023)

Task 100(g) Support Services

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

- Management and operation of the FAST Planning 501(c)(3) Non-profit Corporation (human resources, payroll, accounts payable/receivable, office space leasing, asset management, insurance coverages, audits, business licensing, and tax filings)
- FAST Planning budget preparation, tracking, and amendment
- Monitoring FAST Planning's state fund appropriation balances
- Review of FAST Planning agreements and policies and procedures as needed
- Professional development for staff (attending online and in-person trainings and conferences)
- Attending and participating in local, regional, and state committee and commission meetings
- Providing guest presentations to committees, commissions, local organizations and chapters, and other interest groups
- Serving on the 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

PUBLIC TRANSIT SYSTEM PLANNING

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



Beginning in FFY2023, however, the FTA Section 5303 funds will be transferred to FAST Planning under a Consolidated Planning Grant Agreement with the Alaska DOT&PF to perform the transit planning work for the public transit system on behalf of the FNSB Transportation Department. The Consolidated Planning Grant Agreement is expected to be executed by August 2022 and is currently supported by the FNSB, FAST Planning, Alaska DOT&PF, FHWA, and FTA. FAST Planning intends to accomplish the transit planning work through consulting contracts and addition of a new

staff member at FAST Planning dedicated primarily to transit planning. One of the major tasks in the first year of this new arrangement will be to lead an effort to update the public transit system's Long & Short Range Transit Plan, which was last updated in 2013. Additional, ongoing planning support for the FNSB Transportation Department is also needed for a variety of tasks, including but not limited to: updating the Coordinated Public Transit-Human Services Transportation Plan and planning support for FTA grant applications, technology upgrades, Triennial Review with FTA, website modernization, fixed route maps/schedules/brochures, social media messaging to the public, and coordination of transit planning efforts with the MTP, TIP, and Non-motorized Plan.

A more detailed work plan under the new Consolidated Planning Grant Agreement will need to be developed in late FFY2022 or early FFY2023, but at this time participation by FAST Planning, Alaska DOT&PF, and FNSB staff in FFY2023-24 is anticipated to include initiation of the following tasks.

Task 200(a) Long & Short Range Transit Plan

FAST Planning will lead the effort to update the Long & Short Range Transit Plan, which was last updated in 2013. This effort will include developing a scope of work and hiring consultant team through a competitive Request for Proposals (RFP) process to develop a new Plan, including the following:

- a. Vision, Goals, & Objectives
- b. Review of Existing Services, Ridership Data, Transit Assets, & System Performance
- c. Public Outreach, including Public Meetings & Rider Surveys
- d. Demographic Analysis, Population Trends, & Current/Future Land Use
- e. Review of Local Economic Benefits & Impacts of Transit Service
- f. Current/Future Needs Analysis
- g. Scenario Planning & Alternatives Analysis
- h. Recommendations & Implementation Plan
 - i. Service Guidelines, Standards, & Performance Measures
 - ii. Short Term Network for Fixed Routes & Bus Stop Locations
 - iii. Long Term Network for Fixed Routes & Bus Stop Locations (based on population growth and land use projections)
 - iv. Bus Stop Design/Accessibility Guidelines & Maintenance Considerations
 - v. Paratransit Service
 - vi. Transit Asset Management
 - vii. Short, Medium, & Long Range Capital Improvements*
 - viii. Financial Plan for Service, Operations, & Capital Improvements*

**May be done under a separate, future planning effort.*

Task 200(b) Coordinated Transportation Plan

FAST Planning will lead the effort to update the Coordinated Public Transit-Human Services Transportation Plan, which was last updated in 2015. This effort will include developing a scope of work and hiring consultant team through a competitive RFP process to develop a new Plan. At the staff level it will also involve FAST Planning to establish monthly/quarterly meetings with stakeholders and service providers to identify and prioritize strategies for meeting the transportation needs of individuals with disabilities, older adults, and lower income/minority populations.

Task 200(c) Transit Planning Support

In addition to coordination of transit planning efforts with the MTP, TIP, Non-Motorized Plan, and PPP, FAST Planning will provide the planning support to the FNSB Transportation Department for:

- FTA grant applications (5307, 5309, 5337, 5339 funds)
- Transit technology upgrades (automatic vehicle location with real-time customer facing apps, digital fare sales, wi-fi on buses, testing vehicle electrification technology, traffic signal prioritization, etc.)
- Triennial Review with FTA on the public transit system's performance and compliance with Federal rules and regulations
- MACS Transit website modernization, fixed route maps/schedules/ brochures, and social media messaging to the public

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 FFY2022, which also covers FFY2023-24 for this UPWP. 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 Service Area Expansion Plan

FAST Planning completed a Road Service Area Expansion Plan in November 2021 to address roads with no maintenance authority, also known as “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 included development of alternatives for consolidation of Road Service Areas (RSAs), annexation of orphan roads into existing RSAs, an incentive program to bring orphan roads up to standard following the annexation process, and development of a Road Standards Manual for the FNSB. All of these efforts still require further presentation and discussion with the FNSB Planning Commission, Road Service Area Committee, and Assembly for consideration of selecting preferred alternatives and legislative action/adoption. FAST Planning and the FNSB Community Planning, Public Works, and Rural Services Departments plan to continue these efforts in FFY2023-24.

Task 300(c) Complete Streets Prioritization Plan

The IJJA requires MPOs to use at least 2.5% of their Metropolitan Planning funds to increase safe and accessible options for multiple travel modes for people of all ages and abilities, which may include development of Complete Streets standards/policies; development of Complete Streets Prioritization Plan; development of Active Transportation Plans; regional or megaregional planning to consider alternatives to new highway capacity; or development of plans and policies to support transit-oriented development. FAST Planning already has a Complete Streets Policy, which was adopted in 2015, but has not yet developed a Complete Streets Prioritization Plan. In FFY2023-24, FAST Planning intends to review and update the 2015 policy through their Project Enhancement Committee, Bicycle & Pedestrian Advisory Committee, Technical Committee, and Policy Board. Following updates and amendments to this policy, FAST Planning will develop a Complete Streets Prioritization Plan utilizing existing staff resources at FAST Planning, Alaska DOT&PF, and FNSB.

Task 300(d) Critical Urban Freight Corridors

The IIJA increased the maximum number of miles a State or MPO can designate for Critical Urban Freight Corridors from 75 to 150 miles. These designations are only available with the MPAs of the two MPOs in the State – Anchorage and Fairbanks. In October 2018, FAST Planning designated 14.8 miles of Critical Urban Freight Corridors with the MPA when the limit was 75 miles, only using 20% of the mileage and reserving the other 80% for designation in Anchorage. Provided the amount of miles that can be designated has doubled, FAST Planning intends to designate up to 15 more miles of Critical Urban Freight Corridors in coordination with the list of Primary Freight Routes identified in Freight Mobility Plan developed and adopted by FAST Planning in 2019.

Task 300(e) Electric Vehicle Infrastructure Deployment Plan

The IIJA requires each State to designate Alternative Fuel Corridors and submit an Electric Vehicle Infrastructure Deployment Plan by August 1, 2022, in order to be able to obligate the Formula funds appropriated to each State for electric vehicle charging infrastructure. Development of this plan will be led by the Alaska DOT&PF and Alaska Energy Authority and we understand will be focused on the highway system between Anchorage and Fairbanks. To supplement this plan, FAST Planning intends to develop a more detailed plan for the MPA to create a network of electric vehicle charging stations in Fairbanks and North Pole considering the needs of school systems, public transportation, local government entities, and other public and private users. The plan would be developed utilizing staff resources at FAST Planning, Alaska DOT&PF, and FNSB in partnership with the Alaska Energy Authority, Fairbanks Economic Development Corporation, Fairbanks Chamber of Commerce, and Golden Valley Electric Association.

CONTINGENCY PLANS & PROJECTS

Task 400(a) Safe Routes to School Assessments

The IIJA codifies into law the Safe Routes to School (SRTS) Program and expands its application through the 12th grade. Previously FAST Planning (formerly FMATS) completed SRTS Assessments for every elementary and middle school with the MPA in 2012 and has constructed approximately half of the improvements identified in those Assessments. Provided the new provisions in the IIJA, FAST Planning has interest in performing SRTS Assessments for the high schools in the MPA to identify new programs and projects for these facilities. Lathrop High School was already assessed under the original 2012 effort due to its proximity (joint campus) with an elementary and middle school. For this effort FAST Planning could focus on the schools that were not previously assessed, which includes West Valley, Hutchison, and North Pole High Schools.

Task 400(b) Local Safety Action Plan

The IIJA established the new Safe Streets and Roads for All (SS4A) Discretionary Grant Program to fund regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. FAST Planning intends to apply for this grant opportunity in FFY2022 for a planning study to complete a vulnerable road user safety assessment and Local Safety Action Plan specific to FAST Planning's MPA. If awarded, the planning study would commence in FFY2023 through FFY2024.

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.

Task 400(d) Household Travel Survey

FAST Planning (formerly FMATS) last completed a Household Travel Survey in 2013. FAST Planning has interest in conducting a new Household Travel Survey in FFY2023 or FFY2024 to gather more up-to-date trip data for the MPO's travel demand forecasting model for future MTPs. This effort would involve

hiring a consulting firm with experience in performing Household Travel Surveys and randomly recruiting households to participate to collect data regarding origins and destinations, trip length, time of day, mode of transportation, and other household characteristics. Provided the last time this effort was conducted was over 10 years ago, the data would strengthen the accuracy and reliability of the MPO's travel demand forecasting model, fill in gaps in knowledge about our community's travel patterns, and make the model easier to calibrate for future MTPs.

Task 400(e) Transit Fare Pricing & Integration Study

Following the update to the Long & Short Range Transit Plan for the public transit system (see UPWP Task 200), there may be need to complete a Transit Fare Pricing & Integration Study. This would be a contingency project for FAST Planning using FTA Section 5303 funds to develop specific goals for the regional fare system, best practices for fare policies and payment methods, identifying barriers to transit ridership and developing viable alternatives, and making recommendations for future policies and fares that make the public transit system easier to use and encourage ridership.

Task 400(f) Transit Operational Efficiency Study

Following the update to the Long & Short Range Transit Plan for the public transit system (see UPWP Task 200), it is expected that further study will be needed to identify operational efficiencies for the system in fulfilling the recommendations of the Plan. This would be a contingency project for FAST Planning using FTA Section 5303 funds to develop specific goals to increase the efficiency of delivering transit service, reduce operating and capital costs, and improve system performance and rider experience. Such goals could include developing standard processes for information and data sharing, improving communication and marketing with the public, opportunities for staffing efficiencies, simplifying fare structures/payment methods, implementing new technologies across different platforms, staff training and recruitment, right-sizing bus configurations/size and routes based on ridership data/projections, reviewing and improving maintenance and dispatch practices, and maximizing FTA funding allocations and improving fiscal oversight/management.

Task 400(g) Housing Coordination Plan

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

Task 400(h) Resilience Improvement Plan

The IJA established the new Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program, which allows MPOs to apply for Resilience Planning Grants, which can be used for developing a local Resilience Improvement Plan, scenario development and vulnerability assessments, technical capacity building, and/or evacuation planning and preparation. Provided the Fairbanks area's challenges in recent years with melting permafrost, increased wildfire activity, and extreme weather events that has resulted in increased precipitation, flooding, wind events/power outages, increased snowfall, and roadway icing, FAST Planning has interest in applying for a Resilience Planning Grant to develop a local Resilience Improvement Plan. The Plan would help the MPA identify new projects and programs to enable existing at-risk infrastructure better withstand these changing conditions, protect our transportation investments, and improve safety for the travelling public.

Task 400(i) College Road Planning Study

FAST Planning (formerly FMATS) completed a Corridor Study for College Road in 2014, which recommended a road diet to improve safety and better accommodate all transportation modes (vehicles, pedestrians, bicycles, and transit). More specifically, the study recommended reallocating the existing four travel lanes into two vehicle travel lanes, a center turn lane, and a bike lane in each direction, but this recommendation was ultimately rejected in a split vote by the Policy Board. College Road was subsequently reconstructed similar to existing configuration, but the roadway width and traffic signals were designed to accommodate the 2014 recommendation at a low cost (simple roadway re-striping effort) should there be renewed interest in the original recommendation. Based on new public support for the original recommendation from 2017 to present, FAST Planning included a new project in the MTP (2018) and Non-Motorized Transportation Plan (2021) called the "College Road Safety & Access Improvements" project to reexamine the findings of the 2014 Corridor Study and perform a new planning effort to reach out to the property owners along College Road and the general public to gather feedback on the original recommendation and other alternatives, including the "no action" alternative. If approved by the Policy Board, FAST Planning staff will carry out this new planning effort to generate discussion with the community on the topic, which may or may not result in a new project for College Road funded through the TIP or STIP.

Task 400(j) Downtown Streets Traffic Study

In coordination with the new Downtown Plan currently being developed by the FNSB, many public comments have been received about possibly converting the one-way streets in the downtown core to two-way streets. The Downtown Plan will likely not provide a recommendation on this topic, but based on the public's interest in this conversion, FAST Planning could hire a traffic engineering consultant to perform a traffic study to examine best practices of one-way versus two-way streets in downtowns of our size and provide an overview of the implications to traffic flow and roadway redesigns that would be

needed to accommodate the conversion. Provided that downtown streets are managed and maintained by the City of Fairbanks, FAST Planning will seek their input on whether or not to consider funding such a study through the TIP or a applying for a planning grant under the IJJA's new Reconnecting Communities Pilot Program.

Task 400(k) Kinross Ore Trucking Plan Traffic Study

The Alaska DOT&PF is funding a Corridor Study for the Kinross ore trucking plan from Tetlin to Fort Knox in response to the public's concerns over increased truck traffic on the rural highway system and roadways within the urban MPA. In April 2022 FAST Planning advanced a letter to the Alaska DOT&PF's Advisory Committee working on the Corridor Study with a proposed scope of work for a traffic study through the urban portion of the trucking plan. By early FFY2023 FAST Planning will know whether or not the proposed scope of work will be completed under the larger Corridor Study. If any elements of the proposed scope of work are not included, FAST Planning's Policy Board may authorize funds in the TIP to hire a consultant to perform a separate traffic study for the elements not included in the larger Corridor Study.

Task 400(l) Geist/Chena Pump Road Corridor Study

With the recent development of the new Non-Motorized Plan (2021) for the MPA there were a number of safety and access control issues highlighted along Geist Road and Chena Pump Road, including driveway density, intersection configuration, and conflicts between motorized and non-motorized users. This proposed corridor study would examine these issues throughout the corridor from University Avenue to Chena Small Tracts Road to identify projects that improve safety and address access management for all users.

Task 400(m) Peger Road/Airport Way Intersection Study

With the recent development of the Pioneer Park Master Plan (2022), Airport Way Design Toolkit & Site-Specific Recommendations (2018), proposed Kinross trucking plan to use Peger Road as a route, and an active design project to extend a new separated path to this intersection, an effort is needed coordinate the plans and proposed improvements with each other. In addition, sight distance issues and crash rates at this intersection need to be examined and addressed. The effort would require traffic engineering and planning/public involvement. The purpose of this study would be to develop concept-level alternatives for public feedback on proposed improvements to the intersection that meet the intent of current plans, improve safety, limit conflicts between users, and improve traffic flow.

FUNDING SOURCES & ESTIMATED COSTS

Table 2. Funding Sources for Metropolitan Planning Activities

Metropolitan Planning (PL) Funds

Description	FFY2023	FFY2024
FFY2022 Supplemental PL Distribution	\$ 55,571	\$ -
FFY2023/24 PL Distribution (<i>projected</i>)	\$ 529,344	\$ 529,344
PL Funds	\$ 584,915	\$ 529,344
9.03% Match	\$ 58,061	\$ 52,545
Subtotal	\$ 642,976	\$ 581,889
Less 7.18% ICAP	\$ (46,166)	\$ (41,780)
TOTAL	\$ 596,810	\$ 540,109

Supplemental Surface Transportation Program (STP) Funds

Description	FFY2023	FFY2024
FFY2023 TIP Obligation	\$ 50,000	\$ -
FFY2024 TIP Obligation	\$ -	\$ 100,000
Supplemental STP Funds	\$ 50,000	\$ 100,000
9.03% Match	\$ 4,963	\$ 9,926
Subtotal	\$ 54,963	\$ 109,926
Less 7.18% ICAP	\$ (3,946)	\$ (7,893)
TOTAL	\$ 51,017	\$ 102,034

Metropolitan Planning (PL + STP) Total \$ 647,827 \$ 642,143

Table 3. Funding Sources for Transit Planning Activities

Transit Planning (FTA 5303) Funds

Description	FFY2023	FFY2024
FFY2019 Apportionment	\$ 103,397	\$ -
FFY2020 Apportionment	\$ 111,258	\$ -
FFY2021 Apportionment	\$ 105,632	\$ -
FFY2022 Apportionment	\$ 137,447	\$ -
FFY2023 Apportionment	\$ 140,318	\$ -
FFY2024 Apportionment	\$ -	\$ 143,982
FTA 5303 Funds	\$ 598,052	\$ 143,982
9.03% Match	\$ 59,365	\$ 14,292
Subtotal	\$ 657,416	\$ 158,274
Less 7.18% ICAP	\$ (47,202)	\$ (11,364)
TOTAL	\$ 610,214	\$ 146,910

Table 4. Estimated Costs by Task

Task	Description	Fund Source	FFY2023	FFY2024	Activity Type		
					Metro Planning	Transit Planning	TIP Project/Grant
Required Plans & Programs							
100(a)	Unified Planning Work Program	PL/STP	\$ 30,000	\$ 30,000	X		
100(b)	Metropolitan Transportation Plan	PL/STP	\$ 45,000	\$ 30,000	X		
100(c)	Transportation Improvement Program	PL/STP	\$ 80,000	\$ 120,000	X		
100(d)	Public Participation Plan	PL/STP	\$ 150,000	\$ 200,000	X		
100(e)	Air Quality	PL/STP	\$ 50,000	\$ 30,000	X		
100(f)	MPA Boundary	PL/STP	\$ 120,000	\$ 20,000	X		
100(g)	Support Services	PL/STP	\$ 120,000	\$ 130,000	X		
	Subtotal		\$ 595,000	\$ 560,000			
	Less 7.18% ICAP		\$ (42,721)	\$ (40,208)			
	TOTAL		\$ 552,279	\$ 519,792			
Public Transit System Planning							
200(a)	Long & Short Range Plan Update ¹	FTA 5303	\$ 350,000	\$ 45,000		X	
200(b)	Coordinated Transportation Plan Update ¹	FTA 5303	\$ 150,000	\$ 10,000		X	
200(c)	FNSB Planning Support	FTA 5303	\$ 150,000	\$ 100,000		X	
	Subtotal		\$ 650,000	\$ 155,000			
	Less 7.18% ICAP		\$ (46,670)	\$ (11,129)			
	TOTAL		\$ 603,330	\$ 143,871			
Supplemental Plans & Projects							
300(a)	Advanced Project Definition ²	STP	\$ -	\$ -			X
300(b)	Road Service Area Expansion Plan	PL/STP	\$ 20,000	\$ 20,000	X		
300(c)	Complete Streets Prioritization Plan	PL/STP	\$ -	\$ 80,000	X		
300(d)	Critical Urban Freight Corridors	PL/STP	\$ 20,000	\$ -	X		
300(e)	Electric Vehicle Infrastructure Deployment Plan ¹	PL/STP	\$ 60,000	\$ 30,000	X		
	Subtotal		\$ 100,000	\$ 130,000	X		
	Less 7.18% ICAP		\$ (7,180)	\$ (9,334)	X		
	TOTAL		\$ 92,820	\$ 120,666			
Contingency Plans & Projects							
400(a)	Safe Routes to School Assessments ¹	TAP	\$ 60,000	\$ -			X
400(b)	Local Safety Action Plan ¹	Federal Grant	\$ 150,000	\$ 50,000			X
400(c)	Driver's Education Program	State Grant	\$ -	\$ 150,000			X
400(d)	Household Travel Survey ¹	STP	\$ -	\$ 100,000			X
400(e)	Transit Fare Pricing & Integration Study ¹	FTA 5303	\$ 30,000	\$ -		X	
400(f)	Transit Operational Efficiency Study ¹	FTA 5303	\$ -	\$ 100,000		X	
400(g)	Housing Coordination Plan ¹	Federal Grant	\$ -	\$ 150,000			X
400(h)	Resilience Improvement Plan ¹	Federal Grant	\$ 150,000	\$ 50,000			X
400(i)	College Road Planning Study	STP	\$ -	\$ 100,000			X
400(j)	Downtown Streets Traffic Study ¹	Federal Grant	\$ -	\$ 150,000			X
400(k)	Kinross Ore Trucking Plan Traffic Study ¹	STP	\$ 50,000	\$ -			X
400(l)	Geist/Chena Pump Road Corridor Study ¹	STP/HSIP	\$ -	\$ 150,000			X
400(m)	Peger Road/Airport Way Intersection Study ¹	STP/HSIP	\$ 80,000	\$ -			X
	Subtotal		\$ 520,000	\$ 1,000,000			
	Less 7.18% ICAP		\$ (37,336)	\$ (71,800)			
	TOTAL		\$ 482,664	\$ 928,200			

¹Assumes use of a Consultant for plan development²Funds obligated in FFY2022 for FFY2022-24

Table 5. Funding Source & Estimated Cost Comparison

Metropolitan Planning (PL+STP) Funds	FFY2023	FFY2024
Available Funding (Table 2)	\$ 647,827	\$ 642,143
Estimated Costs (Table 4)		
Task 100 Requires Plans & Programs	\$ 552,279	\$ 519,792
Task 300 Supplemental Plans & Projects	\$ 92,820	\$ 120,666
Total	\$ 645,099	\$ 640,458
Transit Planning (FTA 5303) Funds		
Available Funding (Table 3)	\$ 610,214	\$ 146,910
Estimated Costs (Table 4)		
Task 200 Public Transit System Planning	\$ 603,330	\$ 143,871
Additional Funding needed for Contingency Plans & Projects (from TIP/Grants)		
Task 400 Contingency Plans & Projects (Table 4)	\$ 482,664	\$ 928,200

Table 6. Metropolitan & Transit Planning Fund Distribution

Metropolitan Planning (PL+STP) Funds	FFY2023	FFY2024
FAST Planning	\$ 482,415	\$ 476,844
FNSB Community Planning	\$ 86,500	\$ 86,500
Alaska DOT&PF Planning	\$ 66,000	\$ 66,000
Subtotal	\$ 634,915	\$ 629,344
9.03% Match ¹	\$ 63,024	\$ 62,471
Subtotal	\$ 697,939	\$ 691,815
Less 7.18% ICAP	\$ (50,112)	\$ (49,672)
TOTAL	\$ 647,827	\$ 642,143
Transit Planning (FTA 5303) Funds		
FAST Planning	\$ 598,052	\$ 143,982
9.03% Match ²	\$ 59,365	\$ 14,292
Subtotal	\$ 657,416	\$ 158,274
Less 7.18% ICAP	\$ (47,202)	\$ (11,364)
TOTAL	\$ 610,214	\$ 146,910

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

²Cash match paid by FNSB Transportation Department.

Table 7. Past UPWP (FFY2021/22) Annual Office Budget for FAST Planning

(For comparison purposes with Table 6 - Metropolitan Planning [PL+STP] Fund Distribution to FAST Planning)

Expenditures	Amount
Personnel	\$ 348,291
Office & Administrative	\$ 61,100
Information Technology	\$ 26,900
Meetings	\$ 3,100
Training	\$ 12,000
Advertising	\$ 20,500
Supplies	\$ 9,200
TOTAL	\$ 481,091
Revenue	Amount
PL Fund Distribution	\$ 321,244
9.03% Match	\$ 31,888
Supplmental STP Funds	\$ 138,229
9.03% Match	\$ 13,721
Subtotal	\$ 505,082
Less 4.75% ICAP	\$ (23,991)
TOTAL	\$ 481,091

Table 8. Metropolitan Planning (PL) Fund Distributions FFY2003-22

	Fairbanks MPO PL Fund Allocation	FMATS/FAST Planning	FNSB	Alaska DOT&PF	Notes
FFY2003	\$ 225,000	\$ -	\$ 131,907	\$ 36,000	TEA-21 in effect
FFY2004	\$ 225,000	\$ -	\$ 131,907	\$ 36,000	
FFY2005	\$ 225,151	\$ -	\$ 131,907	\$ 36,000	SAFETEA-LU passed by Congress
FFY2006	\$ 225,313	\$ -	\$ 131,907	\$ 36,000	
FFY2007	\$ 228,895	\$ -	\$ 131,907	\$ 48,950	
FFY2008	\$ 232,534	\$ -	\$ 131,907	\$ 48,950	Coordinator's Office Opened
FFY2009	\$ 232,534	\$ 51,677	\$ 131,907	\$ 48,950	SAFETEA-LU Extended
FFY2010	\$ 232,534	\$ 51,677	\$ 131,907	\$ 48,950	SAFETEA-LU Extended
FFY2011	\$ 232,534	\$ 51,677	\$ 131,907	\$ 48,950	SAFETEA-LU Extended
FFY2012	\$ 232,534	\$ 51,677	\$ 131,907	\$ 48,950	MAP-21 passed by Congress
FFY2013	\$ 232,534	\$ 51,677	\$ 131,907	\$ 48,950	
FFY2014	\$ 232,534	\$ 51,677	\$ 131,907	\$ 48,950	PL Distribution Formula revised beginning FFY2015
FFY2015	\$ 366,577	\$ 181,600	\$ 86,500	\$ 60,000	FAST Act passed by Congress
FFY2016	\$ 366,185	\$ 238,800	\$ 86,500	\$ 60,000	
FFY2017	\$ 448,228	\$ 252,500	\$ 86,500	\$ 66,000	
FFY2018	\$ 427,136	\$ 252,500	\$ 86,500	\$ 66,000	
FFY2019	\$ 427,925	\$ 274,636	\$ 86,500	\$ 66,000	
FFY2020	\$ 457,120	\$ 304,620	\$ 86,500	\$ 66,000	
FFY2021	\$ 473,744	\$ 321,244	\$ 86,500	\$ 66,000	
FFY2022	\$ 473,744	\$ 321,244	\$ 86,500	\$ 66,000	