

Technical Memorandum #1

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Project# 26291

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RE: FAST Planning - 2045 In Motion Goals and Objectives

INTRODUCTION

This memorandum provides an update to the Envision 2045 Goals and Objectives for inclusion in the 2045 In Motion Metropolitan Transportation Plan (MTP). These draft goals and objectives were established based on the current FMATS Envision 2045 MTP goals and objectives, FAST Act performance goals, and State of Alaska requirements. To produce the updated 2045 goals, the current 2045 MTP goals and objectives were compared with the new federal and state policies, and where the current goals and objectives did not fully satisfy the new policy, goals and objectives were either added or modified. Objectives were clarified to not read as performance measures. These Goals and Objectives shall be reviewed and amended by the Technical Committee (TC) and Policy Board (PB) to best represent the priorities of FAST Planning.

UPDATED 2045 GOALS AND OBJECTIVES

Table 1 includes the updated 2045 goals and objectives. The objectives provided have been clarified from the original Envision 2045 MTP to remove all performance measure-like verbiage. Performance measures can be attached to each objective after final approval. The characteristics of the goals and objectives are to be strategic, measurable, agreed to by multiple agencies, and realistically achievable. The project team recommends the following updated Envision 2045 Goals and Objectives and invites the TC and FAST Planning team to provide comments.

Table 1 Updated Envision 2045 Goals and Objectives

Goal Number	Previous Goal	Previous Objective	Updated Goal	Updated Objective
1.	Coordinate planning efforts to provide an integrated transportation and land use system that embodies smart growth principles and stimulates the economy to grow	1.1 Ensure that comprehensive plans contain transportation land use elements that are consistent with the MTP.	<i>No updates to goal language</i>	1.1 Integrate land use and transportation plans to ensure proposed developments are consistent with regional goals.
		1.2 Ensure that local land use plans and proposed developments are consistent with local and regional transportation plans.		1.2 Ensure consistency between transportation agencies by applying a mutually agreed to project development and prioritization process.
		1.3 Ensure consistency between transportation agencies by applying a		1.3 Incorporate smart growth principles in local and regional plans.

Goal Number	Previous Goal	Previous Objective	Updated Goal	Updated Objective
		mutually agreed to project development and prioritization process.		
		1.4 Incorporate smart growth principles in local and regional plans.		1.4 Provide land use briefings annually to the FAST Planning Technical Committee to ensure consistency between transportation and land use planning efforts.
		1.5 Provide land use briefings per year to the FMATS Technical Committee to ensure consistency between transportation and land use planning efforts.		
2 (formerly goal 2a)	Provide a safe, efficient, and secure transportation system for all users.	2.1 Reduce the frequency and severity of crashes and 6.0 serious injury crashes by hundred-million vehicle miles traveled by year 2025.	<i>No updates to goal language</i>	<i>No update to objective language</i>
		2.2 Support the efforts to reduce serious and fatal crashes.		2.2 Support the state and local efforts to reduce serious and fatal crashes.
		2.3 Reduce the number of structurally deficient bridges by 3% every five years to 2045.		2.3 Reduce the number of structurally deficient bridges within the region to maintain critical infrastructure.
		2.4 Develop and maintain an inventory of critical infrastructure and regularly update the regional emergency response plan.		<i>No update to objective language</i>
		2.5 Reduce the number of gaps in the transportation system by X% in Y years.		2.5 Improve the connectivity of the transportation system by identifying and closing modal gaps.
3 (formerly goal 2b)	Equip, manage, and operate the transportation system to be multimodal and interconnected.	3.1 Increase the percentage of transportation system that is equipped with two or more modes by X% in Y years and three or more modes by y% in Z years.	<i>No updates to goal language</i>	3.1 Increase the percentage of transportation system that is equipped with two or more modes.
		3.2 Provide major destinations (as defined in the MTP) with at least two multimodal routes to the regional arterial network by year YYYY.		3.2 Maintain a current inventory of essential destinations along with what modes of transportation can access them.
		3.3 Increase the percentage of Title 6 and environmental justice populations with access to uninterrupted pedestrian and bicycle facilities and basic transit service. by X% in Y years.		3.3 Increase the percentage of Title 6 and environmental justice populations with access to uninterrupted pedestrian and bicycle facilities and basic transit service.

Goal Number	Previous Goal	Previous Objective	Updated Goal	Updated Objective
4 (formerly goal 3)	Protect the environment, improve air quality, and promote energy efficiency.	4.1 Achieve a no net loss of environmentally sensitive lands and improve the quality of impacted areas to better than pre-development standards.	<i>No updates to goal language</i>	4.1 Achieve a no net loss of environmentally sensitive lands and improve the quality of impacted areas to pre-development standards.
		4.2 Prepare a list of financially feasible projects and programs that reduces emissions by XX% by year YYYY.		4.2 Reduce emissions by preparing a list of financially feasible projects and programs that work toward restoration of environmental quality.
		4.3 Improve the energy efficiency of facilities and fleets.		4.3 Improve the energy efficiency of city-, borough- and state-owned facilities and fleets.
		4.4 Evaluate green infrastructure options with all new projects and resolve the most seriously impacted areas due to stormwater from transportation facilities by year XXXX.		4.4 Evaluate green infrastructure options with all new projects and resolve the most seriously impacted areas due to stormwater from transportation facilities.
		4.5 Develop a Green Streets Plan to identify and prioritize streets within the urbanized area in greatest needs of green infrastructure for the management of stormwater runoff.		4.5 Use the Green Streets Plan to identify and prioritize streets within the urbanized area in greatest needs of green infrastructure for the management of stormwater runoff.
5 (formerly goal 4)	Optimize the utility and lifespan of the existing transportation system.	5.1 Maintain XX% of constructed facilities to adopted standards through established maintenance programs.	<i>No updates to goal language</i>	5.1 Ensure redundancy in the transportation system by establishing maintenance programs that enable the system to last.
		5.2 Implement within X years YY% of all systems efficiency improvement projects.		5.2 Identify and implement systems efficiency improvement projects that have been identified through the MTP.
6 (formerly goal 5)	Ensure adequate transportation facilities to support economic development.	6.1 Reduce the number of identified major freight bottlenecks by X in Y years.	Support access to commercial and industrial centers to support freight movement throughout the region.	6.1 Work with the state to reduce the number of identified major freight bottlenecks.
		6.2 Reduce the number of at-grade rail crossings that significantly limit freight rail operations by X in Y years.		6.2 Work with the state to reduce the number of at-grade rail crossings that significantly limit freight rail operations.

METHODOLOGY

Most changes to the goals and objectives were high level changes to allow for easier reading and comprehension, including some numbering changes. For example, goals 2 and 3 were previously identified as goal 2a and 2b. However, there didn't appear to be much reasoning for this partial split as both goals stand well enough on their own.

Additionally, all performance measure-like verbiage was removed from the objectives language. An objective should be capable of standing on its own to identify what the goal is attempting to accomplish. Many of the previous objectives, however, read more like a performance measure in how the goal will be identified as successful or not within a variable time frame. As such performance measure language was removed. Performance measures can be added to the goals and objectives at a later stage of the project.

All goals but one have no recommended language changes as the current text still fit with the vision of the Envision 2045 plan. Goal 6 (formerly goal 5) was changed significantly, however. In researching like-MPO goals and objectives from recent years, many had goals dedicated to freight and goods movement. This goal's objectives previously and continue to read like it is freight focused, but the goal itself was a more open ended. Given the importance of freight to the Fairbanks region, it felt appropriate to dedicate this goal to freight and goods movement and bring the language into alignment with the objectives.