



## POLICY BOARD MEETING

Wednesday, December 20, 2023, 12:00 – 2:00 P.M.

Key Bank Building, 100 Cushman Street, Suite 215

**To join the Zoom Meeting via computer, go to:** [www.fastplanning.us/keepup/zoom](http://www.fastplanning.us/keepup/zoom)

**Zoom Meeting Phone Number:** 1 (253) 215-8782, enter **Meeting ID:** 889-9138-2569

1. Call to Order
2. Introduction of Members & Attendees
3. Approval of December 20, 2023 Agenda
4. Approval of November 15, 2023 Meeting Minutes Pg 2-29
5. Committee/Working Group Reports (including the Chair's Report) Pg 30-34
6. Public Comment Period (Non-Action Items)
7. Old Business
  - a. FAST Public Participation Plan (PPP) & Title VI Plan Updates (**Action Item**) Pg 35-37
    - Review of public comments received and corresponding plan revisions and consideration of approval for both Plan updates
8. New Business
  - a. Fairbanks PM2.5 Area Air Plan Partial Approval & Disapproval by U.S. EPA Pg 38-49
    - Review of December 5<sup>th</sup> Federal Register Notice EPA-R10-OAR-2022-0115 and ramifications to transportation conformity
  - b. Regional Long Range Transportation Plan Scope of Work (**Action Item**) Pg 50-60
    - Consideration of approving scope of work and funding request to Alaska DOT&PF for development of a long-range transportation plan for 16 rural communities outside FAST Planning's Metropolitan Planning Area boundary
  - c. Bicycle & Pedestrian Advisory Committee Roles & Responsibilities (**Action Item**) Pg 61-63
    - Consideration of approving revisions to roles and responsibilities document
  - d. Election of Chair & Vice Chair (**Action Item**) Pg 64-65
  - e. FAST Planning Office - Annual Dues starting January 1, 2024 Pg 66-70
  - f. FAST Planning Bylaws Article IX, Conflict of Interest - Annual Statements Pg 71-74
9. Other Issues
10. Informational Items
  - a. Obligations and Offsets Pg 75-78
11. Policy Board Member Comments
12. Adjournment

Next Scheduled Policy Board Meeting – Wednesday, January 17, 2024



## **POLICY BOARD**

### **Meeting Minutes**

**November 15, 2023 • 12:00 – 3:00 P.M.**

Fairbanks North Star Borough School District Administrative Center Board Room  
520 5<sup>th</sup> Avenue, Fairbanks, AK

Web Conference at: <https://fastplanning.us/keepup/zoom/>

Zoom Meeting Telephone Number: 1 (253) 215-8782 Meeting ID: 860-3307-9230

#### **1. Call to Order**

Mayor Bryce Ward, Chair, called the meeting to order at 12:05 p.m.

#### **2. Introduction of Members and Attendees**

<b>Attendee</b>	<b>Representative Organization</b>
*Bryce Ward, <b>Chair</b>	Mayor, Fairbanks North Star Borough
*Jerry Cleworth, <b>Vice Chair</b>	Fairbanks City Council
*Joe Kemp	Director, DOT&PF Northern Region
*Jason Olds	Director, DEC Air Quality
*David Pruhs	Mayor, City of Fairbanks
*Brett Rotermund	FNSB Assembly
*Michael Welch	Mayor, City of North Pole
**Jackson Fox	FAST Planning
**Olivia Lunsford	FAST Planning
**Corey DiRutigliano	FAST Planning
**Deborah Todd	FAST Planning
**Randi Bailey	DOT&PF Planning
**Don Galligan	FNSB Community Planning
Danny Wallace	City of North Pole
Robert Pristash	City of Fairbanks Engineering
William Rogers	City of Fairbanks Engineering
Brett Nelson	DOT&PF Planning
Kellen Spillman	FNSB Community Planning
Carl Heim	DOT&PF Preconstruction
John Netardus	DOT&PF Preconstruction
Jennifer Wright	DOT&PF Preconstruction
Adam Moser	DOT&PF Program Development
Michael Lukshin	FHWA
Megan Flory	RESPEC
Dan Bross	KUAC

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Jack Barnwell	Fairbanks News-Miner
Mary Katherine Rombey	Participant
Luke Hopkins	Participant
Mary Farrell	Participant
Nicky Eiseman	Participant
Irene Wood	Participant
Jackie Dashiell	Participant
Kitty Lancaster	Participant
Roberta Greenlee	Participant
Gary Wilken	Participant
Susan Wilken	Participant
Jon Cook	Participant
Jenny Campbell	Participant
Charles Whitaker	Participant
Marilyn Berglin	Participant
Steve Hovenden	Participant
Charles Simmons	Participant
Emily Hikes	Participant
Deborah Ryan	Participant
Alison Carter	Participant
Nicola Baker	Participant
Crystal Tidwell	Fairbanks City Council
Lou Brown	Participant
Rep. Mike Prax	State Legislature
Michelle Gillette	Participant
Barry Santana	Online Participant
Northern Environmental Center	Online Participant
Scott Crass	FNSB Assembly
Maria Berger	Online Participant
Kristen Kelley	FNSB Assembly
David Guttenberg	FNSB Assembly
Judy Ferguson	Online Participant
Sue Sprinkle	Fairbanks City Council
David Ray Cornberg	Online Participant
Gary Newman	Online Participant
Dr. Nathan Belz	Online Participant
Garrison Collette	Online Participant
James Squyres	Online Participant
Savannah Fletcher	FNSB Assembly
John Davies	Online Participant

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**\*FAST Planning Policy Board Members, \*\* FAST Planning Staff Members, + FAST Planning Technical Committee Members, • Bicycle/Pedestrian Advisory Committee (BPAC) Members**

### 3. Approval of the November 15, 2023 Agenda

**Motion:** To move Agenda Item 8a under New Business before Agenda Item 7a in Old Business and approve the November 15, 2023 agenda. (Cleworth/Rotermund).

**Discussion:** No further discussion.

**Vote on Motion:** None opposed. Approved.

### 4. Approval of the October 25, 2023 Meeting Minutes

**Motion:** To approve the October 25, 2023 Meeting Minutes. (Cleworth/Rotermund).

**Discussion:** No discussion.

**Vote on Motion:** None opposed. Approved.

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

#### a. Staff Report and Technical Committee Action Items

- ☰ The 6<sup>th</sup> Annual Winter Maintenance Forum was held on November 14, 2023 from 5:30-7:30PM at the Morris Thompson Cultural and Visitors Center. Information was shared with the public about what to expect and what not to expect regarding winter maintenance this year. All the agencies are facing staffing and budget challenges. Approximately 85 people attended the event.
- ☰ FAST Planning heard from Nick Czarnecki with the Alaska Department of Environmental Conservation that the U.S. Environmental Protection Agency is scheduled to issue the final partial disapproval of the State Implementation Plan for Air Quality in the Federal Register on or around Thanksgiving. Thirty days following that, DOT&PF and FAST Planning will be in a Conformity Freeze occurring on or around Christmas. During a Conformity Freeze, FAST Planning will be unable to make amendments to the Long and Short-Range Transportation Plans until that freeze is lifted.
- ☰ FAST Planning received proposals in response to the Request for Proposals for the Local Electric Vehicle Infrastructure Deployment Plan to put together a network of electric vehicle charging stations throughout the community. The proposal selected was from Michael Baker & Associates. This is the same firm that worked on the Alaska Statewide Electric Vehicle Infrastructure Plan.
- ☰ The public comment period for the Metropolitan Planning Area Boundary Update closed on November 12, 2023.
- ☰ The Public Participation Plan and Title VI Plan Updates are out for public comment until December 10, 2023.
- ☰ At the November 1, 2023 Technical Committee Meeting:

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- ☞ The Technical Committee recommended approval of amending the Bylaws to include one representative from Eielson Air Force Base and one from the Fairbanks North Star Borough Rural Services Department.
- ☞ The Technical Committee recommended approval of the 2024 FAST Planning Meeting Calendar.
- ☞ At the November 8, 2023 Special Technical Committee Meeting:
  - ☞ The Technical Committee recommendation to the Policy Board was to not move forward with the Amendment to the local transportation plans to include the Chena Hot Springs Road bridge replacement project.

## 6. Public Comment Period (Non-Action Items)

No public comment.

## 7. Old Business (Note: Item 8a under New Business was moved up before Item 7a in the Agenda.)

### a. Airport Way/Cushman Street Intersection Reconstruction

- ☞ *Guest Presentation from DOT&PF on Project Status and Landscaping/Gateway Feature*

Mr. Fox provided a brief explanation of how the FAST Planning Project Enhancement Committee was involved with the Airport Way/Cushman Street Intersection Reconstruction Project landscaping and gateway feature. Mr. Fox explained that was a project concept that was being moved forward by DOT and was developed by a consultant in Anchorage. The FAST Planning Project Enhancement Committee asked if they could review the project and develop a new concept for the gateway feature. Mr. Fox introduced Carl Heim of DOT&PF who provided a presentation to the Policy Board regarding the project status, the gateway feature, and the revisions made to the intersection.

### b. Metropolitan Planning Area (MPA) Boundary Update (Action Item)

- ☞ *Review of Comments Received During Public Comment Period, Discussion of Any Proposed Boundary Adjustments, and Consideration of MPA Boundary Approval*

Mr. Fox explained that the draft Metropolitan Planning Area Boundary Update was put out for 30-day public comment and the comments they received were included in the meeting packet. Mr. Fox explained that no motions were made by the Technical Committee to adjust the boundaries and FAST Planning has not yet received an approval letter from Eielson Air Force Base supporting the boundary change.

#### **Public Comment: Kellen Spillman, FNSB Community Planning Department**

commented that he is on the Technical Committee and was on the Boundary Subcommittee. Mr. Spillman explained that if you look at this boundary, it looks a little bit odd. It looks a little bit like an octopus. Mr. Spillman commented that there are so many things that are federally required to be included in this boundary. Mr. Spillman commented that they took all those into account and included them on this draft boundary. Mr. Spillman explained that on the surface

you would think that maybe we should make this a little bit bigger, include more roads, and make it a more logical boundary. Mr. Spillman commented that he has had a close eye on this and has seen over the years that if you bring in more areas, we as the MPO are responsible for providing the federal transportation funding for those areas. Whereas, if an area is outside of the boundary, they are eligible for STIP funding. Mr. Spillman commented that we have a great relationship with DOT and have been very successful getting projects into the State Transportation Improvement Program (STIP) and bringing in more money into the community with that. Mr. Spillman thanked DOT for partnering on some of these projects. Mr. Spillman explained that the McGrath Road project took FAST Planning's whole year's funding allocation. Mr. Spillman commented that the three areas he had an eye on were the Chena Pump/Chena Ridge Area, Ballaine Road, and Farmers Loop Road. Mr. Spillman commented that it is up to the Policy Board if they want to vote on this today. Mr. Spillman commented that he feels comfortable with this proposed boundary.

**Motion:** To accept the Metropolitan Planning Area Boundary Update contingent upon a positive letter of support from Eielson Air Force Base. (Cleworth/Welch).

**Discussion:** No further discussion.

**Vote on Motion:** None opposed. Approved.

## 8. New Business

### a. 2045 Metropolitan Transportation Plan (MPA) Amendment (Action Item)

🗳️ *Consideration of Approving Funding and a Proposed Scope of Work for an Amendment to FAST Planning's 2045 MTP to Consider Adding the Steese Highway/Chena Hot Springs Road Overpass/Bridge Replacement Project*

Mr. Fox explained that he received a letter from Mayor Ward, Chair of the Policy Board, requesting that FAST Planning staff amend our local transportation plans to include the Steese Highway/Chena Hot Springs Road Overpass Bridge in those plans. Mr. Fox explained that updating the plans is not a straightforward process. We would need to enter into a contract amendment with the consultant who developed the Long-Range Transportation Plan, Kittelson & Associates. Kittelson would need to update the Freight System Section of the Plan looking at existing conditions and the needs analysis to document the freight need as well as the deficiencies in the bridges. Mr. Fox explained that we would also have to go through a process where we looked at the regional emissions analysis to see if the air quality emissions would affect the Air Quality Conformity for that Plan. Mr. Fox explained the topics from the comment letter that FAST Planning sent to DOT regarding the Statewide Transportation Improvement Program (STIP). Mr. Fox explained that for a project to use Federal Highway funding, it must be included in both the long-range and short-range transportation plans for our area. The two projects in question at the time the State Funding Plan was published

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were the Steese Highway Bridge Replacement at Chena Hot Springs Road and the Richardson Highway Bridge replacement at the Flood Control area. Mr. Fox noted that those two projects were not included in the local transportation plans, but DOT wants to move forward with those bridge replacements. During the July 26, Transportation Advisory Committee Meeting, a bridge engineer commented that if the weight of those ore haul trucks were reduced by one percent, they would be able to drive over those bridges and not have to use a bypass route. Mr. Fox explained that Kinross stated that they intend to reduce their loads by one percent. Mr. Fox explained that the National Highway Freight Plan funds can only be used on projects that are included in the State Freight Plan and neither of those two bridges were included in the Plan and would not be eligible for those funds. Mr. Fox explained that in the Statewide Plan it appeared that there was a bundle of projects that were inserted to support the ore haul. Mr. Fox commented that we do not have confirmation from the Transportation Advisory Committee that these are the most appropriate projects to apply Federal funding to. Mr. Fox explained that within our boundary, the Minnie Street Bridge near the downtown core north of the river has been found to be structurally deficient. FAST Planning requested that DOT provide funding to replace that bridge. Mr. Fox explained that the Geist Road Pedestrian Bridge on Geist Road had a structural failure and was demolished this summer. Mr. Fox explained that FAST Planning is requesting that DOT develop a plan for the replacement of that bridge to provide a new safe crossing. Mr. Fox explained that he had included the regulatory citations for projects included in the Statewide Transportation Implementation Plan in the September 13, 2023 comment letter. Mr. Fox commented that the trigger for the amendment was the addition or deletion of a project. Mr. Fox explained that the list of projects in the existing plan did not include or discuss the two bridges.

**Public Comment:**

**Deborah Ryan** commented that she has lived in Fairbanks on and off since 1979 and would like to thank the Committee for the due diligence. Ms. Ryan commented that she is dismayed that Mayor Bryce Ward would submit an amendment at this last moment, especially when this project, this change, would only benefit the heavy ore haul from Tetlin through Fairbanks. Ms. Ryan commented that there are many other projects that would benefit our community, this is not one. Ms. Ryan commented that she believes that most people sitting here from the Assembly and the City Council have heard the public speak at LIO (Legislative Information Office), the Borough Assembly, the City Council, Pioneer Park, the Carlson Center, and recently with the Interior Delegation. Ms. Ryan stated that many people cannot be here today because they are working or have other obligations. Ms. Ryan explained that they have thousands of signatures and

letters from politicians, from other technical folks that have engineering backgrounds, pavement specialists, and citizens that are concerned about safety and the well-being of this community. Ms. Ryan commented that this does not serve the community. It serves an outside entity. Ms. Ryan commented that she really appreciates FAST Planning and appreciates their due diligence, and the facts that they presented today for them to continue to be vigilant in amendments and what is happening that is going to affect thousands and thousands of residents. So please do not accept this amendment. Please deny this amendment.

**Allison Carter** commented that she has been a resident here since about 1992 and she lives here in the City limits. Ms. Carter commented that she wanted to thank the Policy Board for all their hard work on our very limited road system which is our lifeline here in Interior Alaska. Ms. Carter commented that she appreciates their understanding of their legal duty to put the best interests of the public ahead of any individual commercial entity. Ms. Carter commented that the best interests of the general public in this situation are safety, quality of life including air quality, noise pollution, and the ongoing cost of all this additional road maintenance. Ms. Carter commented that she especially wanted to thank them for their diligence in following all the rules and regulations that have been put in place to protect the public interest. Ms. Carter asked that they please not rush through with this amendment for the ore hauling project because that ore is not going anywhere. It is a stable product. It will be there until we are ready to do this safely. So please do not feel rushed into these decisions.

**Kitty Lancaster** commented that she has lived in Alaska since 1979 and lived in Fairbanks since 1995. Ms. Lancaster commented that she wanted to thank them all for making Fairbanks a wonderful place to live. Ms. Lancaster commented that their positions are appreciated, and she knows that it is a tough job. Ms. Lancaster commented that the decision to replace newer bridges that are not on the original proposal is a waste of money, time, and may result in the EPA's partial rejection of the Borough's plan to improve our air quality which is a very important thing in Fairbanks. Ms. Lancaster commented that there are many more reasons than that not to replace them at this time or they would have been replaced or they would have been on the list already. Ms. Lancaster commented that there is only one reason to add these bridges: the Kinross ore haul. To say the Steese Highway Flood Control Bridge needs to be replaced because it is not built for seismic conditions is a farce. If this were true, it would have also been put on the plan already. Please do not add these projects to the plan at this late date. These bridges will continue to support our public and commercial traffic for many years to come. Ms. Lancaster commented that rebuilding the newer bridges will not improve our quality of life in the Fairbanks North Star Borough. Industrial

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transport does not belong in our towns or residential communities. It will only stifle the other necessary projects on the Metropolitan Transportation Plan.

**Jon Cook** commented that he was here as a member of Advocates for Safe Alaskan Highways and a resident of Salcha. Mr. Cook commented that he was there to speak against this amendment. Mr. Cook commented that they are all familiar with the transportation process. This amendment came at the 11<sup>th</sup> and a half hour. Mr. Cook commented that the ostensible reason provided by the sponsor was that it would benefit North Slope traffic. Mr. Cook commented that he attended the Technical Committee Meeting last week and is familiar with North Slope projects and transportation needs. Mr. Cook commented that he had asked at that time if there were any letters requesting this project from heavy haul transportation companies, any of the oil producers, or anyone else on the North Slope. None have been provided in support of that assertion. Secondly, when he asked about the number of permits that had been pulled, there was no information on how many permits had been pulled to go to the North Slope. Mr. Cook commented that one thing that he would guess distinguishes between the real reason that this is being presented or requested by DOT is the difference between Kinross which will not have to be permitted and loads that go to the Slope which have been going to the Slope for fifty years, because those loads are permitted, they occur in the middle of the night where operation in that roundabout does not inconvenience the public. These ore trucks going through this roundabout will inconvenience the public. That is the reason that we are looking at doing this. Mr. Cook commented that you will all recall that those roundabouts were installed a few years ago and there was considerable public opposition to putting those roundabouts in. Mr. Cook commented that North Slope traffic existed before those roundabouts were constructed. North Slope traffic existed when they were being constructed, and afterwards. DOT is the one that insisted that those roundabouts be built. So, the premise now that we need to go and forget that that was just constructed at the cost of several million dollars, and now we are going to replace a bridge; is not passing the red face test. Mr. Cook commented similarly, looking at the bridge inventory, to say that you have bridges that are not failing that you are going to replace, to him makes no sense when we have significant transportation needs. Mr. Cook commented that your own body here has had Minnie Street up for replacement for as long as he can remember. Mr. Cook commented that to spend \$50K to amend this plan when there is a conformity freeze coming and you are not going to be able to make this deadline, he is not sure what purpose would be served other than a box checking exercise to please somebody. Mr. Cook commented that, from a practical standpoint, this bridge will not be able to be added if that conformity freeze goes into place. Mr. Cook commented that as somebody who has done

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development and is quite familiar with DOT transportation projects and has worked with DOT and the City of Fairbanks for many years, there are alternatives to putting this through Federal Highways. 1) The State can build this out of strictly unrestricted General Funds and not use Federal Highway dollars. 2) When there is a particular project that even partially benefits a developer, the developer can build those improvements to DOT and Federal Highways specs. Mr. Cook commented that he has constructed roads in Bentley Subdivision with the City of Fairbanks and the DOT specs. There are improvements that were made on Peger Road to enter Chena Landings Subdivision that were one hundred percent paid for by the Alaska Railroad to DOT specs. Mr. Cook commented that participation should be the norm. Mr. Cook concluded that this should not be added for all the reasons that he has stated, he appreciates their time, and he hopes they vote no.

**Luke Hopkins, Fairbanks resident and former Mayor.** Mr. Hopkins commented that he has sat in their seats before and has chaired them the way the Mayor is chairing this one. Mr. Hopkins commented that they had some very tough decisions to make in terms of adding projects into the local transportation plan and the Technical Committee made recommendations and then the Policy Board took their vote, and they said no, that was, for example on the College Road modifications. Mr. Hopkins commented that now he wanted to speak about this particular project, the roundabouts, and the Steese Highway Bridge crossing Chena Hot Springs Road. Mr. Hopkins commented that most people here know that the Technical Committee recommended not to move this forward, except for the one positive vote which was from the DOT representative. Mr. Hopkins commented that he agreed with that decision listening to the committee meeting. Mr. Hopkins commented that the other thing that is very important is this EPA pressure. Mr. Hopkins commented that while he was in elected office, he had to live through a lot of this EPA action, and it is powerful, and it will take place even though he and others wish that it were not here. Mr. Hopkins commented that he asked them to consider that in their decision today as the Policy Board. Mr. Hopkins commented that this issue with the flood control bridge where Kinross has said that they can go ahead and modify their plan and make that work, okay he appreciated that, but the issue with the roundabouts is the snow removal issue when the trucks will be driving these roundabouts in the winter. Mr. Hopkins commented that he is sure that DOT, with all the other snow removal issues they are going to have to contend with this project, can certainly accommodate that on those roundabouts to make it such that they can work twelve months of the year if this project goes forward. Mr. Hopkins commented that he asks that this Policy Board please vote to not put the project in or spend that money and allow the roundabouts to work the way they were supposed to. Mr. Hopkins commented that he does not believe that we need to replace that

bridge as they heard in the prior testimony, there might not be any permits that are required to divert and use the roundabouts or those manually operated bypasses. Mr. Hopkins commented that he hopes that this body votes to not put this into the project because there are many reasons why it should not be.

**Jenny Campbell** commented that she lives in Fairbanks. She moved up in 1984, worked for DOT, and went to UAF. She is a member of Advocates for Safe Alaskan Highways, a member of the Transportation Advisory Committee for the corridor analysis, and she has a stack of petition signatures right here.

Ms. Campbell commented that in two months, August and September of this year, a number of them traveled the corridor, spent time at the fairs, met with people, and had 3,424 face-to-face conversations with people who live, play, and drive in the corridor. They are all opposed. They are opposed to the ore haul.

Ms. Campbell commented that they have signatures from miners, DOT employees, Kinross employees, a vast cross-section of this Borough, and of the corridor. Ms. Campbell commented that of the 3,400 signatures, 2,653 live in the Fairbanks North Star Borough. They are all opposed. Ms. Campbell

commented that when this request by Mayor Ward came forward to add another bridge to their plan because DOT wants to replace it, specifically for the ore haul, we could not believe that this was happening. Ms. Campbell commented that they all take their job seriously, DOT takes their job seriously, and FAST Planning. It is a multi-year process, coordinated with everyone across the sector of transportation, to come up with these plans. Ms. Campbell commented that suddenly, two weeks ago, you were asked to add another bridge, specifically.

Thinly veiled as a different reason, thinly veiled as 'it is structurally a problem.'

Ms. Campbell commented that if it was structurally a problem, DOT, in working with them to come up with their plan, would have mentioned it. Ms. Campbell

commented that this plan was adopted in March with no word from DOT. No request that these bridges be added. And suddenly, because DOT puts it on the STIP before it is on their Plan, it is now an emergency. That does not bode well for the rest of the projects. It also completely devalues the work that they do.

Ms. Campbell commented that if they want to have faith in them and want to believe in what they are doing, they would not even consider passing this

Amendment. Ms. Campbell commented that this amendment, if they pass it, will show that the work they have done for years to come up with their 20-year plan; what good is it. Ms. Campbell commented that she used to work for the

University. She was the head of Design and Construction. They worked with FAST Planning. They know the process. It is a multi-year process to decide what the most important projects are for our community, not for a 70% Canadian-owned mining company, but for this community. What are the most important things that they can do? Then you figure out what the funding is, and they figure out how to

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fund those projects. Ms. Campbell commented that within the plan, the projects get manipulated and maneuvered, based on the funding, but they do not grab an outside project that has a \$13M price tag, according to your company, and add it at, as Jon Cook said, the 11<sup>th</sup> and ½-hour. Ms. Campbell commented that she urged them to oppose this amendment.

**Mayor Pruhs** commented that there is a statement that says that if EPA finalizes this approval of the attainment demonstration in the SIP without a protected finding, the Conformity Freeze will be in place as of the effective date of this approval. Mayor Pruhs asked Ms. Campbell if, with her background, she believed that this time frame will expire before they could approve this which is by Christmas, approximately.

**Ms. Campbell** responded that she believed so if they go through the thirty-day public comment. Ms. Campbell commented that she was a consultant for a structural engineering firm for a long time. Ms. Campbell commented that in order to revise a planning document there are many tentacles that you need to follow and follow through with to make sure that any decisions you make are not adversely affecting a different decision. Ms. Campbell commented that, yes, she would see this as a multiple months-long process to amend the document.

**Mayor Pruhs** asked Ms. Campbell if that meant it would not be available to complete within 40 days.

**Ms. Campbell** commented that she would not think so, especially with a 30-day public comment.

**Mayor Welch** asked Ms. Campbell if she thought members of the Interior Delegation of the Legislature understood this whole process.

**Ms. Campbell** responded to Mayor Welch that she could not tell him. Ms. Campbell stated that she has been meeting with the Interior Delegation. Many of them are concerned about a lot of different things happening right now in regard to the ore haul, but whether they understand their process and what is being asked right now, she has not actually spoken with any of them about it. him.

**Mayor Welch** asked Ms. Campbell if she wanted to use the term, “rush this through,” could they follow the bouncing ball?

**Ms. Campbell** responded to Mayor Welch that she doubted it.

**Charles Simmons** commented that he thought the previous testimony by Ms. Campbell was excellent and he appreciated the breadth of her knowledge and what she said, and he urged them to take her testimony very seriously. Mr. Simmons commented that what he sees is that this proposed amendment is resulting in corporate welfare. Mr. Simmons commented that it is his understanding that in 2019, Kinross, according to a news report he read, spent

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over a billion dollars acquiring a mine in eastern Canada and yet this corporation wants public funds to enable their private ore hauling scheme. Mr. Simmons commented that he thinks that is corporate welfare and that is the only way to put it. Mr. Simmons commented that given the level of public opposition to the ore haul plan in the Interior, he thinks that it is important for them to recognize that and act accordingly. Mr. Simmons commented that this 11<sup>th</sup> and ½-hour attempt to insert funds to accommodate Kinross's private ore hauling venture is a mistake. Mr. Simmons commented that the structures as they exist and were designed are perfectly adequate and he does not think we should be spending public resources to facilitate Kinross's ore haul. Mr. Simmons commented that he asks them to follow the recommendations of the Advisory Committee and reject this amendment. Mr. Simmons added that he is a life-long resident of Fairbanks and does not want to see this ore haul plan take place. Mr. Simmons commented that, if anything, our public officials should be fighting this proposal for the ore haul plan tooth and nail and not facilitating it. Mr. Simmons commented that he appreciates the fact that we have a civil government that works, he knows how important that is. Mr. Simmons commented that he knows that it is a real commitment for all of them to be here, so thank you.

**Emily Hikes** commented that she lives in Fairbanks and is not a long-term resident but has grown to love this community. Ms. Hikes commented that she thinks what is going on here is important for somebody like her to consider. Ms. Hikes commented that she does not feel like she has a lot of expertise to offer to what the previous testimony already has, and Mr. Fox laid forth already, but this seems like a gross misuse of funds. Ms. Hikes commented that there are a lot of important issues going on in Fairbanks where those would be better used. Ms. Hikes commented that she wanted to point out again that we have tons of input on this ore haul and people do not want this. Ms. Hikes commented that if we have a situation where there are other things that are more pressing, perhaps we should focus on that and not on facilitating 85-ton, 95-long v-trains moving around on our public roadways full of non-critical minerals and waste. Ms. Hikes commented that she supports all the previous testimony about not pushing this amendment forward. It is just not a good use of the funds in the time that we have.

**Barry Santana** registered Structural Engineer in the State of Alaska. Mr. Santana commented that he had listened to all the previous testimony and agreed with everything he has heard. Mr. Santana commented that from a structural standpoint, he would never allow this project to happen without some of the bridge construction that has been discussed in other areas. Mr. Santana commented that he does not think that this is the best use of Alaska infrastructure for a private corporation to come in and tear up what we have. Mr. Santana

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commented that to use Federal funding to replace bridges that do not necessarily need to be replaced with standard traffic is also not the right thing to do.

Mr. Santana commented that he thinks the whole project, the ore haul project, has been planned without any consideration to timing or anything like that.

Kinross has other options. They can build a processing plant at the mine site and that is a logical way to go and not tear up our infrastructure and not have to replace bridges that do not have to be replaced. Mr. Santana commented that to run these ore haul trucks across a 1940s vintage steel bridge in Interior Alaska conditions in the winter is just waiting for an accident to happen.

**Maria Berger** commented that she has lived in Goldstream Valley for the past 30 years and she thanked them for the opportunity to comment. Ms. Berger commented that she objects to amending FAST Planning's local transportation plan to replace the Chena Hot Springs/Steese Highway and Chena Flood Control Bridges. Ms. Berger commented that she is against replacing bridges for the exclusive purpose of accommodating a foreign-owned company whose industrial ore trucks will lessen the quality of life for most Interior residents and whose lack of concern for safety and environmental impacts is shocking. Ms. Berger commented that she would like to thank FAST Planning for the work they do to ensure a thoughtful approach to area transportation upgrades.

**Garrison Collette** commented that he is a third generation Fairbanksan and grew up at 14-Mile Chena Hot Springs Road. Mr. Collette commented that going to school in Fairbanks was a long commute. Mr. Collette commented that in middle school he thought it was 45 minutes each way in that intersection and on the Steese Highway. During high school, it would regularly be over an hour and fifteen minutes to get through that intersection to get to school, including getting through that intersection which was one of the slowest parts. Mr. Collette commented that a lot of times you would get a lot of snow build up so it would be slick. Folks were taking their time, so there would always be a build-up. So, planning to use that intersection as an ore haul route he thought was not a good idea. He wanted to echo, and thought Ms. Campbell said it best, it is not the way the process should happen, especially with the last-minute proposal by Mayor Ward. Mayor Ward is a lame duck having just been totally repudiated in the latest election. All of his allies voted out. Fairbanks is definitely not happy with the kind of leadership that we have been seeing. Mr. Collette commented that he thinks this kind of crony capitalist behavior is not what Fairbanks wants to see going forward. Mr. Collette commented that he would like to address one other thing. Mr. Collette commented that he understands that the Federal process is capital heavy, and they have a hard time with maintenance funds, but the sidewalks are just a mess both in Fairbanks and in Anchorage. Mr. Collette

commented that something needs to be done about the sidewalks. Somebody needs to start clearing those sidewalks regularly.

**John Davies** commented that he concurred with most of the testimony that they have already heard. Mr. Davies commented that he thinks taking this action is very short-sighted and wrong-headed. We just should not be doing this. This whole project is not supported by our community. The vast majority of people here do not want to see it. Mr. Davies commented that to use precious dollars to benefit this foreign company that is, as somebody said, hauling non-critical materials and mostly waste on our highways is just going to degrade our community, the quality of life, and poses an enormous safety risk which has not been addressed yet, and he does not believe it can be ultimately. The issues about using the 1940s-era bridges on the Alaska Highway, he thinks we are just going to cut ourselves off. Mr. Davies commented that he is concerned that the lifeline to the lower forty-eight is just going to be destroyed by this project and he urged them not to adopt this amendment.

**Judy Ferguson** commented that she has lived in Delta for 55 years. It is one of eight rural communities that are essentially bowling pins in the target path of Governor Dunleavy and his DOT/Kinross unholy marriage. Ms. Ferguson commented that they have not had a grocery store since snowmageddon. This is going on the third winter. They are dependent on advanced medical care in Fairbanks. Ms. Ferguson commented that they are probably in the worst position of any of the eight rural communities due to their distance and being sandwiched right in the middle of the path. None of us as American citizens and certainly Alaskans, can count this tyrannical, unsupported by the people policy and this is certainly an example of that. This amendment should not be accepted. We should look to common sense and the care of our own Fairbanks infrastructure, our interior fragile highway with a very sinuous corridor through Tenderfoot Canyon, and the part just beyond Tenderfoot that goes on for a number of miles. Ms. Ferguson commented that it was her experience in late September, before snowfall; God forbid what it would be like after snowfall; that when she crested the hill of that section beyond Tenderfoot but not a lot beyond, there was a Kenworth truck right where the right lane ends, stationary in the right lane at the top of that hill. Ms. Ferguson commented that she had moved over to be courteous to the cars behind her, so they were passing her in the left lane, so she had no place to go. Ms. Ferguson commented that the situation for those of us who are dependent upon this lifeline, this fragile corridor, it is unconscionable to load it up with these behemoth trucks, going every ten minutes both ways creating whiteouts, stacking up traffic along with the military convoys, emergency vehicles, tourist traffic in the summer, and so forth. This should never be permitted. Ms. Ferguson commented that the petition signatures in Delta, the

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majority of the residents in the city limits signed against this, and there are many residents outside the city limits who would also sign. Please take the rest of us into consideration. The Interior residents on the rural path are important.

**Dr. Nathan Belz** commented that he reiterated the sentiments of some of the other testimony providers before him and wanted to key in on two main points. First, there are many mechanisms by which transportation or infrastructure improvements can happen and do not necessarily have to use federal funding. Dr. Belz commented that as Mr. Cook mentioned earlier, if we have, for example, a business or developer that comes in to our planning boundary and wants to build something, there is a process through which that happens and as part of that there is a traffic impact study, and it determines whether or not the impact of that traffic is going to cause any deleterious effects or will exceed capacity of intersections or bridges. Dr. Belz commented that as Mr. Cook said, some of that financial commitment is put on the developer, and he did not how, in this particular case, improvements to the Steese Highway Bridge would be any different. Putting that financial burden on the Borough seems ludicrous to him. From that perspective, as well as from the perspective of putting ourselves in the predicament of not having a transportation plan in place before this conformity freeze, he would encourage the Policy Board to vote no and follow suit with the Technical Committee on this amendment.

**David Ray Cornberg** commented that he lives on Gilmore Trail and drives over the Chena Hot Springs Road bridge several times a week. Mr. Cornberg commented that he does not think it matters how long he has been here or whether it was oil, gold, or prostitution that first brought him here. Mr. Cornberg commented that he thinks what matters is that the bridge has no structural flaws and that it is part of a much larger plan by the Dunleavy Administration to turn as much of Interior Alaska as possible into mining ground with open pit mines, poison pits, haul roads put in with no due process and no public input, truck repair yards, tailing piles, and waste piles in every direction. Mr. Cornberg commented that he cannot imagine any sane person, whether they have been here one day, or a hundred years, wanting to see that happen. Mr. Cornberg commented that he firmly urged them to oppose this amendment and to oppose the entire ore haul project. Mr. Cornberg commented that he was the person who obtained the very first signature of those 3400+ signatures from a person at an Ester-area event. Mr. Cornberg commented that he can tell Mayor Ward that there a lot of people who are really pissed off, who are really disappointed in him, and who feel that he is a disgrace to his position. Mr. Cornberg commented that their memories are long, clear, and strong. Mr. Cornberg commented that he guaranteed him that if they have anything to say about it, he will never hold another publicly elected position of power or authority in this Borough.

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Mr. Cornberg commented that he agreed with the previous testimony, he thought everybody was right on, and did not see how anybody could go ahead with this amendment after the very clear, coherent, and specific presentation by Mr. Fox. Mr. Cornberg commented that he strongly urged them to reject this amendment and ask themselves, "Who are you working for?" Are you working for Kinross or are you working for your constituents?

**James Squyres** commented that if you look at a definition of crony capitalism it involves a situation in which businesses profit from a close relationship with state power even through an anti-competitive regulatory environment or direct government largesse and/or corruption. Examples given for crony capitalism include the obtainment of permits, government grants, tax breaks, or other undue influence from businesses over states, deployment of public goods. For example, mining concessions for primary commodities or contracts for public works. In other words, it is used to describe a situation where businesses thrive not as a result of free enterprise but rather collusion between a business class and the political class. Article 1 Section 2 of the Alaska Constitution is about the source of government. All political power is inherent in the people. All government originates with the people, is founded upon their will only, and is instituted solely for the good of the people as a whole. Mr. Squyres commented that if you folks are getting ready to place a vote, you are going to be on one side of that line or the other because crony capitalism and Article 1 Section 2 of the Alaska Constitution do not reconcile so you are getting ready to put yourself on the record as to which side of that line you stand.

**Lou Brown** commented that she has lived in Fairbanks for about 35 years, it is her home, and she loves it here. Ms. Brown commented that she would say that neither the timeline, the expenditure of extra money, or the motivation for changing the plan justify the amendment under consideration, and she would urge them to vote against it.

**Irene Wood** commented that she landed in Fairbanks in 1976 at the peak of the pipeline before the new Steese was built. Ms. Wood commented that she saw firsthand just how badly destroyed the old Steese was due to the heavy truck traffic heading north. Ms. Wood commented then the new Steese went in, and it has served them very well for many years. Ms. Wood commented that she was not going to specifically address the bridge issue. She knows that is the specific issue here but wanted to bring up a little bit of a different scenario that she has not heard anybody address. That is how dangerous the Kinross proposed ore haul will make the very highly used intersection at the top of the Steese where you have the Gilmore Trail/Steele Creek/Bennett Road intersection going off one way and the Hagelbarger intersection going off the other way. Ms. Wood commented that it is a very heavily used intersection. Ms. Wood commented that

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she travels it all the time and you have to be very alert, very careful any time you are traveling across that intersection to go either north or south, or straight across. Those enormous trucks on that route are going to make it orders of magnitude more hazardous than it is now. Ms. Wood commented that everybody is traveling at highway speeds, and it is a very tricky intersection if you do not drive it often. Ms. Wood commented that they should go out there and drive it a few times. Ms. Wood commented that the other thing she wanted to stress was just how badly damaged the Old Steese was when she arrived here, and that was the only way to get out of town heading north and Steele Creek Hill went up both directions at that time. Ms. Wood commented that back then you had to go up and down both ways on that road. Ms. Wood commented that it is kind of appalling that this has even come to this point, and it is encouraging to see all the testimony saying that we need to slow down on this.

**Michelle Gillette** commented that she just wanted to say that she thinks that this is a waste of money. Ms. Gillette commented that she remembers when DOT took half of her dad's yard to put in that bridge and the offramp to Chena Hot Springs Road. Ms. Gillette commented that it does not seem that long ago to her but maybe that just shows her age. Ms. Gillette commented that she does not think that the bridge needs to be replaced and she thinks they should vote this down.

**Charles Whitaker** commented that he wants to trust his government and the agencies. He wants to trust the Mayor and DOT. He wants to trust his Interior Delegation in Juneau, but from the beginning, the lack of transparency involving the Manh Choh ore haul project has made him lose trust. Mr. Whitaker commented that to him this amendment can be seen as just a way to circumvent normality in order to expedite a controversial ore haul scheme and he urged them to vote against the amendment.

**Steven Hovenden** commented that he has been here a good while, like since the flood. Mr. Hovenden commented that he concurs with everything he has heard before. Mr. Hovenden thanked them for doing all this. This is good. This is actually your job. This is what you should be doing. Mr. Hovenden commented that he concurs with all of them that this is a bad deal spending the peoples' money for someone else. Mr. Hovenden asked if they all knew who Rick Van Nieuwenhuysen was. Mr. Hovenden commented that Mr. Van Nieuwenhuysen is the CEO of Contango. Mr. Van Nieuwenhuysen is on record in North 60 Mining News, he is on record with various interviews he has done from Switzerland, and the one he just did a few days ago. He seems to get lost when he talks about the big picture and starts rattling off the names of mines. Mr. Hovenden commented that there is a school of thought that says that the Manh Choh Mine is nothing more than a stalking horse because once that happens, they are going to come in. Mr. Hovenden commented that if we own the mine, the more trucks we get on

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the road, the more money we will make faster. They want more mines. That is the goal. Mr. Van Nieuwenhuysse talked about the Hatcher Pass Mine, Lucky Shot, and commented that they were waiting to see how the Manh Choh Mine turns out. Not for the gold, it is eight grams. Mr. Hovenden commented that he cannot find a single cop, emergency services provider, ambulance driver, active or retired cops that think this is a good idea. People are going to die. At least ten accidents a year. Maybe none. Let's hope for that. But the big picture is that they want to put everything on this road. This is just nuts. Mr. Hovenden commented that if Kinross can drop everything by sixty pounds to make the Moose Creek Dam what do they have to drop to take the Chena Bridge over the Steese Highway coming right through the middle of town. Mr. Hovenden commented that, as Mr. Kemp testified, people were going to be livid when it happens. Mr. Hovenden commented that he noticed that he did not say, "if," he said "when" like it was a foregone conclusion. Maybe yes, maybe no. Mr. Hovenden commented that this is a bad amendment. Mr. Hovenden commented that we do not need to be spending the peoples' money to benefit somebody else. Mr. Hovenden commented that twenty-five tons of gold is a little over half a Campbell's Soup can of gold and the rest of it is acid-generating rock.

**Carl Heim, 1727 Bridgewater Drive** commented that he has lived in Fairbanks his whole life. He was born and raised here. Mr. Heim commented that he is totally in support of this amendment. Mr. Heim commented that he thinks that anything that helps increase transportation infrastructure. Mr. Heim commented that he knows that this bridge has some problems with it. It is load restricted and he does not want those large ore haul trucks mixed in with his community members in the roundabouts if they cannot go over the bridge. Mr. Heim commented that it is important to realize that those large vehicles are not much bigger than an AK double. Mr. Heim commented that they already come up and down the highway on a regular basis. Mr. Heim commented that if the ore trucks cannot go, it is his understanding after being in multiple meetings, that potentially that Fort Knox Mine may close in the future and it would make him feel terrible if three or four hundred of his community members were out of jobs. Mr. Heim commented that he considers himself to have a good job. He works for the Department of Transportation, he loves it there, and he does not want his community members to potentially lose their good jobs, which he thinks is a potential without this. Mr. Heim commented that he is fully supportive of the amendment and appreciates Mayor Ward for bringing it forward.

**Mary Longberg** commented that she was there to oppose the amendment to add the Steese Highway Chena Hot Springs Road Overpass/Replacement project to the FAST Planning Transportation Plan. Ms. Longberg commented that federal law requires that all roads subject to federal funding must be approved by a local

planning organization such as FAST Planning. Ms. Longberg commented that they represent us, and this is a requirement before they are presented on our State plan. Ms. Longberg commented that she questions why this project was not originally presented to FAST Planning. Ms. Longberg commented that she thinks we all know that the answer to that question is to accommodate the size and loads of the Manh Choh B-trains. Ms. Longberg commented that if this amendment is approved by the FAST Committee, it will cost thousands of dollars and must redo the transportation plan that FAST Planning has already studied and completed. Ms. Longberg commented that this amendment is not in the best interest of our Fairbanks community but only serves the interest of Kinross. In addition, she strongly believes that the Alaska DOT should stop pushing this ore haul now especially until the Transportation Advisory Committee has completed its work and recommendations for the Alaska/Steese Highway Corridor are complete.

**Mary Farrell** commented that she was not going to testify today but what Mr. Heim said a minute ago caused her to testify. Ms. Farrell commented that the question of whether the Manh Choh Mine does not happen, that that is going to close Fort Knox is a red herring. That is not going to happen. Ms. Farrell commented that she is with the Alaskans for Safe Highways, and they found fifteen articles from fourteen different publications over the years and not one of them said that the life of the Manh Choh Mine will affect Ft. Knox. Ms. Farrell commented that to state that if Manh Choh does not happen, Ft. Knox and hundreds and hundreds of jobs are going away, is not true.

\*The public comments listed below were sent to Jackson Fox, FAST Planning, and read into the public record at the 11/15/23 Policy Board Meeting.

**Theresa Shorter-Ahrens**

I would like to express my concern about adding the Chena Hot Springs Road overpass/bridge replacement to the current MTP Plan. My issue with this is that it is being rushed and not thought out as it should be. There are bridges/roadways in Fairbanks that need to be considered as a priority for everyday transit due to age, safety, and general traffic increases FIRST over the ill-thought-out plans of fast tracking for business profits. The whole plan of trucking ore in oversized, heavily weighted vehicles not allowed on roadways in all but two states (including Alaska) is disturbing. The CHSR overpass handled Prudhoe Bay loads for many years, and they were very heavy vehicles by current standards. Unfortunately, these new ore haulers are much heavier and more frequent. The addition of these vehicles operating 24/7 – 5x (one way) trips per hour will increase stress on current roads/bridges/overpasses. The bypass at the CHSR roundabout is for occasional usage not the constant 24/7 every 12-minute run that is being proposed. I do not think people are considering the impact this will have on traffic flow during high traffic times at the roundabout and the exit/entrance lanes

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to and from CHSR. We are not meeting our pollution standards either in the CHSR – Steese attainment area and these trucks will be adding more carbon emissions under load than current heavy trucks and for longer periods of time as they start climbing the Steese hills and Hagelbarger hills north of Fairbanks. The noise effects of the heavy haulers UNDER stress will meet or exceed 80dbl as they climb and descend the hills on the Steese. I would please ask you to reconsider adding the CHSR bridge/overpass to the current proposed FAST MTP as it really does need to be reconsidered/evaluated more thoroughly. I appreciate you taking the time to read this. I normally do not write comment letters like this, but I have been a resident in the FNSB for 65 years and this is the first issue that I have felt compelled to comment on.

**Gwendolyn Reterer**

I am writing to ask that you please listen to the residents of the Fairbanks North Star Borough who signed the anti-ore haul petition over the summer (about 3,392 people). Please work with Advocates for Safe Alaska Highways (ASAH) to help develop a better solution over allowing a foreign corporation take control of our highways and local roads, destroy our already fragile infrastructure, put our lives at risk, and expect Alaskan citizens to pay for it. The results of our recent election are evidence that the people of Fairbanks are against this plan. We need your help to not only voice our concerns, but to stop this plan from going through. When I was driving to work today from mile 5 Chena Hot Springs Road, I was already stressed out about road conditions and thinking of the many people who have not changed their tires yet. I cannot imagine having to also consider "sharing" the road these massive ore-haul trucks when it is hard enough driving with the usual traffic. Especially at the Chena Hot Springs overpass, it is clear there is no consensus from Black Gold Transport (BGT) about if these trucks can even go through the roundabout, and if they cannot it will require flaggers to stop traffic to allow these trucks to go through. This was discussed at the 10/05/2023 Transportation Advisory Committee (TAC) meeting and we are all still anxiously waiting on BGT to provide feedback on this. Please consider alternatives; ASAH has ideas that are worth listening to.

**David Daum:** I would encourage FAST board to follow the recommendations of the Technical Committee. Furthermore, I would encourage the Policy Board to petition to the AKDOT to halt all ore hauling on State Highways and through Fairbanks until all safety measures have been completed. Allowing the ore haul to commence without having all the safety measures completed will result in unnecessary accidents and endless lawsuits. Also, the court case concerning DOT regulations not being followed needs to come to a resolution before any ore haul should start.

**Dr. Allan Morotti**

We are writing to voice our opposition to the proposed replacement of the Chena Hot Springs bridge. The State of Alaska has far greater needs which should be addressed than modifying a bridge for Kinross. Our air quality is already poor during the winter months and adding additional ore hauling trucks around the clock 365 days a year will only make it worse. Additionally, the social needs of Alaskan residents should have higher priority with the State Government than facilitating a business opportunity for a foreign company. Some of the social needs which need to be addressed are higher funding for education, social programs addressing drug addiction, domestic violence, and the higher rate of suicide among Alaska's Indigenous populations.

**Motion:** To approve the funding and scope of work for an Amendment to FAST Planning's 2045 Metropolitan Transportation Plan and to consider adding the Steese Highway/Chena Hot Springs Road Overpass/Bridge Replacement Project. (Cleworth/Welch).

**Discussion:** Mayor Pruhs commented that he talked to their Engineer, Bob Pristash, and he had reservations about whether this would take away funding from other projects such the Minnie Street if this were funded. Mayor Pruhs commented that Mr. Pristash said he could never get the answer to that question and asked Mr. Kemp if they could have the answer to that at this table.

**Mr. Kemp** commented that he sees no reason it would take away any funds from that project. Mr. Kemp commented that he thought they have put that project, the Steese Milepost 5, into the current STIP, not the new approved STIP. It is not MPO dollars. It is wholly funded by DOT and FHWA funding partners.

**Mr. Cleworth** commented that to him it is a much narrower focus here. A lot of the testimony was about Kinross itself and that is not for us to decide. Mr. Cleworth commented that he thought the comments aimed at Mayor Ward were inappropriate. Mr. Cleworth commented that he has worked with Mayor Ward on former FMATS and FAST Planning for a lot of years. They do not agree on a lot of things, but they work together, and he thinks their hearts are in the right place. Mr. Cleworth commented that he agreed with Mr. Spillman's comments at the Technical Committee that we are under a time constraint here and this is not advisable to do this at this time. Mr. Cleworth stated that we are up against a deadline and should not be doing this at this time. As far as he knows, Kinross can still do their trucking, by reducing their weight by one percent. Using the roundabouts is definitely not a good idea, but apparently legal, so they can do that, so we are not stopping anything. Mr. Cleworth commented that he is just more focused on the time constraints here. We do not have the time. Mr. Cleworth commented that he thinks we should vote this one down.

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**Mayor Welch** commented that if this were a doomsday clock, we would be two strokes from midnight, not eleven and ½ hours. Mayor Welch commented that he thinks we are close to pushing ourselves in a direction that we do not have enough time. Mayor Welch commented that he is also dismayed to hear people characterize Mayor Ward and his initiatives in a bad light. Mayor Welch commented that is not necessary and not how we work as a group, however; he does not believe that they should go forward with this at this time.

**Mr. Olds** commented that he knows there were some comments discussing implications for the State's Air Quality Plan. Mr. Olds commented that to be clear, they have a non-attainment area wintertime issue for PM2.5. The emissions for the ore haul trucking are included in our current estimates for the emissions inventory and the control strategy that we have. Mr. Olds commented that he thought any summertime construction does not impact the approvability of that plan. Mr. Olds commented that he knows that there were a lot of comments that were more broadly speaking to the ore hauling and he was not talking about all that, but he just wanted to address those items about any jeopardy that would be placed on the State's air quality plan, and this does not have any impact because it does not change those emissions.

**Mayor Ward** commented that there have been a lot of questions about bringing this forward and he was a little dismayed to hear some of the comments about the reputation that he has with the community and his own integrity. Mayor Ward commented that he wanted to address some of those issues and why this is before the Policy Board today. Mayor Ward commented that, most notably, it is because we are up against a clock when it comes to a conformity freeze. Mayor Ward commented that they have been hearing from EPA and DEC that we are very close to a decision from the EPA for that partial disapproval. It is still not solidified as to when that officially will be, at least as of when he stepped into this meeting. Mayor Ward explained that there is a clock that starts once that happens and what that does is it completely freezes our TIP, our Transportation Plan. Projects are not allowed to be moved or added to that plan for presumably 18-24 months. It depends on when the State actually gets a plan submitted. Mayor Ward commented that the reality is that if we want to have a project included, and have the ability to be funded, then it has to be in that planning document. Mayor Ward commented he would think that anyone that has worked with him for any amount of time knows that he is a strong advocate for strong planning documents as they can help give direction to a community. Mayor Ward explained that it is important to recognize that there are two different components to our plan. One that deals with the money that we are allocated as an MPO. The other piece is the State's pot and the projects that they do based on their own funding sources. Mayor Ward explained that as he understands the bridge

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replacement for the Chena Hot Springs Road Bridge is that would come from the State's pocket of funds, but it does need to be reflected within our local plan in order for it to even be considered as a project for the future. Mayor Ward explained that when the two bridges came out in the State's decision to move forward with those two projects, one being the Moose Creek Bridge (the Con and Nellie Miller Bridge), and this one; he thinks that there has been adequate discussion on the Moose Creek Bridge and how that can be addressed from the Kinross perspective. Mayor Ward explained that he thought that the Steese/Chena Hot Springs Road Bridge is one that, ever since he was a kid, he has seen the heavy trucks going north with the big modules that have to do the bypass. It has been a constant conversation, as a part of FAST Planning and State discussions, about the need for bypass lanes. Mayor Ward commented that when he brought this forward, he looked at this project and said, "Does this support the community? Is it supportive of a Kinross project?" Mayor Ward commented that he thinks it certainly does not hurt that project at all. Mayor Ward explained that looking at the need for the community and the impacts, he thinks it warrants. It is a 45-year-old bridge and if the State is saying that they have the ability to replace it and upgrade it to the current standard, then that was his thought process. Mayor Ward explained that since the letter that he sent to Mr. Fox to ask for this to be included in this planning document, it has come to light that it looks like we probably do not have enough time to adequately go through the planning process in order to get this inserted. Mayor Ward commented that it does seem like an exercise in futility to try to go through this planning process to add a project in, that in the end, will still be stuck in a conformity freeze. Mayor Ward commented that he thought there are merits for this bridge replacement that benefit the community not specific to this project. So, whether it is added today or added years from now, it is still a 45-year-old bridge, that does have load limit capacity that stuff going North does have to bypass around. Mayor Ward commented that when he looks at this from the perspective of our responsibility for putting together good planning documents, he does not see an issue adding this project to the plan. Mayor Ward commented that if it means that the State can get funding for it, that is part of what we do as FAST Planning. We identify needs in the community, we bring them forward, we get them in our planning documents, and we work with the State to get those things funded. Mayor Ward commented that, at this point, when he looks at the reality of the decision that has to happen before the Board today, "Can we move forward in enough time to get it in before the Conformity Freeze?" It appears that there is probably not enough time. Mayor Ward commented that he would not be interested in us wasting our resources on that type of an update if it means that there is no potential for it to be included in the plan. Mayor Ward added that when we talk about future

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amendments to our Transportation Plan, then he thinks it is appropriate for us to take this into consideration at that time. Mayor Ward commented that he would hate for us to lose out on the ability to make improvements to our infrastructure, as a community, and be blindsided by the Kinross project because there are still needs that exist in the corridor that need to be done as a community and he would hate for us to miss out on that. Mayor Ward commented that he did not intend to cause such a stir with this but understands that folks are very passionate, and they see this as a direct connection to the Kinross project. Mayor Ward commented that was not his intention in bringing this forward, but he can understand how that was perceived.

**Mr. Rotermund** commented that he would like to echo Mayor Ward's thoughts and sentiments. Mr. Rotermund commented that he was pretty dismayed and frankly disappointed with some of the testimony here today with the name calling. Mr. Rotermund commented that he thought that was completely out of line. Mr. Rotermund commented that when you take on a public role like this, as some of the people in this room have, you kind of paint a big target on your chest and that is fine. We have to take it as public officials, but that does not necessarily mean that it is always warranted. Mr. Rotermund commented that, as food for thought, as he thinks about this process he wonders if the words Manh Choh had never entered our vocabulary, how people in this community would feel about these projects, these bridge replacements, and improvements. Mr. Rotermund commented that he believes that they would be dancing in the streets that we were improving our infrastructure. Mr. Rotermund commented that it has gotten wrapped up in this Manh Choh thing and that is unfortunate so he believes it is kind of frivolous to move forward with this at this point and will just leave it at that.

**Mayor Pruhs** commented that he believes that Mayor Ward is above and beyond reproach and he did not like some of the comments at all. Mayor Pruhs commented that he thinks Mayor Ward is a very fine person, an exceptional servant to the public, and he thinks that in the future, anything he decides to do he will do it well for the public.

**Mr. Kemp** commented that the northbound and southbound bridges at the Flood Control and he is glad that the letter you sent in did not request that because it is premature without an approved MPO expansion. Mr. Kemp commented that the Steese Bridge is at 90% of its life. It definitely warrants a replacement. Mr. Kemp commented that they have a lot of loads that go around that thing and use that bypass to the point where they put in special bypass lanes there to get through the roundabouts. So, there is an obvious issue there. Mr. Kemp commented that a lot of people talked about the fact that building this project is going to somehow create more issues with our pollution in the air. Mr. Kemp commented

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that he would think even building this project in the summer, which is when you want to build it, we do not want to build it in the winter for the most part, and then having those trucks going over, any trucks, all the legal loads that can go over the new bridge that would installed that would otherwise have to go down and use that roundabout, or the bypass on the roundabout, is going to have to slow down, get through there, speed up, and potentially need flaggers and extra trucks. Instead, they get to go over the overpass, and they do not have to slow down for the most part. Mr. Kemp commented that he would think that would be a big bonus for the community. Mr. Kemp commented that he also understands that there is a Conformity Freeze coming up. The project is in the STIP, and it has been asked that it be put in the MPO. Mr. Kemp commented that with the project being in the STIP, he does not think that the Conformity Freeze will matter, and he thought that they could still build that project as it is in the STIP. Mr. Kemp asked Mr. Fox if that was a correct statement.

**Mr. Fox** explained that the issue he discussed with Federal Highways was that the project needs to be in our Metropolitan Transportation Plan (MTP), and Long-Range Plan prior to being in the STIP. Mr. Fox explained that you need to be able to find that project in all three plans. Mr. Fox commented that, in general, for a metropolitan transportation planning organization all transportation projects built with Federal Highway funds need to go through this Board through one planning effort or another. Mr. Fox explained that this project has not yet been vetted by the Board. Mr. Fox reiterated that they would need to defer to a call by Federal Highways on this particular project, but his understanding is that the project needs to be in all three plans before it can move forward, and he would stand to be corrected by Federal Highways.

**Mr. Kemp** commented that for Mr. Cleworth and Mr. Rotermond, he knows that they are in support of the project and the Conformity Freeze is coming up, and it does not seem like a good use of the \$50K or whatever the total would be there do the amendment. Mr. Kemp commented that he would wonder if not moving this project forward and putting it in the MTP and the TIP seems to be more impactful than if we did move it forward. Mr. Kemp commented that we could probably go to the EPA and tell them that we have it in the STIP and the DOT is asking to put the project in the TIP and MTP. We know the project is already past the Conformity Freeze, but we want to build it. Thinks not doing it because in the next couple of months we may not be able to get it through is not a good idea. Mr. Kemp commented that he thinks it is a small price to pay to get the project done in a timely manner. Mr. Kemp commented that he has consulted with the Department of Law, and he does not have a final finding from them yet, but there is some disagreement on whether or not projects on NHS routes have to be included in the MTP and how those are included in there. Mr. Kemp commented

that he firmly believes that they all should be in there, he thinks the ask has been made, and thinks it should be put in expediently and we should work through whatever issues might come up as we move forward.

**Mr. Olds** commented that Mr. Kemp was correct that this amendment would actually be an emissions benefit however small. Mr. Olds commented that the truck traffic idling going through the roundabouts would increase emissions, but he thought it would be rather small. Mr. Olds commented that these kinds of traffic emissions do not really amount to issues for the State's Air Quality Plan. Mr. Olds commented that since he is the Air Quality guy and not a Transportation Planner, the details around the Conformity Freeze, he knows that there is some discussion there about what needs to be in there or does not. Mr. Olds commented that he agrees that it sounds like it may be futile if it requires that sort of conformity step, it could get frozen and then maybe thaw at some point in the future. Mr. Olds commented that he does not have an objection from the process standpoint to this amendment. Mr. Olds commented that he does not know how it all plays out in this discussion at this hour, about whether he thought it should or could continue, but he does not have an objection from an air quality basis.

**Motion:** To approve funding and scope of work for an Amendment to FAST Planning's 2045 Metropolitan Transportation Plan to consider adding the Steese Highway/Chena Hot Springs Road Overpass/Bridge Replacement Project. (Cleworth/Welch).

**Vote on Motion:** Two in favor. (Kemp, Olds). Five Opposed. (Cleworth, Pruhs, Rotermund, Ward, Welch). Motion Failed.

\*A five-minute break was taken at 2:15 p.m. The meeting resumed at 2:20 p.m.

#### **b. FAST Planning Bylaws Amendment (Action Item)**

 *Consideration of Adding Representatives from Eielson Air Force Base and FNSB Rural Services Department to the Technical Committee*

Mr. Fox explained that this Bylaws amendment proposes to add two new seats to the Technical Committee. The new seats would include a representative from the Fairbanks North Star Borough Rural Services Department and a representative from Eielson Air Force Base.

**Public Comment:** No public comment.

**Motion:** To consider adding representatives from the Fairbanks North Star Borough Rural Services Department and Eielson Air Force Base to the Technical Committee. (Welch/Rotermund).

**Discussion:** **Mr. Cleworth** commented that he was in disagreement with what he just heard from Mr. Fox. Mr. Cleworth commented that this was controversial within the Technical Committee itself. Mr. Cleworth commented that he has always wondered why we have sixteen voting members on the Technical

Committee and now we will have seventeen, which will make it unwieldy. Mr. Cleworth commented that he did not know why we did not set up ex-officio members on the Technical Committee. Mr. Cleworth commented that his experience with a large committee is that it is just unwieldy when you have too many people.

**Mayor Ward** commented that the Technical Committee is an interesting committee for FAST Planning. It is one that we rely on the technical expertise of the folks that are members. Mayor Ward commented that what we hope to gain is their technical expertise on the projects that they are looking at. Mayor Ward commented that he does think it is a large number and he agrees with that. Mayor Ward commented that having a Technical Committee as large as ours is a little bit unwieldy, but the group operates amazingly well. Mayor Ward commented that it is not unusual to have a Technical Committee of this size. Obviously, we are looking at this because the expansion of the boundaries is including more road services areas as well as Eielson Air Force Base. We do have a seat for Fort Wainwright. Mayor Ward commented that he thinks that the case has been made for more people on the Technical Committee and thinks they work well. Mayor Ward commented that he would be in favor of keeping the quorum number lower and then adding these two seats.

**Mr. Kemp** commented that he guesses it is fine that these two seats be added with the expansion of the MPO. We are adding a lot of rural roads but wonders if with seventeen members as he understands it the group that is in there is very effective. Mr. Kemp commented that with the folks you have in there now it sounds like it is working great and that is good. Mr. Kemp commented that he wonders if maybe at a future meeting we should discuss rearranging that Technical Committee to be a little smaller. Mr. Kemp commented that he thinks that maybe they will work better if they are smaller, but for now he thinks the seats should be in there.

**Mayor Welch** commented that he has attended the Technical Committee meetings several times and thought they operated pretty smoothly. He did not see where they were having a problem operating. They seem to know what is laid out for them. Mayor Welch commented that if it puts 16-19 people on there, so be it.

**Mr. Cleworth** asked Mr. Fox if there was anything stopping them from having ex-officio members other than a change of the Bylaws. Mr. Cleworth commented that some of those members do not attend all the meetings and if they do not have something on the plate, why be there? Mr. Cleworth commented that he did not mind having the additional members there but thought they should take a look at the core group and adjust it accordingly. Mr. Cleworth commented that to him it needs to be no more than nine people.

**Vote on Motion:** Five in favor. (Kemp, Olds, Rotermund, Ward, Welch). Two opposed. (Cleworth, Pruhs). Approved.

**c. FAST Planning 2024 Meeting Calendar (Action Item)**

Mr. Fox provided a brief explanation of the new 2024 FAST Planning Calendar.

**Public Comment:** No public comment.

**Motion:** To approve the FAST Planning 2024 Meeting Calendar. (Welch/Rotermund).

**Discussion:** No discussion.

**Vote on Motion:** None opposed. Approved.

**9. Other Issues**

No other issues.

**10. Informational Items**

**a. Obligations and Offsets**

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

**11. Policy Board Member Comments**

- ☰ Mayor Welch commented that he was happy that we were able to come together and stick together as a Policy Board regardless of some of the sentiments the public put out there today. Mayor Welch commented that it is a great task and, after five years of this, he wonders if folks really know what we go through, however; thanks for sticking together as a team and have a good day.
- ☰ Mr. Cleworth commented that it was a good meeting. Mr. Cleworth commented he just wants folks to think about what we just discussed about here on this large committee. Mr. Cleworth commented that when you have people from the Railroad that are deciding the Minnie Street projects and things like that, he does not get it. Mr. Cleworth commented that they have a lot of people here with very specialized interests. Eielson AFB, what are they going to know about a lot of the heavier DOT issues and things. Mr. Cleworth commented that he would like to see us, like Mr. Kemp said, take a look at this and see if we can whittle it down.
- ☰ Mayor Ward requested that Mr. Fox provide an update on attendance numbers for the past year at the Technical Committee meetings for the next Policy Board meeting.

**12. Adjournment**

The meeting was adjourned at **3:07 p.m.** The next Policy Board Meeting is scheduled for Wednesday, December 20, 2023.

**Approved:** \_\_\_\_\_ **Date:** \_\_\_\_\_

**Mayor Bryce Ward, Chair**  
**FAST Planning Policy Board**



## STAFF REPORT

December 17, 2023

### Regular Meetings

- Hosted the Bicycle & Pedestrian Advisory Committee, Technical Committee, and Policy Board meetings; prepared meeting packets, minutes, and action items; posted advertisements in the newspaper, social media, and on the State and FNSB online public notice systems; and prepared and submitted Title VI reports to DOT&PF
- Attended the following other regularly scheduled meetings:
  - Weekly FAST Planning Staff Meetings
  - Monthly MatSu Pre-MPO Steering Committee & Policy Board Meetings
  - Monthly Alaska Active Transportation Coalition Meeting

### Project Planning Meetings

- Tetlin to Fort Knox Transportation Advisory Committee meeting (final meeting)
- Meeting with Alaska DOT&PF and FHWA on listing Discretionary Grants in TIP/STIP
- U.S. EPA Regional 10 Quarterly Transportation Conformity Call
- Annual meeting of Fairbanks Downtown Association members
- Meeting with Alaska DOT&PF design team for Airport Wayfinding Signs project
- Proposal evaluation meeting with Alaska DOT&PF Contracts Section for West Valley and Hutchison High Schools Access & Circulation Study
- Scope and fee negotiations with Alaska DOT&PF and Consultant team selected for Electric Vehicle Infrastructure Deployment Plan
- Meet and greet with Michael Baker International staff
- Biweekly coordination meetings with consultant team working on Transit Plans Updates

### Correspondence & Communication

- None

### Organization

- Submitted monthly invoice to DOT&PF for November 2023

- ☰ Completed IT service transition from AlasConnect to TechWise
- ☰ Initiated independent CPA Audit for FFY2023 with Alliance CPAs
- ☰ Interviewed candidates for new MatSu MPO Coordinator/Director

**Public Outreach**

- ☰ Guest appearance on Explore Fairbanks Radio Show
- ☰ Guest presentation at Fairbanks Chamber of Commerce’s Transportation & Infrastructure Committee on hot topics at FAST Planning, including the pending Conformity Freeze
- ☰ Launched rider surveys for MACS Transit Plan update

**Submittals/Reports**

- ☰ Prepared public comment response summary and made corresponding revisions for Public Participation Plan and Title VI Plan Updates that were out for comment October 25 to December 10

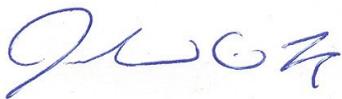
**Funding**

- ☰ Submitted Letter of Interest to USFWS for culvert replacements on Peede, Repp, and Mission Roads in North Pole and received approval to submit a full application for \$3 million (no match required) to National Fish Passage Program
- ☰ Drafted scope of work and planning level estimate for funding request to Alaska DOT&PF for first Regional Long Range Transportation Plan for the 16 rural communities within the Borough that are outside FAST Planning’s boundary

**Training**

- ☰ None

**Submitted by:**



*December 17, 2023*

\_\_\_\_\_  
Jackson C. Fox

\_\_\_\_\_  
Date



≡ BICYCLE & PEDESTRIAN ADVISORY COMMITTEE ≡

Action Items

11.30.2023

**Motion:** To recommend to the Policy Board to approve the revisions [to the Committee Membership and Term Limits] as presented. (Layral/Davis). None opposed. Approved.

**Motion:** To nominate Kim Streeter as Chair. (Zervos). None opposed. Approved.

**Motion:** To nominate Olivia Lunsford as Vice Chair. (Zervos). None opposed. Approved.

\_\_\_\_\_  
Olivia Lunsford  
Vice Chair, BPAC

12/04/2023

\_\_\_\_\_  
Date



**TECHNICAL COMMITTEE**

Action Items

12.06.2023

**Motion:** To recommend to the Policy Board to approve the Public Participation Plan and Title VI Plan Updates pending any other comments that come in (Netardus/Theurich). Thirteen in favor. One opposed (Weinberger). Approved.

**Motion:** To recommend to the Policy Board to advance the funding request to DOT for development of a Long Range Transportation Plan for 16 rural communities outside of FAST Planning’s Metropolitan Area boundary (Spillman/Theurich). Eleven in favor. One opposed (Nelson). Two absent for roll call (Dueber, Roberts). Approved.

**Motion:** To recommend to the Policy Board to approve the revisions to the Roles & Responsibilities document for the Bicycle & Pedestrian Advisory Committee (Theurich/Nelson). Eleven in favor. One opposed (Wallace). Two absent for roll call (Dueber, Roberts). Approved.

**Motion:** To nominate Jackson Fox as Chair (Netardus). None opposed. Approved.

**Motion:** To nominate Corey DiRutigliano as Vice Chair (Netardus). None opposed. Approved.

**Jackson C. Fox**  
Chair, Technical Committee

Date

## FAST Planning - FFY2023 Technical Committee Member Attendance

	Agency/Organization	Current Appointee	Attendance											
			Oct 22	Nov 22	Dec 22	Jan 23	Feb 23	March 23	April 23	May 23	June 23	July 23	Aug 23	Sept 23
1	City of Fairbanks Engineering	Pristash	X	X	X	X	X	X	X	X	X	X	X	X
2	City of Fairbanks Engineering	Rogers	X	X	X	X	X	X	X	X	X	X	X	X
3	City of North Pole	Wallace	X	X		X	X	X	X	X	X	X	X	X
4	FNSB Community Planning	Spillman	X	X	X	X	X	X	X	X	X	X	X	X
5	FNSB Transportation/MACS	Denton		X	X	X		X	X	X	X	X	X	X
6	FNSB Planning Commission	McKinley	X	X	X	X	X	X	X	X	X		X	
7	ADOT&PF Planning	Nelson	X	X		X	X	X	X	X	X	X	X	X
8	ADOT&PF Preconstruction	Netardus	X	X	X	X	X	X	X	X	X	X	X	X
9	ADEC Air Quality	Czarnecki	X	X	X	X	X	X	X	X	X		X	X
10	Fort Wainwright	Weinberger	X	X		X	X	X	X	X	X	X	X	X
11	UAF Design & Construction	Theurich	X		X	X	X	X	X	X	X	X	X	X
12	Fairbanks International Airport	Stumpf	X		X	X		X	X	X	X		X	X
13	Freight Industry	Burgess		X	X		X				X			
14	Alaska Railroad Corporation	Dueber	X	X	X	X	X	X	X	X	X	X	X	X
15	Tribal Group	VACANT												
16	Public Safety/Law Enforcement	Roberts		X		X			X		X		X	X
<i>Number of Members absent (except vacant seat)</i>			<b>3</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>2</b>



**FAST PLANNING  
PUBLIC PARTICIPATION PLAN (PPP)  
&  
TITLE VI PLAN UPDATES  
are  
Available for 45-Day Public Review and Comment  
October 25, 2023 – December 10, 2023**

The Fairbanks Area Surface Transportation (FAST) Planning Public Participation Plan (PPP) and Title VI Plan Updates are available for 45-day public review and comment.

The **Public Participation Plan** serves as a procedural document for engaging residents in FAST Planning processes for the Metropolitan Planning Area. As a recipient of federal funding, FAST Planning must develop this plan to define a process for providing the public, agencies, organizations, and other interested parties with the opportunity to be involved in its planning process.

The **Title VI Plan** addresses how the organization plans to continually provide the public with the opportunity to access meetings and activities associated with all its projects and programs.

**To view these documents and submit comments online, please go to:**  
**<https://fastplanning.us/planning>**

The FAST Planning public hearing requirements agree to use the TIP development process to satisfy the public hearing requirements of Section 5307(c). The public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the program-of-projects requirements of the Urbanized Area Formula Program. See 23 C.F.R. Part 450 and 49 C.F.R. Part 613 (specifically Subpart B, "Statewide Transportation Planning," and Subpart C, "Metropolitan Transportation Planning and Programming"). The public involvement process is described at 23 C.F.R. Section 450.316(b). FAST Planning complies with the AKDOT&PF Title VI Nondiscrimination Policy, and operates Federal Programs without regard to race, religion, color, gender, age, marital status, ability, or national origin. To view the full Title VI Nondiscrimination Policy or to file a complaint, go to: [www.fastplanning.us/civilrights](http://www.fastplanning.us/civilrights). Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in this public meeting should contact Jackson Fox at (907) 205-4276 or email: [jackson.fox@fastplanning.us](mailto:jackson.fox@fastplanning.us).

**FAST Planning - Public Participation Plan & Title VI Plan Updates**

December 17, 2023

Public Comment Period: October 25 - December 10, 2023

#	Source	Area	Comment	Response/Action Taken
1	FHWA	PPP, Required Plans	Where in MPO's PPP does it demonstrate explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP?	Update 'Required Plans' section of PPP with the following language "For all required and supplemental plans, dispositions of public comments (comments, responses, and actions/plan revisions) are prepared and shared with the MPO's Technical Committee and Policy Board in open public meetings prior to adoption of the plans. The dispositions of public comments are then included in an appendix to the plans and/or made available for public review on the MPO website or by request from the MPO Office. If the final version of any plan differs significantly from the version made available for public comment, the plan will be re-released for a new 30/45-day public comment period."
2	FHWA	PPP, Required Plans	Where in MPO's PPP does it provide an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts?	See response above.
3	Email submission	PPP, Strategies	It is admirable that the FAST planning team is taking such great strides to be inclusive of all community members, especially those underserved. I approve of all suggested changes and offer one other suggestion: if possible, perhaps FAST could request that some of the largest employers in the Fairbanks metro area notify their employees of FAST events and planning? I would emphasize employers that employ underserved persons especially, such as Walmart and the army and air force bases.	Thank you for your comment. We have added this language "Route to specific contacts at large employers in the MPA such as Costco, Wal-Mart, and the military bases." under the Standard Strategy "quarterly newsletter" bullet point on page 20 of the updated Public Participation Plan.
4	In person pop up event comment; JP Jones Center	PPP, Strategies	Utilize TV news - Channel 7, 11, & 13	At the Public Comment Pop-up , we discussed this comment at length. For the reader of this comment, note that page 21/22 of the updated Public Participation plan cites that television is a less-frequently explored option due to the lack of staff time that is available for producing commercial-quality videos. However, FAST Planning is working to coordinate with the local news stations to maintain a monthly spot for organization updates that could include committee discussions, action items, or upcoming agenda items, as well as updates to plans. We have added that implementation of a regular news update is a goal between this update and a future PPP update on page 28 of the draft PPP.

5	In person pop up event comment; JP Jones Center	General	Construction could be coordinated better	At the Public Comment Pop-up , we discussed this comment with the individual who made it. His biggest suggestion was to make a map of all of the agencies' projects to overlay general areas. Maybe this would help coordinate planning for phases. We discussed how FAST Planning has been working on a public facing "Transportation Improvement Program Dashboard" for a couple of years, and that this comment if good motivation to resurrect that effort and maybe add other agency projects into the mix as well. The commenter saw this lack of coordination as a civil rights issue, as projects that wind up stacked along a common corridor can be prohibitive to accomplishing daily tasks for those who use means of transportation that are an alternative to a vehicle they own.
6	In person pop up event comment; Black Spruce Brewing Company	PPP, Strategies	Coordinate meeting times with youth sports schedules	At the Public Comment Pop-up, this comment was made somewhat in passing, and we requested to add it to this comment/response summary. FAST Planning aims to survey the public on when public meetings are convenient to attend. We would like to incorporate youth sports schedules into our planning for public meetings and events, as we understand that if a parent had to choose between an open public meeting or being available for a child's youth sports event, the latter of the two would likely be prioritized. The ultimate goal is to create a meeting schedule that serves the public better than our current meeting schedule, and this is reflected in the goal we added on page 28 to "survey the general public on preferred meeting times for open public meetings, events, and other in-person comment opportunities"

**ENVIRONMENTAL PROTECTION AGENCY**

**40 CFR Part 52**

[EPA-R10-OAR-2022-0115; FRL-9755-02-R10]

**Air Plan Partial Approval and Partial Disapproval; AK, Fairbanks North Star Borough; 2006 24-Hour PM<sub>2.5</sub> Serious Area and 189(d) Plan**

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Final rule.

**SUMMARY:** The Environmental Protection Agency (EPA) is approving in part and disapproving in part the State implementation plan (SIP) submissions, submitted by the State of Alaska (Alaska or the State) to address Clean Air Act (CAA or Act) requirements for the 2006 24-hour fine particulate matter (PM<sub>2.5</sub>) national ambient air quality standard (NAAQS) in the Fairbanks North Star Borough PM<sub>2.5</sub> nonattainment area (Fairbanks PM<sub>2.5</sub> Nonattainment Area). Alaska made these submissions on December 13, 2019, and December 15, 2020.

**DATES:** This final rule is effective on January 4, 2024.

**ADDRESSES:** The EPA has established a docket for this action under Docket ID No. EPA-R10-OAR-2022-0115. All documents in the docket are listed on the <https://www.regulations.gov> website. Although listed in the index, some information is not publicly available, e.g., CBI or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, is not placed on the internet and will be publicly available only in hard copy form. Publicly available docket materials are available through <https://www.regulations.gov>, or please contact the person identified in the **FOR FURTHER INFORMATION CONTACT** section for additional availability information.

**FOR FURTHER INFORMATION CONTACT:** Matthew Jentgen, EPA Region 10, 1200 Sixth Avenue—Suite 155, Seattle, WA, 98101, (206) 553-0340, [jentgen.matthew@epa.gov](mailto:jentgen.matthew@epa.gov).

**SUPPLEMENTARY INFORMATION:** Throughout this document wherever “we,” “us,” or “our” is used, it is intended to refer to EPA.

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**I. Background**

For a complete regulatory history of the Fairbanks PM<sub>2.5</sub> Nonattainment Area, see the EPA’s proposal, published on January 10, 2023 (88 FR 1454) (Proposal). This action finalizes the EPA’s specific assessment of the State of Alaska’s SIP submissions to meet nonattainment plan requirements for the Fairbanks PM<sub>2.5</sub> Nonattainment Area, as discussed in the Proposal.

In summary, Alaska submitted a plan to address the Serious area plan requirements on December 13, 2019 (Fairbanks Serious Plan). On September 2, 2020, the EPA determined that the area failed to attain the NAAQS by the

outermost statutory Serious area attainment date of December 31, 2019, and denied the State’s Serious area attainment date extension request under CAA section 188(e) (85 FR 54509). As a result, Alaska was required to submit a new SIP submission to meet both the Serious area attainment plan requirements and the additional CAA requirements set forth in CAA section 189(d) by December 31, 2020.<sup>1</sup>

Prior to the EPA taking action to approve or disapprove the Fairbanks Serious Plan, Alaska withdrew and replaced several chapters of the Fairbanks Serious Plan with the Fairbanks 189(d) Plan submission, submitted on December 15, 2020 (Fairbanks 189(d) Plan).<sup>2</sup> Thus, the State intended to address the Serious area plan requirements with a combination of unwithdrawn portions of the Fairbanks Serious Plan and revised elements submitted as part of the Fairbanks 189(d) Plan. In this final action, the EPA is not acting on the withdrawn elements of the prior Fairbanks Serious Plan, but only acting on those elements that remain as revised by Alaska in the Fairbanks 189(d) Plan. Additionally, on September 25, 2023, Alaska withdrew the State’s sulfur dioxide (SO<sub>2</sub>) best available control technology (BACT) findings submitted as part of the Fairbanks Serious Plan.<sup>3</sup>

In the Proposal, the EPA proposed to approve the following components of the Fairbanks Serious Plan and Fairbanks 189(d) Plan: the base year emissions inventory; the State’s PM<sub>2.5</sub> precursor demonstrations for nitrogen oxide (NO<sub>x</sub>) and volatile organic compound (VOC) emissions; the control strategy for the solid fuel-fired heating device source category and ammonia (NH<sub>3</sub>) BACM and BACT findings, as applicable; specific regulations under 18 AAC 50.075 through 077 and the Fairbanks Emergency Episode Plan<sup>4</sup>

<sup>1</sup> 40 CFR 51.1003(c).

<sup>2</sup> See SIP submission cover letter, submitted by Alaska Department of Environmental Conservation (ADEC) Commissioner Jason Brune to EPA Regional Administrator, Chris Hladick, on December 15, 2020.

<sup>3</sup> “Fairbanks SIP submissions for the Serious area and 189(d) plans” Letter from Emma Pokon, Acting Commissioner, Alaska Department of Environmental Conservation, to Casey Sixkiller, Regional Administrator, EPA Region 10, September 25, 2023. Included in the docket for this action.

<sup>4</sup> State Air Quality Control Plan, Vol. II, Chapter III.D.7.12. This portion of Alaska’s SIP is distinct from Alaska’s emergency powers under Alaska Statutes 46.03.820 and 18 AAC 50.245–50.246 that authorize ADEC to declare an air alert, air warning, or air advisory to notify the public and prescribe and publicize curtailment action. In prior actions, the EPA has determined that these authorities are consistent with CAA section 110(a)(2)(G) and 40 CFR 51.150 through 51.153. See 83 FR 60769, November 27, 2018, at p. 60772.

- f. Pathogenic waste incinerator (PM<sub>2.5</sub>; SO<sub>2</sub>)
- g. Material handling (PM<sub>2.5</sub>)
- iv. Zehnder
  - a. Oil-fired simple cycle gas turbines (PM<sub>2.5</sub>; SO<sub>2</sub>)
  - b. Diesel-fired emergency generators (PM<sub>2.5</sub>; SO<sub>2</sub>)
  - c. Diesel-fired boilers (PM<sub>2.5</sub>; SO<sub>2</sub>)
- v. North Pole Power Plant
  - a. Oil-fired simple cycle gas turbines (PM<sub>2.5</sub>; SO<sub>2</sub>)
  - b. Oil-fired combined cycle gas turbines (PM<sub>2.5</sub>; SO<sub>2</sub>)
  - c. Large diesel-fired engine (PM<sub>2.5</sub>; SO<sub>2</sub>)
  - d. Propane-fired boiler (PM<sub>2.5</sub>; SO<sub>2</sub>)

#### IV. Consequences of a Disapproval

This section explains the consequences of a disapproval of a required SIP. The Act provides for the imposition of mandatory sanctions and the promulgation of a Federal implementation plan (FIP) if a State fails to obtain EPA approval of a plan revision that corrects the deficiencies identified by the EPA in its disapproval.

##### A. The Act's Provisions for Mandatory Sanctions

If the EPA finalizes disapproval of a required SIP submission, such as an attainment plan submission, or a portion thereof, CAA section 179(a) establishes the imposition of mandatory sanctions. If the EPA has not affirmatively determined that the State has corrected the identified deficiencies within 18 months after the effective date of this action, then, pursuant to CAA section 179(a) and (b) and 40 CFR 52.31, the offset sanction identified in CAA section 179(b)(2) will apply in the affected nonattainment area. If the EPA has not affirmatively determined that the identified deficiencies have been corrected within 6 months after the offset sanction is imposed, then the highway funding sanction will apply in the affected nonattainment area, in accordance with CAA section 179(b)(1) and 40 CFR 52.31.<sup>233</sup> The sanctions will not take effect if, within 18 months after the effective date of this finding, the EPA affirmatively determines that the State has made a complete SIP submittal correcting the deficiencies for which the finding was made.

<sup>233</sup> On April 1, 1996, the US Department of Transportation published a document in the *Federal Register* describing the criteria to be used to determine which highway projects can be funded or approved during the time that the highway sanction is imposed in an area. (See 61 FR 14363, April 1, 1996.)

##### B. Federal Implementation Plan Provisions That Apply if a State Fails To Submit an Approvable Plan

Additionally, if the EPA affirmatively determines that the State has made a complete SIP submittal correcting the deficiencies for which this finding was made and takes action to approve the submittal within 2 years of the effective date of this finding, EPA is not required to promulgate a FIP for the affected nonattainment area.<sup>234</sup>

##### C. Ramifications Regarding Transportation Conformity

One consequence of the EPA action finalizing disapproval of a control strategy SIP submission is a conformity freeze.<sup>235</sup> Final disapproval of the attainment demonstration SIP and the RFP plan without a protective finding results in a conformity freeze beginning on the effective date of the disapproval.<sup>236</sup> The EPA is disapproving in part the Fairbanks Serious Plan and Fairbanks 189(d) Plan, which are attainment plans, because they do not include sufficient emissions reductions to meet attainment and RFP requirements, as discussed above. Therefore, the area is not eligible for a protective finding and a freeze will begin on the effective date of the disapproval.<sup>237</sup> The area's Metropolitan Planning Organization (MPO), FAST Planning, produces the long-range 20-year metropolitan transportation plan and the short-range transportation improvement program. During a conformity freeze, only projects in the first four years of the currently conforming transportation plan and transportation improvement program may be found to conform until another attainment demonstration SIP and RFP plan are submitted and the motor vehicle emissions budgets are found to be adequate or are approved and conformity to the revised attainment demonstration and RFP provisions is determined.<sup>238</sup> If the SIP deficiency is not remedied after 24 months, when highway sanctions are imposed under CAA 179(b)(1) and a conformity lapse occurs. No new transportation plan, TIP, or project may be found to conform until another control strategy implementation plan revision fulfilling the same CAA requirements is submitted and conformity to this

<sup>234</sup> CAA section 110(c), 42 U.S.C. 7410(c).

<sup>235</sup> Control strategy SIP revisions as defined in the transportation conformity include reasonable further progress plans and attainment demonstrations (40 CFR 93.101).

<sup>236</sup> 40 CFR 93.120(a)(2).

<sup>237</sup> 40 CFR 93.120(a)(3).

<sup>238</sup> 40 CFR 93.120(a)(2).

submission is determined.<sup>239</sup> However, we do note that exempt projects under 40 CFR 93.126 can proceed during a conformity lapse.<sup>240</sup>

#### V. Incorporation by Reference

In this document, the EPA is finalizing its proposal to include regulatory text in an EPA final rule that includes incorporation by reference. In accordance with requirements of 1 CFR 51.5, the EPA is incorporating by reference 18 AAC 50.075, except (d)(2), State effective January 8, 2020 (requiring that solid fuel-fired heating devices may not exceed 20 percent opacity for more than six minutes in any one hour when an air quality advisory is in effect). The EPA has made, and will continue to make, these materials generally available through <https://www.regulations.gov> and at the EPA Region 10 Office (please contact the person identified in the **FOR FURTHER INFORMATION CONTACT** section of this document for more information).

#### VI. Statutory and Executive Order Reviews

Additional information about these statutes and Executive Orders can be found at <https://www2.epa.gov/lawsregulations/laws-and-executive-orders>.

##### A. Executive Order 12866: Regulatory Planning and Review and Executive Order 13563: Improving Regulation and Regulatory Review

This action is not a significant regulatory action and was therefore not submitted to the Office of Management and Budget (OMB) for review.

##### B. Paperwork Reduction Act (PRA)

This action does not impose an information collection burden under the provisions of the Paperwork Reduction Act, 44 U.S.C. 3501 *et seq.*, because the EPA is taking action on Alaska's SIP submissions under section 110 and subchapter I, part D of the Clean Air Act will not in-and-of itself create any new information collection burdens but simply disapproves portions of certain State plans submitted for inclusion into the SIP. Burden is defined at 5 CFR 1320.3(b).

##### C. Regulatory Flexibility Act (RFA)

I certify that this action will not have a significant impact on a substantial number of small entities. This action will not impose any requirements on

<sup>239</sup> 40 CFR 93.120(a)(1).

<sup>240</sup> These include certain types of projects, such as safety, mass transit, air quality, and other projects that do not involve or directly lead to construction.

# Air Plan Partial Approval & Partial Disapproval

- Final Rulemaking
  - Published December 5<sup>th</sup>
  - Takes effect January 4<sup>th</sup>
    - Start of **Conformity Freeze** on Local Transportation Plans...



84626 Federal Register / Vol. 88, No. 232 / Tuesday, December 5, 2023 / Rules and Regulations

## ENVIRONMENTAL PROTECTION AGENCY

### 40 CFR Part 52

[EPA-R10-OAR-2022-0115; FRL-9755-02-R10]

### Air Plan Partial Approval and Partial Disapproval; AK, Fairbanks North Star Borough; 2006 24-Hour PM<sub>2.5</sub> Serious Area and 189(d) Plan

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Final rule.

**SUMMARY:** The Environmental Protection Agency (EPA) is approving in part and disapproving in part the State implementation plan (SIP) submissions, submitted by the State of Alaska (Alaska or the State) to address Clean Air Act (CAA or Act) requirements for the 2006 24-hour fine particulate matter (PM<sub>2.5</sub>) national ambient air quality standard (NAAQS) in the Fairbanks North Star Borough PM<sub>2.5</sub> nonattainment area (Fairbanks PM<sub>2.5</sub> Nonattainment Area). Alaska made these submissions on December 13, 2019, and December 15, 2020.

**DATES:** This final rule is effective on January 4, 2024.

**ADDRESSES:** The EPA has established a docket for this action under Docket ID No. EPA-R10-OAR-2022-0115. All documents in the docket are listed on the <https://www.regulations.gov> website. Although listed in the index, some information is not publicly available, e.g., CBI or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, is not placed on the internet and will be publicly available only in hard copy form. Publicly available docket materials are available through <https://www.regulations.gov>, or please contact the person identified in the **FOR FURTHER INFORMATION CONTACT** section for additional availability information.

**FOR FURTHER INFORMATION CONTACT:** Matthew Jentgen, EPA Region 10, 1200 Sixth Avenue—Suite 155, Seattle, WA, 98101, (206) 553-0340, [jentgen.matthew@epa.gov](mailto:jentgen.matthew@epa.gov).

**SUPPLEMENTARY INFORMATION:** Throughout this document wherever “we,” “us,” or “our” is used, it is intended to refer to EPA.

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- D. Clean Air Act Requirements for PM<sub>2.5</sub> Serious Area Plans and Serious PM<sub>2.5</sub> Areas that Fail to Attain
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  - L. Petitions for Judicial Review

### I. Background

For a complete regulatory history of the Fairbanks PM<sub>2.5</sub> Nonattainment Area, see the EPA’s proposal, published on January 10, 2023 (88 FR 1454) (Proposal). This action finalizes the EPA’s specific assessment of the State of Alaska’s SIP submissions to meet nonattainment plan requirements for the Fairbanks PM<sub>2.5</sub> Nonattainment Area, as discussed in the Proposal.

In summary, Alaska submitted a plan to address the Serious area plan requirements on December 13, 2019 (Fairbanks Serious Plan). On September 2, 2020, the EPA determined that the area failed to attain the NAAQS by the

outermost statutory Serious area attainment date of December 31, 2019, and denied the State’s Serious area attainment date extension request under CAA section 188(e) (85 FR 54509). As a result, Alaska was required to submit a new SIP submission to meet both the Serious area attainment plan requirements and the additional CAA requirements set forth in CAA section 189(d) by December 31, 2020.<sup>1</sup>

Prior to the EPA taking action to approve or disapprove the Fairbanks Serious Plan, Alaska withdrew and replaced several chapters of the Fairbanks Serious Plan with the Fairbanks 189(d) Plan submission, submitted on December 15, 2020 (Fairbanks 189(d) Plan).<sup>2</sup> Thus, the State intended to address the Serious area plan requirements with a combination of unwithdrawn portions of the Fairbanks Serious Plan and revised elements submitted as part of the Fairbanks 189(d) Plan. In this final action, the EPA is not acting on the withdrawn elements of the prior Fairbanks Serious Plan, but only acting on those elements that remain as revised by Alaska in the Fairbanks 189(d) Plan. Additionally, on September 25, 2023, Alaska withdrew the State’s sulfur dioxide (SO<sub>2</sub>) best available control technology (BACT) findings submitted as part of the Fairbanks Serious Plan.<sup>3</sup>

In the Proposal, the EPA proposed to approve the following components of the Fairbanks Serious Plan and Fairbanks 189(d) Plan: the base year emissions inventory; the State’s PM<sub>2.5</sub> precursor demonstrations for nitrogen oxide (NO<sub>x</sub>) and volatile organic compound (VOC) emissions; the control strategy for the solid fuel-fired heating device source category and ammonia (NH<sub>3</sub>) BACM and BACT findings, as applicable; specific regulations under 18 AAC 50.075 through 077 and the Fairbanks Emergency Episode Plan<sup>4</sup>

<sup>1</sup> 40 CFR 51.1003(c).

<sup>2</sup> See SIP submission cover letter, submitted by Alaska Department of Environmental Conservation (ADEC) Commissioner Jason Brune to EPA Regional Administrator, Chris Hladick, on December 15, 2020.

<sup>3</sup> “Fairbanks SIP submissions for the Serious area and 189(d) plans” Letter from Emma Pokon, Acting Commissioner, Alaska Department of Environmental Conservation, to Casey Sixkiller, Regional Administrator, EPA Region 10, September 25, 2023. Included in the docket for this action.

<sup>4</sup> State Air Quality Control Plan, Vol. II, Chapter III.D.7.12. This portion of Alaska’s SIP is distinct from Alaska’s emergency powers under Alaska Statutes 46.03.820 and 18 AAC 50.245–50.246 that authorize ADEC to declare an air alert, air warning, or air advisory to notify the public and prescribe and publicize curtailment action. In prior actions, the EPA has determined that these authorities are consistent with CAA section 110(a)(2)(C) and 40 CFR 51.150 through 51.153. See 83 FR 60769, November 27, 2018, at p. 60772.

# Conformity Freeze

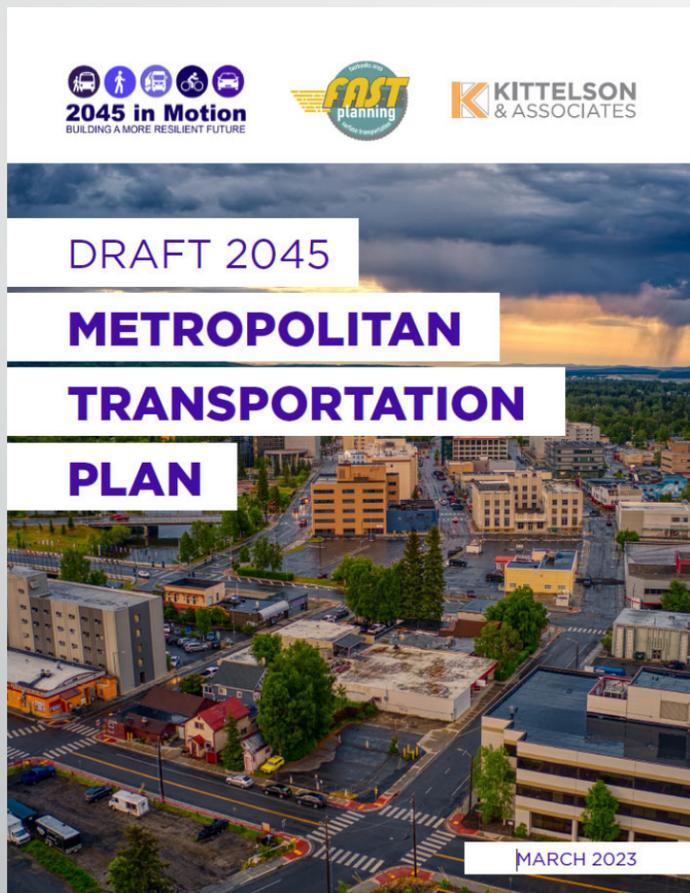
- Freeze begins on effective date of SIP disapproval – **January 4, 2024**
- State has 24 months to correct the SIP deficiencies and have EPA fully approve the plan
- State is planning to submit revised plan by July 2024, and EPA has 18 months to review and approve – Freeze expected to last full 24 months
- During a **Conformity Freeze**:
  - No new air quality conformity determinations are allowed for MTP or TIP
  - No amendments are allowed for MTP or TIP
  - Only projects in first 4 years of MTP and TIP may move forward – 2023 to 2026
- If SIP deficiencies are not corrected within 24 months, **highway sanctions** are imposed and a **conformity lapse** occurs (only Exempt projects under 40 CFR 93.126 can proceed – safety, transit, air quality, planning/studies)

# Primary Transportation Plans

<https://fastplanning.us/plans/>

## 20-year Long Range Transportation Plan

## 4-year Short Range Funding Plan



**MTP**

March 2023

**TIP**

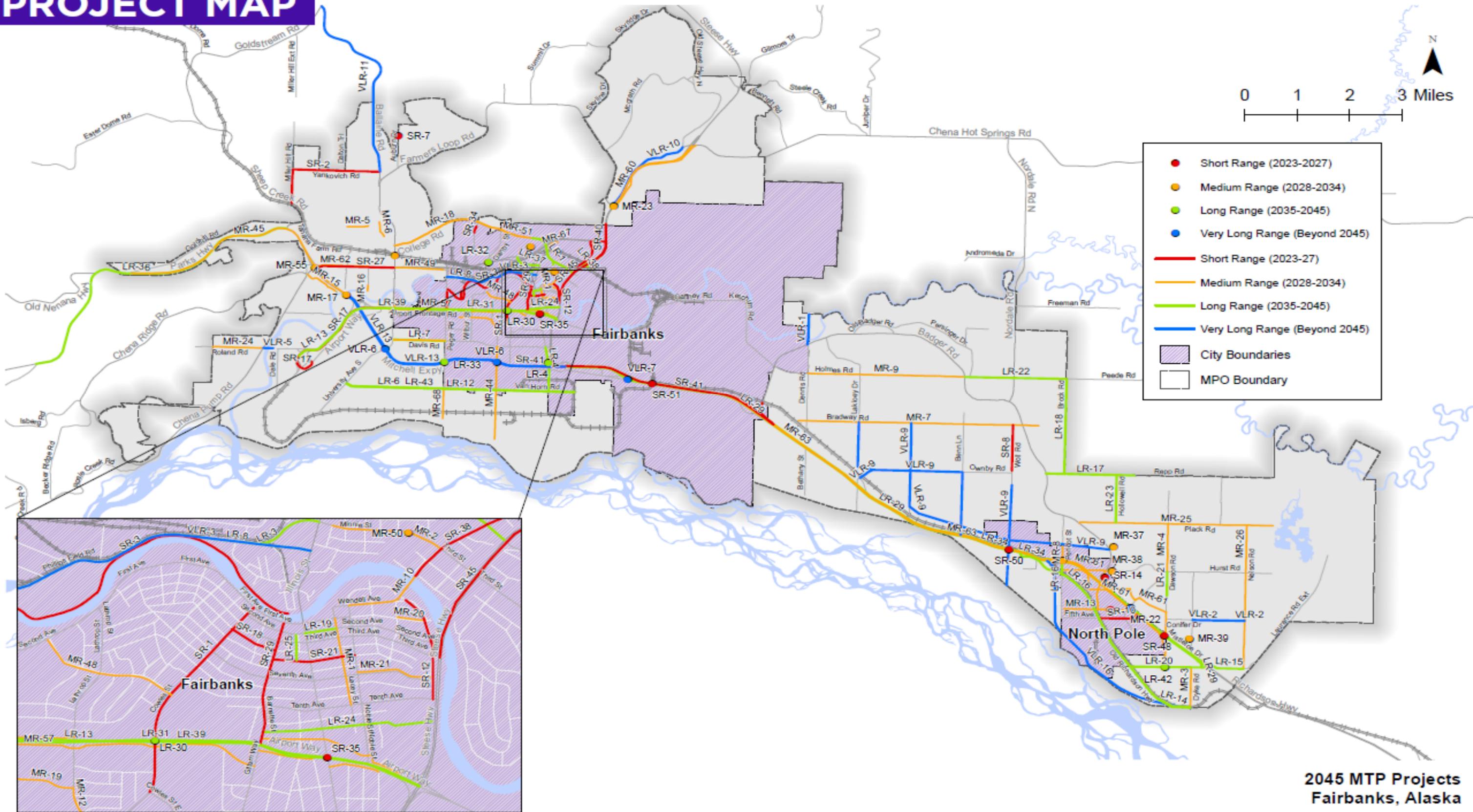
FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM  
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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond		
34141	TBD	4th Avenue Reconstruction Reconstruct 4th Avenue from Cowles to Barnette Street to provide improved facilities for all users, including ADA-compliant sidewalks, drainage improvements, and roadway resurfacing.	STP	Design			272.9	227.4				
			3PF				27.1	22.6				
			STP	Right-of-Way								
			3PF									
			STP									
			3PF	Utilities								159.2
			STP									15.8
3PF	Construction									909.7		
STP										90.3		
Project Total					0.0	0.0	300.0	250.0	0.0	1,175.0		
32119	NFHWY00445	5th Avenue Reconstruction Reconstruct 5th Avenue from Barnette to Noble Street to provide improved facilities for all users. Reconstruction includes ADA-compliant sidewalks and shoulders to accommodate bicyclists, wayfinding and bicycle route signs, and landscaping in accordance with FAST Planning's "Complete Streets" Policy.	STP	Design	159.2							
			3PF		15.8							
			STP	Right-of-Way								
			3PF									
			STP									
			3PF	Utilities								
			STP				2,456.2					
			SW-TAP	Construction			454.9					
AC			2,456.2									
ACC						-2,456.2						
3PF				289.0								
Project Total					3,775.0	0.0	0.0	0.0	0.0	0.0		
21934	NFHWY00648	Advanced Project Definition Provide funding to the State and City to develop new estimates for TIP projects.	STP	Planning			91.0					
			FM				9.0					
Project Total					0.0	0.0	100.0	0.0	0.0	0.0		
30011	TBD	Barnette Street Reconstruction Reconstruct Barnette Street from 1st Avenue to Airport Way to include signal upgrades, decorative lighting, a dedicated bike lane, drainage improvements, intersection and sidewalk upgrades, utility relocation, signing and striping and landscaping. This project should be consistent with the Complete Streets concept of Cushman Street.		Design						2,500.0		
			ILLU		Right-of-Way						100.0	
				Utilities							1,000.0	
				Construction							14,350.0	
Project Total					0.0	0.0	0.0	0.0	0.0	17,950.0		
32278	TBD	Bike Lane Striping & Signing - Pilot Program Signing and striping of existing paved shoulders with Fairbanks City Limits on City streets to accommodate bicyclists as designated bike lanes for seasonal use.	TAP	Design	91.0							
			3PF		9.0							
			TAP	Construction			454.9					
			3PF				45.2					
Project Total					100.0	500.0	0.0	0.0	0.0	0.0		

STP - Surface Transportation Program, CMAQ - Congestion Mitigation & Air Quality, TAP - Transportation Alternatives Program, CR - Carbon Reduction Program, MPL - Metropolitan Planning, TPL - Transit Planning, OFF - FAST Planning Offset Funds, SA - State Funding Appropriation, SM - State Match, 3PF - 3rd Party Funding, FM - FAST Planning Match, ILLU - Illustrative (Funding Placeholder), AC - Advanced Construction, ACC - Advanced Construction Conversion

March 2023

# PROJECT MAP



2045 MTP Projects  
Fairbanks, Alaska

## SHORT RANGE (2023-2027)

### FAST PLANNING PROJECTS

SR-1	<b>Cowles St Reconstruction (East Cowles - 1st Ave)</b>	Reconstruct Cowles Street from 1st Avenue through East Cowles Street. Project work will include roadside hardware, drainage improvements, intersection improvements, ADA improvements and utilities.
SR-2	<b>Yankovich/Miller Hill Road Reconstruction</b>	Reconstruct Miller Hill and Yankovich Road from Sheep Creek to Ballaine Road, including widened shoulders on Yankovich Road.
SR-3	<b>Chena River Walk Stage III</b>	Expand the Chena River Walk to the north side of the Chena River with approximately 2,200 linear feet of pathway from Peger Road to the existing Chena River pedestrian bridge crossing at Pioneer Park. Construct a connection of the existing pedestrian facilities along Peger Road.
SR-4	<b>FAST Coordinator's Office</b>	Funding for the Fairbanks Area Surface Transportation (FAST) Coordinator's office which supports delivery of the FAST Planning program.
SR-5	<b>Advance Project Definition</b>	Provide funding to the State and City to develop new estimates for TIP projects.
SR-6	<b>Transportation Demand Management (TDM) Strategies</b>	Investigate Transportation Demand Management (TDM) strategies in the FAST Planning area.
SR-7	<b>Pearl Creek Elementary Access Improvements</b>	Traffic circulation improvements on Auburn Drive and loop road through school parking lot to reduce conflicts between buses, student pick-up/drop-off, visitor parking, and teacher parking
SR-8	<b>Woll Road Resurfacing &amp; Widening</b>	Resurface and widen Woll Road from Bradway Road to Ownby Road.
SR-9	<b>Geist/Chena Pump Road Corridor Study</b>	Examine safety and access control issues along Geist Road and Chena Pump Road from University Avenue to Chena Small Tracts Road, including driveway density, intersection configuration, and conflicts between motorized and non-motorized users to identify projects that improve safety and address access management for all users.
SR-10	<b>8th Avenue Path Resurfacing</b>	Resurface the path on 8th Avenue in North Pole
SR-11	<b>Chena Landings Loop Path Reconstruction</b>	Repave the path between the footbridge and Chena Landings Loop.
SR-12	<b>Clay Street Bicycle Facilities</b>	Provide a bicycle connection on Clay Street to downtown Fairbanks between 10th Avenue at the Steese Highway and Wendell Avenue.
SR-13	<b>Winter Weather Event Equipment</b>	Assist public agencies in acquiring winter maintenance equipment and to manage extreme events (i.e. icebreaker attachments, two-way tow plows, sidewalk snow removal equipment, etc.)
SR-14	<b>Doughchee Avenue Improvements</b>	Reconstruct Doughchee Avenue from Badger Road to Beaver Spring bridge, including drainage improvements to reduce bridge abutment erosion.
SR-15	<b>Safe Routes to School</b>	Supporting studies of elementary, middle and high schools, bike rodeos, outreach, safety for surrounding communities and multi-modal trips
SR-16	<b>Lacey Street Reconstruction Planning Study</b>	Planning study to examine feasibility of burying overhead utilities and gain additional feedback from the public on design alternatives for reconstruction of Lacey Street from 1st to 12th Avenue
SR-17	<b>University Avenue South Bicycle &amp; Pedestrian Path</b>	Construct a facility along University Avenue South for bicycles and pedestrians between the Parks Highway and Armistead Way.
SR-18	<b>4th Avenue Reconstruction</b>	Reconstruct 4th Avenue from Cowles to Barnette Street, including installation of storm drain system, new sidewalks, and paved surface.
SR-19	<b>Pioneer Park North Parking Lot &amp; Boat Launch</b>	Develop an improved entrance and parking area at north end of park, including reconstruction of the boat ramp to the Chena River, in coordination with the Pioneer Park Mast Plan.
SR-20	<b>FNSB Parking &amp; Pathway Improvements &amp; Community Access</b>	Address access deficiencies and in-park ADA accessibility at Fifth Avenue Park (North Pole), Nussbaumer Park, South Fairbanks Park.
SR-21	<b>5th Avenue Reconstruction</b>	Reconstruct 5th Avenue from Barnette Street to Noble Street in order to provide improved facilities for all users. Reconstruction includes improved drainage, ADA-compliant pedestrian facilities, shoulders to accommodate bicyclists and temporary snow storage, utility relocates and improvements, as required, installation of wayfinding and bicycle route signs, and landscaping in accordance with City of Fairbanks' Complete Streets.
SR-22	<b>Share the Road Educational Outreach</b>	Develop a multimedia campaign to improve education about the rights and responsibilities of each transportation mode.
SR-23	<b>Bike Lane Signing and Striping</b>	Signing and striping of existing paved shoulders within City of Fairbanks to accommodate bicyclists, as designated bike lanes for seasonal use.
SR-24	<b>Driver's Education Program</b>	Provide a subsidy for driver's ed course in Fairbanks and/or introduce driver's ed course to a local high school

SR-25	<b>Peger Road Bicycle &amp; Pedestrian Path</b>	Construct a 1,400-foot bicycle/pedestrian path on the east side of Peger Road from the Chena River bridge to Airport Way through Pioneer Park with a direct connection to the Chena Riverwalk path.
SR-26	<b>Airport Way/Peger Road Intersection Study</b>	Align area planning and develop concept-level alternatives for proposed improvements to the intersection that meet the intent of current plans, improve safety, limit conflicts between users, and improve traffic flow.
SR-27	<b>Geist Road Sidewalk Safety Improvements</b>	To improve the safety of pedestrians and reduce motor vehicle conflicts on the south side of the Geist Road non- motorized path
SR-28	<b>FAST Planning Improvement Program</b>	Funding for the annual Preventative Maintenance or Rehabilitation Activities Program within the FAST Planning Area for non-NHS routes.
SR-29	<b>Barnette Street Reconstruction</b>	Reconstruct Barnette Street from 1st Avenue to Airport Way to include signal upgrades, decorative lighting, a dedicated bike lane, drainage improvements, intersection and sidewalk upgrades, utility relocation, signing and striping and landscaping to be consistent with the Complete Streets concept of Cushman Street.
SR-30	<b>FAST Carbon Reduction Program</b>	Projects that support the reduction of transportation emissions, including evaluations, plans, and the design and construction of projects in accordance with 23 USC §175, within the FAST Planning Metropolitan Planning Area.
SR-31	<b>Household Travel Survey</b>	Complete new Household Travel Survey (last completed 2013) to collect data regarding origins and destinations, trip length, time of day, mode of transportation, and other household characteristics for more up-to-date trip data for the Travel Demand Model for future MTPs.
SR-32	<b>MTP Update</b>	Update FAST Planning Metropolitan Transportation Plan as required under 23 USC 134 (occurs every 4 years).
SR-33	<b>Transit Plan Updates</b>	Update the Fairbanks North Star Borough Long & Short Range Transit Plan, Coordinated Human Services Transportation Plan, Fare Pricing & Integration Study, and Operational Efficiency Study.

### NON-FAST PLANNING PROJECTS

SR-34	<b>Aurora Drive Noyes Slough Bridge #0209 Replacement</b>	Replace the Noyes Slough Bridge #0209 on Aurora Drive in Fairbanks. Project work includes bridge work, roadside hardware, drainage improvements, intersection improvements, ADA improvements, and utility work.
SR-35	<b>Airport Way/Cushman Street Intersection Reconstruction</b>	Reconstruct the intersection at Airport Way and Cushman Street.
SR-36	<b>Chena Pump/Chena Small Tracts Road Roundabout</b>	Consider installing a roundabout due to increased volumes at the Chena Pump/Chena Small Tracts intersection to improve delay and safety. Construct a pedestrian/bicycle crossing along Chena Pump Road between Chena Ridge Road and Chena Small Tracts Road for safe access to the Interior Alaska Land Trust Chinook Conservation Park.
SR-37	<b>City of Fairbanks Systematic Signal Upgrades</b>	Install overhead signal head for each lane of each approach at 11 intersections around City of Fairbanks. Install retroreflective backplates on all signal heads at 11 additional locations.
SR-38	<b>Old Steese Highway Reconstruction</b>	Reconstruct the Old Steese Highway from Kutter Road to the intersection at Johansen Expressway and rehabilitate the Old Steese Highway between Kutter Road and 3rd Street.
SR-39	<b>NHS Pavement Management/ Preventive Maintenance</b>	Funding for the annual DOT&PF Preventative Maintenance Program within the FAST Planning Area for NHS routes. Recommendations for pavement rehabilitation are developed under the ongoing Pavement Management System.
SR-40	<b>Steese/Johansen Expressway Interchange</b>	Construct a grade separated interchange at the intersection of Steese Expressway and Johansen Expressway. Realign adjacent access as necessary to accommodate the selected interchange configuration.
SR-41	<b>Richardson Highway MP 357-362 Bicycle/Pedestrian Path</b>	Construct a paved bicycle/pedestrian path on the Richardson Hwy starting from the Richardson Hwy/Airport Wy intersection, continuing along the Richardson Hwy to the Badger Loop Northbound Ramp, and terminating at the Badger Rd/Old Badger Hwy intersection. Improvements will include bridge work, roadside hardware, drainage improvements, ADA improvements, and utilities.
SR-42	<b>FNSB Air Quality Programs (CMAQ)</b>	Funding to support ongoing efforts and recommendations outlined under the <i>Fairbanks North Star Borough Carbon Monoxide Air Quality Maintenance Plan</i> .
SR-43	<b>FNSB Statewide Implementation Plan (SIP)</b>	Prepare a Fairbanks PM 2.5 Non-Attainment Area Statewide Implementation Plan (SIP). This project includes inventory development, data collection, analysis, modeling, identifying control measures, and components that demonstrate attainment.
SR-44	<b>TIP/LRTP Conformity Analysis</b>	Preparation of a PM 2.5 conformity determination for short- and long-term transportation plans and individual projects in the entire nonattainment area with the FNSB, consisting of FAST, the MPO for the Fairbanks urban area, and the associated "donut area" within the PM 2.5 Boundary.



# Intergovernmental Operating Agreement



## 6.2 Changes/Amendments to Key Plans and Programs

### 6.2.1 Amendments to the MTP and TIP

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

### 6.2.2 Administrative Modifications to the MTP and TIP

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

# MTP Revisions

## What we **Cannot** do

- Add or remove Projects
- Alter the original project intent, design scope/concept, or purpose and need
- Major change in project initiation date (i.e. moving project from long- to short-range)
- Major change in project costs that requires redemonstration of fiscal constraint
- Any revision that triggers an air quality conformity reevaluation

## What we Can do

- Minor change to project initiation date (i.e. moving project from medium- to short-range)
- Minor change in project costs that does not require redemonstration of fiscal constraint
- Proceed toward implementation of Exempt Projects [40 CFR 93.126]:
  - Safety, including pavement resurfacing
  - Transit, including capital projects and operating assistance
  - Air quality beneficial projects (CMAQ & CRP)
  - Other projects that do not involve or lead directly to construction (i.e. planning efforts and technical studies)

**FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM**  
**Approved 03.15.2023**



**FFY 23-27**  
**TIP**

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond	
34141	TBD	4th Avenue Reconstruction Reconstruct 4th Avenue from Cowles to Barnette Street to provide improved facilities for all users, including ADA-compliant sidewalks, drainage improvements, and roadway resurfacing.	STP	Design			272.9	227.4			
			3PF				27.1	22.6			
			STP	Right-of-Way							
			3PF								
			STP	Utilities							159.2
			3PF								15.8
			STP	Construction							
3PF									90.3		
Project Total					0.0	0.0	300.0	250.0	0.0	1,175.0	
32119	NFHWY00445	5th Avenue Reconstruction Reconstruct 5th Avenue from Barnette to Noble Street to provide improved facilities for all users. Reconstruction includes ADA-compliant sidewalks and shoulders to accommodate bicyclists, wayfinding and bicycle route signs, and landscaping in accordance with FAST Planning's "Complete Streets" Policy.	STP	Design	159.2						
			3PF		15.8						
			STP	Right-of-Way							
			3PF								
			STP	Utilities	363.9						
			3PF		36.1						
			STP	Construction		2,456.2					
			SW-TAP		454.9						
			AC		2,456.2						
			ACC			-2,456.2					
3PF	289.0										
Project Total					3,775.0	0.0	0.0	0.0	0.0	0.0	
21934	NFHWY00648	Advanced Project Definition Provide funding to the State and City to develop new estimates for TIP projects.	STP	Planning			91.0				
			FM				9.0				
Project Total					0.0	0.0	100.0	0.0	0.0	0.0	
30011	TBD	Barnette Street Reconstruction Reconstruct Barnette Street from 1st Avenue to Airport Way to include signal upgrades, decorative lighting, a dedicated bike lane, drainage improvements, intersection and sidewalk upgrades, utility relocation, signing and striping and landscaping. This project should be consistent with the Complete Streets concept of Cushman Street.	ILLU	Design						2,500.0	
				Right-of-Way						100.0	
				Utilities						1,000.0	
				Construction						14,350.0	
Project Total					0.0	0.0	0.0	0.0	0.0	17,950.0	
32278	TBD	Bike Lane Striping & Signing - Pilot Program Signing and striping of existing paved shoulders withing Fairbanks City Limits on City streets to accommodate bicyclists as designated bike lanes for seasonal use.	TAP	Design	91.0						
			3PF		9.0						
			TAP	Construction		454.9					
			3PF		45.2						
Project Total					100.0	500.0	0.0	0.0	0.0	0.0	

STP - Surface Transportation Program, CMAQ - Congestion Mitigation & Air Quality, TAP - Transportation Alternatives Program, CR - Carbon Reduction Program, MPL - Metropolitan Planning, TPL - Transit Planning, OFF - FAST Planning Offset Funds, SA - State Funding Appropriation, SM - State Match, 3PF - 3rd Party Funding, FM - FAST Planning Match, ILLU - Illustrative (Funding Placeholder), AC - Advanced Construction, ACC - Advanced Construction Conversion

# FAST Planning Policy on TIP Revisions

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

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

# TIP Revisions

## What we **Cannot** do

- Add or remove Projects
- Add or remove project phases for Planning, Design, and Construction
- Alter the original project intent or purpose and need
- Any revision that triggers an air quality conformity reevaluation
- Increase or decrease project length  $\geq 30\%$
- For projects  $\leq \$3$  million: Approve cost increases  $> 50\%$  or  $> \$1$  million
- For projects  $> \$3$  million: Approve cost increases  $> 30\%$  or  $> \$1.5$  million
- Use of Advance Construction funding that exceeds 50% of the total Federal funding allocated to FAST Planning in a single year
- Add Federal funding to a project that does not have Federal funding (Illustrative and State-funded projects)

## What we Can do

- Add or update project numbers/Need IDs
- Split projects into phases or combine projects
- Add or remove project phases for Right-of-Way and Utilities
- Shift funding for project phases between fiscal years
- Update project titles and descriptions as long as the changes do not affect the original project scope or purpose and need
- Change funding type for a project phase (i.e. changing CMAQ to STP)
- Increase or decrease project length  $\leq 30\%$
- For projects  $\leq \$3$  million: Approve cost increases  $\leq 50\%$  or  $\leq \$1$  million
- For projects  $> \$3$  million: Approve cost increases  $\leq 30\%$  or  $\leq \$1.5$  million
- Approve time-sensitive cost increases required to award consultant and construction contracts regardless of amount



December 20, 2023

Alaska DOT&PF Project Delivery Division  
Attn. James Marks, Division Director  
P.O. Box 112500  
Juneau, AK 99811-2500

Subject: **Funding Request for Regional Long Range Transportation Plan**

Mr. Marks,

On behalf of FAST Planning, I would like to formally request funding from the Statewide Transportation Improvement Program (STIP) for development of the first Regional Long Range Transportation Plan for the rural portion of the Fairbanks North Star Borough (FNSB). This area includes 16 rural communities surrounding the urbanized area of Fairbanks and North Pole that currently do not have a framework of transportation planning at the local level. FAST Planning, in partnership with the FNSB and Alaska DOT&PF, would like to address this need by facilitating conversation and collaboration to champion their transportation goals, objectives, and regionally unique priorities through a long-range planning effort.

Earlier this year FAST Planning entered into a Cooperative Agreement with Alaska DOT&PF to form a Regional Planning Organization (RPO) for the FNSB. Under this Agreement one of FAST Planning's initial responsibilities is to undertake the long-range transportation planning for the RPO area; and, as this duty is undertaken, the Alaska DOT&PF will provide compensation for the work that is mutually beneficial to both the State and rural communities it serves. Attached is a Draft Scope of Work and Planning Level Estimate for the work to be accomplished beginning in 2024. Please review these documents and let us know how we can partner with Alaska DOT&PF to program funding in the STIP for this effort.

Thank you in advance for your coordination and collaboration with FAST Planning on this request. If you have any questions or need additional information, please contact me at [jackson.fox@fastplanning.us](mailto:jackson.fox@fastplanning.us) or (907) 590-1618.

Sincerely,

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**Jackson C. Fox**  
Executive Director



## Draft Scope of Work

### Regional Long Range Transportation Plan

Fairbanks Area Surface Transportation (FAST) Planning is seeking a qualified Consultant to develop a Regional Long Range Transportation Plan for the 16 rural communities within the Fairbanks North Star Borough (FNSB) boundary that are located outside the urbanized area of Fairbanks and North Pole. The purpose of this planning effort is to engage with community residents and stakeholders to learn about and document their regionally unique priorities and needs for improvements to the road system for both motorized and non-motorized users. The outcome of the effort is envisioned to be a Plan that outlines the short, medium, and long-range transportation priorities (projects, programs, and policies) for these communities over a 20-year planning horizon. FAST Planning will then utilize the Plan to apply for funding through the Statewide Transportation Improvement Program (STIP) and other State and Federal programs to address the priorities and needs identified.

- Chena Ridge
- Ester
- Goldstream
- Farmers Loop
- Fox
- Haystack
- Chatanika
- Steele Creek
- Two Rivers
- Pleasant Valley
- Chena River State Rec Area/Hot Springs
- Badger
- Moose Creek
- Eielson AFB
- Salcha
- Harding-Birch Lakes

Funding for this effort is made possible by the Alaska Department of Transportation & Public Facilities (DOT&PF) with Federal highway funding from the STIP and a local match contribution by the FNSB. The preferred target date for adoption of the Plan is 18 months from the contract start date. Federal regulations do not specify a format for Regional Long Range Transportation Plans, nor are they required to be approved by Federal Highway Administration (FHWA), Federal Transit Administration (FTA), or Alaska DOT&PF unless called for in State Statutes. The Consultant therefore has flexibility in the Plan format and content. The anticipated scope of work for completing the Plan includes the following tasks:

#### **Task 1 – Project Management**

Project management will be a shared responsibility between FAST Planning's Executive Director and the Consultant's Project Manager. These individuals make up the project management team and will work closely to provide adequate direction such that all aspects of the project are completed in accordance with the scope of work, schedule, budget, and to the satisfaction of FAST Planning. The Alaska DOT&PF will serve in a contract management role that includes the execution of the contract, and management of amendments, notices to proceed, and invoice payments.

## Task 2 – Stakeholder & Public Involvement

FAST Planning will establish a Steering Committee, made up of representatives from the FNSB (Community Planning, Rural Services, Parks & Recreation, School District), FNSB Road Service Area Commissioners, Alaska DOT&PF (Planning, Preconstruction, Maintenance & Operations), Alaska Department of Natural Resources (DNR), MACS Transit, Fairbanks Economic Development Corporation, Eielson Air Force Base, Emergency Response service providers, and other interested local agencies and organizations as appropriate such as representatives from residential water, home heating fuel, and mail/package delivery service providers. In addition, FAST Planning’s Technical Committee and Policy Board shall also receive regular updates on the Plan as these bodies will consider final approval of the Plan. It is critical that the public and identified stakeholder groups remain engaged throughout the development process of the Plan. Engagement with the public, committees, and stakeholder groups is expected through the following means:

- a. Project website (hosted by FAST Planning), including an interactive map for public comments
- b. Online public survey
- c. Bimonthly (every other month) Steering Committee Meetings (X6)\*
- d. Roadshow of pop up events for public input (X9)\*\*
- e. FNSB Planning Commission Meetings (X2)\* – project outset and review of draft Plan for comment
- f. Technical Committee Meetings (X3)\* – project updates and review of draft and final Plan
- g. Policy Board Meetings (X3)\* – project outset and review of draft and final Plan

\*Consultant participation may be in person or virtual as budget allows.

\*\*FAST Planning staff will host pop up events in Ester (Community Park event), Goldstream (Ivory Jacks), Haystack (Olmes Pond), Chatanika (Chatanika Lodge), Fox/Steele Creek (location TBD), Two Rivers/Pleasant Valley (location TBD), Badger (Badger Gas), Salcha (Senior Center), Harding-Birch Lakes (location TBD).

## Task 3 – Existing Conditions

Through the stakeholder and public involvement process, the Consultant shall assess existing conditions of the transportation network for infrastructure condition, current traffic count data, maintenance activities, safety/crash data, and resiliency for roadways, bicycle and pedestrian facilities, transit systems, rail crossings, and freight movement. Maps should also be prepared for the entire transportation network showing maintenance authority (Alaska DOT&PF, FNSB School, FNSB Park, Alaska DNR, Federal/Military, Road Service Areas, private, and orphan roads with no maintenance authority) and facility type (paved, gravel, substandard, etc). The FNSB subdivision process and code requirements should be analyzed and documented. Regional trends should also be documented for population, demographics, travel patterns, and development and land use patterns. The following plans are also encouraged to be used for this assessment:

- Alaska DOT&PF Statewide Long-Range Transportation Plan & Freight Plan (2022)
- FNSB Regional Comprehensive Plan (2005)
- FNSB Eielson Air Force Base Regional Growth Plan (2018)
- FNSB Salcha-Badger Road Area Plan (2019)
- FNSB Comprehensive Economic Development Strategy Update (2022)
- FNSB FY2023-32 Capital Improvement Program (2022)

- FNSB Senior Needs Transportation Survey (2023)
- FNSB 2023 Road Service Area Repair & Improvement Projects List (2023)
- FNSB Comprehensive Recreational Trails Plan (2023)
- FNSB Comprehensive Road Plan (pending adoption by FNSB Assembly)
- FAST Planning Road Service Area Expansion Plan (2021)
- FAST Planning Long- and Short-Range Transit Plan Update (underway)
- FAST Planning Coordinated Human Services Transportation Plan Update (underway)
- Alaska DOT&PF Interior Alaska Transportation Plan Update (underway)
- Tetlin to Fort Knox Corridor Action Plan (pending release for public comment)

The Consultant shall prepare a technical memorandum on Existing Conditions to summarize their research and findings to be presented to FAST Planning's Technical Committee and Policy Board and published on the project website.

#### **Task 4 – Vision, Goals, & Objectives**

The Consultant will work with the Steering Committee to develop the Vision, Goals, and Objectives to guide development of the Plan. The deliverables of this task will be a clearly defined vision statement, high-level goals, and objectives that are specific, measurable, achievable, relevant, and timebound.

#### **Task 5 – Needs Analysis**

Building on the work completed under Tasks 3 and 4, the Consultant will identify the current and future needs to be addressed by the Plan. At this stage, input from the public and Steering Committee will be critical to the identification and confirmation of these needs. The analysis should include, but may not be limited to, the following:

- Projected conditions out to the horizon year of the plan of the transportation network and system performance
- Identification of current and future needs by travel mode
- Documentation of existing road maintenance challenges across subareas and individual roads with specific issues
- Identification of roads/areas that are eligible and not eligible (i.e. orphan roads with no maintenance authority) for Federal transportation funding opportunities
- Development of candidate projects, programs, and policies to address identified needs
- Network-level evaluation of different scenarios for regional trends such as population growth/decline and changes in travel, development, and land use patterns
- Selection of a practical planning scenario and development of strategies to address current and future needs considering system preservation, management, and development
- Compilation of candidate project lists, including scope descriptions, planning-level cost estimates, funding eligibility for Federal/State programs, possible project sponsors for match and maintenance, and ease of implementation

At the conclusion of this process, the Consultant will prepare a technical memorandum of the Needs Analysis documenting the process and needs identified for the Plan.

## Task 6 – Recommendations & Implementation Plan

Identify a preferred implementation strategy that is feasible and has consensus and support from the Steering Committee, including specific recommendations to address the needs identified under Task 5.

This task will involve:

- Screening of candidate project lists to qualify projects based on cost, eligibility, sponsorship, and implementation
- Scoring and prioritizing projects in alignment with the Plan’s Vision, Goals, and Objectives
- Categorizing prioritized project list into Short (0-5 years), Medium (5-10 years), and Long (10-20 years) Range priorities using fiscal constraint
- Developing a financial plan to pursue and secure funding for Short and Medium Range projects
- Drafting recommendations for orphan roads with no maintenance authority and other policy recommendations for local government consideration

The recommendations should be listed in priority order and include timelines, estimated costs, funding sources, roles and responsibilities for specific agencies/partners/stakeholders, and performance benchmarks that can be measured to track progress on Plan implementation. Compile all deliverables to develop a **Draft Plan** for approval by FAST Planning’s Technical Committee and Policy Board to be released for a 30-day public comment period. Prepare public comment responsiveness summary and revise draft plan into a **Final Plan** for adoption by FAST Planning’s Policy Board.

## Regional Long Range Transportation Plan - Planning Level Estimate

Prepared by FAST Planning staff - December 4, 2023

Task	Description	Consultant Team	FAST Planning Staff	Alaska DOT&PF Oversight
1	Project Management	\$ 15,000	\$ 7,000	\$ 3,000
2	Stakeholder & Public Involvement	\$ 75,000	\$ 25,000	\$ 10,000
3	Existing Conditions	\$ 50,000	\$ 10,000	\$ 5,000
4	Vision, Goals, & Objectives	\$ 10,000	\$ 3,000	\$ 2,000
5	Needs Analysis	\$ 100,000	\$ 10,000	\$ 5,000
6	Recommendations & Implementation Plan	\$ 50,000	\$ 15,000	\$ 5,000
<b>Subtotal</b>		<b>\$ 300,000</b>	<b>\$ 70,000</b>	<b>\$ 30,000</b>
<b>Total</b>				<b>\$ 400,000</b>

Federal Funding Request from STIP	\$ 388,553
Local Match (9.03%) Contribution by FNSB	\$ 38,569
Alaska DOT&PF FFY2024 ICAP (6.35%)	\$ (27,122)
<b>Total</b>	<b>\$ 400,000</b>

# COOPERATIVE AGREEMENT

## Between State of Alaska DOT&PF and Fairbanks Area Surface Transportation (FAST) Planning On the formation of a Regional Planning Organization

This Cooperative Agreement (hereinafter, “Agreement”) is effective as of this 27th day of January, 2023, between FAST Planning and the Alaska Department of Transportation & Public Facilities (DOT&PF) for the establishment of a Regional Planning Organization (RPO).

### PURPOSE

The purpose of this Agreement is for the DOT&PF and FAST Planning to work together on transportation priorities within the rural portion of the Fairbanks North Star Borough (FNSB), and to increase communication and cooperation in this effort. The FNSB has selected FAST Planning as its fiscal and administrative agent for this purpose. Forming a Pilot RPO will ensure regional and local input to identify local transportation needs and allow for better planning, prioritization and decision making to feed into DOT&PF’s capital project development and benefit the region.

RPOs are informal versions of RTPOs. As such they may work on a variety of planning products, including a Regional Long Range Transportation Plan (LRTP), a Regional Transportation Improvement Program (TIP) or other list highlighting regional priorities. They may also create an operating agreement and boundary description for the RPO. At the RPO stage, this boundary can be considered flexible and may change over time through discussions and in writing and agreement with DOT&PF.

### BACKGROUND & INTRODUCTION

Since 2012, with the passage of the Federal Highway law Map-21, The opportunity for states to form Regional Transportation Planning Organizations (RTPO) were made available as an option for non-metropolitan/rural areas to provide meaningful input into the Statewide Transportation Improvement Program (STIP), DOT&PF’s surface transportation funding program, and to offer formalized input into DOT&PF’s Long Range Transportation plan and other planning products.

FAST Planning is a Metropolitan Planning Organization (MPO) for the urbanized portion of the of the FNSB, a second-class borough with two municipalities within its

boundaries. FAST Planning has fiduciary responsibility for planning activities in the MPO boundary and will form the Pilot RPO boundary.

Fairbanks is the largest community in the FNSB with an urban core situated near the crossroads of the Parks, Steese and Richardson Highways. It is sited along the Chena River, offering surface transportation linkages to Anchorage, Deadhorse, Valdez and the Canadian border. Additionally, the FNSB has three Alaska Highway System routes that offer access to Chena Hot Springs, Circle Hot Springs and Manley Hot Springs. These Alaska Highway System routes are the Elliott and Steese Highways.

The area is also served by the Fairbanks Airport with a 11,000-foot-long runway and associated facilities. This airport is regionally significant as an international airport and is part of Alaska's international airport system.

## **ROLES & RESPONSIBILITIES**

**Through this Agreement, the parties agree to the following:**

- To cooperate in good faith and collaborate on the RPO formation.
- That this collaborative relationship will ultimately improve the State of Alaska's transportation system.
- To cooperate in good faith and to coordinate on transportation funding opportunities, including on federal discretionary grants and other funding options (e.g., congressionally directed funding, State or bond funding, etc.), with the goal of securing some external discretionary grants to the area.

**FAST Planning** agrees to the following:

- Provide collaborative, continuous, and comprehensive planning for the region
- Collaborate with and provide the DOT&PF with information regarding its transportation and economic planning activities in the region.
- Work to establish an operating agreement and draft boundary map for the RPO; provide this map to DOT&PF.
- Form a Policy Committee comprised of key regional transportation stakeholders and elected officials.
- Undertake long-range transportation planning for the RPO area.
- Review current projects that are in planned/design with DOT&PF and prioritize by importance.
- Complete the evaluation of transportation needs and priorities for projects in the region, to be shared with the DOT&PF.

Alaska DOT&PF agrees to the following:

- Provide technical assistance and oversight to FAST Planning.
- Participate in RPO Board, Policy, and Technical Advisory Committee meetings to provide technical support and assistance to help furthers its work, commitments and goals at meetings, in person or virtually.
- Identify and promote unique RPO solutions.
- Work to change statutes and regulations to promote RTPO formation in the state.
- Provide a base level of funding for administration and planning efforts, according to a funding schedule that DOT&PF will provide. Beyond the base funding level of \$30K per annum, the concept is that the as the RPO takes on additional planning duties, those duties will come with additional compensation. Funding received will depend on elements like road miles, population, and the planning projects the pilot RPO elects to complete and will be implemented under a separate agreement.
- Work collaboratively to share in policy decision making that may affect the RPO.
- Work collaboratively to share knowledge and strategies in addressing federal rule making, laws, statutes, etc. that may affect the RPO.

## TERMS & AGREEMENTS

**Term.** The term of this Agreement shall commence from the date first mentioned above and will remain in force for a minimum period of three (3) years or upon signing. Either party may remove themselves from the terms this Agreement by a 60-day notice in writing to the other party. This Agreement can be renewed upon the mutual consent of both the parties.

**The Entire Agreement.** This Agreement between both the parties constitutes the entire Agreement and understanding of the parties hereto, and supersedes all previous agreements and understandings, weather oral or written, between the parties with respect to the matters set forth herein.

**Notice.** Any notice or communication permitted or required hereunder shall be in writing and shall be deemed sufficiently given if hand delivered, if sent by email followed by certified or registered (or equivalent) mail, return receipt requested, or if sent by electronic facsimile with printed confirmation of receipt (including the copy of the transmission) to the respective parties as set forth on the signature page hereof, or such other address as either party may notify the other in writing.

**Binding Nature.** This Agreement shall be binding upon and inure to the benefit of each of the parties hereto and their respective successors, legal representatives, and assigns. The parties are bound as soon as the signatures are appended. Signed fax and scanned electronic copies including emails of the document with an original signature affixed shall be deemed to be "ORIGINAL" and shall be legally binding to both parties.

**Counterparts.** This Agreement may be executed in any number of counterparts, each of which together shall constitute one and the same original document.

**Applicable Law:** This Agreement shall be governed and construed in accordance with the applicable laws of Alaska and the United States of America.

**Modifications:** This MOA may be modified by mutually acceptable written amendments.

**Notices:** Notices concerning this agreement must be in writing and must be addressed to:

FAST Planning  
Executive Director  
100 Cushman Street, Suite 205  
Fairbanks, Alaska 99701

DOT&PF  
Commissioner  
Alaska Department of Transportation & Public Facilities  
P.O. Box 112500  
3132 Channel Drive  
Juneau, Alaska 99811

**AGREEMENT EXECUTION**

IN WITNESS WHEREOF, both the parties have signed and executed this Cooperative Agreement on the day and year first above written.

By   
(signature)

1/27/2023  
(date)

\_\_\_\_\_  
Jackson C. Fox

\_\_\_\_\_  
Executive Director, FAST Planning

By   
(signature)

2/27/2023  
(date)

\_\_\_\_\_  
Ryan Anderson, P.E.

\_\_\_\_\_  
Commissioner, Alaska DOT&PF

## FAST Planning Bicycle & Pedestrian Advisory Committee

### Roles & Responsibilities – Proposed Revisions 11/30/2023

#### Authority

The BPAC will be established and its representation ratified by the FAST Planning Policy Board (PB).

#### Vision

The BPAC will bring resources and attention on active transportation modes, including bicycle and pedestrian transportation, health, safety, educational opportunities and recreational use on eligible multimodal facilities in the FAST Planning Area.

#### Purpose

The BPAC will advise the Technical Committee (TC) on issues that bicyclists and pedestrians face as well as give insight to how better serve those users.

#### Roles and Responsibilities

- Maintain involvement with applicable FAST Planning plans and policies as they are being produced or updated, such as the Metropolitan Transportation Plan and the Complete Streets Policy
- Assist in public outreach and education regarding bicycle and pedestrian related topics
- Advise the TC on project-specific opportunities as they are developed and nominated
- Advise the TC on current deficiencies and future network needs
- Advise the TC on innovation, safety and best practices of the bike and pedestrian users
- Establish and maintain communication with similar groups and interested users

#### Representatives

Committee Members selected must have an interest in non-motorized transportation. Nominations shall be made as follows:

- City of Fairbanks (x2)
- City of North Pole (x1)
- Fairbanks North Star Borough (x2)
- State of Alaska (x2)
- FAST Planning Executive Director (x2)

Nominations do not have to reside within the geographic boundary of the nominating agency. All names of the appointed members shall be submitted to the PB chair for approval by the PB. Representatives of TC and PB will be non-voting members. [If a nominating agency seat remains vacant without selection for three consecutive meetings, FAST Planning staff may appoint an interim committee member to that seat until such time an appointment is made by the nominating agency.](#)

## Terms

Representatives shall commit to a term of at least one year ~~and up to three years with an option of one reappointment and with staggered years within the first year of the organization.~~

## Meetings and Duration

To meet monthly, the standing of the BPAC will be under review of the TC and PB at the start of each fiscal year. Special meetings may be held upon the Chair's request.

**Bicycle & Pedestrian Advisory Committee**

	<i>Committee Seat Sponsor</i>		<i>Term Expires</i>	
1	City of Fairbanks	Jim Richardson	Sept 2025	Currently serving 2nd (last) term
2	City of Fairbanks	Larry Zervos	Sept 2026	Currently serving 2nd term
3	City of North Pole	VACANT		Vacant since February 2020 (formerly Bud Kuenzli)
4	FNSB	Matt Layral	Sept 2026	Currently serving 1st term
5	FNSB	Susan Bissell	Sept 2025	Currently serving 1st term
6	State of Alaska	VACANT		Vacant since February 2022 (formerly Carl Heim)
7	State of Alaska	Ron Davis	Sept 2026	Currently serving 1st term
8	FAST Planning	Travis Naibert	Sept 2026	Currently serving 2nd term
9	FAST Planning	Kim Streeter	Sept 2025	Currently serving 1st term

## FAST PLANNING POLICY BOARD BYLAWS

### ARTICLE I

#### Metropolitan Planning Organization

- SECTION 1 The Fairbanks Area Surface Transportation Planning (FAST Planning) Policy Board is designated to be the Metropolitan Planning Organization (MPO) for the Fairbanks Metropolitan Planning Area (MPA) by the Governor of the State of Alaska. As the MPO, the Policy Board is responsible for carrying out the transportation planning process in the metropolitan planning area and to serve as the Board of Directors for FAST Planning. The MPO Coordinator shall serve as the Executive Director of the MPO.
- SECTION 2 FAST Planning board and committee meetings are subject to AS 44.62.310 Government Meetings Public.

### ARTICLE II

#### Members and Officers

- SECTION 1 In accordance with Section 5 of the FAST Planning Inter-Governmental Operating Agreement and Memorandum of Understanding for Transportation and Air Quality Planning, the FAST Planning Policy Board, hereafter referred to as the “Policy Board”, shall have as voting members the Northern Region Director of the State of Alaska Department of Transportation and Public Facilities (DOT&PF), the Fairbanks North Star Borough (FNSB) Mayor, the Mayor of the City of Fairbanks, the Mayor of the City of North Pole, a representative of the State of Alaska Department of Environmental Conservation (Air Quality Division), a designated representative of the FNSB Assembly, and a designated representative of the Fairbanks City Council. Each member is authorized one vote.
- SECTION 2 The Policy Board shall elect a board Chair and Vice-Chair from its members annually at its regularly scheduled meeting no later than the end of December.
- SECTION 3 The Policy Board shall appoint an Executive Director, who shall serve as Secretary of the Policy Board and perform other duties as described by these Bylaws or directed by the Policy Board. The Secretary shall provide all administrative support for the Policy Board. The Transportation Planner/Assistant of FAST Planning is designated as Assistant Secretary to serve in the absence of

the Executive Director and to provide additional support to the Policy Board and Technical Committee.

- SECTION 4 The Chair, or in their absence or disability, the Vice-Chair, shall preside at all meetings and hearings of the Policy Board. In the absence or disability of both the board Chair and Vice-Chair, an acting Chair shall be selected by the members present for the meeting.
- SECTION 5 The Chair shall decide on all points of order and procedure in accordance with Robert's Rules of Order, Newly Revised, unless changed and adopted by the rules agreed upon by the Policy Board.
- SECTION 6 The Chair shall nominate, with the exception of the Technical Committee which is established by the Bylaws, all committee members and their respective chairs found necessary for the purpose of expediting the work of the Policy Board. All members nominated shall be confirmed by a majority vote of the Policy Board.
- SECTION 7 The Chair shall report on activities taking place that have not come to the attention of the Policy Board at the next regularly scheduled or special meeting of the Policy Board.
- SECTION 8 When required, the Chair shall execute on behalf of the Policy Board all documents it authorizes or approves.

### ARTICLE III

#### Policy Board Meetings

- SECTION 1 All Meetings must be noticed according to A.S. 44.62.310 Government Meetings Public, which shall be strictly adhered to in conduct of the meeting and agenda schedule.
- SECTION 2 Regular meetings of the Policy Board shall be held monthly at a time to be determined by the Policy Board.
- SECTION 3 All regular or special meetings shall be open to the public. An agenda schedule for each meeting of the Policy Board shall be prepared by the Secretary to ensure Policy Board business is conducted in an efficient manner.
- SECTION 4 Special meetings shall be held at the call of the Chair issued upon his/her own initiative or at the request of one (1) or more members of the Policy Board, when necessary, to act upon matters before the Policy Board, providing notice is given in accordance with all applicable open meeting laws.
- SECTION 5 A quorum shall consist of four (4) members of the Policy Board. Four supporting votes are required to approve any action.

**MEMORANDUM OF UNDERSTANDING**  
**FOR THE OPERATION OF THE**  
**FAIRBANKS AREA SURFACE TRANSPORTATION PLANNING OFFICE**

1. **PARTIES.** The parties to this Memorandum of Understanding (MOU) are the Alaska Department of Transportation & Public Facilities (DOT&PF), Alaska Department of Environmental Conservation (DEC), Fairbanks North Star Borough (FNSB), City of Fairbanks, and City of North Pole.
2. **PURPOSE.** The purpose of this MOU is to outline the responsibilities of each of the aforementioned parties for the operation of the Fairbanks Area Surface Transportation Planning (FAST Planning) Office.
3. **BACKGROUND.** The FAST Planning Policy Board, consisting of representatives of DOT&PF, DEC, FNSB, City of Fairbanks, and City of North Pole, passed a motion on September 27, 2017, to organize FAST Planning as an independent organization and seek funding from the State of Alaska, FNSB, City of Fairbanks, and City of North Pole. This MOU formalizes the Policy Board's action by outlining the responsibilities of each party to successfully operate the FAST Planning Office, including payment of a one-time Membership Fee and Annual Dues to cover operating and other costs associated with the FAST Planning Office.
4. **RESPONSIBILITIES.**
  - A. **State of Alaska**
    - i. **Membership Fee & Annual Dues.** Subject to a specific appropriation by the Legislature, the DOT&PF shall make payment of the one-time Membership Fee (\$348,300) and Annual Dues (\$17,956 starting in 2020) to FAST Planning in accordance with the "MPO [Metropolitan Planning Organization] Membership Fee & Dues Structure" approved by the Policy Board on October 18, 2017.
    - ii. **DOT&PF.** As outlined in the Unified Planning Work Program (UPWP), provide the following services:
      1. **Project Planning & Programming.** Participate in the development and implementation of the short range Transportation Improvement Program (TIP), long range Metropolitan Transportation Plan (MTP), Public Participation Plan (PPP), and UPWP in accordance with the requirements of 23 CFR 420, 23 CFR 450, and 23 USC 134.
      2. **Project Development.** Develop scopes of work, schedules, and estimates for all FAST Planning projects, and manage and monitor the design and construction of the projects as outlined in the current version of Federal Highway Administration (FHWA) and DOT&PF's Stewardship and Oversight Agreement.

3. **Staff.** Provide staff support to FAST Planning for daily operations of the MPO as outlined in the UPWP.
4. **Contract Administration.** Prepare all procurement documents and negotiate and administer contracts for professional services and contractor work on FAST Planning plans and projects.
5. **Match & Maintenance Agreements.** Prepare and execute Agreements (Match / Maintenance) as appropriate for FAST Planning projects.
6. **State & Federal Compliance.** Review and analyze FAST Planning's planning activities for conformance to state and federal laws, regulations, and guidance.
7. **Office Budget, Financial Reporting, & Audits.** Participate in the development of the UPWP Annual Budget for FAST Planning and conduct a compliance audit of FAST Planning revenues and expenditures as required.
8. **Reimbursements.** Provide reimbursement for Quarterly Expense Reports from the **FAST Planning** office within 60 days of receipt.

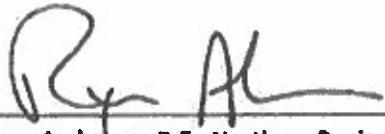
iii. **DEC**

1. **Air Quality Conformity.** Review and analyze all FAST Planning transportation-related activities for conformance to local, state, and federal air quality requirements, including the Transportation Conformity Rule, regional air quality plans, and other applicable laws and regulations.
2. **Project Planning & Programming.** Participate in the development and implementation of the TIP, MTP, PPP, and UPWP.

**B. FNSB**

- i. **Membership Fee & Annual Dues.** Subject to a specific appropriation by the Assembly, the FNSB shall make payment of the one-time Membership Fee (\$178,800) and Annual Dues (\$9,210 starting in 2020) to FAST Planning in accordance with the "MPO Membership Fee & Dues Structure" approved by the Policy Board on October 18, 2017.
- ii. **Geographic Information System (GIS).** Provide FAST Planning with GIS services on an as-needed basis for plans and projects, including mapping support.
- iii. **Land Use Planning.** Provide FAST Planning with existing, planned, and projected land use information on an as-needed basis for plans and projects.
- iv. **Transportation Planning.** Provide FAST Planning with transportation planning expertise on projects and plans for the Metropolitan Planning Area (MPA), including travel demand modeling support as needed.
- v. **Local Planning Authority.** Provide coordination of FAST Planning plans with the Comprehensive Plan, ensuring that transportation and land use planning are consistent.
- vi. **Staff.** Provide staff support to FAST Planning for daily operations of the MPO as outlined in the UPWP.
- vii. **Transit.** Coordinate with FAST Planning on an as-needed basis for shared responsibilities with the TIP, MTP, and Performance Measures target setting and reporting.

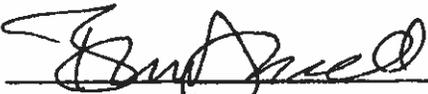
- viii. Project Planning & Programming.** Participate in the development and implementation of the TIP, MTP, PPP, and UPWP.
- C. City of Fairbanks**
- i. Membership Fee & Annual Dues.** Subject to a specific appropriation by the Council, the City of Fairbanks shall make payment of the one-time Membership Fee (\$158,800) and Annual Dues (\$8,188 starting in 2020) to FAST Planning in accordance with the “MPO Membership Fee & Dues Structure” approved by the Policy Board on October 18, 2017.
  - ii. Project Planning & Programming.** Participate in the development and implementation of the TIP, MTP, PPP, and UPWP.
- D. City of North Pole**
- i. Membership Fee & Annual Dues.** Subject to a specific appropriation by the Council, the City of North Pole shall make payment of the one-time Membership Fee (\$10,800) and Annual Dues (\$558 starting in 2020) to FAST Planning in accordance with the “MPO Membership Fee & Dues Structure” approved by the Policy Board on October 18, 2017.
  - ii. Project Planning & Programming.** Participate in the development and implementation of the TIP, MTP, PPP, and UPWP.
- 5. EFFECTIVE DATE.** This MOU shall be effective when (1) all parties have signed the MOU, and (2) the Governor has provided approval for FAST Planning to operate as the MPO.
- 6. MODIFICATION.** Any amendments to this MOU must be done through action of the Policy Board. Any party may, upon written notice, request an amendment to the MOU by giving 30 days written notice to each of the other parties.
- 7. TERMINATION.** This MOU may be terminated at any time by action of the Policy Board given 30 days written notice to each party prior to the action. This MOU will remain in effect until terminated as provided in this clause, or until amended or replaced by a new MOU. In the case of dissolution of FAST Planning, Membership Fees will be reimbursed to each party within 60 days of the MOU termination date established by the Policy Board.

  
\_\_\_\_\_  
Ryan Anderson, P.E., Northern Region Director  
Alaska Department of Transportation & Public Facilities

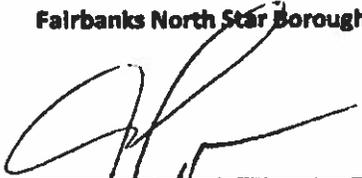
1/17/2019  
Date

  
\_\_\_\_\_  
Alice Edwards, Director, Division of Air Quality  
Alaska Department of Environmental Conservation

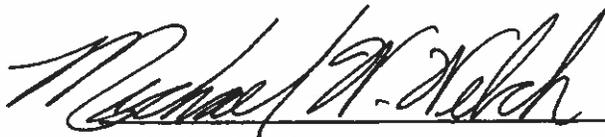
3/5/2019  
Date

  
\_\_\_\_\_  
Bryce Ward, Mayor  
Fairbanks North Star Borough

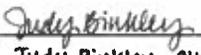
2-25-19  
Date

  
\_\_\_\_\_  
Jim Matherly, Mayor  
City of Fairbanks

27 Feb 19  
Date

  
\_\_\_\_\_  
Michael Welch, Mayor  
City of North Pole

March 4, 2019  
Date

  
\_\_\_\_\_  
Judy Binkley, City Clerk - City of North Pole

03-05-2019  
Date

# INVOICE

**DATE**

January 6, 2022

**INVOICE No.**

22-007

**FAST Planning**

100 Cushman Street, Suite 205  
Fairbanks, Alaska 99701  
(907) 590-1618  
[jackson.fox@fastplanning.us](mailto:jackson.fox@fastplanning.us)

**INVOICE TO**

Fairbanks North Star Borough  
Attn. Mayor Ward  
907 Terminal Street  
Fairbanks, Alaska 99701

EXAMPLE

PROJECT/ACCOUNT	PAYMENT TERMS	DUE DATE
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FAST Planning Office MOU - April 2019

Due on Receipt

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL
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2022 MPO Annual Dues

1

\$9,210.00

\$9,210.00

TOTAL	\$9,210.00
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SECTION 10 A quorum of voting members must be present for a vote to take place. A quorum will consist of 7 or more voting members of the Technical Committee. A majority of the voting members present at a meeting are required for an affirmative vote.

SECTION 11 Voting members of the Technical Committee will comply with Article X and XI of the Policy Board Bylaws regarding conflict of interest and ethics decisions.

SECTION 12 The Technical Committee may adopt the use of appointed workgroups, if deemed necessary for the continuing transportation planning process. The workgroups will be appointed by the Technical Committee Chair and ratified by the Technical Committee. Workgroup appointments will usually be temporary in nature and will be terminated at the conclusion of the specific project concerned.

SECTION 13 Regular meetings of the Technical Committee shall be held monthly. The Committee Chair may call special meetings provided public notice is given as provided by AS 44.62.310. Roberts Rules of Order, Newly Revised shall govern the conduct of all meetings of the Committee, except for rules set forth or adopted by the Technical Committee.

SECTION 14 The Technical Committee shall have the following duties and all additional duties assigned by the Policy Board:

- A. Develop the Draft Unified Planning Work Program (UPWP) for the Policy Board. This includes recommendation of tasks and task priority.
- B. Develop and prioritize transportation projects for inclusion in the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP).
- C. Monitor the development of projects included in the TIP. This includes reporting on the status of projects and recommendations if a project is delayed.
- D. Approve changes during construction in accordance with the FAST Planning Policies and Procedures.

## ARTICLE IX

### Conflict of Interest

Section 1 Declaration of policy. The Policy Board declares that members operate as a State and Federally mandated Policy Board; and any effort to realize personal gain through official conduct is a violation of that trust. Policy Board and committee members shall not only be impartial and devoted to the best interests of the Policy

Board's jurisdiction but also shall act and conduct themselves both inside and outside the Policy Board and committee's service as not to give occasion for distrust of their impartiality or of their devotion to the best interests of the citizens they represent.

Section 2 Definitions. As used in this article:

**Conflict of Interest** shall mean every member shall vote on all questions unless he has a direct or substantial indirect financial or personal interest in the matter being discussed.

**Financial Interest** shall mean any interest that shall yield, directly or indirectly, a monetary or other material benefit for services to the Policy Board and committee's jurisdiction to the member or other person retaining the services of the member.

**Personal Interest** shall mean any direct or substantial indirect interest arising from blood or marriage relationships or from close business or political associations, whether or not any financial interest is involved.

**Confidential Information** shall mean all information pertaining to City, Borough or State interests that is not available to the public in general including but not limited to information pertaining to any claims or lawsuits pending against the Board and personnel matters.

Section 3 Disclosure of interest. No member who has a direct or indirect financial or personal interest in any matter before the Policy Board or assigned Committees shall use his/her office or position to exert influence on such matter.

If known by the member, a member who participates in the discussion or expresses an opinion to the Policy Board on any matter before it shall disclose the nature and extent of any direct or indirect financial or other personal interest he/she has in such matter to the Policy Board. The Chair will determine whether the member has a conflict of interest and whether the member must recuse him/herself from the discussion and vote on the matter.

If a member has reasonable cause to believe another member has failed to disclose actual or possible conflicts of interest, the member shall inform the Policy Board of the basis for such belief and afford the other member an opportunity to explain the alleged failure to disclose. If, after hearing the member's response and after making further investigation as warranted by the circumstances, the Policy Board determines the member has failed to disclose an actual or possible conflict of interest, the Policy Board shall take appropriate disciplinary and corrective action.

Section 4 Disclosure of information. No member shall disclose any confidential information acquired by him/her in the course of his/her official duties or use such information to further his/her or others' financial, personal or political interests. This section shall not prohibit any such member from acquiring and utilizing any information which is available to the public in general so long as such information is obtained in the same manner as it would be obtained by an ordinary citizen.

Section 5 Compensation. No member of the Policy Board or assigned Committees whose jurisdiction includes compensation matters and who personally receives compensation, directly or indirectly, receives compensation, individually or collectively, from FAST Planning for services may provide information or vote on matters pertaining to that member's compensation.

Section 6 Securing special privileges. No member shall use or attempt to use the member's position to secure privileges, financial gain or exemption for him/herself or others.

No member shall grant any special consideration, treatment or advantage to any citizen beyond that which is available to every other citizen.

Section 7 Annual statements. Each active member of the Policy Board shall annually sign a statement which affirms he/she has read and understands the conflicts of interest policy within this Article, agrees to comply with the policy, and understands FAST Planning is a charitable organization and in order to maintain its federal non-profit tax exemption it must engage primarily in activities which accomplish one or more of its tax-exempt purposes.

## ARTICLE X

### Policy Board Code of Ethics

Section 1 The Policy Board shall adopt the "American Planning Association (APA) Ethical Principles in Planning" dated May 1992 as broad, general guidelines for the ethical conduct of its members. The guidelines, while directed to AICP and APA members, reflect the ethics FAST Planning and its members will use to guide their efforts. This statement is attached and hereby made a part of these bylaws (Attachment #1).

## ARTICLE XI

### Miscellaneous

## FAST Planning Bylaws Article IX, Conflict of Interest ANNUAL STATEMENT



In accordance with the Fairbanks Area Surface Transportation (FAST) Planning Bylaws, adopted April 18, 2018, each active member of the Policy Board shall annually sign the following statement:

*I affirm I have read and understand the Conflict of Interest policy within Article IX, agree to comply with the policy, and understand FAST Planning is a charitable organization and in order to maintain its Federal non-profit tax exemption it must engage primarily in activities which accomplish one or more of its tax-exempt purposes.*

\_\_\_\_\_  
Joe Kemp, P.E., Northern Region Director  
**Alaska Department of Transportation & Public Facilities**

\_\_\_\_\_  
Date

\_\_\_\_\_  
Jason Olds, Director, Division of Air Quality  
**Alaska Department of Environmental Conservation**

\_\_\_\_\_  
Date

\_\_\_\_\_  
Bryce Ward, Mayor  
**Fairbanks North Star Borough**

\_\_\_\_\_  
Date

\_\_\_\_\_  
Scott Crass, Assembly Member  
**Fairbanks North Star Borough**

\_\_\_\_\_  
Date

\_\_\_\_\_  
David Pruhs, Mayor  
**City of Fairbanks**

\_\_\_\_\_  
Date

\_\_\_\_\_  
Jerry Cleworth, Council Member  
**City of Fairbanks**

\_\_\_\_\_  
Date

\_\_\_\_\_  
Michael Welch, Mayor  
**City of North Pole**

\_\_\_\_\_  
Date

**FAST Planning FFY2023-27 TIP: FFY24 OBLIGATION STATUS REPORT (as of November 30, 2023)**

**ALLOCATION TOTALS (Federal Share)**

ALLOCATIONS	PHASE	AMOUNT	FFY23 OBLIGATIONS	PERCENT OBLIGATED
STP	All	\$4,373.9	\$91.0	2%
STP AC	All	\$5,104.0	\$0.0	0%
PL (Metropolitan + Transit)	All	\$520.8	\$0.0	0%
TAP (Transportation Alternatives)	All	\$1,307.3	\$0.0	0%
CMAQ	All	\$727.8	\$0.0	0%
CRP (Carbon Reduction)	All	\$550.4	\$0.0	0%
OFFSET	All	\$50.7	\$0.0	0%
<b>TOTAL</b>		<b>\$12,634.9</b>	<b>\$91.0</b>	<b>1%</b>

**STP FUNDS (Federal Share)**

IRIS	STP	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY23 OBLIGATIONS	PERCENT OBLIGATED	COMMENTS
NFHWHY00815	Doughchee Ave/Beaver Springs Bridge	Design		\$84.6		0%	
NFHWHY00603	FAST Improvement Program	Design		\$191.7		0%	FFY25 AC
HFHWHY00830	FAST Planning Office	Planning		\$150.0		0%	
TBD	Household Travel Survey	Planning	11/7/2023	\$91.0	\$91.0	100%	
TBD	Lacey Street Planning Study	Planning		\$136.5		0%	
NFHWHY00509	Minnie Street Upgrade	Design		\$409.4		0%	
TBD	Pioneer Park North Parking Lot & Boat Launch	Design		\$409.4		0%	
NFHWHY00448	Woll Road Resurfacing & Widening	Utilities		\$181.9		0%	FFY25 AC
		Construction		\$2,911.0		0%	FFY25 AC
NFHWHY00139	Yankovich/Miller Hill Road Reconstruction	Construction		\$3,093.0		0%	
		Construction		\$1,819.4		0%	FFY25 AC
	<b>TOTAL</b>			<b>\$9,477.9</b>	<b>\$91.0</b>	<b>1%</b>	

**PL FUNDS (Federal Share)**

IRIS	PL	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY23 OBLIGATIONS	Percent Obligated	COMMENTS
HFHWHY00830	FAST Planning Office - Metro PL	Planning		\$376.8		0%	
HFHWHY00830	FAST Planning Office - Transit PL	Planning		\$144.0		0%	
	<b>TOTAL</b>			<b>\$520.8</b>	<b>\$0.0</b>	<b>0%</b>	

**TAP FUNDS (Federal Share)**

IRIS	TAP	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY23 OBLIGATIONS	Percent Obligated	COMMENTS
NFHWHY00835	Bike Lane Striping & Signing Pilot Program	Construction		\$454.9		0%	
NFHWHY00280	Chena Riverwalk Stage III	Construction		\$852.4		0%	
	<b>TOTAL</b>			<b>\$1,307.3</b>	<b>\$0.0</b>	<b>0%</b>	

**CMAQ FUNDS (Federal Share)**

IRIS	CMAQ	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY23 OBLIGATIONS	Percent Obligated	COMMENTS
NFHWHY00280	Chena Riverwalk Stage III	Construction		\$727.8			
	<b>TOTAL</b>			<b>\$727.8</b>	<b>\$0.0</b>	<b>0%</b>	



**FAST Planning FFY24 Offsets**

*November 30, 2023*

**PROJECT OFFSETS**

	<b>Federal</b>	<b>Total w/ Match</b>
FMATS Sign Replacement, Stage III	\$50,686	\$55,717
<b>Total</b>	<b>\$50,686</b>	<b>\$55,717</b>

**COMMITTED OFFSETS**

<b>Total</b>	<b>\$0</b>	<b>\$0</b>
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<b>Remaining Funds to be Obligated</b>	<b>\$50,686</b>	<b>\$55,717</b>
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## Pending Deobligations from Project Closures

November 30, 2023

IRIS	Project	Construction Year	Estimated Federal Deobligation	Notes
NFHWHY00524	FAST Intersection Improvement Program FFY21	2021	TBD	Pending construction closeout
NFHWHY00559	FAST Sidewalk Improvement Program FFY21	2021	TBD	Pending construction closeout
NFHWHY00447	Airport West Bicycle & Pedestrian Facility	2022	TBD	Pending construction closeout
Z622070000	Cushman Street Bridge Rehabilitation	2022	TBD	Pending construction closeout
NFHWHY00603	FAST Improvement Program FFY22	2022	TBD	Pending construction closeout
NFHWHY00269	North Pole Streetlight Standardization - Phase I	2022	TBD	Pending construction closeout
NFHWHY00445	5th Avenue Reconstruction	2023	TBD	Pending construction closeout
NFHWHY00633	FAST Improvement Program FFY23	2023	TBD	Pending construction closeout
		<b>TOTAL</b>	<b>TBD</b>	