

Metropolitan Planning Area Boundary Update Methodology

DECEMBER 2023



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Introduction

Fairbanks Area Surface Transportation (FAST) Planning is the Metropolitan Planning Organization (MPO) for the Fairbanks and North Pole areas. To update the Metropolitan Planning Area (MPA) boundary in concordance with 23 CFR 450.312 and the release of new Decennial Census Data and urban area boundaries, a series of steps were taken. FAST Planning determined that utilizing the local expertise of Fairbanks North Star Borough (FNSB) departments, Alaska Department of Transportation and Public Facilities (Alaska DOT&PF) staff, and Eielson Air Force Base (EAFB) representatives, was the way to proceed in performing such an update. The following experts (and the agencies they represented) who formed the FAST Planning Boundary Update Committee (BUC) are listed below:

- Kellen Spillman, Director, FNSB Department of Community Planning
- Stephanie Pearson, Community Statistics, FNSB Department of Community Planning
- Don Galligan, Transportation Planner, FNSB Department of Community Planning
- Ryan Danhauser, Deputy Assessor, FNSB Department of Assessing
- Randi Bailey, Transportation Planner, Alaska DOT&PF
- Alexa Greene, Community Planner, EAFB
- Duane Hoskins, Planner, EAFB
- Jackson Fox, FAST Planning
- Olivia Lunsford, FAST Planning

This BUC met throughout the fall months of 2023 for a total of five 2-hour meetings.

Occasionally, another industry expert would join a meeting to answer questions or provide input on a certain concept. Overall, the core group cited above met for the bulk of the process and provided a substantial amount of time and insight to the development of the Draft MPA Update, inside and outside of the meeting spaces.

In addition to the BUC meetings, the FAST Planning MPA Boundary Update was presented to the decision-making bodies of both the FAST Planning Technical Committee and the FAST Planning

Policy Board a number of times. Attachment A of this document identifies the meeting schedule that was followed for this process, as well as what the accomplishments of each meeting were.

Submittal & Review Process

The Policy Board approved releasing the Draft Minimum MPA Boundary Update for a 30-Day Public Comment Period on October 11th, 2023. FAST Planning produced a comment map that allowed for pinpoint or general area comments to be made virtually and promoted the public comment period utilizing the Robust outreach strategies that are outlined in the FAST Planning Public Participation Plan (Attachment B). In addition to promoting the Draft Minimum MPA Boundary Update Public Comment Period through social media, paper advertisements, local radio, and more, FAST Planning hosted a series of “Public Comment Pop-ups” throughout the community. These outreach efforts are documented in the Title VI Report (Attachment C) accompanying this methodology document.

Purpose

This methodology document will provide the analysis and details used to develop the 2023 FAST Planning MPA. The details cited throughout this document were part of a process that extended from January to December of 2023. With the release of the U.S. 2020 Decennial Census Data, the now previous FAST Planning MPA (Attachment D) was due for an update in concordance with 23 CFR 450.312, which requires that “At a minimum, the MPA boundaries shall encompass the entire existing urbanized area (as defined by the Bureau of the Census) plus the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan. There were extents of the previous FAST Planning MPA that did not encompass the Census designated “Urban Area Boundary” (Map 1 shown on page 10).

FAST Planning staff utilized the same methodologies that were employed for the Fairbanks Metropolitan Area Transportation System (FMATS) MPA update in 2012-2013 (Attachment E). Staff also utilized some newer GIS capabilities to cross-check work and verify analyses. FAST

Planning used a 20-year forecast period for 2020-2040. The Alaska Department of Labor and Statistics (ADOL) projects a 2040 population of 101,585 people in the entire Fairbanks North Star Borough (FNSB). The 2020 Census measured a FNSB-wide population of 95,655, meaning the FNSB is projected to grow by 6.3% by 2040.

It is important to note that there were some differences between the final 2020 and 2010 Census Urban Area Criterion (i.e., what qualifies a Census Block to be considered “urban”), the largest difference being that qualifying urban areas were based on a minimum threshold of 200 housing units per square mile (HPSM) instead of 500 people per square mile. Further details about this key difference and more are noted in Attachment F.

Workflow

1. Background Research
2. Form Boundary Update Committee
3. Data Analysis
 - a. Previous MPA and Census Urban Area Boundary comparison
 - b. Allocation of population projection across Block Groups
 - c. Allocation of population projection across Blocks
 - d. New residential construction
 - e. Project future residential construction
4. Draft a Minimum Boundary
5. Present Minimum Boundary to Technical Committee and Policy Board for approval to release for a 30-Day Public Comment Period
6. Outreach
7. Redraft Boundary if necessary
8. Present (potentially redrafted) boundary to Technical Committee and Policy Board for adoption
9. Submit final boundary adjustments to the Governor and Federal Highway Administration

Additional Details

The following assumptions were made as FAST Planning staff and the Boundary Update Committee proceeded through the boundary update process:

- As per discussion with the Census Geographers Team, there is no reason to expect that the number, size, and geographic area of the Census Blocks, upon which we based our estimates will change from the 2020 Decennial Census to 2040.
- Current trends remain as they are (i.e., zoning will remain 97% General Use-1, it will remain costly to build in Alaska, etc.)
- If there is a boundary edge along a road centerline, the whole road right-of-way will be included
- If the Census Urban Area cuts through a parcel, the boundary line will follow the Census Urban Area and not the parcel line/boundary.
- All land to be used for residential construction/development is likely already in private hands
- If the lot is over 5 acres in size, assume its subdivision into 1.5 acre lots per housing unit
- Wetlands are not preventative to development and do not need to be accounted for in projection analyses
- Population growth is 100% as expected by ADOL, rather than exploring growth scenarios

Calculations & Projections

As mentioned in the introduction of this document, FAST Planning utilized the ADOL 2040 Population Projection for the FNSB and distributed it across Census Blocks using the formulas outlined in this section. While the Census Bureau changed the criteria from people per square mile (PPSM) to houses per square mile (HPSM), the Census acknowledges that the FNSB has an average of 2.64 people per household. In sum, given the threshold for urban designation is 200 HPSM or 500 PPSM, FAST Planning ran initial calculations on PPSM to follow the previous methodology from the 2013 boundary update process (Attachment E), then cross-checked the

results by running the same calculations for HPSM. The results supported each other and therefore verified accuracy of the population and housing projections across the FNSB for 2040.

Before proceeding with population and housing projections, staff narrowed the geographic scope of the area due to the large extent of the FNSB. To do this, all 2020 Census Blocks that had their centers within the combined Existing FAST Planning MPA and 2020 Census Urban Areas were selected, then an additional 0.5 mile buffer was added to this search and selection. The resulting Census Blocks selection was used for the baseline 2040 PPSM/HPSM projections, and the extent of these Census Blocks was officially designated by the BUC as the Area of Interest (AOI). FAST Planning proceeded with calculations by focusing on this AOI. The table below cites the formulas that were pertinent to determining what aspects of the 2023 MPA Boundary Update needed to occur. These variables were using in ArcGIS Pro to calculate thousands of rows of data that was then symbolized across the AOI to verify boundary minimization, expansion, and removal.

Once the Census Blocks were selected, they were spatially joined to the FNSB’s Parcel with Taxroll Download layer. This enabled staff to visualize which blocks were projected to develop additional housing over time overlaid with current assessed uses of said land (i.e., commercial, residential, vacant). This also enabled additional assessment of housing growth trends which aligned with housing and population growth projections.

Variable Title	Description	Formula or Value (if applicable)
2040PROJPOP	ADOL 2040 FNSB population projection	101585
POP20	2020 Decennial Census FNSB population	95655
POPGRTH	Projected amount the population will grow from	2040PROJPOP – POP20

	2020 to 2040, according to ADOL	
BLKPOP20	2020 Decennial Census population within a block	Available upon request
BGPOP20	2020 Decennial Census population within a block	Available upon request
BLKpopPCT_FNSB	Percentage of FNSB population that resides in a Census Block	$(BLKPOP20/POP20)*100$
BLKPOP40	Projected population of a Census Block in 2040	$BLKPOP20 + BLKgrth$
BLKgrth2040	Number of additional expected persons per Census Block by 2040	$BLKPOP40 - BLKPOP20$
BLKPOP40_PPSM	Projected people per square mile in a Census Block by 2040	$BLKPOP40/BLKAREA20$ (sq mi)
BLKAREA20_sqmi	Area of Census Block in square miles	Available upon request

The process outlined below is an *example* of how a Census Block would be determined as “urban” in 2040. This workflow was performed for hundreds of Census Blocks at one time using ArcGIS Pro Field Calculator. For simplicity, the large integers were rounded to nearest 10th.

1. The FNSB is expected to grow by 6.3% (5930 people) by 2040
 $2040PROJPOP - POP20 = \text{Expected Growth in Population}$
 $101585 - 95655 = 5930$

2. Census Block 2006 (GEOID 020900002002006) has a BLKPOP20 value of 225 people according to the 2020 Decennial Census
3. Census Block 2006 makes up .235% of the FNSB Population

$$(BLKPOP20/POP20)*100 = BLKpopPCT_FNSB$$

$$(225/95655)*100 = .235\%$$
4. Given that Census Block 2006 accounts for .235% of the FNSB Population, and the 2040PROJPOP of the FNSB is 101585:

$$2040PROJPOP * BLKpopPCT_FNSB = BLKPOP40$$

$$101585 * ((.235)*100) = 238.95 \text{ or } 240$$
5. Calculate the number of persons the Census Block is expected to change by in 2040

$$BLKPOP40 - BLKPOP20 = BLKgrth2040$$

$$240 - 225 = 15 \text{ people}$$
6. Given that 2.64 people, on average, comprise 1 household, we can safely assume that roughly 5 new houses will be built, or need to be built, in Census Block 2006 to accommodate future populations.
7. To calculate the number or PPSM, the area of each Census Block was first calculated in Square Miles using the Calculate Geometry function in ArcGIS Pro (BLKAREA20_sqmi). Then, the following formula was applied:

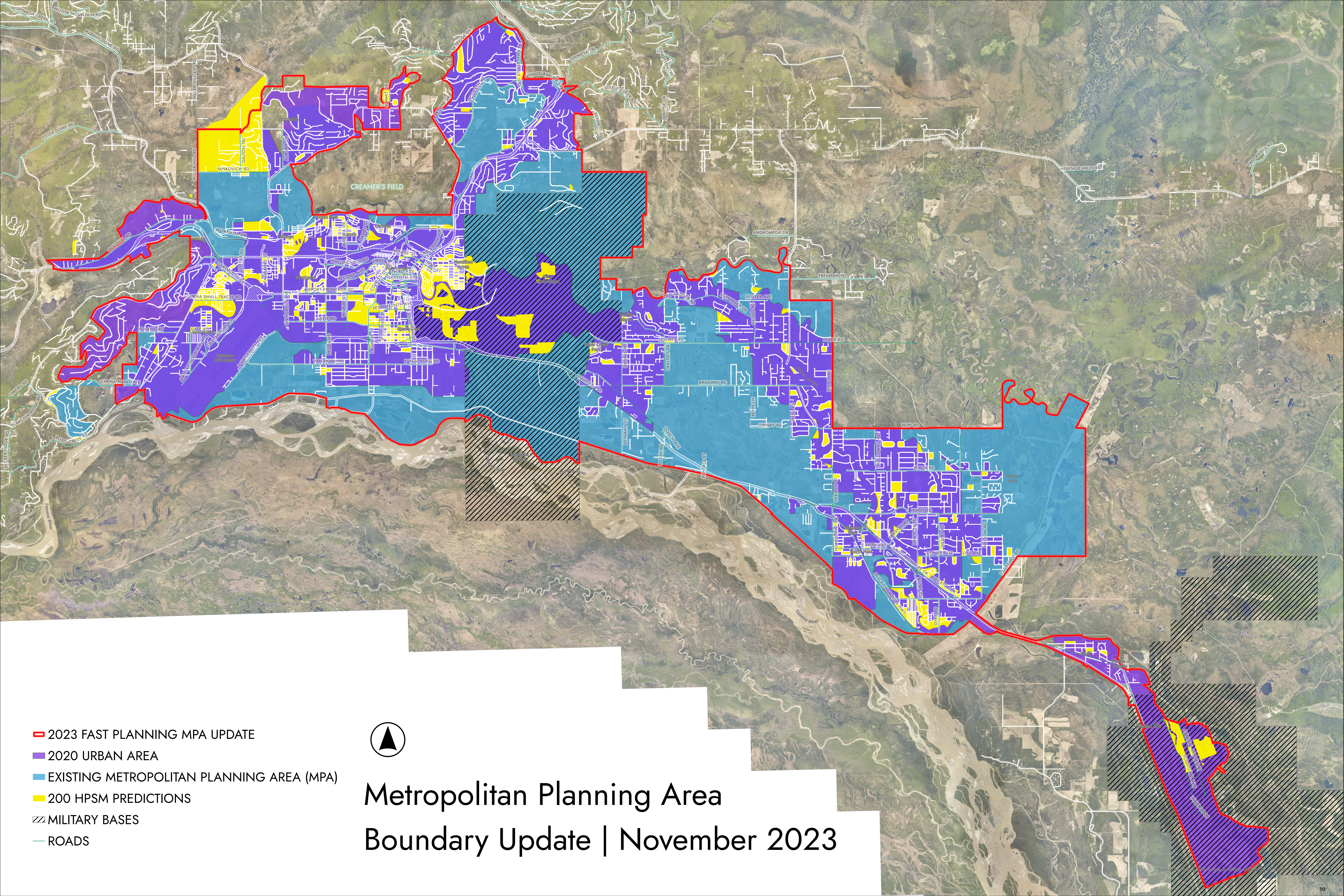
$$BLKPOP40/BLKAREA20_sqmi = BLKPOP40_PPSM$$

$$239 \text{ people} / .785 \text{ sq mi} = 304.49 \text{ or } 300$$
8. Once BLOCKPOP40_PPSM is determined, the data gets sorted to show any Census Blocks with a BLOCKPOP40_PPSM OF 500 or greater. This helped define which Census Blocks, if not already, would be considered "urban" by 2020 Census Bureau standards in 2040.

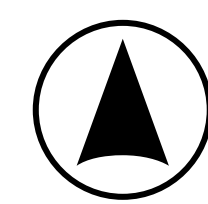
The outlined workflow can be duplicated for Houses Per Square Mile (HPSM), as the number of housing units is provided per Census Block in the same data download that the Census Block Population data was retrieved from.

The maps presented here highlight the following key information that the BUC was working with:

Map 1 | This map provides an overview of the updated MPA Boundary, the 2020 Census Urban Area that is required to be a part of the 2023 MPA Update, the MPA Boundary that had existed prior to the update, and the predicted Census Blocks where the houses per square mile will reach the Census Designated criteria for “urban”

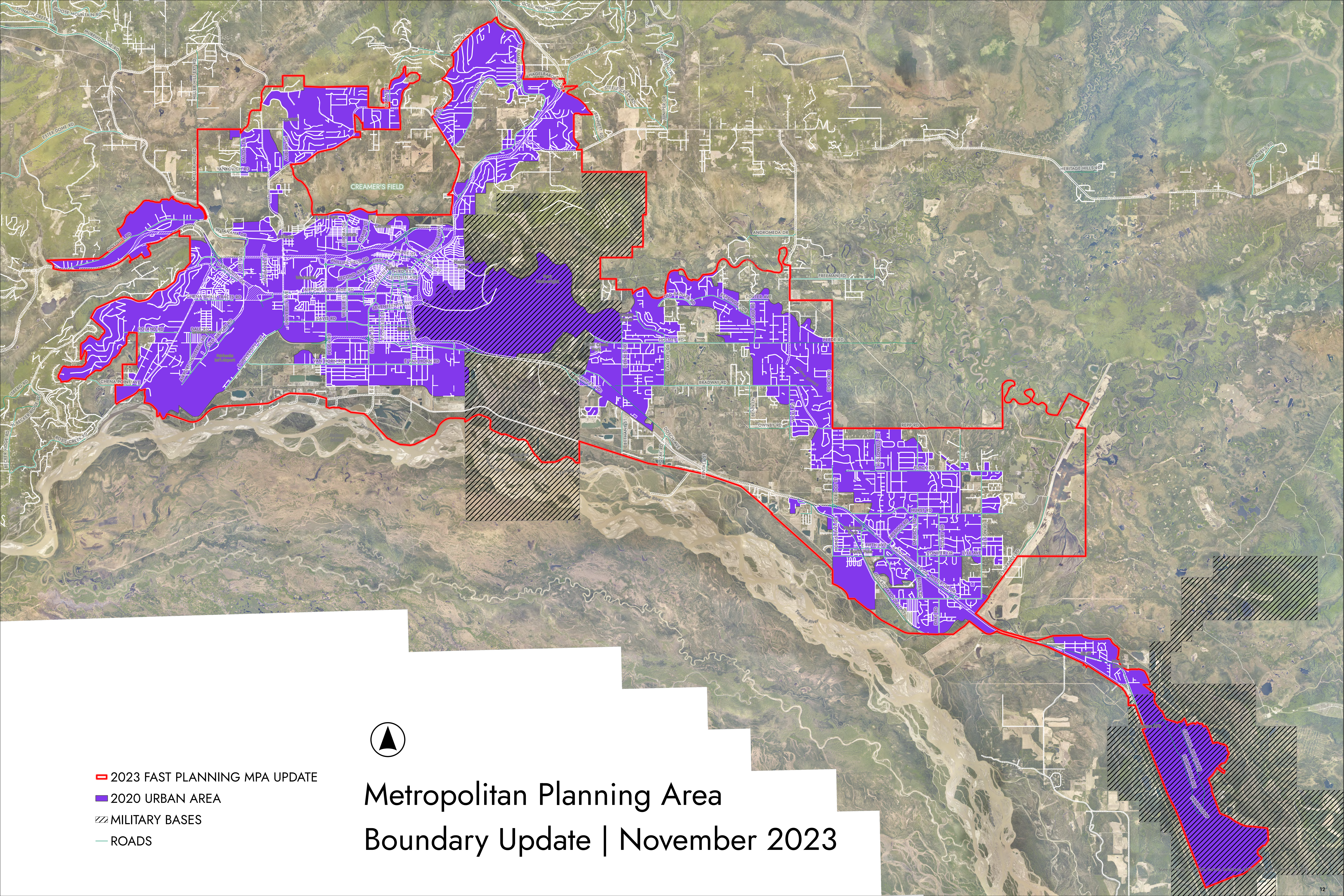


- ▬ 2023 FAST PLANNING MPA UPDATE
- 2020 URBAN AREA
- EXISTING METROPOLITAN PLANNING AREA (MPA)
- 200 HPSM PREDICTIONS
- MILITARY BASES
- ROADS

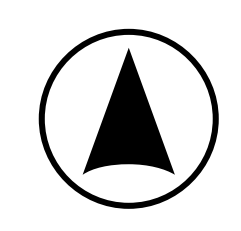


Metropolitan Planning Area Boundary Update | November 2023

Map 2 | This map highlights the 2020 Census Urban Area and the 2023 MPA Update that should, and does, encompass the entirety of the 2020 Census Urban Area

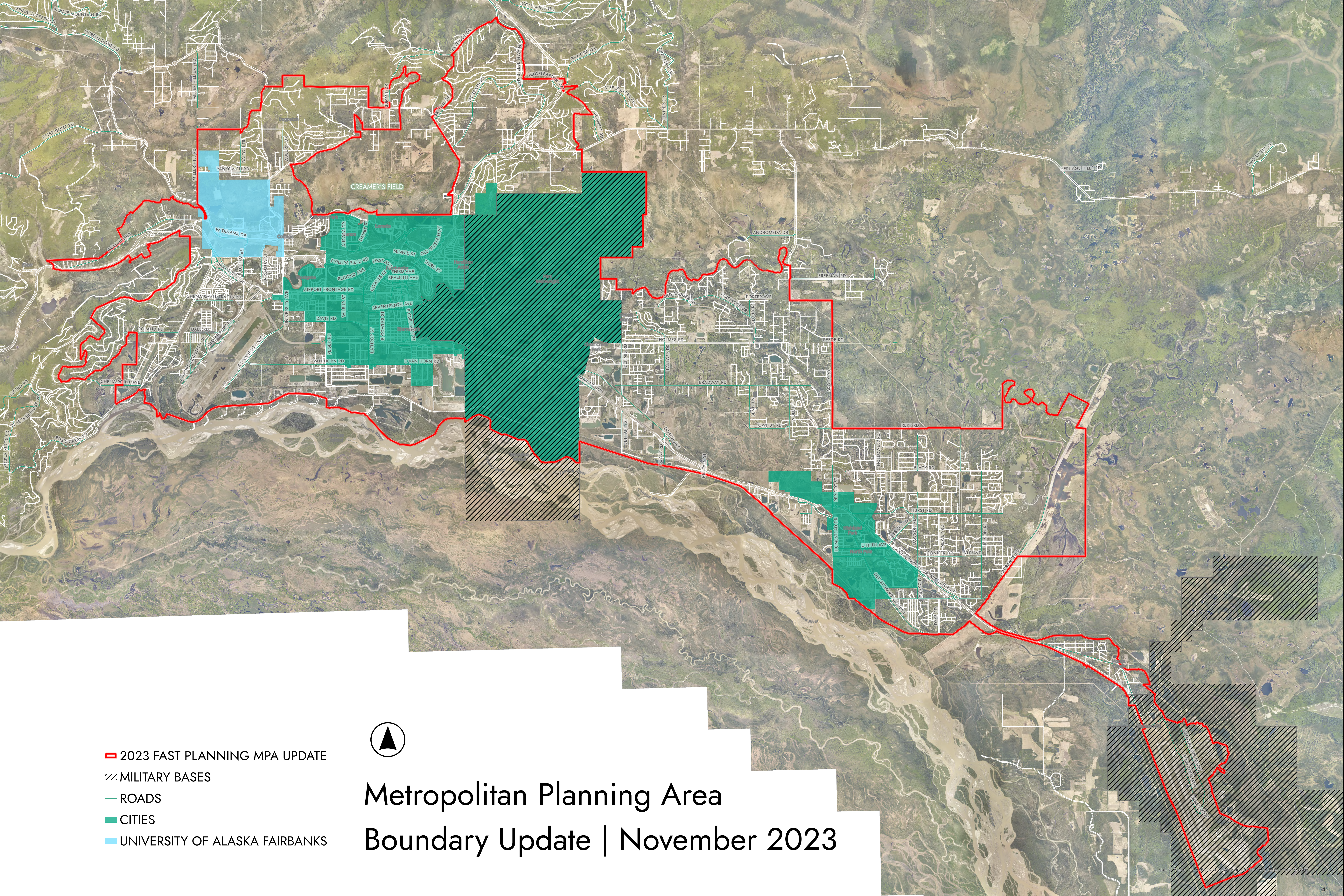


- 2023 FAST PLANNING MPA UPDATE
- 2020 URBAN AREA
- MILITARY BASES
- ROADS

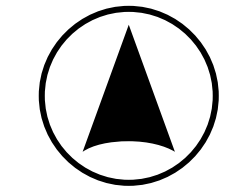


Metropolitan Planning Area Boundary Update | November 2023

Map 3 | This map demonstrates how both the City of Fairbanks and the City of North Pole, as well as the University of Alaska Fairbanks, boundaries are in the updated 2023 MPA.



- 2023 FAST PLANNING MPA UPDATE
- MILITARY BASES
- ROADS
- CITIES
- UNIVERSITY OF ALASKA FAIRBANKS



Metropolitan Planning Area Boundary Update | November 2023

Analysis & Adjustments

Once the calculations and projections had been performed utilizing ArcGIS Pro and Microsoft Excel, the BUC had a data-driven visual aid for updating the existing MPA. The projections showed the Census Blocks which are expected to have a population or housing density that meets the Census Bureau's criteria for "urban" by 2040 (see Map 1 on page 10). As previously noted, the BUC met a total of 5 times before presenting the Technical Committee and Policy Board with a draft Minimum Boundary Update for their consideration. Before the BUC and FAST Planning could fully draft a Minimum Boundary Update, they identified a list of stakeholders/industry experts who would be able to provide valuable insight on housing-focused development within the Fairbanks and North Pole areas and approved a series of survey questions. The questions that were asked virtually using email and Survey123 are documented in Attachment G, as well as the responses to the questions from each respondent. In total, we had 9 responses, which was an almost 100% response rate from those who we reached out to. In summary, the general perception was that our estimates in terms of housing and real-estate trends for the Fairbanks and North Pole areas were accurate, and the BUC felt confident in proceeding with the projected methodology that was laid out in the Calculations & Projections section.

On Tuesday, October 3rd, 2023, the BUC agreed on a Draft Minimum Boundary to present to the Technical Committee at their regularly scheduled meeting on Wednesday, October 4th, 2023 in addition to the "Look Sheet" with rough facts and methodology displayed in Attachment H. At this Technical Committee meeting, they reviewed the Draft Minimum Boundary as presented, discussed potential alternatives, and decided to recommend to the Policy Board to release the Draft Minimum Boundary as presented for a 30-day public comment period. Due to time constraints in meeting the January 1, 2024 deadline of submitting an updated boundary to the Governor, FAST Planning called a Special Policy Board Meeting for Wednesday, October 11th, 2023. This was a meeting to specifically discuss the Technical Committee's recommendation to

release the Draft Minimum Boundary for a 30-day public comment period. The Policy Board agreed and voted to do so.

The public comment period extended from October 12th, 2023 to November 12th, 2023. As previously mentioned, the outreach for this public comment period aligned with the robust strategies that are outlined in FAST Planning's Public Participation Plan (Attachment B). Three Public Comment Pop-ups were held as passive open house opportunities for folks to learn about the Draft Minimum Boundary Update and FAST Planning. These pop-ups yielded productive conversations with several citizens and encouraged their engagement with the public comment period. Attachment I is the Comment Response Summary for the Draft Minimum Boundary Update public comment period.

Upon completion of the public comment period, the Policy Board was given another opportunity to review the comments FAST Planning received, as well as make any adjustments to the boundary they saw to be necessary. The Technical Committee had already concurred that the Draft Minimum Boundary was sufficient if no further comments inferring potential adjustments to the boundary were received between their regularly scheduled Wednesday, November 1st, 2023 meeting, the close of the public comment period on November 12th, 2023 and the regularly scheduled Wednesday, November 15th, 2023 Policy Board meeting. At their November 15th, 2023 meeting, the Policy Board voted unanimously to approve the Draft Minimum Boundary Update to the MPA without any changes to how it was presented. There had been no adjustments resulting from the open public comment period, and therefore the boundary that was approved was the same boundary that was originally drafted by the BUC. The signed Action Items and Minutes associated with each of the regularly scheduled committee and board meetings outlined above are filed in sequential order as Attachment J. With a letter of support from Eielson Air Force Base (Attachment K), FAST Planning will submit the Updated MPA Boundary that was approved by the Policy Board on November 15th, 2023 with this methodology and presented maps to the Governor for approval. The map will then be provided to Federal

Highways Administration (FHWA) and the Federal Transit Administration (FTA) for informational purposes.

Attachments

- A. BUC Meeting Schedule & Outline of Events
- B. FAST Planning Public Participation Plan
- C. Title VI Report, Draft Minimum Boundary Update 30-day Public Comment Period
- D. Previous FAST Planning MPA Map
- E. FMATS Methodology Paper
- F. *Differences between the Final 2020 Census Urban Area Criteria and the 2010 Census Urban Area Criteria*
- G. Stakeholder Survey¹²³ Questions/Responses, Series of Emails sent to Stakeholders
- H. Boundary Update Committee “Look Sheet”
- I. Comment Response Summary
- J. Action Items & Minutes relating to the Draft Minimum Boundary Update
 - o 10/4/2023 Technical Committee Meeting Action Items
 - o 10/4/2023 Technical Committee Meeting Minutes
 - o 10/11/2023 Special Policy Board Meeting Action Items
 - o 10/11/2023 Special Policy Board Meeting Minutes
 - o 11/1/2023 Technical Committee Meeting Minutes
 - o 11/15/2023 Policy Board Meeting Action Items
 - o 11/15/2023 Policy Board Meeting Minutes
- K. Letter of Support, Eielson Air Force Base

ATTACHMENT A

BUC Meeting Schedule & Outline of Events



Metropolitan Planning Area (MPA) Boundary Update Timeline

❖ COMMITTEE MEETING #1

- Tuesday, August 8th
- 1:00 – 2:00 PM

❖ COMMITTEE MEETING #2

- Tuesday, August 22nd
- 1:00 – 3:00 PM
- Data review, update on stakeholder outreach scheduling
- Rough map graphic, predictions

❖ BEGIN STAKEHOLDER/INDUSTRY EXPERT OUTREACH

- 1:1 and group meetings; directed outreach (email, letters, etc.)

~~❖ COMMITTEE MEETING #3 (MEETING DID NOT OCCUR – Followed-up via email)~~

- ~~○ Tuesday, August 29th~~
- ~~○ 1:00 – 3:00 PM~~
- ~~○ Map adjustments, prepare alternatives~~

❖ COMMITTEE MEETING #3

- Tuesday, September 5th
- 1:00 – 3:00 PM
- Map adjustments, prepare alternatives

❖ COMMITTEE MEETING #4

- Tuesday, September 19th
- 1:00 – 3:00 PM
- Map adjustments, prepare alternatives



❖ CONCLUDE STAKEHOLDER/INDUSTRY EXPERT OUTREACH

❖ COMMITTEE MEETING #5

- Tuesday, October 3rd
- 1:00 – 3:00 PM
- Review and implement any final stakeholder feedback; finalize the Draft MPA Boundary Update for submittal to Technical Committee

❖ TECHNICAL COMMITTEE MEETING (REGULARLY SCHEDULED)

- Wednesday, October 4th
- 12:00 – 2:00 PM
- Submit Draft MPA Boundary Update to Technical Committee for recommendation that the Policy Board approve to release it for a 30-day open public comment period.

❖ POLICY BOARD MEETING (SPECIAL)

- Wednesday, October 11th
- 12:00 – 1:00 PM
- Submit Draft MPA Boundary Update to Policy Board to approve the release of it for a 30-day open public comment period.

❖ OPEN PUBLIC COMMENT PERIOD

- Thursday, October 12th – Sunday, November 12th
- Pop Up Public Comment @ Black Spruce Brewing Co
- Pop Up Public Comment @ JP Jones Community
- Pop Up Public Comment @ Lat65 Brewing Co

~~❖ COMMITTEE MEETING #7 (MEETING DID NOT OCCUR – Followed-up via email)~~

- ~~○ Tuesday, October 17th~~
- ~~○ 1:00 – 2:00 PM~~
- ~~○ Provide committee with a brief update on the reception of the Draft MPA Boundary Update by Technical Committee and Policy Board.~~



- ~~○ Outline outreach strategy for the 30 Day Open Public Comment Period.~~
- ~~○ Have open house scheduled and determine materials list~~

❖ PUBLIC COMMENT PERIOD

- TITLE VI PLAN (45 Day - 10/25/23 - 12/10/23)
- PUBLIC PARTICIPATION PLAN (45 Day - 10/25/23 - 12/10/23)
- BOUNDARY UPDATE (30 Day - 10/11/23 – 11/12/23)

~~❖ COMMITTEE MEETING #8 (MEETING DID NOT OCCUR – Followed-up via email)~~

- ~~○ **Tuesday, November 21st** [change from original Tuesday, December 5th date]~~
- ~~○ 1:00 – 3:00 PM~~
- ~~○ Review and implement any public comments.~~
- ~~○ Finalize MPA Boundary determinations for recommendation to Technical Committee and Policy Board for approval.~~

❖ TECHNICAL COMMITTEE MEETING (REGULARLY SCHEDULED)

- Wednesday, November 1st, 2023
- 12:00 – 2:00 PM
- Review any potential changes to the Draft Minimum Boundary and seek recommendation to the Policy Board to approve the boundary as presented

❖ POLICY BOARD MEETING (REGULARLY SCHEDULED)

- Wednesday, November 15th, 2023
- 12:00 – 3:00 PM
- Review any potential changes to the Draft Minimum Boundary and approval of the boundary as presented/support to submit to FHWA and the Governor

❖ TRANSMIT MPA BOUNDARY UPDATE TO GOVERNOR

- Before 01/01/2024

ATTACHMENT B

FAST Planning Public Participation Plan (FFY21)

[ACCESS ONLINE AT WWW.FASTPLANNING.US/PPP](http://WWW.FASTPLANNING.US/PPP)

ATTACHMENT C

Title VI Report, Draft Minimum Boundary Update 30-Day Public Comment Period

From: [Olivia Lunsford](#)
Cc: [Jackson Fox](#)
Bcc: audrey@meyeres.com; meg@ghemm.com; 907patrick@gmail.com; steve@3tieralaska.com; aaron@wvbuildersinc.com; dianna.leinberger@alaska.gov; colin.craven@alaska.gov
Subject: Boundary Update, Out for Public Comment
Date: Tuesday, October 24, 2023 11:58:00 AM
Attachments: [image001.png](#)

Hello, Boundary Update Stakeholders!

Thank you again for engaging with our survey about current trends in the real estate/building community.

I wanted to let you know that our Draft Minimum Metropolitan Planning Area Boundary Update is officially out for an Open Public Comment Period.

You can read about the process and access the virtual comment map at

<https://fastplanning.us/draftmpa/>, or just drop a comment in the online comment form.

We are curating a couple of pop-up open houses in the coming weeks and will be getting our boots on the ground for the remainder of the Public Comment Period (closes 11/12/2023).

Thank you all for your support in this effort.

Please let me know if you have any questions!

Cheers,

Olivia K. Lunsford (she/her/hers)

Transportation Planner

FAST Planning

100 Cushman Street, Suite 205

Fairbanks, Alaska 99701

Call/Text (907) 251-7248

[Sign Up for the FAST Planning Newsletter](#)





TITLE VI REPORT

Prepared by: **Deborah Todd**

Facilitated by: **Jackson Fox**

Meeting Location: **FAST Planning Office, KeyBank Building, 100 Cushman Street, Suite 215, Fairbanks, AK 99701**

Date: **October 12-November 12, 2023**

Time: **30-Day Public Review**

Meeting: **Draft Metropolitan Planning Area Boundary Update 30-Day Public Comment Period -To view and submit comments, please go to: <https://www.fastplanning.us/draftmpa>**

Purpose: (check all that apply)

Public Meeting

EIS

*CAG (Citizen's Advisory Group)

Project Scope

EA

Other: 30-Day Public Comment Period

Method of advertisement: Two-day advertisement in Fairbanks Daily News-Miner, State of Alaska Online Public Notice; Fairbanks North Star Borough Online Public Notice, FAST Planning Website, Facebook, Instagram, LinkedIn, XTwitter Announcement/ads attached.

Number of people present at the public meeting: N/A (copy of sign-in sheet attached –some attendees did not sign in) N/A attended via telephone/computer N/A attended in person

Number of Minority present: N/A Number of Women present: N/A

Was an interpreter required? YES

NO

If yes, for what language(s) _____

- Describe Title VI issues (potential disparate impact(s)), if any. N/A
- If applicable, were Title VI issues addressed in the meeting? How? N/A
- If applicable, were Title VI issues resolved? If not, please explain. N/A

Other Comments: N/A



Draft Metropolitan Planning Area Boundary Update 30-Day Public Comment Period October 12, 2023 – November 12, 2023

In coordination with the results of the 2020 U.S. Census, FAST Planning has developed a new Draft Metropolitan Planning Area Boundary Update for public review and comment. Areas of boundary expansion for transportation planning purposes include Farmer's Loop, Chena Ridge, Chena Pump, Moose Creek, and Eielson Air Force Base. The public comment period will be open from Thursday, October 12 to Sunday, November 12, 2023.

**To view the document and submit comments online, please go to:
<https://www.fastplanning.us/draftmpa>**

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. 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.



OCT 12

FAST Planning Draft Metropolitan Planning Area Boundary Update 30-Day Public Comment Period

Oct 12 at 8:00AM - Nov 12 at 5:00PM

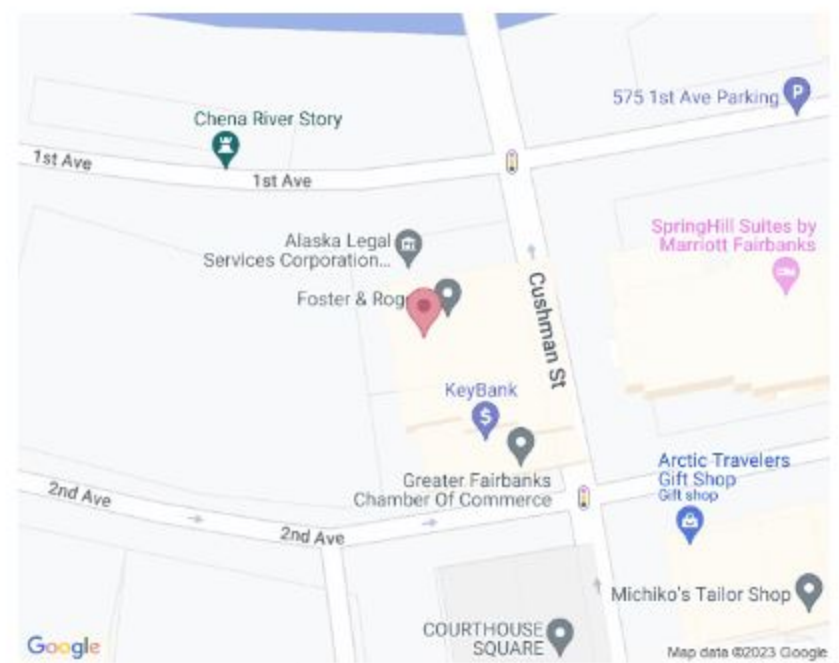
FAST Planning
 100 Cushman Street, Suite 205
 Fairbanks
 99701



MORE DETAILS

FAST Planning Metropolitan Planning Area Boundary Update 30-Day Public Comment Period October 12 - November 12, 2023.

In coordination with the results of the 2020 U.S. Census, FAST Planning has developed a new Draft Metropolitan Planning Area Boundary Update for public review and comment. Areas of boundary expansion for transportation planning purposes include Farmer's Loop, Chena Ridge, Chena Pump, Moose Creek, and Eielson Air Force Base. The public comment period will be open from Thursday, October 12 to Sunday, November 12, 2023. To view the document and submits comments online, please go to <https://www.fastplanning.us/draftmpa..>



[View on Google Maps](#) [Get Directions](#)

Promoted by Jackson Fox, Executive Director

- Website
- jackson.fox@fastplanning.us
- 1 (907) 205-4276

Local / Community Fairbanks



OCT 12 - NOV 12

FAST Planning Draft Metropolitan Planning Area Boundary Update 30-Day Public Comment Period

Oct 12 at 8:00AM - Nov 12 at 5:00PM

FAST Planning
 100 Cushman Street, Suite 205
 Fairbanks
 99701

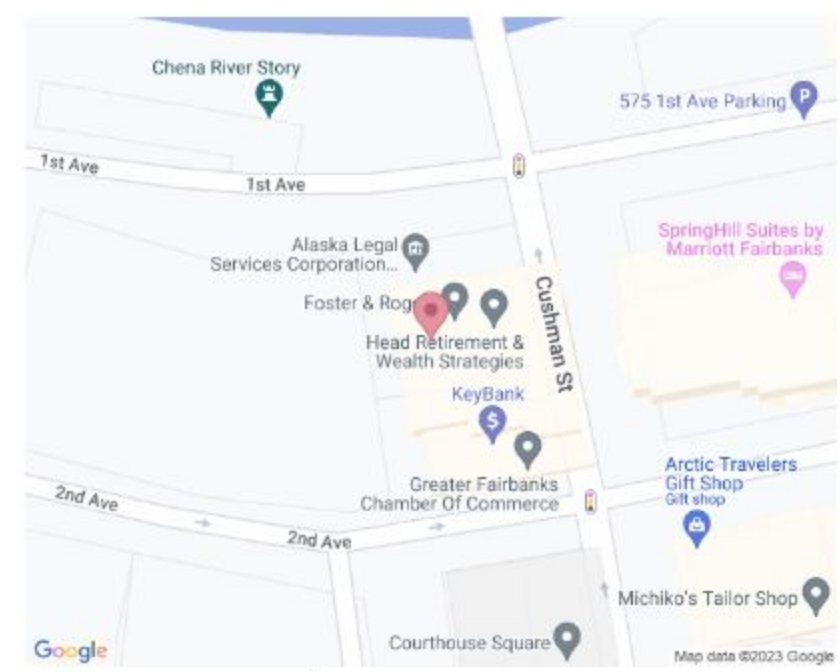


MORE DETAILS

FAST Planning Metropolitan Planning Area Boundary Update 30-Day Public Comment Period October 12 - November 12, 2023.

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Local / Community Fairbanks



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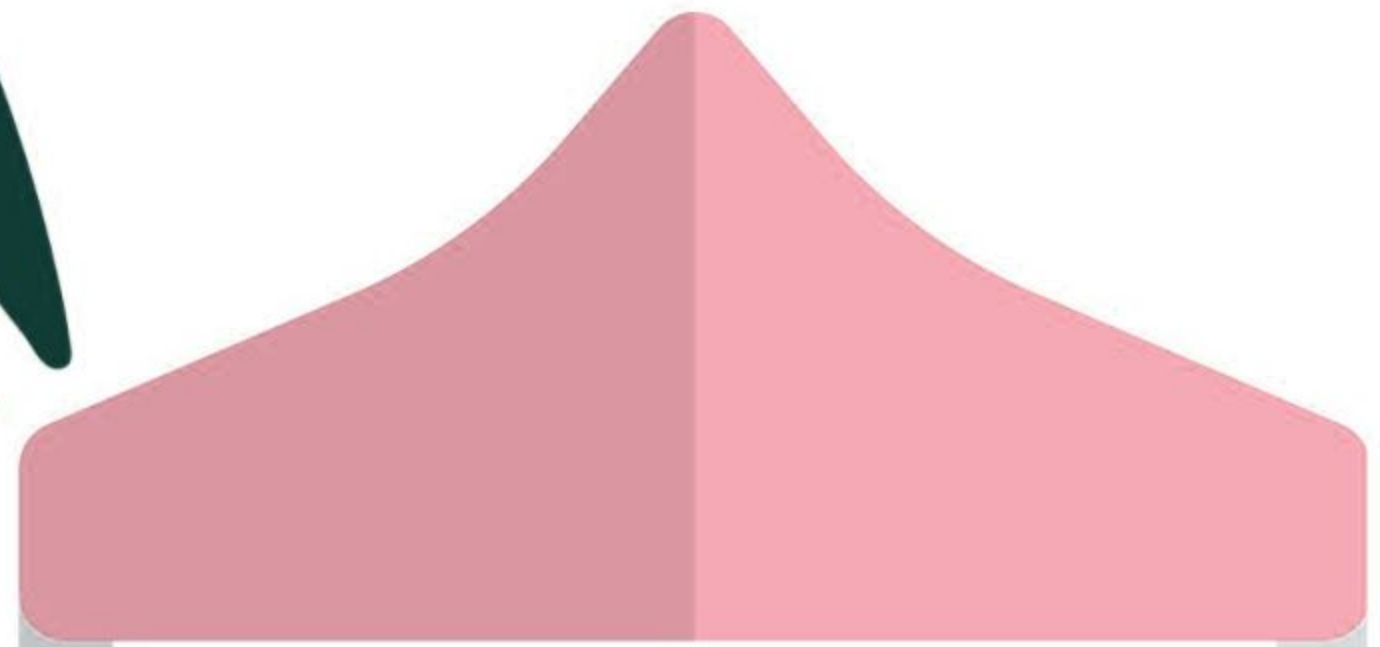


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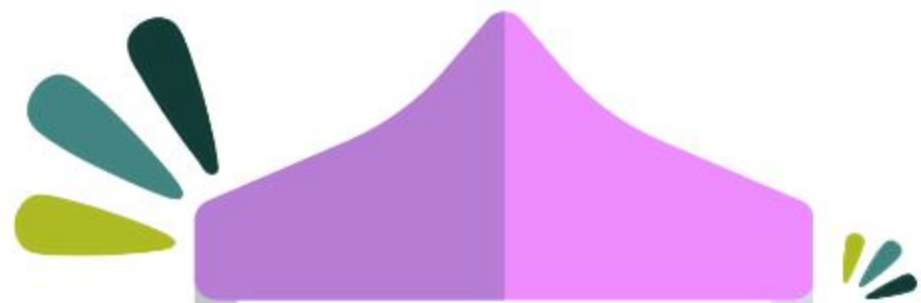
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Please provide input on our draft plans and draft planning area boundary. Keep reading for all of the details!

Sincerely,
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Fairbanks Area Surface Transportation Planning



Intro

Fairbanks Area Surface Transportation (FAST) Planning is a Metropolitan Planning Organization (MPO).

Page · Government organization



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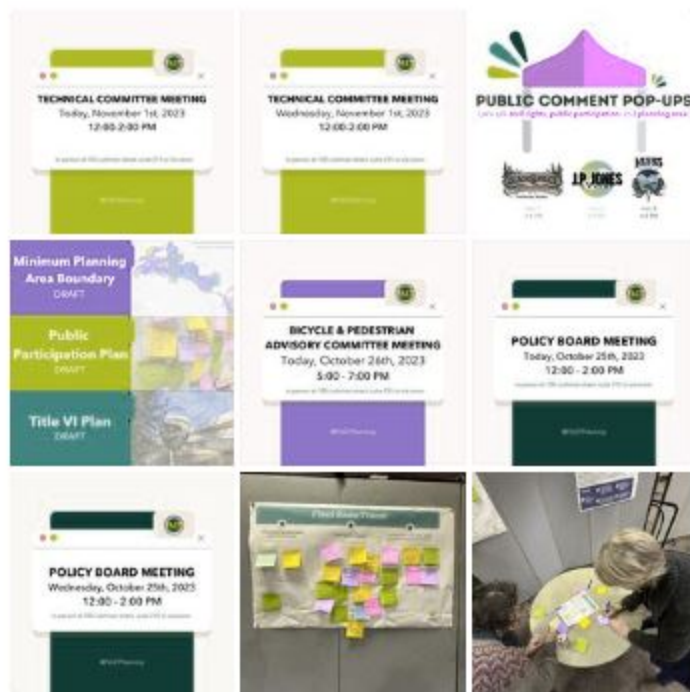
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Our Draft Minimum Planning Area Boundary Update has been out for public comment for a couple of weeks. The interactive map and public comment period closes on November 12th! Please share your thoughts on the boundary change(s) with us. Especially in the Chena Ridge, Farmer's Loop, Ballaine, and North Pole areas! More details at www.fastplanning.us/draftmpa

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If you have any questions, send us a message or call/text Olivia at 907-2five1-724eight.

Minimum Planning Area Boundary DRAFT



Public Participation Plan DRAFT



Title VI Plan DRAFT



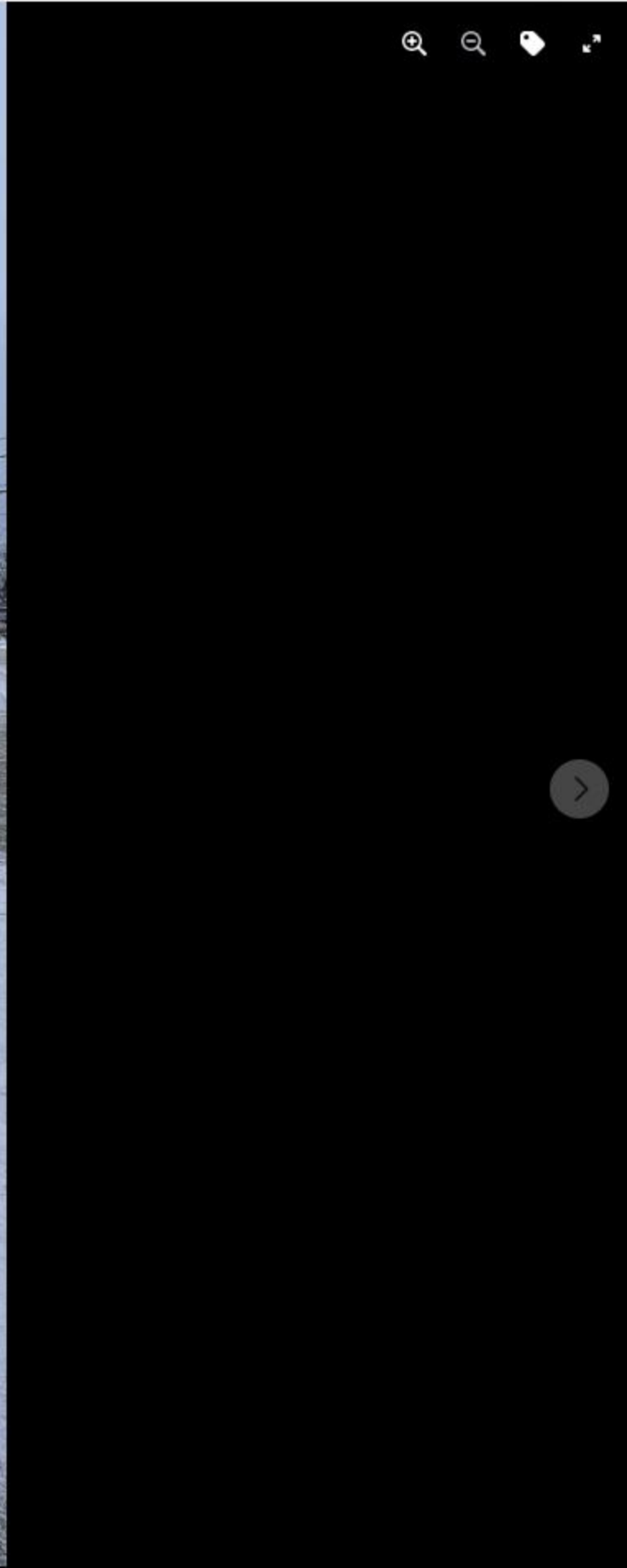
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Posted some signage at the MACS Transit Center off of Cushman Street, and at the bus stop on S. Cushman and 24th! Hopefully the 🍌 FREE @gallos_907 TACOS 🍌 will act as an extra incentive for folks to join us at the JP Jones Community Center for a passive, Public Comment Pop-up today, starting at 3:00 PM!

You can level up your chances to win the @bankstownbikeski and FAST Planning @norbicycles fatbike giveaway at our 6th Annual Winter Maintenance Forum!

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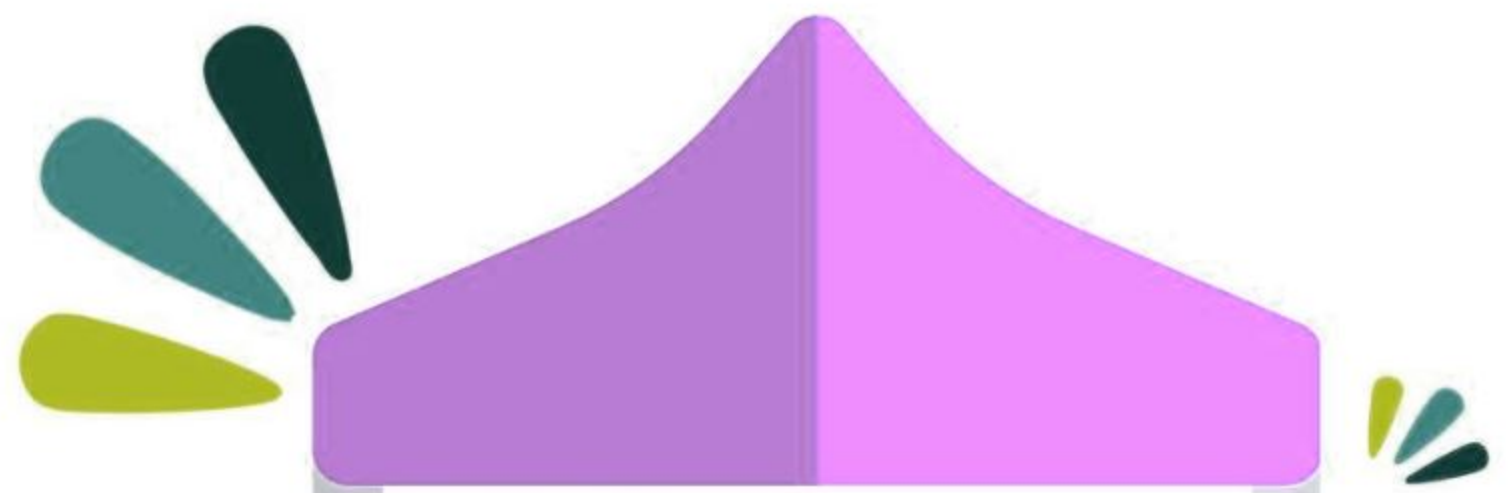
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fbxroads Hey, Fairbanks!
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→ Black Spruce Brewing Company, Wednesday, Nov. 1st from 4:00-8:00 PM (<https://fb.me/e/7dgE5LDn0>)
→ JP Jones Community Center, Thursday, Nov. 2nd from 3:00-8:00 PM (food will be provided) (<https://fb.me/e/1EQ0hq1Xk>)
→ Lat65 Brewing Company, Wednesday, Nov. 8th, from 4:00-8:00 PM (<https://fb.me/e/2RHsBnzVs>)

See you soon!
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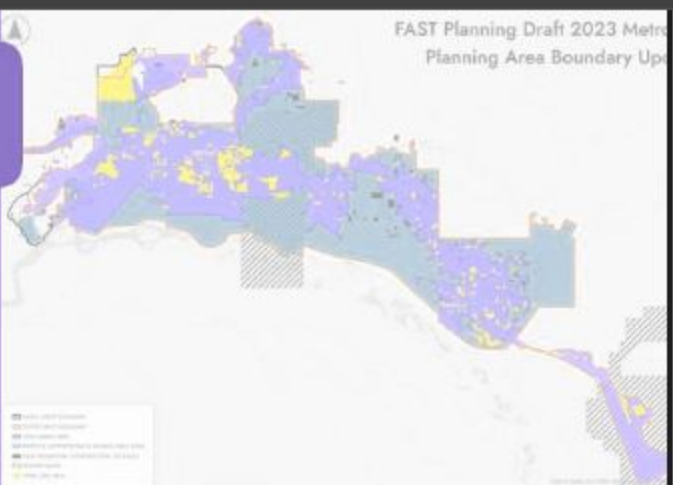
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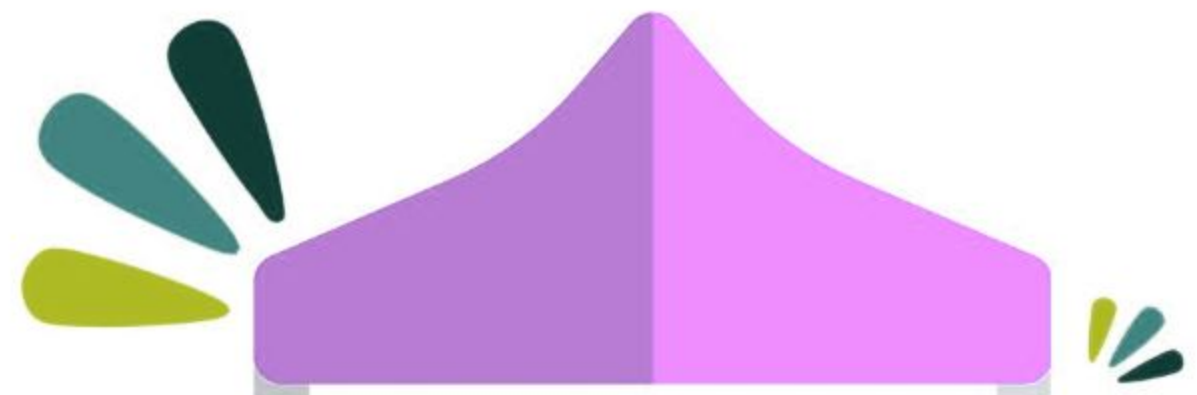


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For more information, please contact:

Jackson Fox, FAST Planning Executive Director

100 Cushman Street, Suite 205

Fairbanks, AK 99701

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Email: jackson.fox@fastplanning.us

Website: www.fastplanning.us

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Attachments

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Revision History

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Department: Transportation and Public Facilities

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Sub-Category:

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Email: [Jackson Fox](#)

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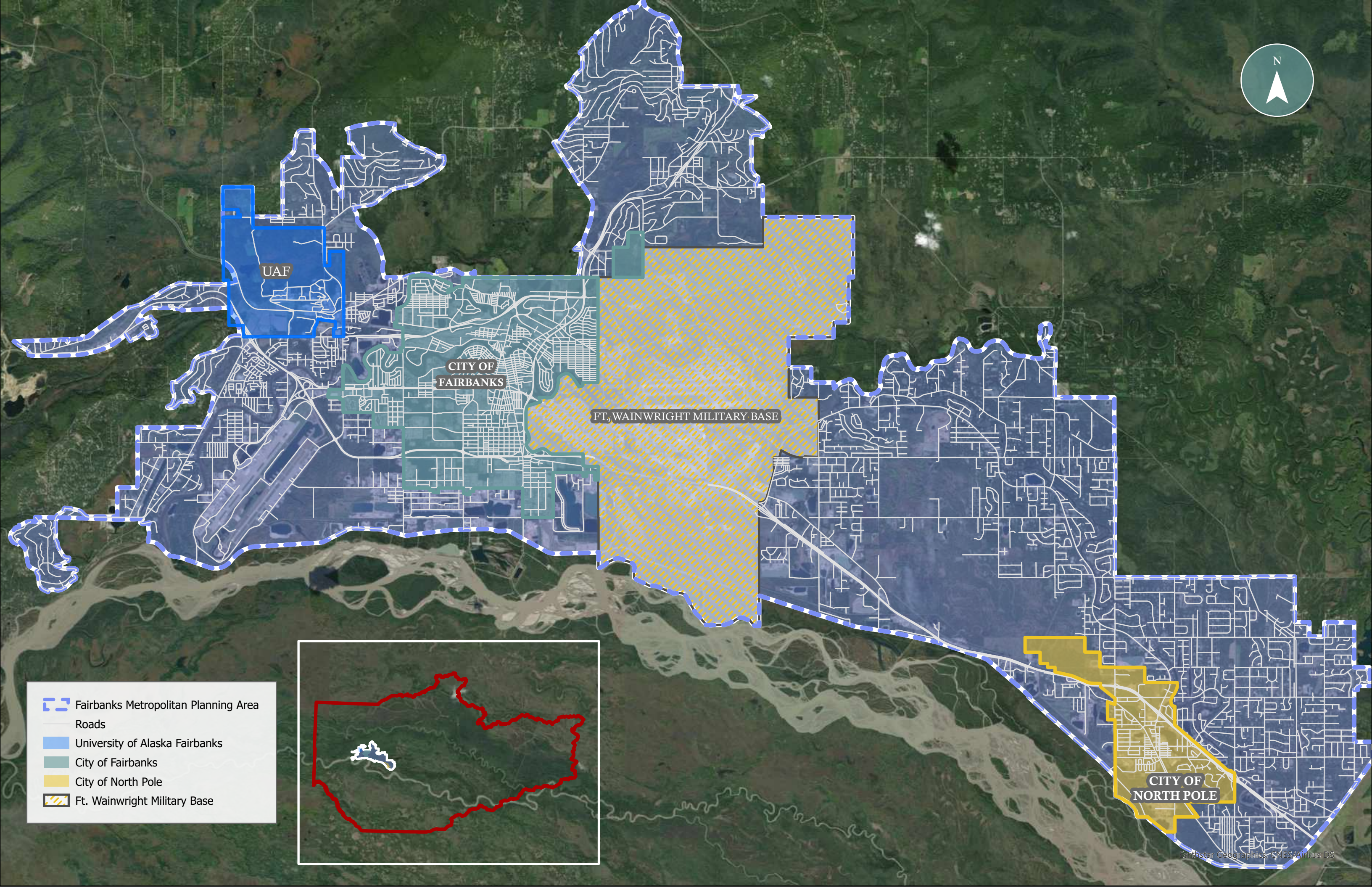
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ATTACHMENT D

Previous FAST Planning MPA Map



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FT. WAINWRIGHT MILITARY BASE

CITY OF
NORTH POLE

-  Fairbanks Metropolitan Planning Area
-  Roads
-  University of Alaska Fairbanks
-  City of Fairbanks
-  City of North Pole
-  Ft. Wainwright Military Base



ATTACHMENT E
FMATS Methodology Paper

**DEVELOPMENT OF THE FAIRBANKS METROPOLITAN AREA TRANSPORTATION
SYSTEM (FMATS) METROPOLITAN PLANNING AREA (MPA) & ASSOCIATED
POPULATION PROJECTIONS**

Prepared by

The Fairbanks North Star Borough (FNSB) in Support of FMATS

February 4, 2013

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I. OBJECTIVE AND SCOPE

This methodology paper will provide the analysis and details used to develop the Fairbanks Metropolitan Area Transportation System (FMATS) Metropolitan Planning Area (MPA) in the time period ranging from March 2012 through February 2013. The initial impetus for this project stems from the US Census Bureau releasing the new Fairbanks Urbanized Area (UZA) data in March 2012. The release of a new Fairbanks UZA caused the need for the current FMATS MPA to be reviewed and revised per federal code 23 CFR 450.312, which requires that the “MPA boundaries shall encompass the entire existing urbanized area (as defined by the Bureau of the Census) plus the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan.” The existing FMATS MPA did not encompass the entire UZA released by the US Census Bureau in March 2012. A figure illustrating the FMATS MPA, approved in 2003 and the Fairbanks UZA released in March 2012 is available in Appendix A of this report.

A new methodology was required to predict “the contiguous area expected to become urbanized within a 20-year forecast period”, which will be described in this paper. The 20-year forecast period used in the population projection methodology was 2010 – 2030 due to the availability of Census figures from the 2010 Decennial Census. Approximately a 29.2% growth, or 28,486 persons, is expected to occur from 2010 to 2030 in the FNSB.

A portion of this paper will utilize data developed in the 2009 Population Projections (utilized in the 2009 update of the FMATS TransCAD Travel Demand Model), so a summary of the previous process is included in Appendix B.

II. WORKFLOW OF THE TASKS

The following tasks are elaborated later in this document:

1. Gauge the 20-year projected population growth in the FNSB
2. Allocate the 20-year projected population growth between the 62 U.S. Census 2010 Block Groups (BG's) comprising FNSB.
3. Allocate the 20-year projected population growth geographically to the Census 2010 Blocks.
4. Sum the Census 2010 Blocks level population to the 20-year expected population growth of each Census Block.
5. Calculate the expected 2030 density (people per square mile) of the Census 2010 Blocks geographical area using the 20-year projected population.
6. Visually show the U.S. Census Blocks which are projected to have a density of at least 500 people per square mile by the year 2030.
7. Expand the Census 2010 Fairbanks UZA to include the Census Blocks contiguous to the UZA, which are expected to have a density of at least 500 people per square mile in 2030. This geographical area will be considered “the contiguous area expected to become urbanized within a 20-year forecast period.”

8. Add the contiguous area expected to become urbanized within a 20-year forecast period to the boundaries of the City of Fairbanks and the City of North Pole to create a minimum MPA.
9. Form a Committee to review the Minimum MPA and develop options for a new MPA based on logical boundary termini consistent with 23 CFR 450.312 (i).
10. Hold a public open house to solicit comments from the general public regarding MPA options.
11. Take options before the FMATS Technical Committee and the FMATS Policy Committee for approval of the recommended option.
12. Submit final recommendation to the Governor and FHWA per (23 USC 134 (e) (1)).

III. TERMS and ASSUMPTIONS

Definitions of Key Terms

“*CONTIGUOUS*” A geographic term referring to two or more areas that are adjacent to one another, sharing either a common boundary or at least one common point.¹

“*CENSUS BLOCK*” A geographic area bounded by visible and/or invisible features shown on a map prepared by the Census Bureau. A block is the smallest geographic entity for which the Census Bureau tabulates decennial census count data.²

“*CENSUS BLOCK GROUP*” A block group (BG) is a cluster of census blocks having the same first digit of their four-digit identifying numbers within a census tract. BGs generally contain between 600 and 3,000 people, with an optimum size of 1,500 people. Most BGs were delineated by local participants as part of the U.S. Census Bureau's Participant Statistical Areas Program. The U.S. Census Bureau delineated BGs only where a local, state, or tribal government declined to participate or where the U.S. Census Bureau could not identify a potential local or tribal participant.³

“*CENSUS TRACT*” A small, relatively permanent statistical geographic division of a county defined for the tabulation and publication of Census Bureau data. The primary goal of the census tract program is to provide a set of nationally consistent, small, statistical geographic units, with stable boundaries that facilitate analysis of data between decennial censuses.⁴

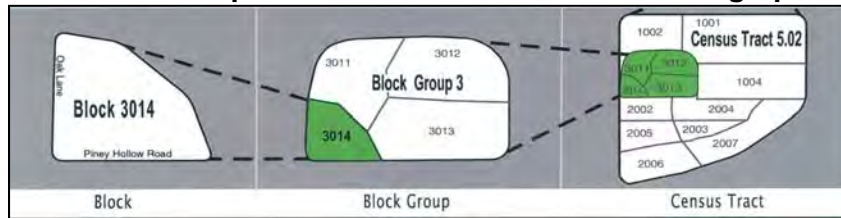
¹ U.S. Department of Commerce. (2010). *Federal Register*, 76 (164), 53042. Washington, DC: U.S. Census Bureau. Retrieved from <http://www.census.gov/geo/www/ua/fedregv76n164.pdf>

² U.S. Department of Commerce. (2010). *Federal Register*, 76 (164), 53042. Washington, DC: U.S. Census Bureau. Retrieved from <http://www.census.gov/geo/www/ua/fedregv76n164.pdf>

³ U.S. Department of Commerce. Accessed 1 March 2012: http://www.census.gov/geo/www/geo_defn.html

⁴ U.S. Department of Commerce. (2010). *Federal Register*, 76 (164), 53042. Washington, DC: U.S. Census Bureau. Retrieved from <http://www.census.gov/geo/www/ua/fedregv76n164.pdf>

Figure 3.1: Relationship between U.S. Census Bureau Geographic Entities



Source: U.S. Census Bureau

“GROUP QUARTERS” (GQ) A place where people live or stay, in a group living arrangement that is owned or managed by an entity or organization providing housing and/or services for the residents. These services may include custodial or medical care, as well as other types of assistance, and residency is commonly restricted to those receiving these services.⁵

“HOP” A connection from one urban area core to other qualifying urban territory along a road connection of 0.5 miles or less in length.⁶

“HOUSEHOLD” A household consists of all the people who occupy a housing unit. A house, an apartment or other group of rooms, or a single room, is regarded as a housing unit when it is occupied or intended for occupancy as separate living quarters; that is, when the occupants do not live with any other persons in the structure and there is direct access from the outside or through a common hall.

A household includes the related family members and all the unrelated people, if any, such as lodgers, foster children, wards, or employees who share the housing unit. A person living alone in a housing unit, or a group of unrelated people sharing a housing unit such as partners or roomers, is also counted as a household. The count of households excludes group quarters.⁷

“HOUSING UNIT” A house, an apartment, a mobile home, a group of rooms, or a single room that is occupied (or if vacant, is intended for occupancy) as separate living quarters. Separate living quarters are those in which the occupants live and eat separately from any other persons in the building and which have direct access from the outside of the building or through a common hall.⁸

“IMPERVIOUS SURFACE” is man-made surfaces, such as building roofs, roads, and parking lots.⁹

“JUMP” A connection from one urban area core to other qualifying urban territory along a road connection that is greater than 0.5 miles, but less than or equal to 2.5 miles in length.

⁵ U.S. Department of Commerce. (2010). *Federal Register*, 76 (164), 53043. Washington, DC: U.S. Census Bureau. Retrieved from <http://www.census.gov/geo/www/ua/fedregv76n164.pdf>

⁶ U.S. Department of Commerce. (2010). *Federal Register*, 76 (164), 53043. Washington, DC: U.S. Census Bureau. Retrieved from <http://www.census.gov/geo/www/ua/fedregv76n164.pdf>

⁷ U.S. Department of Commerce. Current Population Survey. Washington, DC: U.S. Census Bureau. Retrieved from <http://www.census.gov/cps/about/cpsdef.html>

⁸ U.S. Department of Commerce. State & Country QuickFacts. Washington, DC: U.S. Census Bureau. Retrieved from http://www.quickfacts.census.gov/qfd/meta/long_HSG030210.htm

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“*LAND AREA*” is the size, in square units (metric and nonmetric) of all areas designated as land in the Census Bureau's national geographic (TIGER®) database.¹⁰

“*METROPOLITAN PLANNING AREA*” (MPA) is the geographic area determined by agreement between the metropolitan planning organization for the area and the Governor under subsection (e).¹¹

“*METROPOLITAN PLANNING ORGANIZATION*” (MPO) is the policy board of an organization established as a result of the designation process under subsection (d).¹²

“*PERSONS PER SQUARE MILE*” (PPSM) is the average number of inhabitants per square mile of land area. These figures are derived by dividing the total number of residents by the number of square miles of land area in the specified geographic area. The land area measurement is from the Census 2010.¹³

“*RURAL*” is territory not defined as urban.¹⁴

“*URBAN*” is densely developed territory, encompassing residential, commercial, and other nonresidential urban land uses within which social and economic interactions occur.¹⁵

“*URBAN AREA*” is the generic term used to refer collectively to urbanized areas and urban clusters.¹⁶

“*URBANIZED AREA*” (UZA) is a statistical geographic entity consisting of a densely settled core created from census tracts or blocks and contiguous qualifying territory that together have a minimum population of at least 50,000 persons.¹⁷

Assumptions Made

The following assumptions were made regarding the population projections utilized in developing a contiguous area expected to be urbanized in a 20-year forecast period:

- The number, size and geographic area of the Census Blocks will not change from the 2010 Decennial Census to 2030.

¹⁰ U.S. Department of Commerce. State & Country QuickFacts. Washington, DC: U.S. Census Bureau. Retrieved from http://www.quickfacts.census.gov/qfd/meta/long_LND110210.htm#

¹¹ 49 USC§ 5303, Metropolitan Transportation Planning

¹² 49 USC§ 5303, Metropolitan Transportation Planning

¹³ U.S. Department of Commerce. State & Country QuickFacts. Washington, DC: U.S. Census Bureau. Retrieved from http://www.quickfacts.census.gov/qfd/meta/long_LND110210.htm#

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¹⁷ U.S. Department of Commerce. (2010). *Federal Register*, 76 (164), 53043. Washington, DC: U.S. Census Bureau. Retrieved from <http://www.census.gov/geo/www/ua/fedregv76n164.pdf>

- The projected population growth will be distributed among the FNSB Census BG's at the same rate as the projected household growth.
- Population growth in each Census Block will occur consistent with the current population distributions of each Census Block comprising a BG. For the 2030 projections, the growth percentages were projected at Census BG level and allocated to specific Blocks based on 2010 population data. (e.g., if a 2010 Census Block contained 60% of the 2010 Census BG population then exactly 60% of the projected growth in that particular Census BG will occur within that Census Block).
- The only factor for delineating the contiguous area expected to become urbanized within a 20-year forecast period is the projected population density of a Census Block of at least 500 ppsm.¹⁸ In 2010, there are other factors which the U.S. Census Bureau uses in determining the exact Census Blocks which encompass a UZA, such as international airports, bodies of water, and inclusion of areas with a high degree of impervious surfaces.¹⁹ These factors were not included in the contiguous area expected to become urbanized within a 20-year forecast period.

IV. PROCEDURE

Differences between 2009 and 2012 Population Projection Exercises

The population growth projections for the 2030 Fairbanks UZA were performed at a total person's level, rather than at a household level because total persons projections are more easily calculated into ppsm. The 2009 population projection growth allocation rate was held constant because there were minimal geographic area changes between the 2000 and 2010 Census BG boundaries in the FNSB.²⁰

Baseline population projections from the ADOL, Demographics Division were used in this exercise.²¹ This projection data is readily available, as opposed to amortizing the base total housing units from the 2010 Census and distributing the population based on persons per housing unit. Both the 2009 FMATS TransCAD Travel Demand Model and the 2011 Conformity Analysis Housing Units projects were amortized at 1%, 1.5%, and 2% scenarios. The ADOL projections are based on a cohort component model and take into account additional factors not reflected in an amortized schedule such as average annual births, deaths, and migration.²² The FNSB population projections are available in Appendix C of this report.²³

2009 Population Projections

¹⁸ U.S. Department of Commerce. Accessed 1 March 2012: http://www.census.gov/geo/www/geo_defn.html

¹⁹ U.S. Department of Commerce. (2010). *Federal Register*, 76 (164), 53039-53043. Washington, DC: U.S. Census Bureau. Retrieved from <http://www.census.gov/geo/www/ua/fedregv76n164.pdf>

²⁰ I.M. Zaruba (personal communication, August 29, 2012)

²¹ Alaska Department of Labor & Workforce Development. (2012, April). *Alaska Population Projections 2010-2035*, 68. ADOL. 2012. Retrieved from <http://laborstats.alaska.gov/pop/projected/pub/popproj.pdf>

²² Alaska Department of Labor & Workforce Development. (2012, April). *Alaska Population Projections 2010-2035*, 119. ADOL. 2012. Retrieved from <http://laborstats.alaska.gov/pop/projected/pub/popproj.pdf>

²³ Alaska Department of Labor & Workforce Development. (2012, April). *Alaska Population Projections 2010-2035*, 68. ADOL. 2012. Retrieved from <http://laborstats.alaska.gov/pop/projected/pub/popproj.pdf>

In 2009, detailed population projections were needed to update the FMATS TransCAD Travel Demand Model. The projection timeline for this exercise was 2035, to cover the entire lifespan of the FMATS Metropolitan Transportation Plan. An extensive process was completed to anticipate where household growth would occur by the year 2035. The 2009 distribution of household growth analysis was reviewed and brought to individual Census Block counts for the 2030 population projection project. This is justifiable as there have been no large unanticipated changes that modified growth patterns within the Borough since 2009. Another analysis that used the 2009 growth projections was the Conformity Analysis associated with the development of the 2012 – 2015 FMATS Transportation Improvement Program (TIP).

The 2009 annual growth scenarios (1%, 1.5%, and 2%) will not be used in the 2030 population projection exercise, but rather a total population projection amount which was provided by the Alaska Department of Labor and Workforce Development (ADOL) Research and Analysis Section, Demographics Division.²⁴

The 2009 population Projection Process is explained in detail in Appendix B of this report.

2030 Calculations

The 2030 population projection calculations utilize 2010 Census population by BG data as a baseline. Appendix D illustrates the actual 2010 Census data as well as the ADOL FNSB population projections populated into each BG by the percentages established in the 2009 geographical distribution exercise discussed in Appendix B.²⁵ To determine the total projected population growth in the FNSB from 2010 to 2030 the following equation was used.

Description of Variables	
Variable	Description
Popgrth	Total FNSB Population Growth (2010 through 2030)
2030projpop	Projected 2030 FNSB population (ADOL, page 68)
2010pop	Population of the FNSB at the time of the 2010 Decennial Census (U.S. Census Bureau)
BGpopgrth	Block Group Population Growth (2010 through 2030) (in persons)
BGgrthper	Block Group growth percentage (derived from 2009 population projection exercise)
BGpopBLKper	Block Group Population Residing in Block (percentage)
2010BLKpop	Population of a Census Block at the time of the 2010 Decennial Census
2010BGpop	Population of a Census Block Group at the time of the 2010 Decennial Census
BLKgrth	Projected population growth, in total persons, of a Census Block from 2010 to 2030
2030BLKprojpop	Projected population, in total persons, of a Census Block in 2030
2030BLKprojpsm	Projected people per square mile in a Census Block in 2030
2010BLKsqmi	2010 Census Block land area (square miles)
500ppsm	A population density of 500 persons per square mile

²⁴ Alaska Department of Labor & Workforce Development. (2012, April). *Alaska Population Projections 2010-2035*, 68. ADOL. 2012. Retrieved from <http://laborstats.alaska.gov/pop/projected/pub/popproj.pdf>

²⁵ Alaska Department of Labor & Workforce Development. (2012, April). *Alaska Population Projections 2010-2035*, 68. ADOL. 2012. Retrieved from <http://laborstats.alaska.gov/pop/projected/pub/popproj.pdf>

Census Tract is visible in the green column of Appendix D, and the total population projection is available in the blue column. The following formula was used to distribute FNSB population growth across 2010 Census BG's:

$$popgrth = 2030projpop - 2010pop$$

The 2030 projected population growth by 2010 Census Tract is visible in the green column of Appendix D, and the total population projection is available in the blue column. The following formula was used to distribute FNSB population growth across 2010 Census BG's:

persons among the comprising Census Blocks, the 2010 population percentage for each Census Block was established

$$BGpopgrth = popgrth \times BGgrthper$$

A new methodology was required because the forecasted growth percentages established by the 2009 projections were forecasted for the FNSB BG's. The population density used in establishing a UZA are incorporated for Census Blocks, therefore 2030 population projections are needed for each FNSB Census Block.

$$BGpopBLKper = \frac{2010BLKpop}{2010BGpop}$$

$$BLKgrth = BGpopBLKper \times BGpopgrth$$

After the 2030 projected population was established, this 2030 figure was divided by the Census Block area, in square miles, to establish the 2030 projected density in ppsm. The 2010 and projected 2030 population of each Census Blocks in the FNSB is available in Appendix E of this report.

$$2030BLKprojpop = 2010BLKpop + BLKgrth$$

$$2030BLKprojppsm = \frac{2030BLKprojpop}{2010BLKsqmi}$$

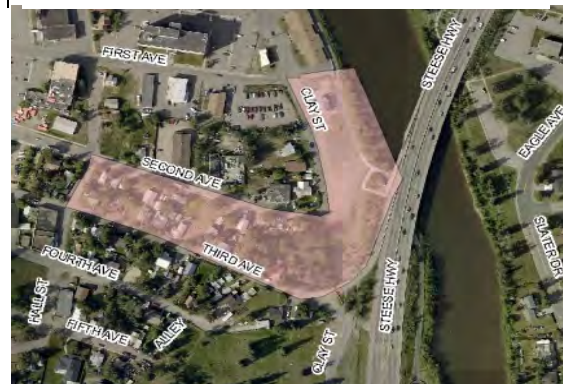
$$Urban = 2030BLKprojppsm \geq 500ppsm$$

$$Rural = 2030BLKprojppsm < 500ppsm$$

Example 1

The following process was used to determine if Census Tract 1, BG 1 (Townsite/Cushman/Steese), Block 1002 would be classified as urban in 2030:

Figure 4.1 – FNSB Census Tract 1 BG 1 Block 1002



1. The FNSB is expected to grow by 28,486 persons from 2010 through 2030.

$$28,486 \text{ persons} = 126,067 - 97,581$$

2. The Townsite/Cushman/Steese BG was projected by the 2009 exercise to experience 1.027...% of the growth in the FNSB. This growth rate was multiplied by the total expected population growth of the FNSB, resulting in an expected population growth of the Townsite/Cushman/Steese BG of 292.605 people.

$$292.605 \dots \text{ Persons} = 28,486 \text{ persons} \times 1.027 \dots \%$$

3. Prior to distributing the projected growth of 292.605... persons among the Census Blocks comprising the Townsite/Cushman/Steese BG, the 2010 population percentage for each Census Block within the BG was established. Census Block 1002 contained a 2010 population of 33 total persons, or 3.1103% of the total population of the Townsite/Cushman/Steese BG.

$$3.1103 \dots \% = \frac{33 \text{ persons}}{1061 \text{ persons}}$$

4. 3.1103% of the total population growth in the Townsite/Cushman/Steese BG, or 9.1131 persons, was assumed to occur within Census Block 1002.

$$9.1131 \dots \text{ persons} = 3.11 \dots \% \times 292.605 \dots \text{ persons}$$

5. The 2010 population of Census Block 1002 was then added to the projected population growth of Census Block 1002 to establish the 2030 projected population of 42.1131 persons.

$$42.1131 \dots \text{ persons} = 33 + 9.1131 \dots \text{ persons}$$

6. Census Block 1002 of the Townsite/Cushman/Steese BG was projected to contain 42 persons in the Census 2030, and has an area of 0.0093293 miles, thus the 2030 projected ppsm would be 4,512.76. Census Tract 1, BG 1 (Townsite/Cushman/Steese), Block 1002 is projected to be **Urban** in the year 2030.

$$4512.76 \dots \text{ ppsm} = \frac{42.1131 \dots}{0.0093293 \dots}$$

$$\text{Urban} = 4512.76 \dots \text{ ppsm} \geq 500 \text{ ppsm}$$

Calculation Software

Calculations were performed in Microsoft Excel format as well as in the attributes table of each corresponding shapefile in ArcGIS. The shapefile baseline was set to geographically display the 2010 Census Blocks that contained a density equal to, or greater than, 500 ppsm which is the baseline for projecting the minimum density required for outlying areas included in a Census designated UZA.²⁶ The FNSB Census Blocks which are projected to have a population density of at least 500 ppsm are displayed in red in Appendix F of this report.

²⁶ U.S. Department of Commerce. (2010). *Federal Register*, 76 (164), 53039. Washington, DC: U.S. Census Bureau. Retrieved from <http://www.census.gov/geo/www/ua/fedregv76n164.pdf>

V. ANALYSIS AND ADJUSTMENTS

These projections were intended to be used as an aide when developing the new MPA by graphically displaying the Census Blocks outside of the 2010 Fairbanks UZA that had a population density below 500 ppsm in the 2010 Census, but are projected to have a population density greater than 500 ppsm in 2030. The Census Blocks which are expected to have a population greater than 500ppsm in 2030 and are contiguous with the 2010 UZA will be considered the contiguous area expected to become urbanized by 2030. The contiguous urban area expected to be urbanized in a 20-year forecast period is display in Appendix G.

The resulting 2030 expected population of the contiguous area expected to become urbanized by 2030, based on calculations described above is 86,252 persons.

Development of a Comprehensive Boundary to Foster an Effective Planning Process

The development of the contiguous area expected to become urbanized by 2030 was used as the baseline for the development for a new FMATS MPA. The contiguous area expected to become urbanized by 2030 was to be amended consistent with 23 CFR 450.312 (j) "As appropriate, additional adjustments should be made to reflect the most comprehensive boundary to foster an effective planning process that ensures connectivity between modes, reduces access disadvantages experienced by modal systems, and promotes efficient overall transportation investment strategies."

In order to have detailed discussions regarding the development of the FMATS MPA the FMATS Technical Committee elected to form a Boundary Subcommittee on April 4, 2012. The representatives included Bernardo Hernandez (FNSB), Donna Gardino (FMATS), Scott Bell (UAF), and Ethan Birkholz (DOT&PF, Northern Region). Additional Staff of the Boundary Subcommittee included Kellen Spillman (FNSB), Bill Gyrder (FNSB), Margaret Carpenter (DOT&PF, Northern Region), Linda Mahlen (DOT&PF, Northern Region), Jessica Smith (FMATS), Bill Butler (City of North Pole) and Todd Boyce (FNSB).

The Boundary Subcommittee held its first meeting met on *May 2, 2012*. In this meeting there were initial discussions about a timeline development of an MPA. In addition to these discussions the GIS graphics of the 2010 UZA and the current FMATS MPA were presented. The theory of adjusting the 2010 UZA to develop a FHWA adjusted UZA was reviewed by the Committee. Representatives from the FNSB noted that they were beginning to develop population projections for the area expected to be urbanized in 20 years, based on the projections established in 2009.

On *September 10, 2012*, the Boundary Subcommittee held a meeting to discuss information relating to the MPA update. Some general information was presented by the FNSB including geographical areas of the current MPA, 2000 UZA, 2010 UZA, and area outside the current MPA, but inside the 2010 UZA. The area expected to be urbanized in 20 years and associated draft methodology was presented by the FNSB. The FNSB discussed the amount of road miles, by the FNSB classifications that were including in each geographical area. It was determined that the road miles, based on the State of Alaska's functional classifications were also needed. The FNSB Staff noted that they would begin work on drafting a minimum MPA and a maximum MPA to begin discussions on the size of an acceptable FMATS MPA. The Boundary Subcommittee concluded that it would not be a beneficial exercise for FMATS to amend the 2010 UZA to create an FHWA Adjusted UZA.

On *October 1, 2012*, the Boundary Subcommittee met to discuss the minimum desired MPA (Option A), which included the contiguous area expected to become urbanized by 2030 and the boundaries of the City of Fairbanks and the City of North Pole, and a draft maximum MPA, developed by the FNSB Transportation Planner, were presented. The FMATS Boundary Subcommittee discussed the 2010 UZA and developed a draft MPA (Option B). Concern was expressed by the Committee over the amount of road miles included in the FMATS MPA. When developing the FMATS MPA Option B certain section of roadway, which were not contained within the 2010 UZA, but were included in the area expected to become urbanized in the 20-year forecast periods, were excluded from FMATS Option B.

On *October 30, 2012*, the Boundary Subcommittee met to discuss the MPA options which were developed at the previous meeting and review the associated road miles, based on the State of Alaska's functional classification system. It was determined that a legal description and a micro review of the MPA Option B were needed.

On *November 6, 2012*, a meeting was held between Ethan Birkholz, Bill Gryder and Kellen Spillman to review MPA Option B and make minor adjustments, when necessary, and develop a legal description. Minor adjustments were made to MPA Option B, such as to not split subdivisions in half by the MPA Option B. After conferring with FHWA Mr. Birkholz determined that a legal description of an MPA was not necessary and a GIS shapefile or feature classification of the MPA would be sufficient.

The Title VI Reports for the above referenced subcommittee meetings including sign in sheets and meeting packets are available in Appendix H of this report.

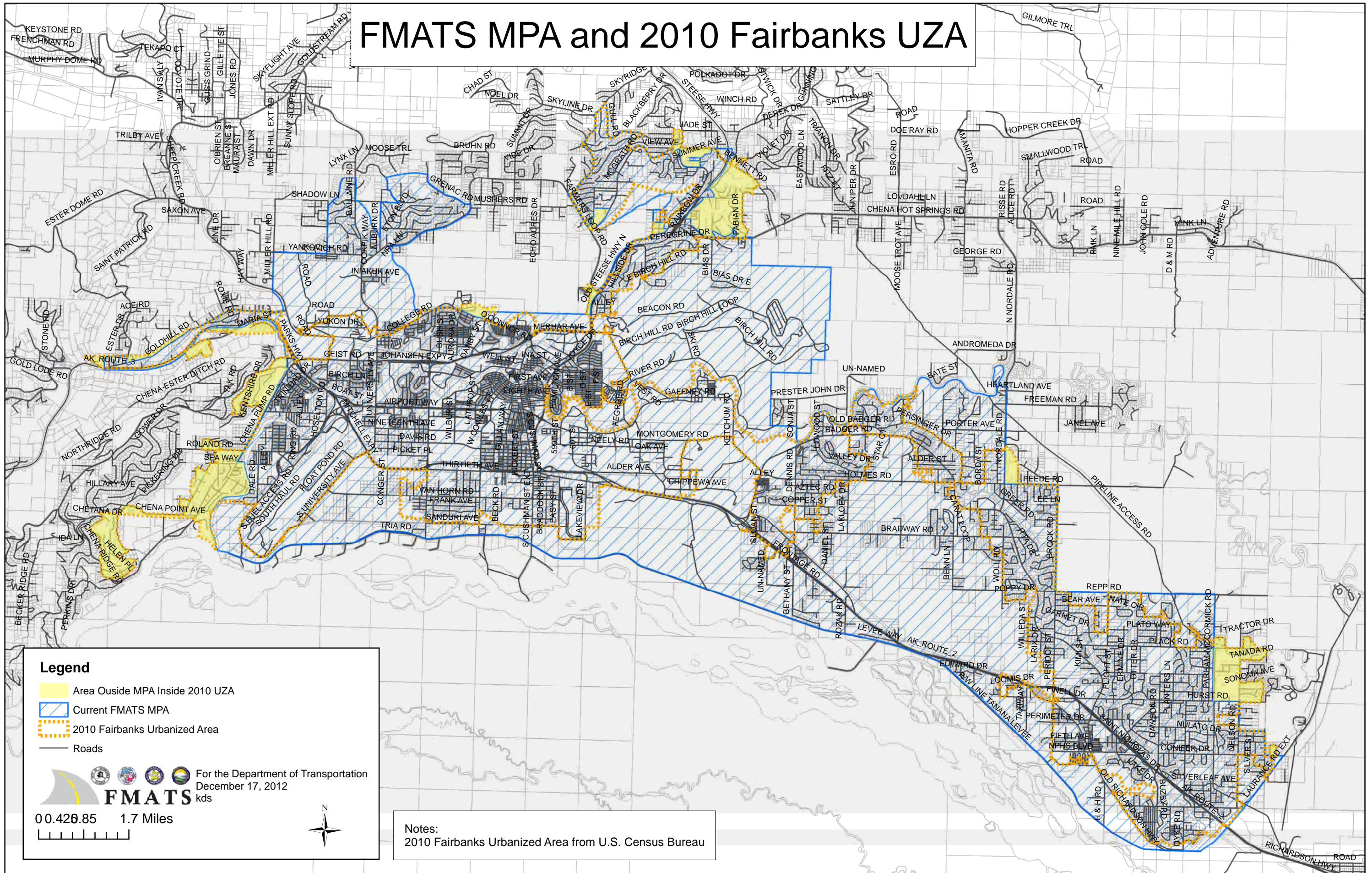
At its regularly scheduled meeting on *November 7, 2012*, the FMATS Technical Committee voted to recommend that the FMATS Policy Committee release the two MPA option maps for public comment.

At its regularly scheduled meeting on *November 21, 2012*, the FMATS Policy Committee reviewed the two MPA options recommended by the FMATS Technical Committee and voted to create an Option C, adding approximately 1.3 square miles of land directly adjacent to the City of North Pole boundaries. The Policy Committee approved the maps and three options to be released for public comment.

A public open house held on *December 11, 2012*, from 4:00pm to 6:00pm at the Noel Wein Public Library. No public comments received regarding the three MPA options approved by the FMATS Policy Committee. A map of the three MPA options which were released for public comment is available in Appendix I of this report.

A Boundary Subcommittee meeting was held on *January 7, 2013* to further discuss a recommendation to the FMATS Technical Committee. A FMATS Policy Committee member had suggested creating a boundary option which would keep the current FMATS boundary and just add the geographical sections required in the 2010 UZA (Option A and current MPA). It was emphasized that either Option B or Option C would be more applicable than Option A because the subcommittee had made adjustments in Option B and Option C to foster an effective planning process. The Boundary Subcommittee unanimously agreed that Option D, comprised of geographically merging Option C and the current MPA, would be the recommended FMATS Boundary to the FMATS Technical Committee.

FMATS MPA and 2010 Fairbanks UZA



Legend

- Area Outside MPA Inside 2010 UZA
- Current FMATS MPA
- 2010 Fairbanks Urbanized Area
- Roads

For the Department of Transportation
 December 17, 2012
FMATS
 kds

00.426.85 1.7 Miles



Notes:
2010 Fairbanks Urbanized Area from U.S. Census Bureau

The following section summarized how the geographic allocation was completed for the 2009 population projections:

1. Participants

Fairbanks North Star Borough (FNSB) is the land-use regulatory authority for the entire Borough, including the Cities of Fairbanks and North Pole. FNSB staff handles all zoning and subdivision actions and issues zoning permits for more new construction as well as all property assessment and management of Borough owned land. FMATS determined that utilizing the local expertise from the FNSB departments combined with DOT&PF and FMATS staff, would be the best source for determining where future residential development would occur within the FNSB. All updates and population projections should employ local planning per EPA's assumption guidance on the development of a conformity analysis (40 CFR 93.110 (a)). Areas in the FNSB were ranked for residential development potential. Ten(10) experts from the following agencies were represented:

- DOT&PF Planning – Northern Region Planner (Ethan Birkholz)
- FMATS MPO Coordinator (Donna Gardino)
- FNSB Assessing – Borough Assessor (Pat Carlson)
- FNSB Community Research – Documentation Coordinator II (Janet Davison)
- FNSB Comprehensive Planning – Senior Planner (Jeff Bouton)
- FNSB Economic Development – Economic Development Specialist (Kathryn Dodge)
- FNSB Land Management – Land Officer (Tina Zimmerman)
- FNSB Platting – Senior Platting Officer (Martin Gutoski)
- FNSB Transportation Planning – Transportation Planner (Todd Boyce)
- FNSB Zoning – Senior Zoning Officer (Doug Sims)

2. Geographic Distribution

The team of local experts discussed the potential residential development in the Borough for each of the Census Block Groups (BGs) through the year 2035. Members then individually assigned a score for each of the BGs including those partially or totally outside of the FMATS MPA. Residential development potential was scored on a scale of 0 to 5, with 5 being the highest. The score was to reflect both the probability of new residential growth and the likely extent of increase. For example, a BG that has significant vacant land that is highly desirable for residential development, or perhaps even has a planned development in the works, would score a 5. At the other end of the scale, an area fully developed with new housing stock, or a military shooting range, would score a 0.

The following maps were utilized to assist in assigning scores:

- Census 2000 Block Group boundaries superimposed over 2007 aerial images.
- GIS maps illustrating residential development up to 1999.
- GIS maps illustrating residential development constructed 2000 – 2008
- GIS maps illustrating vacant land not in military/Federal ownership, or other non-developable uses

Appendix B

- GIS maps showing FNSB and State land
- Vision Fairbanks Plan (covered only downtown Fairbanks)

Factors which were considered by the team of experts included physical and legal constraints to development, proposals/plans that were already underway, the probability of implementation of existing plans, Smart Growth principles, joint land use with the military, and commentary from other scoring participants.

The BG scores from each of the 10 participants were compiled, averaged, and then converted to a percentage of the total for the entire area. This resulted in a percentage of residential growth that was expected to occur in each of the 62 BGs within the Borough. The total scoring sheet and associated growth percentage for each BG is available in Table A.

3. Alternative Growth Scenarios

The following projection scenarios were used to allocate the household/housing unit growth in the entire Borough, including the FMATS MPA: Low (1%), Medium (1.5%), and High (2%). These rates of growth were compounded to the year 2035.

Projections of the overall growth in number of housing units within the Borough were provided by Dr. Kathryn Dodge, former FNSB Economic Development Specialist. She recommended the following three annual growth scenarios: 1% - based on Department of Labor figures; 1.5% - based on US Census figures; and 2% - an upper end of probably growth.

ATTACHMENT F

Differences between the Final 2020 Census Urban Area Criteria
and the 2010 Census Urban Area Criteria

Differences between the Final 2020 Census Urban Area Criteria and the 2010 Census Urban Area Criteria

The following table summarizes the key differences between the final 2020 Census Urban Area criteria described in the March 24, 2022, *Federal Register* (87 FR 16706) and the *Federal Register* Notice *Clarification* (scheduled publication December 29, 2022), and the 2010 Census Urban Area criteria.

Criteria	2010 Census Criteria	2020 Census Criteria
Identification of Initial Urban Area Cores	Census tracts and blocks meeting population density, count, and size thresholds. Use of land cover data to identify territory with a high degree of impervious land cover.	Census block or aggregation of census blocks with a housing unit density of 425. Use of land cover data to identify territory with a high degree of impervious land cover.
Qualifying Urban Areas	Based on a minimum threshold of 2,500 people.	Based on a minimum threshold of 2,000 housing units <u>or</u> 5,000 people.
Urban Area Type	Urbanized areas and urban clusters identified using a 50,000-population threshold.	Urban areas are no longer distinguished as either an “urbanized area” or an “urban cluster.” All qualifying areas are designated as an “urban area.”
Group Quarters Blocks	No additional criteria to specifically account for group quarters qualifying as urban.	Census blocks that do not meet the minimum housing unit density threshold but contain group quarters and a population density of at least 500 population per square mile adjacent to already qualified urban blocks will be included in an urban area.
Inclusion of Noncontiguous Territory via Hops and Jumps	Maximum hop distance 0.5 miles, maximum jump distance 2.5 miles. Intervening low-density jump corridor blocks included in urban area.	Maximum hop distance 0.5 miles, maximum jump distance 1.5 miles. Intervening low-density jump corridor blocks not included in urban area.
Inclusion of Noncontiguous Territory Separated by Exempted Territory	Bodies of water.	Bodies of water and wetlands as identified in land cover data. The intervening, low-density blocks of water and/or wetlands are not included in the urban area.
Additional Nonresidential Urban Territory	Inclusion of groups of census blocks with a high degree of impervious land cover and are within 0.25 miles of an urban area and have a total area of at least 0.15 square miles.	Inclusion of groups of census blocks with a high degree of impervious land cover or contain a three-year average of at least 1,000 commuter destinations that are within 0.5 miles of an urban area and have a total area of at least 0.15 square miles.

Criteria	2010 Census Criteria	2020 Census Criteria
Inclusion of Airports	Currently functioning airport with an annual enplanement of at least 2,500 passengers and is within 0.5 miles of an urban area.	Currently functioning airport with an annual enplanement of at least 2,500 passengers and is within 0.5 miles of an urban area or is a qualified cargo airport within 0.5 miles of an urban area. Additional census blocks adjacent to an urban area not initially identified by automated delineation that have a high association with airports.
Merging Individual Urban Areas	Merge qualifying territory from separately defined 2010 Census urban cores that share territory contained within the boundaries of the same Census 2000 urban area. Merge only occurs if an area is at risk of losing urbanized area or urban status and is preventable by the merge.	Merge qualifying territory from separately defined 2020 Census Urban Areas in cases where the combined territory contains at least one area with a high-density nucleus and one without, the component areas are within 0.25 miles, both have at least 1,000 housing units or 2,500 population, and there is a 3-year mean worker-flow of at least 50 percent between candidate urban area pairs.
Splitting Large Urban Agglomerations	Split location is guided by location of Census 2000 urbanized area boundaries. Potential split locations also consider metropolitan statistical area, county, incorporated place, census designated place, and/or minor civil division boundaries as well as distance from each component urbanized area.	2010 Census Urban Areas and areas connected via low density fill during the 2020 Census Urban Area delineation are used to identify split candidates. The location of the split boundary is identified using worker flow data between candidate urban area pairs. If necessary, split location is further guided by other commuter-based communities and secondarily by other geographic area boundaries and/or physical features.
Assigning Urban Area Titles (Names)	Clear, unambiguous name based on commonly recognized place names derived from incorporated places, census designated places, minor civil divisions, and the Geographic Names Information System.	Clear, unambiguous name primarily based on commonly recognized names of places within a high-density nucleus, derived from incorporated places, census designated places, governmental minor civil divisions, and the Geographic Names Information System.

Adoption of a Housing Unit Density Threshold for Qualification of Census Blocks

The Census Bureau adopted a housing unit density of 425 housing units per square mile as the primary criterion for determining whether a census block qualifies for inclusion in an urban area, replacing the use of population density. Housing unit density provides a more direct measure of the densely developed landscape than population density. The use of housing unit density allows the Census Bureau to more accurately account for areas with substantial concentrations of housing that are considered part of the urban landscape but have less than average people per housing unit or seasonal populations or both. This change also provides the ability to update the extent of urban areas between censuses, based on housing unit information in the Census Bureau's Master Address File. In addition, the Census Bureau's decision to adopt Differential Privacy methodology as a means for protecting the privacy of individual responses to the decennial census has been accompanied by the decision that published census block-level populations should be variant—that is, the published population count for any given census block may vary from the enumerated population count in order to protect individuals from reidentification. This decision affects the calculation of population density at the census block-level. Housing unit counts, however, are invariant and will reflect the number of housing units enumerated in each block, and thus are a more consistent measure for urban area delineation.

Qualify Urban Areas Based on a Minimum Threshold of 2,000 Housing Units or 5,000 People

An area will qualify as urban if it contains at least 2,000 housing units or has a population of at least 5,000. The 5,000-population minimum threshold is based on continued research by Census Bureau subject matter experts and public comments, questions, and concerns. The 2,000-housing unit threshold approximates the 5,000-population threshold based on the national average of 2.6 people per household.

Cease Distinguishing Different Types of Urban Areas

The Census Bureau no longer distinguishes different types of urban areas. The 50,000-population threshold that has been used to distinguish between urbanized areas and smaller urban areas (whether urban places outside urbanized areas or urban clusters) no longer has the same meaning as when it was adopted in 1950 and, therefore, should no longer be used to distinguish types of urban areas. Further, the threshold was, to some extent, arbitrary; that is, as far as the Census Bureau has been able to determine from scholarship, there is no reason to assume that an urban area of just over 50,000 population is fundamentally different in terms of economic and social functions and services than an area with just under 50,000 population. Lastly, other government agencies apply a range of thresholds to various urban-rural classifications. These thresholds can be applied to the published data by the individual agencies to meet their own objectives.

Group Quarters Blocks

For the 2010 Census, no specific criteria were designed to address the presence of an institutional group quarters within a census block during the identification of urban territory. Nonetheless, to qualify as an urban area on its own for the 2010 Census, the territory identified according to the urban area delineation criteria must have encompassed at least 2,500 people, at least 1,500 of which reside outside institutional group quarters. This criterion was designed to avoid the delineation of an urban area comprising only a few census blocks in which an institutional group quarter is located. For the 2020 Census Urban Area delineation, a census block containing an institutional group quarter may be added to an urban area if it has a block-level density of 500 people per square mile. The adjusted criterion for group quarters is designed to better identify adjacent census blocks as urban that have large population counts but few housing units due to group quarters.

Inclusion of Noncontiguous Territory via Hops and Jumps

The Census Bureau reduces the maximum jump distance from 2.5 miles in 2010 to 1.5 miles in 2020. Data users, analysts, and some urban geographers expressed concern that the 2.5-mile maximum jump distance adopted for the 2000 Census was too generous and resulted in overextension of urban areas. The Census Bureau proposed reverting to 1.5 miles in the proposed criteria for the 2010 Census, but responses from commenters were inconclusive and, as a result, no change was made. The impervious surface criteria adopted in 2010 better accounted for non-residential urban land uses, many of which also were in mind when extending the jump distance to 2.5 miles for the 2000 Census. Thus, the two criteria serve largely the same purpose, but are applied separately, and when taken together, they can result in overextension of urban territory.

The Census Bureau also no longer includes within an urban area the low-density territory intervening between the main body of the urban area and the outlying qualifying urban territory that is the destination of a hop or a jump. Review of 2010 Census Urban Areas indicates that, due to their often irregular and relatively large geographic extent, including the corridor blocks resulted in the inclusion of population, housing, and territory that is otherwise of a rural nature and contains land uses that are not consistent with those found in the densely developed urban blocks on either end of the hop or jump corridor. A primary reason in the past for including the corridor blocks was to create contiguous geographic areas that were easier for cartographers to map rather than for any reason to improve the urban-rural classification and its resulting data. Geospatial cartographic tools and technology have progressed and some degree of noncontiguity is no longer as significant of an issue.

Identification of Exempted Territory

The Census Bureau considers both bodies of water and wetlands as exempted territory when qualifying noncontiguous urban territory via hops and jumps. For the 2010 Census Urban Area delineation, bodies of water included in the Census Bureau's Master Address File/Topologically Integrated Geographic Encoding and Referencing Database were the only specific class of territory identified as exempted. The Census Bureau added additional classes of exempted territory for the 2020 Census Urban Area delineation, when better and nationally consistent land cover data sources have become available. Further, the reduction of the jump distance to 1.5 miles for the 2020 Census mitigated the over extension of urban territory with the addition of more territory identified as exempted through the wetlands criteria.

Additional Nonresidential Urban Territory

In the 2020 Census Urban Area delineation, the Census Bureau recognizes large commercial and/or industrial land uses that are separated from an urban area by a relatively thin "green buffer," small amounts of undeveloped territory, and/or narrow census blocks required for tabulation (such as a water feature, offset boundary, road median, or area between a road and rail feature) as urban. In addition to review of additional nonresidential urban-related land cover that is noncontiguous, yet near an urban area, the Census Bureau also considers commuter destination nodes as potential urban territory.

Qualification of Airports for Inclusion in Urban Areas

The Census Bureau includes whole census blocks primarily representing airports in urban areas. In order to qualify, an airport must report a minimum annual enplanement of 2,500 passengers as reported by the Federal Aviation Administration (FAA) for at least one calendar year from 2011 and 2019, similar to the criteria set forth for the 2010 Census Urban Area delineation. For the 2020 Census, FAA-qualified cargo airports are now also included in an urban area for a more robust definition of functioning airports. Additional census blocks (either partial or whole) primarily associated with airports not initially identified by the automated delineation are also considered for inclusion in an urban area to further improve recognition of airport boundaries.

Splitting Large Agglomerations and Merging Individual Urban Areas

For the 2020 Census, 2010 Census Urban Areas and areas connected via low density fill during the Census Urban Area delineation are used to identify agglomerations eligible for splitting. The Census Bureau uses worker flow data to identify the location of the split using commuting patterns. The resulting splits reflect contemporaneous commuting patterns, which in turn, serve as proxy measures for other kinds of economic and social interactions within urban areas rather than perpetuating historical split boundaries based on previously defined metropolitan statistical areas.

Similarly, worker flow data is used to determine whether separately defined urban areas share enough commuting to suggest they represent a single functional entity better represented through the merger of the two urban areas. The inclusion of measures based on commuting patterns rather than simply using past delineation results to guide decisions on when and where separate urban areas should be merged improves urban boundaries and better represents current land cover and land use conditions.

Assigning Urban Area Titles (Names)

A clear, unambiguous title (name) based on commonly recognized place names helps provide context for data users and ensures that the general location and setting of the urban area can be better identified and understood. For the 2020 Census, priority is given to places that represent the most densely settled areas of the urban area. Thus, the name of an urban area identifies the place that is the most populated within the high-density nucleus of the urban area. All population and housing unit requirements for places (incorporated places or census designated places) and governmental minor civil divisions apply to the portion of the entity's population that is within the specific urban area being named.

ATTACHMENT G

Stakeholder Survey123 Questions/Responses, Series of Emails sent to Stakeholders

From: [Olivia Lunsford](#)
Cc: [Alexa Greene](#); [Bailey, Randi L \(DOT\)](#); [Danny Welch](#); [DGalligan@fnsb.us](#); [Duane Hoskins](#); [Jackson Fox](#); [Kellen Spillman](#); [Ryan Danhauser](#); [Stephanie Pearson](#)
Bcc: [steve@3tieralaska.com](#); [ndegerlund@gmail.com](#); [jstark@arctic-sea.com](#); [aaron@wvbuildersinc.com](#); [ghemm@ghemm.com](#); [rick@steppingstonebuilders.com](#); [audrey@meyeres.com](#); [Larry@Alaska.net](#); [angie@mysomers.net](#); [gingero@alaska.net](#); [ginger@askforginger.com](#); [gene@geneduval.com](#); [jstewart@investfairbanks.com](#); [jeremy@fairbankschamber.org](#); [cse@gfbr.org](#); [rpszczek@mtmckinleybank.com](#); [kgunnels@guildmortgage.net](#); [fairbankshomeless@gmail.com](#)
Subject: FAST Planning, Industry Expert Survey
Date: Friday, September 15, 2023 3:42:00 PM
Attachments: [image001.png](#)

Hello -

My name is Olivia Lunsford and I do transportation planning, mapping, and outreach for [Fairbanks Area Surface Transportation \(FAST\) Planning](#).

I am contacting you because you have been identified as a housing and/or economic industry expert (such as real estate professionals, surveyors, land managers, mortgage lenders, and contractors) by someone on our Boundary Update Committee (cc'd here) and we hope you'll be able to provide us with some insight and information on housing trends in Fairbanks. I'm sure this seems like it came out of nowhere, but the good news is that we won't bother you about it for another decade

If you're not familiar with FAST Planning, we are a local 501©3 Non-profit Metropolitan Planning Organization. We spend Federally allocated funds on local transportation projects that are within our planning area boundary.

Now that we have the 2020 Census Data, we are updating our planning area boundary and we need your help!

Would you [please take this brief, <10 minute survey](#) for us? It concludes with an interactive map, should you have location specific comments.

[LINK: <https://arcg.is/q9muv>]

We are working on a fairly tight deadline with this effort and would greatly appreciate your feedback as soon as you can manage it.

I will send out a *reminder email next Friday, September 22nd*.

Please feel free to pass this along to anyone else who you think might be interested or have some insight.

Thanks for any help you can provide!

Please don't hesitate to call, text, or email me with any questions.

Olivia K. Lunsford (she/her/hers)

Transportation Planner

FAST Planning

100 Cushman Street, Suite 205

Fairbanks, Alaska 99701

Call/Text (907) 251-7248

[Sign Up for the FAST Planning Newsletter](#)



Urban Area Boundary

Urban Area Boundary Update | Industry Expert Survey

Information

o What is your name?

The word cloud requires at least 20 answers to show.

Word	Count
Steve	1
Lowry	1
P.	1
Hall	1
Meg	1
Nordale	1
Dianna	1
Leinberger	1
Colin	1
Craven	1
Audrey	1
J.	1
Foldoe	1
Aaron	1
Welterlen	1

o I am a...

The word cloud requires at least 20 answers to show.

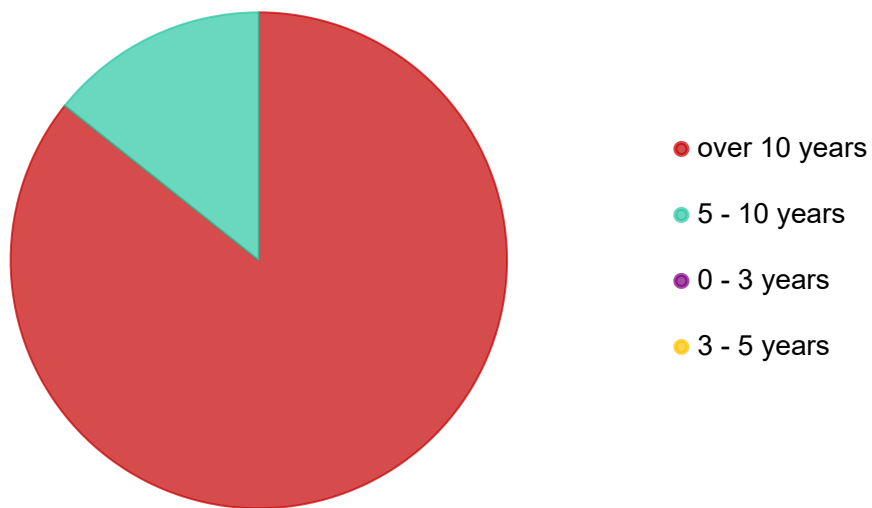
Word	Count
Land	4
manager	2
contractor	2
Resource	1
Specialist	1
Real	1
Estate	1
Broker	1
Project	1
development	1
Professional	1
Surveyor	1
State	1
AK	1
Department	1
Natural	1
Resources	1
(DNR)	1
Division	1

Mining	1
&	1
Water	1
(DMLW)	1
Northern	1
Region	1
Lands	1
Section	1
landlord	1
Commercial	1
construction	1

Answered: 7 Skipped: 2

General

o How long have you been in the industry?



Answers	Count	Percentage
over 10 years	6	66.67%
5 - 10 years	1	11.11%
0 - 3 years	0	0%
3 - 5 years	0	0%

Answered: 7 Skipped: 2

o In your own words, please describe the most pressing needs and/or concerns you're...

The word cloud requires at least 20 answers to show.

Response	Count
There are many issues facing our community, in no particular order they are 1. shortage of housing, or better clarified as a shortage of quality housing. 2. Decline in Education 3. Lack of state funding for projects (schools, homelessness, etc.) 4. Lack of adequate taxation due to decline in oil revenue, lack of oil revenue equals a decline in services to be offered. 5. Workforce shortage, not only in skilled trades, but in all occupations.	1
Property taxes seem very high. I realize that those are approximately 75% of the revenue for the FNSB, but they are extremely high. Alaska overall has approximately 680 total government employees per 10,000 people. If the number FNSB employees could be reduced the property tax rates could be lowered. The 2nd biggest problem I see are policy decisions made by non-elected officials (ie: employees) within the FNSB. Particularly, the re-interpretation of code against existing precedents is disruptive but causes ill-will toward the FNSB Government. An example of that is the memo from Jill Dolan, Borough attorney to the Platting Board, & subsequent instructions to the Platting staff at the Dept of Comm. Planning, regarding the subdivision of "illegal parcels". If code needs changing, then it should be done through the process prescribed by state law, including public hearings, not by an employee with their own personal agendas or a personal vendetta against individuals or businesses.	1
Lots of changes since I started selling in 1976, 47 years ago. In the last 10 years, we've seen more infill with poor properties being torn down, and vacant lots that were previously yards being in demand for new construction. In addition, people have become more accepting of zero lot lines or condos probably because of the higher cost of single-family housing.	1

Lack of desirable and healthy housing rentals. Most of the rental inventory is old and substandard while there is little interest in new construction or renovations. The subsidy for military to rent off base distorts the market in the favor of landlords and prices out a lot of the civilian population. There are very few options for affordable rentals outside of dry cabin rental on the outskirts or outside of the urban areas. For housing for purchase, the quality is wildly variable due to a lack of statewide building codes and it is hard for people new to the area to understand. The concept of a "volunteer fire service area" is pretty foreign to new residents. And road service areas versus "orphan roads"? Have fun explaining that one. This is hard to directly address as it is a byproduct of limited municipal authority and/or municipal priorities being misdirected towards public utilities of very limited value (i.e. IGU).	1
Lack and high cost of housing and maybe good land to build more housing.	1
First, affordable housing, affordable/reliable sources of energy which will address and work to improve other quality of life issues for Fairbanks.	1
Depressed land values	1

Answered: 7 Skipped: 2

o How does the availability and quality of transportation infrastructure (publ...



Answers	Count	Percentage
not at all	0	0%
somewhat	0	0%

very little	0	0%
to an extent	5	55.56%
to a great or significant extent	3	33.33%

Answered: 8 Skipped: 1

Development Challenges & Trends

o How might zoning regulations and land use policies impact future housing development?

The word cloud requires at least 20 answers to show.

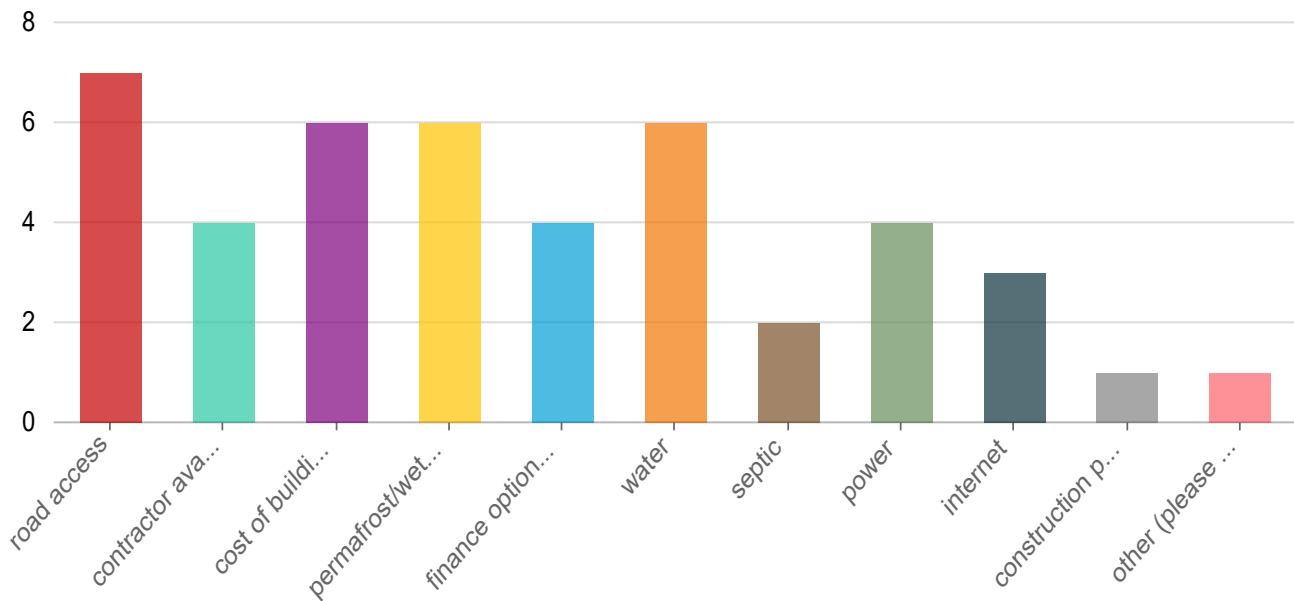
Response	Count
Well zoning can li9mit the types of structures, but overall I believe zoning is necessary.	1
There is shortage of land that is of suitable quality to build on. It's not that there isn't land availalbe, it's that the land isn't good for traditional developments. The FNSB lacks land with not only the appropriate zoning, but also with the infrastructure needed (water/sewer, etc.) in place to develop those parcels. In order to create housing density, water and sewer need to be available. Especially sewer. The future of housing in the Borough is not on 2.2 acres of land twenty minutes from town, it's in areas closer in t o Fairbanks and North Pole that will have less commute times. The Borough needs to identify lots that can be rezoned to a higher density, but those lots need to have utility infrastructure already in place.	1
More multi-family zoning to accommodate depressed land values and price of development for single family housing.	1
I am a supporter of zoning regulations and strategic land use policies that provide for desirable areas f or housing. Limited land availability within the city limits of Fairbanks creates challenges for housing d evelopment, i.e. access to utilities and zoning of adjacent properties. Equally concerning is the lack of enforcement of current zoning regulations. Without enforcement, development is stymied.	1

Housing development is almost independent of zoning and land use policies. Currently, zoning for RR & RE provides some "peace of mind" value for residential development by preventing land use conflicts from marijuana-associated businesses, junk yards, etc. However, land value is largely determined by location with respect to land quality (north versus south-facing slopes of a hill, wetland versus well-drained land) and distance from the urban center (e.g. Farmers Loop versus 20 miles out on CHS Road). Discussions around providing incentives for development are mostly an illustration of how limited municipal government's influence is in this arena due to limited municipal authority. For example, everything is about reducing or forgiving property taxes, as this is the only significant variable that the FNSB has to fiddle with. Access to financing, addressing market distortions (i.e. military subsidies), and expanding water and wastewater utilities would be far more meaningful.

Alaskans have strong independent opinions on what they want and it does not always agree with orderly planning. I think imposing new regulations is a touchy situation even though in the future it will be fortunate that regulations were in place.

Answered: 6 Skipped: 3

o In your experience, have you seen any of the following factors influence someone's...



Answers

Count

Percentage

Answers	Count	Percentage
road access	7	77.78%
contractor availability	4	44.44%
cost of building	6	66.67%

permafrost/wetlands/environmental factors	6	66.67%
finance options	4	44.44%
water	6	66.67%
septic	2	22.22%
power	4	44.44%
internet	3	33.33%
construction phase	1	11.11%
other (please specify):	1	11.11%

Answered: 8 Skipped: 1

o What emerging building trends should we consider when thinking about population an...

The word cloud requires at least 20 answers to show.

Response	Count
That FNSB residents will largely adopt the fashions and expectations of lower 48 residents, even if on a delayed schedule. This means people will only tolerate for so long non answers, such as the lack of meaningful internet options outside of the densest urban areas, before moving away. It would be good to consider fast electric vehicle charging stations within the urban core.	1
Nationwide and worldwide there is a trend towards creating more density on existing lots. Density allows a better use of existing utilities (water/sewer), as well as roads, internet, public transport, etc. The trends are towards smaller, highly energy efficient housing units. Not necessarily "tiny houses", but smaller apartments/townhouses that can be used for singles, couples, and people beginning to have families. There will always be a demand for SFR (single family residential), however those needs will be substantially less than the demand for MF units.	1
More incentives for solar energy, and building a better-insulated home, in all areas. More enforced building codes when building out of the city limits. Most people assume a property has been inspected during construction but often it has not been. Allowing some close-in rural areas to have smaller lots as long as there is at least public water to them.	1

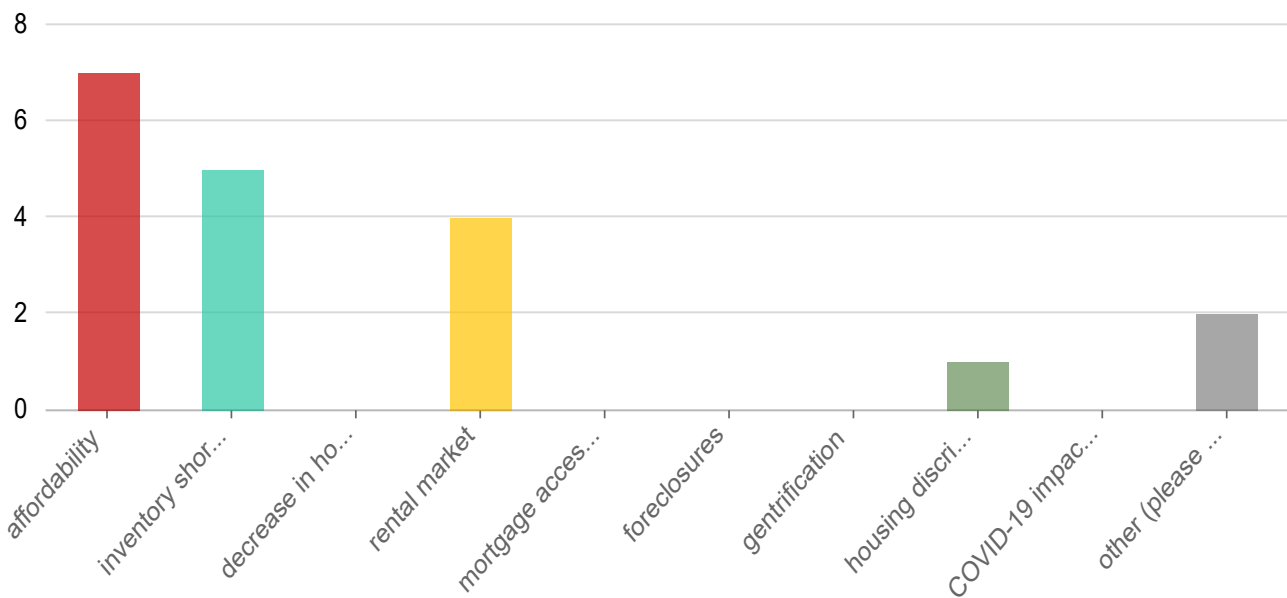
Low density options outside the City corridor, high density within the corridor Cost of energy efficient construction vs. cost of developing affordable energy options. 1

I believe there are areas in the FNSB (specifically those areas served by public transportation served by public water and sewer) that need high density development. This would help alleviate traffic slow downs. An expanded public transportation system would overall be beneficial in that regard. 1

Answered: 5 Skipped: 4

Housing Challenges & Trends

Please note specific housing CHALLENGES you are currently seeing in the real...



Answers **Count** **Percentage**

Answers	Count	Percentage
affordability	7	77.78%
inventory shortage	5	55.56%
decrease in housing security	0	0%
rental market	4	44.44%
mortgage accessibility	0	0%
foreclosures	0	0%
gentrification	0	0%

rental vs. ownership	5	55.56%
other (please describe):	1	11.11%

Answered: 6 Skipped: 3

Response Submittal

ATTACHMENT H

Look Sheet

The Fairbanks North Star Borough population is expected to grow 6.3% by 2040.

ALASKA DEP'T OF LABOR PROJECTS A 2040 POPULATION OF **101,585**
2020 CENSUS POPULATION IS **95,655**

URBAN AREA CRITERIA

2010 vs 2020

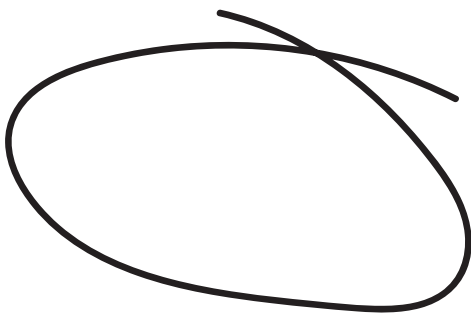


500 PEOPLE
PER SQUARE MILE



200 HOUSES
PER SQUARE MILE

AVERAGE = 2.64 PERSONS PER HOME (2020)
IN FAIRBANKS NORTH STAR BOROUGH



INITIAL AREA OF INTEREST

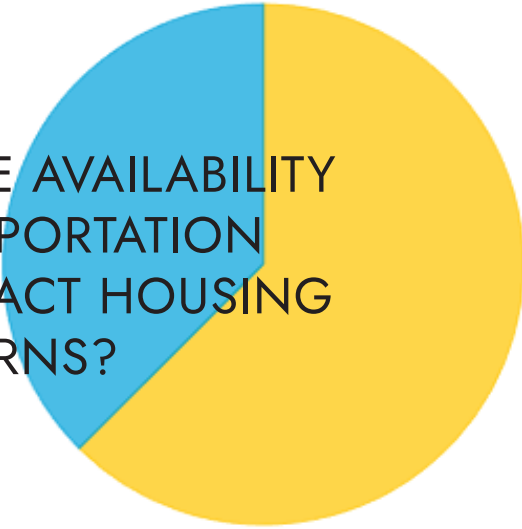
= existing metropolitan planning area
+ 2020 census urban area
+ any additional census blocks within 0.5 mile
+ road right-of-way touching these edges
+ houses per square mile projections to 2040

ASSUMPTIONS

- current trends remain as they are
- if there is a boundary edge along a road centerline, include the whole road right of way
- all land to be used for residential construction is already in private hands
- if the lot is over 5 acres in size, assume subdivision into 1.5 acre lots per housing unit
- wetlands are not preventative to development

SOME EXPERT INPUT

HOW DOES THE AVAILABILITY & QUALITY OF TRANSPORTATION INFRASTRUCTURE IMPACT HOUSING DEVELOPMENT PATTERNS?



- not at all
- somewhat
- very little
- to an extent
- to a great or significant extent

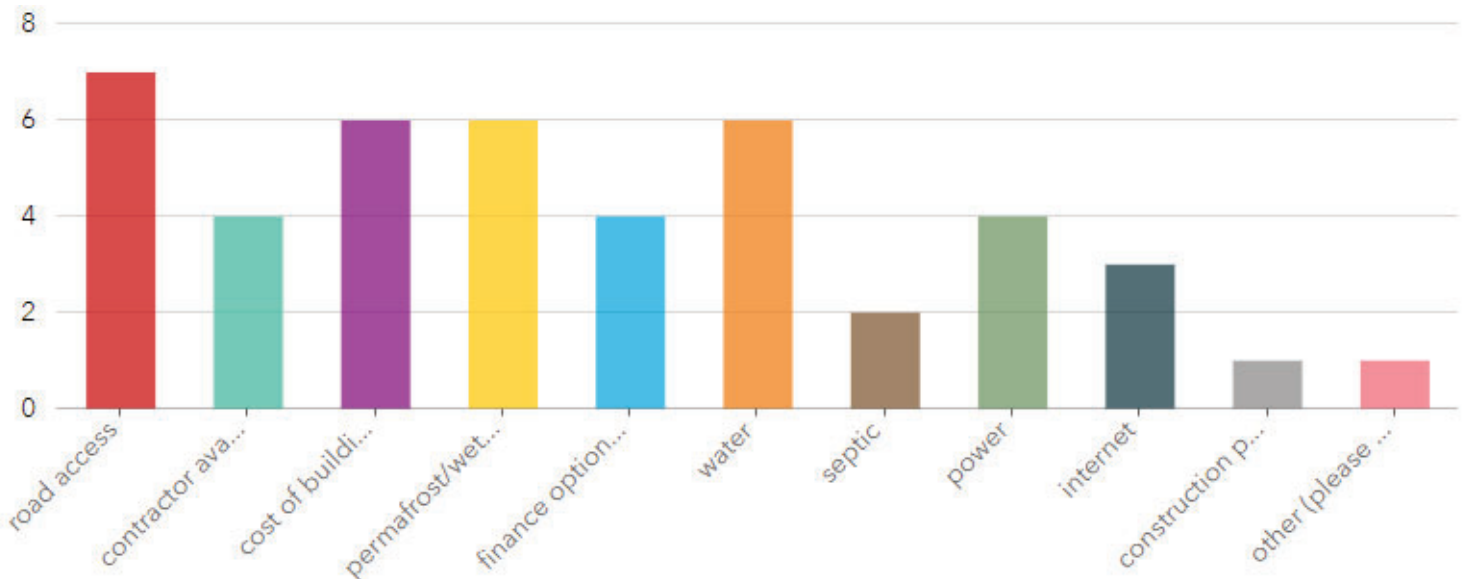
COMMENTS

“The future of housing in the Borough is not on 2.2 acres of land twenty minutes from town, it’s in areas closer in to Fairbanks and North Pole that will have less commute times. The Borough needs to identify lots that can be rezoned to a higher density, but those lots need to have utility infrastructure already in place.”

“In the last 10 years, we’ve seen more infill with poor properties being torn down, and vacant lots that were previously yards being in demand for new construction. In addition, people have become more accepting of zero lot lines or condos probably because of the higher cost of single-family housing.”

“Lack of desirable and healthY housing rentals” are some of the most pressing needs in the community... “and maybe good land to build more housing.”

ROAD ACCESS IS A **TOP INFLUENCE** TO SOMEONE’S DECISION TO DEVELOP NEW HOUSING



PROS / CONS

SMALLER BOUNDARY

[as presented by map]

concentrated funding

bring in STIP funding for projects just outside of the MPA

rural planning organization (RPO) potential

less emergency projects because funding is more concentrated; can focus on long-range, diversified projects rather than repetitive repairs

less local control

increasing competition for funding other state projects

potential for segmenting roads (i.e., farmer's loop, chena pump road, chena ridge road)

potential for segmenting neighborhoods

PROS / CONS

LARGER BOUNDARY

match the PM2.5 non-attainment area

broader reach of transportation planning

planning control over national highway system routes but not financially responsible

local input on impactful projects

increase connectivity

diluted funding; extending over additional miles

band aids vs true fixes

projects could be planned for, but if there's no money to allocate to it, it will just sit there

could add a level of distraction to completing projects

more projects; increased competition for moving projects forward

WHAT'S HAPPENING ON THE MAP?

The 2040 Houses Per Square Mile layer highlights where the FNSB is projected to grow by 2040, according to Alaska Dep't of Labor Population Projection and how population is currently represented in Census Blocks, as a percentage of Census Block Groups.

To reinforce this data, we mapped the parcels with residential structures added to them in the last decade to the map. The Ft. Wainwright and Eielson Military Bases are represented by the hatched polygons. The 2020 Urban Area is a Census Designated shape that we added to our existing Metropolitan Planning Area. Together, with committee and expert input, and some fine tuning along roadway easements, we created the

Draft 2023 Metropolitan Planning Area Boundary Update.



New construction has been 98% residential from 2013-2023

BLOCK GROUP POPULATIONS

1 - 35,005

2 - 20,341

3 - 17,756

4 - 5,586

5 - 786



Initial Area of Interest holds:

79% of housing

&

83% of the population in the FNSB as of 2020

ATTACHMENT I

Comment Response Summary

FAST Planning - Draft Metropolitan Planning Area (MPA) Boundary Update

Public Comment Period: October 12 - November 12, 2023

#	Source	Area	Comment	Response/Action Taken
1	Pop-up event printed map (anonymous)	General	Keeping the borders smaller makes a lot more sense. Focus on finishing projects well and not being overextended.	No action; proposed boundary was draw as minimum boundary (comment supports existing boundary)
2	Online interactive map	Murphy Dome/Ester Dome	The S and W sides of Ester Dome are prime lands for homes. There will be a push to change the mining designation in the FNSB Comprehensive Plan. Many pedestrian/ATV/etc uses in the area.	No action; comment is land use-related and does not affect boundary development
3	Online interactive map	Ballaine/ Yankovich Area	Cycling/pedestrian trail forces users onto the road surface here (continues on the opposite side of the road approximately 0.3 miles down the road). Perhaps consider continuing path up to the crossing point to reduce conflicts?	No action; comment is project-related and does not affect boundary development
4	Online interactive map	Farmers Loop	Farmers Loop is one of the major road and bike path routes and use will only increase. It should have been included in the old plan. Why is some of it still being left out? This gap will make it difficult to develop comprehensive plans for this area.	No action; FAST Planning's Technical Committee and Policy Board did not want to include the gap on Farmers Loop within the boundary over concerns of including the large donut hole area south of Farmers Loop
5	Online interactive map	Farmers Loop	Is there a reason to have this donut hole? There are numerous winter pedestrian, snowmachine, etc. transportation in the donut hole. There trail improvements planned in this area. There have been ideas of constructing a road across the area.	See previous response to Comment #4
6	Email submission	Farmers Loop	I took a look at the minimum boundary and wonder why part of Farmers Loop was excluded along with the low area with ADMA trails. The new FNSB trail plan talks about an EW trail connecting UAF trails with Birch Hill. And it also talked about a N-S trail for commuters in neighborhoods off Farmers Loop. For many years I commuted downtown from my home near the Fairbanks golf course using the ADMA trails. I would ski when snow was soft and bike when trails got hard. Would it be a legitimate use of FAST \$\$ to improve ped commuter routes across the flats? There has also long been discussion of building an all season commuter trail from Dalton Trail to UAF. It might also serve as a fire lane for when N Campus again catches fire. Would that be legit for FAST funding?	See previous response to Comment #4
7	Letter of Support (pending)	Eielson Air Force Base		

ATTACHMENT J

Action Items & Minutes relating to the Draft Minimum Boundary Update

- o 10/4/2023 Technical Committee Meeting Action Items
 - o 10/4/2023 Technical Committee Meeting Minutes
- o 10/11/2023 Special Policy Board Meeting Action Items
 - o 10/11/2023 Special Policy Board Meeting Minutes
- o 11/1/2023 Technical Committee Meeting Minutes
- o 11/15/2023 Policy Board Meeting Action Items
 - o 11/15/2023 Policy Board Meeting Minutes




TECHNICAL COMMITTEE

Action Items

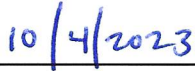
10.04.2023

Motion: To recommend to the Policy Board to approve the FFY2025-26 FAST Improvement Program Priority List. (Netardus/Theurich). None opposed. Approved.

Motion: To recommend to the Policy Board to approve the release of the Draft Minimum [Metropolitan Planning Area] Boundary Update for a 30-day public comment period. (Spillman/Denton). None opposed. Approved.



Jackson C. Fox
Chair, Technical Committee



Date



TECHNICAL COMMITTEE

MEETING MINUTES

October 4, 2023 • 12:00 – 2:00 P.M.

FAST Planning Office, 100 Cushman Street, Suite 215, Fairbanks, AK

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

Zoom Meeting Telephone Number: 1 (253) 215-8782 Meeting ID: 864-2399-7935

1. Call to Order

Jackson Fox, Chair, called the meeting to order at 12:02 p.m.

2. Introduction of Members and Attendees

The following were present:

Name	Representing
*Jackson Fox, Chair	FAST Planning
*Olivia Lunsford, Vice Chair	FAST Planning
*Corey DiRutigliano	FAST Planning
*Deborah Todd	FAST Planning
**Justin Burgess (absent)	AES Transportation
**Adeyemi Alimi for Nick Czarnecki	ADEC Air Quality
**Michelle Denton	FNSB Transportation
**Kate Dueber (absent)	Alaska Railroad Corporation
**Kevin McKinley	FNSB Borough Planning Commission
**Brett Nelson	DOT&PF Planning
**John Netardus	DOT&PF Preconstruction
**Robert Pristash	City of Fairbanks Engineering
**William Rogers	City of Fairbanks Engineering
**Lt. Mike Roberts (absent)	Alaska State Troopers
**Kellen Spillman	FNSB Community Planning
**Rj Stumpf	Fairbanks International Airport
**Jakob Theurich	University of Alaska Fairbanks
**Danny Wallace	City of North Pole
**John Weinberger (absent)	Fort Wainwright
*Don Galligan	FNSB Community Planning
*Randi Bailey	DOT&PF Planning
Megan Flory	RESPEC
Julie Jenkins	FHWA Alaska Division

Michael Lukshin	FHWA
Jack Barnwell	Fairbanks Daily News-Miner
Ethan Mahoney	DOT&PF Preconstruction
Adam Moser	DOT&PF Program Development
Ivet Hall	DOT&PF Preconstruction

***FAST PLANNING Staff members ** FAST PLANNING Technical Committee members**

3. Approval of the October 4, 2023 Agenda

Motion: To approve the October 4, 2023 Technical Committee Agenda. (Alimi/Rogers).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

4. Approval of the September 6, 2023 Meeting Minutes

Motion: To approve the September 6, 2023 Meeting Minutes as presented. (Spillman/McKinley).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

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

a. Staff Report

- At the September 13, 2023 meeting, the Policy Board:
 - Approved the FY2024-27 Statewide Transportation Improvement (STIP) Comment Letter. The letter was then transmitted to DOT&PF.
 - Approved the use of FFY2023 Offset fund balance towards the FFY2024 Advance Construction payback.
 - Approved the new Metropolitan Planning (PL) Fund Distribution formula.
 - Approved the request to utilize a portion of the \$3.8 million in Unobligated Planning Funds for new planning efforts and studies with an Amendment to remove Item #6, the Downtown Streets Traffic Study, from the list of projects.
 - Approved hiring an employee for the Matsu Valley Metropolitan Planning Organization for up to one year.
 - Approved the FFY2024 FAST Planning Office Budget.

6. Public Comment Period (Non-Action Items)

- No public comment.

7. Old Business

a. FAST Improvement Program Priorities for FFY2025-26 (Action Item)

Recommendation to Policy Board on List of Priority Projects for Construction in FFY2025 and FFY2026 (~\$1 million per year)

Mr. Fox explained that two subcommittee meetings were held with the two Cities, DOT&PF, UAF, and various FNSB Departments. At the September 28, 2023 meeting, a list of priority projects was compiled for the FFY25-FFY26 FAST Improvement

Program. The Technical Committee will review the priority projects list and forward it to the Policy Board for approval.

Public Comment: No public comment.

Motion: To recommend to the Policy Board to approve the FFY2025-26 FAST Improvement Program Priority List. (Netardus/Theurich).

Discussion: Mr. Spillman commented that he was in favor of the list.

Vote on Motion: None opposed. Approved.

8. New Business

a. Metropolitan Planning Area (MPA) Boundary Update (Action Item)

🗲 Review of Draft MPA Boundary Update in Coordination with 2020 Census Results, and Consideration of Releasing for 30-day Public Comment Period

Ms. Lunsford explained that the MPA Boundary Update is completed every 10 years using the U.S. Census results. Ms. Lunsford explained the process that was used to update the boundaries and presented the new Draft MPA Boundary Map on Page 19 of the Meeting Packet.

Public Comment: No public comment.

Motion: To recommend to the Policy Board to approve the release of the Draft Minimum [Metropolitan Planning Area] Boundary Update for a 30-day public comment period. (Spillman/Denton).

Discussion: Mr. Spillman commented that he liked the product. Mr. Spillman explained that as an organization, FAST Planning only gets a tiny piece of the Federal Highway budget and there is no way we can fund all the projects. Mr. Spillman commented that FAST Planning paid for the reconstruction of McGrath Road which took over a whole year's worth of their funding.

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. Committee Member Comments

🗲 Mr. Netardus commented that DOT&PF did the pedestrian counts for the Geist Road pedestrian crossing and are waiting to process the data. They are expecting to roll that analysis into the West Valley/Hutchison High School Campus Circulation Study.

🗲 Mr. Netardus commented that at the Trainor Gate School Crossing they are waiting for the data to come back for that as well and are considering a HAWK there.

Technical Committee Meeting Minutes

- ☛ Mr. Theurich commented that for the UAF West Tanana Drive project, Scott Vockeroth indicated to him that DOT has already completed a traffic count on West Tanana and Thompson Drive so there should be some data for that somewhere.
- ☛ Mr. Fox commented that we could probably get that information through Scott Vockeroth of DOT and asked Randi Bailey if she could track that data down.

12. Adjournment

Motion to Adjourn: (Denton/Alimi). The meeting was adjourned at 1:04 p.m.
The next Technical Committee Meeting is Wednesday, November 1, 2023.

Approved:  Date: 11/1/2023
Jackson C. Fox, Chair
FAST Planning Technical Committee




POLICY BOARD

Action Items

10.10.2023

Motion: To send the MPA [Metropolitan Planning Area] Boundary Update to a 30-day public comment period. (Kemp/Pruhs). None opposed. Approved.

 for Mayor Ward

Mayor Bryce Ward
Chair, Policy Board

10-25-23
Date



SPECIAL POLICY BOARD

Meeting Minutes

October 10, 2023 • 12:00 – 1:00 P.M.

FAST Planning Office, 100 Cushman Street, Suite 215, Fairbanks, AK

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

Zoom Meeting Telephone Number: 1 (253) 215-8782 Meeting ID: 862-1242-1433

1. Call to Order

Jerry Cleworth, Vice Chair, called the meeting to order at 12:00 p.m.

2. Introduction of Members and Attendees

Attendee	Representative Organization
*Bryce Ward, Chair(absent)	Mayor, Fairbanks North Star Borough
*Jerry Cleworth, Vice Chair	Fairbanks City Council
*Joe Kemp	Acting 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 (absent)	FAST Planning
**Deborah Todd	FAST Planning
**Randi Bailey	DOT&PF Planning
**Don Galligan	Fairbanks North Star Borough Planning
David Guttenberg	Fairbanks North Star Borough
Alexa Greene	Eielson Air Force Base
Danny Wallace	City of North Pole

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

3. Approval of the October 10, 2023 Agenda

Motion: To approve the October 10, 2023 agenda. (Rotermund/Kemp).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

4. Public Comment Period (Non-Action and Action Items)

No public comment.

5. New Business

a. Metropolitan Planning Area (MPA) Boundary Update (Action Item)

Review of Draft MPA Boundary Update in Coordination with 2020 Census Results, and Consideration of Releasing for 30-Day Public Comment Period

Mr. Fox explained that the Metropolitan Planning Area Boundary is updated every 10 years following the U.S. Census. Mr. Fox explained that the method for updating the Boundary is to take the Census-designated Urbanized Area and expand it to what we project the Urbanized Area will be 20 years from now.

Ms. Lunsford presented the new Draft Metropolitan Area Boundary Update that the Technical Committee recommended for release for public comment at their October 4, 2023 meeting.

Public Comment: David Guttenberg asked what impact the boundaries would have on Road Service Areas and taxation?

Mr. Fox explained that it does not affect taxation, but if you have a project within the boundary, you can ask for funding from FAST Planning for road improvement projects. The advantage is that you only have to pay a 9% match. However, most Road Service Areas cannot come up with the 9% match. FAST Planning funds are limited but we have some money available for project development in those areas.

Motion: To send the Draft MPA [Metropolitan Boundary Area] Update to a 30-day public comment period. (Kemp/Rotermund).

Discussion: No further discussion.

Vote on Motion: None opposed. Approved.

6. Other Issues

No other issues.

7. Policy Board Member Comments

No comments.

8. Adjournment

Motion for Adjournment: (Rotermund/Kemp). The meeting was adjourned at 12:41 p.m. The next Policy Board Meeting is scheduled for Wednesday, October 25, 2023.

Approved:  Date: 10-25-23
Mayor Bryce Ward, Chair
FAST Planning Policy Board



TECHNICAL COMMITTEE
MEETING MINUTES

November 1, 2023 • 12:00 – 2:00 P.M.

FAST Planning Office, 100 Cushman Street, Suite 215, Fairbanks, AK

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

Zoom Meeting Telephone Number: 1 (253) 215-8782 Meeting ID: 811-2899-9870

1. Call to Order

Jackson Fox, Chair, called the meeting to order at 12:01 p.m.

2. Introduction of Members and Attendees

The following were present:

Name	Representing
*Jackson Fox, Chair	FAST Planning
*Olivia Lunsford, Vice Chair	FAST Planning
*Corey DiRutigliano (absent)	FAST Planning
*Deborah Todd	FAST Planning
**Justin Burgess (absent)	AES Transportation
**Nick Czarnecki	ADEC Air Quality
**Michelle Denton	FNSB Transportation
**Kate Dueber	Alaska Railroad Corporation
**Joseph Collier for Kevin McKinley	FNSB Borough Planning Commission
**Randi Bailey for Brett Nelson	DOT&PF Planning
**John Netardus	DOT&PF Preconstruction
**Tim Zinza for Robert Pristash	City of Fairbanks Engineering
**William Rogers	City of Fairbanks Engineering
**Lt. Mike Roberts (absent)	Alaska State Troopers
**Kellen Spillman	FNSB Community Planning
**RJ Stumpf	Fairbanks International Airport
**Jakob Theurich	University of Alaska Fairbanks
**Danny Wallace	City of North Pole
**John Weinberger (absent)	Fort Wainwright
*Don Galligan	FNSB Planning
Megan Flory	RESPEC
Julie Jenkins	FHWA Alaska Division
Michael Lukshin	FHWA Alaska Division

***FAST PLANNING Staff members ** FAST PLANNING Technical Committee members**

3. Approval of the November 1, 2023 Agenda

Motion: To approve the November 1, 2023 Technical Committee Agenda.
(Rogers/Denton).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

4. Approval of the October 4, 2023 Meeting Minutes

Motion: To approve the October 4, 2023 Meeting Minutes as revised. (Rogers/Denton).

Discussion: Mr. Rogers asked for his name to be listed as William Rogers.

Vote on Motion: None opposed. Approved.

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

a. Staff Report

- ☞ At the October 10, 2023 Special Policy Board Meeting:
 - ☞ Authorized the release of the Metropolitan Planning Area (MPA) Boundary Update for a 30-day public comment period. The comment period ends on November 12, 2023.
- ☞ At the October 25, 2023 Policy Board Meeting:
 - ☞ Funding for two of the community program items were removed from the Undesignated Fund budget.
 - ☞ The remaining items in the Undesignated Fund budget were lumped into one category called 'Promotions.'
 - ☞ The Lease amendment for the FAST Planning offices Suites 205 & 215 was reduced from \$5065.50 to \$3613.55 per month.
 - ☞ The list of projects for the FAST Improvement Program was approved.
 - ☞ The Public Participation Plan and Title VI Plan Updates were approved for release for a 45-day public comment period.
- ☞ Mr. Fox received a letter from Mayor Ward requesting an amendment of the Transportation Improvement Program (TIP) to include the Chena Hot Springs Road Bridge Replacement project and to appropriate funds to update the Metropolitan Transportation Plan (MTP). A Scope of Work has been prepared for the consultant, Kittelson, to revise the documents.
- ☞ A Special Technical Committee Meeting will be held on Wednesday, November 8, 2023 to discuss and make recommendations for amending the MTP and TIP to include the bridge project. The meeting packet will be emailed to the Technical Committee members to review prior to the meeting.

6. Public Comment Period (Non-Action Items)

- ☞ No public comment.

7. Old Business

a. Metropolitan Planning Area (MPA) Boundary Update (Action Item)

☞ Opportunity for Technical Committee Members to discuss any Proposed Boundary Adjustments during Open Public Comment Period (Ending November 12, 2023)

Mr. Fox explained that the public comment period for the FAST Planning MPA Boundary Update was opened to the public from October 12 to November 12, 2023. To date, no public comments have been received that would lead to a change in the Boundary. The Boundary Update map is located on the FAST Planning website at:

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

Public Comment:

- ☞ Michael Lukshin, FHWA, asked Mr. Fox if Federal Lands Access Funds (FLAP) funds could be used on military bases.
- ☞ Mr. Fox explained that he did not know the answer to that but knew that we had used funds on Corps of Engineers land before. Mr. Fox commented that he thought that the funds could be used on access points to military property but was not sure if they could be used on military property.
- ☞ Mr. Lukshin commented that he was the FHWA Liaison for the FLAP funds and would research that and find out.
- ☞ Mr. Spillman commented that he was relatively confident that they had used the FLAP funds before on Fort Wainwright property.

Motion: No motion was made for this item.

8. New Business

a. FAST Planning Public Participation Plan (PPP) & Title VI Plan Updates

☞ Review of Plan Updates Open for 45-Day Public Comment Period

Ms. Lunsford explained that both the Public Participation Plan and the Title VI Plan Updates were out for a 45-day public comment period from October 25-December 10, 2023. Ms. Lunsford explained all the revisions that were made to both Plans. To view the Public Participation Plan on the FAST Planning website, go to:

<https://fastplanning.us/ppp> and to view the Title VI Plan Update, go to:

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

b. FAST Planning Bylaws Amendment (Action Item)

☞ Consideration of adding Representative from Eielson Air Force Base and FNSB Rural Services Department to the Technical Committee

Mr. Fox explained that the proposed revision to the Bylaws was to add two new seats to the Technical Committee, one for the Fairbanks North Star Borough and one for Eielson Air Force Base. Mr. Fox explained that our Boundary has expanded to include Eielson Air Force Base and more road service areas than we previously had. Mr. Fox

Technical Committee Meeting Minutes

added that FAST Planning is also a pilot Regional Planning Organization (RPO) for 16 rural communities outside of our boundaries. Mr. Fox explained that we will soon be working on a Regional Long Range Transportation Plan, so it would be helpful to have these two additional entities on the Technical Committee.

Public Comment: No public comment.

Motion: To recommend to the Policy Board to approve adding representatives from Eielson Air Force Base and the Fairbanks North Star Borough (FNSB) Rural Services Department to the Technical Committee. (Collier/Theurich).

Discussion: Mr. Rogers commented that he recalled a similar vote a couple of years ago for the Fairbanks North Star Borough and he knows that things have changed with the Boundary changes, but at that time he recalled a question about the balance between DOT, the Cities, and Borough. Mr. Rogers commented that he is comfortable with the status quo on this.

Mr. Spillman commented that he had been affiliated with FAST Planning for about ten years and did not recall a proposal to add another seat to the Borough, but he did recall a proposal to add a DOT seat. Mr. Spillman commented that the Planning Commission seat is an interesting one because it could be either the City or the Borough.

Mr. Netardus asked Mr. Fox how the attendance was for the most recent seats that had been added to the Technical Committee.

Mr. Fox explained that the new seat occupied by the Public Safety Representative, Lt. Mike Roberts, had about 50 percent attendance. Mr. Fox commented that the Borough and Ft. Wainwright had regular attendance and he expected that the Eielson Air Force Base seat would have regular attendance but did not know what the attendance would be for the Borough Rural Services seat.

Vote on Motion: Eight in favor. (Czarnecki, Denton, Dueber, Collier, Bailey, Spillman, Theurich, Wallace). Three opposed. (Netardus, Rogers, Zinza).

c. FAST Planning 2024 Meeting Calendar (Action Item)

Mr. Fox explained that the FAST Planning 2024 Meeting Calendar was included in the meeting packet and asked if there were any suggested revisions to the schedule.

Public Comments: No public comments.

Motion: To recommend approval of the FAST Planning 2024 Meeting Calendar. (Rogers/Denton).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

9. Other Issues

No other issues.

10. Informational Items

a. 6th Annual Winter Maintenance Forum-November 14, 2023 – 5:30-7:30 pm

The 6th Annual Winter Maintenance Forum will be held on Tuesday, November 14, 2023, from 5:30-7:30 p.m. at the Morris Thompson Cultural and Visitors Center on 101 Dunkel Street in Fairbanks. There will be guest speakers and door prize giveaways, including a Fat Bike and you must be present to win the door prizes. The meeting will be recorded and livestreamed, and there will be a webpage dedicated to it with all of the speaker presentations.

b. Obligations and Offsets

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

11. Committee Member Comments

- Ms. Bailey commented that the Chena Ridge Roundabout Open House will be held on November 7, 2023 from 4:30-7:00 p.m. at the Woodriver Elementary School.

12. Adjournment

Motion to Adjourn: (Netardus/Bailey). The meeting was adjourned at **1:08 p.m.** The next Technical Committee Meeting is **Wednesday, December 6, 2023.**

Approved: _____



Jackson C. Fox, Chair
FAST Planning Technical Committee

Date: 12/6/2023



☰ POLICY BOARD ☰

Action Items

11.15.2023

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). Two in favor (Kemp, Olds). Five opposed (Rotermund, Pruhs, Cleworth, Ward, Welch). Motion failed.

Motion: To accept the Metropolitan Planning Area Boundary Update contingent upon a positive letter of support from Eielson Air Force Base. (Cleworth/Welch). None opposed. Approved.

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). Five in favor (Rotermund, Kemp, Ward, Welch, Olds). Two opposed (Pruhs, Cleworth). Approved.

Motion: To approve the FAST Planning 2024 Meeting Calendar. (Welch/Rotermund). None opposed. Approved.

Bryce J. Ward
Bryce J. Ward (Nov 16, 2023 13:30 AKST)

Mayor Bryce Ward
Chair, Policy Board

Nov 16, 2023
Date



POLICY BOARD

Meeting Minutes

November 15, 2023 • 12:00 – 3:00 P.M.

Fairbanks North Star Borough School District Administrative Center Board Room
520 5th 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

Attendee	Representative Organization
*Bryce Ward, Chair	Mayor, Fairbanks North Star Borough
*Jerry Cleworth, Vice Chair	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

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

***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 6th 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:

- ☛ 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

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

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 11th 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

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

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 11th 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

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 11th 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

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

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.

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/Benett 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

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 Nieuwenhuyse was. Mr. Hovenden commented that Mr. Van Nieuwenhuyse is the CEO of Contango. Mr. Van Nieuwenhuyse 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

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

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.

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

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

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. Rotermond commented that he would like to echo Mayor Ward's thoughts and sentiments. Mr. Rotermond commented that he was pretty dismayed and frankly disappointed with some of the testimony here today with the name calling. Mr. Rotermond commented that he thought that was completely out of line. Mr. Rotermond 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. Rotermond 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. Rotermond commented that he believes that they would be dancing in the streets that we were improving our infrastructure. Mr. Rotermond 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

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 be 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:** 12/20/23
Mayor Bryce Ward, Chair
FAST Planning Policy Board

ATTACHMENT K

Letter of Support, Eielson Air Force Base



**DEPARTMENT OF THE AIR FORCE
354TH FIGHTER WING (PACAF) EIELSON
AIR FORCE BASE, AK**

14 December 2023

MEMORANDUM FOR Fairbanks Area Surface Transportation Planning
ATTN: Jackson Fox, Executive Director
100 Cushman Street, Suite 205
Fairbanks, AK 99701
Submitted via email jackson.fox@fastplanning.us

FROM: 354 FW/CC
354 Broadway Street, Unit 19A
Eielson AFB AK 99702

SUBJECT: 2023 Metropolitan Planning Area Boundary Update

1. The Fairbanks Area Surface Transportation (FAST) Planning is the Metropolitan Planning Organization (MPO) for the urbanized areas of the Fairbanks North Star Borough (FNSB), including the cities of North Pole and Fairbanks.
2. In coordination with the results of the 2020 U.S. Census, FAST Planning is required to develop a new Metropolitan Planning Area (MTA) boundary, areas of boundary expansion include Farmer's Loop, Chena Ridge, Chena Pump, Moose Creek, and Eielson Air Force Base (Eielson).
3. Fairbanks Area Surface Transportation Planning requested a letter of support from Eielson to endorse the inclusion of Eielson within the MTA boundary.
4. Eielson is in full support of being included within the MTA boundary.
5. Eielson understands that Federal Highway funds allocated to and used within the MTA Boundary area cannot be spent on Department of Defense (DoD) installations.
6. Eielson looks forward to the partnership to collaborate on plans, programs, and projects that support Airmen, their families, and civilian workers that live and work in the community.
7. Additionally, the FAST Planning Executive Director requests that Eielson join the FAST Planning's Technical Committee.
 - a. The purpose of the FAST Planning Technical Committee is to provide technical level evaluation on proposed plans and projects, provide technical data and information, and make recommendations to the Policy Board.

b. As a member of the Technical Committee Eielson can participate in discussions about transportation infrastructure improvements to the local transportation network directly impacting mission resiliency and the local community at large.

c. The Eielson representative will be a subject matter expert such as an engineer, a planner, or other specialist to advise the committee in a direction that is in accordance with installation plans, policies, and mission.

d. The Eielson representative will advise only on projects and issues that affect the Eielson military community.

8. Eielson is in full support of being added to the FAST Planning Technical Committee as a voting member.

9. My point of contact is Alexa Greene, Community Planner, 354 CES/CENPL. She can be reached at, alexa.greene@us.af.mil or (907) 377-4251.

TOWNSEND.PA
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PAUL P. TOWNSEND, Colonel, USAF
Commander

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