



POLICY BOARD MEETING

Wednesday, January 17, 2024, 12:00 – 2:00 P.M.
Key Bank Building, 100 Cushman Street, Suite 215

To join the Zoom Meeting via computer, go to: www.fastplanning.us/keepup/zoom
Zoom Meeting Phone Number: 1 (253) 215-8782, enter **Meeting ID:** 828-1653-5873

1. Call to Order
2. Introduction of Members & Attendees
3. Approval of January 17, 2024 Agenda
4. Approval of December 20, 2023 Meeting Minutes Pg 2-8
5. Committee/Working Group Reports (including the Chair's Report) Pg 9-13
6. Public Comment Period (Non-Action Items)
7. Old Business
8. New Business
 - a. Steese/Johansen Interchange Project Update
 - Guest presentation by Alaska DOT&PF
 - b. Fairbanks North Star Borough (FNSB) Comprehensive Roads Plan (**Action Item**) Pg 14-45
 - Consideration of approval of a Letter of Support to FNSB Assembly for plan adoption
 - c. 5th Avenue Reconstruction – Construction Increase (**Action Item**) Pg 46-56
 - Consideration of approval of project increase in the amount of \$155,676
 - d. FAST Planning – 2023 Year in Review Pg 57-72
 - Presentation/overview of work accomplished by Staff and Committees in 2023
 - e. Technical Committee Representation Discussion Pg 73-74
9. Other Issues
10. Informational Items
 - a. Obligations & Offsets Pg 75-78
11. **EXECUTIVE SESSION** – Alaska DOT&PF Statewide Transportation Improvement Program (STIP) and FAST Planning Transportation Improvement Program (TIP) Issues
12. Policy Board Member Comments
13. Adjournment

Next Scheduled Policy Board Meeting – Wednesday, February 21, 2024



☄️ POLICY BOARD ☄️

Meeting Minutes

December 20, 2023 • 12:00 – 2:00 P.M.

FAST Planning Office, KeyBank Building, 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: 889-9138-2569

1. Call to Order

Mayor Bryce Ward, Chair, called the meeting to order at 12:01 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
*Scott Crass	FNSB Assembly
*Michael Welch (absent)	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
Kellen Spillman	FNSB Planning
Dan Bross	KUAC
Julie Jenkins	FHWA

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

3. Approval of the December 20, 2023 Agenda

Motion: To approve the December 20, 2023 Agenda. (Kemp/Cleworth).

Discussion: Mr. Kemp asked an Executive Session be added to the agenda to discuss issues with the Statewide Transportation Improvement Program (STIP) and FAST Planning's Transportation Improvement Program (TIP). Mr. Fox stated an Executive Session would have to have been advertised prior to the meeting. Mr. Cleworth affirmed that was correct. Mr. Fox stated he would add this to the January 17th agenda.

Vote on Motion: None opposed. Approved.

4. Approval of the November 15, 2023 Meeting Minutes

Motion: To approve the November 15, 2023 Meeting Minutes. (Cleworth/Kemp).

Discussion: Mr. Cleworth commented that the detail of the meeting minutes was incredible, but he personally does not feel that we need to go to that extent and could just summarize.

Vote on Motion: None opposed. Approved.

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

- ☰ Mr. Fox attended the Tetlin to Fort Knox Transportation Advisory Committee final meeting.
- ☰ Mr. Fox participated in the U.S. EPA Region 10 Quarterly Transportation Conformity Call.
- ☰ Proposals were evaluated with DOT for the West Valley/Hutchison Highway Schools Access & Circulation Study. Contract negotiations will be initiated with Kinney Engineering.
- ☰ The letter of support from Eielson Air Force Base was received the new Metropolitan Area Transportation Planning Boundary Update.
- ☰ The annual FAST Planning CPA Audit is still underway and a report will be presented to the Policy Board at the January 2024 meeting.
- ☰ Mr. Fox flew to Anchorage to interview candidates for the new MatSu MPO Director position.
- ☰ Mr. Fox did a guest appearance on the Explore Fairbanks Radio Show.
- ☰ Mr. Fox gave a presentation to the Chamber of Commerce Transportation & Infrastructure Committee on hot topics at FAST Planning including the pending Air Quality Conformity Freeze.
- ☰ A public survey was initiated for the MACS Transit Plan Update.
- ☰ The public comment period is closed for the Public Participation Plan (PPP) and Title VI Plan Updates. No recent comments have been received.
- ☰ The U.S. Fish & Wildlife Service reached out to FAST Planning regarding a new grant opportunity for upgrading the culverts on Peede, Repp, and Mission Roads in North Pole. A letter of interest has been submitted.
- ☰ At the November 30, 2023 meeting, the Bicycle & Pedestrian Advisory Committee:
 - ☰ Recommended the Policy Board approve the revisions to the Committee Membership and Term Limits.
- ☰ At the December 6, 2023 meeting, the Technical Committee:
 - ☰ Recommended approval of the PPP and Title VI Plan Updates pending any other comments that come in.
 - ☰ Recommended that the Policy Board advance the funding request to DOT for development of a Long-Range Transportation Plan for the sixteen rural communities outside of FAST Planning's Metropolitan Area boundary.
 - ☰ Recommended the Policy Board approve the revisions to the Roles and Responsibilities document for the Bicycle & Pedestrian Advisory Committee.

6. Public Comment Period (Non-Action Items)

- ☰ No public comment.

7. Old Business

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

- ☰ *Review of Public Comments Received and Corresponding Plan Revisions and Consideration of Approval*

Mr. Fox provided a summary of the public comments received and explained the revisions that were made to the PPP and Title VI Plan Updates.

Public Comment: No public comment.

Motion: To approve the Public Participation Plan and Title VI Plan Updates. (Crass/Cleworth).

Discussion: Mayor Ward commented that he appreciated how documenting revisions made to the Transportation Plan were included.

Vote on Motion: None opposed. Approved.

8. New Business

a. Fairbanks PM2.5 Area Air Plan Partial Approval & Disapproval by U.S. EPA

 *Review of November 20, 2023 Federal Register Notice EPA-R10-OAR-2022-0115 and Ramifications to Transportation Conformity*

Mr. Fox explained the two pages from the Federal Register Notice published by EPA on December 5, 2023. The EPA final ruling will take effect on January 4, 2024. Concurrently on January 4, the Air Quality Conformity Freeze will begin. The Conformity Freeze will affect FAST Planning's Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP). During a Conformity Freeze no new air quality determinations are allowed for the MTP or TIP, no amendments are allowed to the MTP or TIP, and only projects in the first four years of the MTP and TIP, 2023-2026, may move forward. Mr. Fox also explained what FAST Planning can and cannot do to the MTP and TIP during the Conformity Freeze.

b. Regional Long Range Transportation Plan Scope of Work (Action Item)

 *Consideration of Approving Scope of Work and Funding Request to Alaska DOT&PF for Development of a Long-Range Transportation Plan for 16 Rural Communities Outside FAST Planning's Metropolitan Planning Area Boundary*

Mr. Fox explained the Regional Long Range Transportation Plan funding request letter to DOT for the development of a scope of work for the Long-Range Transportation Plan for the sixteen rural communities that are outside FAST Planning's Metropolitan Planning Area Boundary. Mr. Fox has also drafted a detailed scope of work for hiring a consultant to develop the Long-Range Plan.

Public Comment: No public comment.

Motion: To adopt the Regional Long Range Transportation Plan scope of work and funding request (Cleworth/Crass).

Discussion: Mr. Cleworth asked for clarification from Mr. Fox if the roads that were not state-maintained roads or service area roads were considered orphan roads, and whether they were the majority of the roads that we were talking about.

Mr. Fox explained that he would consider that to be the majority of the roads.

Mr. Cleworth asked if a project moves along for a service area, then that service area must go through an election to accept that change/modification because ultimately, they would be responsible for maintaining those roads.

Mayor Ward commented that the service area is tasking themselves to provide for that match but if they are at their cap, and unable to generate any additional revenue in order to go over the cap, they will have to have an election. Some of the service areas have healthy fund balances and can take care of their own smaller capital needs. Mr. Ward commented that they do have a healthy list of projects that are currently on the Borough grant list seeking support for some of those projects.

Mr. Cleworth commented that if a project were picked for a service area and they go back for increased funding, they may not get it. Mr. Cleworth thought the one good part of this was that this would offset some of the funds that were used to fund the FAST Planning office but this was between DOT and the Borough.

Mr. Kemp commented that we should wait because he did not want this to get stale and sit. Mr. Kemp commented that he thought we should keep this and submit it at a more appropriate time as an amendment to the STIP as a line item. Mr. Kemp thought it was a more appropriate time and it would be fresher in their minds.

Mr. Crass commented that he was interested in the interplay with the Borough's Road Plan and how that would work.

Mr. Fox explained that the idea would be to produce a comprehensive list of all the project needs, then score them, prioritize them, and work with DOT to see how they could get those funded.

Mr. Crass asked Mr. Fox if we delayed this process for six months, if there was concern that we might miss out on getting this funding.

Mr. Fox explained that he did not think so but did not know if there was any harm in submitting the letter to them. Mr. Fox explained that he wanted to get something formally on paper, so they had this request from Fairbanks so they were ready if this moved forward since there is no funding available right now.

Mr. Kemp explained that he thought they should wait. Mr. Kemp commented that every time an amendment came up it needed to be on it. Mr. Kemp commented that he thought we should wait and be more strategic with the roll out and request for a line item to be placed in the STIP.

Mayor Ward commented that he disagreed with the idea of waiting. Mayor Ward commented that it was his vision to be the first MPO to come forward with a Regional Planning Organization (RPO) model. Mayor Ward commented that they advocated for this. He thought it showed that we had our act together and were prepared to submit a planning document. Mayor Ward commented that it could set the stage for other RPO's and how they could move forward with a planning effort. Mayor Ward thought it served our interest to get this out the door now.

Mr. Kemp asked if on this RPO other than FAST Planning if the Policy Board was going to make calls on this moving forward.

Mr. Fox explained that the idea was that we would identify the community leaders in those areas that would serve on the Rural Policy Committee that would be set up to focus on moving project initiatives forward.

Mr. Kemp commented that this seems like something that Mr. Fox would move forward with and not the Policy Board. Mr. Kemp commented that he wondered if this was even appropriate for them to be voting on.

Mayor Pruhs commented that his thought would be to delay it, but no one here was disputing the document.

Mayor Ward commented that he would be happy to submit a letter on behalf of the Borough. He thought the reason behind it was for those communities that did not have a governing structure and FAST Planning already had that agreement signed by the State. Mayor Ward commented that he would suggest an amendment to the motion if the desire were to delay this action to a later date.

Mr. Crass commented that he was inclined to trust Mayor Ward's comments.

Amendment to the Motion: To delay the delivery of the document until discussion on June 1, 2024, or six months. (Pruhs/Kemp).

Vote on Amendment to the Motion: Four in favor. Two opposed. (Ward, Crass).
Approved.

Discussion: No further discussion.

Amended Motion: To adopt the Regional Long-Range Transportation Plan scope of work and funding request and delay the delivery of the document until discussion on June 1, 2024, or six months.

Vote on Amended Motion: None opposed. Approved.

c. Bicycle & Pedestrian Advisory Committee Roles & Responsibilities (Action Item)

Mr. Fox explained revisions made to the Bicycle & Pedestrian Advisory Committee Roles & Responsibilities document regarding removal of term limits for committee members and nominations by FAST Planning to temporarily fill the seat vacancies until they are appointed.

Public Comment: No public comment.

Motion: To adopt the proposed revisions to the Roles & Responsibilities for the Bicycle & Pedestrian Advisory Committee. (Crass/Pruhs).

Discussion: Mr. Cleworth expressed concern with FAST Planning appointing members for the Bicycle & Pedestrian Advisory Committee and commented that he was not comfortable doing that. Mr. Cleworth commented that he thought it was more important for them to put the pressure on those entities to fill the spots. Mr. Cleworth commented that if they choose not to fill them, that is their decision. Mr. Cleworth does not want to mess with the formula. Mr. Cleworth commented that with the Green Streets Program, a part of that is that you had to look at all modes of transportation that we have so engineering must go through that list. Mr. Cleworth commented that we already do this through the Technical Committee. Mr. Cleworth commented that when we have a difficult project, we put together an ad-hoc committee to deal with those projects. Mr. Cleworth commented that he thought we should try and work on filling those seats.

Mr. Crass commented that he agreed with Mr. Cleworth that we did not want to be rude to people that are doing their community service. On that notion, he liked the idea of eliminating the term limits. Mr. Crass commented that he would also want to hear from Mayor Welch regarding the vacancy and why that has been held vacant and they should weigh his opinion before filling those seats. Mr. Crass commented that he would be in favor of tabling this to a future meeting to discuss that.

Amendment to the Motion: To eliminate the changes on Page 61 at the bottom and retain the changes on Page 62 (Cleworth/Pruhs).

Discussion: Mr. Crass commented that he thought it was important that people who wanted to continue to serve and do the work, should be allowed to do so.

Mayor Ward commented that vacant seats tended to be a bit of an issue. Mayor Ward thought that as a Policy Board member there is an obligation to fulfill your responsibilities toward the Board they are on. Think this revision allows the committee to fill that vacancy and then if the agency has someone to fill the seat. Mayor Ward commented that he does think that this is something that should be brought up in the future if we continue to have problems with members not being able to fulfill their responsibilities. Mayor Ward commented that he thought the changes put in here were good changes and would hate to lose those.

Vote on Amendment to the Motion: Five in favor. One opposed (Ward). Approved.

Discussion: Mayor Ward asked Mr. Fox if the committee members served at the pleasure of the elected seat sponsor.

Mr. Fox commented that it has never happened to date when a new Mayor came in and appointed a new member. If a new request were made to appoint someone else to a seat, they would comply with that request.

Amendment to the Motion: To add language that Committee members shall serve at the pleasure of the seat sponsor and can be removed with a 30-day notice from the seat sponsor agency. (Pruhs/Cleworth)

Vote on Amendment to the Motion: None opposed. Approved.

Discussion: No further discussion.

Amended Motion: To adopt the proposed revisions to the Roles & Responsibilities for the Bicycle & Pedestrian Advisory Committee, eliminate the changes on Page 61 at the bottom and retain the changes on Page 62, and add language that Committee members shall serve at the pleasure of the seat sponsor and can be removed with a 30-day notice from the sponsor agency.

Vote on Motion as Amended: None opposed. Approved.

d. Election of Chair and Vice Chair (Action Item)

Mr. Fox explained that the Chair and Vice Chair are elected annually.

Public Comment: No public comments.

Motion: To nominate Bryce Ward as Chair (Cleworth).

Motion: To nominate Jerry Cleworth as Vice Chair (Pruhs).

Vote on Motions: None opposed. Approved.

e. FAST Planning Office – Annual Dues Starting January 1, 2024

Mr. Fox explained that annual dues from each member agency are paid to FAST Planning each year. Mr. Fox explained that he will be sending out invoices for those annual dues beginning January 1, 2024.

f. FAST Planning Bylaws Article IX, Conflict of Interest Annual Statements

Mr. Fox explained that according to the FAST Planning Bylaws, each active member of the Policy Board must read and affirm that they have read the Conflict of Interest Policy and understand that FAST Planning is a charitable organization and must engage in one or more of the activities listed to maintain this non-profit status.

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

👤 Mr. Cleworth commented that he is not up to date on the construction of the Johansen at the Steese and would like to have a presentation at a future meeting to gain a better understanding of that. Mr. Cleworth wished everyone a pleasant Christmas.

👤 Mr. Kemp wished everyone a Merry Christmas. Mr. Kemp commented that he will have someone come in and provide a presentation for the Steese/Johansen project.

December 20, 2023

Policy Board Meeting Minutes

- ☰ Mr. Crass commented that he was looking forward to working with everyone and wished everyone a Merry Christmas.
- ☰ Mr. Olds wished everyone a Merry Christmas and Happy Holidays.
- ☰ Mayor Ward wished everyone a Merry Christmas and a Happy New Year.

12. Adjournment

The meeting was adjourned at 2:01 p.m. The next Policy Board Meeting is scheduled for Wednesday, January 17, 2024.

Approved: _____

Date: _____

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



STAFF REPORT

January 5, 2024

Regular Meetings

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

Project Planning Meetings

- Joint Technical Committee and Policy Board meeting with Alaska DOT&PF Commissioner's Office on Draft FFY2024-27 Statewide Transportation Improvement Program (STIP)
- Meeting with Alaska DOT&PF Commissioner's Office and MatSu Valley Planning for Transportation (MVP) on STIP allocations for FAST Planning and MVP
- Biweekly coordination meetings with consultant team working on Transit Plans Updates

Correspondence & Communication

- Drafted letter of support for FNSB Comprehensive Roads Plan Update

Organization

- Submitted monthly invoice to DOT&PF for December 2023
- Submitted Change of Officials form to Alaska Division of Corporations
- Renewed State of Alaska and City of Fairbanks Business Licenses
- Continued work on CPA Audit for FFY2023 with Alliance CPAs
- Submitted Annual Dues invoices to each member agency for 2024

Public Outreach

- ☰ Updated FAST Planning website to include the adopted updates to the Public Participation Plan, Title VI Plan, and Metropolitan Planning Area boundary
- ☰ Continued social media push for residents to complete rider surveys for MACS Transit Plan update
- ☰ Created a "2023 Year in Review" annual report for the Technical Committee and Policy Board with an overview of works accomplished in 2023 by staff and Committees

Submittals/Reports

- ☰ Submitted approved new Metropolitan Planning Area boundary and methodology report to Alaska DOT&PF for signature by the Governor

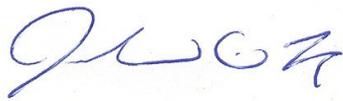
Funding

- ☰ Continued work on funding proposal to U.S. Fish & Wildlife Service for culvert replacements on Peede, Repp, and Mission Roads in North Pole under the National Fish Passage Program

Training

- ☰ None

Submitted by:



January 5, 2024

Jackson C. Fox

Date



December 21, 2023

Joseph Kemp, P.E., Northern Region Director
Alaska Department of Transportation & Public Facilities
2301 Peger Road, Fairbanks, Alaska 99709

Subject: FAST Planning Metropolitan Planning Area Boundary Update

Mr. Kemp,

In accordance with 23 CFR 450.312, Fairbanks Area Surface Transportation (FAST) Planning is required to update our Metropolitan Planning Area (MPA) Boundary after each Decennial Census. At a minimum, the MPA Boundary shall encompass the entire existing urbanized area (as defined by the U.S. Census Bureau) plus the contiguous area expected to become urbanized within a 20-year forecast period for the Metropolitan Transportation Plan. Attached is the methodology report and map of the MPA Boundary Update in coordination with the results of the 2020 Census.

FAST Planning's Policy Board approved the MPA Boundary Update on November 15, 2023, contingent upon a positive letter of support from Eielson Air Force Base (which was received on December 19, 2023). Following approval by our Policy Board, 23 CFR 450.312 asks for the Governor's concurrence. Please transmit this MPA Boundary Update to the Governor's Office for approval so we can provide our final, approved MPA Boundary to the Federal Highway Administration and Federal Transit Administration as required by the regulations.

Thank you in advance for your coordination with Governor's Office. Please contact me at Jackson.fox@fastplanning.us or 907-205-4276 if you have any questions or need additional information.

Regards,

Jackson C. Fox
Executive Director



TECHNICAL COMMITTEE

Action Items
01.03.2024

Motion: To recommend approval of the Letter of Support for the Fairbanks North Star Borough Comprehensive Roads Plan (Greene/Denton). None opposed. Approved.

Motion: To recommend to the Policy Board to approve a project increase in the amount of \$155,676 for the 5th Avenue Reconstruction project (Denton/McKinley). None opposed. Approved.



Jackson C. Fox
Chair, Technical Committee



Date



PROJECT ENHANCEMENT COMMITTEE

Action Items

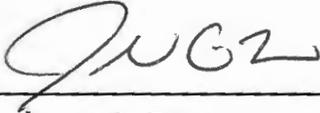
01.04.2024

Motion: To remove the word "not" from the sentence "Nominations do not have to reside within the geographic boundary of the nominating agency" [in the Committee's Roles & Responsibilities document] (Zinza/Sprinkle). One in favor (Zinza). Seven opposed. Motion failed.

Motion: To remove term limits for Committee members but keep the language "Members shall commit to a term of at least one year..." [in the Committee's Roles & Responsibilities document]. (Jacobson/Sprinkle). None opposed. Approved.

Motion: To nominate Jackson Fox as Chair (Sprinkle/Jacobson). None opposed. Approved.

Motion: To nominate Corey DiRutigliano as Vice Chair (Jacobson/Zinza). None opposed. Approved.



Jackson C. Fox
Chair, PEC

01/04/2024

Date



Date: January 17, 2024
To: **Fairbanks North Star Borough (FNSB) Assembly**
From: Fairbanks Area Surface Transportation (FAST) Planning Policy Board
Subject: **Letter of Support for FNSB Comprehensive Roads Plan**

FAST Planning is the State-designated Metropolitan Planning Organization (MPO) for the Fairbanks and North Pole area, and we strongly support and recommend adoption of the 2023 update of the FNSB Comprehensive Roads Plan. The Roads Plan has been a longstanding tool to help guide the development of new road corridors over the past 30 years, and we look forward to this update helping guide the expansion and growth of the future road network in the decades to come.

As FNSB Assembly members should be aware, FAST Planning serves the City of Fairbanks, City of North Pole, FNSB, and Alaska Department of Transportation & Public Facilities by developing short- and long-range transportation plans that aim to safely and efficiently move goods and people and support economic progress, environmental protection, and improved quality of life. During development of the Roads Plan update, FAST Planning staff were invited to participate on the Steering Committee and actively served on the Committee over the past two years of the Plan's development. The Steering Committee represented a diverse group of stakeholders, and we felt our input was not only heard, but diligently reflected in the Plan presented before you for adoption.

While the Roads Plan focuses on the entire transportation network within the FNSB, FAST Planning also has a 20-year long-range Metropolitan Transportation Plan (MTP) for the urban core of the FNSB. The Roads Plan update is consistent with all of our MTP's goals and objectives. It is also consistent with our vision to integrate land use and transportation plans to ensure proposed developments are consistent with regional goals. We commend FNSB Community Planning staff and their Consultant team for the work they accomplished to in delivering the Plan update before you.

Please consider our strong support in your decision to adopt the updated Comprehensive Roads Plan. If you have any questions or need additional information from our MPO, please contact me at jackson.fox@fastplanning.us or (907) 590-1618.

Sincerely,

Jackson C. Fox
Executive Director



COMPREHENSIVE
ROADS PLAN
Fairbanks North Star Borough

Official Maps and Policies

*Department of Community Planning
907 Terminal Street, Fairbanks, AK 99709*

November 2023 Final Draft



This study was prepared under contract with the Fairbanks North Star Borough with financial support from the Office of Economic Adjustment, Department of Defense. The content reflects the views of the Fairbanks North Star Borough and does not necessarily reflect the views of the Office of Economic Adjustment.



ACKNOWLEDGMENTS

Thank you to all FNSB residents, businesses, and organizations, and other local, regional, state, Tribal, and federal partners who have contributed to the FNSB Roads Plan Public Review Draft and planning process.

Steering Committee

Core Committee Members

Randi Bailey, Alaska Department of Transportation & Public Facilities
 Jerry Colp, City of Fairbanks (retired)
 Nils Degerlund, Surveyor/Engineer
 Savannah Fletcher, FNSB Assembly
 Jackson Fox, FAST Planning
 Alexa Green, Eielson Air Force Base
 Chris Guinn, FNSB Planning Commission (former)
 Chief Scott Learned, Steese Fire Department
 Steve Lowry, Surveyor
 Gary Newman, Developer
 Randy Pitney, FNSB Platting Board

Other Contributing Committee Members

Erin Anderson, Murphy Road Service Area
 Nathan Belz, UAF Center for Safety Equity in Transportation
 Bill Butler, City of North Pole (retired)
 Jimi Cash, FNSB Assembly (former)
 Colin Craven, Alaska Department of Natural Resources
 LJ Evans, Ester Lump Road Service Area
 Ryan Hinton, FNSB School District Transportation
 Clint Meyer, Goldstream Moose Creek Road Service Area
 Bob Pristash, City of Fairbanks
In Memoriam, Sig Strandberg, Mountain View Road Service Area
 John Weinberger, Fort Wainwright
 Aaron Welterlen, Business Owner

Fairbanks North Star Borough Staff

Core Staff Members

Kellen Spillman, AICP, Community Planning Director
 Don Galligan, AICP, Planner IV – Transportation
 George Stefan, Platting Officer

Other Contributing FNSB Staff

Melissa Kellner, Community Planning Deputy Director
 Brittany Smart, Special Assistant to the Mayor – Economic Development (former)
 Todd Boyce, Planning Contractor

The Roads Plan update planning and technical process was led by RESPEC with public involvement, planning, and project coordination support from Agnew::Beck Consulting.



Executive Summary

The Fairbanks North Star Borough (FNSB) Comprehensive Roads Plan Official Maps and Policies (Roads Plan) provides the following:

- Guidance and plans for future road corridors and land access while facilitating the securing of legal right-of-way (ROW) and physical road development through the land subdivision process¹.
- A purpose for a future road corridor through a functional classification that is tied to the FNSB's subdivision development process.
- Support for the FNSB and developers working together to develop a road system that protects the health, safety, and well-being of the community.

The Roads Plan includes the following:

- The **Vision** – The vision serves as the plan's guiding 'north star' and outlines the community's desired future road system. The vision answers the question: how will the FNSB road system look different and better meet current and projected community needs, as the result of the Roads Plan implementation?
- **Plan Policies** by focus area:
 - The **Goals** – the goals are the long-term road system-related changes the community aims to achieve by specific topic or focus areas. Focus areas include:



- The **Strategies & Actions** – The strategies are how the community will achieve their goals; actions are shorter-term tactics for achieving a strategy or goal.
- The **Future Road Corridor Maps** – These maps show the location of existing and proposed corridors in the borough.

¹ FNSB Title 17.56.110(A)

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Abbreviations

AASHTO	American Association of Highway and Transportation Officials
AICP	American Institute of Certified Planners
ARRC	Alaska Railroad Corporation
AS	Alaska Statute
Ave	Avenue
Cir	Circle
CIRI	Cook Inlet Region, Inc.
CoF	City of Fairbanks
CoNP	City of North Pole
Ct	Court
DOT&PF	Alaska Department of Transportation and Public Facilities
Dr	Drive
EMS	emergency medical services
FAST	Fairbanks Area Surface Transportation
FNSB	Fairbanks North Star Borough
GIS	Geographic Information Systems
LiDAR	light and imaging detection and ranging
NE	northeast
NFPA	National Fire Protection Association
NW	northwest
Rd	Road
ROW	right-of-way
RSA	Road Service Area
SLE	section line easement
UAF	University of Alaska Fairbanks

I. Introduction

This Fairbanks North Star Borough (FNSB) Comprehensive Roads Plan Official Maps and Policies (Roads Plan) updates the 1991 Comprehensive Roads Plan and 2006 Mapping Update to meet the needs of a growing community within the borough. Since the Roads Plan's last update, significant population growth and development has occurred in multiple areas of the FNSB, including near Eielson Air Force Base and in North Pole, Ester, Chena Hot Springs Road, and Chena Ridge areas.

Unregulated development during the 1970s and early 1980s produced many undesirable conditions: long cul-de-sacs, large subdivisions with single points of ingress/egress, and land-locked parcels. This growth without consideration of future connections spurred the creation of the original Roads Plan, which was adopted by the Planning Commission and Assembly in 1991.

During the 1990s, the FNSB experienced slow but steady net population growth from 77,720 in 1990 to 82,840 in 2000, a 6.6 percent increase throughout the decade². This growth accelerated during the following decade from 2000 to 2010, with a 17.8 percent population increase from 82,840 in 2000 to 97,581 in 2010³. Much of this growth was a result of employment expansions in several of the Interior region's industries, including large-scale military and institutional construction projects, mining, retail, and services. Between 2010 and 2020, the FNSB lost 1,926 residents, or approximately 2 percent of its population, for a total of 95,655 people⁴.

As a second-class borough, the FNSB does not directly construct or maintain roads. It does, however, provide a transportation network through its mandatory areawide planning, platting, and land use regulation powers, as granted in Alaska State Statutes. The FNSB facilitates the construction of roads through its subdivision process. At the time of land subdivision, landowners (developers) work with the FNSB to design and construct subdivision roads. FNSB Title 17 contains the road design and construction standards that apply to subdivision roads within the borough. After subdivision roads located outside the City of Fairbanks (CoF) and City of North Pole (CoNP) are constructed, the roads can be voted into an existing Road Service Area (RSA), which then provides long-term maintenance.

The purpose of this update is to extend the Roads Plan to areas of community growth, reevaluate previously planned corridors with more detailed topographical information, revise the borough's functional classifications, and determine the locations and functional classifications of future road corridors. The Roads Plan is focused on corridors developed through the FNSB's subdivision process (see Figure 1). These corridors are most often developed incrementally over time as subdivisions on adjacent properties occur (Figure 2).

² See U.S. Census Bureau Redistricting Data (P.L. 94-171) Summary File and 1990 Census, <https://www.census.gov/data/datasets/2000/dec/redistricting.html>.

³ See U.S. Census Bureau, Decennial Census of Population and Housing (2000 & 2010), <https://www.census.gov/programs-surveys/decennial-census.html>.

⁴ See <https://data.census.gov/table?q=fairbanks+north+star+borough+population&tid=DECENNIALPL2020.P1>.

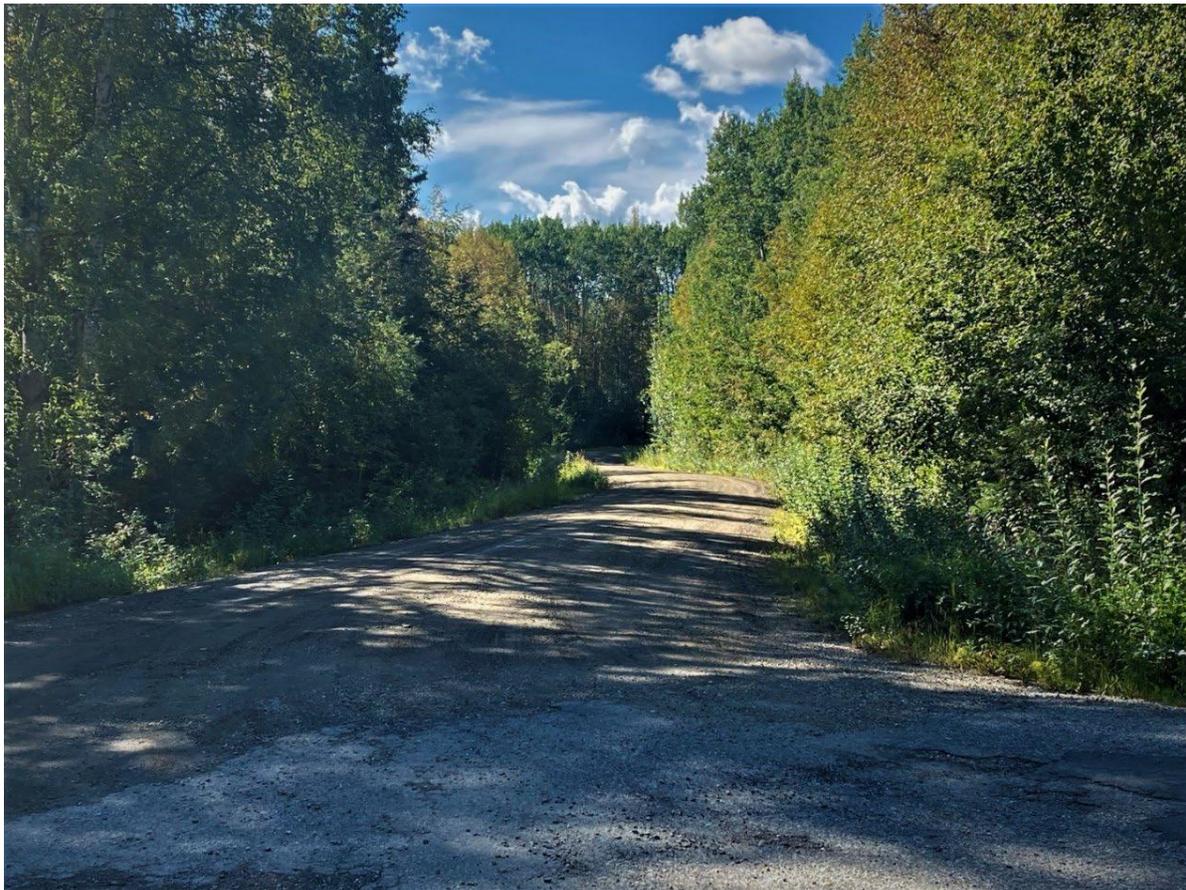


Figure 1: Examples of typical FNSB subdivision roads.

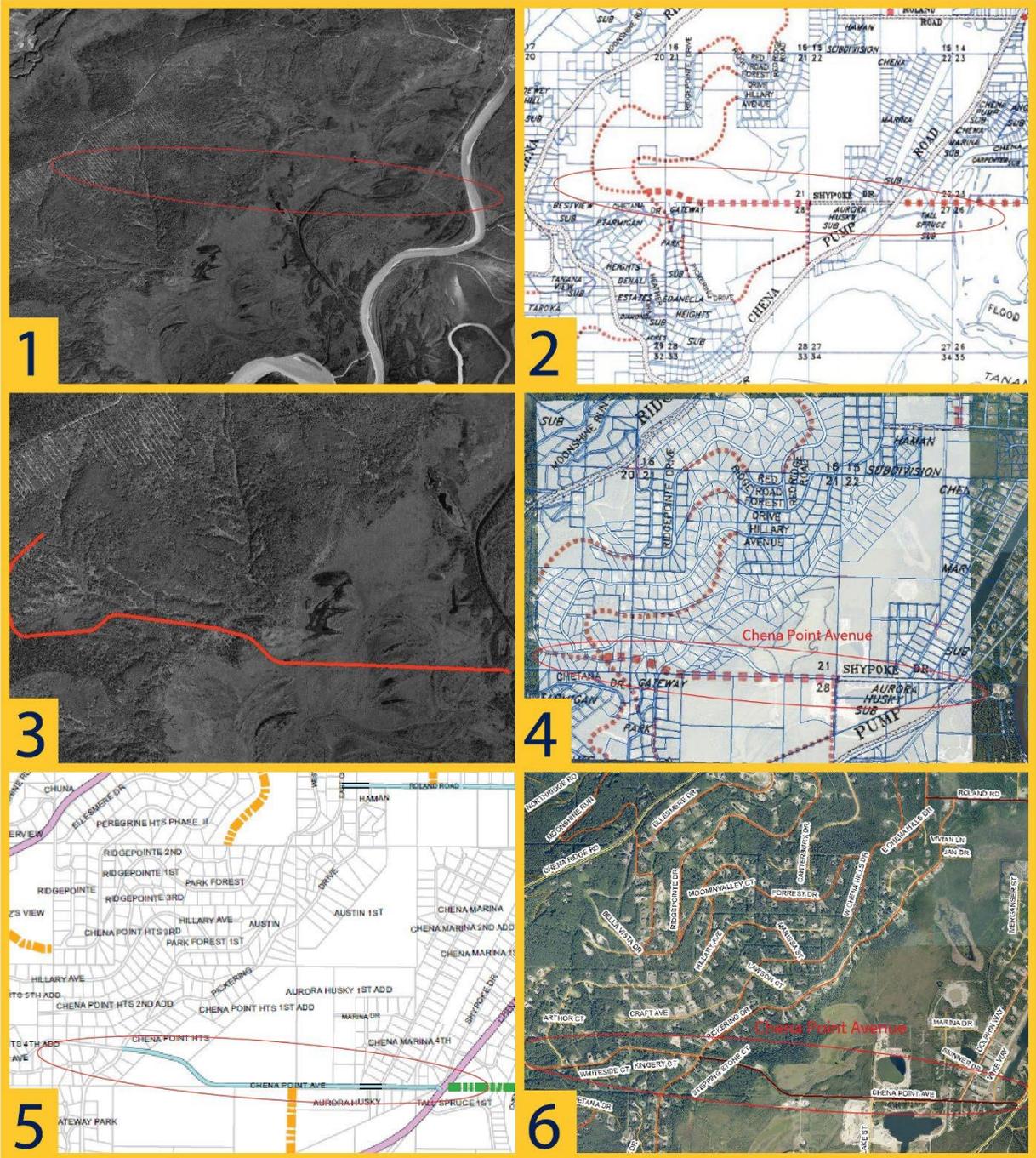


Figure 2: Example of building a planned corridor, Chena Point Avenue, incrementally through subdivision process.

What the Roads Plan Does and Does Not Do

The primary purpose of the former Comprehensive Roads Plan is to obtain right-of-way (ROW) dedication and construction of public roads as part of the subdivision process. With a long-range plan, the FNSB and residents can ensure that a safe, predictable, and contiguous road network is established as subdivisions are developed. The purpose of the 2023 Roads Plan is to evaluate and update the 1991 Roads Plan to improve the current and future road network by creating appropriate and strategic road corridors and access points across the borough. This process aims to achieve the following:

- Bring together and build from the knowledge of residents, community leaders, transportation experts, and the private sector.
- Understand how the borough has and is projected to grow and change, recognizing related challenges and opportunities for a future roads network.
- Take advantage of new and improved data on permafrost, wetlands, and other topographical features.
- Share and document examples of successes and lessons learned from the 1991 Roads Plan and related roads policies.

The Roads Plan does...

- **Provide guidance and plan for future road corridors and land access while facilitating the securing of legal ROW and physical road development through the land subdivision process.⁵**
- **Assign a purpose for a future road corridor through a functional classification that is tied to the FNSB's subdivision development process.**
- **Encourage and support the FNSB and developers working together to develop a road system that protects the health, safety, and well-being of the community.**

The Roads Plan does not...

- **Allow the FNSB to come in and 'take' private land.**
- **Allow the FNSB to force roads through private property—road corridor development is developer/owner initiated ONLY at the time of land subdivision.**
- **Preclude other road corridor configuration options that meet the same needs for access, mobility, and protection of community health, safety, and welfare as those designated in the Plan.**
- **Advocate for the subdivision and sale of large publicly owned tracts. The purpose of the Roads Plan is to plan for a logical, well-connected road network in the event that future subdivision and development of such areas does occur. The development of these areas depends heavily on the base zoning, FNSB Comprehensive Plan, and plans/goals of the owning agencies.**

⁵ FNSB Title 17.56.110[A] as of 2023, at time of plan adoption.

Plan Development Process

The 2023 Roads Plan is the culmination of a 2-year effort involving in-depth technical analysis and extensive community input. In early 2021, the FNSB Mayor convened a Steering Committee comprising community members, surveyors, engineers, developers, emergency services personnel, and representatives of Road Service Areas (RSAs), Alaska Department of Transportation and Public Facilities (DOT&PF), Fairbanks Area Surface Transportation (FAST) Planning, FNSB Platting Board, and FNSB Planning Commission.

An Existing Conditions Report and a Functional Classification Technical Memorandum laid the groundwork for the plan by identifying existing issues on the road network and outlining a process to update the functional classifications of borough roads. An initial Geographic Information Systems (GIS) analysis revealed how many corridors had been built since the last mapping update in 2006. Remaining corridors from the 1991 Roads Plan not yet built were analyzed and reevaluated using light detection and ranging (LiDAR) imagery and GIS tools that were not available to planners in 1991. As a result, corridors from the 1991 Roads Plan were either maintained, realigned to topography, or removed in the 2023 Roads Plan.

Next, vision, goals, strategies, and actions were developed, drawing on community input from an online comment map, issues identified in the Existing Conditions Report, and Steering Committee input. Corridor selection criteria were developed based on the vision, goals, and objectives, and applied to identify and evaluate new connections in the 2023 Roads Plan. Draft corridor maps were developed in GIS, revised by the Steering Committee, and shared with the public at two community open houses in May 2022, followed by a month-long public comment period. Draft maps were revised based on public input, and subsequent investigation informed the development of the draft 2023 Roads Plan. A second 30-day public comment period was held in September and October, and public and stakeholder input was integrated. A third public open house was held in January 2023 with a public comment period in January and February. Changes from the January 2023 round of public input were presented to the Steering Committee in March 2023. In September 2023, the Steering Committee held their final meeting, where the project team presented, and the committee gave input on a final suite of potential revisions to the draft plan.

Developing the corridor maps was an iterative process that involved the consulting team and FNSB staff, as well as subject matter experts and the Steering Committee. Figure 3 shows the development timeline and Table 1 summarizes each major step in the map development process.



Figure 3: Roads Plan development timeline.

Table 1: Significant steps in the corridor identification and development process.

Process Step	Purpose
April 8, 2021 Steering Committee #1	Introduce project purpose, roles, and public involvement plan
September 30, 2021 Steering Committee #2	Review project purpose, timeline, existing goals, initial public input
Review 1991 and 2006 maps	Identify completed corridors and road segments
Develop criteria	Establish quantitative and qualitative criteria for new corridors
Integrate public comments	Identify new corridors or proposed corridor modifications
January 6, 2022 work session	Review and modify corridors in the NW portion of the study area
January 19, 2022 Steering Committee #3	Review draft policies, corridor criteria, and proposed process
January 20, 2022 work session	Continue edits to the NW portion of the study area
February 9, 2022 work session	Review and modify corridors in all portions of the study area
February 10, 2022 work session	Review previous corridor modifications and identify changes
February 18, 2022 work session	Continue review of proposed and potential new corridors
March 3, 2022 Steering Committee #4	Review proposed corridors in the NW portion of study area
March 17, 2022 work session	Continue review of proposed and potential new corridors
March 31, 2022 work session	Review and adjust corridors in the NE section of the study area
April 6, 2022 Steering Committee #5	Review and discuss corridors in the NE section of the study area
April 20, 2022 Steering Committee #6	Review proposed corridors in the SE section of the study area
May 11, 2022 Steering Committee #7	Review the edited corridor maps and prepare for the open houses
May 17 & 19, 2022 public open houses	Review draft corridor maps with the public and gather input
May 26 – June 26, 2022 comment period	Hold public comment period for draft corridor maps
June 16, 2022 team work session	Conduct final reviews/edits of draft maps
June 23, 2022 team work session	Review functional classification maps
June 29, 2022 AMHT landholder meeting	Discuss Alaska Mental Health Trust comments on draft corridors
June 30, 2022 CIRI landholder meeting	Discuss Cook Inlet Region, Inc. (CIRI), comments on draft corridors
July 2022 topographic engineering analysis	Evaluate corridors against topography to determine feasibility
July 21, 2022 work session	Review public comments on draft maps
July 27, 2022 Steering Committee #8	Review comments on draft maps to inform plan Public Review Draft
September 20, 2022 Corridors 69 & 295 site visit	Hold neighborhood meeting and site visit to discuss Corridors 69 & 295
September 21 – October 21, 2022 comment period	Hold public comment period for public review draft of plan
October 26, 2022 Steering Committee #9	Review and discuss public review draft comments
January 6, 2023 UA landholder meeting	Discuss University of Alaska comments on draft corridors
January 21, 2023 public open house	Hold public open house in Goldstream to gather additional input
January 10 – February 10, 2023 comment period	Hold public comment period for revised plan and maps
February 14, 2023 USFWS agency meeting	Discuss U.S. Fish & Wildlife Service comments on draft corridors
February 14, 2023 work session	Discuss proposed corridor changes based on January open house
March 1, 2023 work session	Discuss proposed corridor changes based on January open house
March 7, 2023 Steering Committee #10	Review proposed corridor changes based on January open house
June 12 – July 14, 2023 comment period	Hold public comment period for second public review draft of plan
September 6, 2023 Steering Committee #11	Review proposed corridor changes based on summer public input
October 13, 2023 work session	Finalize plan changes based on public and steering committee input

The following is a summary of the in-depth community input and outreach conducted for the 2023 Roads Plan:

- More than 800 comments from the community and other stakeholders collected through an online comment map and survey during the summer and fall of 2021 (see Figure 4).

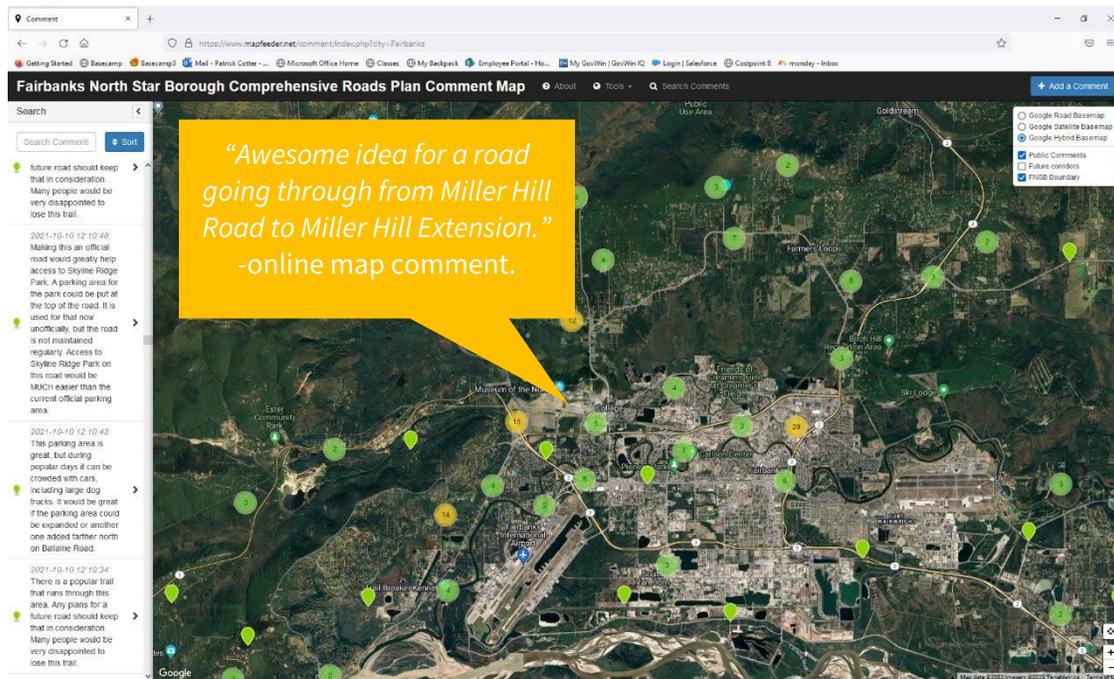


Figure 4: The online comment map generated more than 800 comments.

- Four community open houses in July 2021, May 2022 (2 open houses), and January 2023 with over 100 total participants; a booth at the 2021 Alaska State Fair; local news coverage via newspaper, radio, and television in 2021, 2022, and 2023; social media posts and Facebook events; four e-newsletters; and three postcard mailouts to residents (see Figure 5), including more than 3,000 property owners who are potentially impacted by draft road corridors on or adjacent to their property.
- Individual interviews and 11 meetings with the project advisory Steering Committee, which consists of FNSB residents, RSA Commissioners, transportation experts, developers, surveyors, engineers, and public agency representatives, all of whom are helping to guide the process (see Figure 6).

- Steering Committee meetings:
 1. April 8, 2021
 2. September 30, 2021
 3. January 19, 2022
 4. March 3, 2022
 5. April 6, 2022
 6. April 20, 2022
 7. May 11, 2022
 8. July 27, 2022
 9. October 26, 2022
 10. March 7, 2023
 11. September 6, 2023
- Four public open houses:
 1. July 15, 2021 (virtual)
 2. May 17, 2022 (North Pole High School; see Figure 7)
 3. May 19, 2022 (Lathrop High School)
 4. January 21, 2023 (Ken Kunkel Community Center)
- Six meetings with agencies and major landholders in the borough, including:
 1. Alaska Department of Natural Resources
 2. Alaska Mental Health Trust
 3. CIRI
 4. GCI
 5. University of Alaska
 6. U.S. Fish and Wildlife Service
- Four 30-day public comment periods to allow the public ample time to review draft maps and plan and submit feedback. Over 600 comments were received, considered, and addressed.
 1. May 26 – June 26, 2022 – Draft maps review
 2. September 21 – October 21, 2022 – Full draft plan review
 3. January 10 – February 10, 2023 – Revised maps review
 4. June 12 – July 14, 2023 – Full revised draft plan review



Figure 5: Postcard mailed to residents before the May 2022 open houses.

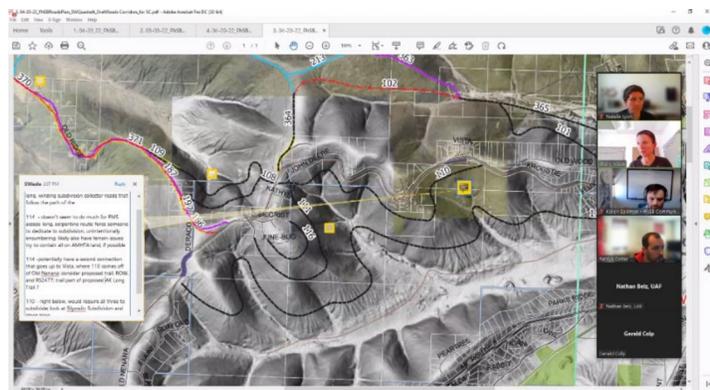


Figure 6: A screenshot from one of the virtual April 2022 Steering Committee meeting to review draft corridor maps.



Figure 7: Community members and FNSB staff review draft corridor maps at the Roads Plan open house at North Pole High School on May 17, 2022.

II. Plan Policies & Corridor Selection Criteria

The following vision, goals, strategies, and actions were developed based on analysis of the existing road network, public feedback gathered through the online comment map, and Steering Committee input.

Vision

We envision a road system in the Fairbanks North Star Borough that:

- Allows safe and efficient multi-modal travel in all seasons.
- Optimally connects neighborhoods, businesses, and the community while protecting neighborhood integrity.
- Provides appropriate levels of access and mobility for residents, visitors, and essential goods and services.
- Can be developed at the time of subdivision, meeting the future needs of the community while protecting private property rights.
- Appropriately considers long-term and seasonal maintenance of existing and future roads.

Policies by Focus Area

GOAL 1 – Land Use & Future Growth: Consider land use when developing the transportation network to better move people and essential goods and services safely and efficiently while minimizing adverse impacts on local neighborhoods.

→ **STRATEGY 1.1:** Regularly update and maintain the Roads Plan.

- **ACTION 1.1.A:** Update the Roads Plan at least every 20 years and the maps every 10 years, or in alignment with community development and growth.
- **ACTION 1.1.B:** In recognition of the Roads Plan vision, where a previously dedicated corridor is removed in a plan update, FNSB Community Planning will support vacating those dedications upon request of property owners fronting the dedication.

→ **STRATEGY 1.2:** Implement the future road corridor map to support areas that are currently developing or expected to soon develop with a sufficient road network.

- **ACTION 1.2.A:** Use the platting process to implement the future corridor map to ensure that corridors comprising a sufficient road network are established as new areas develop.
- **ACTION 1.2.B:** Plan road corridors through large tracts of public land for dedication and construction if or when that land is subdivided.⁶

→ **STRATEGY 1.3:** Update, make consistent, and mutually support the FNSB’s Title 18 Zoning Code and Title 17 Subdivision Code.

⁶ Certain areas of public land have been used as open space but could be subdivided and developed in the future depending on the owner. The intention of this plan is not to advocate for the subdivision and sale of large publicly owned tracts, but to plan a logical, well-connected road network in the event that future subdivision and development of such areas does occur. The development of these areas depends heavily on the base zoning, FNSB Comprehensive Plan, and plans/goals of the owning agencies.

- **ACTION 1.3.A:** Revise the sight distance requirement in FNSB Title 18.96.100 “Street intersection visibility” to consider the functional classification and/or speed of adjacent roadways.
- **ACTION 1.3.B:** Explore the integration of a Transportation Impact Analysis into the platting process for new large subdivision developments to better understand land use impacts on the transportation network.

GOAL 2 – Functional Classification: Develop and implement the functional classification map to better manage access, reflect local land use patterns, and integrate multiple transportation modes.

→ **STRATEGY 2.1:** Implement the functional classification map at the time of land subdivision to employ functional classification for access management.

- **ACTION 2.1.A:** Classify roadways for access management and ROW dedication by their anticipated future function, based on projections of land use, population growth, and Average Annual Daily Traffic.
- **ACTION 2.1.B:** Update FNSB Title 17.56.100(C)(4) regarding intersection spacing by functional class based on state and national best practices⁷.
- **ACTION 2.1.C:** Consider the future trip generation potential of key destinations and new developments when siting and classifying future road corridors in the functional classification map.

GOAL 3 – Access Management & Safety: Solidify connections between land use and transportation planning to effectively manage access across the road network.

→ **STRATEGY 3.1:** Limit access along higher capacity roads through a comprehensive access management approach that supports the development of a supportive collector and local subdivision road network.

- **ACTION 3.1.A:** Continue to prohibit direct lot access to major collector and higher classification roads during the subdivision process.
- **ACTION 3.1.B:** Continue to require the development of internally circulating local road networks for subdivisions that are adjacent to a major collector or higher classification road.
- **ACTION 3.1.C:** Enforce access management in partnership with the DOT&PF, City of Fairbanks (CoF), and City of North Pole (CoNP) through plat notes and driveway permits and standards.
- **ACTION 3.1.D:** Partner with FAST Planning, DOT&PF, CoF, CoNP, and/or RSAs to apply access management design features such as turn lanes, frontage roads, and driveway consolidation where appropriate or as aspects to construction projects.

⁷ See American Association of Highway and Transportation Officials (AASHTO) *Green Book* and the DOT&PF *Alaska Highway Preconstruction Manual*, Tables 1190-3 and 1190-4.

- **STRATEGY 3.2:** Develop and implement the functional classification map to support orderly road network development and appropriate access management through the subdivision process.
- **ACTION 3.2.A:** Update subdivision regulations to include sufficient spacing standards for unsignalized intersections based on state and national best practices guidance and functional classification.⁸
 - **ACTION 3.2.B:** Consider developing minimum access point and driveway spacing standards for subdivision regulations based on roadway speed and functional classification.⁹
 - **ACTION 3.2.C:** Update sight distance, corner visibility, cul-de-sac length,¹⁰ intersection approach angle,¹¹ and intersection spacing standards to align with state and national best practices guidance and functional classification.

GOAL 4 – Environmental Impacts: Minimize and mitigate road network impacts on the natural environment and FNSB community.

- **STRATEGY 4.1:** Retain the integrity of neighborhoods as the road network expands.
- **ACTION 4.1.A:** Implement the future corridors map in a way that discourages roadway alignments penetrating or dividing established residential neighborhoods from major service facilities such as schools and parks.
 - **ACTION 4.1.B:** Provide safe pedestrian access across roadways when they do create barriers for neighborhoods, with an emphasis on at-grade facilities with safety features such as Rectangular Rapid Flashing Beacons or High Intensity Activated Crosswalk signals.
 - **ACTION 4.1.C:** Support DOT&PF and FAST Planning to establish and implement official heavy industry and trucking through-routes away from areas planned or zoned as residential or commercial.
 - **ACTION 4.1.D:** Minimize the impacts of light pollution caused by intersection and road lighting on residential neighborhoods and other sensitive areas outside of the urban core. In sensitive areas, use cutoff fixtures or other techniques to mitigate impact if lighting is deemed necessary.
 - **ACTION 4.1.E:** Minimize the impacts of road noise pollution on neighborhoods and in other sensitive areas. Coordinate with DOT&PF and the cities to mitigate the noise impacts of roads during and after construction.
 - **ACTION 4.1.F:** Discourage the routing of commercial and industrial traffic through residential areas.

⁸ See AASHTO *Green Book* and DOT&PF *Alaska Highway Preconstruction Manual*, Tables 1190-3 and 1190-4.

⁹ See AASHTO *Green Book* and DOT&PF *Alaska Highway Preconstruction Manual*, Tables 1190-3 and 1190-4.

¹⁰ See National Fire Protection Association (NFPA) 1141: *Standard for Fire Protection Infrastructure for Land Development in Wildland, Rural, and Suburban Areas*, sections 11.2.17.1 through 11.2.17.3.

¹¹ Intersection legs that operate under stop control should intersect at right angles, wherever practical, and should not intersect at an angle less than 75 degrees.

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- **STRATEGY 4.2:** Identify and implement projects and strategies to reduce wildlife collisions, habitat conflicts, and the spread of invasive species.
- **ACTION 4.2.A:** Implement the future corridors map in a way that discourages roadway alignments penetrating or dividing established recreational and wildland corridors.
 - **ACTION 4.2.B:** Ensure that road crossings of waterways allow for adequate fish passage.
 - **ACTION 4.2.C:** Coordinate with DOT&PF, the cities, and the Fairbanks Soil and Water Conservation District to identify and implement strategies that minimize the spread of invasive plant and animal species during road construction projects.
- **STRATEGY 4.3:** Implement the future road corridors map that sites roads away from areas with challenging environmental conditions if possible, and work to mitigate road deterioration in challenging areas through improved road standards and design.
- **ACTION 4.3.A:** Discourage road corridors through areas that are currently environmentally challenging or are expected to become environmentally challenging because of changing climatic conditions.
 - **ACTION 4.3.B:** Consider hydrological and permafrost conditions when siting subdivision streets during the platting process.
 - **ACTION 4.3.C:** Ensure that subdivision road designs are of sufficient standards in areas of permafrost and wetland areas and/or areas of other environmental concern, such as those adjacent to streams, rivers, and other waterbodies.
 - **ACTION 4.3.D:** Ensure that subdivision road designs are of sufficient standards in floodplain areas and in areas with challenging or poor soil conditions.

GOAL 5 – Multi-Modal Connections: Support multi-modal transportation linkages and encourage use of non-motorized transportation systems through corridor development.

- **STRATEGY 5.1:** Integrate safe walkway and sidewalk circulation into urban road networks and maintain walkways and sidewalks for commuter and recreational users, including those in wheelchairs and users of other mobility aids, pedestrians, and bikes.
- **ACTION 5.1.A:** Work with and support FAST Planning, DOT&PF, CoF, and CoNP, and/or RSAs to integrate pedestrian-friendly sidewalks, bike and pedestrian paths, bike lanes, or widened shoulders along newly developed roads or as enhancements during road maintenance in urban areas or along arterials and major collectors.
 - **ACTION 5.1.B:** Consider updating FSNB Title 17 to consider pedestrian and bike facilities in the subdivision platting process for new developments in urban areas.
 - **ACTION 5.1.C:** Work with other public agencies, through the Seasonal Mobility Task Force, to implement a maintenance plan for pedestrian walkways that, when possible, makes sidewalks usable year-round for all citizens.

- **ACTION 5.1.D:** Explore the feasibility of dedicated ROWs or established easements for:
 - Pedestrian and bicycle facilities along major collectors and arterials during the subdivision platting process.
 - Recessed bus stops for public transportation systems during the subdivision process.
- **STRATEGY 5.2:** Integrate safe multiuse trail circulation into road networks and maintain multiuse trails for commuter and recreational users, including bikes, pedestrians, ATVs, and snowmachines.
 - **ACTION 5.2.A:** Work with and support FAST Planning, DOT&PF, CoF, CoNP, and/or RSAs to integrate multiuse trails, paths, or widened shoulders along newly developed roads or as enhancements during road maintenance in suburban areas or along arterials and major collectors. Emphasis should be given to areas specifically called out in the FAST Planning Non-Motorized Transportation Plan.
 - **ACTION 5.2.B:** Work with developers to acquire additional ROW for shared trail and road corridors and trail/road crossings through the subdivision platting process, where appropriate.
 - **ACTION 5.2.C:** Continue to require dedicated ROWs or established easements for trails and crossings identified in the FNSB Comprehensive Trails Plan during the subdivision platting process.
 - **ACTION 5.2.D:** Encourage vegetative buffers between recreational trails and roads to preserve trail quality and minimize impacts.
 - **ACTION 5.2.E:** Incorporate suggested standards for safe trail crossings of roadways into FNSB Code Title 17.

GOAL 6 – Road Construction: Ensure that road design improves safety for roadway users of all transportation modes and minimizes adverse community and environmental impacts.

- **STRATEGY 6.1:** Encourage subdivision design that uses existing roads, if available and without access restrictions.
- **STRATEGY 6.2:** Secure federal, state, or other funding to assist RSAs with upgrading roads to economically sustainable standards or the most current FNSB Title 17 road standards.
 - **ACTION 6.2.A:** Coordinate with FAST Planning, DOT&PF, CoF, CoNP, and/or RSAs to apply for and establish new funding mechanisms for road maintenance and construction in the FNSB.
- **STRATEGY 6.3:** Partner with FAST Planning, DOT&PF, CoF, CoNP, and/or RSAs to realign or regrade high crash locations, steep corridor segments, or areas that do not meet current design standards.
 - **ACTION 6.3.A:** Work with and support FAST Planning, DOT&PF, CoF, CoNP, and/or RSAs to identify and correct high crash locations.

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- **STRATEGY 6.4:** Apply consistent roadway design standards based on state and national best practices while taking into consideration the more rural context of much of the borough.
- **ACTION 6.4.A:** Develop and adopt typical cross sections for each functional classification based on state and national best practices.
 - **ACTION 6.4.B:** Adopt a user-friendly road standards manual with the goal of functional and economically sustainable road design and construction, informed by state and national best practices and community priorities.
 - **ACTION 6.4.C:** Explore minimizing exemptions to road construction, especially in urban and developing areas, while allowing for flexibility in road design if health, safety, and welfare objectives are met.

GOAL 7 – Future Road Corridors: Implement the future road corridors map at the time of subdivision to improve and/or create connections reducing out-of-direction travel, vehicle miles traveled, air pollution, and travel time. *Note: See considerations for future corridor selection in Table 2.*

- **STRATEGY 7.1:** Site new road corridors to minimize conflicts and at-grade crossings between the railroad and road corridors.
- **ACTION 7.1.A:** Implement the future road corridors map and site new road corridors to minimize new at-grade crossings between Alaska Railroad Corporation (ARRC), road network, and non-motorized transportation facilities.
 - **ACTION 7.1.B:** Work to implement the FNSB Comprehensive Plan goal and ARRC memorandum of agreement to relocate the rail mainline from the urban core to a more suitable peripheral location. Consider amending the future road corridor map if/when a preferred alignment for the railroad reroute is established.
 - **ACTION 7.1.C:** Prioritize future road connections that close gaps in the transportation network and reduce out-of-direction travel.

GOAL 8 – Road Maintenance: Work to ensure consistent, affordable, and equitable road maintenance for roads, bridges, and rail crossings within the borough.

- **STRATEGY 8.1:** Work with FAST Planning to implement potential options in the 2021 Road Service Area Expansion Plan to provide consistent and equitable road maintenance.
- **STRATEGY 8.2:** Work with FAST Planning to implement potential options in the 2021 Road Service Area Expansion Plan to provide consistent and equitable road maintenance for future corridors and existing non-governmentally supported public roads (i.e., constructed roads with no *public* maintenance authority) both inside and outside of the metropolitan area.
- **STRATEGY 8.3:** Research and secure additional funding, including potential funds through the Federal Infrastructure Bill, for RSAs, bridges, and rail crossing maintenance activities.

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- **STRATEGY 8.4:** Explore potential solutions for identifying a permanent maintenance authority for bridges throughout the borough to improve access and safety and ensure consistent maintenance.
 - **STRATEGY 8.5:** Ensure that dedicated ROWs or established easements are consistently wide enough for snow removal and storage, drainage, and mailbox pullouts.
 - **ACTION 8.5.A:** Use the platting process to consider whether roadway designs, specifically shoulders and drainage ditches, provide enough space for snow removal and storage.
 - **ACTION 8.5.B:** Explore potential revisions to FNSB Title 17 ROW requirements to ensure that roadways provide enough space for snow removal and storage.
 - **STRATEGY 8.6:** Work with the ARRC to clarify that maintaining all unmaintained rail crossings is outside of FNSB powers, and work to improve safety by identifying and assigning a permanent maintenance authority to all rail crossings.
 - **ACTION 8.6.A:** Work with and support FAST Planning and other agency partners to facilitate long-term solutions to provide maintenance to unmaintained roads in the borough. Consider the FAST RSA Expansion Plan for RSAs in the Metropolitan Planning Area.
 - **ACTION 8.6.B:** Coordinate with the ARRC to maintain and minimize at-grade crossings between rail, road, trail, and non-motorized transportation networks.

GOAL 9 – Economic Vitality: Strengthen economic vitality with a transportation network that supports a diversified, sustainable, and thriving local economy in the FNSB and Interior region.

- **STRATEGY 9.1:** Support the development of an adequate transportation network to serve commercial business activities in the borough.
 - **ACTION 9.1.A:** Implement the future road corridors map to ensure that existing, developing, and future commercial areas can be easily and safely accessed via the road network.
 - **ACTION 9.1.B:** Work with FAST Planning, DOT&PF, CoF, CoNP, and/or RSAs to ensure that roads accessing commercial areas are sufficiently and consistently maintained year-round.
 - **ACTION 9.1.C:** Explore updates to FNSB Title 17 road standards that ensure sufficient road design standards for the long-term viability of delivery of goods and services, including fuel and water delivery, package delivery, and trucking.
- **STRATEGY 9.2:** Balance the need for protection of private property rights with the development of a sustainable, safe, and multi-modal road network in the borough.
 - **ACTION 9.2.A:** Through the platting process, allow for alternatives to the future road corridor map when topographical or environmental features make corridor development as shown in the future corridor map infeasible or cost prohibitive, and provided the alternative corridor meets the same health, safety, and welfare requirements as the original planned corridor.

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- **ACTION 9.2.B:** Consider the economic and fiscal feasibility of road construction and related maintenance when determining new road corridors.
 - **ACTION 9.2.C:** Consider the practical and fiscal feasibility of road construction when working with developers to implement the road network through the platting process.
 - **ACTION 9.2.D:** Explore public/private partnerships on larger developments with extensive Roads Plan connections and construction requirements that would benefit both the developer and the general public.
 - **ACTION 9.2.E:** Lessen the need for variance applications by allowing for a reasonable level of flexibility in road designs through a user-friendly FNSB road standards manual. Alternate road designs must meet other national best practices or nationally recognized engineering standards and be approved by the FNSB engineer.

GOAL 10 – Emergency Access & Alternate Routes: Implement the future road corridor map to expand community connectivity to provide safe, year-round automobile and multi-modal transportation routes within and between neighborhoods, public and recreational facilities, and commercial areas.

→ **STRATEGY 10.1:** Develop and maintain alternate routes to and from neighborhoods to ensure year-round emergency access and essential services delivery.

- **ACTION 10.1.A:** Update FNSB Title 17 subdivision standards to ensure multiple access points for emergency (e.g., fire and EMS) and essential delivery services (e.g., fuel, water, mail, and packages) to new and existing subdivisions.¹²

→ **STRATEGY 10.2:** Improve and expand road and bridge linkages between and within communities to ensure year-round emergency access and essential services delivery.

- **ACTION 10.2.A:** Site road corridors and implement the future road corridors map to prioritize routes that improve and expand year-round emergency access and essential services delivery to residential areas.

¹² See NFPA 1141, section 11.1.4 *Number of Means of Access* and Tables 11.1.4.1(a) and 11.1.4.1(b).

Corridor Selection Criteria

Table 2 presents criteria developed and used to guide decision-making related to identifying and siting new corridors during the Roads Plan process.

Table 2: Future road corridor selection criteria.

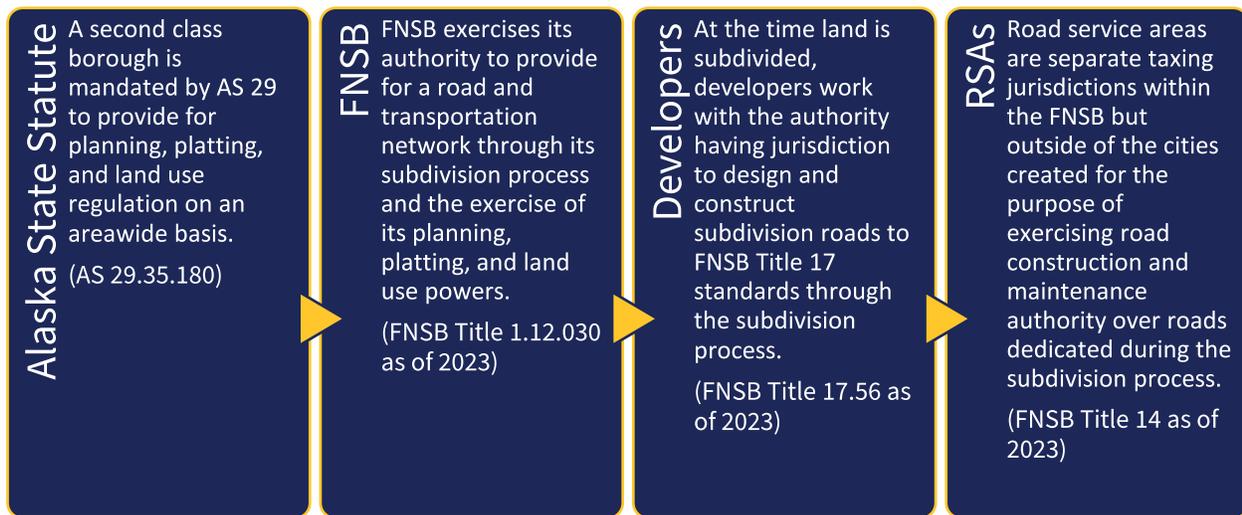
FNSB Future Road Corridor Selection Criteria		
Category	Criterion	Considerations
Access	Alternative routes	Provides alternate routes to existing residential areas
	Emergency and essential services	Addresses a gap and/or provides emergency access and essential services
	Multiple access points	Supports multiple access for residential areas that currently have > 100 dwelling units or have the potential to develop > 100 dwelling units ¹³
	New access	Provides new access into an area expected to be developed
	Bridges	Provides alternate routes to areas currently accessed solely via a bridge
Connectivity	Vehicle Miles Traveled (VMT)/out-of-direction travel	Decreases overall VMT and/or out-of-direction travel
	Small gap closures	Closes an existing small gap in the road network
Social	Public input	Addresses community feedback
	Encroachment	Avoids encroachment on military or other existing uses
	Compatibility	Is compatible with existing uses and FNSB plans
Environment	Wetlands, flood zones, permafrost, soils	Avoids wetlands, flood zones, permafrost, and/or poor soils; or impacts can be mitigated
	Recreation/habitat	Avoids conflicts with trails, wildlife habitat, and/or recreational lands; or conflicts can be mitigated
Economic	Property rights/ROWs dedication	Follows existing ROWs/easements; no additional ROW required or is minimal
	Feasibility	Is feasible to construct
Geometry	Road grade	Has a grade < 10%
	Intersection grade	Has an intersection grade <4% or <6% for a through-road
	Approach angle	Approach angle is as close to 90° as possible and no less than 75°
	Corridor spacing	Has corridor spacing of 0.25 miles or greater

¹³ See NFPA 1141, section 11.1.4 *Number of Means of Access* and Tables 11.1.4.1(a) and 11.1.4.1(b).

III. Implementation

Who Is Responsible for Roads in the Borough?

As a second-class borough, the FNSB does not directly construct or maintain roads. It does, however, provide a transportation network through its mandatory areawide planning, platting, and land use regulation powers, as granted in Alaska State Statutes. The FNSB facilitates the construction of roads through its subdivision process. At the time of land subdivision, landowners (developers) work with the FNSB to design and construct subdivision roads. FNSB Title 17 contains the road design and construction standards that apply to subdivision roads within the borough. After subdivision roads located outside of City of Fairbanks (CoF) and City of North Pole (CoNP) are constructed, the roads can be voted into an existing Road Service Area (RSA), which then provides long-term maintenance.



Road Maintenance and Non-Governmentally Supported Public Roads

Currently, the FNSB has approximately 260 miles of roads without a government supported maintenance authority. These roads, historically referred to as “orphan roads,” are either maintained by local groups of neighbors who hire a contractor for maintenance or do the work themselves, or the roads are not regularly maintained. These roads exist in the borough because of historical exemptions to road construction standards that were previously allowable for some subdivisions per FNSB code. Additionally, there has not historically been a requirement to identify or designate a maintenance authority at the time of platting. As unmaintained and sub-standard roads have become a growing access and safety issue in the borough, the code has been amended to minimize road construction exemptions. Addressing unmaintained roads in the borough that are not in a service area can be challenging. For instance, Alaska law limits the creation of new service areas if the service can be provided by an existing service area and there are voter approval requirements for annexing areas into existing service areas.¹⁴ See the FAST Planning [Road Service Area Expansion Plan](#) for more information about unmaintained roads in the borough and potential solutions for expanding road maintenance to these areas.

¹⁴ See: State of Alaska Constitution, Article X – Local Government – 5. Service Areas, and Alaska State Statutes 29.35.450(b).

Implementation Examples

The Roads Plan is implemented through the FNSB's subdivision process. At the time of land subdivision, developers work with the FNSB's platting division to determine the best layout of subdivision streets following the road construction and design standards located in FNSB Title 17. Through this process, developers are asked to dedicate land for subdivision roads and construct these to FNSB Title 17 standards. This process ensures that lots are granted necessary access, and that subdivisions develop in an orderly manner with appropriate levels of access, circulation, and safety. In short, the Roads Plan and subdivision process help to guide road network development so that the borough remains a safe and healthy place to live, work, and play as it continues to grow.

Canterbury Drive

Canterbury Drive is a 1.4-mile-long minor collector in west Fairbanks that connects Chena Ridge Road to several residential subdivisions (see Figure 8). The area is predominantly a south-facing hillside with moderate slopes and good soils. As such, it is an attractive area for development.

The 1991 Roads Plan identified Canterbury Drive as a minor collector (see Figure 9). The proposed corridor passed through a large, undeveloped parcel owned by the University of Alaska that connected Chena Ridge Road to subdivisions off Forest Drive.

By the time of the 2006 Mapping Update, several subdivisions had been developed in the area. Canterbury Drive was included in the plan again as it was still an important connection (see Figure 10).

Canterbury Drive was constructed through two subdivisions shortly after the 2006 Mapping Update. The road is an important collector for several local roads in the area.

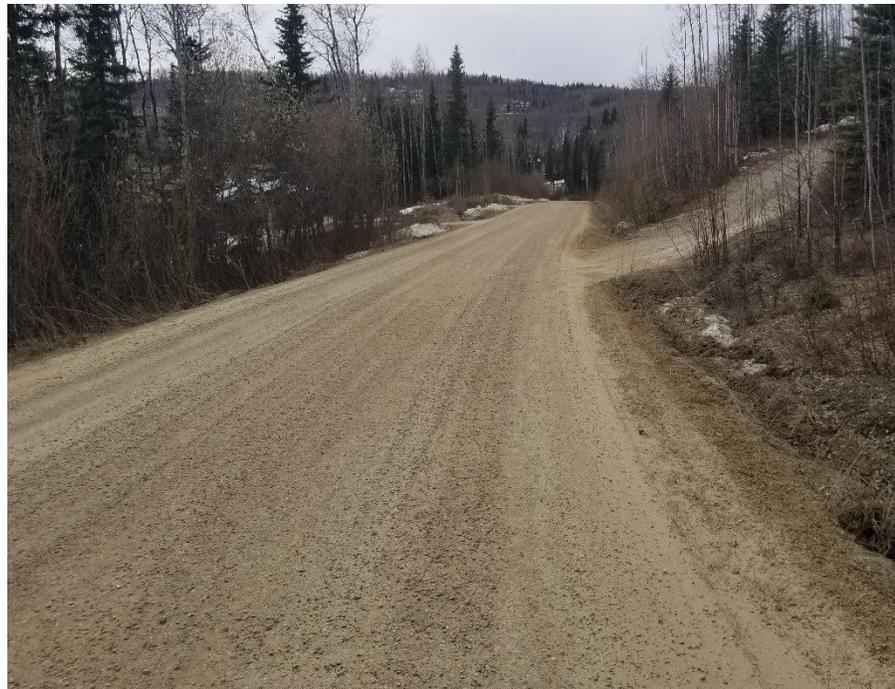


Figure 8: Canterbury Drive in 2021.



Figure 9: Canterbury Drive – 1991 Roads Plan.

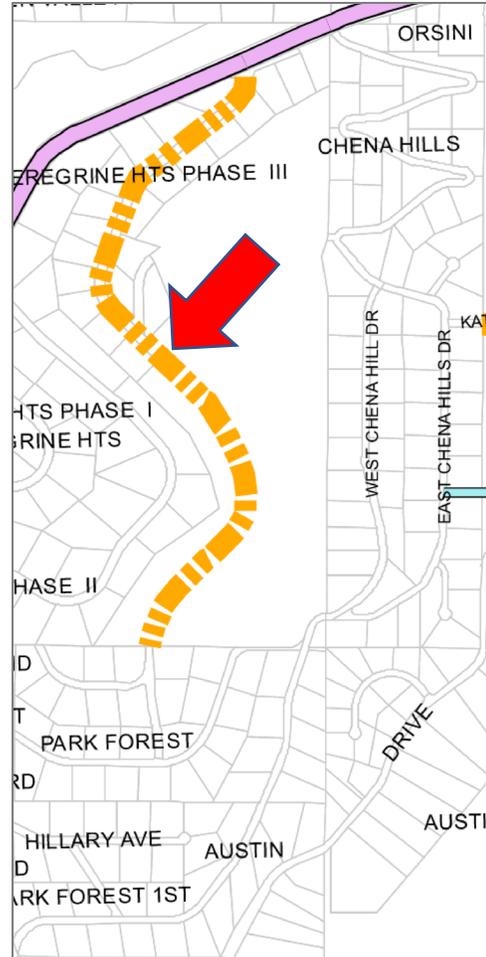


Figure 10: Canterbury Drive – 2006 Mapping Update.

Donna Drive

Donna Drive is located north of Farmer's Loop Road on a south-facing slope and connects with Skyline Drive on its east end. The area contains many single-family homes and is a desirable area for development because of good soils, moderate slopes, and southern exposure.

Donna Drive was identified as a minor collector in the 1991 Roads Plan, at which time a small portion (less than ¼-mile) of the eastern end had been constructed (see Figure 11).

At the time of the 2006 Mapping Update, Donna Drive had not been extended but was kept in the plan as it was still considered an important connection between the neighborhoods off Skyline Drive to the east and the neighborhoods off Summit Drive to the west (see Figure 12).

Today, Donna Drive is ½-mile long and is only ¼-mile from a road (Cranberry Ridge Drive) to the west. Once constructed, Donna Drive will be only the second connection between Skyline Drive and Summit Drive (see Figure 13).

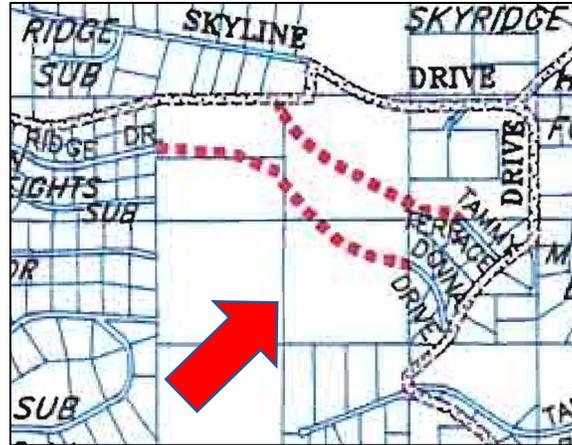


Figure 11: Donna Drive – 1991 Roads Plan.

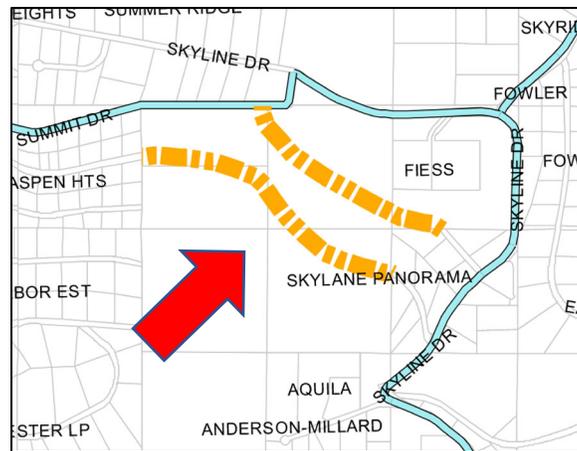


Figure 12: Donna Drive – 2006 Mapping Update.



Figure 13: Donna Drive – 2023 Roads Plan.



MAPS

IV. Maps

The following maps depict proposed future corridors across the borough. For this update, six townships were added to the study area to accommodate growth in those areas. Thirty-nine new corridors were added to the 2023 Roads Plan. Table 3 summarizes the corridors and the rationale for their inclusion. Some of the corridors overlap with constructed roads. In these instances, the constructed road does not have ROW and, thus, is included in the 2023 Roads Plan. Additionally, several of the corridors established in the original 1991 Roads Plan were slightly rerouted because of more accurate topographical information. Figure 14 presents the 2023 Roads Plan study area location.

Important points to remember about how the Roads Plan is implemented:

- Road corridors in the plan **will only be dedicated on private property at the time that landowners subdivide**. If land never subdivides, a road corridor shown in the Roads Plan maps may never actually be built.
- The subdivision process **allows for some flexibility in road alignment and design if the alternative corridor achieves the same goals as the connection identified in the Roads Plan**. Developers work closely with the FNSB's platting division to identify the optimal alignment of subdivision streets.
- The Roads Plan is intended to encourage and support the FNSB and developers working together to develop a road system that protects the **health, safety, and well-being** of the community as it continues to grow.
- Certain areas of public land have been used as open space but could be subdivided and developed in the future depending on the owner. **The intention of this plan is not to advocate for the subdivision and sale of large publicly owned tracts, but to plan a logical, well-connected road network in the event that future subdivision and development of such areas do occur. The development of these areas depends heavily on the base zoning, FNSB Comprehensive Plan, and plans/goals of the owning agencies.**

Table 3: New road corridors added in the 2023 Roads Plan.

New Corridor No. ¹⁵	Rationale
204	New access to Murphy Dome Rd from the Frenchman stub
205	Old Murphy Dome Rd needs ROW
213	New access to Ester Dome area
214	Connects Old Ridge Rd to Old Nenana Highway
217	Connects two subdivisions and provides alternate access
228	Provides new access to large parcels via Desperation subdivision
232	Replaces Corridors #29 and #30
234	Provides additional access to Adit stub, large parcels, and Old Murphy Dome Rd
243	Provides alternate access and connects to platted road stubs at Chad St and Ridgemont Dr
251	Connects Musk Ox subdivision to Ski Boot Hill
254	Provides alternate access to Spinach Creek
256	Provides additional access via Winchester Rd stub to Old Murphy Dome Rd
272	Provides new access to large parcels south of Murphy Dome Rd
274	Provides alternate access via existing platted road stubs
275	Provides access to parcels via Birch Hollow stub
281	Provides access to parcels via Hawkeye Downs stub
282	Provides alternate access to subdivision
309	Connects Smallwood Trail to Hopper Creek Dr
310	Obtains ROW along Amanita Rd
314	Creates a Misty Fjords Ct to Chena Valley View Ln connection using stub
331	Extends newly platted road east for connection between Esro Rd and Amanita Rd
349	Extends Corridor #51 to Chena Hot Springs Rd via Heritage Hills
357	Creates a loop with Bates St to provide new access
358	Connects Steese Highway to Elliot Highway via Corridor #301 and Silver Fox
361	Creates a loop from Corridor #57 to avoid a long cul-de-sac
362	Connects John Cole Rd to Hopper Creek Dr and Smallwood area
369	Connects Chief John Dr and Reschaven stubs
379	Connects Fiddle Way to Becker Ridge Rd
384	Connects Moosewood Cir to Birch Knoll Rd
386	Extends Peede Rd to Corridor #125
387	Connects Sebaugh Rd to Joline Ave across an SLE
404	Connects Amanita to Hopper Creek Dr stub
405	Connects Johnson Rd to Grieme Rd

¹⁵ Corridor numbers were assigned at the beginning of the project and many corridors have since been removed by the project Steering Committee.

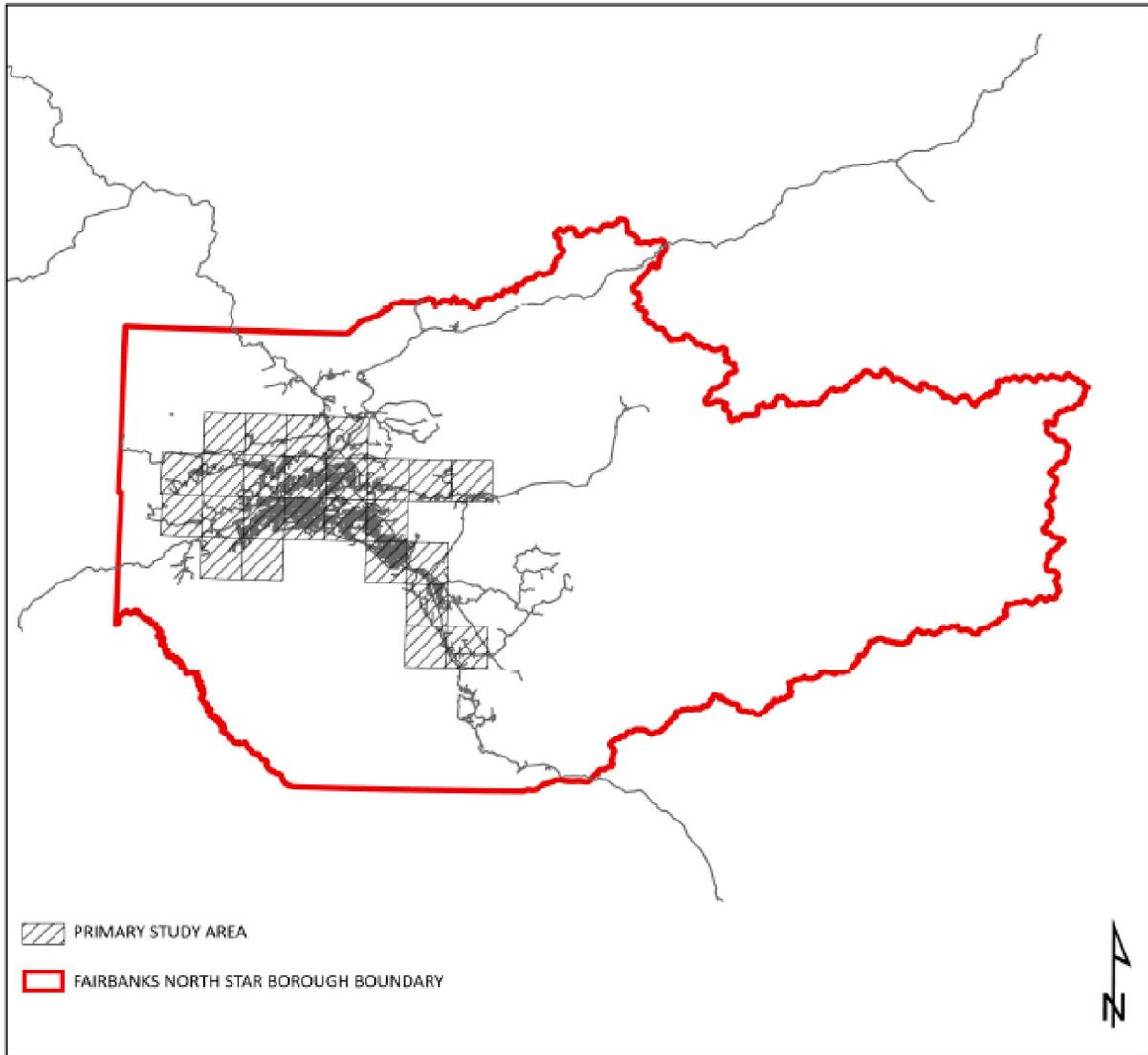


Figure 14: 2023 Roads Plan study area location shown within the FNSB boundary.

Jackson Fox

From: Arvey, David M (DOT) <david.arvey@alaska.gov>
Sent: Wednesday, December 27, 2023 10:30 AM
To: Jackson Fox
Cc: Robert H. Pristash
Subject: RE: 5th Avenue reconstruction
Attachments: PDA 12.22.2023_.pdf; Change_Order_6.pdf; Change_Order_7.pdf; Change_Order_8.pdf; 5th_Ave_construction_MOA_Amendment_1_signed.pdf; 25-23-1-057 MOA_Amd2_COF_pl review_draft.pdf; estimate summary.xlsx; NFHWY00445 Est 9.pdf

Good morning Jackson,

Attached is the draft PDA with backup documents:

- Remaining CO's since the last PDA
- Two MOA amendments to increase funding (2nd hasn't been executed yet)
- an excel summary of totaling up payments to contractor, resulting overall to an overrun
- The latest estimate. There will be a final estimate in the future, this is accounted for in the summary.

I can try and answer any questions although I will be traveling tomorrow for a few days and return on New Years.

Thanks,
Dave

From: Jackson Fox <jackson.fox@fastplanning.us>
Sent: Tuesday, December 26, 2023 11:49 AM
To: Arvey, David M (DOT) <david.arvey@alaska.gov>
Cc: Robert H. Pristash <RPristash@fairbanks.us>
Subject: RE: 5th Avenue reconstruction

Yes, please send me the draft PDA and backup documents by Thursday if possible so I can include in the TC packet that goes out Friday.

Thanks, Jackson

From: Arvey, David M (DOT) <david.arvey@alaska.gov>
Sent: Tuesday, December 26, 2023 11:47 AM
To: Jackson Fox <jackson.fox@fastplanning.us>
Cc: Robert H. Pristash <RPristash@fairbanks.us>
Subject: RE: 5th Avenue reconstruction

Jackson,

After sending that last email the latest estimate came in, we had some overruns on a few items over the course of the project. The best I can tell, I think we actually need \$155K for remaining contractor payment, ICAP, and CENG (ours and the City MOA amendment included). I drafted up the PDA with the backup documents for Shelley to review first, but she might be out this week.

I would like to get on the agenda though. I can send you the draft PDA and backup documents if that works.

Thanks,
Dave

From: Jackson Fox <jackson.fox@fastplanning.us>
Sent: Tuesday, December 26, 2023 11:25 AM
To: Arvey, David M (DOT) <david.arvey@alaska.gov>
Cc: Robert H. Pristash <RPristash@fairbanks.us>
Subject: RE: 5th Avenue reconstruction

CAUTION: This email originated from outside the State of Alaska mail system. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dave & Bob,

I will be sending the Draft Technical Committee agenda out shortly for next week. At any time this week, just please let me know if you want this included or not on the Technical Committee agenda for January 3rd.

Thanks, Jackson

From: Jackson Fox
Sent: Friday, December 8, 2023 10:09 AM
To: Arvey, David M (DOT) <david.arvey@alaska.gov>
Cc: Robert Pristash <RPristash@fairbanks.us>
Subject: RE: 5th Avenue reconstruction

Dave – while we do have sufficient funds to cover this increase, we have exceeded the cumulative threshold for me to approve without going to the Technical Committee and Policy Board. If you can send me a more detailed funding increase request via email, I can add this to their January meeting agendas. Screenshots below of our policy.

- d. **Project Funding Increases:** The following table outlines the authority levels for approval of funding increases for projects included in FAST Planning’s Transportation Improvement Program (TIP). The approval authority is per project and cumulative for each project phase. For example, if there are multiple funding increases over time for the design phase of a project, the approval authority applies to the combined amount of increases for that phase. (FAST Planning Policy Board Action Item 08.21.19)

Approval Authority for Project Funding Increases

Approval Authority	Project Phase	
	Planning, Design, Right-of-Way, & Utilities	Construction
Executive Director	\$50,000	\$250,000
Technical Committee	\$150,000	\$500,000
Policy Board	>\$150,000	>\$500,000

Policy Last Updated

August 21, 2019

From: Arvey, David M (DOT) <david.arvey@alaska.gov>

Sent: Friday, December 8, 2023 9:03 AM

To: Jackson Fox <jackson.fox@fastplanning.us>

Subject: 5th Avenue reconstruction

Good morning Jackson,

I'm going to need to increase the construction administration budget for this project, it has required more support from the City than we anticipated. I think we need about \$50k, is that going to be ok?

Thank you,

Dave

David M. Arvey, P.E. | Northern Region Construction Manager | Alaska Department of Transportation
2301 Peger Road; Fairbanks, AK 99709 | Ph: 907.451.2621 | Cell: 907.388.4478 | david.arvey@alaska.gov

State of Alaska DOT&PF PDA REVISION REQUEST

To: Shelley Dykema, Chief
Project Control

Date: 12/22/23

Thru: IRIS # / Federal #: NFWY00445 / TA19(001)

From: Dave Arvey, P.E.
Project Manager **Program Name:** Fairbanks 5th Avenue Reconstruction

Telephone: 907-388-4478

Reason for Change:

- Change funding per the program budget stated below.
- Change scope or termini (*provide details in justification below*).
- Change ATP level to include ATP through _____

For FHWA Programs:

If any of the above items are checked, is an Environmental Re-Evaluation/Consultation required? If so, what is the date of the Re-Evaluation/Consultation: _____

For FHWA Programs - End Date:

Request changing FHWA End Date to _____
If requesting a change in the End Date, please provide details in justification below.

- * ATP thru Env Doc End Date - anticipated Env Doc approval + 3 months for next ATP approval.
- * ATP thru Final PS&E End Date - Final PS&E is complete + 6 months for Project Control closeout.
- * ATP for ROW and Utilities End Date - all work is complete + 6 months for Project Control closeout.
- * ATP for Construction End Date - Contract completion + 18 months for Construction and Project Control closeout.

For Local Match Programs:

Have you notified Planning about this funding request and do we have sufficient local match funds to fund the increase? _____ Yes _____ No

PROGRAM BUDGET REQUEST			
PHASE	CURRENT FUNDING	REQUESTED CHANGE	NEW FUNDING TOTAL

PARTICIPATING			
Phase 2 - Design			
Phase 3 - ROW			
Phase 4 - Construction	\$4,184,573	+155,676	\$4,340,249
Phase 7 - Utilities			
Phase 8 - Planning			
TOTAL PARTICIPATING	\$4,184,573	\$155,676	\$4,340,249

NON-PARTICIPATING			
Phase 2 - Design			
Phase 3 - ROW			
Phase 4 - Construction			
Phase 7 - Utilities			
Phase 8 - Planning			
TOTAL NON-PARTICIPATING	\$0	\$0	\$0

Justification: Increase phase 4 participating per change orders 6-8, latest estimate, and associated ICAP. Increase CENG for additional DOT and City construction administration.

CONSTRUCTION BUDGET

Program Name: Fairbanks 5th Avenue Reconstruction
IRIS # / Federal #: NFWY00445 / TA19(001)
Project Engineer: Danny Dominick

CHANGE ORDERS (Copies Attached)		
C.O. #	Amount	Comments (if needed)
6	\$0	Light pole base modification
7	(\$8,239)	Deletion of electrical work T04004
8	\$0	Contract time extension
<i>Subtotal</i>	(\$8,239)	
Less any 644 items	\$0	
Less any M&O stockpile	\$0	
Change Documents Subtotal	(\$8,239)	
QUANTITY OVER / UNDERRUNS		
Item Name	Amount	ITEM # & FA Code
Resolution of Conflicts	\$28,942	202.2029.0000 T04004
HMA, Type II; Class B	\$14,240	401.0001.002B T04004
HMA, Driveway, Type II; Class B	\$22,957	401.0012.002B
Shrub, Cotoneaster Acutifolius, 36" Tall	\$12,240	621.0002.0000
Water Service Connection	\$10,540	627.0008.0000
Sprinkler Service Connection	\$15,700	627.2004.0000
<i>Quantity Over/Underruns Subtotal</i>	\$104,620	
Total Contract Changes	\$96,381	
CENG		
CENG @ 15%	\$20,000	Closeout T04017
CENG needed beyond 15%	\$30,000	MOA Amendment T04017
<i>CENG Subtotal</i>	\$50,000	
Contract Changes & CENG Subtotal	\$146,381	
6.35% ICAP	\$9,295	
GRAND TOTAL OF PDA REQUEST	\$155,676	

MEMORANDUM OF AGREEMENT

Between

**THE STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES**

And

THE CITY OF FAIRBANKS

AMENDMENT 1

Project: Fairbanks 5th Avenue Reconstruction

Agreement No. 25-23-1-057

Date Prepared: August 14, 2023

Federal Project No. TA19(001)

State Project No. NFHWY00445 & NRMBS00786

Purpose: The MOA Amendment #1 will be used to increase the funds for the CITY to provide input and assistance to address unanticipated conflicts and issues during construction of the project.

C. Reimbursement:

Delete the first paragraph and substitute with the following:

The maximum amount of construction support services payable under this agreement shall not exceed \$250,000.00 Expenditures incurred in excess of that specifically authorized in this agreement shall not be allowed or paid for by the Department. Refer to the paragraph describing “authorized costs” defined in this section for costs that will be paid by the Department. It is incumbent upon the City to monitor City expenditures in a timely manner to ensure there are no unauthorized overruns.

D. Notice to Proceed (NTP):

Delete this section and substitute with the following:

Execution of this amendment will serve as the Notice to Proceed for Construction support services for up to \$250,000.00.

All other provision of this agreement remain in force.

Re: Fairbanks 5th Ave Reconstruction, Project No. TA19(001)/NFHWY00445 & NRMS00786
Memorandum of Agreement, Amendment #1
25-23-1-057

City of Fairbanks

Reviewed:

Signature: Robert H. Pristash Date August 14 2023

Name: Robert H. Pristash, P.E.
Title: City Engineer

Approved:

Signature: David Pruhs Date 8/14/23

Name: David Pruhs
Title: City of Fairbanks Mayor

**State of Alaska
Department of Transportation and Public Facilities
Northern Region Preconstruction**

Recommended:

DocuSigned by:
Signature: Michael C. Lund, P.E. Date 8/16/2023
09A4891E0C6448C...

Name: Michael Lund, P.E.
Title: Construction Engineer

Approved:

DocuSigned by:
Signature: Joseph Kemp Date 8/16/2023
06F11CE075D6446...

Name: Joseph Kemp, P.E.
Title: Acting Regional Director

MEMORANDUM OF AGREEMENT

Between

**THE STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES**

And

THE CITY OF FAIRBANKS

AMENDMENT 2

Project: Fairbanks 5th Avenue Reconstruction

Agreement No. 25-23-1-057

Date Prepared: November 20, 2023

Federal Project No. TA19(001)

State Project No. NFWY00445 & NRMBS00786

Purpose: The MOA Amendment #2 will be used to increase the funds for the CITY to provide input and assistance to address unanticipated conflicts and issues during construction of the project.

C. Reimbursement:

Delete the first paragraph and substitute with the following:

The maximum amount of construction support services payable under this agreement shall not exceed \$280,000.00. Expenditures incurred in excess of that specifically authorized in this agreement shall not be allowed or paid for by the Department. Refer to the paragraph describing “authorized costs” defined in this section for costs that will be paid by the Department. It is incumbent upon the City to monitor City expenditures in a timely manner to ensure there are no unauthorized overruns.

D. Notice to Proceed (NTP):

Delete this section and substitute with the following:

Execution of this amendment will serve as the Notice to Proceed for Construction support services for up to \$280,000.00.

Task Description	Document Authorizing the Funding	Amount Authorized	Total Authorized
Parking Spaces	Original MOA		\$27,000.00
Construction Support	Original MOA		\$173,000.00
Construction Support	Amendment 1		\$50,000.00
Construction Support	Amendment 2		\$30,000.00
Total Authorized			\$280,000.00

All other provision of this agreement remain in force.

City of Fairbanks

Reviewed:

Signature: _____ Date _____

Name: Robert H. Pristash, P.E.

Title: City Engineer

Approved:

Signature: _____ Date _____

Name: David Pruhs

Title: City of Fairbanks Mayor

State of Alaska
Department of Transportation and Public Facilities
Northern Region Preconstruction

Recommended:

Signature: _____ Date _____

Name: Michael Lund, P.E.

Title: Construction Engineer

Approved:

Signature: _____ Date _____

Name: Joseph Kemp, P.E.

Title: Regional Director

FAST Planning - Available Funds to Program/Obligate
FFY23-27 TIP Administrative Modification #1

December 27, 2023

	FFY23	FFY24	FFY25	FFY26	FFY27
STP (from TIP)	\$ -	\$ 135,771	\$ 568,520	\$ -	\$ 5,326,347
CMAQ	\$ -	\$ -	\$ -	\$ -	\$ 727,800
Match	\$ -	\$ 13,477	\$ 56,433	\$ -	\$ 600,956
	\$ -	\$ 149,248	\$ 624,953	\$ -	\$ 6,655,103
Offset (federal)	\$ -	\$ 23,395	\$ -	\$ -	\$ -
Match	\$ -	\$ 2,322	\$ -	\$ -	\$ -
	\$ -	\$ 25,717	\$ -	\$ -	\$ -
TOTAL	\$ -	\$ 174,965	\$ 624,953	\$ -	\$ 6,655,103

5th Avenue Reconstruction - Project Cost History

April 18, 2023

Design	Amount	% Increase
Original FFY19-23 TIP Amount	\$ 446,300	Original Budget, April 2019
FFY19-23 TIP Admin Mod #4	\$ 226,300	Increase request, June 2021
FFY19-23 TIP Admin Mod #6	\$ 295,000	Increase request, June 2022
New FFY23-27 TIP	\$ 175,000	Increase request, August 2022
Total	\$ 1,142,600	156%
Right-of-Way		
Original FFY19-23 TIP Amount	\$ 30,000	Original Budget, April 2019
FFY19-23 TIP Admin Mod #4	\$ 103,900	Increase request, June 2021
Total	\$ 133,900	346%
Utilities		
Original FFY19-23 TIP Amount	\$ 450,000	Original Budget, April 2019
FFY19-23 TIP Admin Mod #6	\$ (450,000)	Transfer to Construction phase, June 2022
FFY19-23 TIP Admin Mod #7	\$ 240,000	Increase request, Sept 2022
New FFY23-27 TIP	\$ 160,000	Increase request, August 2022
Total	\$ 400,000	-11%
Construction		
Original FFY19-23 TIP Amount	\$ 1,701,300	Original Budget, April 2019
FFY19-23 TIP Admin Mod #6	\$ 450,000	Transfer from Utilities phase, June 2022
FFY19-23 TIP Admin Mod #7	\$ 1,048,700	Increase request, Sept 2022
Total	\$ 3,200,000	88%
Low Bid Amount + CENG + ICAP	\$ 4,113,067	142%
Funding needed to award Low Bid	\$ 913,067	
<hr/>		
Original FFY19-23 TIP Amount	\$ 2,627,600	From joint City/DOT estimate, Feb 2019
New (April 2023) Project Total	\$ 5,789,567	120%



2023 Year in Review

Fairbanks Area Surface Transportation (FAST) Planning

January 17, 2024

The Crew @



Deborah - 11 yrs



Jackson – 6.5 yrs



Olivia – 4.5 yrs



Corey – 1+ yr

Board, Committees, & Working Groups

Policy Board

Technical
Committee

Bicycle &
Pedestrian
Committee

Project
Enhancement
Committee

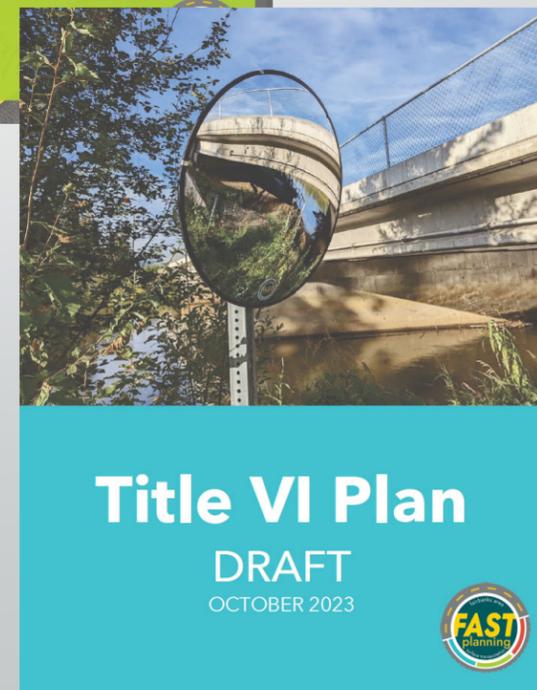
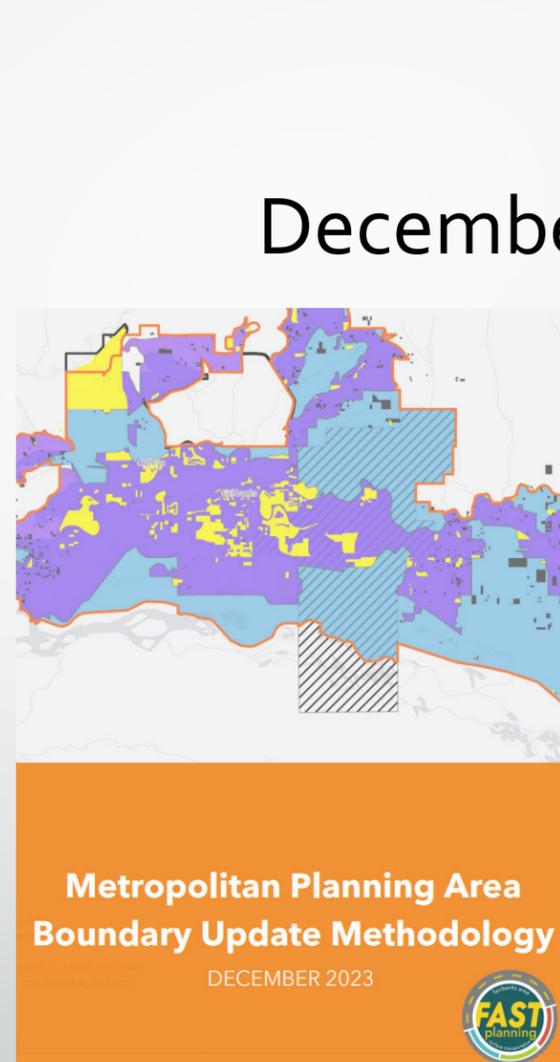
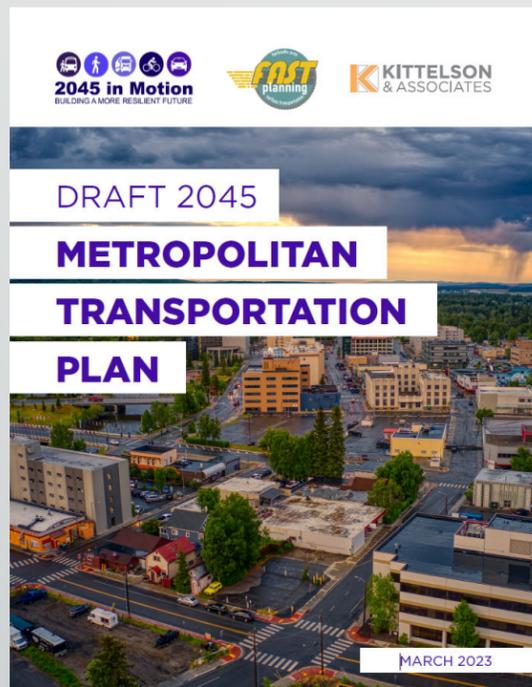
Seasonal
Mobility
Task Force

47

Open Public Mtgs



Federally-Required Plan Updates → Adopted



March

FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Approved 03.15.2023

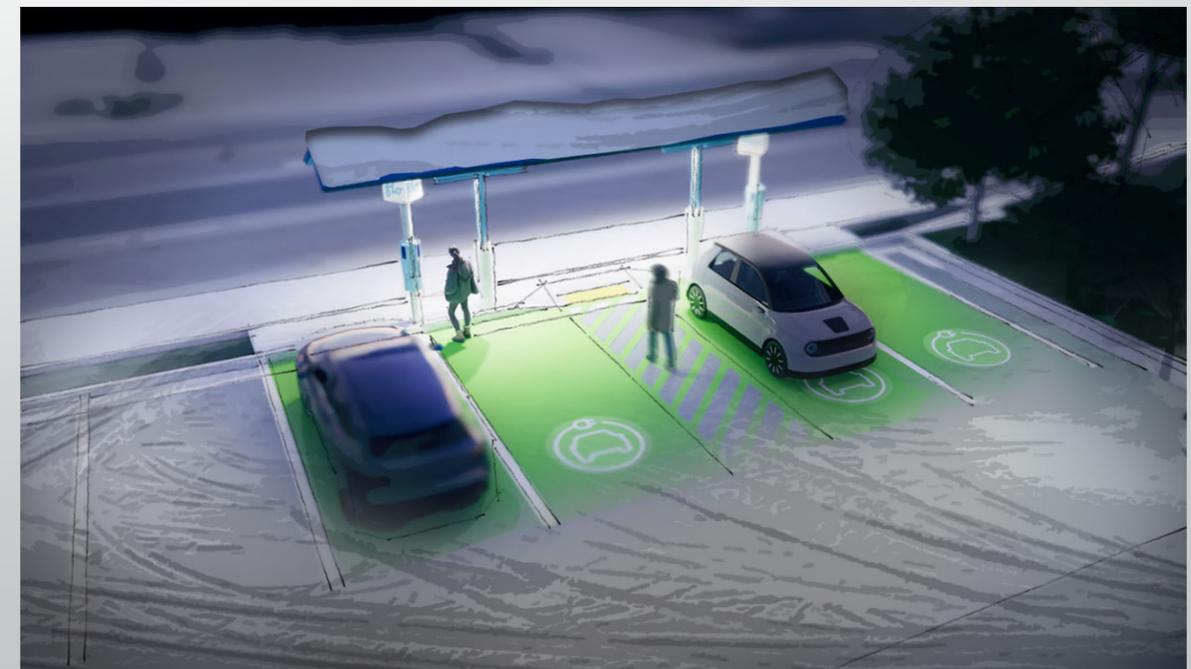
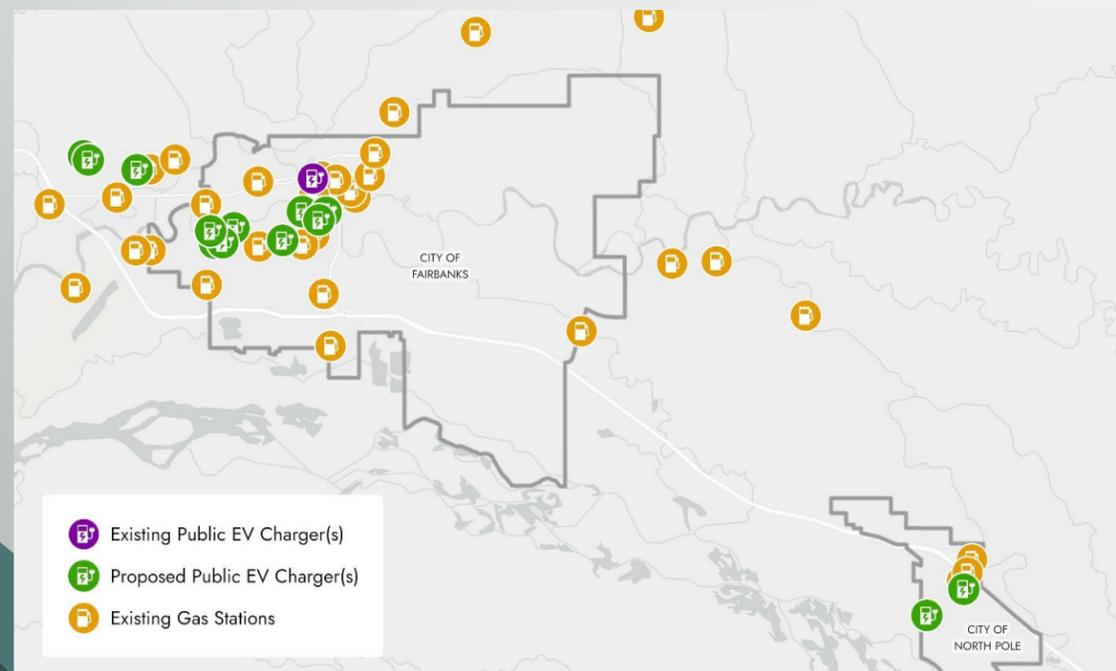
NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond		
94141	TRD	4th Avenue Reconstruction Reconstruct 4th Avenue from Center to Beretta Street to provide improved facilities for all users, including ADA-compliant curbside storage improvements, and roadway resurfacing.	STP	Design	272.9	227.4						
			SPP			27.1	22.6					
			SPP	Right-of-Way								
			SPP	UTILITIES							159.2	
			SPP								15.8	
			SPP	Construction							909.7	
			SPP								96.3	
		Project Total			0.0	0.0	300.0	250.0	0.0	1,175.9		
92119	IRHWY0045	5th Avenue Reconstruction Reconstruct 5th Avenue from Beretta to North Street to provide improved facilities for all users. Reconstruction includes ADA-compliant curbside storage improvements, intersection improvements, wayfinding and bicycle route signs, and landscaping consistent with FAST Planning's Complete Streets Policy.	STP	Design	159.2							
			SPP		15.8							
			SPP	Right-of-Way								
			SPP	UTILITIES	363.9							
			SPP		36.1							
			SPP	Construction	2,456.2							
			SW-TAP		434.9							
		ACC		2,456.2								
		ACC										
		SPP		289.0								
		Project Total			3,775.0	0.0	0.0	0.0	0.0	0.0		
21934	IRHWY0048	Advanced Project Definition Provide funding to the State and City to develop recommendations for STP programs.	STP	Planning			91.0					
			FM				9.0					
		Project Total			0.0	0.0	300.0	0.0	0.0	0.0		
90011	TRD	Beretta Street Reconstruction Reconstruct Beretta Street from 5th Avenue to Airport Way to include signal upgrades, emergency lighting, and ADA-compliant curbside storage improvements, intersection and streetlight upgrades, utility relocation, lighting and striping and landscaping. This project shall be consistent with the Complete Streets concept of Complete Streets.	ILLU	Design						2,500.0		
				Right-of-Way						300.0		
				UTILITIES						1,000.0		
				Construction						14,300.0		
		Project Total			0.0	0.0	0.0	0.0	0.0	17,900.0		
92278	TRD	Bike Lane Striping & Signing - Pilot Program Striping and striping of existing street sections within Fairbanks City limits or City streets to provide bicycle facilities as design and bike lanes for occasional use.	TAP	Design	91.0							
			SPP		9.0							
			TAP	Construction			434.9					
			SPP				43.2					
		Project Total			100.0	500.0	0.0	0.0	0.0	0.0		

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

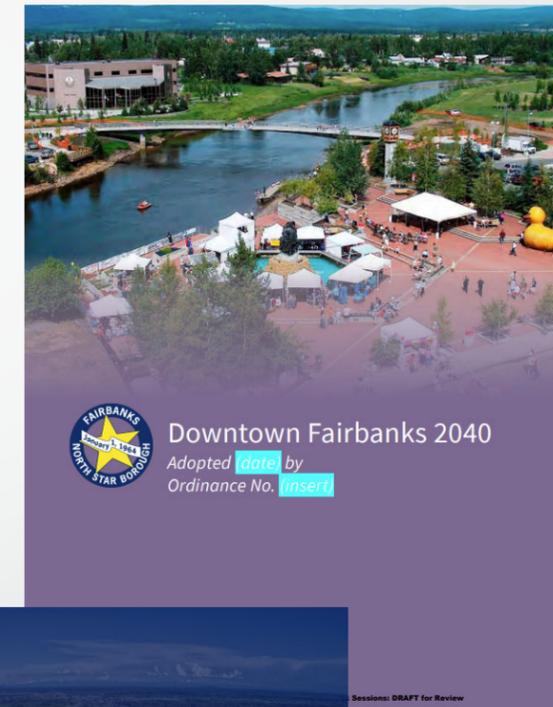
Supplemental Plans

→ Under Development

- Transit Plan Update <https://fastplanning.us/transit/>
- Coordinated Human Services Transportation Plan Update
- Local Electric Vehicle Infrastructure Deployment Plan
- High School Campus Access & Circulation Study: West Valley & Hutchison



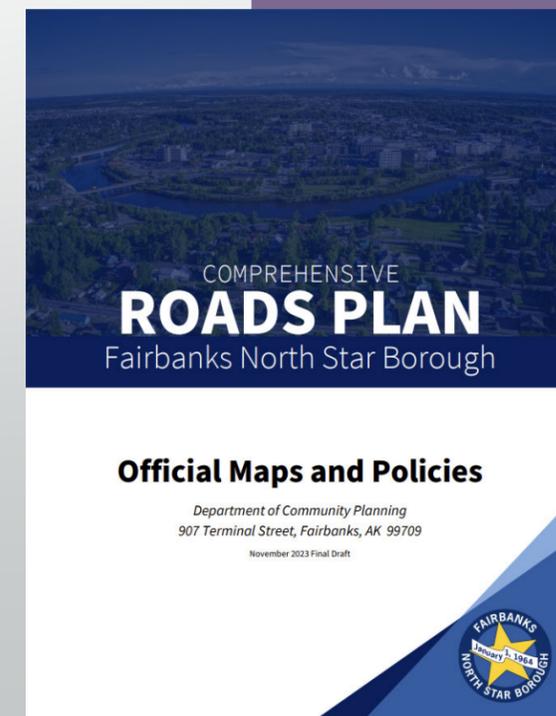
State & Local Planning Participation



State



FNSB



Intergovernmental Agreements

- Entered **Cooperative Agreement** with State on formation of a Regional Planning Organization
- Negotiated new **Planning (PL) Funding Distribution Formula** between three (3) MPOs
 - Eliminated 20% State set-aside
- Supported State's **Performance Measure Targets**
 - Travel Time Reliability | Pavement & Bridge Condition | Safety
- Updated **Bylaws** to add representation for FNSB Rural Services & Eielson Air Force Base
- Supported co-employment relationship for **new MatSu area MPO**

COOPERATIVE AGREEMENT

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

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

PURPOSE

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

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

BACKGROUND & INTRODUCTION

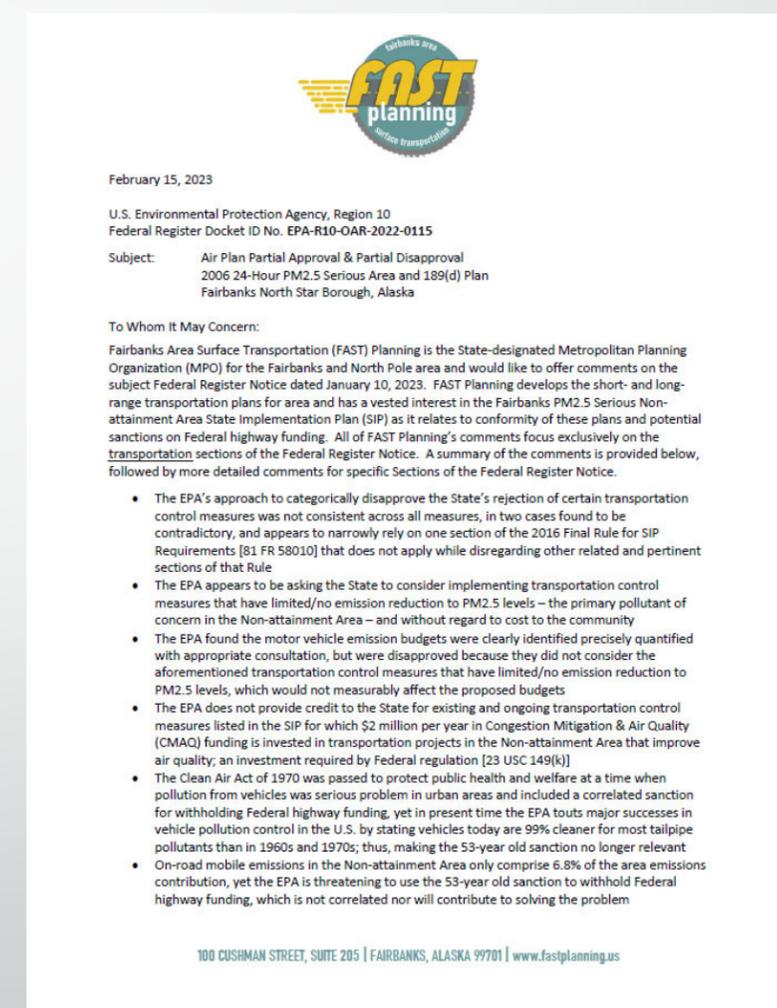
Since 2012, with the passage of the Federal Highway law Map-21, The opportunity for states to form Regional Transportation Planning Organizations (RTPO) were made available as an option for non-metropolitan/rural areas to provide meaningful input into the Statewide Transportation Improvement Program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

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

|

Comment Letters

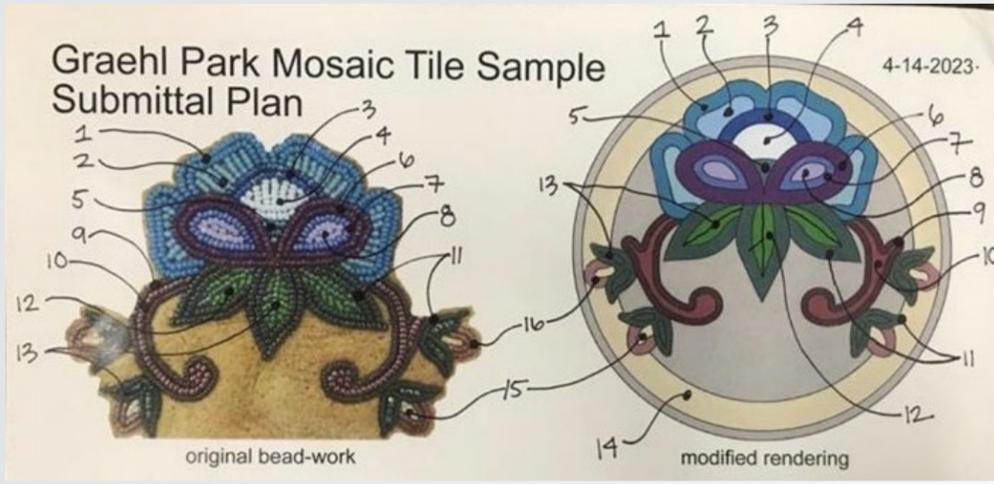
- House Bill No. 8 – Electric Assisted Bicycles
- EPA Air Plan Partial Disapproval & Partial Approval
- EPA NAAQS Standards for Particulate Matter
- Draft FFY2024-27 STIP



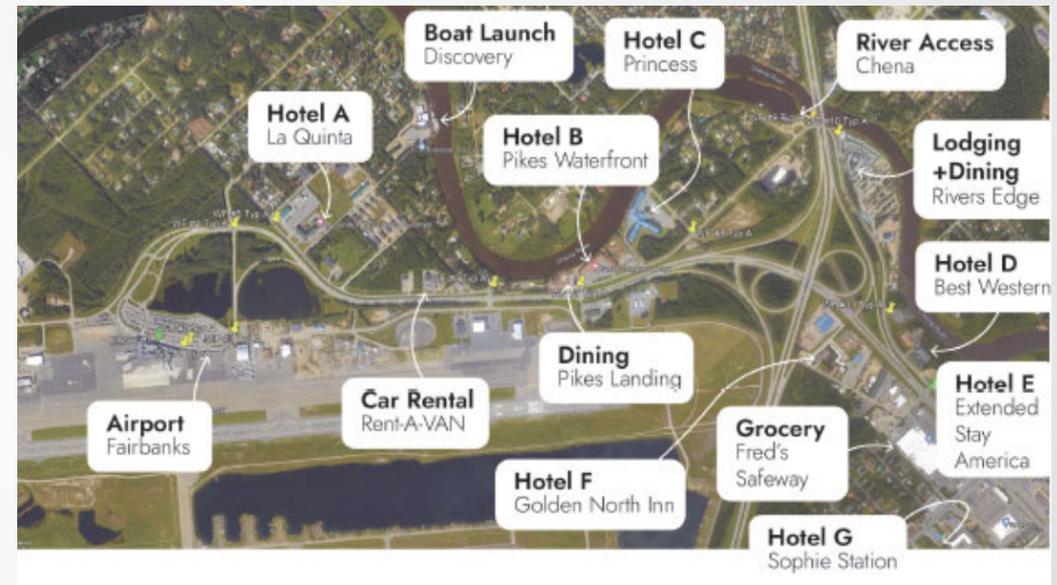
Outreach



Special Projects



- Graehl Park Tile Mosaic
- Fairbanks Airport Wayfinding Signs
- Chena Lakes Access via Plack Road
- Bike Lane Signing & Striping Pilot Program



Example Sign Content

FAIRBANKS	
The Golden Heart City	
→ Lodging	.7mi 1.0km
↗ Dining	1.3mi 2.2km
↖ River Access	2.1mi 3.4km
→ Grocery	3.0mi 4.8km
→ Downtown	6.6mi 10.6km

Funding Plans & Opportunities

FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Approved 03.15.2023

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NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond		
84141	TBD	4th Avenue Reconstruction Reconstruct 0th Avenue from Center to Barometer Street to provide improved facilities for all users, including ADA compliant sidewalks, drainage improvements, and roadway resurfacing.	STP	Design			272.9	227.4				
			SPF				27.1	22.6				
			STP	Right-of-Way								
			STP	Utilities							159.2	
			SPF								15.9	
			STP	Construction							909.7	
			SPF								90.3	
				Project Total			0.0	0.0	300.0	250.0	0.0	1,175.8
82119	NFWY00445	5th Avenue Reconstruction Reconstruct 0th Avenue from Barometer to Foster Street to provide improved facilities for all users. Reconstruction includes ADA compliant sidewalks and curbs to accommodate bicycles, widening and striping, traffic signs, and landscaping in accordance with FAST Planning's "Complete Streets" Policy.	STP	Design	159.2							
			SPF		15.9							
			STP	Right-of-Way								
			SPF									
			STP	Utilities	363.9							
			SPF		36.1							
			STP			2,456.2						
			SW-TAP		454.9							
			AC	Construction	2,456.2							
			ACC				-2,456.2					
	Project Total			289.0		0.0	0.0	0.0	0.0	0.0		
21334	NFWY00648	Advanced Project Definition Provide funding to the State and City to develop new estimates for TIP projects.	STP	Planning		91.0						
		FM			9.0							
	Project Total			0.0	0.0	100.0	0.0	0.0	0.0	0.0		
80011	TBD	Barometer Street Reconstruction Reconstruct Barometer Street from 1st Avenue to Airport Way to include signal upgrades, decorative lighting, a dedicated bike lane, drainage improvements, intersection and sidewalk upgrades, utility relocation, signing and striping and landscaping. This project should be consistent with the Complete Streets language of Ordinance Street.	ILLU	Design						2,500.0		
			ILLU	Right-of-Way							100.0	
			ILLU	Utilities								1,000.0
			ILLU	Construction								14,350.0
	Project Total			0.0	0.0	0.0	0.0	0.0	17,950.0			
82278	TBD	Bike Lane Striping & Signing - Pilot Program Striping and signing of existing paved shoulders with Fairbanks City Limits on City streets to accommodate bicycles as designated bike lanes for recreational use.	TAP	Design	91.0							
			SPF		9.0							
			TAP			454.9						
			SPF	Construction			45.2					
	Project Total			100.0	500.0	0.0	0.0	0.0	0.0			

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

CMAQ/CRP 10-year Funding Plan for Fairbanks PM2.5 Non-attainment Area - Approved 06.21.2023

1 of 5

NID	IRIS	Priority	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	FFY28	FFY29	FFY30	FFY31	FFY32	Beyond		
29232	TBD	#3	FNSB Transportation CMG Buses Purchase of 2023 buses. Funds for this project will be transferred from IRIS to FTA.	CMAQ	Equipment						1,000.7		1,000.7			1,000.7		
				SM									99.3		99.3			
			Project Total			0.0	0.0	0.0	0.0	0.0	1,000.0	0.0	1,000.0	0.0	1,000.0	0.0		
18791	NFWY00554	[2020]	Highway Dynamic Messaging Signs Install highway dynamic messaging signs along the Yukon River highway and Dodge Road to inform drivers of air quality alerts, hazardous road conditions, and detours and delays. Includes 2 years of operating costs.	SW-CMAQ	Operation	127.4												
				SM		12.0												
			Project Total			127.4					0.0	0.0	0.0	0.0	0.0	0.0		
29232	NFWY00555	[2020]	Motor Vehicle Plugs Installation of motor vehicle plugs at Birch Hill Recreation Area, Chena Lakes Recreation Area, Tanana Lakes Recreation Area (TLRA), and UAF's U-Park Facility. Includes 2 years of operating costs. Phase 4 construction funds for TLRA will be transferred from IRIS to WFC.	CMAQ	Construction (TLRA)	154.0												
				SM		15.4												
				SM			227.4											
			Project Total			178.0	256.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
29232	NFWY00712	[2020]	Pearl Creek Elementary Access Improvements & Motor Vehicle Plugs Construct a new driveway, resurface and repave existing parking lots and access roads, and install new electrical signage at Pearl Creek Elementary School in Fairbanks. Project work also includes roadside hardware, drainage improvements and ADA improvements.	CMAQ	Design	69.2	242.0											
				SM		6.8	24.0											
				CMAQ			1,093.0	1,717.1										
				ACC			1,717.1											
				ACC				-1,717.1										
				SM				276.0										
			Project Total			78.0	3,356.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
29232	NFWY00612	[2020]	University Avenue South Bicycle & Pedestrian Path Construct a year-round non-motorized path on the east side of University Avenue South from the Wilson Expressway to Armbush Way (1.8 miles) to accommodate bicycles and pedestrians. South Fairbanks International Airport Taxi Ramp shared right-of-way.	CMAQ	Design	90.1												
				SM		8.0												
				CMAQ			91.0											
				SM			9.0											
				SW-CMAQ				2,018.5										
			Project Total			99.0	106.0	2,229.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
33863	TBD	[2020]	Peper Road Bicycle & Pedestrian Path Construct a 1,400-foot bicycle/pedestrian path on the east side of Peper Road from the Chena River bridge to Airport Way through Pioneer Park with a direct connector to the Chena Riverbank path. Transfer funds to Pioneer Park North Parking lot & Boat Launch project to coordinate design and bundle bid package.	CRP	Design	150.2	101.0											
				SM		15.8	10.0											
				CRP			68.2											
				SM			6.8											
				CMAQ				541.2										
			Project Total			0.0	175.0	186.0	595.0	0.0	0.0	0.0	0.0	0.0	0.0			
29232	N/A	[2020]	Tanana Lakes Recreation Area South Lathrop Street Extension & Parking Area Provide special pavement for South Lathrop Street Extension Road project, and pave the existing non-motorized Boat Launch/Traffic parking lot and a portion of the historical Boat Launch/Traffic. Funds for this project will be transferred from IRIS to WFC.	CMAQ	Construction	542.1												
				SM		53.8												
			Project Total			595.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		

- FFY2023-27 TIP Implementation (see next slides)
- New supplemental CMAQ & Carbon Reduction Program funding plan
 - Leveraged additional Statewide CMAQ funding for University South Bike/Ped Path (\$2.2 M), Northern Region Signal Interconnect Stage II (\$4.2 M), & Sheep Creek Road/West Tanana Drive Roundabout (\$4.3 M)
- Pending Grant Applications
 - U.S. DOT Charging & Fueling Infrastructure: \$2.0 M for EV Charging Stations
 - National Fish Passage Program: \$3.0 M for Culvert Replacements in North Pole

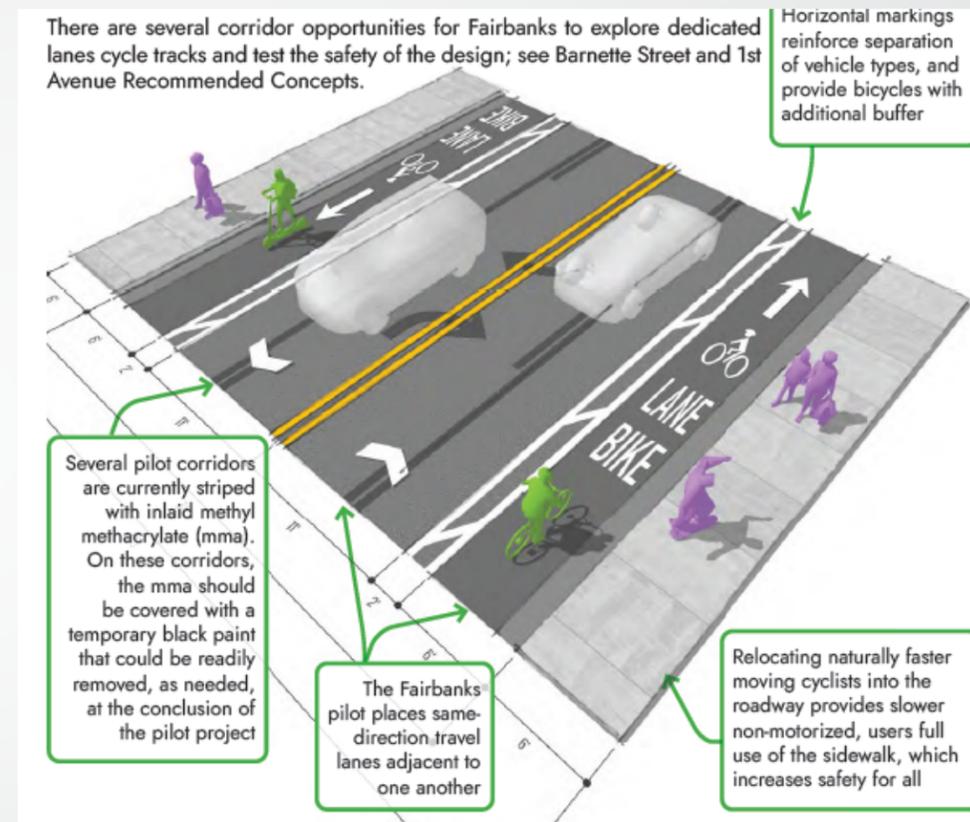
2023 Construction Program

- 5th Avenue Reconstruction
 - Noble to Barnette Street
- Aztec Subdivision
 - Repaved all paved roads, and paved three gravel roads
- North Pole Streetlight Standardization, Phase I
 - Downtown core
- 2nd Avenue Dog Park
 - Paved gravel access road, parking area, and adjacent bike/ped path
- Lathrop Street Extension & Parking Area
 - Tanana Lakes Recreation Area
- FNSB/MACS Transit Bus CNG Fueling Infrastructure

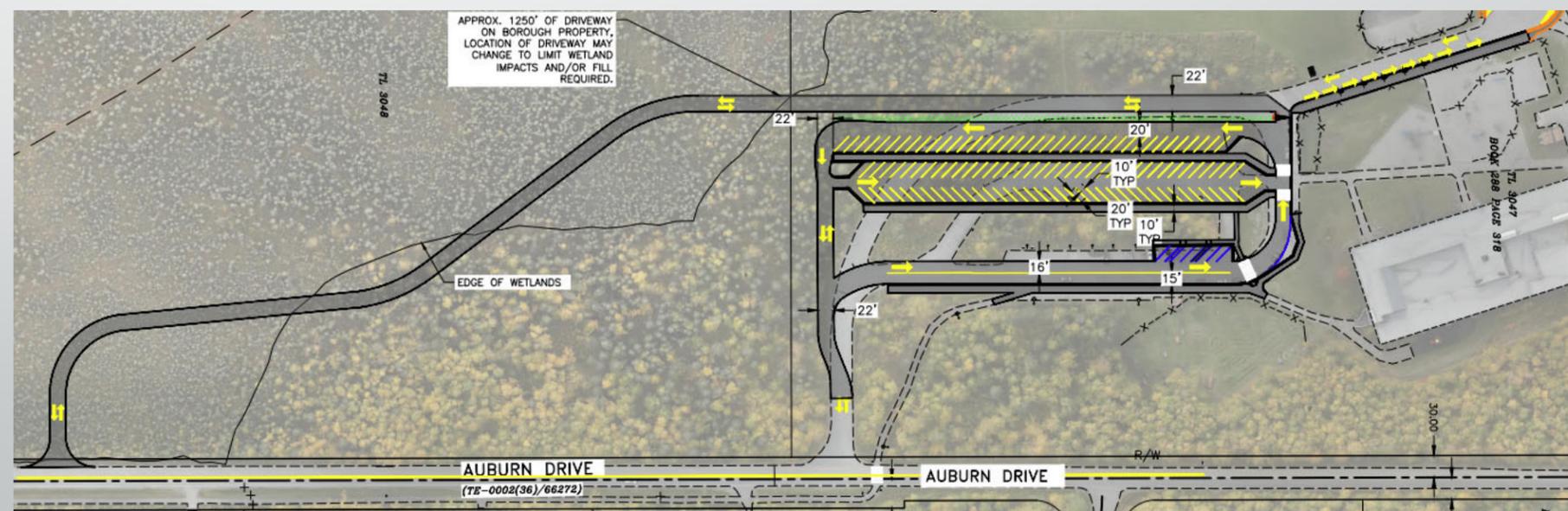


2024 Construction Program

- Woll Road Resurfacing & Widening
- Yankovich/Miller Hill Road Reconstruction*
- Pearl Creek Elementary Access Improvements
- Chena Riverwalk, Stage III*
- Bike Lane Signing & Striping Program
- Purchase of Sidewalk Snow Removal Equipment for City of Fairbanks & FNSB

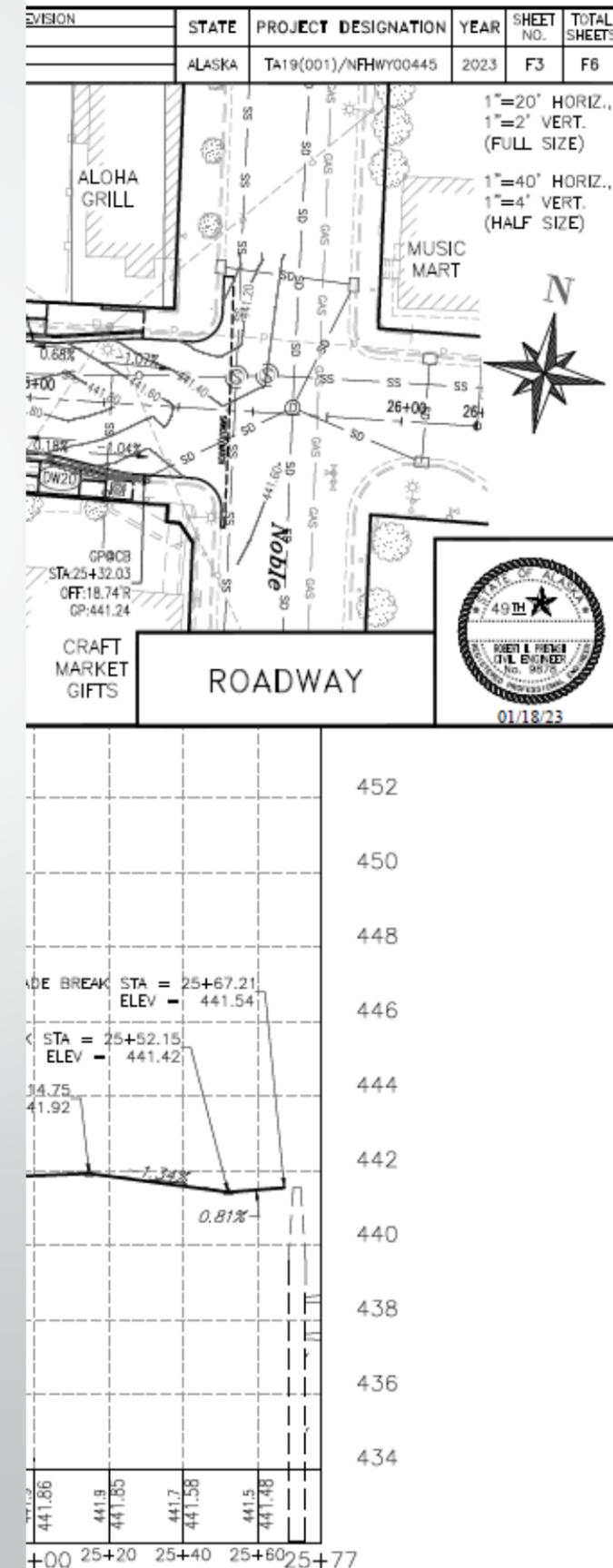


*Projects might slip to 2025



Projects in Design

- Cowles Street Reconstruction, Phase I (2025)
- Doughchee Ave/Beaver Springs Bridge (2025)
- University South Bicycle & Pedestrian Path (2025)
- FAST Improvement Program (2025 & 2026)
- Peger Road Bicycle & Pedestrian Path (2026)
- Pioneer Park North Parking Lot & Boat Launch (2026)
- Downtown Parking Garage & MTCVC Enhancements (2026)
- DOT Northern Region Signal Interconnect, Stage II (2026)
- Electric Vehicle Charging Stations, Areawide (2026)
- Chena Lake Recreation Area Access via Plack Road (2026)
- Sheep Creek Road & West Tanana Drive Roundabout (2027)
- Minnie Street Upgrade (TBD)
- Holmes Road Reconstruction (TBD)



FAST Improvement Program 2025 & 2026

FAST Improvement Program FFY25 Priorities

Policy Board Approved - October 25, 2023

UAF/Community	West Tanana Drive	\$ 748,000	Repave road from Sheep Creek Extension to Tanana Loop roundabout
City of Fairbanks	8th Avenue	\$ 186,000	Repave road from Perry to Barnette Street
City of Fairbanks/MACS Transit	Tesoro Avenue	\$ 65,000	Pave gravel road to support new MACS Transit maintenance Facility
City of North Pole	E & W 4th Avenue	\$ 27,000	Road repairs and section resurfacing
FNSB Parks & Rec	CLRA South Lake Loop & Peninsula Trails	\$ 157,000	Pave gravel trails
FNSB Parks & Rec	Chena Riverwalk	\$ 75,000	Southside path spot repairs
Total		\$ 1,258,000	

FAST Improvement Program FFY26 Priorities

Policy Board Approved - October 25, 2023

City of Fairbanks	Joyce Drive	\$ 454,000	Repave entire length
City of Fairbanks	Shannon Drive	\$ 252,000	Repave approx. 1,000 feet
City of Fairbanks/FNSB School District	Schaible Street	\$ 116,000	Repave entire length
City of North Pole	Cary Avenue	\$ 95,000	Repave section of road
FNSB Parks & Rec	Birch Hill Recreation Area Access Road	\$ 107,000	Pave gravel road to parking area
City of Fairbanks	Gaffney Road Sidewalk	\$ 139,000	Replace sidewalk (ADA curb ramps already installed)
City of North Pole	8th Avenue Path	\$ 41,000	Repave southside path
UAF	Taku Parking Lot Paths	\$ 67,000	Pave gravel paths along University Avenue
Total		\$ 1,271,000	

FAST Improvement Program FFY25/26 Contingency Projects

Policy Board Approved - October 25, 2023

(Should additional funding become available)

DOT&PF/BPAC	Davis Road Path	\$ 23,000	Repave/spot repairs; soccer field parking lot entrance east to Lathrop Street
DOT&PF/BPAC	Farmers Loop Path	\$ 10,000	Repave/spot repairs; Taku Drive to Ballaine Road
DOT&PF/BPAC	Ballaine Road – Skarland Trail Winter Access	TBD	Provide barrier to protect trail access from snow berms from roadway plowing
DOT&PF	Mitchell Expressway Path	\$ 232,000	Repave and replace fence; Geist to Loftus to Steelhead Road
City of North Pole	Andrea Drive	\$ 78,000	Pave gravel road section
City of Fairbanks	Doyon Estates	\$ 161,000	Repave all subdivision roads
Total		\$ 504,000	

Up next for 2024...



- Managing TIP under the Air Quality Conformity Freeze
- Community Branding & Welcome to Fairbanks Signs
- Adoption of Transit Plan Updates
- 1st Regional Long Range Transportation Plan for 16 Rural Communities (FNSB)
- Drafting FFY2025-26 Unified Planning Work Program (UPWP)
- Gather public feedback on Bike Lane Signing & Striping Pilot Program
- Continued coordination on FNSB Road Standards Manual and opportunities for Road Service Area consolidation
- Possible development of a Resiliency Plan for the local transportation network
- Update Complete Streets Policy and develop a Complete Streets Prioritization Plan (per IIJA)

When establishing FMATS (now FAST Planning), a lot of thought went into the makeup of the Policy Board. How many seats should there be and how should we balance representation? We knew that some issues would be political in nature, and sought a balance with the four entities involved; State (including DEC), Borough, and the two cities. Nothing is perfect, but I believe that this makeup has worked out well over a long period of time.

The Policy Board relies heavily on the decisions made by our Technical Committee. This committee does the heavy lifting with their detailed analysis of each project. I believe that it should consist primarily of engineers, maintenance (public works) specialists, and planning experts. They, theoretically, look at each project from a logical standpoint and determine if it is feasible, not feasible, or needs change. They also look at what is the best use of our financial resources.

My concern over the years regards the size of the Technical Committee. Currently we just added two more seats for a total of 18. Although attendance is overall fairly good, one seat is chronically vacant and two others have spotty attendance for various reasons.

I have served on countless committees over the years and have witnessed many interesting dynamics. Committees that are too small tend to overburden members and can often miss important views that may not be represented. Committees that are too large become unwieldy, and opportunities to speak or have any serious input start to wane. Recently at the city, we restructured our Diversity Committee which had simply become too large. The original idea was to find representation from many diverse groups in our area, but as time went on, attendance dropped. Restructuring to a smaller group has worked much better.

Eighteen voting members on the Technical Committee I believe to be too many. Ideally, again based on my own experiences, committees between five and ten people tend to work the best. What I am proposing is a committee of 10 voting members with ex officio members also invited to participate and offer their input. I also believe that the membership of this committee should also provide a balance similar to the Policy Board.

After much discussion with several individuals and seeking their thoughts and input, I am proposing the following changes to our bylaws. Although there were many ideas about makeup and balance, the one consistent I found was a belief that the Technical Committee was becoming overly large.

ARTICLE VIII

Technical Committee Purposes and Duties

- SECTION 1 The MPO shall have a standing Technical Committee to review items of a technical nature.
- SECTION 2 The purpose of the Technical Committee shall be to evaluate the technical and maintenance feasibility of proposed plans and projects, provide technical data and information, and make recommendations to the Policy Board.
- SECTION 3 The Technical Committee shall have approval authority during construction of projects as outlined in the Policies and Procedures.
- SECTION 4 Membership of the Technical Committee shall consist of ten [REPRESENTATIVES, SUCH A ENGINEER, PLANNER, OR OTHER SPECIALIST, FORM THE FOLLOWING AGENCIES OR TRANSPORTATION ORGANIZATIONS AND GROUPS] engineers, maintenance specialists, and planners from the following

organizations (voting members) plus ex officio (non-voting) members:

- > City of Fairbanks [ENGINEERING X2] engineering and/or maintenance
- > City of North Pole
- > Fairbanks North Star Borough (Planning)
- > Fairbanks North Star Borough (Transportation)
- > [FAIRBANKS NORTH STAR BOROUGH RURAL SERVICES]
- > [FAIRBANKS NORTH STAR BOROUGH PLANNING COMMISSION]
- > State of Alaska Department of Transportation & Public Facilities (Planning)
- > State of Alaska Department of Transportation & Public Facilities (Preconstruction)
- > State of Alaska Department of Environmental Conservation (Air Quality)
- > [FORT WAINWRIGHT PLANNING]
- > [EIELSON AIR FORCE BASE PLANNING]
- > University of Alaska Fairbanks (Design and Construction)
- > [FAIRBANKS INTERNATIONAL AIRPORT]
- > [FREIGHT INDUSTRY]
- > Alaska Railroad Corporation
- > [TRIBAL GROUP]
- > [PUBLIC SAFETY LAW ENFORCEMENT]

Ex Officio members include:

- > Fort Wainwright (Planning)
- > Fairbanks International Airport
- > Freight Industry

SECTION 5

SECTION 6

SECTION 7 The Chair, or in their absence or disability the Vice-Chair, shall preside at all meetings and hearings of the [POLICY BOARD] Technical Committee. In the absence or disability of both the Chair and Vice Chair, an acting Chair shall be selected by the members present for the meeting.

SECTION 8

SECTION 9 [DELETE]

SECTION 10 A quorum of voting members must be present for a vote to take place. A quorum will consist of [7] 6 or more voting members of the Technical Committee. A majority of the voting members present at a meeting are required for an affirmative vote.

SECTIONS 11 THROUGH 14 ARE UNCHANGED.

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

ALLOCATION TOTALS (Federal Share)

ALLOCATIONS	PHASE	AMOUNT	FFY23 OBLIGATIONS	PERCENT OBLIGATED
STP	All	\$4,373.9	\$91.0	2%
STP AC	All	\$5,104.0	\$191.7	4%
PL (Metropolitan + Transit)	All	\$520.8	\$0.0	0%
TAP (Transportation Alternatives)	All	\$1,307.3	\$0.0	0%
CMAQ	All	\$727.8	\$0.0	0%
CRP (Carbon Reduction)	All	\$550.4	\$0.0	0%
OFFSET	All	\$50.7	\$27.3	54%
TOTAL		\$12,634.9	\$310.0	2%

STP FUNDS (Federal Share)

IRIS	STP	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY23 OBLIGATIONS	PERCENT OBLIGATED	COMMENTS
NFHWWY00815	Doughchee Ave/Beaver Springs Bridge	Design		\$84.6		0%	
NFHWWY00603	FAST Improvement Program	Design	12/22/2023	\$191.7	\$191.7	100%	FFY25 AC
HFHWY00830	FAST Planning Office	Planning		\$150.0		0%	
TBD	Household Travel Survey	Planning	11/7/2023	\$91.0	\$91.0	100%	
TBD	Lacey Street Planning Study	Planning		\$136.5		0%	
NFHWWY00509	Minnie Street Upgrade	Design		\$409.4		0%	
TBD	Pioneer Park North Parking Lot & Boat Launch	Design		\$409.4		0%	
NFHWY00448	Woll Road Resurfacing & Widening	Utilities		\$181.9		0%	FFY25 AC
		Construction		\$2,911.0		0%	FFY25 AC
NFHWY00139	Yankovich/Miller Hill Road Reconstruction	Construction		\$3,093.0		0%	
		Construction		\$1,819.4		0%	FFY25 AC
	TOTAL			\$9,477.9	\$282.7	3%	

PL FUNDS (Federal Share)

IRIS	PL	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY23 OBLIGATIONS	Percent Obligated	COMMENTS
HFHWY00830	FAST Planning Office - Metro PL	Planning		\$376.8		0%	
HFHWY00830	FAST Planning Office - Transit PL	Planning		\$144.0		0%	
	TOTAL			\$520.8	\$0.0	0%	

TAP FUNDS (Federal Share)

IRIS	TAP	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY23 OBLIGATIONS	Percent Obligated	COMMENTS
NFHWWY00835	Bike Lane Striping & Signing Pilot Program	Construction		\$454.9		0%	
NFHWWY00280	Chena Riverwalk Stage III	Construction		\$852.4		0%	
	TOTAL			\$1,307.3	\$0.0	0%	

CMAQ FUNDS (Federal Share)

IRIS	CMAQ	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY23 OBLIGATIONS	Percent Obligated	COMMENTS
NFHWWY00280	Chena Riverwalk Stage III	Construction		\$727.8			
	TOTAL			\$727.8	\$0.0	0%	

FAST Planning FFY24 Offsets

December 19, 2023

PROJECT OFFSETS

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

COMMITTED OFFSETS

Local Electric Vehicle Infrastructure Deployment Plan	-\$27,291	-\$30,000	Exective Director approved 12.19.2023
Total	-\$27,291	-\$30,000	

Remaining Funds to be Obligated

\$23,395 \$25,717

Pending Deobligations from Project Closures

December 27, 2023

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