



❖ POLICY BOARD ❖

Meeting Agenda

Wednesday, March 20, 2024, 12:00 – 2:00 PM
100 Cushman Street, Suite 205 (Key Bank Building)

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:** 899-4237-5962

1. Call to Order
2. Introduction of Members and Attendees
3. Approval of March 20, 2024 Meeting Agenda
4. Approval of February 28, 2024 Meeting Minutes Pg 2-9
5. Staff/Working Group/Chair Report Pg 10-18
6. Public Comment Period
7. Old Business
 - a. Pearl Creek Elementary School Access Improvements & Motor Vehicle Plugins Pg 19-25
 - ❖ Discussion of ramifications for 2024 construction with potential for school closure
8. New Business
 - a. Annual Audit - Independent Auditor's Report to Policy Board Pg 26-45
 - b. Annual Tax Return (IRS Form 990) Review **(Action Item)** Pg 46-81
 - ❖ Review of Tax Return and authorization to file with IRS
 - c. Office Lease Amendment for 3-year Extension **(Action Item)** Pg 82-83
 - d. Local Electric Vehicle Infrastructure Deployment Plan Pg 84-97
 - ❖ Overview of Plan Vision, Goals, & Objectives with consultant team
 - e. Transit Plans Update Pg 98-108
 - ❖ Update from staff on Transit Plans Development
 - f. Bylaws Update – Technical Committee Membership **(Action Item)** Pg 109-117
 - ❖ Action on Policy Board member's proposal for voting versus non-voting (ex-officio) membership on Technical Committee
 - g. Comment Letter on Alaska DOT&PF Vulnerable Road User Assessment **(Action Item)** Pg 118-195
 - ❖ Consideration of approving comment letter from Bicycle & Pedestrian Advisory Committee
9. Informational Items
 - a. Obligations & Offsets Pg 196-199
10. Other Issues
11. Committee Member Comments
12. Adjournment

Next Scheduled Policy Board Meeting: Wednesday, April 17, 2024 | 12:00 – 2:00 P.M.



FAST POLICY BOARD

Meeting Minutes

February 28, 2024 • 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: 816-3293-4524

1. Call to Order

Mayor Bryce Ward, Chair, called the meeting to order at 12:00 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
*Scott Crass	FNSB Assembly
*Joe Kemp	Director, DOT&PF Northern Region
*Jason Olds	Director, DEC Air Quality
*David Pruhs	Mayor, City of Fairbanks
*Michael Welch	Mayor, City of North Pole
**Jackson Fox	FAST Planning
**Olivia Lunsford	FAST Planning
**Corey DiRutigliano	FAST Planning
**Deborah Todd	FAST Planning
**Randi Bailey	DOT&PF Planning
+Kellen Spillman	FNSB Community Planning
+Alexa Green	Eielson Air Force Base
+John Netardus	DOT&PF Preconstruction
Trisha Levasseur	FNSB Parks & Recreation
Michael Bredlie	FNSB Rural Services
Adam Moser	DOT&PF Program Development
Ivet Hall	DOT&PF Preconstruction
Jack Barnwell	Fairbanks Daily News-Miner
Donna Gardino	Gardino Consulting
Mary Farrell	Participant
Sean Maguire	Anchorage Daily News
John Perreault	DOT&PF Public Information
Peggy Fox	Participant

Kaitlin Williams	DOT&PF Public Information
Lance Smith	Participant
Cliff ?	Participant

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

3. Approval of the February 28, 2024 Agenda

Motion: To approve the February 28, 2024 Agenda. (Welch/Crass).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

4. Approval of the January 17, 2024 Meeting Minutes

Motion: To approve the January 17, 2024 Meeting Minutes. (Cleworth/Crass).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

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

- ☰ Three meetings were held regarding the Air Quality Conformity Freeze. One meeting was an informational meeting about the ramifications of an Air Quality Conformity Freeze followed by two Interagency Consultation (IAC) Meetings for specific projects. One IAC was held February 5, 2024 for the Steese Milepost 5 Bridge Replacement, Richardson Highway Milepost 346 Bridge Replacements, Steese/Johansen Interchange, and the Old Steese Highway Reconstruction projects. The other IAC was held February 26, 2024 to determine whether the Richardson Highway Milepost 346 Bridge Replacements project was 'Exempt' for Air Quality Conformity.
- ☰ Mr. Fox met with the DOT&PF Commissioner's Office on February 23, 2024 to discuss the new revenue estimates that DOT&PF provided in the latest version of the Statewide Transportation Improvement Program (STIP). DOT&PF has recalculated the revenue that FAST Planning is expected to receive for local projects based on the results of the 2020 Census and the split in funding with the new MatSu MPO. Mr. Fox noted that the numbers have changed and there is uncertainty about the formulas that were used so they were modified based on recommendations from the MPOs.
- ☰ FAST Planning received the draft Needs Assessment and is continuing work on the Transit Plans Update.
- ☰ Mr. Fox drafted a Letter of Support for the FNSB Parks & Recreation Department for their grant application to plan and design a segment of the Alaska Long Trail from Fairbanks to Nenana.
- ☰ The audit has been wrapped up with Alliance, Inc. CPA Firm and will present the audit results at the March 20, 2024 meeting.
- ☰ All member dues payments have been received.

- ❏ The second round of interviews for the new MPO Coordinator for the MatSu Region has taken place. An offer has been made and the new employee is anticipated to start work on April 1, 2024.
- ❏ FAST Planning received a proposal from the landlord, Usibelli, Inc., to extend the office lease in the KeyBank Building. Before renewing the lease, FAST Planning staff will perform their due diligence and look at other spaces downtown to make sure this location is cost-effective.
- ❏ Mr. Fox gave a joint presentation with ADEC staff to update the FNSB Assembly on the status of the Air Quality Plan and insight into what it means to be under a Conformity Freeze.
- ❏ Mr. Fox prepared FFY2023-27 Transportation Improvement Program (TIP) Administrative Modification #2 to delay the construction year of Yankovich/Miller Hill Road Reconstruction and Chena Riverwalk, and accelerate Phase I of the Cowles Street Reconstruction project.
- ❏ At the January 4, 2024 meeting, the Project Enhancement Committee:
 - ❏ Reviewed the Roles & Responsibilities document and recommended removal of committee member term limits.
- ❏ At the February 7, 2024 meeting, the Technical Committee:
 - ❏ Recommended approval of FFY2024-27 TIP Administrative Modification #2.
 - ❏ Recommended adoption of the revisions to the Roles & Responsibilities document regarding term limits for the Project Enhancement Committee.
- ❏ FAST Planning received an official response from Ryan Anderson, the DOT Commissioner, regarding FAST Planning's comments on the Draft STIP.

6. Public Comment Period (Non-Action Items)

- ❏ **Barbara Schuhmann, 520 Marshall Drive, Fbks., AK (comments from an email sent to Policy Board members 2/2/24)**

At the most recent meeting of your Policy Committee, the DOTPF representative was critical of Mr. Fox, your executive director. I fear that any complaints from DOTPF about Mr. Fox are motivated by retaliation for FAST's own decision not to support the two ore haul route bridges DOTPF wants to add to the STIP, or for Mr. Fox's participation on the Technical Advisory Committee ("TAC") studying the ore haul route, or for his cooperation with the public or with other entities involved with DOTPF business. One of those is FHWA, whose job it is to assure that DOTPF meets federal requirements for the federal funds it wishes to spend. Mr. Fox should not be censured for performing his job well.

I have been impressed by the work of FAST Planning. You properly notice your meetings and welcome public input. Your website is easy to navigate. You follow federal and state laws and regulations, issue timely notices and reports, and are well organized. Your staff is hard-working, knowledgeable, and professional. They welcome public input and make accessing the website and

February 28, 2024

Policy Board Meeting Minutes

meetings easy. It is amazing to see the amount of work they have accomplished. For this, you, your executive director, and staff are to be commended.

I have participated on the TAC with Mr. Fox over the past year. I have found him to be well-prepared for meetings, cautious and prudent in his comments, totally honest, and very knowledgeable about transportation safety, planning, and funding. His professionalism is exemplary.

If the DOTPF's criticism of Mr. Fox arises at a future meeting, I ask that you support Mr. Fox. Additionally, I ask that you follow the Open Meetings Act and your Policies and Procedures. A quick review of OMA requirements and procedures may assist those members not as familiar as elected officials with its requirements.

My concerns about the DOTPF result from how the DOTPF has conducted TAC meetings, the study of the ore haul route, and the decisions it has made about that route. Despite the Governor's and Commissioner's agreement that the corridor committee (TAC) meetings would meet the requirements of the Open Meetings Act, it has failed to do so. The DOTPF recently terminated all meetings of the TAC. Questions from committee members were stifled and public comment was allowed at only one meeting.

DOTPF has made decisions without open meetings, without public discussion, and without sharing information or answering questions. DOTPF has instructed its employees not to answer questions from the public regarding the Manh Choh ore haul. My Open Records Act requests have been denied by DOTPF twice. First, it cited a "decisional privilege" to withhold information until it made a decision - four months later. More recently, it would require \$26,000 before beginning to search for the records requested.

I urge FAST Planning to continue with your open and public process, encouraging public input and cooperating with federal and state agencies, as you have in the past. Please support your staff in continuing to perform an outstanding job. Thank you. Sincerely, Barbara L. Schuhmann

Patrice Lee (Letter to the Policy Board)

I recently listened to the FAST Policy Board meeting held Jan. 17, 2024.

I especially appreciated former Mayor Luke Hopkins' public testimony about the proposed executive session which he stated had been improperly noticed. Later in the meeting I also appreciated comments by Mayor Ward, and Councilman Jerry Cleworth which seemed to take into account the nature of the request for the executive session, ultimately putting it off.

Even as a listener of the meeting I came away with the impression that Joe Kemp, Policy Board member, was trying to position an executive session to deal with matters that were undefined, not voted upon, and not in the best

interest of the community. As you are aware and several board members supported it, the Open Meetings Act is in play for FAST committees and boards. Executive sessions must follow the directive and criteria for such sessions as a means of protecting the public from “behind closed doors” organizing and scheming.

I hope that no attempt is being made by DOT or anyone else to discredit Jackson Fox, Executive Director of FAST. My experience in working with him has been very positive. Even when we have not agreed on an issue, he has listened, exemplified professional behavior, been extremely well informed on the issues, and worked diligently to inform the public in a non-biased way. He is an asset to our community, and we are lucky to have him at FAST, given the huge shoes left by the retirement of Ms. Donna Gardino.

As the difficult job of planning for surface area transportation evolves, I will be watching for any unwarranted or retaliatory actions promoted from within the Policy Board or from higher up that might intend to disrupt the good work of Mr. Fox and his staff. Thank you for your work on this Board, Patrice Lee, Citizens for Clean Air Coordinator, Committee for Safe Communities Director

👤 **Donna Gardino** commented on the STIP and TIP processes. Ms. Gardino commented that she has been involved in the process for at least 20 years and does not think that she has ever seen a process like this one before.

Ms. Gardino commented that she knows that they all have the same end goal which is to get projects to construction. Ms. Gardino commented that it is a weird time because usually there are lots of comments on the STIP and there is no STIP extension. Ms. Gardino commented that she had heard that people were saying that MPOs have heightened authority and she wanted to clarify that there is no heightened authority for the MPOs. The MPOs have always been required to be included in the Metropolitan Transportation Plan. In Fairbanks that has been a seamless endeavor since 2008. Ms. Gardino commented that there are two projects that are still in the STIP even though they are not in the Metropolitan Transportation Plan (MTP). Ms. Gardino commented that it is just about knowing the rules and in her experience the folks in the MPO tend to have a lot more experience than DOT has. DOT may have experience but have run into a lot of hiccups. All three MPOs have received a TIP ledger and there are issues with the TIP ledger as the percentage of money that the three MPOs are supposed to receive is incorrect. Ms. Gardino commented that the MPOs have submitted their comments and all of us have the same goal of getting the STIP approved. Ms. Gardino commented that the MPOs are just bringing the issues they have seen to the attention of the State so they can work to remedy the situation and get the STIP approved.

7. Old Business**a. Ramifications to Transportation Conformity with Air Quality Conformity Freeze**

 *Summary discussion of January 22nd Training Hosted by Federal Highway Administration and February 5th Interagency Consultation Meeting on Conformity Freeze*

Mr. Fox provided an update summary on the meetings and discussions that have taken place since the January 2024 meeting.

8. New Business**a. Federal Planning Finding on Draft FFY2024-27 Statewide Transportation Improvement Program (STIP)**

Mr. Fox explained that the meeting packet included the FHWA response letter to the latest version of the STIP that was resubmitted to FHWA on January 19, 2024. A list of the corrective action items that need to be resolved before the STIP can be approved was also included in the meeting packet. If the State DOT cannot move forward with the projects in the STIP, FAST Planning cannot move forward with projects in the TIP.

b. Pearl Creek Elementary School Access Improvements and Motor Vehicle Plugins

Mr. Fox explained that he recently learned about potential school closures for the FNSB School District. There is a \$3.5M construction project slated for Pearl Creek Elementary School that includes reconfiguration of the existing parking lot and access roads as well as the installation of motor vehicle plugins. This project is scheduled to go out to bid in May of 2024. If this project is closed, these improvements will not serve a need even if this school is repurposed into a community facility. Before this project goes out to bid there is a School Board Meeting on March 18, 2024 to discuss whether Pearl Creek Elementary School will be one of the schools that will be closed. Mr. Fox explained that if this closure happens, there are other projects that the funds can be diverted to in the TIP.

c. FFY2023-27 Transportation Improvement Program (TIP) Administrative Modification #2 (Action Item)

 *Consideration of Approval of Minor Changes to Multiple Projects and Programs*

Mr. Fox explained the purpose of TIP Administrative Modification #2 summarized on Page 82 of the Meeting Packet.

Public Comment: No public comment.

Motion: To approve FFY2023-27 Transportation Improvement [TIP] Administrative Modification #2. (Cleworth/Pruhs).

Discussion: Mr. Cleworth asked Mr. Kemp what would happen if DOT&PF did not pursue the right-of-way acquisition on Yankovich/Miller Hill Road Reconstruction project whether they could do the project this year. He hated to pull the money from DOT on that and put it on Cowles if there was an option for DOT&PF to do it this year.

Mr. Kemp commented that he was not sure if the additional right-of-way need was something they had to have, or if they could skinny up or move the road.

Mr. Cleworth commented that his understanding was that it was only three parcels and asked Mr. Kemp if DOT wanted to pursue that project without the right-of-way.

Mr. Kemp commented that he thought that they should keep what Mr. Fox had in the TIP even though it would be nice to have the project done before he retired.

Vote on Motion: None opposed. Approved.

d. Project Enhancement Committee Roles & Responsibilities (Action Item)

 *Consideration of Removing Term Limits for Committee Membership*

Mr. Fox explained the proposed revisions made by the Project Enhancement Committee regarding term limits that mirror the changes made to the Bicycle/Pedestrian Advisory Committee Roles & Responsibilities.

Public Comment: No public comment.

Motion: To adopt the changes to the [Project Enhancement Committee] Roles & Responsibilities as reflected on Page 110 of the meeting packet. (Crass/Cleworth).

Discussion: Mr. Crass commented that he thought it was helpful to leverage volunteerism from committee members and thought they should lean on their expertise for as long as possible.

Vote on Motion: None opposed. Approved.

e. Letter of Support for FNSB Grant Application for Planning & Design of Nenana to Fairbanks Segment of Alaska Long Trail (Action Item)

Mr. Fox explained that he drafted a Letter of Support for the FNSB Parks & Recreation Department to submit with their grant application. The FNSB plans to design the Nenana to Fairbanks segment of the Alaska Long Trail.

Public Comment: No public comment.

Motion: To approve the Letter of Support for Fairbanks North Star Borough Grant Application for Planning and Design of Nenana to Fairbanks Segment of Alaska Long Trail. (Pruhs/Crass).

Discussion: Mayor Pruhs commented that there is a lot of the Alaska Long Trail to be constructed and he is glad that the Borough is doing this project.

Mr. Crass commented that he appreciates that the Borough is getting this trail done for the folks who visit and live here that are interested in doing that kind of activity.

Mayor Ward commented that he believed this section of the trail would be opened for ATV use. Mayor Ward commented that it sounded like a great addition, and he appreciated the support of the Policy Board.

Vote on Motion: None opposed. Approved.

9. Informational Items

a. Obligations and Offsets

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

10. Other Issues

No other issues.

11. Policy Board Member Comments

- ☰ Mayor Pruhs commented that it was a good meeting.
- ☰ Mr. Cleworth commented that it was good to have Mayor Welch back. Mr. Cleworth commented that he went to the Technical Committee to discuss sizing the Committee down and he thought the best comments came from the State Trooper who said he was fine with being made “ex-officio” because due to his job, he was frequently absent, did not have the expertise, and felt that he was not contributing. A vote was 8-8 to make the State Trooper “ex-officio” so he had to remain on the Committee, and the item was tabled. Mr. Cleworth commented on an article written for the Fairbanks Daily News-Miner by Corey DiRutigliano regarding the Downtown corridors.
- ☰ Mayor Welch commented that it was good to be back after a three-month hiatus, but he was only at work on a limited basis.

12. Adjournment

The meeting was adjourned at **1:47 p.m.** The next Policy Board Meeting is scheduled for **Wednesday, March 20, 2024.**

Approved: _____ **Date:** _____

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



STAFF REPORT

March 15, 2024

Regular Meetings

- Hosted the Bicycle & Pedestrian Advisory Committee, Technical Committee, and Policy Board meetings; prepared meeting packets, minutes, and action items; posted advertisements in the newspaper, social media, and on the State and FNSB online public notice systems; and prepared and submitted Title VI reports to DOT&PF
- Attended the following other regularly scheduled meetings:
 - Weekly FAST Planning Staff Meetings
 - Monthly Alaska Transportation Working Group Meeting
 - Quarterly EPA Region 10 Transportation Conformity Call
 - Monthly MatSu MPO Technical Committee Meeting

Project/Planning Meetings

- Local Electric Vehicle Infrastructure Deployment Plan Steering Committee Meeting #1
- Fairbanks Transit Plans Update Steering Committee Meeting #3 – Needs Analysis
- Meeting with Alaska DOT&PF staff to review scope and fee estimate from consultant team selected for High School Access & Circulation Study for West Valley/Hutchison Campus
- Interview with consultant team working on North Pole Strategic Plan Update
- Group stakeholder meeting with Tanana Valley Watershed Association on finalization of Green Infrastructure Prioritization List

Correspondence & Communication

- Provided signed Letter of Support to Fairbanks North Star Borough for grant application to plan and design the North Terminus Route of the Alaska Long Trail

Organization

- ☰ Submitted monthly invoice to Alaska DOT&PF for February 2024
- ☰ Completed work on CPA Audit for FFY2023 with Alliance CPAs
- ☰ Received and reviewed Draft Tax Form 990 from Alliance CPAs
- ☰ Completed and submitted renewal application for Directors & Officers Insurance

Public Outreach

- ☰ Provided presentation to House Transportation Committee on FAST Planning
- ☰ Hosted Open House event for Local Electric Vehicle Infrastructure Deployment Plan at Morris Thompson Cultural & Visitors Center
- ☰ Launched Bikeways Map sponsorship opportunity for local Bike Friendly Businesses to be included on map
- ☰ Preparations for hosting a FAST Planning booth at Interior Alaska Building Association's Home Show (March 21-24)

Submittals/Reports

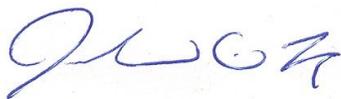
- ☰ None

Funding

- ☰ Finalized FFY2023-27 Transportation Improvement Program (TIP) Administrative Modification #2 and transmitted to Alaska DOT&PF for incorporation into FFY2024-27 Statewide Transportation Improvement Program (STIP) by reference

Training

- ☰ Registered for National American Planning Association Conference (Jackson)
- ☰ Registered for National Association of City Transportation Officials Conference (Olivia)

Submitted by:

March 15, 2024

Jackson C. Fox

Date



TECHNICAL COMMITTEE

Action Items

03.06.2024

Main Motion (from February 7th meeting): To recommend to the Policy Board to reduce the number of voting members, exact number to be determined by the Policy Board, with the exception of removing one Borough member. (Pristash/Rogers).

Amendment (from February 7th meeting): To add removal of the Public Safety/Law Enforcement representative and redesignate them as ex-officio members. (Netardus/Rogers). Eight in favor. (Czarnecki, Dueber, Netardus, Pristash, Roberts, Rogers, Stumpf, Theurich). Eight opposed. (Bredlie, Greene, Hoke, McKinley, Nelson, Kellner, Wallace, Weinberger). Motion failed.

Amendment (February 7th meeting): To remove the language "...with the exception of removing one Borough member." from the main motion. (Kellner/Wallace). **No vote taken; action postponed to March 6th meeting.**

Vote on Amendment (March 6th): Eight in favor. (Bredlie, Czarnecki, Dueber, Hoke, McKinley, Nelson, Spillman, Wallace). Three opposed. (Netardus, Rogers, Zinza). Three abstentions. (Greene, Theurich, Weinberger). Motion failed.

Amendment: To make one Fairbanks North Star Borough seat ex-officio. (Zinza/Rogers). One in favor. (Zinza). Twelve opposed. (Bredlie, Czarnecki, Dueber, Greene, Hoke, McKinley, Nelson, Netardus, Rogers, Spillman, Theurich, Wallace). One abstention. (Weinberger). Motion failed.

Amendment: To make Fort Wainwright and Public Safety Representative seats ex-officio (Netardus/Rogers). Two in favor. (Netardus, Zinza). Twelve opposed. (Bredlie, Czarnecki, Dueber, Greene, Hoke, McKinley, Nelson, Rogers, Spillman, Theurich, Wallace, Weinberger). Motion failed.

Vote on Main Motion: *To recommend to the Policy Board to reduce the number of voting members, exact number to be determined by the Policy Board.* Two in favor. (Rogers, Zinza). Eleven opposed. (Bredlie, Czarnecki, Dueber, Greene, Hoke, McKinley, Nelson, Netardus, Spillman, Theurich, Wallace). One abstention. (Weinberger). Motion failed.

New Motion: To recommend to the Policy Board to keep the composition of the Technical Committee at its current make-up. (Spillman/Greene). Nine in favor. (Bredlie, Czarnecki, Hoke, Dueber, Greene, McKinley, Nelson, Spillman, Theurich). Three opposed. (Netardus, Rogers, Zinza). One abstention. (Weinberger). One absent. (Wallace). Approved.

Motion: To recommend to the Policy Board to authorize the Bicycle & Pedestrian Advisory Committee Chair to sign and submit the comment letter on the Vulnerable Road Users Safety Assessment to the Alaska Department of Transportation & Public Facilities. (Zinza/Rogers).

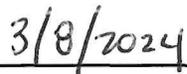
Amendment: To consider adding a comment regarding wanting to see a list of infrastructure projects also incorporated. (Spillman/McKinley). Nine in favor. (Bredlie, Czarnecki, Dueber, Hoke, McKinley, Rogers, Spillman, Theurich, Zinza). Three abstentions. (Nelson, Netardus, Weinberger). Two absent. (Greene, Wallace). Approved.

Vote on Amended Motion: None opposed. One abstention. (Weinberger). Two absent. (Greene, Wallace). Approved.

Amended Motion: To recommend to the Policy Board to authorize the Bicycle & Pedestrian Advisory Committee Chair to sign and submit the comment letter on the Vulnerable Road Users Safety Assessment to the Alaska Department of Transportation & Public Facilities and to consider adding a comment regarding wanting to see a list of infrastructure projects also incorporated.



Jackson C. Fox
Chair, Technical Committee



Date



❖ BICYCLE & PEDESTRIAN ADVISORY COMMITTEE ❖

Action Items

02.29.2024

Motion: To recommend approval of the Alaska Vulnerable Road User Safety Assessment comment letter [from the Bicycle & Pedestrian Advisory Committee] (Layral/Zervos). None opposed. Approved.

Kim Streeter

Chair, Bicycle & Pedestrian Advisory Committee

Date

Jackson Fox

From: Jackson Fox
Sent: Friday, March 8, 2024 12:04 PM
To: Jenkins, Julie (FHWA); 'Leigh.Oesterling@dot.gov'; 'Hutchins, Theresa (FHWA)'; 'Conroy, Ned (FTA)'; 'Bloom, Tess'; 'Vaupel, Claudia'; 'Jentgen, Matthew'; Olds, Jason R (DEC); Czarnecki, Nick P (DEC); 'Alimi, Adeyemi S (DEC)'; 'Little, Lauren M (DOT)'; Nelson, Brett D (DOT); Wright, Jennifer J (DOT); 'Chapman, Judy (DOT)'; 'Bailey, Randi L (DOT)'; John Netardus; 'Allen, Rachel L (DOT)'; Martin, Kerri L (DOT); 'Steven Hoke'; 'LeMieux, Katrina K (DOT)'
Cc: Corey DiRutigliano; Olivia Lunsford; Kemp, Joseph (DOT); 'Haynes, Emily (FHWA)'
Subject: RE: Rich Hwy MP346 Bridge Replacements - Draft IAC Mtg Notes & Response Request
Attachments: 20240226_IAC_Mtg_Notes_Final.pdf; 20240305_EPA_Concurrence.pdf; 20240306_FHWA_Concurrence.pdf; 20240306_FTA_Concurrence.pdf

All – thank you again for your participation in the IAC process for the subject project. Attached are the final meeting notes and concurrence emails from EPA, FHWA, and FTA on the exemption.

Please let me know if anyone needs further information for your files.

Thanks, Jackson

From: Jackson Fox
Sent: Tuesday, February 27, 2024 4:29 PM
To: Jenkins, Julie (FHWA) <Julie.Jenkins@dot.gov>; Leigh.Oesterling@dot.gov; Hutchins, Theresa (FHWA) <Theresa.Hutchins@dot.gov>; Conroy, Ned (FTA) <ned.conroy@dot.gov>; Bloom, Tess <bloom.tess@epa.gov>; Vaupel, Claudia <Vaupel.Claudia@epa.gov>; Jentgen, Matthew <Jentgen.matthew@epa.gov>; Olds, Jason R (DEC) <jason.olds@alaska.gov>; Czarnecki, Nick P (DEC) <nick.czarnecki@alaska.gov>; Alimi, Adeyemi S (DEC) <adeyemi.alimi@alaska.gov>; Little, Lauren M (DOT) <lauren.little@alaska.gov>; Nelson, Brett D (DOT) <brett.nelson@alaska.gov>; Wright, Jennifer J (DOT) <jennifer.wright@alaska.gov>; Chapman, Judy (DOT) <judy.chapman@alaska.gov>; Bailey, Randi L (DOT) <randi.bailey@alaska.gov>; John Netardus <john.netardus@alaska.gov>; Allen, Rachel L (DOT) <rachel.allen@alaska.gov>; Martin, Kerri L (DOT) <kerri.martin@alaska.gov>; Steven Hoke <Steven.Hoke@fnsb.gov>; LeMieux, Katrina K (DOT) <katrina.lemieux@alaska.gov>
Cc: Corey DiRutigliano <corey.diru@fastplanning.us>; Olivia Lunsford <olivia.lunsford@fastplanning.us>; Kemp, Joseph (DOT) <joseph.kemp@alaska.gov>; Haynes, Emily (FHWA) <emily.haynes@dot.gov>
Subject: Rich Hwy MP346 Bridge Replacements - Draft IAC Mtg Notes & Response Request

All – attached are the Draft meeting notes from yesterday's (February 26th) Interagency Consultation (IAC) on the Richardson Highway MP346 Bridge Replacements project. Please review these meeting notes and let me know if you have any edits by Thursday, March 7th.

Also, as discussed during the meeting, **we encourage all of our IAC partners to provide us a written concurrence or response on this project as to whether it meets the Exempt criteria under 40 CFR 93.126 within the next seven working days.** The deadline for a response will be Thursday, March 7th. No response will be assumed to be concurrence.

As always, if you have any questions or concerns, please feel free to reach out to me.

Thanks,

Jackson C. Fox

Executive Director

FAST Planning

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Regionally significant project

Regionally significant project means a transportation project (other than projects that may be grouped in the TIP and/or STIP or exempt projects as defined in EPA's transportation conformity regulations (40 CFR part 93, subpart A)) that is on a facility that serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

Source

23 CFR § 450.104
(/cfr/text/23/450.104)

Scoping language

Unless otherwise specified, the definitions in 23 U.S.C. 101 and 49 U.S.C. 5302 are applicable to this part.

Is this correct? okay or

not okay

Avenue Reconstruction, Cowles Street Reconstruction - Phase I, Minnie Street Upgrade, and Pioneer Park North Parking Lot & Boat Launch projects.

REGIONALLY SIGNIFICANT PROJECTS

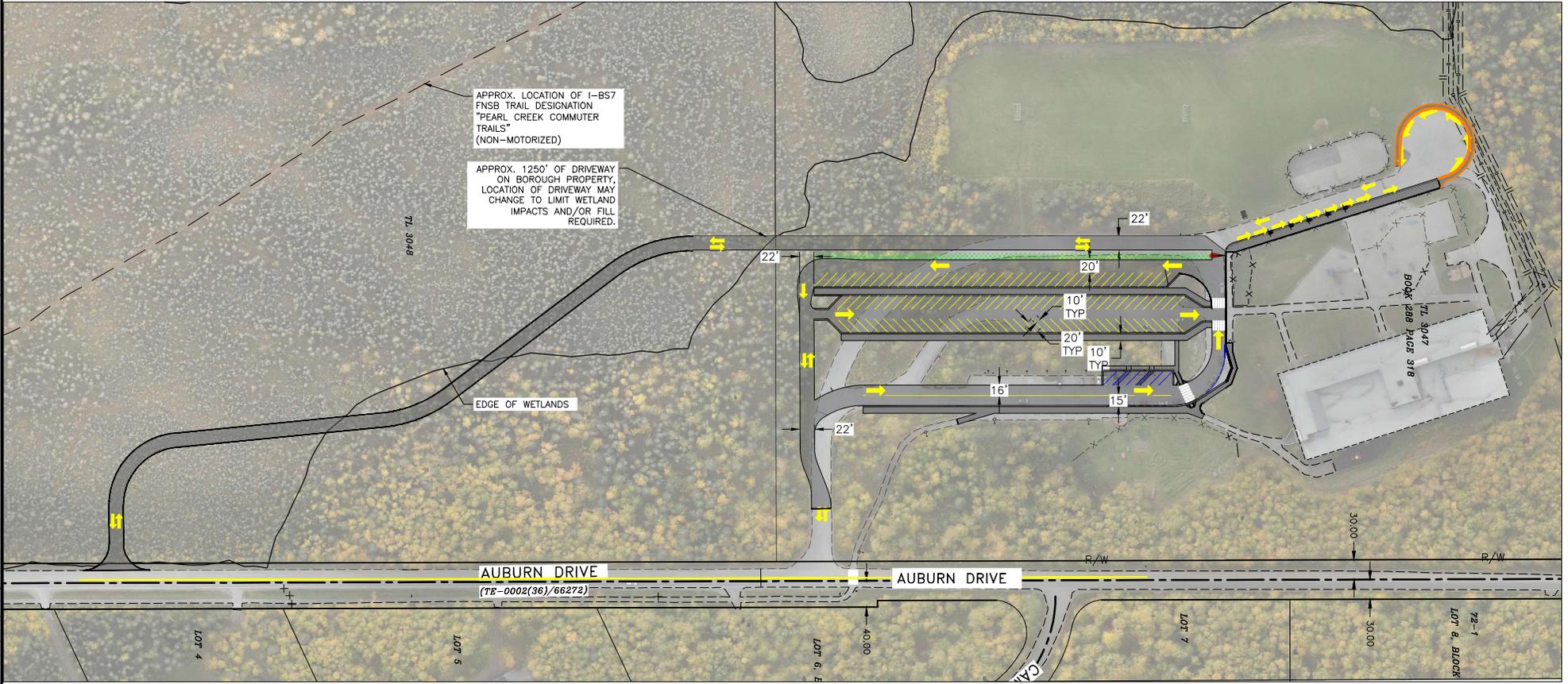
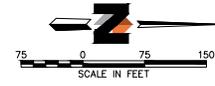
In accordance with 23 CFR 450.326(f), the TIP must list all “regionally significant” projects within the Metropolitan Planning Area for public information and air quality conformity purposes. Federal regulations define these as transportation projects that are on a facility that services regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. For the Metropolitan Planning Area, FAST Planning further defines regionally significant projects as follows:

- Transportation projects that are not exempt from project-level air quality conformity review under 40 CFR 93.126; and are
 - located on existing Interstate and NHS routes (principal arterials) that provide regional connections between communities or major activity centers (regional hospital, retail centers, central business district, university campus, military bases, and the airport) that,
 - adds capacity for vehicles (additional travel lanes, typically greater than one mile), or
 - constructs a new interchange with roadway grade separation that is not just a railroad/highway crossing separation (exempt under 40 CFR 93.126); or
 - extension of, or new, collector or arterial roads that provide regional connections between communities or major activity centers; or
 - a new bridge over a river (not sloughs) where a bridge does not currently exist; or
 - a major expansion of fixed railroad lines

In the FFY2023-27 TIP the only project is considered regionally significant is the Steese/Johansen Interchange (funded with National Highway Performance Program dollars), which is a roadway grade separation project (not involving a railroad crossing). This project is included in the TIP’s informational table titled “Statewide Transportation Improvement Program Projects within FAST Planning Boundary.”

ANNUAL LISTING OF OBLIGATED PROJECTS

The obligation of funds programmed in the TIP are tracked monthly through the close of each Federal Fiscal Year. Within one to two months following the yearend closure, an annual listing of all federally funded projects and their obligated project phase (design, right-of-way, utilities, and construction) amounts are published on FAST Planning’s website for public viewing. The annual listing can be found at <https://fastplanning.us/plans/operatingdocs/>.



Pearl Creek Elementary School Access Imp and Plug-ins (CMAQ)

📍 Northern Region, Fairbanks

Reconfigure existing parking lot and access roads at Pearl Creek Elementary School i... [more >](#)

Federal Project #: 0002519 **Anticipate Advertising In:** May 2024
IRIS Program #: NFHWY00712 **Engineer's Estimate Range:**
Manager: John J Netardus Between \$2,500,000 and \$5,000,000
Phone: (907) 451-5448
Additional Info:
 2-year construction, 2024-2025

NID	IRIS	Priority	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25
29232	NFHWY00712	[2020] #8	Pearl Creek Elementary Access Improvements & Motor Vehicle Plugins <small>Construct a new driveway, reconfigure and repair existing parking lots and access roads, and install new electrical plug-ins at Pearl Creek Elementary School in Fairbanks. Project work also includes roadside hardware, drainage improvements and ADA improvements.</small>	CMAQ	Design	68.2	242.0	
				SM		6.8	24.0	
				CMAQ	Construction		1,093.8	1,717.1
				AC			1,717.1	
				ACC				-1,717.1
SM				279.0				
Project Total						75.0	3,356.0	0.0

NID	IRIS	Priority	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	FFY28	FFY29	FFY30	FFY31	FFY32	Beyond					
29232	NFHWY00712	[2020] #8	Pearl Creek Elementary Access Improvements & Motor Vehicle Plugins Construct a new driveway, reconfigure and repave existing parking lots and access roads, and install new electrical plug-ins at Pearl Creek Elementary School in Fairbanks. Project work also includes roadside hardware, drainage improvements and ADA improvements.	CMAQ	Design	68.2	242.0														
				SM		6.8	24.0														
				CMAQ	Construction			1,093.8	1,717.1												
				AC				1,717.1													
				ACC					-1,717.1												
				SM					279.0												
Project Total						75.0	3,356.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
29232 18791	NFHWY00612	[2020] #9	University Avenue South Bicycle & Pedestrian Path Construct a year-round non-motorized path on the east side of University Avenue South from the Mitchell Expressway to Armistead Way (1.8 miles) to accommodate bicycles and pedestrians to/from Fairbanks International Airport East Ramp charter flight operators.	CMAQ	Design	90.1															
				SM		8.9															
				CMAQ	Utilities			91.0													
				SM				9.0													
				SW-CMAQ	Construction				2,019.5												
				SM					200.5												
Project Total						99.0	100.0	2,220.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
29232 33863	TBD	[2020] #10	Peger Road Bicycle & Pedestrian Path Construct a 1,400-foot bicycle/pedestrian path on the east side of Peger Road from the Chena River bridge to Airport Way through Pioneer Park with a direct connection to the Chena Riverwalk path. Transfer funds to Pioneer Park North Parking Lot & Boat Launch project to coordinate design and bundle bid package.	CRP	Design		159.2	101.0													
				SM		15.8	10.0														
				CRP	Utilities			68.2													
				SM				6.8													
				CMAQ	Construction				541.3												
				SM					53.7												
Project Total						0.0	175.0	186.0	595.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
29232	N/A	[2020] #11	Tanana Lakes Recreation Area South Lathrop Street Extension & Parking Area Provide asphalt pavement for South Lathrop Street Extension Road project, and pave the existing Non-Motorized Boat Launch/Trailhead parking lot and a portion of the Motorized Boat Launch/Trailhead. Funds for this project will be transferred from	CMAQ	Construction	542.1															
				SM		53.8															
				Project Total						595.9	0.0										

NID	IRIS	Priority	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	FFY28	FFY29	FFY30	FFY31	FFY32	Beyond		
29232	TBD	[2023] #1	MACS Transit SaaS (Software as a Service) Purchase of annual subscription(s) to a suite of SaaS technologies with public facing apps: trip planning, route tracking (real-time bus locations, estimated time of arrival, text notifications), purchasing electronic tickets, and booking on-demand transport rides (VanTran, Uber, Lyft, Taxis, etc).	CMAQ	Misc/Other	91.0	91.0	91.0	91.0	91.0								
				SM		9.0	9.0	9.0	9.0	9.0								
Project Total						100.0	100.0	100.0	100.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0		
TBD	TBD	[2023] #2	MACS Transit Subsidized Ticketing Free ticketing for University of Alaska students and staff, seniors, and primary school students up to age 19; and subsidized ticketing for all other riders at nominal fee. FAST Planning Policy Board removed funding for this project 06.21.2023.	ILLU	Misc/Other											1,000.0		
Project Total						0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1,000.0	
29232	TBD	[2023] #3	Morris Thompson Cultural & Visitors Center Enhancements Construct improvements on the grounds of and near the MTCVC. Project includes utilities, roadside hardware, and ADA improvements. Improvements include the addition of dual bike lockers, installing a rectangular rapid flash beacon, constructing a pedestrian pathway between the bus stop and parking lot, and replacing and upgrading the display panel within the existing digital welcome sign. Combine design and construction effort with Downtown Parking Garage Enhancements, Project #6 [2023].	CMAQ	Design	91.0	72.8											
				SM		9.0	7.2											
				CMAQ	Construction				142.5	321.5								
				AC					321.5									
				ACC						-321.5								
SM				46.1														
Project Total						100.0	80.0	510.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
18791	TBD	[2023] #4	Alaska DOT&PF Northern Region Signal Interconnect - Stage 2 Construct a signal interconnect system to communicate with six traffic signals (Van Horn/Lathrop, Van Horn/Cushman, Badger/Holmes/Montgomery, Badger/Hurst, Richardson/Dawson, and Richardson/Buzby) to the Traffic Operations Center (TOC) on the DOT&PF complex on Peger Road.	SW-CMAQ	Design		187.2	436.8										
				SM			18.6	36.9										
				SW-CMAQ	Construction				3,211.7									
				SM					318.8									
Project Total						0.0	205.8	473.7	3,530.5	0.0	0.0	0.0	0.0	0.0	0.0			
29232	TBD	[2023] #5	University Avenue Rail Crossing Automated Train Switch Replacement of the Fairbanks main rail yard manually operated lead switch with a remote control, power-operated switch to allow trains to continue into/out of the rail yard without stopping. To be funded under a Utility Agreement with ARRC.	CMAQ	Utilities	591.3												
				SM		58.7												
Project Total						650.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
29232 33863	TBD	[2023] #6	Downtown Parking Garage Enhancements Construct improvements in and near the Lavery Transportation Center parking garage. Project includes utilities, roadside hardware, and ADA improvements. Improvements include restriping and resigning the parking garage, installation of wayfinding signs, enhancement of bicycle parking area, installation of a transit notification system for pedestrians waiting inside, and several building enhancements including replacement of the building's awning and installation of a new illuminated sign. Project also includes public outreach campaign to promote the use of the parking garage. Combine design and construction effort with MTCVC Enhancements, Project #3 [2023].	CMAQ	Design	45.5	109.2											
				SM		4.5	10.8											
				CRP	Construction				573.1									
				3PF					56.9									
Project Total						50.0	120.0	630.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
33863	TBD	[2023] #7	Local Electric Vehicle Infrastructure Deployment Plan Development of a locally-coordinated plan to address the introduction of Electric Vehicle charging infrastructure to the Fairbanks and North Pole area.	CRP	Planning	136.5												
				FAM		13.5												
Project Total						150.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		

NID	IRIS	Priority	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	FFY28	FFY29	FFY30	FFY31	FFY32	Beyond			
TBD	TBD	[2023] #8	West Valley High School Roundabout Construction of a roundabout at the Sandvik Street and Grabelle Avenue intersection on West Valley High School's campus. Design start to be initiated after completion of Access/Circulation Study for West Valley and Hutchison High Schools under Project #12 [2023].	ILLU	Design											750.0			
					Utilities											200.0			
					Construction												3,000.0		
					Project Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3,950.0	
29232 33863	TBD	[2023] #9	Electric Vehicle Charging Stations Installation of electric vehicle charging stations at North Pole City Hall, Pioneer Park, FNSB Administrative Building, North Pole Library, Noel Wein Library, Carlson Center, UAF Bunnel & Arctic Health Research Buildings, Morris Thompson Cultural & Visitors Center, and Downtown Parking Garage. Includes 5 years operations/maintenance assistance.	CRP	Design		272.9	213.8											
						SM		27.1	21.2										
				CMAQ	Construction				723.9	822.6									
						AC			822.6										
						ACC					-822.6								
				SM				153.5											
				CMAQ	Operation					181.9									
SM						18.1													
Project Total						0.0	300.0	235.0	1,700.0	200.0	0.0	0.0	0.0	0.0	0.0				
18791	TBD	[2023] #10	Sheep Creek Road & West Tanana Drive Roundabout Construct a roundabout at the intersection of Sheep Creek Road and West Tanana Drive. Work will include intersection and adjacent pathway improvements, drainage improvements and roadside hardware. Work will also include relocation of parking for UAF trails access to the opposite side of West Tanana Drive to eliminate mid block pedestrian crossings adjacent to the new roundabout.	SW-CMAQ	Design		513.1	272.9											
						SM		50.9	27.1										
				SW-CMAQ	Right-of-Way				181.9										
						SM			18.1										
				SW-CMAQ	Utilities					272.9									
						SM				27.1									
				SW-CMAQ	Construction					2,611.7									
SM						259.3													
Project Total						0.0	564.0	300.0	200.0	3,171.0	0.0	0.0	0.0	0.0	0.0				
29232	TBD	[2023] #11	Borough Hybrid Fleet Vehicle Pilot Program Purchase of four hybrid Sport Utility Vehicles (SUVs).	CMAQ	Equipment	204.0	23.4												
						AC	23.4												
						ACC		-23.4											
						SM	22.6												
Project Total						250.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
33863	TBD	[2023] #12	High School Access & Circulation Plans Evaluate access, circulation, and safety for all modes (bike, ped, bus and automobile) and identify improvements to address delay and modal conflicts at the following high school campuses: West Valley/Hutchinson High Schools, Lathrop High School, North Pole High School, and any other schools identified as a need. First study to be initiated for West Valley/Hutchinson High Schools campus to support Project #8 [2023].	CRP	Planning	136.5		136.5											
				SM		13.5		13.5											
Project Total						150.0	0.0	150.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
29232 33863	TBD	[2023] #13	Chena Lake Recreation Area Bike & Pedestrian Access via Plack Road Pave and extend Plack Road from Nelson Rd intersection past Gordon Rd intersection, construct new parking pad, and add a pedestrian/bike bath. Work will include intersection improvements, drainage work, and roadside hardware additions.	CRP	Design	163.7	118.3												
						3PF	16.3	11.7											
				CRP	Utilities				22.7										
						3PF			2.3										
				CRP	Construction				1,446.5	859.0									
						CMAQ				511.8									
						AC				1,370.8									
ACC					-1,370.8														
3PF				279.7															
Project Total						180.0	130.0	25.0	3,097.0	0.0	0.0	0.0	0.0	0.0	0.0				

NID	IRIS	Priority	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	FFY28	FFY29	FFY30	FFY31	FFY32	Beyond		
33863	TBD	[2023] #14	Airport Area Non-Motorized Path Wayfinding Signage Installation of non-motorized wayfinding signage for the Fairbanks International Airport Main Terminal area along the newly installed path that runs from the terminal entrance to Dale and Hoselton roads. The scope includes the design and installation of: physical signage along the corridor, two semi-mobile kiosks for use inside the airport terminal, and development of a map which can be dispensed at the kiosks. Bundle bid package with FFY2025 FAST Improvement Program.	CRP	Design	40.9												
				SM		4.1												
				CRP	Construction			91.0										
				SM		9.0												
Project Total						45.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
29232	TBD	[2023] #15	Motor Vehicle Plugins #1 Installation of motor vehicle plugins for at North Pole City Hall and Pioneer Park's main parking lot. Includes 3 years operations/maintenance assistance.	CMAQ	Design				272.9	139.2								
				SM				27.1	13.8									
				CMAQ	Construction					1,118.0								
				SM						111.0								
				CMAQ	Operation							136.5						
SM								13.5										
Project Total						0.0	0.0	0.0	300.0	153.0	1,229.0	150.0	0.0	0.0	0.0	0.0		
33863	TBD	[2023] #16	Motor Vehicle Plugins #2 Installation of motor vehicle plugins at the future north parking lot at Pioneer Park. Transfer funding to Pioneer Park North Parking Lot & Boat Launch project.	CRP	Construction				181.9									
				3PF				18.1										
Project Total						0.0	0.0	0.0	200.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
33863	TBD	[2023] #17	Sidewalk Snow Removal Equipment Purchase of a Boss Snowrator MAG w/ attachments and Trackless MT7 articulated tractor for the City of Fairbanks, and a Trackless MT7 articulated tractor (need to confirm make/model desired w/ MACS Transit) for MACS Transit.	CRP	Equipment	409.4												
				3PF		40.6												
Project Total						450.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
29232	TBD	[2023] #18	Shuttle Bus CNG Fueling Station Infrastructure Construction of a CNG fueling station at UAF campus to support the conversion of the shuttle bus fleet from Diesel to CNG.	CMAQ	Design					181.9	91.0							
				SM					18.1	9.0								
				CMAQ	Construction						1,546.5							
				SM							153.5							
Project Total						0.0	0.0	0.0	0.0	200.0	100.0	1,700.0	0.0	0.0	0.0	0.0		
29232	TBD	[2023] #19	CNG Shuttle Buses Conversion of the UAF shuttle bus fleet from Diesel to CNG; purchase of up to 5 buses.	CMAQ	Equipment							454.9	454.9					
				SM								45.2	45.2					
Project Total						0.0	0.0	0.0	0.0	0.0	0.0	500.0	500.0	0.0	0.0	0.0		
29232	TBD	[2023] #23	North Pole Sidewalk/Road Lighting Enhancements Replacement of HPS (high-pressure sodium) bulb "candy cane" streetlights with LED lights. To be funded under a Change Order with contractor selected for North Pole Streetlight Standardization Phase I project.	CMAQ	Construction	72.8												
				SM		7.2												
Project Total						80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		

NID	IRIS	Priority	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	FFY28	FFY29	FFY30	FFY31	FFY32	Beyond
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Fund Code Description		Fund Code	Available CMAQ Funding [Need ID 29232]													
Congestion Mitigation/Air Quality		CMAQ	1,950.6	1,950.6	1,950.6	1,950.6	1,950.6	1,950.6	1,950.6	1,950.6	1,950.6	1,950.6	1,950.6	1,950.6	1,950.6	1,950.6
State Match		SM	193.6	193.6	193.6	193.6	193.6	193.6	193.6	193.6	193.6	193.6	193.6	193.6	193.6	193.6
Funding Total			2,144.2	2,144.2	2,144.2	2,144.2	2,144.2	2,144.2	2,144.2	2,144.2	2,144.2	2,144.2	2,144.2	2,144.2	2,144.2	2,144.2
Fund Code Description		Fund Code	Programmed CMAQ Funding													
Congestion Mitigation/Air Quality		CMAQ	1,950.6	1,950.6	1,950.6	1,950.6	1,928.4	2,209.7	2,137.8	1,455.5	0.0	1,000.7				
State Match		SM	193.6	193.6	193.6	193.6	191.4	219.3	212.2	144.5	0.0	99.3				
Funding Total			2,144.2	2,144.2	2,144.2	2,144.2	2,119.8	2,429.0	2,350.0	1,600.0	0.0	1,100.0				
<i>Difference (Federal)</i>			<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>22.2</i>	<i>-259.1</i>	<i>-187.2</i>	<i>495.0</i>	<i>1,950.6</i>	<i>949.9</i>				

Fund Code Description		Fund Code	Programmed Statewide CMAQ Funding [Need ID 18791]													
Congestion Mitigation/Air Quality		SW-CMAQ	127.4	700.3	2,729.3	3,393.6	2,884.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
State Match		SM	12.6	69.5	270.9	336.9	286.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Funding Total			140.0	769.8	3,000.2	3,730.5	3,171.0	0.0								

Fund Code Description		Fund Code	Available CRP Funding [Need ID 33863]													
Congestion Mitigation/Air Quality		CRP	887.0	550.4	1,206.3	1,628.5	859.0	859.0	859.0	859.0	859.0	859.0	859.0	859.0	859.0	
State/Local/FAST Planning Match		SM/3PF/FAM	88.0	54.6	119.7	161.6	85.3	85.3	85.3	85.3	85.3	85.3	85.3	85.3		
Funding Total			975.0	605.0	1,326.0	1,790.1	944.3									
Fund Code Description		Fund Code	Programmed CRP Funding													
Congestion Mitigation/Air Quality		CRP	887.0	550.4	1,206.3	1,628.5	859.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
State/Local/FAST Planning Match		SM/3PF/FAM	88.0	54.6	119.7	161.6	85.3	0.0	0.0	0.0	0.0	0.0	0.0			
Funding Total			975.0	605.0	1,326.0	1,790.1	944.3	0.0	0.0	0.0	0.0	0.0	0.0			
<i>Difference (Federal)</i>			<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>859.0</i>	<i>859.0</i>	<i>859.0</i>	<i>859.0</i>	<i>859.0</i>				

Fund Code Description		Fund Code	Programmed AC/ACC Funding													
Advanced Construction		AC	23.4	1,717.1	321.5	2,193.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Advanced Construction Conversion (Payback)		ACC	0.0	-23.4	-1,717.1	-321.5	-2,193.4	0.0	0.0	0.0	0.0	0.0	0.0			



Alliance
CPAs | LLC

FAIRBANKS AREA SURFACE TRANSPORTATION PLANNING

LETTER TO THE POLICY BOARD MEMBERS

March 8, 2024



Alliance
CPAs | LLC

Ph: (907) 456.7762

Fax: (907) 452.6184

119 N. Cushman Street, Suite 300
Fairbanks, AK 99701

March 8, 2024

To the Policy Board Members
Fairbanks Area Surface Transportation Planning

We have audited the financial statements of Fairbanks Area Surface Transportation Planning (FAST Planning) for the year ended September 30, 2023, and have issued our report thereon dated March 8, 2024. Professional standards require that we provide you with information about our responsibilities under generally accepted auditing standards, as well as certain information related to the planned scope and timing of our audit. We have communicated such information in our letter to you dated November 28, 2023. Professional standards also require that we communicate to you the following information related to our audit.

Significant Audit Matters

Qualitative Aspects of Accounting Practices

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by Fairbanks Area Surface Transportation Planning are described in Note 1 to the financial statements. As described in the notes to the financial statements, the organization changed account policies related to the presentation of the financial statements by adopting FASB Accounting Standards Update (ASU) 2016-02, Leases (Topic 842) and ASU 2021-19, Leases (Topic 842) *Discount Rate for Lessees That Are Not Public Business Entities* in the year ended September 30, 2023. We noted no transactions entered into by FAST Planning during the year for which there is a lack of authoritative guidance or consensus. All significant transactions have been recognized in the financial statements in the proper period.

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. The September 30, 2023 financial statements do not contain any sensitive estimates.

Certain financial disclosures are particularly sensitive because of their significance to financial statement users. The most sensitive disclosures affecting the financial statements are:

The disclosure in Note 4 which discusses FAST Planning's liquidity and Note 5 which describes the Policy Board designated net assets for membership fees.

The financial statement disclosures are neutral, consistent, and clear.

To the Policy Board Members
Fairbanks Area Surface Transportation Planning

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Difficulties Encountered in Performing the Audit

We encountered no significant difficulties in dealing with management in performing and completing our audit.

Corrected and Uncorrected Misstatements

Professional standards require us to accumulate all misstatements identified during the audit, other than those that are clearly trivial, and communicate them to the appropriate level of management. Management has corrected all misstatements. In some cases, management identified adjustments that needed to be made to finalize the year-end accounting and requested that we assist them by recording the adjustments. In addition, none of the misstatements detected as a result of audit procedures and corrected by management were material, either individually or in aggregate, to the financial statements taken as a whole. There were no uncorrected misstatements.

Disagreements with Management

For purposes of this letter, a disagreement with management is a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditor's report. We are pleased to report that no such disagreements arose during the course of our audit.

Management Representations

We have requested certain representations from management that are included in the management representation letter dated March 8, 2024.

Management Consultations with Other Independent Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to FAST Planning's financial statements or a determination of the type of auditor's opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

Other Audit Findings or Issues

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management prior to retention as auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

This information is intended solely for the use of the Policy Board and Management of Fairbanks Area Surface Transportation Planning and is not intended to be, and should not be, used by anyone other than these specified parties.

Sincerely,

Alliance CPAs LLC

Fairbanks Area Surface Transportation Planning
Schedule of Audit Journal Entries
September 30, 2023

Reference	Date & Account Number	Description	Debit	Credit
JE# 1	9/30/2023			
	5051	Depreciation Expense	2,280.00	
	1402	Accumulated Depreciation		2,280.00
		To record depreciation		
JE# 2	9/30/2023			
	2001	Accounts Payable End of Year		559.56
	1201	Prepaid Insurance		559.56
	5251	Personnel Costs	1,119.12	
		To adjust accounts payable		
JE# 3	9/30/2023			
	1101	Accounts Receivable	55,583.56	
	4041	State of AK DOT & PF Grants		55,583.56
		To record September accounts receivables		
JE# 4	9/30/2023			
	5251	Personnel Costs	9,380.91	
	2201	Accrued Leave		9,380.91
		To record accrued leave		
JE# 5	9/30/2023			
	1501	Right of Use Asset	160,288.87	
	2501	Lease Liability		160,288.87
		To record lease asset and lease liability		
JE# 6	9/30/2023			
	5091	Software Licensing& Maintenance	772.79	
	5191	Insurances	1,663.29	
	5201	Office Lease	2,725.80	
	5271	Travel	2,664.09	
	1201	Prepaid Insurance		1,663.29
	1202	Prepaid Rent		2,725.80
	1203	Prepaid Software Licensing		772.79
	1204	Prepaid Travel		2,664.09
		To reverse prior year prepaids		



Alliance
CPAs | LLC

FAIRBANKS AREA SURFACE TRANSPORTATION PLANNING

COMMUNICATION OF INTERNAL CONTROL RELATED MATTERS

March 8, 2024



Alliance
CPAs | LLC

Ph: (907) 456.7762

Fax: (907) 452.6184

119 N. Cushman Street, Suite 300
Fairbanks, AK 99701

March 8, 2024

To the Policy Board and Management
Fairbanks Area Surface Transportation Planning

In planning and performing our audit of the financial statements of Fairbanks Area Surface Transportation Planning (FAST Planning) as of and for the year ended September 30, 2023, in accordance with auditing standards generally accepted in the United States of America, we considered FAST Planning's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of FAST Planning's internal control. Accordingly, we do not express an opinion on the effectiveness of FAST Planning's internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A material weakness is a deficiency or a combination of deficiencies in internal control, such that there is a reasonable possibility that a material misstatement of FAST Planning's financial statements will not be prevented, or detected and corrected, on a timely basis.

Our consideration of internal control was for the limited purpose described in the first paragraph and was not designed to identify all deficiencies in internal control that might be material weaknesses. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

This communication is intended solely for the information and use of management, the Policy Board, and others within FAST Planning, and is not intended to be, and should not be, used by anyone other than these specified parties.

Sincerely,

Alliance CPAs LLC



Alliance
CPAs | LLC

FAIRBANKS AREA SURFACE TRANSPORTATION PLANNING

FINANCIAL STATEMENTS

YEARS ENDED SEPTEMBER 30, 2023 AND 2022

and

INDEPENDENT AUDITORS' REPORT

FAIRBANKS AREA SURFACE TRANSPORTATION PLANNING
FINANCIAL STATEMENTS
YEARS ENDED SEPTEMBER 30, 2023 AND 2022

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Statement of Cash Flows	7
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119 N. Cushman Street, Suite 300
Fairbanks, AK 99701

INDEPENDENT AUDITORS' REPORT

Members of the Policy Board
Fairbanks Area Surface Transportation Planning
Fairbanks, Alaska

Opinion

We have audited the accompanying financial statements of Fairbanks Area Surface Transportation Planning (a non-profit corporation), which comprise the statement of financial position as of September 30, 2023 and 2022, and the related statements of activities and changes in the net assets, functional expenses, and cash flows for the years then ended, and the related notes to the financial statements.

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of Fairbanks Area Surface Transportation Planning as of September 30, 2023 and 2022, and the changes in its net assets and its cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinion

We conducted our audit in accordance with auditing standards generally accepted in the United States of America. Our responsibilities under those standards are further described in the Auditors' Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of Fairbanks Area Surface Transportation Planning and to meet our other ethical responsibilities in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Emphasis of Matter

As discussed in Note 1 of the financial statements, Fairbanks Area Surface Transportation Planning adopted new accounting guidance of the Financial Accounting Standards Board (FASB) Accounting Standards Updates (ASU) 2016-02, Leases (Topic 842) and ASU 2021-19, Leases (Topic 842) *Discount Rate for Lessees That Are Not Public Business Entities*. These standards capitalize leases with a life of more than one year, creating a right of use asset and long-term liability. Our opinion is not modified with respect to this matter.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about Fairbanks Area Surface Transportation Planning's ability to continue as a going concern within one year after the date that the financial statements are available to be issued.

Auditors' Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an Auditors' report that includes our opinion. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with generally accepted auditing standards, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of Fairbanks Area Surface Transportation Planning's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about Fairbanks Area Surface Transportation Planning's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control related matters that we identified during the audit.

Alliance CPAs LLC

March 8, 2024

FAIRBANKS AREA SURFACE TRANSPORTATION PLANNING
STATEMENT OF FINANCIAL POSITION
SEPTEMBER 30, 2023 AND 2022

	<u>2023</u>	<u>2022</u>
<u>ASSETS</u>		
Current assets		
Unrestricted cash	\$ 194,129	148,187
Designated cash	696,600	696,600
Accounts receivable	55,584	34,410
Prepaid expenses	<u>15,868</u>	<u>7,826</u>
Total current assets	<u>962,181</u>	<u>887,023</u>
Right of use asset - lease	160,289	-
Equipment	10,218	5,970
Less accumulated depreciation	<u>(6,667)</u>	<u>(4,387)</u>
Total equipment	<u>3,551</u>	<u>1,583</u>
Total assets	<u>\$ 1,126,021</u>	<u>888,606</u>
<u>LIABILITIES AND NET ASSETS</u>		
Current liabilities		
Accounts payable	\$ 1,689	2,107
Payroll liabilities	37,038	23,227
Current portion of lease liability	<u>41,440</u>	<u>-</u>
Total current liabilities	<u>80,167</u>	<u>25,334</u>
Lease liability, noncurrent	<u>118,849</u>	<u>-</u>
Total liabilities	<u>199,016</u>	<u>25,334</u>
Net assets		
Net assets without donor restrictions		
Investment in equipment	3,551	1,583
Designated for Policy Board membership	696,600	696,600
Undesignated	<u>226,854</u>	<u>165,089</u>
Total net assets	<u>927,005</u>	<u>863,272</u>
Total liabilities and net assets	<u>\$ 1,126,021</u>	<u>888,606</u>

The accompanying notes are an integral part of these financial statements.

FAIRBANKS AREA SURFACE TRANSPORTATION PLANNING
STATEMENT OF ACTIVITIES AND CHANGES IN NET ASSETS
YEARS ENDED SEPTEMBER 30, 2023 AND 2022

	<u>2023</u>	<u>2022</u>
CHANGES IN NET ASSETS WITHOUT DONOR RESTRICTIONS		
Revenues and support		
Membership fees	\$ 35,912	35,912
Federal funds passed through State of Alaska		
Department of Transportation and Public Facilities	733,574	445,112
Contributions and grants	<u>3,800</u>	<u>49,682</u>
Total revenues and support	<u>773,286</u>	<u>530,706</u>
Expenses		
Program	414,499	338,350
Management and general	<u>295,054</u>	<u>197,041</u>
Total expenses	<u>709,553</u>	<u>535,391</u>
Increase (decrease) in net assets without donor restrictions	<u>63,733</u>	<u>(4,685)</u>
Changes in net assets	63,733	(4,685)
Net assets, October 1	<u>863,272</u>	<u>867,957</u>
Net assets, September 30	<u>\$ <u>927,005</u></u>	<u>863,272</u>

The accompanying notes are an integral part of these financial statements.

FAIRBANKS AREA SURFACE TRANSPORTATION PLANNING
STATEMENT OF FUNCTIONAL EXPENSES
YEAR ENDED SEPTEMBER 30, 2023

EXPENSES	<u>Program</u>	<u>Management and General</u>	<u>Total</u>
Salaries and benefits	\$ 372,631	113,424	486,055
Community projects	9,303	5,300	14,603
Rent	-	55,907	55,907
Information technology	-	38,616	38,616
Training and travel	-	28,321	28,321
Office and administrative	-	18,501	18,501
Accounting	-	10,500	10,500
Supplies	5,654	9,990	15,644
Advertising	22,812	209	23,021
Insurance	-	7,679	7,679
Depreciation	-	2,280	2,280
Meetings	4,099	4,327	8,426
	<u>\$ 414,499</u>	<u>295,054</u>	<u>709,553</u>

The accompanying notes are an integral part of these financial statements.

FAIRBANKS AREA SURFACE TRANSPORTATION PLANNING
STATEMENT OF FUNCTIONAL EXPENSES
YEAR ENDED SEPTEMBER 30, 2022

EXPENSES	<u>Program</u>	<u>Management and General</u>	<u>Total</u>
Salaries and benefits	\$ 255,512	68,477	323,989
Community projects	30,500	5,278	35,778
Bloomberg grant	29,668	-	29,668
Rent	-	34,630	34,630
Information technology	-	27,244	27,244
Training and travel	-	17,501	17,501
Office and administrative	-	9,843	9,843
Accounting	-	10,175	10,175
Supplies	657	5,987	6,644
Advertising	21,435	549	21,984
Insurance	-	5,807	5,807
Depreciation	-	1,553	1,553
Bad debt	-	8,188	8,188
Meetings	578	1,809	2,387
	<u>\$ 338,350</u>	<u>197,041</u>	<u>535,391</u>

The accompanying notes are an integral part of these financial statements.

FAIRBANKS AREA SURFACE TRANSPORTATION PLANNING
STATEMENT OF CASH FLOWS
YEARS ENDED SEPTEMBER 30, 2023 AND 2022

	<u>2023</u>	<u>2022</u>
Cash flows from operating activities		
Cash received from membership	\$ 35,912	35,912
Cash received from federal funding	712,400	455,051
Cash received from contributions and grants	3,800	49,682
Cash paid to suppliers and employees	<u>(701,922)</u>	<u>(538,472)</u>
Net cash provided by (used in) operating activities	<u>50,190</u>	<u>2,173</u>
Cash flows from financing activities		
Purchase of equipment	<u>(4,248)</u>	<u>(1,392)</u>
Net cash provided by (used in) financing activities	<u>(4,248)</u>	<u>(1,392)</u>
Net increase (decrease) in cash	45,942	781
Cash, October 1	<u>844,787</u>	<u>844,006</u>
Cash, September 30	<u>\$ 890,729</u>	<u>844,787</u>
Included in the following accounts:		
Unrestricted cash	\$ 194,129	148,187
Designated cash	<u>696,600</u>	<u>696,600</u>
	<u>\$ 890,729</u>	<u>844,787</u>
Reconciliation of Changes in Net Assets to Net Cash Provided By (Used In) Operating Activities		
Changes in net assets	\$ <u>63,733</u>	<u>(4,685)</u>
Adjustments to reconcile changes in net assets to net cash provided (used) by operating activities:		
Depreciation	2,280	1,553
(Increase) decrease in assets		
Accounts receivable	(21,174)	9,939
Prepaid expenses	(8,042)	(935)
Increase (decrease) in liabilities		
Accounts payable	(418)	1,012
Payroll liabilities	<u>13,811</u>	<u>(4,711)</u>
Total adjustments	<u>(13,543)</u>	<u>6,858</u>
Net cash provided by (used in) operating activities	<u>\$ 50,190</u>	<u>2,173</u>

The accompanying notes are an integral part of these financial statements.

FAIRBANKS AREA SURFACE TRANSPORTATION PLANNING
NOTES TO FINANCIAL STATEMENTS

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Incorporated in 2018, Fairbanks Area Surface Transportation Planning (FAST Planning) is a not-for-profit organization established as the Metropolitan Planning Organization (MPO). FAST Planning serves as the Fairbanks, Alaska area long range planning organization for the transportation system in the urbanized area of the Fairbanks North Star Borough including the cities of Fairbanks and North Pole. Primary funding sources for FAST Planning include membership fees, dues, and reimbursement for payroll expenses from the State of Alaska Department of Transportation and Public Facilities. FAST Planning also receives membership fees and dues from the Fairbanks North Star Borough and the City of Fairbanks, Alaska and City of North Pole, Alaska.

The accounting policies that affect the more significant elements of the financial statements of the organization are summarized as follows:

- a) Basis of accounting records: The accounting records are maintained on the accrual basis.
- b) Cash consists of a checking account. The carrying value of cash in the checking account is the fair value because of the short-term maturity of the financial instrument.
- c) Accounts receivable: The carrying amount of the accounts receivable approximates fair value because of the short-term maturity of the financial instruments.
- d) Payables: The carrying amount of the payables which includes account payables and payroll accruals approximates their fair value because of the short-term maturity of these financial instruments. No collateral or security is pledged for these short-term payables.
- e) Fixed assets and depreciation: Fixed assets are recorded at cost, except for those acquired by gift or donation. Those acquired by gift or donation are recorded at fair market value at time of receipt, if they are significant and FAST Planning has a measurable and objective basis for determining the amount. Depreciation is computed over the estimated useful lives of the respective assets on the straight-line basis. When assets are retired or otherwise disposed of, the cost and related accumulated depreciation are removed from the accounts, and any resulting gain or loss is reflected in income for the period. All fixed assets that cost more than \$1,000 and have lives greater than one year are capitalized.
- f) Income taxes: FAST Planning is exempt from income taxes under Section 501(c)(3) of the Internal Revenue Code. Management is not aware of any violation of its tax status as an organization exempt from income taxes. FAST Planning is not a private foundation. FAST Planning has adopted FASB 740 *Accounting for Uncertainty in Income Taxes* that requires the recognition of liabilities for uncertain tax positions, where a liability would more likely than not be assessed by a taxing authority. Management has evaluated FAST Planning's tax positions and determined there are no liabilities required to be recognized. Income tax returns are open for examination by the Internal Revenue Service for three years from the date they were filed.

FAIRBANKS AREA SURFACE TRANSPORTATION PLANNING
NOTES TO FINANCIAL STATEMENTS

- g) Net assets: FAST Planning reports information regarding its financial position and activities according to two classes of net assets: net assets without donor restrictions and net assets with donor restrictions.

Net Assets Without Donor Restrictions: Net assets that are not subject to or are no longer subject to donor-imposed stipulations.

Net Assets With Donor Restrictions: Net assets whose use is limited by donor-imposed time and/or purpose restrictions. At September 30, 2023 and 2022, FAST Planning does not have net assets with donor restrictions.

- h) Contributions: Contributions are recognized when the donor makes a promise to give to the organization, that is in substance unconditional. Contributions that are received subject to certain donor stipulations are reported as increases in net assets without donor restrictions if the restrictions expire in the fiscal year in which contributions are recognized. All other donor-restricted contributions are reported as increases in net assets with donor restrictions. When a restriction expires, donor restricted net assets are reclassified to net assets without donor restrictions.
- i) New accounting pronouncements: During the year ended September 30, 2023, FAST Planning adopted the requirements of the Financial Accounting Standards Board Accounting Standards Update (ASU) No. 2016-02 – Leases (Topic 842) and ASU No. 2021-19 – Leases (Topic 842): Discount Rate for Lessees That Are Not Public Business Entities. The objective of ASU 2016-02 is to improve accounting and financial reporting for leases by organizations by requiring recognition of certain lease assets and liabilities for leases that previously were classified as operating leases, based on the principle that leases are financings of the right to use an underlying asset.

FAST Planning has elected the effective date method of adoption and the short-term recognition exemption, by recognizing lease costs associated with short-term leases on a straight-line basis over the lease term. Additionally, FAST Planning has elected the accounting policy to use a risk-free rate as the discount rate for leases applicable under Topic 842. Noted changes to the financial statements include presenting the right of use asset and the lease liability as separate line items on the statement of financial position.

- j) In-kind support: FAST Planning recognizes contributions of tangible assets such as equipment at fair value when received. Contributed professional services are recognized at fair value if the services received (a) create or enhance long-lived assets or (b) require specialized skills, are provided by individuals possessing those skills, and would typically need to be purchased if not provided by donation.
- k) Functional allocation of expenses: The costs of providing services has been summarized on a functional basis in the statement of activities. Expenses are charged to program and management and general based on direct identification when possible and allocation if a single expense benefits more than one function.
- l) Estimates: The preparation of financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

FAIRBANKS AREA SURFACE TRANSPORTATION PLANNING
NOTES TO FINANCIAL STATEMENTS

- m) Subsequent events: Management has evaluated subsequent events through March 8, 2024, the date financial statements were available to be issued, and determined there were no subsequent events that required disclosure or accrual.

2. CASH

Cash consists of a checking account at Mt. McKinley Bank with balances of \$890,729 and \$844,787 at September 30, 2023 and 2022, respectively. The account is insured by the Federal Deposit Insurance Corporation (FDIC) and collateralized as required by FAST Planning fiscal policy. At September 30, 2023, there was \$141,2989 of the bank balance of \$890,729 that was not insured or collateralized. At September 30, 2022, there was \$101,458 of the bank balance of \$844,787 that was not insured or collateralized. FAST Planning management does not believe it is exposed to significant credit risk on its cash balance.

3. ACCOUNTS RECEIVABLE

Accounts receivable at September 30, 2023 and 2022, consisted of \$55,584 and \$34,410, respectively, from the Alaska Department of Transportation and Public Facilities. Management has not recorded an allowance for uncollectible accounts for these receivables as they believe these receivables are fully collectible.

4. LIQUIDITY AND AVAILABILITY OF FINANCIAL ASSETS

The following reflects Fast Planning's financial assets as of September 30, 2023 and 2022, reduced by amounts not available for general use within one year of the balance sheet date because of contractual or donor-imposed restrictions or internal designations. Amounts available include amounts that are available for expenditure in the following year. Amounts not available include Policy Board membership amounts set aside that could be drawn upon if the Policy Board amended its Memorandum of Understanding.

	<u>2023</u>	<u>2022</u>
Financial assets		
Cash	\$ 890,729	844,787
Accounts receivable	55,584	34,410
	<u>946,313</u>	<u>879,197</u>
Less those amounts unavailable for general expenditure within one year		
Policy Board Designated membership fees	<u>(696,600)</u>	<u>(696,600)</u>
Financial assets available to meet cash needs for expenditures within one year	<u>\$ 249,713</u>	<u>182,597</u>

The accounts receivable are expected to be collected within the first six months of the next fiscal year.

FAIRBANKS AREA SURFACE TRANSPORTATION PLANNING
NOTES TO FINANCIAL STATEMENTS

5. POLICY BOARD DESIGNATED NET ASSETS

FAST Planning operates under a Memorandum of Understanding with the Alaska Department of Transportation and Public Facilities, Alaska Department of Environmental Conservation, Fairbanks North Star Borough, City of Fairbanks, Alaska and City of North Pole, Alaska. The parties listed below made one-time membership payments to FAST Planning in the year ended September 30, 2019. The Memorandum of Understanding states that in the case of dissolution of FAST Planning, these membership fees will be reimbursed to each party within sixty days of the Memorandum of Understanding's termination date established by the Policy Board of FAST Planning.

These membership fee amounts are considered Policy Board Designated Net Assets as of September 30, 2023 and 2022, in the following amounts per member:

State of Alaska Department of Transportation and Public Facilities	\$	348,300
Fairbanks North Star Borough		178,700
City of Fairbanks		158,800
City of North Pole		<u>10,800</u>
Total Policy Board Designated Net Assets	\$	<u><u>696,600</u></u>

6. EQUIPMENT

Equipment at September 30, 2023 and 2022, consisted of:

	Depreciable Life	2023	2022
	<u> </u>	<u> </u>	<u> </u>
Computer and laptop	3 years	\$ <u>10,218</u>	<u>5,970</u>

Depreciation of \$2,280 and \$1,553 is included in management and general expenses for the years ended September 30, 2023 and 2022, respectively.

7. RETIREMENT PLAN

FAST Planning has a 401(k) retirement plan. Employees are eligible for the plan at the start of their employment. The organization contributes 3 percent of base salaries and wages. The employee is 100 percent vested in these contributions after two years of service. Employer contributions for the year ended September 30, 2023 and 2022 were \$10,407 and \$6,872, respectively.

FAIRBANKS AREA SURFACE TRANSPORTATION PLANNING
NOTES TO FINANCIAL STATEMENTS

8. LEASE OBLIGATION

In May 2020, FAST Planning began leasing its administrative office space under an operating lease agreement. Over the years the lease has been amended to add/delete office space and to modify the monthly payment amounts. On August 31, 2022 FAST Planning signed an amended lease agreement which added an additional office suite to their lease and extended their lease until April 30, 2024. Beginning September 1, 2022 monthly lease payments increased to \$4,646, then on May 1, 2023 the monthly lease payments increased again to \$5,061. This lease was amended again in October 2023 which reduced the size of their administrative office space and set a new monthly payment of \$3,614 to begin on November 1, 2023. Total lease expense was \$55,907 and \$37,356 for fiscal years 2023 and 2022, respectively.

Management is currently negotiating a three year lease extension and although a new agreement has not yet been signed, estimated future payments to be \$4,025 per month until April 2027 and a risk-free rate of 4.01 percent for the purpose of calculating the right to use asset.

Future minimum lease payments are as follows:

2024	\$	46,868
2025		48,303
2026		48,303
2027		28,177

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CLIENT'S COPY

DRAFT

ALLIANCE CPAS LLC
CERTIFIED PUBLIC ACCOUNTANTS
119 NORTH CUSHMAN STREET, SUITE 300
FAIRBANKS, ALASKA 99701

CLIENT: 06022K
MARCH 9, 2024

FAIRBANKS AREA SURFACE
TRANSPORTATION PLANNING
100 CUSHMAN STREET, SUITE 205
FAIRBANKS, AK 99701

PROFESSIONAL SERVICES RENDERED IN THE PREPARATION OF YOUR 2022
EXEMPT ORGANIZATION TAX RETURNS, INCLUDING:

FORM 990, RETURN OF ORGANIZATION EXEMPT FROM INCOME TAX
SCHEDULE A, PUBLIC CHARITY STATUS AND PUBLIC SUPPORT
SCHEDULE B, SCHEDULE OF CONTRIBUTORS
SCHEDULE D, SUPPLEMENTAL FINANCIAL STATEMENT
SCHEDULE O, SUPPLEMENTAL INFORMATION
FORM 8879-TE, E-FILE SIGNATURE AUTHORIZATION

TAX PREPARATION FEE

DRAFT

Alliance CPAs LLC
Certified Public Accountants
119 North Cushman Street, Suite 300
Fairbanks, Alaska 99701

March 9, 2024

Fairbanks Area Surface
Transportation Planning
100 Cushman Street, Suite 205
Fairbanks, AK 99701

Dear Jackson:

Enclosed is the organization's 2022 Exempt Organization return.

Specific filing instructions are as follows.

FORM 990 RETURN:

This return has been prepared for electronic filing. If you wish to have it transmitted electronically to the IRS, please sign, date, and return Form 8879-TE to our office. We will then submit the electronic return to the IRS. Do not mail a paper copy of the return to the IRS. Return Form 8879-TE to us by August 15, 2024.

A copy of the return is enclosed for your files. We suggest that you retain this copy indefinitely.

Very truly yours,

Alliance CPAs LLC

***** THIS IS NOT A FILEABLE COPY *****

IRS e-file Signature Authorization for a Tax Exempt Entity

OMB No. 1545-0047

Form 8879-TE

For calendar year 2022, or fiscal year beginning OCT 1, 2022, and ending SEP 30, 2023

2022

Department of the Treasury Internal Revenue Service

Do not send to the IRS. Keep for your records.

Go to www.irs.gov/Form8879TE for the latest information.

Name of filer FAIRBANKS AREA SURFACE TRANSPORTATION PLANNING
EIN or SSN 83-1279836
Name and title of officer or person subject to tax JACKSON FOX EXECUTIVE DIRECTOR

Part I Type of Return and Return Information

Check the box for the return for which you are using this Form 8879-TE and enter the applicable amount, if any, from the return. Form 8038-CP and Form 5330 filers may enter dollars and cents. For all other forms, enter whole dollars only.

Table with 2 columns: Line number (1a-10a) and Description (Form 990, 990-EZ, 1120-POL, 990-PF, 8868, 990-T, 4720, 5227, 5330, 8038-CP) and Amount (1b-10b). Total revenue is 773,286.

Part II Declaration and Signature Authorization of Officer or Person Subject to Tax

Under penalties of perjury, I declare that I am an officer of the above entity or I am a person subject to tax with respect to (name of entity) ALLIANCE CPAS LLC, (EIN) and that I have examined a copy of the 2022 electronic return and accompanying schedules and statements, and, to the best of my knowledge and belief, they are true, correct, and complete.

PIN: check one box only

I authorize ALLIANCE CPAS LLC to enter my PIN 06022. Enter five numbers, but do not enter all zeros.

as my signature on the tax year 2022 electronically filed return. If I have indicated within this return that a copy of the return is being filed with a state agency(ies) regulating charities as part of the IRS Fed/State program, I also authorize the aforementioned ERO to enter my PIN on the return's disclosure consent screen.

As an officer or person subject to tax with respect to the entity, I will enter my PIN as my signature on the tax year 2022 electronically filed return. If I have indicated within this return that a copy of the return is being filed with a state agency(ies) regulating charities as part of the IRS Fed/State program, I will enter my PIN on the return's disclosure consent screen.

Signature of officer or person subject to tax ***** THIS IS NOT A FILEABLE COPY ***** Date

Part III Certification and Authentication

ERO's EFIN/PIN. Enter your six-digit electronic filing identification number (EFIN) followed by your five-digit self-selected PIN.

92023810717 Do not enter all zeros

I certify that the above numeric entry is my PIN, which is my signature on the 2022 electronically filed return indicated above. I confirm that I am submitting this return in accordance with the requirements of Pub. 4163, Modernized e-File (MeF) Information for Authorized IRS e-file Providers for Business Returns.

ERO's signature Date

ERO Must Retain This Form - See Instructions Do Not Submit This Form to the IRS Unless Requested To Do So

LHA For Privacy Act and Paperwork Reduction Act Notice, see instructions.

Form 8879-TE (2022)

EXTENDED TO AUGUST 15, 2024

Return of Organization Exempt From Income Tax

OMB No. 1545-0047

Form **990**

Under section 501(c), 527, or 4947(a)(1) of the Internal Revenue Code (except private foundations)
 Do not enter social security numbers on this form as it may be made public.
 Go to www.irs.gov/Form990 for instructions and the latest information.

2022

Open to Public Inspection

A For the 2022 calendar year, or tax year beginning **OCT 1, 2022** and ending **SEP 30, 2023**

B Check if applicable: <input type="checkbox"/> Address change <input type="checkbox"/> Name change <input type="checkbox"/> Initial return <input type="checkbox"/> Final return/terminated <input type="checkbox"/> Amended return <input type="checkbox"/> Application pending	C Name of organization FAIRBANKS AREA SURFACE TRANSPORTATION PLANNING Doing business as Number and street (or P.O. box if mail is not delivered to street address) Room/suite 100 CUSHMAN STREET, SUITE 205 City or town, state or province, country, and ZIP or foreign postal code FAIRBANKS, AK 99701	D Employer identification number 83-1279836 E Telephone number 907-590-1618
I Tax-exempt status: <input checked="" type="checkbox"/> 501(c)(3) <input type="checkbox"/> 501(c)() (insert no.) <input type="checkbox"/> 4947(a)(1) or <input type="checkbox"/> 527		G Gross receipts \$ 773,286.
J Website: WWW.FASTPLANNING.US		H(a) Is this a group return for subordinates? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No H(b) Are all subordinates included? <input type="checkbox"/> Yes <input type="checkbox"/> No If "No," attach a list. See instructions H(c) Group exemption number
K Form of organization: <input checked="" type="checkbox"/> Corporation <input type="checkbox"/> Trust <input type="checkbox"/> Association <input type="checkbox"/> Other		L Year of formation: 2018 M State of legal domicile: AK

Part I Summary

1	Briefly describe the organization's mission or most significant activities: COORDINATION OF TRANSPORTATION PLANNING, PROGRAMS, AND PROJECTS AMONG GOVERNMENTAL UNITS,			
2	Check this box <input type="checkbox"/> if the organization discontinued its operations or disposed of more than 25% of its net assets.			
3	Number of voting members of the governing body (Part VI, line 1a)	3		8
4	Number of independent voting members of the governing body (Part VI, line 1b)	4		8
5	Total number of individuals employed in calendar year 2022 (Part V, line 2a)	5		4
6	Total number of volunteers (estimate if necessary)	6		49
7a	Total unrelated business revenue from Part VIII, column (C), line 12	7a		0.
7b	Net unrelated business taxable income from Form 990-T, Part I, line 11	7b		0.
Revenue	8 Contributions and grants (Part VIII, line 1h)		Prior Year	Current Year
	9 Program service revenue (Part VIII, line 2g)		530,706.	773,286.
	10 Investment income (Part VIII, column (A), lines 3, 4, and 7d)		0.	0.
	11 Other revenue (Part VIII, column (A), lines 5, 6d, 8c, 9c, 10c, and 11e)		0.	0.
	12 Total revenue - add lines 8 through 11 (must equal Part VIII, column (A), line 12)		530,706.	773,286.
Expenses	13 Grants and similar amounts paid (Part IX, column (A), lines 1-3)		0.	0.
	14 Benefits paid to or for members (Part IX, column (A), line 4)		0.	0.
	15 Salaries, other compensation, employee benefits (Part IX, column (A), lines 5-10)		323,988.	486,055.
	16a Professional fundraising fees (Part IX, column (A), line 11e)		0.	0.
	b Total fundraising expenses (Part IX, column (D), line 25)	0.		
	17 Other expenses (Part IX, column (A), lines 11a-11d, 11f-24e)		211,404.	223,498.
18 Total expenses. Add lines 13-17 (must equal Part IX, column (A), line 25)		535,392.	709,553.	
19 Revenue less expenses. Subtract line 18 from line 12		-4,686.	63,733.	
Net Assets or Fund Balances	20 Total assets (Part X, line 16)		Beginning of Current Year	End of Year
	21 Total liabilities (Part X, line 26)		888,606.	1,126,021.
	22 Net assets or fund balances. Subtract line 21 from line 20		25,335.	199,016.
			863,271.	927,005.

Part II Signature Block

Under penalties of perjury, I declare that I have examined this return, including accompanying schedules and statements, and to the best of my knowledge and belief, it is true, correct, and complete. Declaration of preparer (other than officer) is based on all information of which preparer has any knowledge.

Sign Here	Signature of officer JACKSON FOX, EXECUTIVE DIRECTOR	Date	
Paid Preparer Use Only	Print/Type preparer's name KATHLEEN A. R. THOMPSON	Preparer's signature	Date
	Firm's name ALLIANCE CPAS LLC	Firm's EIN 92-0117073	Check if self-employed <input type="checkbox"/> PTIN P00111266
	Firm's address 119 NORTH CUSHMAN ST, SUITE 300 FAIRBANKS, AK 99701	Phone no. 907-456-7762	

May the IRS discuss this return with the preparer shown above? See instructions Yes No

FAIRBANKS AREA SURFACE
TRANSPORTATION PLANNING

Form 990 (2022)

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Part III Statement of Program Service Accomplishments

Check if Schedule O contains a response or note to any line in this Part III

1 Briefly describe the organization's mission:
**COORDINATION OF TRANSPORTATION PLANNING, PROGRAMS, AND PROJECTS AMONG
GOVERNMENTAL UNITS, EDUCATIONAL INSTITUTIONS, AND PRIVATE
ORGANIZATIONS PURSUANT TO 23 USC 134 (D) AND (E).**

2 Did the organization undertake any significant program services during the year which were not listed on the
prior Form 990 or 990-EZ? Yes No
If "Yes," describe these new services on Schedule O.

3 Did the organization cease conducting, or make significant changes in how it conducts, any program services? Yes No
If "Yes," describe these changes on Schedule O.

4 Describe the organization's program service accomplishments for each of its three largest program services, as measured by expenses.
Section 501(c)(3) and 501(c)(4) organizations are required to report the amount of grants and allocations to others, the total expenses, and
revenue, if any, for each program service reported.

4a (Code: _____) (Expenses \$ 414,499. including grants of \$ _____) (Revenue \$ _____)
**COORDINATION OF TRANSPORTATION PLANNING, PROGRAMS, AND PROJECTS AMONG
GOVERNMENTAL UNITS, EDUCATIONAL INSTITUTIONS, AND PRIVATE ORGANIZATIONS
PURSUANT TO 23 USC 134 (D) AND (E).**

4b (Code: _____) (Expenses \$ _____ including grants of \$ _____) (Revenue \$ _____)

4c (Code: _____) (Expenses \$ _____ including grants of \$ _____) (Revenue \$ _____)

4d Other program services (Describe on Schedule O.)
(Expenses \$ _____ including grants of \$ _____) (Revenue \$ _____)

4e Total program service expenses 414,499.

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TRANSPORTATION PLANNING

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Part IV Checklist of Required Schedules

Table with 3 columns: Question ID, Yes, No. Rows include questions 1 through 21 regarding organizational requirements and financial reporting.

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Form 990 (2022)

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Part IV Checklist of Required Schedules (continued)

Table with 3 columns: Question number, Yes, No. Rows 22-38. Includes questions about grants, compensation, tax-exempt bonds, excess benefit transactions, and contributions.

Part V Statements Regarding Other IRS Filings and Tax Compliance

Check if Schedule O contains a response or note to any line in this Part V []

Table with 3 columns: Question number, Yes, No. Rows 1a, 1b, 1c. Includes questions about Form 1096, Forms W-2G, and backup withholding rules.

FAIRBANKS AREA SURFACE TRANSPORTATION PLANNING

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Part V Statements Regarding Other IRS Filings and Tax Compliance (continued)

Table with columns for question number, question text, and Yes/No columns. Includes questions 2a through 17 regarding employee reporting, tax returns, unrelated business income, foreign accounts, prohibited transactions, and charitable contributions.

FAIRBANKS AREA SURFACE TRANSPORTATION PLANNING

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Part VI Governance, Management, and Disclosure. For each "Yes" response to lines 2 through 7b below, and for a "No" response to line 8a, 8b, or 10b below, describe the circumstances, processes, or changes on Schedule O. See instructions.

Check if Schedule O contains a response or note to any line in this Part VI [X]

Section A. Governing Body and Management

Table with 5 columns: Question, 1a, 1b, Yes, No. Rows include questions about voting members, family relationships, management delegation, significant changes, asset diversion, members, and documentation.

Section B. Policies (This Section B requests information about policies not required by the Internal Revenue Code.)

Table with 5 columns: Question, Yes, No. Rows include questions about local chapters, written policies, conflict of interest, whistleblower policy, document retention, compensation review, joint ventures, and participation in joint ventures.

Section C. Disclosure

Table with 2 columns: Question, Answer. Rows include questions about states with copy requirements, public inspection of forms, availability of governing documents, and books and records.

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Part VII Section A. Officers, Directors, Trustees, Key Employees, and Highest Compensated Employees (continued)

Table with 6 main columns: (A) Name and title, (B) Average hours per week, (C) Position, (D) Reportable compensation from the organization, (E) Reportable compensation from related organizations, (F) Estimated amount of other compensation. Includes subtotal rows for 1b, 1c, and 1d.

2 Total number of individuals (including but not limited to those listed above) who received more than \$100,000 of reportable compensation from the organization 1

Table with 3 columns: Question number, Yes, No. Contains questions 3, 4, and 5 regarding compensation reporting.

Section B. Independent Contractors

1 Complete this table for your five highest compensated independent contractors that received more than \$100,000 of compensation from the organization. Report compensation for the calendar year ending with or within the organization's tax year.

Table with 3 columns: (A) Name and business address, (B) Description of services, (C) Compensation. Includes a 'NONE' entry in column A.

2 Total number of independent contractors (including but not limited to those listed above) who received more than \$100,000 of compensation from the organization 0

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TRANSPORTATION PLANNING

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Part VIII Statement of Revenue

Check if Schedule O contains a response or note to any line in this Part VIII

			(A)	(B)	(C)	(D)	
			Total revenue	Related or exempt function revenue	Unrelated business revenue	Revenue excluded from tax under sections 512 - 514	
Contributions, Gifts, Grants and Other Similar Amounts	1 a	Federated campaigns	1a				
	b	Membership dues	1b	35,912.			
	c	Fundraising events	1c				
	d	Related organizations	1d				
	e	Government grants (contributions)	1e	733,574.			
	f	All other contributions, gifts, grants, and similar amounts not included above	1f	3,800.			
	g	Noncash contributions included in lines 1a-1f	1g	\$			
	h Total. Add lines 1a-1f				773,286.		
Program Service Revenue			Business Code				
	2 a						
	b						
	c						
	d						
	e						
	f	All other program service revenue					
g Total. Add lines 2a-2f							
Other Revenue	3		Investment income (including dividends, interest, and other similar amounts)				
	4		Income from investment of tax-exempt bond proceeds				
	5		Royalties				
	6 a	Gross rents	6a	(i) Real	(ii) Personal		
	b	Less: rental expenses	6b				
	c	Rental income or (loss)	6c				
	d		Net rental income or (loss)				
	7 a	Gross amount from sales of assets other than inventory	7a	(i) Securities	(ii) Other		
	b	Less: cost or other basis and sales expenses	7b				
	c	Gain or (loss)	7c				
d		Net gain or (loss)					
8 a	Gross income from fundraising events (not including \$ _____ of contributions reported on line 1c). See Part IV, line 18	8a					
b	Less: direct expenses	8b					
c		Net income or (loss) from fundraising events					
9 a	Gross income from gaming activities. See Part IV, line 19	9a					
b	Less: direct expenses	9b					
c		Net income or (loss) from gaming activities					
10 a	Gross sales of inventory, less returns and allowances	10a					
b	Less: cost of goods sold	10b					
c		Net income or (loss) from sales of inventory					
Miscellaneous Revenue			Business Code				
	11 a						
	b						
	c						
	d	All other revenue					
e Total. Add lines 11a-11d							
12 Total revenue. See instructions				773,286.	0.	0.	

FAIRBANKS AREA SURFACE
TRANSPORTATION PLANNING

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Part IX Statement of Functional Expenses

Section 501(c)(3) and 501(c)(4) organizations must complete all columns. All other organizations must complete column (A).

Check if Schedule O contains a response or note to any line in this Part IX

Do not include amounts reported on lines 6b, 7b, 8b, 9b, and 10b of Part VIII.	(A) Total expenses	(B) Program service expenses	(C) Management and general expenses	(D) Fundraising expenses
1 Grants and other assistance to domestic organizations and domestic governments. See Part IV, line 21				
2 Grants and other assistance to domestic individuals. See Part IV, line 22				
3 Grants and other assistance to foreign organizations, foreign governments, and foreign individuals. See Part IV, lines 15 and 16				
4 Benefits paid to or for members				
5 Compensation of current officers, directors, trustees, and key employees	119,396.	91,534.	27,862.	
6 Compensation not included above to disqualified persons (as defined under section 4958(f)(1)) and persons described in section 4958(c)(3)(B)				
7 Other salaries and wages	263,116.	201,716.	61,400.	
8 Pension plan accruals and contributions (include section 401(k) and 403(b) employer contributions)				
9 Other employee benefits	28,936.	22,184.	6,752.	
10 Payroll taxes	74,607.	57,197.	17,410.	
11 Fees for services (nonemployees):				
a Management				
b Legal				
c Accounting	10,500.		10,500.	
d Lobbying				
e Professional fundraising services. See Part IV, line 17				
f Investment management fees				
g Other. (If line 11g amount exceeds 10% of line 25, column (A), amount, list line 11g expenses on Sch O.)				
12 Advertising and promotion	23,021.	22,812.	209.	
13 Office expenses	18,501.		18,501.	
14 Information technology	38,616.		38,616.	
15 Royalties				
16 Occupancy	55,907.		55,907.	
17 Travel	28,321.		28,321.	
18 Payments of travel or entertainment expenses for any federal, state, or local public officials				
19 Conferences, conventions, and meetings	8,426.	4,099.	4,327.	
20 Interest				
21 Payments to affiliates				
22 Depreciation, depletion, and amortization	2,280.		2,280.	
23 Insurance	7,679.		7,679.	
24 Other expenses. Itemize expenses not covered above. (List miscellaneous expenses on line 24e. If line 24e amount exceeds 10% of line 25, column (A), amount, list line 24e expenses on Schedule O.)				
a SUPPLIES	15,644.	5,654.	9,990.	
b COMMUNITY PROJECTS	14,603.	9,303.	5,300.	
c				
d				
e All other expenses				
25 Total functional expenses. Add lines 1 through 24e	709,553.	414,499.	295,054.	0.
26 Joint costs. Complete this line only if the organization reported in column (B) joint costs from a combined educational campaign and fundraising solicitation. Check here <input type="checkbox"/> if following SOP 98-2 (ASC 958-720)				

FAIRBANKS AREA SURFACE
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Form 990 (2022)

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Part X Balance Sheet

Check if Schedule O contains a response or note to any line in this Part X

		(A) Beginning of year		(B) End of year
Assets	1 Cash - non-interest-bearing	844,787.	1	890,729.
	2 Savings and temporary cash investments		2	
	3 Pledges and grants receivable, net	34,410.	3	55,584.
	4 Accounts receivable, net		4	
	5 Loans and other receivables from any current or former officer, director, trustee, key employee, creator or founder, substantial contributor, or 35% controlled entity or family member of any of these persons		5	
	6 Loans and other receivables from other disqualified persons (as defined under section 4958(f)(1)), and persons described in section 4958(c)(3)(B)		6	
	7 Notes and loans receivable, net		7	
	8 Inventories for sale or use		8	
	9 Prepaid expenses and deferred charges	7,826.	9	15,868.
	10a Land, buildings, and equipment: cost or other basis. Complete Part VI of Schedule D	10a 10,218.		
	b Less: accumulated depreciation	10b 6,667.	1,583.	10c 3,551.
	11 Investments - publicly traded securities		11	
	12 Investments - other securities. See Part IV, line 11		12	
	13 Investments - program-related. See Part IV, line 11		13	
	14 Intangible assets		14	
	15 Other assets. See Part IV, line 11	0.	15	160,289.
16 Total assets. Add lines 1 through 15 (must equal line 33)	888,606.	16	1,126,021.	
Liabilities	17 Accounts payable and accrued expenses	25,335.	17	38,727.
	18 Grants payable		18	
	19 Deferred revenue		19	
	20 Tax-exempt bond liabilities		20	
	21 Escrow or custodial account liability. Complete Part IV of Schedule D		21	
	22 Loans and other payables to any current or former officer, director, trustee, key employee, creator or founder, substantial contributor, or 35% controlled entity or family member of any of these persons		22	
	23 Secured mortgages and notes payable to unrelated third parties		23	
	24 Unsecured notes and loans payable to unrelated third parties		24	
	25 Other liabilities (including federal income tax, payables to related third parties, and other liabilities not included on lines 17-24). Complete Part X of Schedule D	0.	25	160,289.
	26 Total liabilities. Add lines 17 through 25	25,335.	26	199,016.
Net Assets or Fund Balances	Organizations that follow FASB ASC 958, check here <input checked="" type="checkbox"/> and complete lines 27, 28, 32, and 33.			
	27 Net assets without donor restrictions	863,271.	27	927,005.
	28 Net assets with donor restrictions		28	
	Organizations that do not follow FASB ASC 958, check here <input type="checkbox"/> and complete lines 29 through 33.			
	29 Capital stock or trust principal, or current funds		29	
	30 Paid-in or capital surplus, or land, building, or equipment fund		30	
	31 Retained earnings, endowment, accumulated income, or other funds		31	
	32 Total net assets or fund balances	863,271.	32	927,005.
33 Total liabilities and net assets/fund balances	888,606.	33	1,126,021.	

Form 990 (2022)

FAIRBANKS AREA SURFACE
TRANSPORTATION PLANNING

Form 990 (2022)

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Part XI Reconciliation of Net Assets

Check if Schedule O contains a response or note to any line in this Part XI

1	Total revenue (must equal Part VIII, column (A), line 12)	1	773,286.
2	Total expenses (must equal Part IX, column (A), line 25)	2	709,553.
3	Revenue less expenses. Subtract line 2 from line 1	3	63,733.
4	Net assets or fund balances at beginning of year (must equal Part X, line 32, column (A))	4	863,271.
5	Net unrealized gains (losses) on investments	5	
6	Donated services and use of facilities	6	
7	Investment expenses	7	
8	Prior period adjustments	8	
9	Other changes in net assets or fund balances (explain on Schedule O)	9	1.
10	Net assets or fund balances at end of year. Combine lines 3 through 9 (must equal Part X, line 32, column (B))	10	927,005.

Part XII Financial Statements and Reporting

Check if Schedule O contains a response or note to any line in this Part XII

		Yes	No
1	Accounting method used to prepare the Form 990: <input type="checkbox"/> Cash <input checked="" type="checkbox"/> Accrual <input type="checkbox"/> Other		
If the organization changed its method of accounting from a prior year or checked "Other," explain on Schedule O.			
2a	Were the organization's financial statements compiled or reviewed by an independent accountant?		X
If "Yes," check a box below to indicate whether the financial statements for the year were compiled or reviewed on a separate basis, consolidated basis, or both:			
<input type="checkbox"/> Separate basis <input type="checkbox"/> Consolidated basis <input type="checkbox"/> Both consolidated and separate basis			
2b	Were the organization's financial statements audited by an independent accountant?	X	
If "Yes," check a box below to indicate whether the financial statements for the year were audited on a separate basis, consolidated basis, or both:			
<input checked="" type="checkbox"/> Separate basis <input type="checkbox"/> Consolidated basis <input type="checkbox"/> Both consolidated and separate basis			
2c	If "Yes" to line 2a or 2b, does the organization have a committee that assumes responsibility for oversight of the audit, review, or compilation of its financial statements and selection of an independent accountant?	X	
If the organization changed either its oversight process or selection process during the tax year, explain on Schedule O.			
3a	As a result of a federal award, was the organization required to undergo an audit or audits as set forth in the Uniform Guidance, 2 C.F.R. Part 200, Subpart F?		X
3b	If "Yes," did the organization undergo the required audit or audits? If the organization did not undergo the required audit or audits, explain why on Schedule O and describe any steps taken to undergo such audits		

Form 990 (2022)

FAIRBANKS AREA SURFACE TRANSPORTATION PLANNING

Schedule A (Form 990) 2022

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Part II Support Schedule for Organizations Described in Sections 170(b)(1)(A)(iv) and 170(b)(1)(A)(vi)

(Complete only if you checked the box on line 5, 7, or 8 of Part I or if the organization failed to qualify under Part III. If the organization fails to qualify under the tests listed below, please complete Part III.)

Section A. Public Support

Table with 7 columns: (a) 2018, (b) 2019, (c) 2020, (d) 2021, (e) 2022, (f) Total. Rows include: 1 Gifts, grants, contributions, and membership fees received; 2 Tax revenues levied; 3 Value of services or facilities; 4 Total; 5 Portion of total contributions exceeding 2%; 6 Public support.

Section B. Total Support

Table with 7 columns: (a) 2018, (b) 2019, (c) 2020, (d) 2021, (e) 2022, (f) Total. Rows include: 7 Amounts from line 4; 8 Gross income from interest, dividends, payments received on securities loans, rents, royalties, and income from similar sources; 9 Net income from unrelated business activities; 10 Other income; 11 Total support.

12 Gross receipts from related activities, etc. (see instructions) 12
13 First 5 years. If the Form 990 is for the organization's first, second, third, fourth, or fifth tax year as a section 501(c)(3) organization, check this box and stop here [X]

Section C. Computation of Public Support Percentage

14 Public support percentage for 2022 (line 6, column (f), divided by line 11, column (f)) 14 %
15 Public support percentage from 2021 Schedule A, Part II, line 14 15 %
16a 33 1/3% support test - 2022. If the organization did not check the box on line 13, and line 14 is 33 1/3% or more, check this box and stop here. The organization qualifies as a publicly supported organization []
b 33 1/3% support test - 2021. If the organization did not check a box on line 13 or 16a, and line 15 is 33 1/3% or more, check this box and stop here. The organization qualifies as a publicly supported organization []
17a 10% -facts-and-circumstances test - 2022. If the organization did not check a box on line 13, 16a, or 16b, and line 14 is 10% or more, and if the organization meets the facts-and-circumstances test, check this box and stop here. Explain in Part VI how the organization meets the facts-and-circumstances test. The organization qualifies as a publicly supported organization []
b 10% -facts-and-circumstances test - 2021. If the organization did not check a box on line 13, 16a, 16b, or 17a, and line 15 is 10% or more, and if the organization meets the facts-and-circumstances test, check this box and stop here. Explain in Part VI how the organization meets the facts-and-circumstances test. The organization qualifies as a publicly supported organization []
18 Private foundation. If the organization did not check a box on line 13, 16a, 16b, 17a, or 17b, check this box and see instructions []

Schedule A (Form 990) 2022

FAIRBANKS AREA SURFACE TRANSPORTATION PLANNING

Schedule A (Form 990) 2022

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Part III Support Schedule for Organizations Described in Section 509(a)(2)

(Complete only if you checked the box on line 10 of Part I or if the organization failed to qualify under Part II. If the organization fails to qualify under the tests listed below, please complete Part II.)

Section A. Public Support

Table with 7 columns: (a) 2018, (b) 2019, (c) 2020, (d) 2021, (e) 2022, (f) Total. Rows include: 1 Gifts, grants, contributions, and membership fees received; 2 Gross receipts from admissions; 3 Gross receipts from activities that are not an unrelated trade or business; 4 Tax revenues levied for the organization's benefit; 5 The value of services or facilities furnished by a governmental unit; 6 Total. Add lines 1 through 5; 7a Amounts included on lines 1, 2, and 3 received from disqualified persons; 7b Amounts included on lines 2 and 3 received from other than disqualified persons; 8 Public support. (Subtract line 7c from line 6.)

Section B. Total Support

Table with 7 columns: (a) 2018, (b) 2019, (c) 2020, (d) 2021, (e) 2022, (f) Total. Rows include: 9 Amounts from line 6; 10a Gross income from interest, dividends, payments received on securities loans, rents, royalties, and income from similar sources; 10b Unrelated business taxable income (less section 511 taxes) from businesses acquired after June 30, 1975; 10c Add lines 10a and 10b; 11 Net income from unrelated business activities not included on line 10b, whether or not the business is regularly carried on; 12 Other income. Do not include gain or loss from the sale of capital assets (Explain in Part VI.); 13 Total support. (Add lines 9, 10c, 11, and 12.)

14 First 5 years. If the Form 990 is for the organization's first, second, third, fourth, or fifth tax year as a section 501(c)(3) organization, check this box and stop here

Section C. Computation of Public Support Percentage

Table with 2 columns: Line number, Percentage. Row 15: Public support percentage for 2022 (line 8, column (f), divided by line 13, column (f)) 15 %; Row 16: Public support percentage from 2021 Schedule A, Part III, line 15 16 %

Section D. Computation of Investment Income Percentage

Table with 2 columns: Line number, Percentage. Row 17: Investment income percentage for 2022 (line 10c, column (f), divided by line 13, column (f)) 17 %; Row 18: Investment income percentage from 2021 Schedule A, Part III, line 17 18 %

19a 33 1/3% support tests - 2022. If the organization did not check the box on line 14, and line 15 is more than 33 1/3%, and line 17 is not more than 33 1/3%, check this box and stop here. The organization qualifies as a publicly supported organization

19b 33 1/3% support tests - 2021. If the organization did not check a box on line 14 or line 19a, and line 16 is more than 33 1/3%, and line 18 is not more than 33 1/3%, check this box and stop here. The organization qualifies as a publicly supported organization

20 Private foundation. If the organization did not check a box on line 14, 19a, or 19b, check this box and see instructions

FAIRBANKS AREA SURFACE
TRANSPORTATION PLANNING

Part IV Supporting Organizations

(Complete only if you checked a box on line 12 of Part I. If you checked box 12a, Part I, complete Sections A and B. If you checked box 12b, Part I, complete Sections A and C. If you checked box 12c, Part I, complete Sections A, D, and E. If you checked box 12d, Part I, complete Sections A and D, and complete Part V.)

Section A. All Supporting Organizations

	Yes	No
1 Are all of the organization's supported organizations listed by name in the organization's governing documents? <i>If "No," describe in Part VI how the supported organizations are designated. If designated by class or purpose, describe the designation. If historic and continuing relationship, explain.</i>		
2 Did the organization have any supported organization that does not have an IRS determination of status under section 509(a)(1) or (2)? <i>If "Yes," explain in Part VI how the organization determined that the supported organization was described in section 509(a)(1) or (2).</i>		
3a Did the organization have a supported organization described in section 501(c)(4), (5), or (6)? <i>If "Yes," answer lines 3b and 3c below.</i>		
b Did the organization confirm that each supported organization qualified under section 501(c)(4), (5), or (6) and satisfied the public support tests under section 509(a)(2)? <i>If "Yes," describe in Part VI when and how the organization made the determination.</i>		
c Did the organization ensure that all support to such organizations was used exclusively for section 170(c)(2)(B) purposes? <i>If "Yes," explain in Part VI what controls the organization put in place to ensure such use.</i>		
4a Was any supported organization not organized in the United States ("foreign supported organization")? <i>If "Yes," and if you checked box 12a or 12b in Part I, answer lines 4b and 4c below.</i>		
b Did the organization have ultimate control and discretion in deciding whether to make grants to the foreign supported organization? <i>If "Yes," describe in Part VI how the organization had such control and discretion despite being controlled or supervised by or in connection with its supported organizations.</i>		
c Did the organization support any foreign supported organization that does not have an IRS determination under sections 501(c)(3) and 509(a)(1) or (2)? <i>If "Yes," explain in Part VI what controls the organization used to ensure that all support to the foreign supported organization was used exclusively for section 170(c)(2)(B) purposes.</i>		
5a Did the organization add, substitute, or remove any supported organizations during the tax year? <i>If "Yes," answer lines 5b and 5c below (if applicable). Also, provide detail in Part VI, including (i) the names and EIN numbers of the supported organizations added, substituted, or removed; (ii) the reasons for each such action; (iii) the authority under the organization's organizing document authorizing such action; and (iv) how the action was accomplished (such as by amendment to the organizing document).</i>		
b Type I or Type II only. Was any added or substituted supported organization part of a class already designated in the organization's organizing document?		
c Substitutions only. Was the substitution the result of an event beyond the organization's control?		
6 Did the organization provide support (whether in the form of grants or the provision of services or facilities) to anyone other than (i) its supported organizations, (ii) individuals that are part of the charitable class benefited by one or more of its supported organizations, or (iii) other supporting organizations that also support or benefit one or more of the filing organization's supported organizations? <i>If "Yes," provide detail in Part VI.</i>		
7 Did the organization provide a grant, loan, compensation, or other similar payment to a substantial contributor (as defined in section 4958(c)(3)(C)), a family member of a substantial contributor, or a 35% controlled entity with regard to a substantial contributor? <i>If "Yes," complete Part I of Schedule L (Form 990).</i>		
8 Did the organization make a loan to a disqualified person (as defined in section 4958) not described on line 7? <i>If "Yes," complete Part I of Schedule L (Form 990).</i>		
9a Was the organization controlled directly or indirectly at any time during the tax year by one or more disqualified persons, as defined in section 4946 (other than foundation managers and organizations described in section 509(a)(1) or (2))? <i>If "Yes," provide detail in Part VI.</i>		
b Did one or more disqualified persons (as defined on line 9a) hold a controlling interest in any entity in which the supporting organization had an interest? <i>If "Yes," provide detail in Part VI.</i>		
c Did a disqualified person (as defined on line 9a) have an ownership interest in, or derive any personal benefit from, assets in which the supporting organization also had an interest? <i>If "Yes," provide detail in Part VI.</i>		
10a Was the organization subject to the excess business holdings rules of section 4943 because of section 4943(f) (regarding certain Type II supporting organizations, and all Type III non-functionally integrated supporting organizations)? <i>If "Yes," answer line 10b below.</i>		
b Did the organization have any excess business holdings in the tax year? <i>(Use Schedule C, Form 4720, to determine whether the organization had excess business holdings.)</i>		

FAIRBANKS AREA SURFACE TRANSPORTATION PLANNING

Part IV Supporting Organizations (continued)

Table with 3 columns: Question, Yes, No. Row 11: Has the organization accepted a gift or contribution from any of the following persons? Sub-rows 11a, 11b, 11c.

Section B. Type I Supporting Organizations

Table with 3 columns: Question, Yes, No. Row 1: Did the governing body, members of the governing body, officers acting in their official capacity, or membership of one or more supported organizations have the power to regularly appoint or elect at least a majority of the organization's officers, directors, or trustees at all times during the tax year? Row 2: Did the organization operate for the benefit of any supported organization other than the supported organization(s) that operated, supervised, or controlled the supporting organization?

Section C. Type II Supporting Organizations

Table with 3 columns: Question, Yes, No. Row 1: Were a majority of the organization's directors or trustees during the tax year also a majority of the directors or trustees of each of the organization's supported organization(s)?

Section D. All Type III Supporting Organizations

Table with 3 columns: Question, Yes, No. Row 1: Did the organization provide to each of its supported organizations, by the last day of the fifth month of the organization's tax year, (i) a written notice describing the type and amount of support provided during the prior tax year, (ii) a copy of the Form 990 that was most recently filed as of the date of notification, and (iii) copies of the organization's governing documents in effect on the date of notification, to the extent not previously provided? Row 2: Were any of the organization's officers, directors, or trustees either (i) appointed or elected by the supported organization(s) or (ii) serving on the governing body of a supported organization? Row 3: By reason of the relationship described on line 2, above, did the organization's supported organizations have a significant voice in the organization's investment policies and in directing the use of the organization's income or assets at all times during the tax year?

Section E. Type III Functionally Integrated Supporting Organizations

Table with 3 columns: Question, Yes, No. Row 1: Check the box next to the method that the organization used to satisfy the Integral Part Test during the year (see instructions). Sub-rows a, b, c. Row 2: Activities Test. Answer lines 2a and 2b below. Sub-rows a, b. Row 3: Parent of Supported Organizations. Answer lines 3a and 3b below. Sub-rows a, b.

FAIRBANKS AREA SURFACE
TRANSPORTATION PLANNING

Schedule A (Form 990) 2022

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Part V Type III Non-Functionally Integrated 509(a)(3) Supporting Organizations

1 Check here if the organization satisfied the Integral Part Test as a qualifying trust on Nov. 20, 1970 (explain in Part VI). See instructions.
All other Type III non-functionally integrated supporting organizations must complete Sections A through E.

Section A - Adjusted Net Income		(A) Prior Year	(B) Current Year (optional)
1	Net short-term capital gain	1	
2	Recoveries of prior-year distributions	2	
3	Other gross income (see instructions)	3	
4	Add lines 1 through 3.	4	
5	Depreciation and depletion	5	
6	Portion of operating expenses paid or incurred for production or collection of gross income or for management, conservation, or maintenance of property held for production of income (see instructions)	6	
7	Other expenses (see instructions)	7	
8	Adjusted Net Income (subtract lines 5, 6, and 7 from line 4)	8	

Section B - Minimum Asset Amount		(A) Prior Year	(B) Current Year (optional)
1	Aggregate fair market value of all non-exempt-use assets (see instructions for short tax year or assets held for part of year):		
a	Average monthly value of securities	1a	
b	Average monthly cash balances	1b	
c	Fair market value of other non-exempt-use assets	1c	
d	Total (add lines 1a, 1b, and 1c)	1d	
e	Discount claimed for blockage or other factors (explain in detail in Part VI):		
2	Acquisition indebtedness applicable to non-exempt-use assets	2	
3	Subtract line 2 from line 1d.	3	
4	Cash deemed held for exempt use. Enter 0.015 of line 3 (for greater amount, see instructions).	4	
5	Net value of non-exempt-use assets (subtract line 4 from line 3)	5	
6	Multiply line 5 by 0.035.	6	
7	Recoveries of prior-year distributions	7	
8	Minimum Asset Amount (add line 7 to line 6)	8	

Section C - Distributable Amount			Current Year
1	Adjusted net income for prior year (from Section A, line 8, column A)	1	
2	Enter 0.85 of line 1.	2	
3	Minimum asset amount for prior year (from Section B, line 8, column A)	3	
4	Enter greater of line 2 or line 3.	4	
5	Income tax imposed in prior year	5	
6	Distributable Amount. Subtract line 5 from line 4, unless subject to emergency temporary reduction (see instructions).	6	
7	<input type="checkbox"/> Check here if the current year is the organization's first as a non-functionally integrated Type III supporting organization (see instructions).		

Schedule A (Form 990) 2022

FAIRBANKS AREA SURFACE
TRANSPORTATION PLANNING

Schedule A (Form 990) 2022

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Part V Type III Non-Functionally Integrated 509(a)(3) Supporting Organizations (continued)

Section D - Distributions		Current Year
1	Amounts paid to supported organizations to accomplish exempt purposes	1
2	Amounts paid to perform activity that directly furthers exempt purposes of supported organizations, in excess of income from activity	2
3	Administrative expenses paid to accomplish exempt purposes of supported organizations	3
4	Amounts paid to acquire exempt-use assets	4
5	Qualified set-aside amounts (prior IRS approval required - provide details in Part VI)	5
6	Other distributions (describe in Part VI). See instructions.	6
7	Total annual distributions. Add lines 1 through 6.	7
8	Distributions to attentive supported organizations to which the organization is responsive (provide details in Part VI). See instructions.	8
9	Distributable amount for 2022 from Section C, line 6	9
10	Line 8 amount divided by line 9 amount	10

Section E - Distribution Allocations (see instructions)	(i) Excess Distributions	(ii) Underdistributions Pre-2022	(iii) Distributable Amount for 2022
1	Distributable amount for 2022 from Section C, line 6		
2	Underdistributions, if any, for years prior to 2022 (reasonable cause required - explain in Part VI). See instructions.		
3	Excess distributions carryover, if any, to 2022		
a	From 2017		
b	From 2018		
c	From 2019		
d	From 2020		
e	From 2021		
f	Total of lines 3a through 3e		
g	Applied to underdistributions of prior years		
h	Applied to 2022 distributable amount		
i	Carryover from 2017 not applied (see instructions)		
j	Remainder. Subtract lines 3g, 3h, and 3i from line 3f.		
4	Distributions for 2022 from Section D, line 7: \$		
a	Applied to underdistributions of prior years		
b	Applied to 2022 distributable amount		
c	Remainder. Subtract lines 4a and 4b from line 4.		
5	Remaining underdistributions for years prior to 2022, if any. Subtract lines 3g and 4a from line 2. For result greater than zero, explain in Part VI. See instructions.		
6	Remaining underdistributions for 2022. Subtract lines 3h and 4b from line 1. For result greater than zero, explain in Part VI. See instructions.		
7	Excess distributions carryover to 2023. Add lines 3j and 4c.		
8	Breakdown of line 7:		
a	Excess from 2018		
b	Excess from 2019		
c	Excess from 2020		
d	Excess from 2021		
e	Excess from 2022		

Schedule A (Form 990) 2022

FAIRBANKS AREA SURFACE
TRANSPORTATION PLANNING

Schedule A (Form 990) 2022

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Part VI

Supplemental Information. Provide the explanations required by Part II, line 10; Part II, line 17a or 17b; Part III, line 12; Part IV, Section A, lines 1, 2, 3b, 3c, 4b, 4c, 5a, 6, 9a, 9b, 9c, 11a, 11b, and 11c; Part IV, Section B, lines 1 and 2; Part IV, Section C, line 1; Part IV, Section D, lines 2 and 3; Part IV, Section E, lines 1c, 2a, 2b, 3a, and 3b; Part V, line 1; Part V, Section B, line 1e; Part V, Section D, lines 5, 6, and 8; and Part V, Section E, lines 2, 5, and 6. Also complete this part for any additional information. (See instructions.)

Lined area for supplemental information with a large diagonal 'DRAFT' watermark.

Schedule B
(Form 990)

Department of the Treasury
Internal Revenue Service

Schedule of Contributors

Attach to Form 990 or Form 990-PF.
Go to www.irs.gov/Form990 for the latest information.

OMB No. 1545-0047

2022

Name of the organization

**FAIRBANKS AREA SURFACE
TRANSPORTATION PLANNING**

Employer identification number

83-1279836

Organization type (check one):

Filers of:

Section:

Form 990 or 990-EZ

501(c)(3) (enter number) organization

4947(a)(1) nonexempt charitable trust **not** treated as a private foundation

527 political organization

Form 990-PF

501(c)(3) exempt private foundation

4947(a)(1) nonexempt charitable trust treated as a private foundation

501(c)(3) taxable private foundation

Check if your organization is covered by the **General Rule** or a **Special Rule**.

Note: Only a section 501(c)(7), (8), or (10) organization can check boxes for both the General Rule and a Special Rule. See instructions.

General Rule

For an organization filing Form 990, 990-EZ, or 990-PF that received, during the year, contributions totaling \$5,000 or more (in money or property) from any one contributor. Complete Parts I and II. See instructions for determining a contributor's total contributions.

Special Rules

For an organization described in section 501(c)(3) filing Form 990 or 990-EZ that met the 33 1/3% support test of the regulations under sections 509(a)(1) and 170(b)(1)(A)(vi), that checked Schedule A (Form 990), Part II, line 13, 16a, or 16b, and that received from any one contributor, during the year, total contributions of the greater of (1) \$5,000; or (2) 2% of the amount on (i) Form 990, Part VIII, line 1h; or (ii) Form 990-EZ, line 1. Complete Parts I and II.

For an organization described in section 501(c)(7), (8), or (10) filing Form 990 or 990-EZ that received from any one contributor, during the year, total contributions of more than \$1,000 exclusively for religious, charitable, scientific, literary, or educational purposes, or for the prevention of cruelty to children or animals. Complete Parts I (entering "N/A" in column (b) instead of the contributor name and address), II, and III.

For an organization described in section 501(c)(7), (8), or (10) filing Form 990 or 990-EZ that received from any one contributor, during the year, contributions *exclusively* for religious, charitable, etc., purposes, but no such contributions totaled more than \$1,000. If this box is checked, enter here the total contributions that were received during the year for an *exclusively* religious, charitable, etc., purpose. Don't complete any of the parts unless the **General Rule** applies to this organization because it received *nonexclusively* religious, charitable, etc., contributions totaling \$5,000 or more during the year \$ _____

Caution: An organization that isn't covered by the General Rule and/or the Special Rules doesn't file Schedule B (Form 990), but it **must** answer "No" on Part IV, line 2, of its Form 990; or check the box on line H of its Form 990-EZ or on its Form 990-PF, Part I, line 2, to certify that it doesn't meet the filing requirements of Schedule B (Form 990).

Name of organization FAIRBANKS AREA SURFACE TRANSPORTATION PLANNING	Employer identification number 83-1279836
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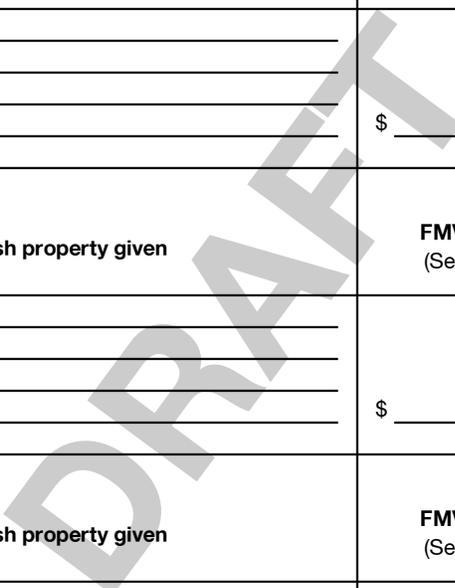
Part I Contributors (see instructions). Use duplicate copies of Part I if additional space is needed.

(a) No.	(b) Name, address, and ZIP + 4	(c) Total contributions	(d) Type of contribution
1	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES 2301 PEGER ROAD FAIRBANKS, AK 99709	\$ 733,574.	Person <input checked="" type="checkbox"/> Payroll <input type="checkbox"/> Noncash <input type="checkbox"/> (Complete Part II for noncash contributions.)
		\$	Person <input type="checkbox"/> Payroll <input type="checkbox"/> Noncash <input type="checkbox"/> (Complete Part II for noncash contributions.)
		\$	Person <input type="checkbox"/> Payroll <input type="checkbox"/> Noncash <input type="checkbox"/> (Complete Part II for noncash contributions.)
		\$	Person <input type="checkbox"/> Payroll <input type="checkbox"/> Noncash <input type="checkbox"/> (Complete Part II for noncash contributions.)
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		\$	Person <input type="checkbox"/> Payroll <input type="checkbox"/> Noncash <input type="checkbox"/> (Complete Part II for noncash contributions.)

Name of organization FAIRBANKS AREA SURFACE TRANSPORTATION PLANNING	Employer identification number 83-1279836
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Part II Noncash Property (see instructions). Use duplicate copies of Part II if additional space is needed.

(a) No. from Part I	(b) Description of noncash property given	(c) FMV (or estimate) (See instructions.)	(d) Date received
	_____ _____ _____	\$ _____	_____
	_____ _____ _____	\$ _____	_____
	_____ _____ _____	\$ _____	_____
	_____ _____ _____	\$ _____	_____
	_____ _____ _____	\$ _____	_____
	_____ _____ _____	\$ _____	_____
	_____ _____ _____	\$ _____	_____
	_____ _____ _____	\$ _____	_____



Name of organization FAIRBANKS AREA SURFACE TRANSPORTATION PLANNING	Employer identification number 83-1279836
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Part III Exclusively religious, charitable, etc., contributions to organizations described in section 501(c)(7), (8), or (10) that total more than \$1,000 for the year from any one contributor. Complete columns (a) through (e) and the following line entry. For organizations completing Part III, enter the total of exclusively religious, charitable, etc., contributions of \$1,000 or less for the year. (Enter this info. once.) \$ _____
Use duplicate copies of Part III if additional space is needed.

(a) No. from Part I	(b) Purpose of gift	(c) Use of gift	(d) Description of how gift is held

(e) Transfer of gift	
Transferee's name, address, and ZIP + 4	Relationship of transferor to transferee

(a) No. from Part I	(b) Purpose of gift	(c) Use of gift	(d) Description of how gift is held

(e) Transfer of gift	
Transferee's name, address, and ZIP + 4	Relationship of transferor to transferee

(a) No. from Part I	(b) Purpose of gift	(c) Use of gift	(d) Description of how gift is held

(e) Transfer of gift	
Transferee's name, address, and ZIP + 4	Relationship of transferor to transferee

(a) No. from Part I	(b) Purpose of gift	(c) Use of gift	(d) Description of how gift is held

(e) Transfer of gift	
Transferee's name, address, and ZIP + 4	Relationship of transferor to transferee

SCHEDULE D
(Form 990)

Department of the Treasury
Internal Revenue Service

Supplemental Financial Statements

Complete if the organization answered "Yes" on Form 990,
Part IV, line 6, 7, 8, 9, 10, 11a, 11b, 11c, 11d, 11e, 11f, 12a, or 12b.
Attach to Form 990.

Go to www.irs.gov/Form990 for instructions and the latest information.

OMB No. 1545-0047

2022

Open to Public
Inspection

Name of the organization **FAIRBANKS AREA SURFACE TRANSPORTATION PLANNING** Employer identification number **83-1279836**

Part I Organizations Maintaining Donor Advised Funds or Other Similar Funds or Accounts. Complete if the organization answered "Yes" on Form 990, Part IV, line 6.

	(a) Donor advised funds	(b) Funds and other accounts
1 Total number at end of year		
2 Aggregate value of contributions to (during year)		
3 Aggregate value of grants from (during year)		
4 Aggregate value at end of year		
5 Did the organization inform all donors and donor advisors in writing that the assets held in donor advised funds are the organization's property, subject to the organization's exclusive legal control?	<input type="checkbox"/> Yes	<input type="checkbox"/> No
6 Did the organization inform all grantees, donors, and donor advisors in writing that grant funds can be used only for charitable purposes and not for the benefit of the donor or donor advisor, or for any other purpose conferring impermissible private benefit?	<input type="checkbox"/> Yes	<input type="checkbox"/> No

Part II Conservation Easements. Complete if the organization answered "Yes" on Form 990, Part IV, line 7.

1 Purpose(s) of conservation easements held by the organization (check all that apply).

Preservation of land for public use (for example, recreation or education) Preservation of a historically important land area

Protection of natural habitat Preservation of a certified historic structure

Preservation of open space

2 Complete lines 2a through 2d if the organization held a qualified conservation contribution in the form of a conservation easement on the last day of the tax year.

	Held at the End of the Tax Year
a Total number of conservation easements	2a
b Total acreage restricted by conservation easements	2b
c Number of conservation easements on a certified historic structure included in (a)	2c
d Number of conservation easements included in (c) acquired after July 25, 2006, and not on a historic structure listed in the National Register	2d

3 Number of conservation easements modified, transferred, released, extinguished, or terminated by the organization during the tax year _____

4 Number of states where property subject to conservation easement is located _____

5 Does the organization have a written policy regarding the periodic monitoring, inspection, handling of violations, and enforcement of the conservation easements it holds?

Yes No

6 Staff and volunteer hours devoted to monitoring, inspecting, handling of violations, and enforcing conservation easements during the year _____

7 Amount of expenses incurred in monitoring, inspecting, handling of violations, and enforcing conservation easements during the year _____

8 Does each conservation easement reported on line 2(d) above satisfy the requirements of section 170(h)(4)(B)(i) and section 170(h)(4)(B)(ii)?

Yes No

9 In Part XIII, describe how the organization reports conservation easements in its revenue and expense statement and balance sheet, and include, if applicable, the text of the footnote to the organization's financial statements that describes the organization's accounting for conservation easements.

Part III Organizations Maintaining Collections of Art, Historical Treasures, or Other Similar Assets.

Complete if the organization answered "Yes" on Form 990, Part IV, line 8.

1a If the organization elected, as permitted under FASB ASC 958, not to report in its revenue statement and balance sheet works of art, historical treasures, or other similar assets held for public exhibition, education, or research in furtherance of public service, provide in Part XIII the text of the footnote to its financial statements that describes these items.

b If the organization elected, as permitted under FASB ASC 958, to report in its revenue statement and balance sheet works of art, historical treasures, or other similar assets held for public exhibition, education, or research in furtherance of public service, provide the following amounts relating to these items:

(i) Revenue included on Form 990, Part VIII, line 1 \$ _____

(ii) Assets included in Form 990, Part X \$ _____

2 If the organization received or held works of art, historical treasures, or other similar assets for financial gain, provide the following amounts required to be reported under FASB ASC 958 relating to these items:

a Revenue included on Form 990, Part VIII, line 1 \$ _____

b Assets included in Form 990, Part X \$ _____

LHA For Paperwork Reduction Act Notice, see the Instructions for Form 990.

Schedule D (Form 990) 2022

FAIRBANKS AREA SURFACE
TRANSPORTATION PLANNING

Schedule D (Form 990) 2022

83-1279836 Page 2

Part III Organizations Maintaining Collections of Art, Historical Treasures, or Other Similar Assets (continued)

3 Using the organization's acquisition, accession, and other records, check any of the following that make significant use of its collection items (check all that apply):

- a Public exhibition
b Scholarly research
c Preservation for future generations
d Loan or exchange program
e Other

4 Provide a description of the organization's collections and explain how they further the organization's exempt purpose in Part XIII.

5 During the year, did the organization solicit or receive donations of art, historical treasures, or other similar assets to be sold to raise funds rather than to be maintained as part of the organization's collection? Yes No

Part IV Escrow and Custodial Arrangements. Complete if the organization answered "Yes" on Form 990, Part IV, line 9, or reported an amount on Form 990, Part X, line 21.

1a Is the organization an agent, trustee, custodian or other intermediary for contributions or other assets not included on Form 990, Part X? Yes No

b If "Yes," explain the arrangement in Part XIII and complete the following table:

Table with 2 columns: Description, Amount. Rows: 1c Beginning balance, 1d Additions during the year, 1e Distributions during the year, 1f Ending balance.

2a Did the organization include an amount on Form 990, Part X, line 21, for escrow or custodial account liability? Yes No

b If "Yes," explain the arrangement in Part XIII. Check here if the explanation has been provided on Part XIII

Part V Endowment Funds. Complete if the organization answered "Yes" on Form 990, Part IV, line 10.

Table with 6 columns: (a) Current year, (b) Prior year, (c) Two years back, (d) Three years back, (e) Four years back. Rows: 1a-1g (Beginning of year balance, Contributions, Net investment earnings, Grants or scholarships, Other expenditures, Administrative expenses, End of year balance).

2 Provide the estimated percentage of the current year end balance (line 1g, column (a)) held as:

- a Board designated or quasi-endowment %
b Permanent endowment %
c Term endowment %

The percentages on lines 2a, 2b, and 2c should equal 100%.

3a Are there endowment funds not in the possession of the organization that are held and administered for the organization by:

- (i) Unrelated organizations
(ii) Related organizations

Table with 2 columns: Yes, No. Rows: 3a(i), 3a(ii), 3b.

b If "Yes" on line 3a(ii), are the related organizations listed as required on Schedule R?

4 Describe in Part XIII the intended uses of the organization's endowment funds.

Part VI Land, Buildings, and Equipment.

Complete if the organization answered "Yes" on Form 990, Part IV, line 11a. See Form 990, Part X, line 10.

Table with 5 columns: (a) Cost or other basis (investment), (b) Cost or other basis (other), (c) Accumulated depreciation, (d) Book value. Rows: 1a Land, 1b Buildings, 1c Leasehold improvements, 1d Equipment, 1e Other.

Total. Add lines 1a through 1e. (Column (d) must equal Form 990, Part X, column (B), line 10c.) 3,551.

**FAIRBANKS AREA SURFACE
TRANSPORTATION PLANNING**

Schedule D (Form 990) 2022

83-1279836 Page 3

Part VII Investments - Other Securities.

Complete if the organization answered "Yes" on Form 990, Part IV, line 11b. See Form 990, Part X, line 12.

(a) Description of security or category (including name of security)	(b) Book value	(c) Method of valuation: Cost or end-of-year market value
(1) Financial derivatives		
(2) Closely held equity interests		
(3) Other		
(A)		
(B)		
(C)		
(D)		
(E)		
(F)		
(G)		
(H)		
Total. (Col. (b) must equal Form 990, Part X, col. (B) line 12.)		

Part VIII Investments - Program Related.

Complete if the organization answered "Yes" on Form 990, Part IV, line 11c. See Form 990, Part X, line 13.

(a) Description of investment	(b) Book value	(c) Method of valuation: Cost or end-of-year market value
(1)		
(2)		
(3)		
(4)		
(5)		
(6)		
(7)		
(8)		
(9)		
Total. (Col. (b) must equal Form 990, Part X, col. (B) line 13.)		

Part IX Other Assets.

Complete if the organization answered "Yes" on Form 990, Part IV, line 11d. See Form 990, Part X, line 15.

(a) Description	(b) Book value
(1) RIGHT OF USE ASSET	160,289.
(2)	
(3)	
(4)	
(5)	
(6)	
(7)	
(8)	
(9)	
Total. (Column (b) must equal Form 990, Part X, col. (B) line 15.)	

Part X Other Liabilities.

Complete if the organization answered "Yes" on Form 990, Part IV, line 11e or 11f. See Form 990, Part X, line 25.

1. (a) Description of liability	(b) Book value
(1) Federal income taxes	
(2) LEASE LIABILITY	160,289.
(3)	
(4)	
(5)	
(6)	
(7)	
(8)	
(9)	
Total. (Column (b) must equal Form 990, Part X, col. (B) line 25.)	

2. Liability for uncertain tax positions. In Part XIII, provide the text of the footnote to the organization's financial statements that reports the organization's liability for uncertain tax positions under FASB ASC 740. Check here if the text of the footnote has been provided in Part XIII...

FAIRBANKS AREA SURFACE
TRANSPORTATION PLANNING

Schedule D (Form 990) 2022

83-1279836 Page 4

Part XI Reconciliation of Revenue per Audited Financial Statements With Revenue per Return.

Complete if the organization answered "Yes" on Form 990, Part IV, line 12a.

1	Total revenue, gains, and other support per audited financial statements		1	773,286.
2	Amounts included on line 1 but not on Form 990, Part VIII, line 12:			
a	Net unrealized gains (losses) on investments	2a		
b	Donated services and use of facilities	2b		
c	Recoveries of prior year grants	2c		
d	Other (Describe in Part XIII.)	2d		
e	Add lines 2a through 2d	2e		0.
3	Subtract line 2e from line 1		3	773,286.
4	Amounts included on Form 990, Part VIII, line 12, but not on line 1:			
a	Investment expenses not included on Form 990, Part VIII, line 7b	4a		
b	Other (Describe in Part XIII.)	4b		
c	Add lines 4a and 4b	4c		0.
5	Total revenue. Add lines 3 and 4c. (This must equal Form 990, Part I, line 12.)		5	773,286.

Part XII Reconciliation of Expenses per Audited Financial Statements With Expenses per Return.

Complete if the organization answered "Yes" on Form 990, Part IV, line 12a.

1	Total expenses and losses per audited financial statements		1	709,553.
2	Amounts included on line 1 but not on Form 990, Part IX, line 25:			
a	Donated services and use of facilities	2a		
b	Prior year adjustments	2b		
c	Other losses	2c		
d	Other (Describe in Part XIII.)	2d		
e	Add lines 2a through 2d	2e		0.
3	Subtract line 2e from line 1		3	709,553.
4	Amounts included on Form 990, Part IX, line 25, but not on line 1:			
a	Investment expenses not included on Form 990, Part VIII, line 7b	4a		
b	Other (Describe in Part XIII.)	4b		
c	Add lines 4a and 4b	4c		0.
5	Total expenses. Add lines 3 and 4c. (This must equal Form 990, Part I, line 18.)		5	709,553.

Part XIII Supplemental Information.

Provide the descriptions required for Part II, lines 3, 5, and 9; Part III, lines 1a and 4; Part IV, lines 1b and 2b; Part V, line 4; Part X, line 2; Part XI, lines 2d and 4b; and Part XII, lines 2d and 4b. Also complete this part to provide any additional information.

PART X, LINE 2:

INCOME TAXES - FAST PLANNING IS EXEMPT FROM INCOME TAXES UNDER SECTION 501(C)(3) OF THE INTERNAL REVENUE CODE. MANAGEMENT IS NOT AWARE OF ANY VIOLATION OF ITS TAX STATUS AS AN ORGANIZATION EXEMPT FROM INCOME TAXES. FAST PLANNING IS NOT A PRIVATE FOUNDATION. FAST PLANNING HAS ADOPTED FASB 740 ACCOUNTING FOR UNCERTAINTY IN INCOME TAXES THAT REQUIRES THE RECOGNITION OF LIABILITIES FOR UNCERTAIN TAX POSITIONS, WHERE A LIABILITY WOULD MORE LIKELY THAN NOT BE ASSESSED BY A TAXING AUTHORITY. MANAGEMENT HAS EVALUATED FAST PLANNING'S TAX POSITIONS AND DETERMINED THERE ARE NO LIABILITIES REQUIRED TO BE RECOGNIZED. INCOME TAX RETURNS ARE OPEN FOR EXAMINATION BY THE INTERNAL REVENUE SERVICE FOR THREE YEARS FROM THE DATE THEY WERE FILED.

FAIRBANKS AREA SURFACE
TRANSPORTATION PLANNING

Schedule D (Form 990) 2022

83-1279836 Page 5

Part XIII Supplemental Information *(continued)*

Lined area for supplemental information with a large diagonal 'DRAFT' watermark.

**SCHEDULE O
(Form 990)**

Department of the Treasury
Internal Revenue Service

Supplemental Information to Form 990 or 990-EZ

Complete to provide information for responses to specific questions on
Form 990 or 990-EZ or to provide any additional information.

Attach to Form 990 or Form 990-EZ.

Go to www.irs.gov/Form990 for the latest information.

OMB No. 1545-0047

2022

Open to Public
Inspection

Name of the organization	FAIRBANKS AREA SURFACE TRANSPORTATION PLANNING	Employer identification number	83-1279836
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FORM 990, PART I, LINE 1, DESCRIPTION OF ORGANIZATION MISSION:
 EDUCATIONAL INSTITUTIONS, AND PRIVATE ORGANIZATIONS PURSUANT TO 23USC
 134(D) AND (E).

FORM 990, PART VI, SECTION B, LINE 11B:
 PER FAST PLANNING'S FISCAL POLICY, FORM 990 WILL BE PRESENTED TO THE BOARD
 FOR THEIR REVIEW AND APPROVAL PRIOR TO FILING WITH THE IRS.

FORM 990, PART VI, SECTION B, LINE 12C:
 AT THE BEGINNING OF EVERY BOARD MEETING, AS WELL AS BEFORE ANY ACTION IS
 TAKEN ON INDIVIDUAL AGENDA ITEMS, OPPORTUNITY IS GIVEN FOR
 DIRECTORS/OFFICERS TO DECLARE ANY CONFLICTS OF INTEREST.

FORM 990, PART VI, SECTION B, LINE 15:
 THE BOARD AS A WHOLE DETERMINED COMPENSATION FOR THE EXECUTIVE DIRECTOR.PER
 FAST PLANNING'S PERSONNEL POLICY, EMPLOYEE COMPENSATION AT THE START
 OFEMPLOYMENT IS DETERMINED BASED ON THE APPLICANT'S PRIOR WORK
 EXPERIENCE,CREDENTIALS, AND EDUCATION; THE LOCAL JOB MARKET; THE
 ORGANIZATION'SBUDGET; AND PERIPHERAL MANAGEMENT CONSIDERATION.

FORM 990, PART VI, SECTION C, LINE 18:
 HARDCOPIES AND ELECTRONIC VERSIONS ARE LOCATED IN THE OFFICE AVAILABLE FOR
 PUBLIC INSPECTION AND COPYING DURING NORMAL BUSINESS HOURS, MONDAY THROUGH
 FRIDAY, FROM 8AM TO 5 PM.

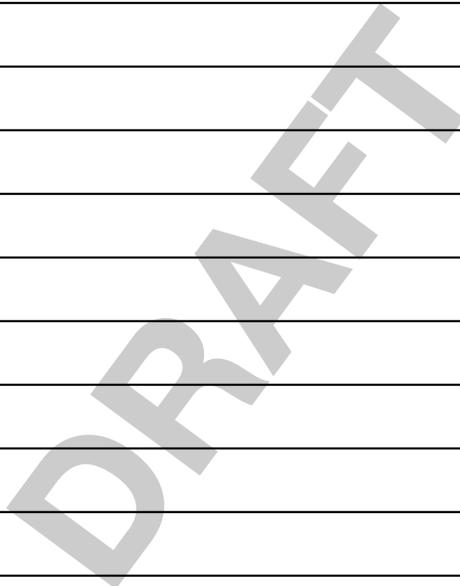
FORM 990, PART VI, SECTION C, LINE 19:
 LHA For Paperwork Reduction Act Notice, see the Instructions for Form 990 or 990-EZ. Schedule O (Form 990) 2022

Name of the organization FAIRBANKS AREA SURFACE TRANSPORTATION PLANNING	Employer identification number 83-1279836
---	--

HARDCOPIES AND ELECTRONIC VERSIONS (PDF) ARE LOCATED IN OFFICE AVAILABLE FOR PUBLIC INSPECTION AND COPYING DURING NORMAL BUSINESS HOURS, MONDAY THROUGH FRIDAY, FROM 8AM TO 5 PM.

FORM 990, PART XI, LINE 9, CHANGES IN NET ASSETS:

ROUNDING 1.



2022 DEPRECIATION AND AMORTIZATION REPORT

FORM 990 PAGE 10

990

Asset No.	Description	Date Acquired	Method	Life	Conv	Line No.	Unadjusted Cost Or Basis	Bus % Excl	Section 179 Expense	* Reduction In Basis	Basis For Depreciation	Beginning Accumulated Depreciation	Current Sec 179 Expense	Current Year Deduction	Ending Accumulated Depreciation
	MACHINERY & EQUIPMENT														
1	COMPUTER AND DOC	07/19/19	SL	3.00		16	3,378.				3,378.	3,378.		0.	3,378.
2	SURFACE PRO	12/18/20	SL	3.00		16	1,200.				1,200.	700.		400.	1,100.
3	LAPTOP	02/10/22	SL	3.00		16	1,392.				1,392.	309.		464.	773.
4	ASUS LAPTOP	10/11/22	SL	3.00		16	2,899.				2,899.			966.	966.
5	DJI AIR 3 DRONE	07/28/22	SL	3.00		16	1,349.				1,349.			450.	450.
	* 990 PAGE 10 TOTAL MACHINERY & EQUIPMENT						10,218.				10,218.	4,387.		2,280.	6,667.
	* GRAND TOTAL 990 PAGE 10 DEPR						10,218.				10,218.	4,387.		2,280.	6,667.
	CURRENT YEAR ACTIVITY														
	BEGINNING BALANCE						7,319.			0.	7,319.	4,387.			5,701.
	ACQUISITIONS						2,899.			0.	2,899.	0.			966.
	DISPOSITIONS/RETIRED						0.			0.	0.	0.			0.
	ENDING BALANCE						10,218.			0.	10,218.	4,387.			6,667.
	ENDING ACCUM DEPR											6,667.			
	ENDING BOOK VALUE											3,551.			

AMENDMENT TO LEASE #4

This amendment to the lease entered into on May 1, 2019 and terminating on April 30, 2021, and subsequently extended to April 30, 2024, for Demised Premises at 100 Cushman Street, Suite 205 and Suite 215, Fairbanks, AK owned by Usibelli Investments, LLC, 100 Cushman St., Suite 210, Fairbanks, Alaska 99701, hereinafter called the Lessor, and FAST Planning, 100 Cushman St., Suite 205, Fairbanks, Alaska, 99701, hereinafter called the Lessee, shall amend the lease as follows:

- 1. Lessor and Lessee agree to extend the term of the lease for a three-year period, May 1, 2024 – April 30, 2027.
- 2. Rental rate for extension term to be \$4,025.25 (~\$2.25 per sq. ft.) Rate to stay unchanged for duration of extension term.
- 3. All other terms and conditions remain unchanged.

In witness whereof, each party to this lease agreement has caused it to be executed in Fairbanks, Alaska on the date indicated below.

LESSOR
Usibelli Investments, LLC

LESSEE
FAST Planning

By: _____
Glen A. Weaver
Vice President

By: _____
Jackson Fox
Executive Director

Date: _____

Date: _____

AMENDMENT TO LEASE #3

This amendment to the lease entered into on May 1, 2019 and terminating on April 30, 2021, and subsequently extended to April 30, 2024, for Demised Premises at 100 Cushman Street, Suite 205, Fairbanks AK owned by Usibelli Investments, LLC, 100 Cushman St., Suite 210, Fairbanks Alaska 99701, hereinafter called the Lessor, and FAST Planning, 100 Cushman St., Suite 205, Fairbanks, Alaska, 99701, hereinafter called the Lessee, shall amend the lease as follows:

1. Lessor and Lessee agree to reduce the size of Suite 205, to accommodate neighboring tenant.
2. Suite 205 is now approximately 625 rentable sq. ft.
3. The current rental rate for suite 205 is \$2.15 per sq. ft.; new rental amount for suite 205 to be \$1343.75. (625 sq. ft. x \$2.15 = \$1,343.75.) The new monthly rental amount for FAST combined suites (205 and 215) to be \$3613.55. The current lease rate for both suites shall remain constant until lease expiration on 4/30/24.

In witness whereof, each party to this lease agreement has caused it to be executed in Fairbanks Alaska on the date indicated below.

LESSOR
Usibelli Investments, LLC

LESSEE
FAST Planning

By: 
Glen A. Weaver
Vice President

By: 
Jackson Fox
Executive Director

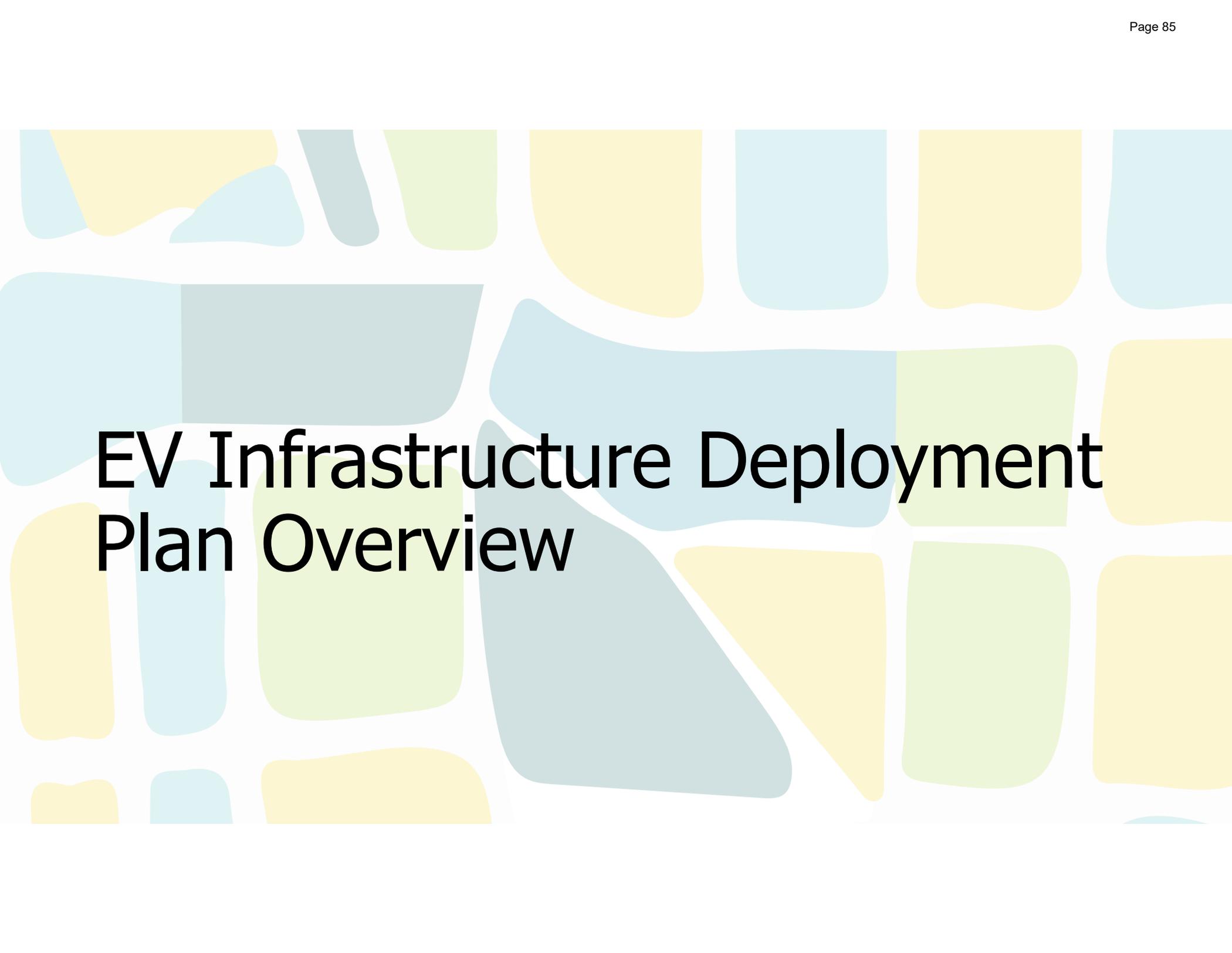
Date: 10/25/2023

Date: 10/25/2023



Fairbanks and North Pole EV Infrastructure Deployment Plan

Policy Board
March 20, 2024



EV Infrastructure Deployment Plan Overview

Plan Outline

- Introduction
- Vision, Goals, and Objectives
- Stakeholder and Public Involvement
- Existing Conditions
 - Current EV Landscape
 - Challenges
 - Existing Infrastructure
 - Utilities
 - Policies and Regulations
 - FAST Call for Applications
 - Alaska NEVI Efforts



Plan Outline

- Needs Analysis
 - Projected Infrastructure Needs
 - Cost Estimates
 - Funding Opportunities
 - Policy and Regulation Modifications
 - Battery Disposal and Recycling
- Recommendations
- Implementation Strategy



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Public and Stakeholder Engagement

Engagement Plan

- Public Engagement
 - March 19 Open House – Existing Conditions
 - March 19 – April 19 – Public Survey
 - Fall 2024 Open House – Draft Plan
- FAST Engagement
 - Policy Board
 - March 20 – Existing Conditions
 - Fall 2024 – Draft Plan
 - Technical Committee
 - Tentative May 2024 – Mid-Point Check-in
 - Fall 2024 – Draft Plan
- Steering Committee
 - March 19 – Kickoff, Existing Conditions
 - Bi-monthly



PLANNING FOR
**ELECTRIC VEHICLES
 OPEN HOUSE**

 Help determine the **future** locations of EV charging stations & more!

TUESDAY | MARCH 19TH

@ MORRIS THOMPSON CULTURAL & VISITOR'S CENTER
 101 DUNKEL STREET, FAIRBANKS, AK 99701

5:00 - 7:00 PM    

FREE FOOD! come hungry | sandwiches & drinks provided

NEED MORE INFO? Call/Text (907) 251-7248

100 cushman street, suite 205 or www.fastplanning.us



A FAST Planning Carbon Reduction Program-funded plan in partnership with:

**Michael Baker
 INTERNATIONAL**

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Vision, Goals, & Objectives

DRAFT Vision Statement

Fairbanks and North Pole aim to become electric vehicle (EV)-ready communities by developing a convenient, equitable, and local EV charging network. This network will support the integration of EVs as a new transportation option among existing options and provide residents and visitors with ample charging access to make EV ownership feasible and accessible for all.

DRAFT Goals

1. Expand public and private EV charging infrastructure to provide convenient charging access across the Fairbanks and North Pole region through partnerships and prioritized methodologies.
2. Understand current EV owners' needs and patterns to inform charging infrastructure decisions.
3. Distribute charging infrastructure equitably across geographic areas and site types
4. Position the region as a cold climate testing hub.
5. Provide the public with information to make informed transportation decisions on vehicle electrification.

DRAFT Objectives

1. Install public Level 2 chargers and DC fast chargers informed by demand projections and current EV owner needs.
2. Work with GVEA to identify optimal locations on the grid for charging stations.
3. Develop partnerships with major employers, public facilities, and private businesses to host charging stations as part of grant-funded deployments.
4. Ensure charging sites are distributed across neighborhoods and serve a mix of facilities.
5. Revise zoning codes and policy to facilitate private charging station installation.
6. Conduct outreach showcasing EVs as an option for transport in the region.
7. Partner with cold climate testing entities to position the region as an EV research hub.
8. Ensure publicly accessible charging is offered in disadvantaged areas of the community.

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Next Steps in Plan Development

Next Steps

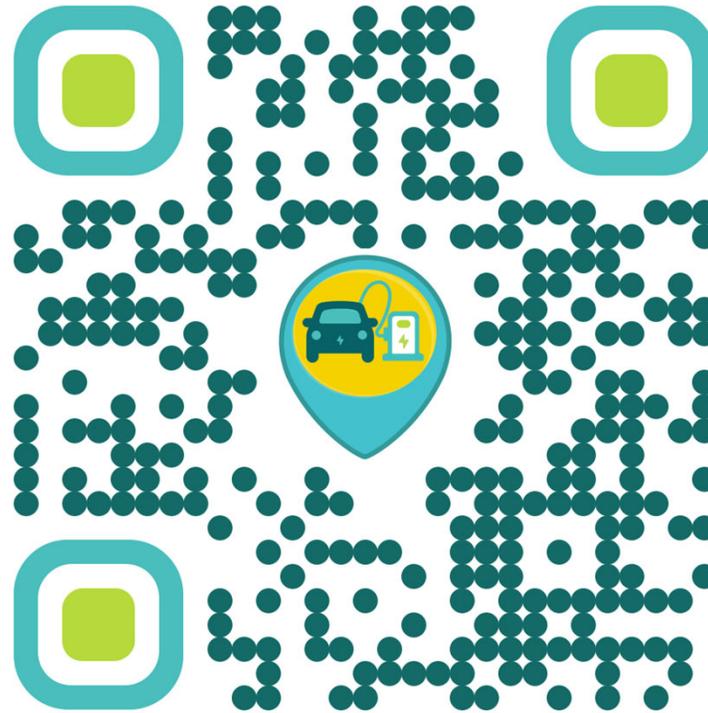
- Finalize Vision, Goals, Objectives
- Draft Memo on Existing Conditions
- Summarize Utilities
- Begin Needs Analysis



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Survey

Survey Launches Today!



<https://storymaps.arcgis.com/stories/2db66798b71444e99b97fd7ca67cac09>

Fairbanks Area Surface Transportation
Planning

Fairbanks Transit Plans Update 2023

Fairbanks North Star Borough
Senior Citizens Advisory Commission
02/08/2024

Corey DiRutigliano | Transportation Planner + Architect , FAST Planning
corey.diru@fastplanning.us | (907) 308-3809



Fairbanks Transit Plans Update

Our Team

• FAST PLANNING

- Corey DiRutigliano, Project Manager
- Olivia Lunsford, Transportation Planner
- Jackson Fox, Director



• R&M Consultants

- Van Le, Project Manager
- Bryant Wright, Public Engagement Lead
- Taryn Oleson-Yelle, CHSTP



• Alta Planning & Design

- Collin Hodges, Transportation Planner



• DOWL Engineering

- Jess Smith, Transportation Planner



• FNSB Transportation

- Dey Johnson, Transportation Manager
- Michelle Denton, Director



Fairbanks Transit Plans Update

About FAST Planning

- Fairbanks Area Surface Transportation (FAST) Planning is the Metropolitan Planning Organization (MPO) for the urbanized areas of the Fairbanks North Star Borough, including the cities of North Pole and Fairbanks.
 - Creates plans for local multi-modal transportation system investments that work for the betterment of the community.
 - The Metropolitan Planning Organization (MPO) is an ongoing cooperative effort guided by priorities set forth by the Technical Committee and Policy Board.
- 
- *Safely and efficiently move goods and people*
 - *Support economic progress*
 - *Protect the environmental protection and an*
 - *Improve quality of life*

Fairbanks Transit Plans Update

Project Purpose and Need

- Improve the coordination between public transportation and human service providers in the community.

- **Short- and Long-Term Transit Plan**

- 5- and 20-year planning horizons
- Short-term: Operational, financial, and capital improvements for transit services
- Long-Term: Forecasted population and infrastructural changes that could affect transit provision

- Bipartisan Infrastructure Law
- Infrastructure Investment and Jobs Act
- Enhanced Mobility for Seniors and Individuals with Disabilities Program (Section 5310)

- **Coordinated Human Services Transportation Plan (CHSTP)**

- Transportation needs of individuals with disabilities, seniors, and people with low incomes
 - Strategies for meeting those local needs
 - Prioritize transportation services and projects for funding and implementation
- Federal Transit Administration (FTA) 5310 grant funding requirement
 - Fixing America's Surface Transportation Act (FAST Act)

Transit Plan Update Vision and Goals



VISION “The MACS Transit system is an investment in our subarctic communities, connecting people with opportunities through access to jobs, healthcare, education, and destinations, with dependable, inclusive, safe and equitable service in all seasons.”

GOALS

- 1 Maximize transit system efficiency
- 2 Provide accessible, equitable service in all seasons
- 3 Connect the MACS system to destinations through the wider transportation network
- 4 Connect riders with economic opportunities and continue to bring economic benefits to the Borough
- 5 Coordinate transit decisions with local and regional planning priorities
- 6 Protect the environment, improve air quality, and promote alternate fuels
- 7 Develop a plan for Communication, Education, and Awareness
- 8 MACS transit is dependable, welcoming, consistent and preferred transportation

Coordinated Human Services Transportation Plan Update Vision and Goals



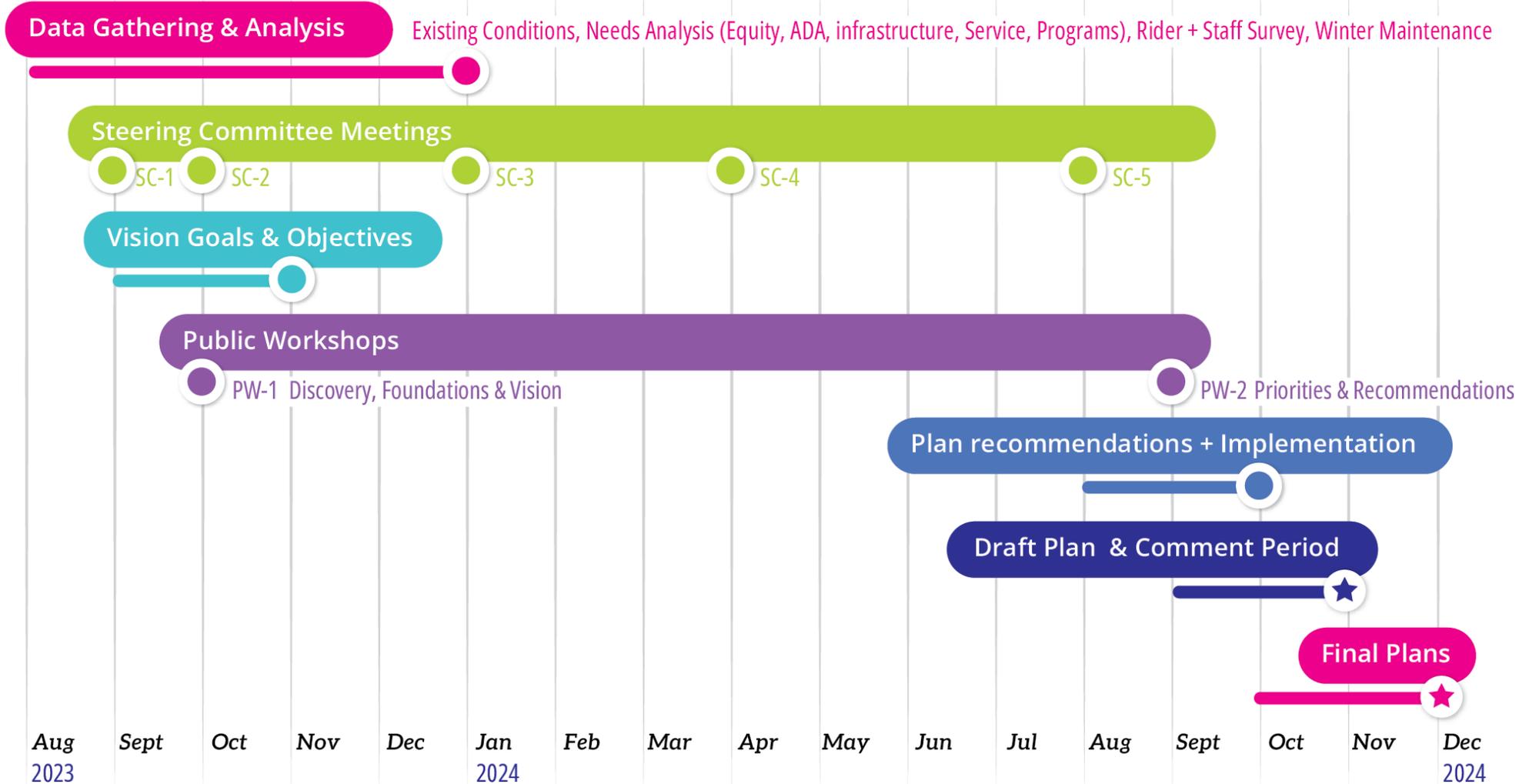
VISION "Any member of the community, from most to least advantaged, including elderly and people with disabilities, whose mobility needs are not met through their own means or MACS fixed-route services, is connected to the community through a range of transportation options to elevate their independence, freedom and opportunities for a cohesive and enriching public life."

GOALS

- 1 Expand Communication, Education, and Awareness
- 2 Strengthen provider resources and ensure consistent and reliable funding for services and programs
- 3 Collect data consistently and coordinate information sharing to enhance transit equity and service delivery
- 4 Expand service availability through ongoing Coordination, Collaboration, and Partnerships
- 5 Plan and Coordinate safe, affordable and accessible services for Borough Residents

2023 Transit Plans Update Project Schedule

Fairbanks North Star Borough



Fairbanks Transit Plans Update

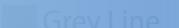
How can we connect our communities?

Considerations for Seniors:

- Van Tran
- Event Shuttles
- Tell us!


 on board for you to track the location of your bus in real time. Log onto www.mscstransit.com and look for the link.



 Green Line
 Grey Line



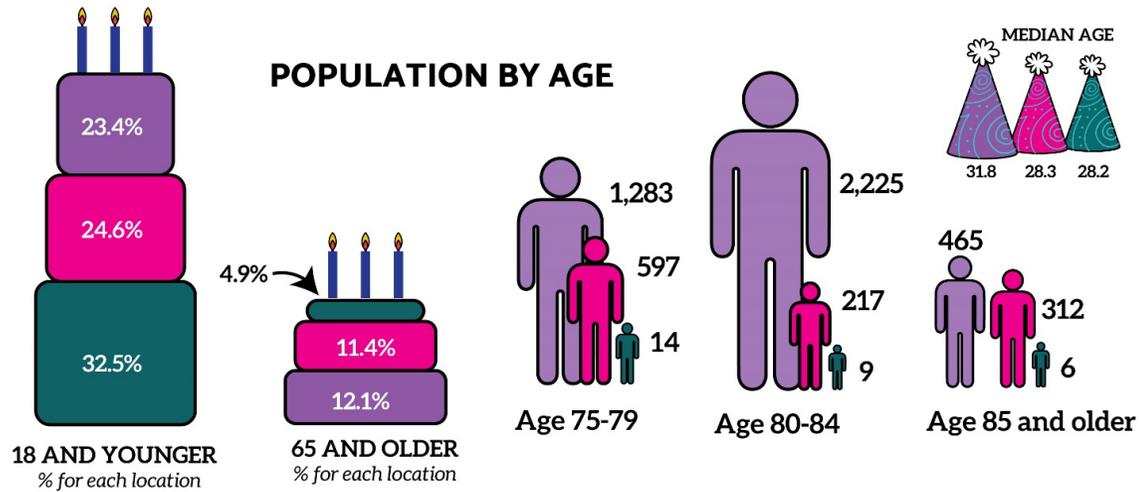
UPCOMING EVENTS

- February: Needs Analysis Report
- **March: Steering Committee Meeting #3**
 - Needs Analysis Charrette
 - *Join the Steering Committee?*
- Summer & Fall 2024:
 - Draft Plan & Review
- **Final Plan end of 2024**

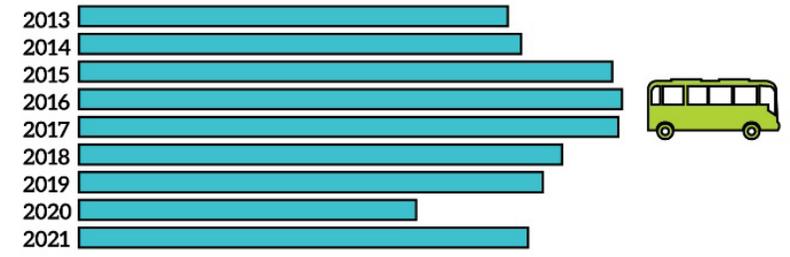
Corey DiRutigliano | Transportation Planner + Architect , FAST Planning

corey.diru@fastplanning.us | (907) 308-3809

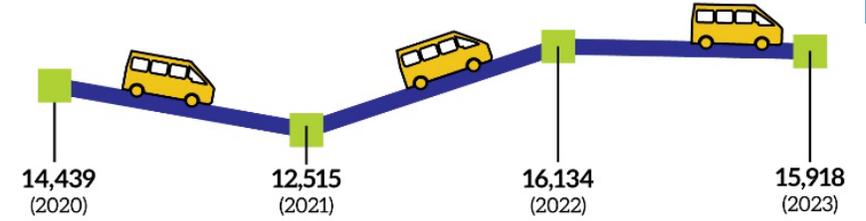
● Fairbanks North Star Borough
 ● City of Fairbanks
 ● City of North Pole



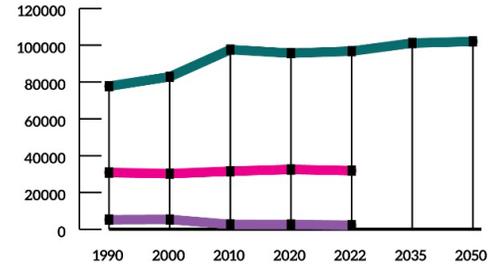
MACS MILES TRAVELED



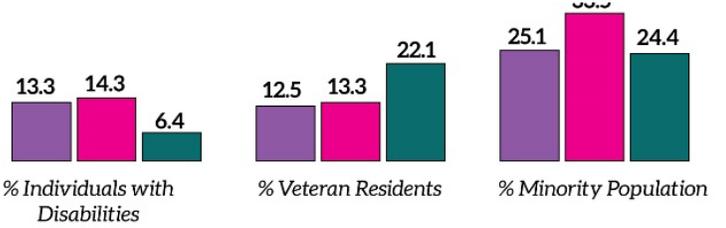
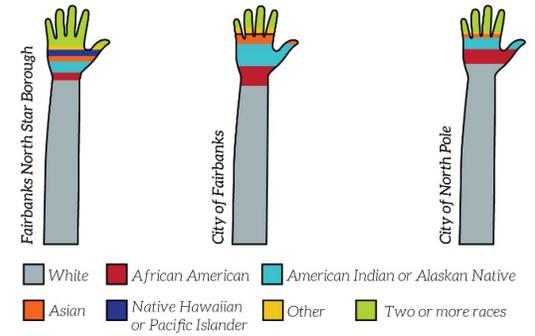
VAN-TRAN RIDERSHIP (FISCAL YEAR)



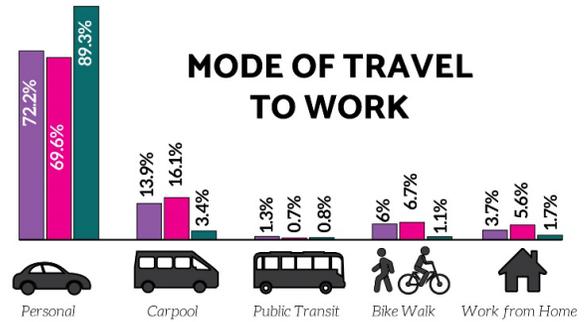
POPULATION TREND



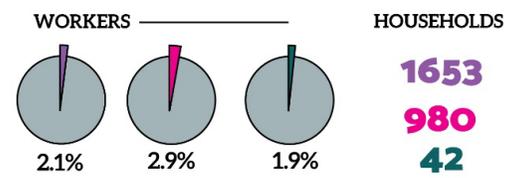
RACE (% OF TOTAL POPULATION)



MODE OF TRAVEL TO WORK



ZERO VEHICLE



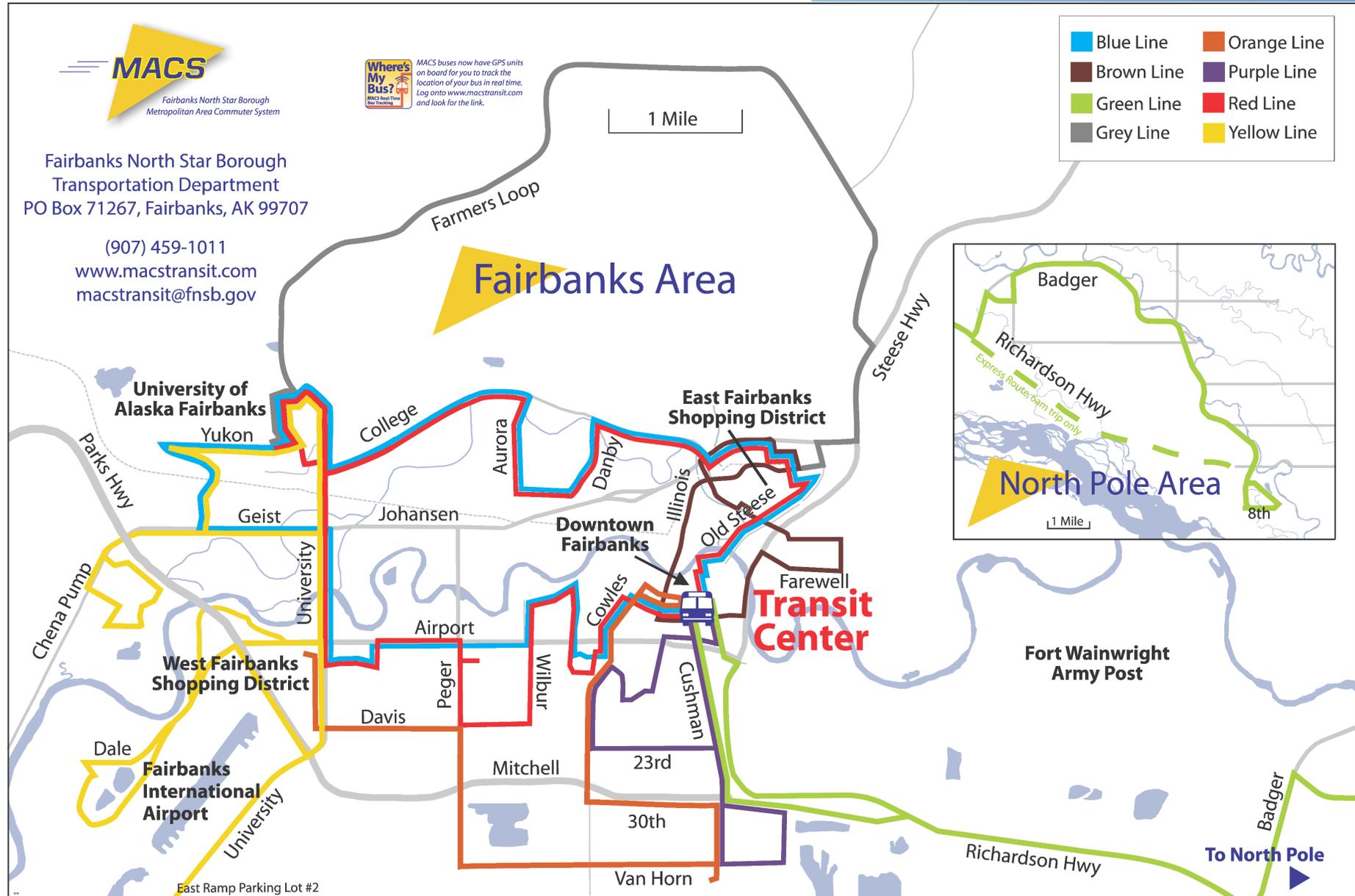
MEDIAN INCOME & POVERTY

POPULATION	95,655	32,515	2,610
MEDIAN INCOME	\$83,519	\$66,572	\$83,524
% POPULATION BELOW POVERTY LEVEL	7.9	9.1	5.3



Fairbanks Transit Plans Update

- MACS & Van Tran
- City of Fairbanks
- City of North Pole
- Eight lines
 - Regular
 - Limited





TECHNICAL COMMITTEE

Action Items

03.06.2024

Main Motion (from February 7th meeting): To recommend to the Policy Board to reduce the number of voting members, exact number to be determined by the Policy Board, with the exception of removing one Borough member. (Pristash/Rogers).

Amendment (from February 7th meeting): To add removal of the Public Safety/Law Enforcement representative and redesignate them as ex-officio members. (Netardus/Rogers). Eight in favor. (Czarnecki, Dueber, Netardus, Pristash, Roberts, Rogers, Stumpf, Theurich). Eight opposed. (Bredlie, Greene, Hoke, McKinley, Nelson, Kellner, Wallace, Weinberger). Motion failed.

Amendment (February 7th meeting): To remove the language "...with the exception of removing one Borough member." from the main motion. (Kellner/Wallace). **No vote taken; action postponed to March 6th meeting.**

Vote on Amendment (March 6th): Eight in favor. (Bredlie, Czarnecki, Dueber, Hoke, McKinley, Nelson, Spillman, Wallace). Three opposed. (Netardus, Rogers, Zinza). Three abstentions. (Greene, Theurich, Weinberger). Motion failed.

Amendment: To make one Fairbanks North Star Borough seat ex-officio. (Zinza/Rogers). One in favor. (Zinza). Twelve opposed. (Bredlie, Czarnecki, Dueber, Greene, Hoke, McKinley, Nelson, Netardus, Rogers, Spillman, Theurich, Wallace). One abstention. (Weinberger). Motion failed.

Amendment: To make Fort Wainwright and Public Safety Representative seats ex-officio (Netardus/Rogers). Two in favor. (Netardus, Zinza). Twelve opposed. (Bredlie, Czarnecki, Dueber, Greene, Hoke, McKinley, Nelson, Rogers, Spillman, Theurich, Wallace, Weinberger). Motion failed.

Vote on Main Motion: To recommend to the Policy Board to reduce the number of voting members, exact number to be determined by the Policy Board. Two in favor. (Rogers, Zinza). Eleven opposed. (Bredlie, Czarnecki, Dueber, Greene, Hoke, McKinley, Nelson, Netardus, Spillman, Theurich, Wallace). One abstention. (Weinberger). Motion failed.

New Motion: To recommend to the Policy Board to keep the composition of the Technical Committee at its current make-up. (Spillman/Greene). Nine in favor. (Bredlie, Czarnecki, Hoke, Dueber, Greene, McKinley, Nelson, Spillman, Theurich). Three opposed. (Netardus, Rogers, Zinza). One abstention. (Weinberger). One absent. (Wallace). Approved.

Motion: To recommend to the Policy Board to authorize the Bicycle & Pedestrian Advisory Committee Chair to sign and submit the comment letter on the Vulnerable Road Users Safety Assessment to the Alaska Department of Transportation & Public Facilities. (Zinza/Rogers).

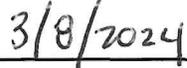
Amendment: To consider adding a comment regarding wanting to see a list of infrastructure projects also incorporated. (Spillman/McKinley). Nine in favor. (Bredlie, Czarnecki, Dueber, Hoke, McKinley, Rogers, Spillman, Theurich, Zinza). Three abstentions. (Nelson, Netardus, Weinberger). Two absent. (Greene, Wallace). Approved.

Vote on Amended Motion: None opposed. One abstention. (Weinberger). Two absent. (Greene, Wallace). Approved.

Amended Motion: To recommend to the Policy Board to authorize the Bicycle & Pedestrian Advisory Committee Chair to sign and submit the comment letter on the Vulnerable Road Users Safety Assessment to the Alaska Department of Transportation & Public Facilities and to consider adding a comment regarding wanting to see a list of infrastructure projects also incorporated.



Jackson C. Fox
Chair, Technical Committee



Date

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 - Technical Committee Membership

	Agency/Organization	Current Appointee	Voting Member	Ex-Officio (non-voting)
1	City of Fairbanks Engineering	Pristash	X	
2	City of Fairbanks Engineering	Rogers	X	
3	City of North Pole	Wallace	X	
4	FNSB Community Planning	Spillman	X	
5	FNSB Rural Services	Bredlie	X	
6	FNSB Transportation/MACS	Denton	X	
7	FNSB Planning Commission	McKinley	X	
8	ADOT&PF Planning	Nelson	X	
9	ADOT&PF Preconstruction	Netardus	X	
10	ADEC Air Quality	Czarnecki	X	
11	Fort Wainwright	Weinberger	X	
12	Eielson Air Force Base	Greene	X	
13	UAF Design & Construction	Theurich	X	
14	Fairbanks International Airport	Stumpf	X	
15	Freight Industry	Burgess	X	
16	Alaska Railroad Corporation	Dueber	X	
17	Tribal Group	VACANT	X	
18	Public Safety/Law Enforcement	Roberts	X	

SECTION 3 The length of the public comment period, per speaker, may be determined at the discretion of the Chair at the beginning of any public meeting. The public comment period will be closed when all speakers have had an opportunity to comment on the item before the Policy Board.

ARTICLE VI

Records

SECTION 1 The minutes of all Board and Committee meetings shall be recorded by the MPO staff and maintained as a public record in the MPO Coordinator's office and shall be accessible to the public during regular office hours.

ARTICLE VII

Committees

SECTION 1 All Committees shall consist of at least three (3) members each.

SECTION 2 Members of the Policy Board shall be a non-voting member of each Committee.

SECTION 3 Committee meetings may be called at the request of the Committee Chair or at the request of two (2) members. A written or verbal report of Committee business shall be made at the next meeting of the Policy Board by any Committee member or the Executive Director.

SECTION 4 All Committee meetings must be noticed according to AS 44.62.310, which shall be strictly adhered to in conduct of the meeting.

ARTICLE VIII

Technical Committee Purpose 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 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 representatives, such as engineer, planner, or other specialist, from the following agencies or transportation organizations and groups:

- City of Fairbanks (Engineering) (x2)
- 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)

SECTION 5 The Technical Committee shall elect a Chair and Vice-Chair from its regular members or Staff, including the Executive Director, annually at its regularly scheduled meeting no later than the end of November.

SECTION 6 The Chair shall decide on all points of order and procedure in accordance with Robert's Rules of Order, Newly Revised, unless changed and adopted by the rules agreed upon by the Committee.

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

SECTION 8 The Executive Director shall serve as Secretary of the Technical Committee. The Secretary shall provide all administrative support for the Technical Committee. The Transportation Planner of FAST Planning is designated as Assistant Secretary to serve in the absence of the Executive Director and to provide additional support to the Technical Committee.

SECTION 9 All committee members shall be entitled to one vote each. The Executive Director and Transportation Planner will not be considered as members and will not get a vote.

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

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

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

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

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

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

ARTICLE IX

Conflict of Interest

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

History of FMATS/FAST Planning Bylaw Changes for Technical Committee Membership

- April 2003** Original Bylaws approved with the following Technical Committee members:
- City of Fairbanks (Engineer)
 - City of Fairbanks (Public Works Director)
 - City of North Pole (Engineer)
 - Fairbanks North Star Borough Planning (Director)
 - Fairbanks North Star Borough Transit (Director)
 - Fairbanks North Star Borough Planning Commission
 - State of Alaska Department of Transportation & Public Facilities (Planning Manager)
 - State of Alaska Department of Environmental Conservation Division of Air and Water Quality
 - Fort Wainwright
 - University of Alaska Fairbanks
 - Fairbanks International Airport (Manager)
 - Freight Carriers
 - Alaska Railroad
 - Tanana Chiefs Conference
- January 2017** First time Technical Committee membership changed:
- Added seat for Alaska DOT&PF Preconstruction
 - Removed seat for City of Fairbanks Public Works Director and reassigning both City seats to Engineering
- April 2018** Removed employment titles (i.e. Director, Manager, etc) for Technical Committee membership to make seat appointments more flexible
- October 2021** Added seat for Public Safety Representative
- November 2023** Added seats for EAFB and FNSB Rural Services



Date: March 20, 2024

To: **Pam Golden, Alaska Highway Safety Office, Alaska Department of Transportation and Public Facilities (Alaska DOT&PF)**

From: Fairbanks Area Surface Transportation (FAST) Planning Bicycle & Pedestrian Advisory Committee (BPAC)

Subject: **Comment Letter – Vulnerable Road User (VRU) Safety Assessment**

Ms. Golden –

We are members of the Fairbanks Area Surface Transportation (FAST) Planning’s Bicycle and Pedestrian Advisory Committee (BPAC). We have reviewed and discussed the Vulnerable Road User Safety Assessment that was included as Appendix E in the 2023-2027 Alaska Strategic Highway Safety Plan.

We acknowledge the work that went into the Assessment, and we thank you for the opportunity to comment and identify the following concerns:

- 1) Coordination with the FAST Planning BPAC did not occur. This committee is the most-involved with bicycle and pedestrian planning and infrastructure within the Metropolitan Planning Area (MPA).
- 2) There are several other organizations and agencies missing from your list of contacts who should have been approached for feedback, including (but not limited to):
 - a. Fairbanks Cycle Club
 - b. Running Club North
 - c. FNSB Parks and Recreation
 - d. City of Fairbanks Police Department
 - e. Fairbanks Downtown Association
 - f. Access Alaska
 - g. Wallbusters
- 3) The Assessment highlights trends and major problem locations but does not comprehensively examine bicycle and pedestrian events in which drugs and alcohol were involved – a growing concern in our community.

- 4) Alaska DOT&PF recently demolished the State-owned pedestrian overpass on Geist Road in Fairbanks on August 16, 2023, due to a truss member failure. As per FAST Planning's STIP Comment Letter, dated September 13, 2023 (See Attachment), we recommend Alaska DOT&PF explore using a portion of their mandatory 15% set aside of Highway Safety Improvement Program (HSIP) funds for Vulnerable Road Users to cover the cost of a replacement pedestrian crossing facility. The BPAC has heard substantial public comment about students jaywalking across the road.
- 5) In addition to the list of strategies provided in the Assessment to reduce safety risk to vulnerable road users, we strongly recommend a 'program of projects' be included (per October 2022 Guidance from the Federal Highway Administration). The program of projects would serve as the basis for expenditure of the mandatory 15% set aside of HSIP funds noted above.
- 6) There are known deficiencies in the presented data since the coding of the data is primarily geared toward documenting crashes involving motorized vehicles. We recognize the data limitations within our State and that acquiring finer data might not have been possible, but we think this should be noted somewhere in the Assessment.
- 7) The crash data presented in the existing Assessment significantly misreports the severity of accidents involving bicycles and pedestrians. We recommend considering other data sources such as the Alaska Trauma Registry, as mentioned in the Strategic Highway Safety Plan, to provide information on injuries for vulnerable road users.
- 8) The Fairbanks Area is not clearly defined in the Assessment. Does the "Fairbanks Area" include the City of North Pole, other communities within the FNSB, or the Metropolitan Planning Area?
- 9) E-Bikes are mentioned and described as a potential safety issue, yet there is no mention of ATVs and snowmachines, which are regularly seen utilizing bicycle and pedestrian infrastructure.
- 10) Alaska DOT&PF did not release the Draft Assessment for public comment.

Again, we appreciate the opportunity to comment on this document.

If you have any questions or need additional information from our MPO, please contact FAST Planning's Executive Director Jackson Fox at jackson.fox@fastplanning.us or (907) 590-1618.

Sincerely,

Kimberly Streeter
Chair, Bicycle & Pedestrian Advisory Committee
FAST Planning



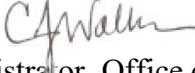
U.S. Department
of Transportation

Federal Highway
Administration

Memorandum

Subject: **ACTION:** Vulnerable Road User Safety
Assessment Guidance (Due date:
November 15, 2023)

Date: October 21, 2022

From: Cheryl J. Walker 
Associate Administrator, Office of Safety

In Reply Refer To:
HSSP

To: Division Administrators

Purpose

The purpose of this memorandum is to provide background and guidance to clarify the requirements for the Vulnerable Road User Safety Assessment as described in 23 U.S.C. 148(l), as amended by the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. 117-58, also known as the “Bipartisan Infrastructure Law” (BIL)). All States are required to develop a Vulnerable Road User Safety Assessment as part of their Highway Safety Improvement Program (HSIP) in accordance with 23 U.S.C. 148(l).

This guidance also incorporates principles consistent with the Federal Highway Administration’s (FHWA) [Policy on Using Bipartisan Infrastructure Law Resources to Build a Better America](#), dated December 16, 2021.

Except for the statutes and regulations cited, the contents of this document do not have the force and effect of law and are not meant to bind the States or the public in any way. This document is intended only to provide information regarding existing requirements under the law or agency policies.

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Definitions

The following terms are used throughout this guidance:

A **Safe System Approach** means a roadway design that emphasizes minimizing the risk of injury or fatality to road users; and that: takes into consideration the possibility and likelihood of human error; accommodates human injury tolerance by taking into consideration likely crash types, resulting impact forces, and the ability of the human body to withstand impact forces; and takes into consideration vulnerable road users. (23 U.S.C. 148(a)(9)).

A **Vulnerable Road User Safety Assessment** is an assessment of the safety performance of a State with respect to vulnerable road users and the plan of the State to improve the safety of vulnerable road users as described under 23 U.S.C. 148(l). (23 U.S.C. 148(a)(16)).

A **vulnerable road user** is a nonmotorist with a fatality analysis reporting system (FARS) person attribute code for pedestrian, bicyclist, other cyclist, and person on personal conveyance or an injured person that is, or is equivalent to, a pedestrian or pedalcyclist as defined in the ANSI D16.1-2007. (See 23 U.S.C. 148(a)(15) and 23 CFR 490.205). A vulnerable road user may include people walking, biking, or rolling. Please note that a vulnerable road user:

- Includes a highway worker on foot in a work zone, given they are considered a pedestrian.
- Does not include a motorcyclist.

Background

Vulnerable road users accounted for a growing share of all United States roadway fatalities in recent years.¹ An even larger number of vulnerable road users are injured each year in collisions involving motor vehicles.² On March 2, 2022, the National Highway Traffic Safety Administration (NHTSA) released its 2020 annual traffic crash data³ showing that 38,824 lives were lost in traffic crashes nationwide that year. That number marks the highest number of fatalities since 2007. In addition, as compared with 2019 data, bicyclist fatalities were up 9.2 percent (from 859 to 938) and pedestrian fatalities were up 3.9 percent (from 6,272 to 6,516). NHTSA also published early estimates for 2021 roadway fatalities.⁴ The total projected pedestrian fatalities increased by 13 percent from 2020 to 2021 and bicyclist fatalities increased by 5 percent from 2020 to 2021. Addressing the safety of vulnerable road users through a multifaceted, collaborative, and comprehensive approach allows people that walk, bike, and roll full and safe access to our transportation system.

Prioritizing Vulnerable Road User Safety in All Investments and Projects

The United States Department of Transportation's (USDOT) [National Roadway Safety Strategy](#) (NRSS) (issued January 27, 2022) commits the USDOT and FHWA to respond to the current

¹ <https://www-fars.nhtsa.dot.gov/Main/index.aspx>

² <https://cdan.dot.gov/query>

³ <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813266>

⁴ <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813298>

crisis in traffic fatalities by “taking substantial, comprehensive action to significantly reduce serious and fatal injuries on the Nation’s roadways,” in pursuit of the goal of achieving zero highway deaths. FHWA recognizes that zero is the only acceptable number of deaths on our Nation’s roads and achieving zero is our safety goal. FHWA therefore encourages States and other funding recipients to prioritize vulnerable road user safety in all Federal highway investments and in all appropriate projects.

At the core of the NRSS is the adoption of the [Safe System Approach](#), which addresses the safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes. It involves a paradigm shift to improve safety culture, increase collaboration across all safety stakeholders, and refocus transportation system design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives. To achieve the vision of zero fatalities and to Build a Better America, vulnerable road user safety should be fully considered in a State’s transportation investment decisions, from planning and programming, environmental analysis, project design, and construction, to maintenance and operations. States should use data-driven safety analyses to ensure that safety is a key input in any decision made in the project development process for all project types and fully consider and improve the safety of all road users, especially vulnerable road users, in project development. FHWA encourages States to use the lessons learned from the Vulnerable Road User Safety Assessment process to also identify policies, rules, and procedures that may be barriers to safe travel by vulnerable road users, and take steps to change them.

Because of the role of speed in fatal crashes, FHWA is also providing new resources on the setting of speed limits and on re-engineering roadways to help encourage safer travel speeds through design. FHWA recommends that States use a Complete Streets Design Model on roadways where adjacent land use suggests that trips could be served by varied modes, and to achieve complete travel networks for various types of road users. A Complete Streets Design Model prioritizes safety, comfort, and connectivity for all users of the roadway, including but not limited to pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.

Equity

Fatalities impact communities differently, particularly for people not in a vehicle. Bicyclist and pedestrian fatalities are overrepresented for American Indians, Black or African-Americans, and Hispanic or Latinos compared to total bicyclist and pedestrian fatalities.⁵ Therefore, States should ensure that Vulnerable Road User Safety Assessments address equity by considering the impacts to these communities. The BIL provides considerable resources to help States and other funding recipients advance projects that consider the specific circumstances affecting community members’ mobility and safety needs and allocate resources consistently with those needs, enabling the transportation network to effectively serve all community members. FHWA will work with States to ensure the inclusion of project elements that proactively address racial equity, access for elderly people and people with disabilities, workforce development, and economic development, and that remove barriers to opportunity and accessibility, including

⁵ [National Roadway Safety Strategy \(transportation.gov\)](#)

automobile dependence in both rural and urban communities, and which redress prior inequities and barriers to opportunity.

States are responsible for involving the public, including by seeking out and considering the needs of those traditionally underserved by existing transportation systems and underrepresented populations, in transportation planning and complying with participation and consultation requirements in 23 CFR 450.210 and 23 CFR 450.316, as applicable. *Underserved communities* means populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life. Underserved communities include Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders, and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality.⁶

To assist with these public engagement efforts, FHWA expects the State to engage with all impacted communities and community leaders to determine which forms of communication are most effective.⁷ These individuals can provide insight on the unique circumstances impacting various disadvantaged and underrepresented groups so that new channels for communication may be developed. State can then use this information to inform decisions across all aspects of project delivery including planning, project selection, and the design process. This is particularly relevant to the high-risk areas identified as part of the Vulnerable Road User Safety Assessment.

Climate Change and Sustainability

The United States is committed to a whole-of-government approach to reducing economy-wide net greenhouse gas pollution by 2030. The BIL provides considerable resources—including new programs and funding—to help States and other funding recipients advance this goal in the transportation sector. In addition, the BIL makes historic investments to improve the resilience of transportation infrastructure, helping States and communities prepare for hazards such as wildfires, floods, storms, and droughts exacerbated by climate change.

FHWA encourages the advancement of projects that address climate change and sustainability. To enable this, recipients should consider climate change and sustainability throughout the planning and project development process, including the extent to which projects align with the

⁶ Executive Order 13985, Advancing Racial Equity and Support for Underserved Communities Through the Federal Government, 86 FR 7009 (Jan. 25, 2021) <https://www.whitehouse.gov/briefing-room/presidential-actions/2021/01/20/executive-order-advancing-racial-equity-and-support-for-underserved-communities-through-the-federal-government/>. ⁷ USDOT has published guidance on promising practices that can help USDOT funding recipients meet the requirements of meaningful public involvement and participation. Promising Practices for Meaningful Public Involvement in Transportation Decision-Making (October 2022), https://www.transportation.gov/sites/dot.gov/files/2022-10/Promising_Practices_for_Meaningful_Public_Involvement_in_Transportation_Decision_making.pdf.

⁷ USDOT has published guidance on promising practices that can help USDOT funding recipients meet the requirements of meaningful public involvement and participation. Promising Practices for Meaningful Public Involvement in Transportation Decision-Making (October 2022), https://www.transportation.gov/sites/dot.gov/files/2022-10/Promising_Practices_for_Meaningful_Public_Involvement_in_Transportation_Decision_making.pdf.

President's greenhouse gas reduction, climate resilience, and environmental justice commitments. In particular, FHWA encourages recipients to fund projects that reduce greenhouse gas emissions by encouraging increases in walking, bicycling, and rolling trips, and that support fiscally responsible land use and transportation efficient design. FHWA also encourages recipients to consider projects and strategies in the Vulnerable Road User Safety Assessment that address environmental justice concerns.

Guidance

The purpose of this guidance is to clarify the requirements for a Vulnerable Road User Safety Assessment as described in 23 U.S.C. 148(l). Specifically, for the Vulnerable Road User Safety Assessment, this guidance addresses: (1) schedule and frequency, (2) statutory and regulatory requirements, (3) potential funding opportunities, and (4) the relationship between the Vulnerable Road User Safety Assessment and other HSIP and vulnerable road user activities.

Per 23 U.S.C. 148(l)(7)(B), FHWA consulted with various States and safety stakeholders in the development of this guidance. Consultation included listening sessions, outreach at meetings and conferences, and a request for information on the implementation of the BIL in the Federal Register.⁸ Public comments received in response are available at www.regulations.gov (Docket No. FHWA-2021-0021). FHWA considered all relevant feedback received in the development of the guidance that is presented below.

Schedule and Frequency

Initial Assessment

All States are required to complete an initial Vulnerable Road User Safety Assessment by November 15, 2023 (23 U.S.C. 148(l)(1)) and include it as part of their State Strategic Highway Safety Plan (SHSP) (23 U.S.C. 148(a)(13)(G)).

A State's initial Vulnerable Road User Safety Assessment should be included in its SHSP as an appendix. The outcomes from the Vulnerable Road User Safety Assessment quantitative analysis and program of projects or strategies should be incorporated into relevant SHSP emphasis areas, strategies, and actions, as appropriate, and implemented through State and local planning procedures.

If the State does not plan to publish its SHSP update until after November 15, 2023, the initial Vulnerable Road User Safety Assessment may be included as a separate document (e.g., an addendum) from the existing SHSP. If the initial Vulnerable Road User Safety Assessment is included as an addendum, it will still need to be approved by the Governor of the State or a responsible State agency official that is delegated by the Governor (23 CFR 924.9(a)(3)(iv)) and posted to the website along with the SHSP (23 U.S.C. 148(h)(3)).

⁸ 86 FR 68297 (Dec. 1, 2021).

Updates

Each State must update the Vulnerable Road User Safety Assessment with subsequent SHSP updates. (23 U.S.C. 148(l)(5)). States are required to update their SHSP no later than 5 years from the previous approved version. (23 CFR 924.9(a)(3)(i)).

FHWA acknowledges that every State is on a different SHSP update cycle. After a State submits its initial Vulnerable Road User Safety Assessment, if its first subsequent SHSP update is published on or before November 15, 2024, the State can confirm that no substantive updates are needed because the information from the initial assessment is still current and then incorporate the initial 2023 Vulnerable Road User Safety Assessment as an appendix in their updated SHSP. If the first SHSP update after the completion of the initial Vulnerable Road User Safety Assessment is published after November 15, 2024, then FHWA expects the State to update the Vulnerable Road User Safety Assessment and include it as part of the SHSP update as an appendix. FHWA expects that Vulnerable Road User Safety Assessments will be an iterative process, where agencies will learn and develop a more sophisticated approach over time.

Review

The State shall submit the initial Vulnerable Road User Safety Assessment to their respective FHWA Division Office no later than November 15, 2023, either as part of the SHSP update, or as an addendum to an existing SHSP. (23 U.S.C. 148(l)(1)). Per 23 CFR 924.9(a)(3)(iii), FHWA approves the process for the updated SHSP, which includes the Vulnerable Road User Safety Assessment. Therefore, the FHWA Division Office will review the initial Vulnerable Road User Safety Assessment to ensure it meets the applicable requirements and approve the process, consistent with SHSP update requirements. The FHWA Division Office may seek input on the Vulnerable Road User Safety assessment from the applicable NHTSA and Federal Transit Administration (FTA) Regional offices as part of the review process. In future years, the subsequent Vulnerable Road User Safety Assessment will be reviewed and approved as part of the regular SHSP update process approval.

Statutory and Regulatory Requirements

As part of the Vulnerable Road User Safety Assessment, the State shall use a data-driven process to identify areas of high-risk for vulnerable road users. (23 U.S.C. 148(l)(2)(A)). The State must consult with local governments, metropolitan planning organizations (MPOs), and regional transportation planning organizations that represent a high-risk area (23 U.S.C. 148(l)(4)(B)) and develop a program of projects or strategies to reduce safety risks to vulnerable road users in areas identified as high-risk (23 U.S.C. 148(l)(2)(B)). Additional information about each of these requirements is provided below.

A template that outlines the suggested content and structure for the Vulnerable Road User Safety Assessment is included as an attachment.

Using a Data Driven Process

A Vulnerable Road User Safety Assessment includes an assessment of the safety performance of a State with respect to vulnerable road users. (23 U.S.C. 148(a)(16)). To assess the safety

performance with respect to vulnerable road users, the State must perform a quantitative analysis of vulnerable road user fatalities and serious injuries that-

- (i) Includes data such as location, roadway functional classification, design speed, speed limit, and time of day;
- (ii) considers the demographics of the locations of fatalities and serious injuries, including race, ethnicity, income, and age; and
- (iii) based on the data, identifies areas as “high-risk” to vulnerable road users.
(23 U.S.C. 148(1)(2)(A))

Use of Data

As part of the State’s HSIP, a State shall have in place a safety data system with the ability to perform safety problem identification and countermeasure analysis and to differentiate the safety data for vulnerable road users from other road users. (*See* 23 U.S.C. 148(c)(2)(A)(vi)). The State shall use the safety data system, and any other relevant data, to perform the quantitative analysis of vulnerable road user fatalities and serious injuries using, at a minimum, data from the most recent 5-year period for which data is available. (23 U.S.C. 148(1)(3)). However, States may consider more years of data. This may be appropriate, for example, when the 5-year sample size is insufficient to distinguish patterns and the facility, adjacent land uses, and traffic volumes have not changed significantly during the longer time period.

The data analysis shall include data such as location, roadway functional classification, design speed, speed limit, and time of day. (23 U.S.C. 148(1)(2)(A)(i)). Data may also include indicators of where vulnerable road user fatalities and serious injuries are likely to occur, such as volume data, land use (generators of walking and bicycling trips, such as major activity centers, shopping centers, hotels, schools, residential areas near or adjacent to commercial establishment, transit/bus stops, or employers) and infrastructure indicators of people walking and bicycling (such as sidewalks, transit stops, transit corridors, worn paths that indicate pedestrians are in the area but lack adequate facilities, and bikeways).

States should use the best available data to understand the contributing factors related to vulnerable road user fatalities and serious injuries. FHWA recommends that States give special consideration to ensure Tribal areas are included in the data analysis. FHWA also encourages States to partner with other agencies to aggregate data sources and supplement existing data collection efforts. For example, partnering with the State Department of Public Health, Department of Emergency Medical Services, and Medical Examiner may provide additional insights on crash outcomes. Local agencies may also have additional data (e.g., travel patterns, pedestrian and bicyclist counts, and other data such as near miss events) that States can include in the quantitative analysis. Transit agencies may have data on transit ridership and facility inventories for pedestrian catchment areas. Transit ridership information is available from FTA’s [National Transit Database \(NTD\)](#) Program, which is the Nation’s primary source for information and statistics on the transit systems of the United States. States that have data integration capabilities will benefit from a more complete understanding of vulnerable road user safety issues.

Consideration of Demographics

The quantitative analysis of vulnerable road user fatalities and serious injuries shall also consider the demographics of the locations of fatalities and serious injuries, including race, ethnicity, income, and age (23 U.S.C. 148(l)(2)(A)(ii)). In addition to demographics of locations, FHWA encourages States to also consider the demographics, including disability status, of the *people* that are killed and seriously injured in traffic crashes, if possible. There are various sources of demographic data, including but not limited to:

- [EJScreen: Environmental Justice Screening and Mapping Tool](#) (EPA)
- [FHWA - HEPGIS Maps: Socioeconomics and Equity Analysis](#) (FHWA)
- [Transportation Disadvantaged Census Tracts \(arcgis.com\)](#) (USDOT)
- [The Climate and Economic Justice Screening Tool](#) (CEQ)
- [Social Vulnerability Index](#) (CDC)

Many agencies take demographics into account by integrating equity factors in safety analysis. Examples of agencies that have considered equity in safety can be found in [FHWA's Noteworthy Practices Database](#) (search by topic "Equity in Safety").

Identification of High-Risk Areas

The HSIP requires States to identify hazardous locations, sections, and elements that constitute a danger to vulnerable road users. (23 U.S.C. 148(c)(2)(B)(i)). In addition, as part of the quantitative analysis of vulnerable road user fatalities and serious injuries, States must identify areas as high-risk to vulnerable road users (23 U.S.C. 148(l)(2)(A)(iii)).

States use various data-driven safety analysis approaches to identify high risk areas for vulnerable road users. States can use their own methodology or adapt other approaches to best meet their needs. These approaches might include:

- [High Injury Network \(HIN\) analysis](#) which includes the mapping of corridors where high numbers of people have been killed and severely injured in traffic crashes. This methodology has been used by Vision Zero cities across the country. A State could also develop an HIN modal subset for vulnerable road users.
- [Predictive safety analysis](#)⁹ which helps identify roadway sites with the greatest potential for improvement and quantifies the expected safety performance of different project alternatives. Predictive approaches combine crash, roadway inventory, and traffic volume data to provide more reliable estimates of an existing or proposed roadway's expected safety performance.
- [Systemic safety analysis](#)¹⁰ or risk-based models, which use crash and roadway data in combination to identify high-risk roadway features that correlate with particular crash types.

⁹ <https://safety.fhwa.dot.gov/rsdp/ddsa.aspx>

¹⁰ <https://safety.fhwa.dot.gov/systemic/>

Systemic analysis identifies locations that are at risk for severe crashes, even if there is not a high crash frequency at these locations.

Each State will identify high-risk areas based on the results of their quantitative analysis using the required data and demographics information, as well as consideration of the Safe System Approach. A high-risk area may be a geographic region (e.g., a county or region covered by an MPO), specific facility type (e.g., major arterial), specific location (e.g., a corridor or intersection) or other priority area (e.g., work zones and Tribal areas). The [FHWA Pedestrian & Bicycle Safety Website](#) includes a list of Data Tools and Resources that are available to help the State identify high-risk areas for vulnerable road users.

Consultation

States are required to consult with local governments, MPOs, and regional transportation planning organizations that represent a high-risk area. (23 U.S.C. 148(1)(4)(B)). Local governments include counties, townships, municipalities, special districts, and other general purpose authorities that are under the jurisdiction of local governments. If a high-risk area is located within Tribal lands, FHWA recommends that States also engage with Tribal Governments. States should also consult with transit agencies if transit stops or stations are located within the high-risk area.

For purposes of a Vulnerable Road User Safety Assessment, FHWA encourages States to “consult” as provided in the planning process. Per the Transportation Planning and Programming definitions in 23 CFR 450.104, consultation means that one or more parties confer with other identified parties in accordance with an established process and, prior to taking action(s), considers the views of the other parties and periodically informs them about action(s) taken.

The purpose of the consultation requirement for the Vulnerable Road User Safety Assessment is to gain local knowledge and perspective on the factors contributing to the safety concerns at the high-risk areas and to identify potential projects or strategies to improve the safety of vulnerable road users, including their access to transit, in these areas. States may also consult with local governments, MPOs, and regional transportation planning organizations regarding local safety data that may be available to include the quantitative analysis required to identify high-risk areas. These parties may also have insights on policies, rules, and procedures that could be revised to better ensure the consistent consideration of the safety needs of vulnerable road users across all project types.

FHWA also encourages States to consult institutional, advocacy, and community groups, particularly those that represent populations that may be underrepresented based on the demographics of the locations of fatalities and serious injuries. These stakeholders will often have first-hand knowledge of challenges and barriers to walking, biking, and rolling in their communities, and insights for solutions that might work best to reduce vulnerable road user fatalities and serious injuries given their unique community characteristics.

Each State should establish a process to consult with the various entities that represent a high-risk area. States may leverage existing consultation efforts to gather input from the various government agencies, planning organizations, and stakeholder groups that represent high-risk

areas. This may include road safety audits (RSAs) or consultations performed as part of the regular transportation planning process.

RSAs are a proactive, formal safety performance examination of an existing roadway or future roadway project and its surrounding area. RSAs are performed by a multidisciplinary team independent of the project and use an established process. RSAs consider all road users, account for human factors and road user capabilities, document findings and recommendations in a formal report, and require a formal response from the road owner. RSAs are a tool that can be used to consult with government agencies, planning organizations, and other members of the community to determine contributing factors and potential solutions to address safety concerns in the high-risk areas.

Consultations involved in existing planning processes may also provide insights into contributing factors and potential solutions for high-risk areas identified via the Vulnerable Road User Safety Assessment. The State may have already identified a project or strategy to improve vulnerable road user safety in the identified high-risk areas. States should consult existing planning documents, such as the Statewide Transportation Improvement Program (STIP), Public Transportation Agency Safety Plan,¹¹ HSIP Implementation Plan, or local road safety plans, to determine if any of the projects in these documents could address the needs identified in the Vulnerable Road User Safety Assessment.

Program of Projects or Strategies

The Vulnerable Road User Safety Assessment shall include a program of projects or strategies to reduce safety risks to vulnerable road users in areas identified as high-risk. (23 U.S.C. 148(l)(2)(B)). In developing the program of projects or strategies, the State shall take into consideration the input from the consultation described above, as well as the Safe System Approach. (23 U.S.C. 148(l)(4)). The State should also consider the Complete Streets Design Model, Americans with Disabilities Act (ADA) transition plans, and other requirements and expectations as they are developing their program of projects and strategies for the Vulnerable Road User Safety Assessment. Each of these considerations is described in more detail below.

Safe System Approach

Since the Vulnerable Road User Safety Assessment is part of the State's SHSP, FHWA recommends that States consider additional elements in their Safe System Approach beyond those specified in 23 U.S.C. 148(a)(9). The FHWA encourages States to view a Safe System Approach as –

- aiming to eliminate death and serious injury for all road users;
- anticipating and accommodating human errors;
- keeping crash impact energy on the human body within tolerable levels;
- proactively identifying safety risks in the system;

¹¹ <https://www.transit.dot.gov/regulations-and-guidance/safety/public-transportation-agency-safety-program/small-bus-transit#SmallBusApp>

- building in redundancy through layers of protection so if one part of the system fails, the other parts provide protection; and
- sharing responsibility for achieving the vision zero goal of zero deaths and serious injuries among all who design, build, manage, and use the system.

Projects that separate users in time and space, match vehicle speeds to the built environment, and increase visibility (e.g., lighting) advance implementation of a Safe System Approach and improve safety for people that walk, bike, and roll. FHWA encourages States to prioritize countermeasures and strategies as follows to align with the Safe System Approach:

1. Separate users in space (e.g., separated bike lanes, walkways, pedestrian refuge islands)
2. Implement physical features to slow traffic (e.g., self-enforcing roads, road diets)
3. Separate users in time (e.g., leading pedestrian interval)
4. Increase attentiveness and awareness (e.g., crosswalk visibility enhancements, pedestrian hybrid beacons, lighting)
5. Implement speed enforcing strategies (e.g., speed safety cameras)

It is also important to note that issues may vary by area type (e.g., there may be different issues for rural, urban, or suburban areas). States should also consider these potential differences and apply appropriate strategies based on context.

The program of projects or strategies for the Vulnerable Road User Safety Assessment should take into consideration all road users, modes of travel and elements of a Safe System (Safe Roads, Safe Speeds, Safe Vehicles, Safe Road Users, and Post-Crash Care).

Complete Streets

As detailed in FHWA's recent Report to Congress: "Moving Toward a Complete Streets Design Model,"¹² FHWA encourages States and communities to adopt and implement Complete Streets policies that prioritize the safety of all users in transportation network planning, design, construction, and operations. Section 11206(a) of the BIL defines "Complete Streets standards or policies" as those which "ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles." A Complete Streets Design Model includes careful consideration of measures to set and design for appropriate speeds; separation of various users in time and space; improvement of connectivity and access for pedestrians, bicyclists and transit riders, including for people with disabilities; and addressing safety issues through implementation of safety countermeasures. Implementation of the model includes systematically changing policies, rules, and procedures to consistently prioritize safety for all users across all project types. By addressing Safer Streets and Safer Speeds, the Complete Streets Design Model serves as an implementation strategy of the Safe System Approach.

¹² FHWA, Moving to a Complete Streets Design Model: A Report to Congress on Challenges and Opportunities, March 2022. <https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-03/Complete%20Streets%20Report%20to%20Congress.pdf>

ADA

The ADA of 1990 and Section 504 of the Rehabilitation Act of 1973 prohibit discrimination against people with disabilities and ensure equal opportunity and access for persons with disabilities. The USDOT's Section 504 regulations apply to recipients of the Department's financial assistance. (*See* 49 CFR 27.3(a)). Title II of the ADA applies to public entities regardless of whether they receive Federal financial assistance. (*See* 28 CFR 35.102(a)). The ADA requires that no qualified individual with a disability shall, because a public entity's facilities are inaccessible to or unusable by individuals with disabilities, be excluded from participation in, or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any public entity. (28 CFR 35.149). A public entity's pedestrian facilities are considered a "service, program, or activity" of the public entity. As a result, public entities and recipients of Federal financial assistance are required to ensure the accessibility of pedestrian facilities in the public right-of-way, such as curb ramps, sidewalks, crosswalks, pedestrian signals, and transit stops in accordance with applicable regulations.

Federal-aid funds are available to improve accessibility and to implement recipients' ADA transition plans and upgrade their facilities to eliminate physical obstacles and provide for accessibility for individuals with disabilities. States should consider their ADA transition plans as they develop their program of projects or strategies as part of the Vulnerable Road User Safety Assessment. FHWA will provide oversight to State and local agencies to ensure that each public agency's project planning, design, and construction programs comply with ADA and Section 504 accessibility requirements.

Other Requirements and Expectations

Transportation System Access

The program of projects may not degrade transportation system access for vulnerable road users (23 U.S.C. 148(l)(6)). Safety risks to vulnerable road users should not be mitigated through efforts that reduce opportunities for, or the attractiveness of, walking, bicycling, rolling, or accessing transit. In addition, per the Manual on Uniform Traffic Control Devices (MUTCD) Section 6A.01¹³ "the needs and control of all road users through a [Temporary Traffic Control] TTC zone shall be an essential part of highway construction, utility work, maintenance operations, and the management of traffic incidents". Therefore, in carrying out projects States should also avoid temporary degradation of service for vulnerable road users during construction. Further, 23 U.S.C. 109(m) states that "the Secretary shall not approve any project or take any regulatory action under this title that will result in the severance of an existing major route or have significant adverse impact on the safety for nonmotorized transportation traffic and light motorcycles, unless such project or regulatory action provides for a reasonable alternate route or such a route exists."

Access to Transit

Vulnerable road user safety issues are likely to arise near transit stations, bus stops, and other places where transit (bus or rail) operates.

¹³ <https://mutcd.fhwa.dot.gov/htm/2009/part6/part6a.htm>

FHWA, working with FTA, seeks to help Federal-aid recipients plan, develop, and implement infrastructure investments that prioritize safety, mobility, and accessibility for all transportation network users, including vulnerable road users as well as transit riders, micromobility users, freight and delivery services providers, and motorists.¹⁴ This includes the incorporation of data sharing principles and data management.

FHWA encourages States to consider transit access as they develop the program of projects or strategies for the Vulnerable Road User Safety Assessment. Regardless of how a person began their trip, they walk, bike, or roll to access transit. Transit agencies and roadway owners both play critical roles in improving the safety of pedestrians and bicyclists. There are a variety of actions that transit agencies and roadway owners can implement to improve safety for pedestrians and bicyclists when accessing transit. These actions include designing safe pedestrian and bicyclist routes to transit facilities, as well as locating and designing transit stops and stations to provide safe and accessible facilities for pedestrians and bicyclists. These treatments can be combined to maximize benefits to vulnerable road users. For instance, a curb extension can create a protected bicycle facility, reduce crossing distances, and calm traffic. Likewise, a Bus Rapid Transit facility in the center of a roadway can calm traffic, increase transit accessibility, create transit service that is faster, more comfortable, and more reliable, and reduce crossing distances for people crossing a roadway.

MPOs, transit agencies, and States should keep planning as a key element to understand where change and improvements are needed. Road owners such as State, city, and county governments can identify bicycle and pedestrian access to transit needs and potential improvements and document them in a plan or other official document, such as the Vulnerable Road User Safety Assessment. This allows the agencies to act quickly when funding opportunities arise, provide documented support for improvements, and include these improvements when larger projects are implemented.

Projects

FHWA encourages States to consider use of FHWA's [Proven Safety Countermeasures](#) to address high risk areas for vulnerable road users. FHWA also encourages States to include innovative projects and strategies to improve the safety of vulnerable road users. Projects or strategies that include a new traffic control device or a different application of an existing device may require approval from FHWA to experiment with the device or its use. Additional information is available on the MUTCD Experimentation webpage.¹⁵

FHWA does not expect States to have a fully developed project for each identified high-risk area. The Vulnerable Road User Safety Assessment is a plan to improve the safety of vulnerable road users (23 U.S.C. 148(a)(16)) and must be included in the State SHSP (23 U.S.C. 148(a)(13)(G)). As such, FHWA recognizes that this is a planning level document and additional

¹⁴ FHWA, Improving Safety for Pedestrians and Bicyclists Accessing Transit, https://safety.fhwa.dot.gov/ped_bike/ped_transit/fhwasa21130_PedBike_Access_to_transit.pdf.

¹⁵ <https://mutcd.fhwa.dot.gov/condexper.htm>

effort will be necessary to further develop the projects and strategies identified in the Vulnerable Road User Safety Assessment as part of the transportation planning process.

Projects or strategies to improve vulnerable road user safety for the identified high-risk areas will vary depending on the type of high-risk area identified. Examples of different projects or strategies for the various types of high-risk areas include, but are not limited to:

- Geographic Region – City or County - Develop Complete Streets Policy or Plan
- Facility Type – Major Arterial – Install center median island and Rapid Rectangular Flashing Beacons or Pedestrian Hybrid Beacons at mid-block crossings and ensure speed limits are set appropriately.
- Specific Location – Corridor – Implement RSA Recommendations
- Specific Location – Intersection – Implement protected intersection features
- Priority Area - Work Zones – Develop work zone safety and mobility policy to address vulnerable road users

Potential Funding Opportunities

Development

The development of the Vulnerable Road User Safety Assessment may be financed with HSIP or State Planning and Research (SP&R) funds, subject to that program's eligibility requirements and the cost allocation procedures of [2 CFR part 200](#). (See 23 CFR 924.9(b)).

Implementation

Once the Vulnerable Road User Safety Assessment is complete, it is imperative that agencies implement the projects and strategies to realize their expected safety benefits. FHWA expects State and local governments to use the Vulnerable Road User Safety Assessment findings and recommendations to adjust project selection criteria and make other changes to guide investments to improve the safety of vulnerable road users.

The projects and strategies from the Vulnerable Road User Safety Assessment can be implemented through a combination of Federal, State, local, and private funding sources.

These projects may be eligible under the HSIP, either as a highway safety improvement project (23 U.S.C. 148(e)(1)) or specified safety project (23 U.S.C. 148(e)(3)). See the [HSIP eligibility guidance](#) for additional information about specific HSIP eligibility requirements.

States that are subject to the Vulnerable Road User Safety Special Rule under 23 U.S.C. 148(g)(3) may also leverage the funds required to be obligated under that special rule to implement eligible highway safety improvement projects from the Vulnerable Road User Safety Assessment. See the [HSIP Special Rules guidance](#) for additional information about this potential funding opportunity.

Transportation Alternatives Set-Aside funds can be used on activities in furtherance of a Vulnerable Road User Safety Assessment. (23 U.S.C. 133(h)(3)(C)). See the [Transportation Alternatives Set-Aside Implementation Guidance](#) for additional information. In addition, HSIP

funds may be credited toward the non-Federal share of the costs of a Transportation Alternatives Set-Aside project if the project is an eligible highway safety improvement project as described in 23 U.S.C. 148(e)(1) and is consistent with the State strategic highway safety plan. (23 U.S.C. 133(h)(7)(B)(i)). Using this provision, States can work with local governments to combine HSIP funds and funds that are set-aside for transportation alternatives projects to cover 100 percent of projects that address bicycle and pedestrian safety on public roads or publicly owned bicycle or pedestrian pathways or trails.

FHWA maintains a [Pedestrian and Bicycle Funding Opportunities](#) webpage¹⁶ that indicates potential eligibility for pedestrian and bicycle projects under USDOT surface transportation funding programs.

There are also a variety of discretionary grant programs that may provide potential funding opportunities for projects and strategies from the Vulnerable Road User Safety Assessment, such as, the [Safe Streets and Roads for All](#) (SS4A) Program, or the [Reconnecting Communities Pilot Program](#). Additional information about these and other USDOT grant opportunities is available at <https://www.transportation.gov/grants>.

Transit Flex

Federal-aid funds can be “flexed” to FTA to fund transit projects for transit agencies. (23 U.S.C. 104(f)). A key goal of the use of Federal-aid funding on transit and transit-related projects is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. FHWA encourages recipients to consider using funding flexibility for transit or multimodal-related projects and to consider strategies that: (1) improve infrastructure for nonmotorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

Under 23 U.S.C. 104(f) funds eligible for transit projects or transportation planning may be transferred (flexed) to the FTA and administered in accordance with chapter 53 of Title 49, U.S.C., except that the Federal share requirements of the original fund category continue to apply (23 U.S.C. 104(f)(1)). Should a State choose to utilize funds for transit projects, States should work with the FHWA Division Office to flex the funds to FTA to be allocated and obligated to the desired project. Transit projects that are funded with funds made available under Title 23, U.S.C., and are not flexed to FTA, must be administered in accordance with Title 23 and meet all applicable FHWA requirements (23 CFR 1.9(a)).

¹⁶ https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/

Relationship to other HSIP and Vulnerable Road User Activities

The HSIP includes several requirements to develop various plans and reports. This section describes the relationship between these activities and the Vulnerable Road User Safety Assessment.

SHSP and Related Action Plans

All States have an SHSP that identifies safety priorities and strategies for the State. Many States' SHSPs include an emphasis area for certain vulnerable road users such as pedestrians, bicyclists, or other nonmotorized users. These States may have a separate action plan to support implementation of the SHSP strategies for vulnerable road users. States that are an FHWA Pedestrian and Bicyclist Focus State may also have an existing Pedestrian Safety Action Plan. These action plans may serve as the Vulnerable Road User Safety Assessment if they meet all of the requirements in 23 U.S.C. 148(l), as described in this guidance.

HSIP Implementation Plan

Some States may be required to develop an HSIP Implementation Plan if they do not meet or make significant progress toward meeting their safety performance targets. (23 U.S.C. 148(i)). The HSIP Implementation Plan is a look-ahead document and describes how the State will achieve safety performance targets and long-term safety outcomes in the future. Specifically, the HSIP Implementation Plan includes a summary of the State's available HSIP funding, programs, and anticipated projects for the next fiscal year. All programs, projects, or strategies from the Vulnerable Road User Safety Assessment that will be implemented through the HSIP must also be included in the HSIP Implementation Plan in the year the State will obligate HSIP funds for those projects or strategies. (23 U.S.C. 148(i)(2)(C)).

HSIP Annual Report

All States are required to complete an annual HSIP report that describes the progress implementing HSIP projects over the past year, as well as the effectiveness of previously implemented projects. (23 U.S.C. 148(h)). Any program, project or strategy from the Vulnerable Road User Safety Assessment that is implemented through the HSIP must also be reflected in the subsequent year's HSIP annual report. (23 CFR 924.15(a)(1)(ii)(B)).

Local Safety Plans

Local agencies or communities may have a local safety plan. Local safety plans come in all different shapes and sizes and might include, for example, a Local or Tribal Road Safety Plan, a Complete Streets Plan, a Pedestrian or Bicycle Master Plan, or a Comprehensive Safety Action Plan developed under SS4A. These local safety plans may address safety, facility plans for vulnerable road users, or both, and should be considered as part of the consultation required for areas identified as high risk for vulnerable road users under 23 U.S.C. 148(l)(4)(B).

Alternatively, if the high-risk area does not already have any such local safety plan, that may be a strategy to consider as part of the Vulnerable Road User Safety Assessment.

Questions

If you have any questions or need additional information about Vulnerable Road User Safety Assessment or other HSIP requirements, please contact Tamara Redmon

(tamara.redmon@dot.gov or 202-366-4077) or Karen Scurry (karen.scurry@dot.gov or 202-897-7168).

Attachment

- Vulnerable Road User Safety Assessment Template

Vulnerable Road User Safety Assessment Template

FHWA encourages each State to use the Vulnerable Road User Safety Assessment Template provided below to ensure all requirements are met and provide all information necessary for FHWA to approve the process as part of the FHWA SHSP process approval. States can also provide additional information to reflect vulnerable road user safety needs and solutions as well.

Overview of Vulnerable Road User Safety Performance

- *Present historical trends for vulnerable road user fatalities and serious injuries over the past five years (or longer).*
- *Disaggregate trends by user type*
- *Compare vulnerable road user safety performance to overall safety performance*
- *Describe progress towards meeting or making significant progress toward meeting safety performance targets for nonmotorized users.*

Summary of Quantitative Analysis

- *Describe data, methodology and time-period of analysis used to identify high-risk areas to vulnerable road users*
- *Describe how demographics were considered as part of the quantitative analysis*
- *Provide a list of the high-risk areas to vulnerable road users identified based on the data and demographics information*

Summary of Consultation

- *Describe the process used to consult with required entities and other stakeholders about high-risk areas*
- *Provide a summary of the outcomes (i.e., safety concerns and potential solutions) of the consultation for each high-risk area*

Program of Projects or Strategies

- *Identify the program of projects and strategies to reduce the safety risks for vulnerable road users in the high-risk areas. States may consider developing an online interactive map identifying high-risk areas and proposed projects or strategies to address them.*

Safe System Approach

- *Describe how the Safe System Approach was considered as part of the Vulnerable Road User Safety Assessment. Note: This could be a separate section of the Assessment or integrated throughout as appropriate.*



Memorandum

Subject: **ACTION:** 23 U.S.C. 148(g) Highway Safety Improvement Program Special Rules Guidance

Date: February 2, 2022

From: Cheryl J. Walker *Cheryl J. Walker*
Associate Administrator, Office of Safety

In Reply Refer To:
HSA-1

To: Division Administrators

The Infrastructure Investment and Jobs Act (IIJA) (Pub. L. 117-58, also known as the “Bipartisan Infrastructure Law” (BIL)), was signed into law on November 15, 2021. Among other things, the BIL established a new Special Rule under the Highway Safety Improvement Program (HSIP) for vulnerable road user (VRU) safety and continued the two existing special rules for High-Risk Rural Roads (HRRR) and Older Drivers and Pedestrians without change. The VRU Special Rule is part of a larger focus on non-motorist safety that includes a new requirement for States to complete VRU safety assessments.

This memorandum provides guidance to support implementation of the three Special Rules in section 148(g) of title 23 of the United States Code (U.S.C.) as part of the HSIP:

- HRRR Special Rule (23 U.S.C. 148(g)(1));
- Older Drivers and Pedestrians Special Rule (23 U.S.C. 148(g)(2)); and
- VRU Safety Special Rule (23 U.S.C. 148(g)(3)).

For each Special Rule, the guidance includes the statutory reference, purpose, definitions, a description of how FHWA will determine if the special rule applies, and a description of how States should implement each Special Rule. This guidance replaces guidance FHWA issued on December 27, 2012, related to the HRRR Special Rule and on February 13, 2013 and May 19, 2016, related to the Older Drivers and Pedestrians Special Rule.

FHWA also issued guidance on December 16, 2021 (“Policy on Using Bipartisan Infrastructure Law Resources to Build a Better America,” hereafter “Policy”) that serves as an overarching framework to prioritize the use of BIL resources on projects that will Build a Better America. That Policy is available on FHWA’s BIL implementation website at the following URL: https://www.fhwa.dot.gov/bipartisan-infrastructure-law/docs/building_a_better_america-policy_framework.pdf.

Except where required by statute or regulations, the contents of this document do not have the force and effect of law and are not meant to bind States in any way. This document is intended only to provide clarity to States regarding existing requirements under the law or agency

For example:

The State of Lincoln's 5-year average rate of fatalities and serious injuries per 1,000 capita for older drivers and pedestrians was 202.120 for the period ending 2018 and 202.123 for the period ending 2020. Comparing the two 5-year average fatality and serious injury rates, the difference is 0.003. Rounded to the nearest hundredth, the difference would be 0.0. Therefore, the Older Drivers and Pedestrians Special Rule *would not* apply to the State of Lincoln.

The State of Jefferson's 5-year average rate of fatalities and serious injuries per 1,000 capita for older drivers and pedestrians was 202.308 for the period ending 2018 and 202.392 for the period ending 2020. Comparing the two 5-year average fatality and serious injury rates, the difference is 0.084. Rounded to the nearest hundredth, the difference would be 0.08. Therefore, the Older Drivers and Pedestrians Special Rule *would* apply to the State of Jefferson.

If the Older Drivers and Pedestrians Special Rule applies to a State in a particular fiscal year, the FHWA will notify the State by March of that fiscal year, after the data is available and the average rates of fatalities and serious injuries for older drivers and pedestrians are calculated.

State Implementation of the Older Drivers and Pedestrians Special Rule

If it is determined that the Older Drivers and Pedestrians Special Rule applies to a State, per 23 U.S.C. 148(g)(2), that State shall include, in its subsequent SHSP update, strategies to address the increase in the older driver and older pedestrian fatal and serious injuries rate, taking into account the recommendations included in the 2014 FHWA publication, "[Handbook for Designing Roadways for the Aging Population](#)" and any subsequently revised and updated versions. The State also should conduct a secondary analysis to determine whether the increase is attributable to driver fatalities and injuries, pedestrian fatalities and injuries, or a combination of the two. This helps a State determine whether the emphasis on safety programs and countermeasures should be focused on drivers and/or pedestrians.

Vulnerable Road User (VRU) Safety Special Rule

Statutory Reference

The new VRU Special Rule at 23 U.S.C. 148(g)(3) provides: "If the total annual fatalities of vulnerable road users in a State represents not less than 15 percent of the total annual crash fatalities in the State, that State shall be required to obligate not less than 15 percent of the amounts apportioned to the State under section 104(b)(3) for the following fiscal year for highway safety improvement projects to address the safety of vulnerable road users."

Purpose

The purpose of this section of the guidance is to clarify: A) the definition of "vulnerable road user"; B) how FHWA will determine if the VRU Special Rule applies to a State; and C) how a State should implement the VRU Special Rule.

Definitions

The definition of “vulnerable road user” is provided in 23 U.S.C. 148(a)(15) as “a nonmotorist—

“(A) with a fatality analysis reporting system person attribute code that is included in the definition of the term ‘number of non-motorized fatalities’ in section 490.205 of title 23, Code of Federal Regulations (or successor regulations); or

“(B) described in the term ‘number of non-motorized serious injuries’ in that section.”

While the statutory definition for “vulnerable road user” includes both “number of non-motorized fatalities” and “number of serious injuries,” the VRU Special Rule only considers non-motorized fatalities, per 23 U.S.C. 148(g)(3).²

FHWA Determination of Whether the VRU Safety Special Rule Applies

If the number of traffic fatalities for vulnerable road users (also referred to as "non-motorists") is equal to or greater than fifteen (15) percent of the total State fatalities in a single year period, then the VRU Special Rule applies. The FHWA will determine if the VRU Special Rule applies to each State and notify States of the determinations each year.

The FHWA will collect the annual number of fatalities for non-motorists and the total number of fatalities from the FARS. The number of non-motorist fatalities will then be divided by the total fatalities and multiplied by 100 to get a percentage. The VRU Special Rule applies if the calculated value is 15% or greater.

The VRU Special Rule requires the use of single year data. Since the number of fatalities for non-motorists and the total number of fatalities are whole integers, the percent will be rounded to the nearest whole integer.

The table below shows the year of available fatality data that will be used in the determination and the fiscal year for which the VRU Special Rule would apply.

Table: Timeline of VRU Special Rule Determination

Annual data	FHWA Notifies State DOT if VRU Special Rule Applies	Fiscal Year that VRU Special Rule would apply
2020	By March 2022	FY 2023 Oct. 1, 2022 to Sept. 30, 2023
2021	By March 2023	FY 2024 Oct. 1, 2023 to Sept. 30, 2024

² The VRU Special Rule only considers non-motorized fatalities, which, by reference to 23 CFR 490.205, refers to fatalities with the FARS person attribute codes for Pedestrian, Bicyclist; Other Cyclist, and Person on Personal Conveyance. The FARS person attribute codes only describe the role of the person involved in the crash and may include other types of individuals that fall under the definition of these attribute codes. For example, a construction worker may be viewed as a Pedestrian (and therefore a vulnerable road user) if the construction worker is not in a vehicle.

2022	By March 2024	FY 2025 Oct. 1, 2024 to Sept. 30, 2025
2023	March 2025	FY 2026 Oct. 1, 2025 to Sept. 30, 2026

State Implementation of the VRU Special Rule

If the VRU Special Rule applies to a State, that State shall be required to obligate in the next fiscal year not less than 15 percent of the amounts apportioned to the State under 23 U.S.C. 104(b)(3) for the following fiscal year for highway safety improvement projects to address the safety of vulnerable road users. (23 U.S.C. 148(g)(3)). All highway safety improvement projects, including those implemented under the VRU Special Rule, must be on a public road consistent with the State's SHSP and correct or improve a hazardous road location or feature, or address a highway safety problem (23 U.S.C. 148(a)(4)(A)). Therefore, States should ensure that the SHSP takes into consideration fatalities and serious injuries to pedestrians and bicyclists (*See* 23 U.S.C. 148(d)(1)(B)(v)). States also should ensure the SHSP analyzes and makes effective use of safety data to address safety problems and opportunities on all public roads and for all road users (23 CFR 924.9(a)(3)(vi)).

If the VRU Special Rule applies to a State in a particular fiscal year, the FHWA will set aside the required amount of funds from that fiscal year's HSIP apportionment along with associated obligation limitation of one year. This set-aside will have its own FMIS code. Please visit FHWA's Notices website (<https://www.fhwa.dot.gov/legsregs/directives/notices/>) for more information on VRU Special Rule set-aside funding amounts per fiscal year at the appropriate future time.

The FHWA will provide regular updates to the Division Offices to track the progress of obligating the required amount for States where the VRU Special Rule applies. If the VRU Special Rule is applied to a State, the State should include information in its annual HSIP report required under 23 U.S.C. 148(h)(1)(A), verifying that it met the requirements of the VRU Special Rule.

Obligation limitation associated with VRU Special Rule funds is only available for one fiscal year. If a State does not obligate VRU Special Rule funds in the first fiscal year, the State should explain why it is unable to obligate the VRU Special Rule funds and must return any unused obligation limitation for August Redistribution. The State will be required to set aside formula obligation limitation in the second fiscal year for use only with the carried over VRU Special Rule funds.

If a State de-obligates VRU Special Rule funds due to project underruns or project cancellation, the State must obligate the remaining VRU Special Rule funds on another VRU project by the end of the fiscal year. The following table outlines the VRU Special Rule requirements, funding, and obligation limitation by year.

2023-2027 Alaska Strategic Highway Safety Plan

Appendix E: Alaska Vulnerable Road User Safety Assessment

prepared for

**Alaska Highway Safety Office, Alaska Department of Transportation
and Public Facilities**

prepared by

Cambridge Systematics, Inc.

November 15, 2023

**Disclaimer: This final assessment report will be formatted and
appended to the 2023-2027 Alaska Strategic Highway Safety Plan.**



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

Department of Transportation and Public Facilities

Alaska Highway Safety Office

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P.O. Box 112500
Juneau, Alaska 99811-2500
Main: (907) 465-4070
dot.alaska.gov

November 14, 2023

Mr. Al Fletcher
Federal Highway Administration
709 West 9th St.
Juneau, AK 99802

Re: Alaska Vulnerable Road User Safety Assessment

Dear Mr. Fletcher:

All states are required to develop a Vulnerable Road User (VRU) Safety Assessment under the Bipartisan Infrastructure Law (BIL)/Infrastructure Investment and Jobs Act (IIJA) as described in 23 U.S.C. 148(l). The Alaska Department of Transportation & Public Facilities has completed a VRU Safety Assessment in accordance to the guidance outlined in the October 21, 2022, from the Federal Highway Administration to improve safety for Vulnerable Road Users.

The Alaska VRU Safety Assessment identifies areas of high risk to VRU's and outlines specific safety strategies to be considered for reducing safety risks to VRUs.

The VRU Safety Assessment will be included as an addendum to Alaska's Strategic Highway Safety Plan, which was approved earlier this year. The final VRU SA can be found at: <http://aktrafficsafety.com/>

As the Governor's Highway Safety representative, I approve Alaska's VRU Safety Assessment.

Sincerely,

Tammy Kramer

Tammy Kramer
Governor's Highway Safety Representative
Alaska Highway Safety Office Manager
Alaska Department of Transportation & Public Facilities

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1. INTRODUCTION

The Bipartisan Infrastructure Law (BIL), signed into law on November 15, 2021, requires all states to develop a Vulnerable Road User (VRU) Safety Assessment as a part of their Highway Safety Improvement Program (23 U.S.C. 148(1)). The Alaska Department of Transportation and Public Facilities (DOT&PF) and the Alaska Highway Safety Office (AHSO) completed the VRU Safety Assessment in alignment with federal requirements, including using a data driven process, consulting with local stakeholders in high-risk areas, and developing a program of strategies to address safety for vulnerable road users.

This appendix describes the analysis methodology, consultation process, common themes that emerged, and the program of strategies. This appendix was added to the SHSP on November 15, 2023.

1.1 WHO IS A “VULNERABLE ROAD USER”?

A vulnerable road user is any person who chooses to walk, bike, or roll on Alaska’s roadways. VRUs include, but are not limited to, pedestrians, bicyclists, people in wheelchairs or using mobility assistive devices, people on skateboards or roller skates, children playing, and highway workers on foot in work zones.

Vulnerable road users are considered “vulnerable” because they lack the visibility, protection, and deference given to motor vehicles. The Safe System Approach acknowledges the human body may tolerate only a limited amount of impact force before death or serious injury happens. The Safe System encourages proactive collaboration and a shared responsibility to implement redundant roadway, vehicle, and traffic control designs to protect VRUs.

Furthermore, many people who walk, bike, or roll on our roadways are members of historically underserved or disadvantaged communities. In alignment with Presidential Executive Order 13985¹, underserved communities are groups who have been systematically denied access to safe, reliable, healthy, and equitable mobility options. This may include members in low-income, Environmental Justice, transportation disadvantaged, and rural communities. It also may encompass Alaska Native and American Indian people, people of color, people with disabilities, people experiencing housing insecurity or homelessness, and people with limited English proficiency. By implementing strategies that promote the mobility and safety of vulnerable road users, Alaska also works toward a more equitable transportation system.

The federal definition of “vulnerable road user” is provided in 23 U.S.C. 148(a)(15) as a non-motorist with a Fatality Analysis Reporting System (FARS) person attribute code for pedestrian, bicyclist, other cyclist, person on personal conveyance, or an injured person equivalent to a pedestrian or pedalcyclist as defined in ANSI D16.1-2007. By definition, motorcycle riders are not considered VRUs.

¹ <https://www.govinfo.gov/app/details/DCPD-202100054/>

1.2 PURPOSE AND PROCESS

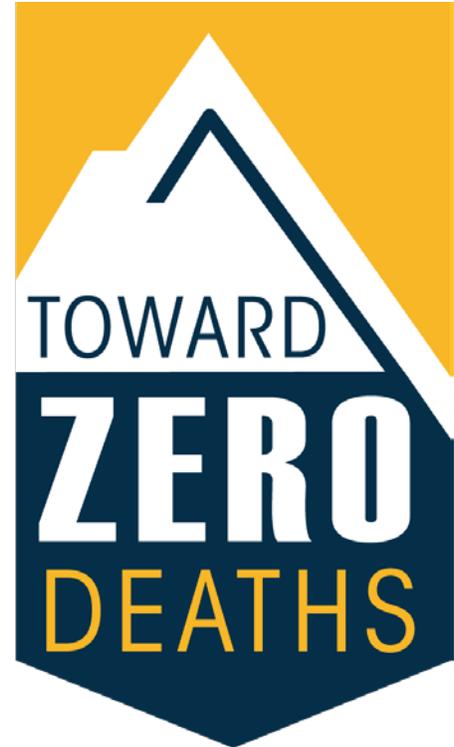
The VRU Safety Assessment serves as a dynamic, strategic planning document to guide transportation safety improvement decision-making and investments for vulnerable road users. The VRU Safety Assessment is not intended to identify specific safety projects or obligate funds.

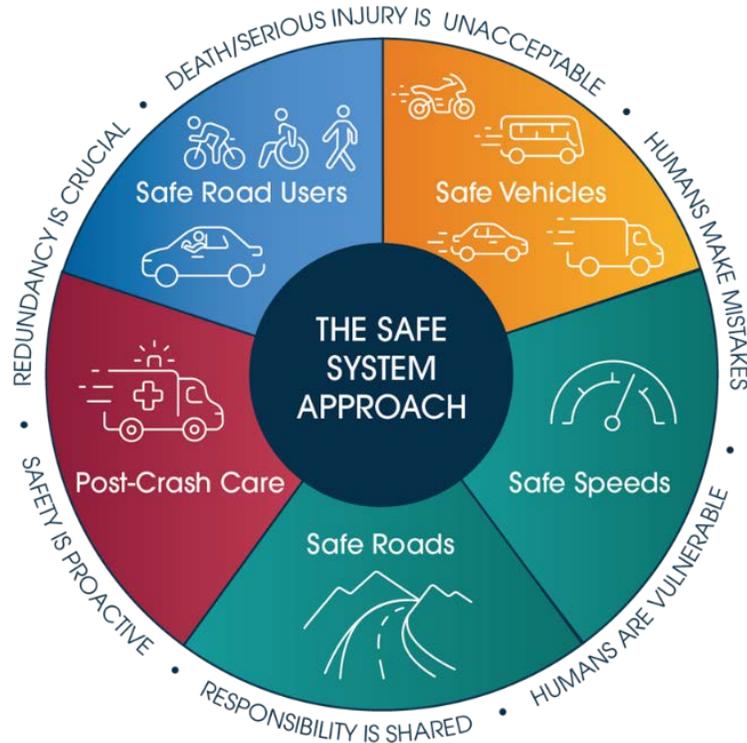
The VRU Safety Assessment builds upon the foundation of ongoing state and local initiatives, including statewide implementation of the Strategic Highway Safety Plan, the infrastructure-based Highway Safety Improvement Program, and the behavior-based Highway Safety Plan. Together, these plans and programs support our ultimate goal *Toward Zero Deaths* and serious injuries on Alaska's public roadways.

Through a data-driven process and local consultation, the VRU Safety Assessment examines Alaska's safety performance for vulnerable road users, as well as identifies strategies to improve their safety. In accordance with FHWA guidance, the VRU Safety Assessment consists of the following steps:

- » AHSO identified VRU high-risk areas through a network screening analysis of pedestrian and pedalcyclist deaths and serious injuries on state and local roads. The analysis revealed a series of current high-risk corridors and intersections, as well as prevalent crash characteristics, demographics, and contributing factors.
- » Equity was considered throughout the process. The network screening analysis prioritized high-risk locations that overlapped with census tracts representing disadvantaged communities. Local consultation also sought to reach a diverse range of groups, including members of underserved and disadvantaged communities.
- » AHSO consulted with local and Tribal governments, metropolitan and regional planning organizations, and community members representing the identified high-risk areas. The consultations provided local knowledge and perspectives on high-risk locations, factors that contribute to safety issues, VRU safety needs, and possible solutions.
- » The analysis results and consultation insights were combined to identify key takeaways about VRU safety risks. These common themes informed a program of strategies to improve the safety of VRUs on state and locally owned public roads throughout Alaska.

The Safe System Approach was integrated throughout the VRU Safety Assessment. The six principles lay the foundation for how DOT&PF, AHSO, and our many safety partners will address traffic safety statewide. The stakeholder consultation meetings invited participants in disciplines representing all five elements. Alaska will comprehensively address VRU and other road user safety through the lens of a Safe System as the strategies identified in this VRU Safety Assessment and the SHSP Focus Area action plans are put into action.





1.3 ORGANIZATION

The VRU Safety Assessment is organized as follows:

- » Section 1 introduces the VRU Safety Assessment by defining vulnerable road users, sharing the purpose and process, and describing the report organization.
- » Section 2 presents the network screening analysis, including identifying data sources, highlighting historical safety trends involving VRUs, and describing the methodology and results of the high-injury network screening analysis.
- » Section 3 highlights the objectives, process, and meeting summaries for local consultation meetings held with stakeholders in communities with identified high-priority areas.
- » Section 4 draws upon the findings of the network screening analysis and local consultation to identify eight common themes that drive VRU safety in Alaska.
- » Section 5 describes the program of strategies that DOT&PF and our safety partners will use to make all public roadways in Alaska safer for vulnerable road users. This includes drawing connections to existing SHSP Focus Area strategies that promote VRU safety and new strategies that target the issues identified through the network screening and local consultation.
- » Section 6 contains the list and maps of the top high priority corridors and intersections throughout Alaska.

2. DATA ANALYSIS

As part of the Vulnerable Road User Safety Assessment, Alaska is required to include a data-driven analysis of the state's safety data that ultimately identifies areas as "high-risk" to vulnerable road users. The AHSO performed the following High Injury Network (HIN) analysis:

- » AHSO analyzed the location of crashes throughout the state, performing a sliding window safety analysis that mapped crashes to their nearest intersection (if applicable).
- » AHSO used publicly available intersection and roadway segment information to understand roadway conditions such as roadway functional classification, design speed, and speed limit.
- » AHSO overlaid equity data from the Justice40 initiative to ensure the consideration of disadvantaged demographic groups, which include race, ethnicity, income, and Tribal affiliation.

The analysis concludes with a list of the top selected high-risk corridors and intersections across Alaska. However, AHSO and DOT&PF acknowledge that the high-risk areas only capture crashes across one period: 2016 to 2021. Where crashes happen, infrastructure conditions, and other safety trends may shift over time. Therefore it is important to be flexible and follow where the data may lead us over time.

2.1 DATA SOURCES

DOT&PF used three main sources for this analysis.

- » **Alaska CARE Crash Data:** This dataset contains georeferenced crashes with tags for crash attributes such as severity, location, collision type, and more. The latest dataset available at the time of analysis was for the years 2016 to 2021. This was the main source of data for this crash analysis. Total crash numbers for the time period analyzed may be different for each figure or table below as each crash may not have all relevant crash attributes tagged.
- » **OpenStreetMap:** AHSO used this free geographic database to pull roadway information, in order to map crashes to an underlying road network with associated characteristics. While not exhaustive, OpenStreetMap is a trusted database maintained by a community of volunteers via open collaboration.
- » **Climate and Economic Justice Screening Tool:** This dataset (referred to as Justice40) is from the White House's Council on Environmental Quality and their Justice40 initiative, which is an initiative to provide 40 percent of overall benefits of certain Federal investments to disadvantaged communities.² This tool was used to identify underserved census tracts in Alaska.

² <https://screeningtool.geoplatform.gov/en/#3/64.97/-159.68>

2.2 VULNERABLE ROAD USER SAFETY TRENDS

First, it is beneficial to understand historical safety trends for vulnerable road users statewide. This section breaks down fatalities and serious injuries to non-motorized users by year, location, person type, circumstances surrounding the crash, suspected alcohol and drug usage, lighting conditions, race/ethnicity, and Justice40 areas. These analyses show patterns in non-motorized crash data and reveal trends that help tailor the recommended strategies in Section 5 to most effectively reduce fatalities and serious injuries in Alaska and ultimately achieve the state's goal of *Toward Zero Deaths*.

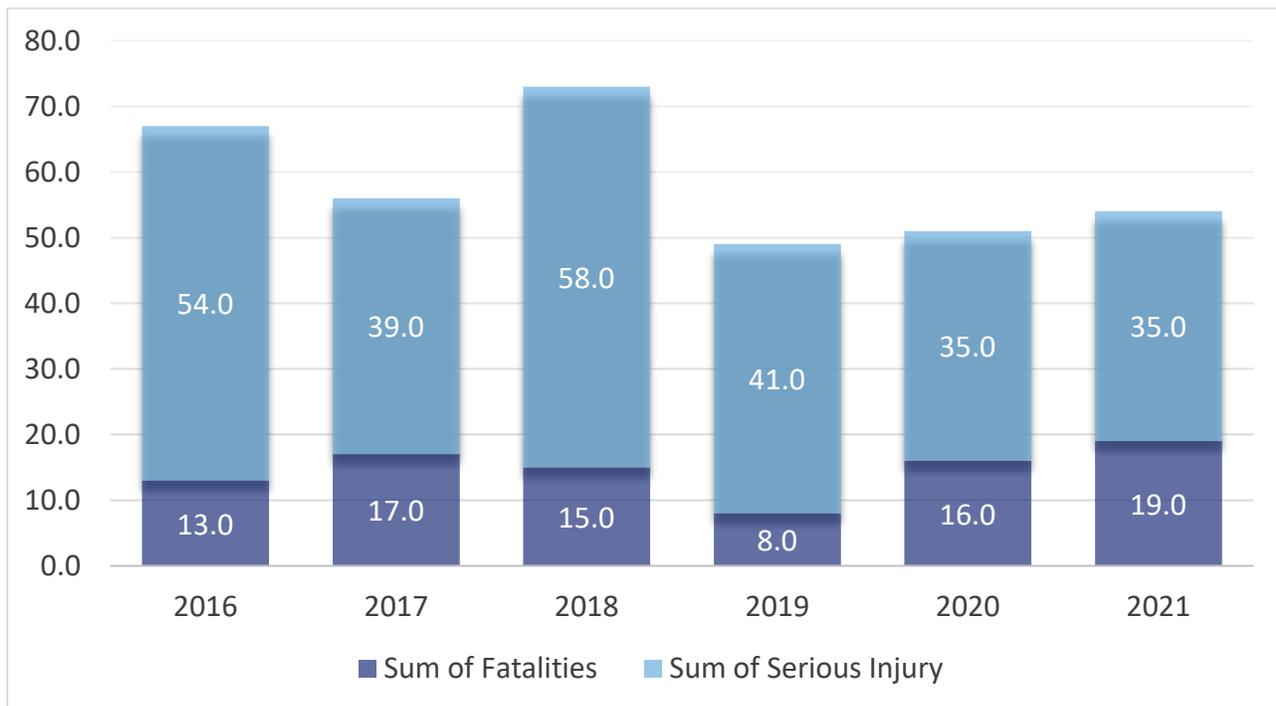
For this analysis, a pedestrian is defined as any person on foot, walking, running, jogging, hiking, sitting, or laying down. A pedalcyclist is defined as a bicyclist or other cyclist including two-wheel non-motorized vehicles, tricycles, and unicycles.

2.2.1 Historical Safety Trends

Figure 1 shows the annual number of non-motorized fatalities and serious injuries between 2016 and 2021. The five-year rolling average of combined non-motorized fatalities and serious injuries is one of five standard safety performance targets tracked in the SHSP and HSIP.

An improvement in the number of non-motorized serious injuries can be observed from the first three years (2016-2018) compared to the last three years (2019-2021). The average number of non-motorized fatalities per year hovered around 14.7 per year, with 2019 reaching an unusually low fatality count of eight. The most recent year of available data, 2021, was the deadliest for VRUs, with a fatality count of 19.

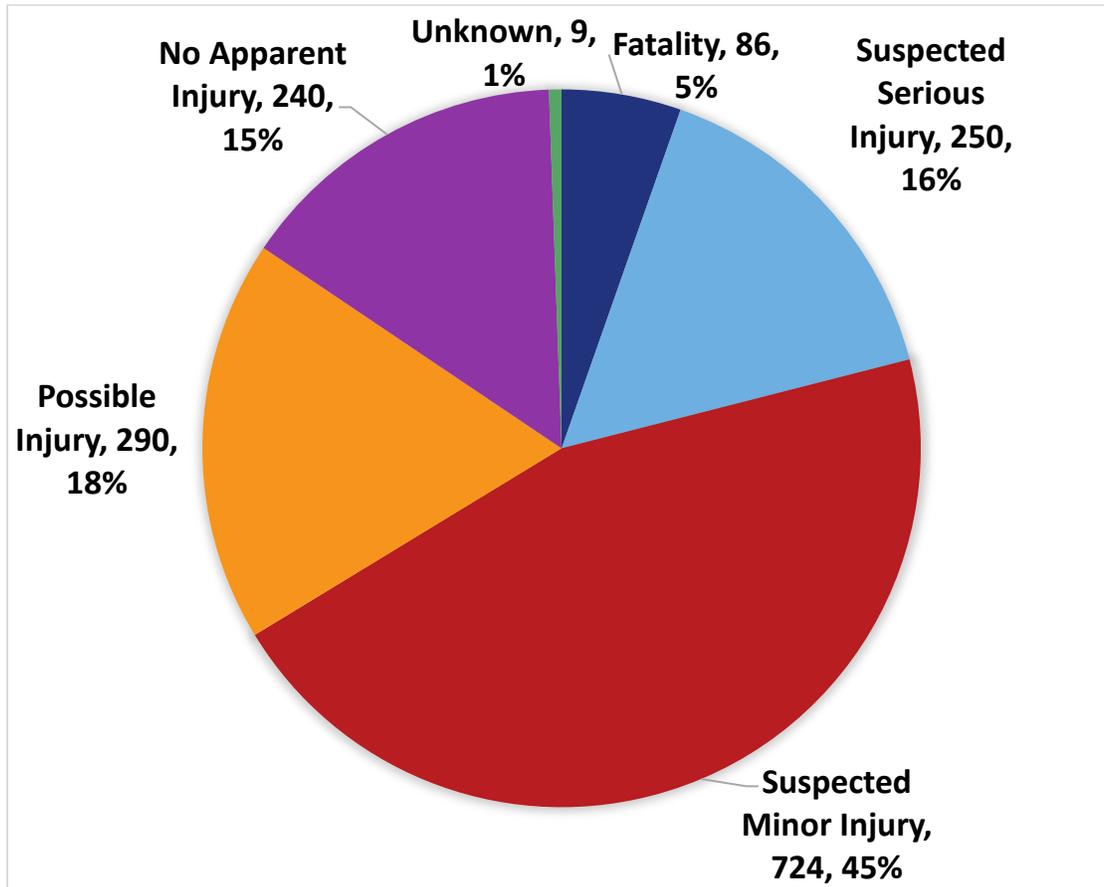
FIGURE 1: NON-MOTORIZED FATALITIES AND SERIOUS INJURIES (2016-2021)



Source: Alaska CARE and FARS, 2016-2021.

Figure 2 shows non-motorist crashes by the worst severity type in each crash. It is observed that 86 of the 1,599 total crashes reported (5.4 percent) resulted in fatalities; 250 (15.6 percent) of crashes resulted in suspected serious injuries. Still many more crashes resulted in minor or no apparent injuries. (*Note: these numbers do not represent the total fatalities or serious injuries, instead they represent total crashes by the worst severity inflicted on a non-motorist.*)

FIGURE 2: NON-MOTORIZED CRASHES BY WORST SEVERITY TYPE (2016-2021)



Source: Alaska CARE and FARS, 2016-2021.

Table 1 shows non-motorist fatalities and serious injuries by borough or municipality between 2016 and 2021. Anchorage Municipality had 220 vulnerable road user fatalities and serious injuries (62.9 percent of the statewide total), the largest in the state by far. While it is unsurprising that Anchorage took the top spot as the state's largest urban sector and economic engine, Anchorage Municipality experiences a disproportionate share, given that approximately 40 percent of the Alaskan population lives in Anchorage.³ Larger urbanized areas generally have more people walking and biking due to higher land use and population densities, accompanying public transportation, and existing or improved pedestrian- and pedalcyclist-specific infrastructure.

Other municipalities and boroughs throughout Alaska also experienced vulnerable road user deaths and serious injuries. Matanuska-Susitna Borough had 35 non-motorized fatalities and serious injuries, followed by Kenai

³ <https://www.census.gov/quickfacts/fact/table/AK/PST045222>

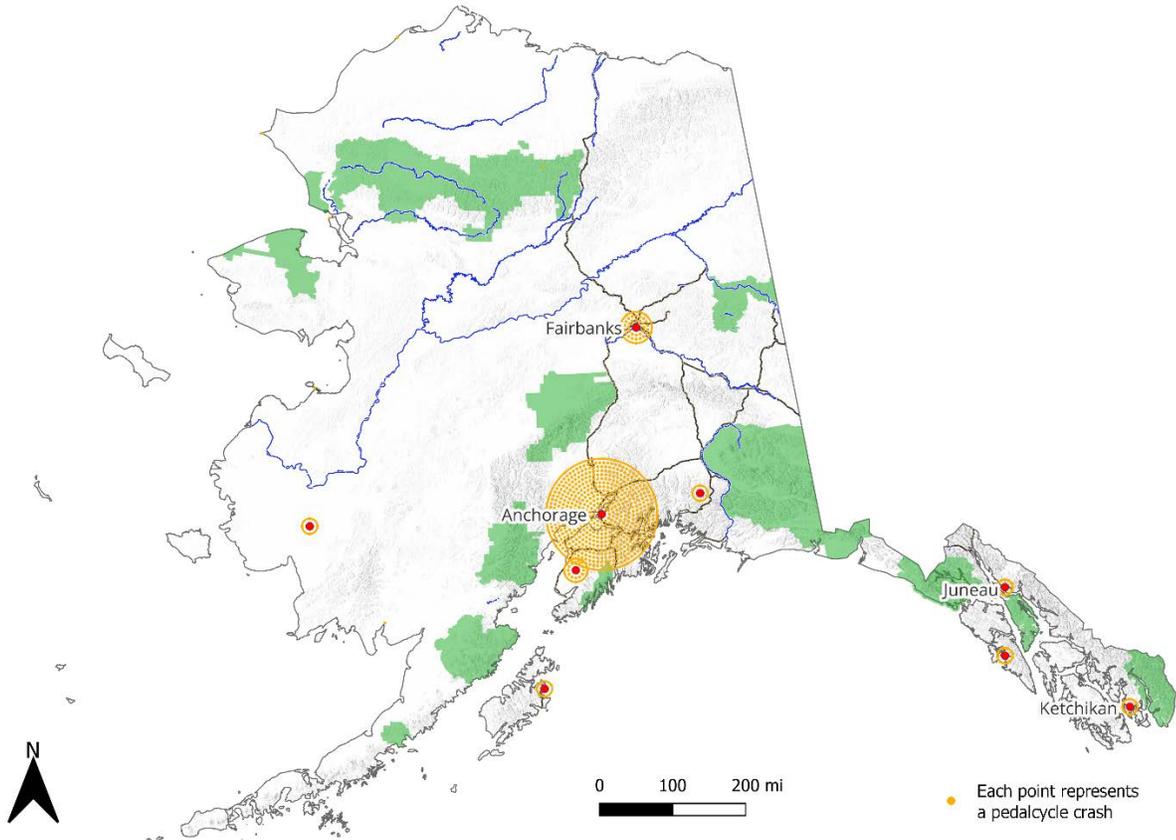
Peninsula with 14 fatalities and serious injuries. Fairbanks North Star Borough and Juneau City and Borough each had 12 fatalities and serious injuries, followed by Ketchikan Gateway Borough with 10. An additional 28 non-motorized fatalities and serious injuries took place in unorganized boroughs. Figure 3 shows the distribution of pedalcyclist fatalities and serious injuries across Alaska between 2016 and 2021, while Figure 4 shows the distribution of pedestrian fatalities and serious injuries.

TABLE 1: NON-MOTORIST FATALITIES AND SERIOUS INJURIES BY BOROUGH (2016-2021)

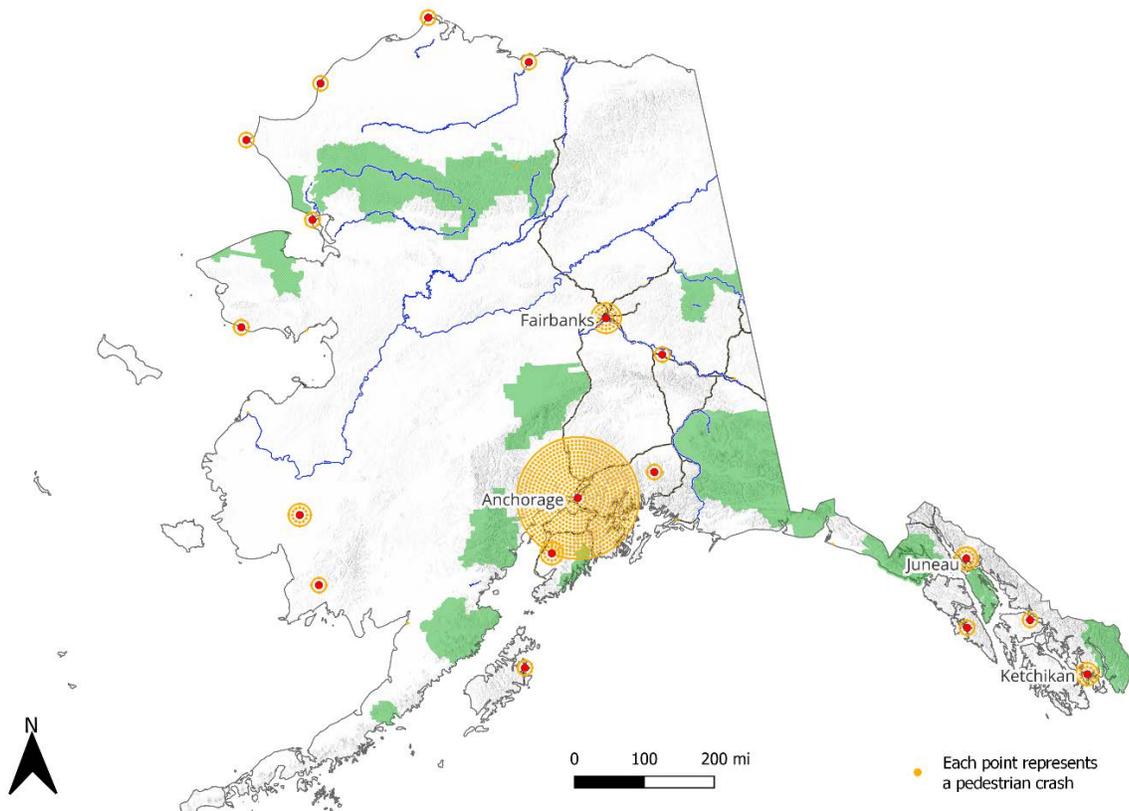
BOROUGH OR MUNICIPALITY	FATALITIES	SERIOUS INJURIES	SUM OF FATALITIES & SERIOUS INJURIES	PERCENT OF STATEWIDE TOTAL
ANCHORAGE MUNICIPALITY	52	168	220	62.9%
MATANUSKA-SUSITNA BOROUGH	9	26	35	10.0%
UNORGANIZED BOROUGH	9	19	28	8.0%
KENAI PENINSULA BOROUGH	2	12	14	4.0%
FAIRBANKS NORTH STAR BOROUGH	3	9	12	3.4%
JUNEAU CITY AND BOROUGH	5	7	12	3.4%
KETCHIKAN GATEWAY BOROUGH	2	8	10	2.9%
SITKA CITY AND BOROUGH	1	4	5	1.4%
NORTH SLOPE BOROUGH	0	5	5	1.4%
NORTHWEST ARCTIC BOROUGH	2	1	3	0.9%
BRISTOL BAY BOROUGH	2	0	2	0.6%
KODIAK ISLAND BOROUGH	0	2	2	0.6%
PETERSBURG BOROUGH	0	1	1	0.3%
DENALI BOROUGH	1	0	1	0.3%
YAKUTAT CITY AND BOROUGH	0	0	0	0.0%
SKAGWAY MUNICIPALITY	0	0	0	0.0%
GRAND TOTAL	88	262	350	100.0%

Source: Alaska CARE and FARS, 2016-2021.

FIGURE 3: STATEWIDE MAP OF PEDALCYCLE CRASHES

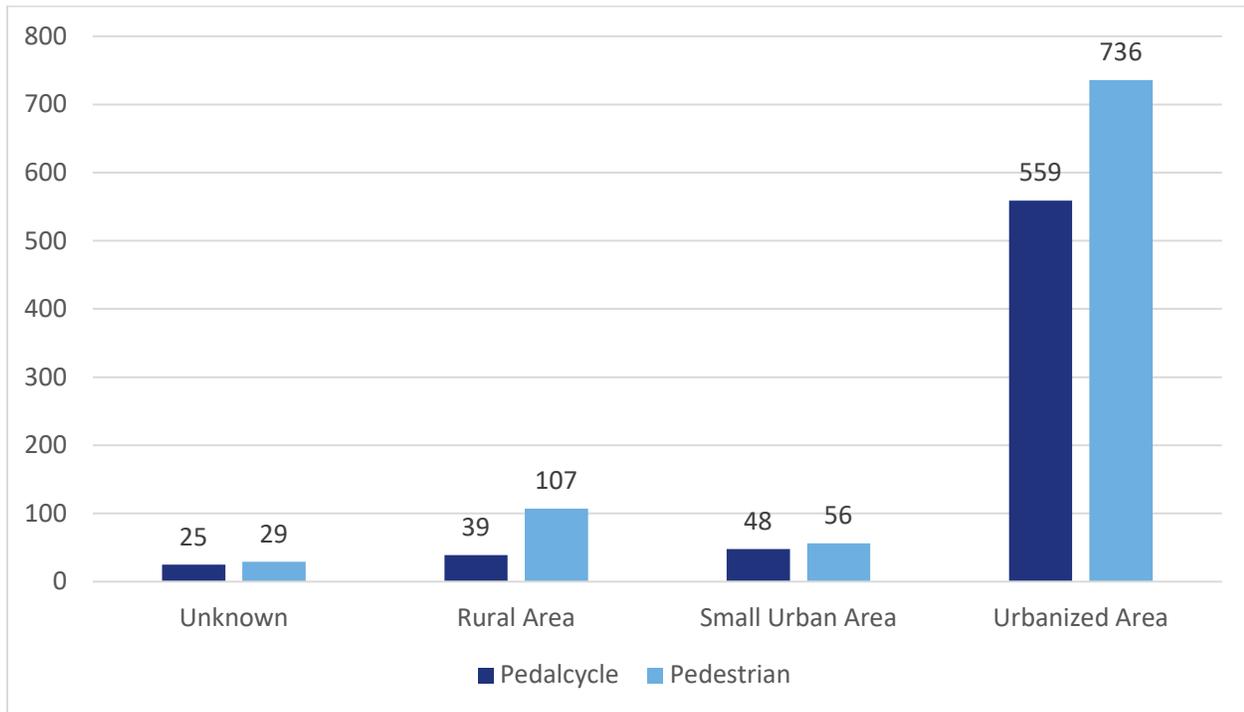


Source: Alaska CARE and FARS, 2016-2021; Cambridge Systematics; Inc.

FIGURE 4: STATEWIDE MAP OF PEDESTRIAN CRASHES

Source: Alaska CARE and FARS, 2016-2021; Cambridge Systematics, Inc.

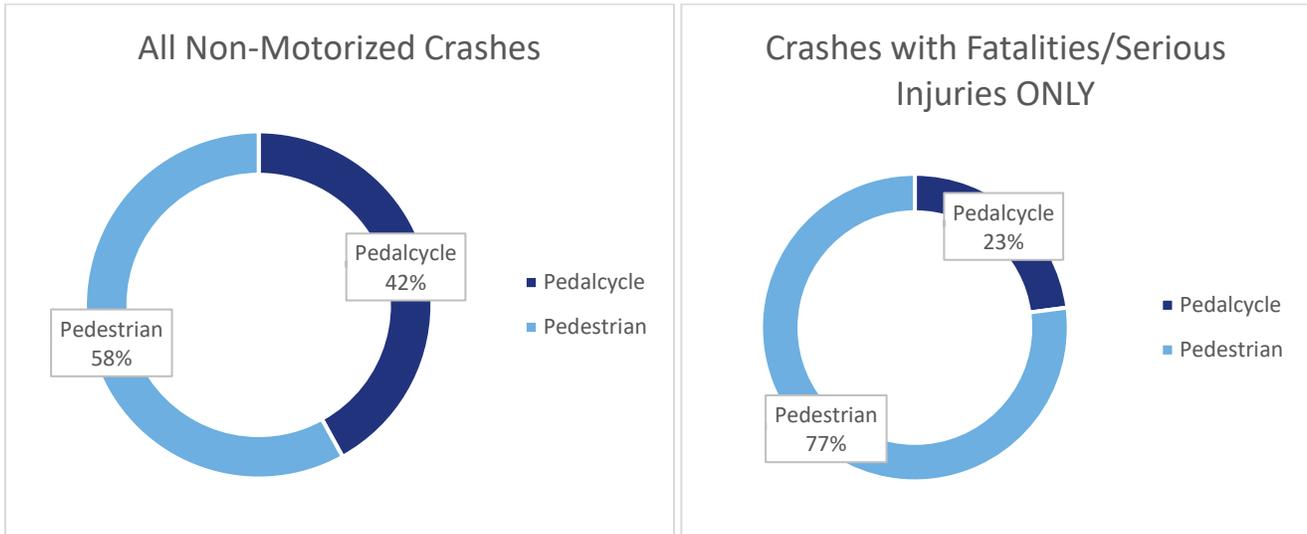
Although crashes involving vulnerable road users are more likely to occur in urban environments, rural and small urban areas are also impacted. Figure 5 illustrates that between 2016 and 2021, 107 of 928 total pedestrian crashes (11.5 percent) and 39 of 671 pedalcyclist crashes (5.8 percent) occurred in a rural region of Alaska. This highlights the need to deploy VRU safety strategies that are appropriate for a given location's context, such as population demographics and surrounding land uses and density. This concept is further explored in Section 5.

FIGURE 5: TOTAL CRASHES BY AREA TYPE, 2016-2021

Source: Alaska CARE and FARS, 2016-2021.

Figure 6 compares the distribution between pedalcyclists and pedestrians for all crash severities (left) and for fatal and serious injury crashes only (right). About 58 percent of all non-motorized crashes between 2016 and 2021 involved a pedestrian, while 42 percent involved a pedalcyclist. In comparison, for crashes that resulted in fatalities or serious injuries, this distribution skewed greatly towards pedestrians, with 77 percent seriously injuring or killing a pedestrian and 23 percent seriously injuring or killing a pedalcyclist.

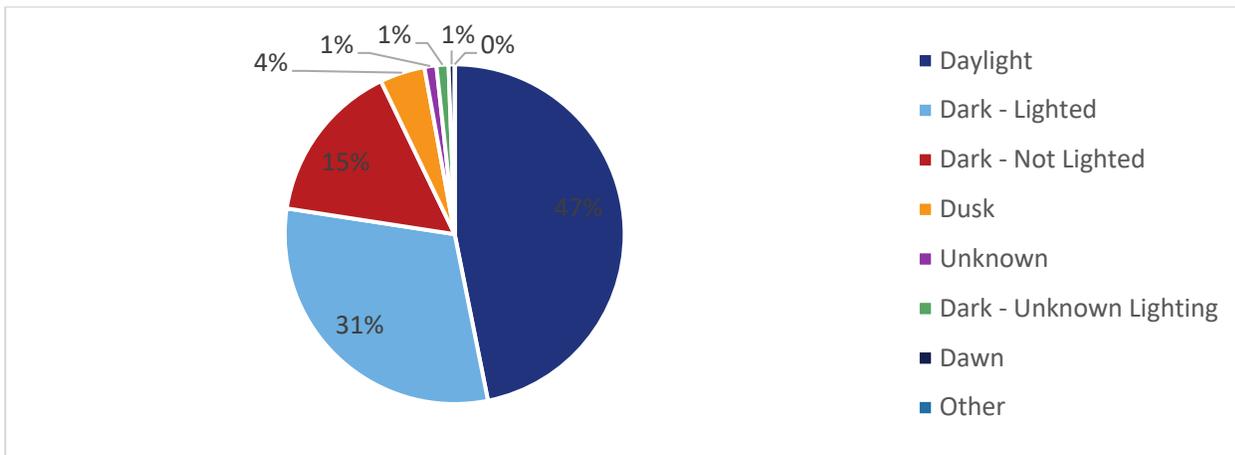
FIGURE 6: DISTRIBUTION OF NON-MOTORIZED CRASHES BY MODE TYPE



Source: Alaska CARE and FARS, 2016-2021.

Non-motorized users are particularly vulnerable during nighttime hours and in dark lighting conditions. Often pedestrians and bicyclists do not have any lights on their person or lighting the roadway to indicate their presence to drivers. Furthermore, due to its northerly latitudes, Alaska experiences much longer nights than other states during the winter. Figure 7 shows total fatalities and serious injuries by the lighting condition at the time of each crash. Over half occurred during nighttime, dusk, or dawn hours, with 15 percent occurring in a location with no external roadway lighting. Given that more non-motorized users typically walk, bike, or roll during daylight hours, it is significant how many deaths and serious injuries take place at night, highlighting how important well-lit environments are to vulnerable road user safety.

FIGURE 7: TOTAL FATALITIES & SERIOUS INJURIES BY LIGHTING CONDITION



Source: Alaska CARE and FARS, 2016-2021.

2.2.2 *Equity & Vulnerable Road User Safety*

Data from White House Justice40 Initiative was used to analyze non-motorist safety for groups who may disproportionately experience roadway harm. Within the Justice40 framework, there are eight ways a census tract can be considered “disadvantaged”:⁴

- » **Climate Change:** The burdens in this category aim to measure expected agricultural value, building value, and population loss due to climate-related natural hazards, as well as projected wildfire risk and projected flood risk due to climate change.
- » **Energy:** The burdens in this category aim to measure the energy cost as well as energy-related pollution within a census tract.
- » **Health:** The burdens in this category aim to identify areas facing high rates of asthma, diabetes, heart disease, and low life expectancy within a census tract.
- » **Housing:** These burdens aim to measure the housing cost, the degree of lead paint exposure in housing, historic underinvestment due to redlining, lack of green space, and the share of homes without indoor plumbing or kitchens within a census tract.
- » **Legacy Pollution:** These burdens aim to measure how legacy, current, and potential pollution a census tract has through proximity to hazardous waste, Superfund sites (otherwise known as National Priorities List), Risk Management Plan facilities, abandoned mine land, and Formerly Used Defense Sites.
- » **Transportation:** This burden measures the transportation-related pollution, transportation barriers, and traffic-related noise and proximity to a census tract.
- » **Water and Wastewater:** This measures the census tract's proximity to toxicity-weighted wastewater discharges and underground storage tanks that may leak.
- » **Workforce Development:** This burden aims to identify census tracts that would benefit from greater workforce development, such as areas with low median income as a percentage of area median income, percent of households in linguistic isolation, percent of the workforce experiencing unemployment, and percentage of a census tract's population in households where the household income is at or below the federal poverty level.

A census tract can be marked as disadvantaged for meeting any one of these burdens, but multiple burdens may be applicable for a particular census tract.

The equity dataset was incorporated via the mapping component of the high-injury corridor identification methodology. Justice40 maps were used to differentiate corridors with similar total crash scores respective to the sliding windows. For example, a corridor in a disadvantaged community was prioritized over a corridor of a similar

⁴ White House Council on Environmental Quality. Version 1 of the CEJST: Technical Support Document. Available at <https://static-data-screeningtool.geoplatform.gov/data-versions/1.0/data/score/downloadable/1.0-cejst-technical-support-document.pdf>.

total crash score in a non-Justice40 community. As another example, several corridors were extended to reach nearby disadvantaged census tracts.

Table 2 lists the total population residing in Justice40 communities throughout the state by each disadvantaged focus area, the total number of non-motorized fatalities and serious injuries, as well as the corresponding index per one million residents. Over 10,000 people live in transportation-disadvantaged communities. 23 deaths and serious injuries to vulnerable road users took place in transportation-disadvantaged communities between 2016 and 2021. Transportation disadvantaged communities have a rate of fatalities and serious injuries **five times higher** than non-disadvantaged census tracts throughout Alaska.

TABLE 2: ALASKAN NON-MOTORIST FATALITIES AND SERIOUS INJURIES BY JUSTICE40 AREA (2016-2021)

JUSTICE40 AREA	DISADVANTAGED POPULATION	NON-MOTORIZED FATALITIES AND SERIOUS INJURIES	NON-MOTORIZED FATALITIES + SERIOUS INJURIES PER 1 MILLION PEOPLE
Housing	73,574	65	883.5
Workforce Development	65,866	61	926.1
Climate Change	60,744	65	1,070.1
Pollution	58,729	19	323.5
Health	56,581	58	1,025.1
Energy	47,106	16	339.7
Transportation	10,341	23	2,224.2
Water & Wastewater	9,840	36	3,659.5
All Justice40 Areas	130,764	107	818.3
All Non-Justice40 Areas	598,054	241	403.0

2.3 HIGH-INJURY CORRIDORS AND INTERSECTIONS

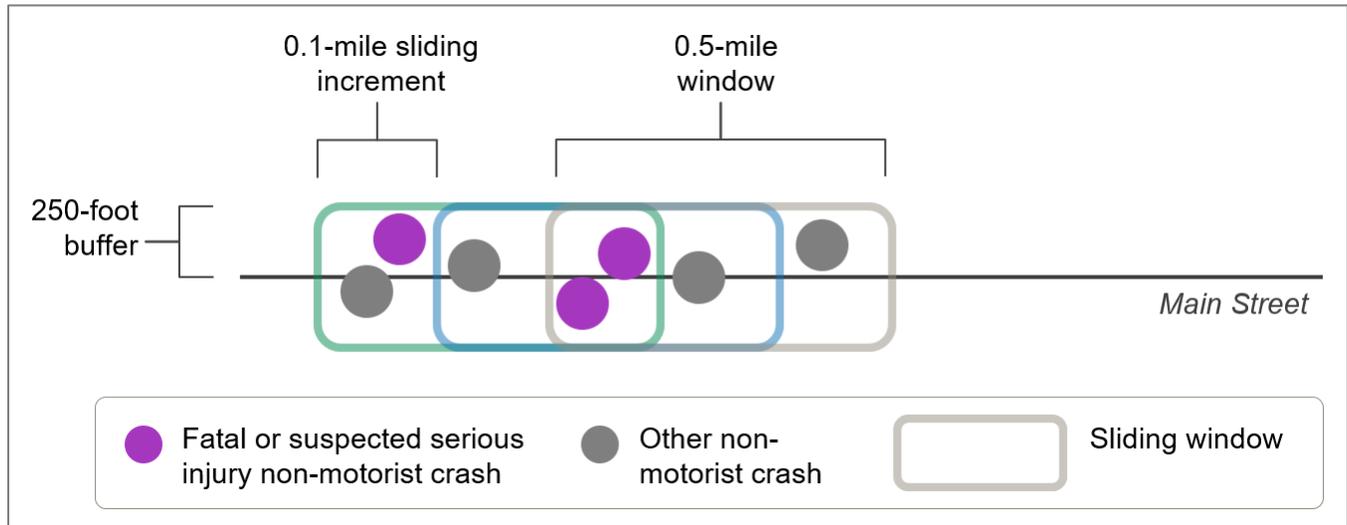
This section outlines the methodology and results of identifying VRU-specific high-injury corridors and intersections throughout Alaska. A sliding window analysis identified HINs with a weighting process to prefer corridors and intersections with a higher concentration of severe or fatal crashes involving vulnerable road users.

Crashes that resulted in a fatality or severe injury were weighted three times greater than all other crash severities. Each crash received a “crash score,” in which crashes with fatalities or serious injuries were assigned three points, and all other crash severities were assigned one point. For instance, a segment with three crashes at approximate geographic coordinates that each resulted in a minor injury (three one-point crashes) would have the same crash score as a different segment with one crash that resulted in a fatality (one three-point crash).

2.3.1 High-Injury Corridor Identification: Sliding Window Analysis

This analysis utilized a sliding window approach, a recognized method supported by FHWA in the *Guidebook on Identification of High Pedestrian Crash Locations* (Chapter 7 Supplemental Materials)⁵. This approach has been widely used in Vision Zero studies to identify High Injury Networks where urgent attention and targeted safety interventions are needed to mitigate the risks faced by vulnerable road users and enhance overall road safety.

FIGURE 8: GRAPHIC DETAILING SLIDING WINDOWS ANALYSIS



Source: Cambridge Systematics, Inc.

The sliding windows analysis is a technique employed to smooth out errors in crash location reporting and improve the accuracy of crash reporting by examining crashes within short segments along roadways. This process involves creating roadway segments, or “windows,” that cover the transportation road network, with each window offset by a short distance from the previous one. The analysis is repeated until the entire road network is covered.

Within the context of this study, 0.5-mile windows were built along all U.S., state, and local public roads with the same name, functional class, and proximity to each other. The windows were offset, or stepped, along the network in 0.1-mile increments. The analysis leveraged all crashes with geolocation information between 2016 and 2021. The road network layer used in this analysis was extracted from OpenStreetMap, providing comprehensive geospatial data with a high level of detail, including street names and functional classification. OpenStreetMap is a collaborative and open-source mapping platform that allows individuals and organizations to contribute and access detailed geographic data to create accurate and freely available maps for various purposes.

All crashes within 250 feet were assigned a severity-weighted score for each window segment (three points for fatal and severe crashes; one point for all other crash severities). Window segment scores were thoroughly

⁵ Federal Highway Administration. *Guidebook on Identification of High Pedestrian Crash Locations*. Available at <https://www.fhwa.dot.gov/publications/research/safety/17106/17106.pdf>.

reviewed by the project team to verify accuracy. Using the results from the sliding windows analysis, the project team identified high injury corridors across different jurisdictions and location types throughout Alaska.

2.3.2 High-Injury Intersection Identification: Point Analysis

In addition to a sliding window analysis to identify high-injury corridors, a point analysis was used to identify high-injury intersections. The OpenStreetMap layer was imported to the analysis software and crashes were mapped to their nearest intersection (rather than the nearest sliding window segment). Crashes were determined to be within an intersection's area of influence if within 150 feet of the intersection centroid. Only crashes within this distance of any intersection on the road network were included in this analysis. The same crash score weighting system as the sliding windows analysis was applied to the point analysis, and a total crash score was calculated for each intersection in the entire state.

2.3.3 Anchorage and Non-Anchorage Stratification

Following the completion of the sliding window and point analyses, AHSO mapped and ranked the high-injury corridors and intersections throughout the state. It became clear that a separate process would have to be developed for Anchorage versus the remainder of the state, as 49 of the 50 highest-injury intersections and all 50 highest-injury corridors were located in the Municipality of Anchorage.

The purpose of this Vulnerable Road User Safety Assessment is to identify high-injury networks throughout the state – not solely in Anchorage – leading to a stratification of the dataset into Anchorage and Non-Anchorage geographies. A stratum of a non-Anchorage geography allowed other high-risk networks in the state to be identified across many Alaskan cities, towns, and rural areas.

2.3.4 Identified High-Injury Corridors and Intersections

As the result of the network screening analysis, AHSO identified the top 16 high-injury corridors and top 15 high-injury intersections across Alaska. Ultimately, AHSO selected the top seven high-injury corridors and eight high-injury intersections located in Anchorage, as well as the top one or two high-injury intersections and corridors each within the communities of Fairbanks, Ketchikan, Palmer, Juneau, Wasilla, Sitka, and Bethel. For the list of the top selected VRU high-injury corridors and intersections, refer to Section 6.

The final selection of high-injury corridors and intersections included post-processing. The output of the sliding window analysis was a geographic list of polylines that can be ranked by the total combined pedestrian and pedalcyclist crash score. AHSO evaluated the sliding windows mapped interactively in QGIS – along with the Justice40 layer – in addition to this ranked list. As examples, Figure 8 and Figure 9 show the sliding window analyses for Anchorage and Fairbanks.

FIGURE 9: MAP OF ANCHORAGE SLIDING WINDOWS ANALYSIS WITH COMBINED CRASH SCORE



Source: Alaska CARE and FARS, 2016-2021; Cambridge Systematics, Inc.

FIGURE 10: MAP OF FAIRBANKS SLIDING WINDOWS ANALYSIS WITH COMBINED CRASH SCORE



Source: Alaska CARE and FARS, 2016-2021; Cambridge Systematics, Inc.

Initially, 15 high-injury corridors were identified through this process. Given the state population breakdown, AHSO selected the top-ranked seven corridors within the Municipality of Anchorage and the top-ranked eight corridors outside of Anchorage, which included Fairbanks, Ketchikan, Palmer, Juneau, Wasilla, and Sitka. AHSO selected one additional top high-injury corridor representing a rural community with a majority of Alaska Native and American Indian residents, which was also an identified Justice0 community: Bethel.

The high-injury corridors in Anchorage were primarily arterials with higher vehicular speeds and thus higher risk for serious injuries or fatalities. Outside of Anchorage, corridors were either arterials, places with high localized VRU volumes, or main town thoroughfares.

For the selection process for intersections, a ranked list was produced in the same manner as the corridors, with the intersections with highest pedestrian and pedalcyclist crash scores rising to the top. The Justice40 layer was geographically joined to each high-scoring intersection to incorporate equity.

Only seven intersections outside of Anchorage received a weighted crash score of four points or greater. Wanting to prevent arbitrary tie breaking methods amongst the many intersections with three points, the analysis team chose these top seven non-Anchorage high-injury intersections. The eight top-ranked high-risk intersections in Anchorage were also selected; in general, intersections in Anchorage had much higher combined crash scores than non-Anchorage intersections. The top 15 high-injury intersections are located along identified high-risk corridors, frequently where two busy roads meet or where there may be limited or no marked crossing infrastructure.

It is crucial to note that the roads identified in this study are not the only ones where safety improvements for vulnerable road users should be implemented. The purpose of identifying these roads is to identify common factors that pose a risk to vulnerable road users. For instance, many of these local roads pass through downtown areas with land uses conducive to neighborhood shops and services, while many of the state roads are located along arterials with suburban-style land uses. It is also important to note that sample size in the crash data is a concern in many smaller Alaskan towns. AHSO emphasizes it is not sufficient to base funding decisions on this type of analysis alone.

Furthermore, this analysis captured high-risk areas based on crash data between 2016 and 2021. AHSO and DOT&PF acknowledge that flexibility is needed to follow where future data may lead; future HIN analyses using newer years of crash data may result in a different set of high-risk areas.

3. LOCAL CONSULTATION

For the VRU Safety Assessment, the AHSO conducted local consultations with stakeholders representing VRU high-risk areas identified by network screening. This section summarizes outreach objectives, the consultation process, and key takeaways from each meeting.

3.1 OBJECTIVES

While data are useful for identifying historical trends and risk factors, crash reports and demographics alone can't tell the whole story. The people who live, work, and play in a community are the best people to discuss its challenges and successes. By consulting with local and Tribal governments, transportation and planning organizations, and community groups and individuals, AHSO gained valuable perspective and first-hand knowledge of VRU safety issues and context-sensitive solutions.

The objectives of consultation with local stakeholders included:

- » Providing an overview of the VRU Safety Assessment purpose, requirements, and process, including the network screening methodology.
- » Showing VRU safety performance and trends in Alaska, and how existing SHSP strategies seek to address these trends.
- » Reviewing initial findings from the network screening analysis, gaining confirmation on the identified high priority corridors and intersections, and identifying contributing factors and similar locations experiencing VRU safety risks.
- » Listening to local insights about the challenges communities experience, additional data and available information such as local safety plans and solutions already being implemented, and specific challenges faced by VRUs in underserved communities.
- » Identifying possible strategies that address each unique community's needs in order to reduce VRU deaths and serious injuries.

3.2 PROCESS

The network screening analysis resulted in a list of the top 16 corridors and top 15 intersections that represent the greatest risks for vulnerable road users (see Section 2 for methodology and summary results, and Section 6 for the location lists). These locations spanned across Anchorage, Palmer, Wasilla, Fairbanks, Sitka, Ketchikan, Juneau, and Bethel, representing a diversity of communities throughout Alaska.

The Alaska Highway Safety Office leveraged our network of safety partners to invite community representatives to participate in virtual consultation meetings for their communities. Participants spanned local governments, Tribal governments and organizations, metropolitan planning organizations, law enforcement, academia, transit providers, non-profit and advocacy organizations, and community members.

AHSO discussed the network screening methodology and results with participants. Representatives shared verbal and written feedback, including using the polling software Mentimeter. Participants offered invaluable insights, personal knowledge, and local perspectives about VRU safety challenges in their communities, as well as ongoing and planned solutions, projects, and related plans. Meeting discussions are summarized in the following section.

After all consultation meetings were conducted, the stakeholders' input informed common themes (described further in Section 4) and strategies to increase VRU safety (Section 5).

3.3 MEETING SUMMARIES

The team held five virtual consultation meetings for different regions across Alaska, covering Anchorage (two meetings); Palmer, Wasilla, and Fairbanks; Sitka, Ketchikan, and Juneau; and Bethel. Almost 500 people participated in one or more meetings to share their insights and experiences. Community representatives included:

- » Fairbanks Area Surface Transportation (FAST) Planning
- » University of Alaska, Fairbanks
- » Fairbanks Safe Rider Program
- » Anchorage Metropolitan Area Transportation Solutions (AMATS)
- » Municipality of Anchorage
- » Anchorage Police Department
- » Bike Anchorage
- » Center for Safe Alaskans
- » Anchorage School District
- » City of Ketchikan
- » City of Sitka
- » Sitka Tribe of Alaska
- » Capital Transit
- » Bethel Fire Department
- » Alaska DOT&PF
- » Alaska Department of Public Health

The meetings are summarized in the next section, including discussions of common VRU safety challenges, network screening results, additional locations experiencing similar issues, and recent projects and successes. For the complete list of network screening high-risk corridors and intersections for each location, please refer to Section 6.

3.3.1 Anchorage – Spring 2023

The Anchorage region experienced the vast majority of VRU deaths and serious injuries in Alaska between 2016 and 2021. For both the VRU Safety Assessment and for Public Participation and Engagement as a part of the Highway Safety Plan, the AHSO partnered with the Anchorage Metropolitan Area Transportation Solutions (AMATS) in May 2023 to host a virtual safety forum. Engagement from this community was determined to be critical because of the continual increase in VRU fatalities in recent years.

The forum featured live polling and focused on the work of the Bicycle and Pedestrian Advisory Committee (BPAC) and AMATS Safety campaign and plan. The forum also provided an opportunity for residents to ask questions and share their experiences and insights. In total, 444 people participated in the event with relatively even age and gender distribution representing residents of over 12 neighborhoods in the area. Approximately 80 percent of participants identified as white, five percent American Indian or Alaska Native, and three percent Hispanic, Latino, or Spanish.

Respondents indicated 82 percent of the time they drive, 13 percent of the time bike, three percent of the time walk, and two percent of the time take public transportation for where they need to go. Many residents do not feel safe when biking or walking, particularly when it is dark outside or on busy streets. Participants expressed the desire for greater enforcement of traffic laws and better education on the importance of transportation safety. Almost 85 percent of respondents wished for roads designed to support surrounding land uses (i.e., slower speeds, separated pathways for non-motorized travel, and more crosswalks). Maintenance of roads, sidewalks, and multiuse pathways in all seasons was ranked as the top challenge to transportation safety, followed by unsafe driving behaviors, lack of separation from vehicles, lack of bike lanes, and lack of crosswalks.

3.3.2 Anchorage – Fall 2023

In fall 2023, AHSO held a second, virtual local consultation meeting with representatives of organizations and communities in Anchorage. Participants highlighted three top challenges for VRU safety:

- » **Inadequate winter weather maintenance** and snow storage blocks non-motorized facilities including sidewalks, bus stops, and bike lanes. Poorly maintained pathways create dangerous and slippery walking and biking conditions. Often, ice and snow force pedestrians and bicyclists to travel in the road instead, placing them in conflict with passing vehicles. This danger is amplified during the prolonged periods of darkness in winter in areas without lighting.
- » **Roads are designed for cars**, not VRUs. Many key corridors are “stroads”: roads that serve both as a high-flow, high-speed vehicle facility and a high-access, local facility with many driveways and destinations. These types of roads do not prioritize the safety and movements of pedestrians and bicyclists, and often lack adequate sidewalks, bicycle lanes, pedestrian-scale lighting, and designated crossings.
- » **Dangerous driving behaviors** represent serious risks for VRUs, such as speeding, inattentiveness and distracted driving, aggressive driving, and driving under the influence of alcohol or drugs. Participants

identified a lack of enforcement addressing dangerous driving behaviors, especially in areas with many people walking, biking, and rolling to key destinations such as schools, community centers, and retail.

When discussing the high-priority corridors and intersections, representatives expressed that nearly every arterial road in Anchorage represents a danger zone for vulnerable road users. While network screening primarily identified east-west-oriented corridors, participants shared that north-south corridors (and associated intersections) also experience these same challenges. Examples include C Street, Seward Highway, Gambell Street, Ingra Street, Lake Otis Parkway, Airport Heights Drive, and Minnesota Drive/Walter J. Hickel Parkway.

Stakeholders identified that increasing and maintaining dedicated VRU infrastructure (shared use paths, sidewalks, walkways, bike lanes, and crossings) would have the greatest impact on improving VRU safety in the Anchorage area. Additionally, deploying self-enforcing roadways, road diets, increased lighting, curb extensions, and pedestrian crossing signals (such as pedestrian hybrid beacons and all-phase-stop signals) would greatly benefit VRU safety. Participants suggested linking available crash datasets to hospitalized injury databases and the Alaska Trauma Registry.

AMATS, the Municipality of Anchorage, and their partners are proactive in addressing the safety of vulnerable road users. The *AMATS Non-Motorized Plan (2021)*⁶ identifies existing conditions, network development, prioritization, and six locations with preliminary concept-level designs. The *Non-Motorized Plan* also promotes non-motorized facility design best practices. Additionally, AMATS is currently developing the *Safety Plan*, an implementable framework identifying behavioral and engineering solutions to reduce severe crashes.

Alaska DOT&PF has multiple HSIP projects in design/construction or planning stages to increase VRU safety in the Anchorage region. These include LED lighting increases on corridors with many night-time VRU crashes (including Muldoon Road, Seward Highway, Gambell Street, Minnesota Drive, and Tudor Road); shortening pedestrian crossings at the C Street intersections with Tudor Road and Dimond Boulevard; and Seward Highway parking and pathway improvements. Alaska DOT&PF is also considering further ways to improve connectivity of VRU facilities, improve enforcement tools for hit-and-run drivers, continue improving lighting conditions, install spot improvements at high crash locations, and establish urban safety corridors.

3.3.3 Palmer, Wasilla, and Fairbanks

Representatives from Fairbanks, Palmer, and Wasilla identified similar top VRU challenges as Anchorage participants, including lack of winter maintenance on non-motorized facilities; congested “stroads” with high-volume, high-speed vehicles but also many driveways cutting across sidewalks or pathways; and dangerous driving behaviors such as impaired driving.

Stakeholders also identified the following critical issues:

- » **Lack of lighting** is a significant risk for the safety, security, and visibility of VRUs. Given how far north Alaska is (and in particular Fairbanks), it is dark for the majority of the day during wintertime.

6

https://www.muni.org/Departments/OCPD/Planning/AMATS/Documents/Nonmotorized/update_2020/20221019_Anchorage_Non_Motorized_Plan_Final%20Document.pdf

- » **Poor visibility in crosswalks and infrequent crossing locations** put pedestrians and other VRUs at risk when crossing the road. Locations where people frequently want or need to cross the road do not have marked, visible crosswalks. Sight distance issues (such as vegetation, buildings, or fences blocking drivers' views) and poorly marked crosswalks (lacking appropriate pavement markings, signs, or lighting) limit drivers' awareness of VRUs in the roadway.

Participants shared examples of long distances between marked crossing locations. In Fairbanks, there is over a mile between marked crosswalks along College Road between University Avenue and Aurora Drive. Following the recent closure of a pedestrian bridge due to deteriorating conditions, stakeholders expressed concern that nearby high school students may run across Geist Road, rather than walk the far distance to the nearest intersection crossing.

Representatives agreed with the identified high-priority corridors and intersections, which often have narrow sidewalks, poor VRU infrastructure, and no marked crosswalks. Participants suggested additional locations with similar issues in Fairbanks, including the Mitchell Expressway/Parks Highway/Route 3 corridor and extending the Geist Road corridor eastward to University Avenue. Another area of concern is the GARS Intersection, a complex intersection where Gaffney Road, Airport Way, Richardson Highway, and Steese Highway meet. This area recently underwent improvements and a new traffic pattern, yet the community is struggling to navigate its new configuration, including how pedestrians move through the intersection.

South Fairbanks, bounded by Lathrop Street, Parks Highway, and Cushman Street, has many low-income and transportation disadvantaged community members. Residents rely on walking and biking year-round to reach everyday places like grocery stores and schools. Although FAST Planning (the Fairbanks MPO) has performed improvements, more could be done to enhance VRU safety throughout the neighborhood.

Infrastructure-based enhancements such as lighting, medians, pedestrian refuge islands, pavement markings, rectangular rapid flashing beacons, road diets, and curb extensions are essential solutions that enhance the visibility of VRUs. Participants also emphasized that VRU safety education is essential for all road users, including both vehicle drivers and vulnerable road user groups. Performing corridor safety studies on identified locations presents an opportunity to identify site-specific problems and engage with community members.

Regarding winter weather maintenance, the City of Fairbanks and FAST Planning developed a priority map for non-motorized route clearance, indicating which sidewalks should be cleared first and in priority order. Stakeholders representing cities throughout Alaska exchange best practices and ideas to sustainably prioritize and fund winter maintenance for both motorized and non-motorized facilities.

Matanuska-Susitna Borough (often referred to as Mat-Su), which contains both Wasilla and Palmer, developed the 2023 *Bicycle and Pedestrian Plan* to improve the Borough's non-motorized transportation network through near, medium, and long term infrastructure, policy, and program recommendations.⁷ Examples of recommendations include developing a Complete Streets policy, developing a snow-clearing policy, conducting a level of service assessment for bicyclists and pedestrians, and conducting annual counts at key locations, in addition to a wealth of site-specific safety improvements.

⁷ <https://matsugov.us/projects/bike-pedestrian-plan>

Stakeholders also suggested the need to plan ahead for the growing numbers of electric bikes and other electric-assist mobility devices. As e-bikes grow in popularity, local and state governments must consider how these devices interact with non-motorized facilities. The University of Alaska, Fairbanks is drafting a policy for e-bike use on sidewalks, pathways adjacent to roadways, and off-road trails.

3.3.4 *Sitka, Ketchikan, and Juneau*

Located on the Southeast coast of Alaska, Sitka, Ketchikan, and Juneau are popular tourism destinations, each with growing numbers of cruise passengers and other visitors. These cities experience similar challenges to other Alaskan regions, such as dangerous driving behaviors, lack of marked crossings and sidewalks, poor VRU visibility, insufficient lighting, and lack of winter maintenance. These issues are common along corridors and intersections frequently traveled by VRUs to reach essential retail, grocery, social, and employment locations.

Representatives also identified several additional VRU safety challenges:

- » **Roads with narrow right-of-way** have limited capacity to accommodate bicyclists or widen sidewalks. Sidewalks are often narrow (if present at all), and some have utility poles placed in the middle. In town centers, buildings often extend to the edge of the public right-of-way, limiting sight distances and preventing road widening.
- » **Seasonal swells of out-of-town visitors** amplify all of the aforementioned challenges. High volumes of pedestrians in summertime have to travel along narrow sidewalks. Tourists may cross roads in locations without marked crosswalks. There is a general increase in vehicle congestion, accelerating wear and tear on roadway infrastructure. Tourism buses, shuttles, and other large commercial vehicles (which have large blind spots) often share curb-side space with pedestrians and bicyclists, and traverse along roadways where pedestrians may be crossing.

Meeting participants agreed with the high-priority locations identified by the network screening analysis and shared additional locations that experience the aforementioned challenges. Participants shared that the Glacier Highway in the Lemon Creek area of Juneau has recently received many improvements, including a roundabout, new traffic signal, and sidewalks on both sides of the roadway.

In Ketchikan, similar locations include the intersection of Deermount Street and Stedman Street; the corridor where Front Street becomes Mill Street and intersects with Stedman Street; around Ward Cove on N Tongass Highway, which has a major cruise port but no non-motorized infrastructure connecting to nearby locations; and near the Saxman Community Center along S Tongass Highway. The main identified corridor, Tongass Highway, represents a challenge for the City of Ketchikan. Because Tongass Highway is a state-owned road, Ketchikan may not implement safety improvements without approval from DOT&PF. Ketchikan representatives have also experienced challenges with DOT&PF regarding who is responsible for installing, owning, and maintaining traffic signals.

In Sitka, additional locations include the O'Connell Bridge on Harbor Drive, which is a particular risk for bicyclists; Halibut Point Road, which includes the cruise ship port near its northern end; and the Sawmill Creek Boulevard corridor. Halibut Point Road has experienced several bicyclist serious injuries and one fatality in the last several years. The *2023 Sitka Trail Plan*⁸, currently in development, recommends creating a separate pathway along the length of Halibut Point Road and a marked crossing facility near the cruise terminal. Additionally, the Sitka Tribe of Alaska manages and operates the area's public transit, fixed-route system, which sees high volumes along Sawmill Creek Boulevard during tourist season. The *2023 Sitka Trail Plan* recommends a pedestrian underpass on Sawmill Creek Road at Fortress of the Bear.

Juneau's Tourism Best Management Practices (TBMP) program is a cooperative effort of tour operators, cruise lines, transportation providers, and the City and Borough of Juneau to minimize the impacts of tourism while enhancing visitors' experiences.⁹ The program publishes guidelines for its members, including transportation and safety best practices. The City of Sitka Tourism Task Force and Ketchikan Visitors Bureau are currently in the process of establishing similar guidelines. Both the City of Ketchikan and the City and Borough of Juneau hire crossing guards in summer to help keep people in crosswalks along the downtown corridors.

Participants identified the growing challenge of electric bike ridership, especially e-bike rentals as a part of the tourism industry. E-bike riders require education about where and how to safely ride e-bikes and interact with pedestrians and vehicles. The *2023 Sitka Trail Plan* recommends establishing an e-bike policy addressing speed, behavior, potential off-limit areas, and bike use on trails.

3.3.5 Bethel

The City of Bethel is the largest rural community in western Alaska, perched on top of tundra and permafrost. Bethel community members experience similar challenges as identified in other consultation meetings: in particular, inadequate winter weather maintenance and insufficient lighting during prolonged periods of darkness. The City of Bethel's *2020 Long Range Transportation Plan* identifies several high priority safety concerns affecting VRUs, including lack of streetlights and street signs, speeding, impaired driving, and distracted driving.¹⁰

Participants shared several more challenges that affect VRU safety:

- » **Impaired driving** is a significant factor for crashes, including a pedestrian who was fatally struck by an impaired driver in August 2023. This includes both alcohol- and drug-impairment, which have increased since the allowance of alcohol sales in Bethel in 2012 and the statewide legalization of recreational cannabis use in 2015.
- » **Staffing shortages and seasonal weather maintenance and damage** combine to create routine maintenance backlogs, such as painting bike lanes and crosswalks or filling in potholes. For example, the main bike lane through town has faded markings, and drivers often use the bike lane as a vehicle turning lane. There is possible danger to nearby VRUs when vehicle drivers swerve to avoid potholes.

⁸ <https://sitkatrailworks.org/2023-trail-plan/>

⁹ <https://www.traveljuneau.com/tbmp/>

¹⁰ https://tundra-ridge.com/documents/Bethel%20Long%20Range%20Transportation%20Plan%202020_sm.pdf

Representatives concurred that Chief Eddie Hoffman Highway is a high-risk corridor for VRUs. Many pedestrians travel along Hoffman Highway to and from neighborhood subdivisions and common destinations. These areas do not have lighting, including around the U.S. Post Office, Salmonberry Street in the Blueberry Subdivision, and near the neighborhood along Raven Road, Our Own Road, and Hoffman Road.

Participants also identified Watson's Corner as a dangerous location. This intersection of Hoffman Highway, Third Avenue, and Ridgecrest Drive does not have a traffic signal, despite being the busiest intersection in town. There are marked crosswalks across Third Avenue and Ridgecrest Drive, but not across Hoffman Highway. Stakeholders suggested that some intersections and crossings would benefit from enhanced traffic control, such as stoplights, signalized crossing with high visibility crosswalks, and enhanced lighting.

Additionally, many residents rely on snowmachines as their main mode of transportation in winter, including members of low-income populations. There is one official snowmachine crossing of Hoffman Highway near Akiak Drive, close to Watson's Corner. There is also a second unofficial crossing near Hoffman Road by the trailer court. Residents also commonly travel by riverboats and all-terrain vehicles during summer months.

4. COMMON THEMES

Common themes emerged across the network screening results and stakeholder consultation meetings. This section describes common themes and key takeaways, which informed the strategies in Section 5.

4.1.1 *VRUs Cannot Safely Reach Their Everyday Destinations*

Vulnerable road users cannot safely reach their everyday destinations. Everyday destinations are the places of interest that people routinely travel to and from: their homes, schools, community centers, places of employment, post offices, grocery stores and retail, medical care and hospitals, social services, recreation, places of worship, and more. This greatly affects members of disadvantaged and underserved communities, who are more often reliant on walking, biking, and taking transit to their destinations. Even in more secluded or rural areas, walking and biking may be some people's only options.

Many issues underlie the fact there may be no safe, connected, and protected routes for vulnerable road users. There may be inadequate infrastructure dedicated to the safe passage of pedestrians and bicyclists. Historically, roadways were designed for motor vehicle throughput – getting cars where they need to go as quickly as possible. Sidewalks may be in poor condition, narrow, not compliant with Americans with Disabilities Act (ADA) standards or missing entirely. Routes may lack sufficient pedestrian-scale lighting. Crossing locations may be few and far between, poorly marked, or difficult for drivers to see. Limited public right-of-way may restrict plausible improvements. Drivers may choose to drive in dangerous ways, such as using their phone, speeding, or under the influence of drugs or alcohol. In winter, large volumes of snow or ice may force pedestrians to walk in the roadway.

Each high-risk location has a unique combination of factors heightening the risk of serious injury or death for a pedestrian or bicyclist. Safety risks should be addressed within the context and purpose of a specific route. Several of these factors are explored further in the following sections.

4.1.2 *Road Design and Adjacent Land Use Create a Dangerous Combination*

Stakeholders repeatedly noted that roads prioritize vehicles, not non-motorized road users. This is most prevalent on arterial and collector roads with frequent access points to retail, neighborhoods, workplaces, and other destinations. These "stroads" serve both as high-volume corridors for fast-moving vehicles and as connections to many places of interest. Sidewalks and bike lanes (if existing) may be frequently interrupted by vehicles entering or existing driveways or turning at intersections. Corridors may lack adequate sidewalks, protected bicycle lanes, pedestrian-scale lighting, and high visibility crossings. Drivers' sight distance may be blocked or restricted by turning or parked vehicles, fences, signs, vegetation, buildings, and more.

This mix creates dangerous conflict points for VRUs trying to access their everyday destinations. When combined with dangerous driving behaviors such as speeding or running a red light, the results may be deadly. Stakeholders felt there was inadequate enforcement for unsafe drivers.

4.1.3 Crossing Locations are Infrequent and Poorly Marked

People want to cross the road where it is convenient. However, convenient crossings may not be safe crossings, especially in areas with fast-moving vehicles, poor sight distances, low visibility or lighting, and long crossing distances. There may not be a marked crosswalk in a location where people desire to cross the street. In many cases, the nearest designated crossing may be a significant distance away – over a quarter mile or more. Many intersections do not have marked crosswalks or pedestrian crossing signals. Where crosswalks do exist, pavement markings or painting may be faded due to regular wear and tear or winter maintenance (for example, snowplows may degrade pavement markings over time). Infrequent and poorly marked crossings inhibit vulnerable road users from safely reaching their everyday destinations.

4.1.4 It's Dark Outside and There Are No Lights

Given Alaska's northern latitude, many communities experience extended hours of darkness in the winter. At the same time, most streets and roads do not have any roadway lighting, much-less pedestrian scale lighting. Pedestrian scale lighting is smaller-scale and more frequently spaced street lighting that emphasizes pedestrian movements. Lighting increases the night-time visibility of non-motorized road users and increases vehicle drivers' awareness of VRUs in and adjacent to the roadway.

It is not feasible or desirable to install lighting everywhere, throughout every community, on every single road. Lighting requires a power supply connection to existing electric utilities, which may be a challenge in rural or isolated communities. However, lighting may be installed along main roads and intersections where vulnerable road users frequently travel, including key routes connecting residential areas to everyday destinations.

4.1.5 Inadequate Winter Maintenance Forces People into the Roadway

The lack of timely, efficient, and widespread winter weather maintenance on non-motorized facilities was a unanimous challenge identified by stakeholders. All Alaskan communities experience winter weather including snow and ice. Non-motorized facilities often receive lower priority than roadway facilities for snow and ice clearance. Sidewalks, pathways, bike lanes, and bus stops may be impassable or have slippery conditions. This can be exacerbated by excessive snowfall or snowplows pushing tall snowbanks out of the roadway.

When sidewalks and other non-motorized facilities are blocked by snow and ice, pedestrians and bicyclists are forced to travel in the roadway. This places vulnerable road users in conflict with moving vehicles in potentially slippery or low-visibility road conditions. The safety risks to VRUs increase when other risk factors are present, such as lack of lighting or dangerous driving behaviors.

4.1.6 Dangerous Driving Behaviors Threaten VRUs

Motor vehicles represent the most significant threat to vulnerable road users. The human body can withstand only a limited amount of impact force from a vehicle before death or injury occurs. It is the shared responsibility of all vehicle drivers to drive in a safe, responsible, and respectful way.

Dangerous driving behaviors include speeding and driving under the influence of drugs or alcohol. It is dangerous to drive while distracted, drowsy, or inattentive, which includes texting or using a handheld device, eating, talking to passengers, or any action that takes the driver's eyes off the road, hands off the wheel, or mind off the task of

driving. Driving in an aggressive manner toward another vehicle, motorcycle, bicyclist, pedestrian, or other road user puts everyone on the road at risk. Not obeying traffic laws (including running a stop sign or red light) is dangerous, especially to vulnerable road users.

Stakeholders expressed that enforcement does not adequately address dangerous driving behaviors in their communities. In a transportation system designed to prioritize vehicles, this is especially felt in areas where people frequently walk, bike, and roll to their everyday destinations.

4.1.7 Seasonal Tourism Volumes Increase VRU-Vehicle Conflicts

Many cities, such as communities along Alaska's Southeast Coast, have growing destination tourism, which increases congestion and wear and tear on roadways. The seasonal influx of visitors exacerbates other VRU safety risks described above. With higher volumes of pedestrians, there may be increases in crossings at non-designated locations. There may be increased conflicts between pedestrians and tourism buses and shuttles.

Additionally, some tourism hubs such as cruise ports may be secluded, lacking non-motorized infrastructure connections to nearby locations. In these situations, the only option is for cruise passengers to load onto buses or other vehicles – no opportunities exist to bike, walk, or roll to nearby destinations.

4.1.8 E-Bikes Are Speeding into The Future

Stakeholders emphasized the need to prepare for growing numbers of electric bikes and other electric-assist mobility devices on Alaska's roadways – both for personal use and as a part of the tourism industry. Certain classes of e-bikes may travel up to 28 miles per hour, which presents a safety risk to pedestrians and other vulnerable road users. Communities may consider regulating where and when e-bikes are allowed on non-motorized facilities. It is important to educate e-bike riders on safe riding practices, wearing helmets, interacting with pedestrians and bicyclists, and other rules of the road.

5. VRU STRATEGIES

The primary outcome of the data-driven analyses and local consultations is a program of strategies to reduce the safety risks to vulnerable road users, both statewide and specifically in high-risk areas. This section describes both existing SHSP strategies that increase VRU safety and new strategies that address common themes affecting VRU safety risks and high-priority areas.

The program of strategies is built with the principles and elements of the Safe System Approach to make progress *Toward Zero Deaths* and serious injuries on Alaska's public roadways. The existing SHSP and new VRU strategies comprehensively and collaboratively build redundant protections for VRUs into the transportation system. The stakeholders who will implement these strategies demonstrate the shared responsibility to accommodate and minimize the impacts of people's mistakes, which will happen.

Strategies address all five elements of the Safe System Approach through the inherent organization of the SHSP: Safe Road Users, Safe Roads and Safe Speeds, Safe Vehicles, and Post-Crash Care. Through a combination of engineering, enforcement, and education, the strategies seek to **remove severe conflicts** where possible; **manage conflicts by separating different road users in time**; **reduce vehicle speeds** in locations where VRUs are often present; and **increase drivers' attentiveness and awareness** of nearby VRUs.

5.1 HOW WILL THESE STRATEGIES BE IMPLEMENTED?

These planning-level strategies may be implemented systemically or in specific high priority corridors and intersections to reduce the risk of VRU fatalities and serious injuries. The program of strategies does not identify location-specific improvements; rather, regional and local jurisdictions may implement the strategies that best meet the needs of their communities. The high-priority locations identified in this assessment will require additional evaluation to develop and program context-sensitive VRU projects.

A wide range of Alaskan safety partners will collaborate to implement these strategies, including DOT&PF, AHSO, MPOs, city and Tribal governments and transportation departments, non-profit organizations, law enforcement, first responders, medical and public healthcare workers, and more.

Strategies will come to fruition by many avenues – through existing and new initiatives, state and local efforts, and a range of policies, plans, programs, and projects. This document is not the end of the VRU Safety Assessment; rather, this process represents the first step in a continual effort to increase VRU safety. DOT&PF, AHSO, and our partners will revise the program of strategies as needed. The SHSP Focus Area teams will incorporate the VRU Safety Assessment findings into the implementation of their own Action Plans, listed in Appendix B. The SHSP Tribal Advisory Committee, composed of members of Alaska's Tribes and Nations, will also guide the implementation of VRU strategies moving forward.

5.2 SUMMARY OF STRATEGIES

The below table captures 14 VRU Safety Assessment strategies and 11 existing SHSP Focus Area strategies that will reduce the risk of VRU fatalities and serious injuries on Alaska’s public roadways. The existing SHSP Focus Area strategies are labelled with the corresponding strategy number in their respective action plans. These strategies are explored further in the subsequent sections.

Source	Strategy #	Strategy
New VRU Strategies		
VRU Safety Assessment	1	Conduct VRU Safety Audits and other types of safety studies in identified high-risk corridors and intersections.
VRU Safety Assessment	2	Deploy proven and innovative safety countermeasures to support the mobility of underserved communities.
VRU Safety Assessment	3	Install and maintain crossing infrastructure in locations where people commonly cross the road.
VRU Safety Assessment	4	Install pedestrian scale lighting along routes frequently traveled by VRUs.
VRU Safety Assessment	5	Separate VRUs in space from adjacent motor vehicle traffic.
VRU Safety Assessment	6	Deploy proven and innovative countermeasures on arterials with high volumes of high-speed vehicles, driveways, and VRUs.
VRU Safety Assessment	7	Continue to perform community engagement and education about VRU safety.
VRU Safety Assessment	8	Promote knowledge-sharing about transportation safety best practices for the tourism industry.
VRU Safety Assessment	9	Deploy crossing guard programs and increase crossing visibility in tourism destination areas.
VRU Safety Assessment	10	Continue to provide ADA-accessible facilities to support safe and equitable mobility for all pedestrians.
VRU Safety Assessment	11	Explore best practices for electric bike use on non-motorized facilities.
VRU Safety Assessment	12	Continue to collaborate with law enforcement about VRU safety.
VRU Safety Assessment	13	Develop a process to monitor progress of VRU safety in identified high-risk areas.
VRU Safety Assessment	14	Continue to research and incorporate new and emerging VRU and Safe System Approach strategies and countermeasures.
Existing SHSP Strategies		
Pedestrians and Bicyclists Focus Area	1	Implement best practices and proven countermeasures and incorporate into state and local policies and manuals to support safe travel for pedestrians and bicyclists.
Pedestrians and Bicyclists Focus Area	2	Educate pedestrians, bicyclists, and other vulnerable road users about “rules of the road” and safety equipment.
Pedestrians and Bicyclists Focus Area	3	Develop and implement a statewide active transportation safety action plan and data collection plan.
Dangerous Driving Focus Area	1	Explore and implement best practices and policies to address dangerous driving behaviors.

Source	Strategy #	Strategy
Dangerous Driving Focus Area	2	Implement media campaigns and educational trainings to discourage dangerous driving behaviors.
Speed Management Focus Area	1	Conduct high-visibility enforcement and awareness campaigns to reduce speeding.
Speed Management Focus Area	2	Develop model policies and implement and innovative practices to reduce speeding.
Roadways Focus Area	2	Perform timely and adequate winter weather maintenance for all road users.
Young Drivers and Older Drivers Focus Area	1	Conduct outreach and education to encourage young drivers to practice safe driving behaviors amongst their peers.
Vehicle Safety Focus Area	2	Update and share safe driving best practices with tourism commercial vehicle operators and owners.
Emergency Response Focus Area	2	Protect first responders at crashes through tools, techniques, technology, and information-sharing practices.

5.3 EXISTING SHSP STRATEGIES

The 2023-2027 Alaska Strategic Highway Safety Plan includes many strategies that both directly and indirectly improve VRU safety. The SHSP is organized around the Safe System Approach by Emphasis Areas. Within each Emphasis Area, Focus Areas will implement action plans between now and 2027 to support a Safe System throughout Alaska. This section draws high-level connections to those existing strategies and actions. Refer to SHSP Appendix B to view all Focus Area action plans.

Note: The Focus Area action plans are living documents. This means over time, Focus Area teams will update, add, and improve the strategies and actions within. The action language below is up to date as of November 2023 and may differ slightly from Appendix B.

5.3.1 *Pedestrians and Bicyclists Focus Area*

Foremost, the SHSP has a **Pedestrians and Bicyclists Focus Area** within the Safe Road Users Emphasis Area. Collectively, this Focus Area's strategies and actions seek to expand available data about VRUs, create inclusive policies and guidance (including a statewide Complete Streets policy), provide public education, and build roadways designed inclusively for pedestrians and bicyclists.

The Pedestrians and Bicyclists Focus Area action plan has three strategies, each with actions directly relevant to the VRU Safety Assessment:

- » **Strategy 1: Implement best practices and proven countermeasures and incorporate into state and local policies and manuals to support safe travel for pedestrians and bicyclists.**
 - Action 1.1: Review existing state and municipality administrative codes, policies, and manuals to identify gaps and update them as needed to include pedestrians, bicyclists, and other active transportation users.

- Action 1.2: Leverage the federal revisions to the Safe Routes to School program to revitalize and expand Alaska's infrastructure and non-infrastructure projects offered under the program and coordinate with school districts.
 - Action 1.3: Develop and implement a statewide Complete Streets construction, design, and maintenance policy that considers local-level Complete Streets policies.
 - Action 1.4: Research and implement low-cost, quick-build engineering solutions and pedestrian-focused lighting pilot projects at roadway crossings for active transportation users.
 - Action 1.5: Develop the Pedestrian Standards section of the Alaska Highway Preconstruction Manual.
- » **Strategy 2: Educate pedestrians, bicyclists, and other vulnerable road users about “rules of the road” and safety equipment.**
- Action 2.1: Develop model language and fact sheets for statewide “stop for pedestrians in crosswalks” and “no right turn on red” policies.
 - Action 2.2: Develop and evaluate the effectiveness of comprehensive education campaigns targeting pedestrians, bicyclists, and other active transportation users in Alaskan communities on topics including “rules of the road” and using helmets, high-visibility gear, and other protective equipment.
- » **Strategy 3: Develop and implement a statewide active transportation safety action plan and data collection plan.**
- Action 3.1: Develop a strategic data collection plan to obtain pedestrian and bicycle counts, including researching methods to crowdsource count data.
 - Action 3.2: Develop a DOT statewide active transportation safety action plan in coordination with municipal and Metropolitan Planning Organization plans.

5.3.2 *Dangerous Driving and Speed Management Focus Areas*

The SHSP has several Focus Areas that address unsafe driving behaviors and speeding vehicles, which both present risks to VRUs. These actions promote safer and slower driving through roadway design, education, and enforcement, thereby reducing the likelihood and severity of potential crashes with VRUs.

The **Dangerous Driving Focus Area** (Safe Road Users Emphasis Area) focuses on unsafe driving behaviors such as aggressive, distracted, and drowsy driving. Similarly, the AHSO Impaired Driving Task Force seeks to reduce both alcohol-impaired and drug-impaired driving. Preventing these types of dangerous driving behaviors may both increase driver awareness and attentiveness on the roadway and lower risks to VRUs.

The Dangerous Driving Focus Area action plan contains Action 1.1 to develop criteria and a data-driven process for establishing urban traffic safety corridors. These types of safety corridors may have lower posted speed limits, require hands-free device use only, and enact higher fines. Similarly, Action 1.3 builds the foundation for future “hands-free devices only” policies in work zones, active school zones, and safety corridors. These actions support safer environments for students, children, and work zone workers, among others.

The Dangerous Driving Focus Area lists Action 1.4 to revise the *Alaska Driver Manual* and incorporate best practices about safe driving behaviors. This is an opportunity to emphasize pedestrian- and bicyclist-specific considerations and remind drivers of their shared responsibility within a Safe System.

The SHSP also has the **Speed Management Focus Area** (Safe Roads and Safe Speeds Emphasis Area). Similar to other dangerous driving behaviors, speeding is a significant risk to VRUs, particularly when combined with other factors such as poor lighting, lack of marked crossings, or winter weather conditions. This Focus Area encourages vehicle speeds that are appropriate for a given area and surrounding land uses, i.e., slower speeds in areas with higher volumes of people walking, biking, and rolling. This includes surrounding the places and services that people use most often, such as schools, grocery and retail, community centers, medical and hospital services, employment centers, and tourism destinations.

The Speed Management Focus Area has Action 2.1 to develop a model urban speed limit setting policy that is consistent across the state. The policy would promote selecting speed limits that reflect a road's purpose and explicitly consider all road users, including VRUs.

High visibility enforcement and corresponding media campaigns are actions for both the Dangerous Driving Focus Area (Action 2.3) and the Speed Management Focus Area (Actions 1.1 and 1.2). Enforcement is a key component in promoting safe driving behaviors and safe speeds.

5.3.3 Roadways Focus Area

The **Roadways Focus Area** (Safe Roads and Safe Speeds Emphasis Area) has one strategy that directly addresses the safety concerns and risks VRUs experience with snow and winter weather maintenance. This strategy seeks to establish consistent, sustainable, and prioritized snow removal from non-motorized facilities. Clearing sidewalks and bike lanes of snow and ice in a timely fashion will eliminate the risks pedestrians and bicyclists face when ice and snow forces them into the roadway.

- » **Strategy 2: Perform timely and adequate winter weather maintenance for all road users.**
 - Action 2.1: Identify DOT&PF Maintenance and Operations Lead to coordinate winter weather maintenance needs and secure and prioritize sustainable funding for weather maintenance of service for all road users.
 - Action 2.2: Coordinate with local agencies, jurisdictions, and community stakeholders to develop a priority system and plowing sequence on routes for winter maintenance on motorized and non-motorized facilities.

5.3.4 Other Focus Areas

Other SHSP Focus Area action plans indirectly support VRU safety. For example, the **Young Drivers and Older Drivers Focus Area** (Safe Road Users Emphasis Area) contains actions for peer-to-peer education programs to promote safe driving, walking, and riding to young people, which is a critical intervention point to increase driver awareness and attentiveness.

The **Vehicle Safety Focus Area** (Safe Vehicles Emphasis Area) has a strategy to update and share safe driving best practices with tourism commercial vehicle operators and owners in the City and Borough of Juneau (Action 2.1). This action is an opportunity to promote safer driving behaviors for tour bus and shuttle drivers, as well as information about safe walking around tourism destinations that drivers/operators may pass along to their passengers. In the next section, a new VRU strategy builds upon this action to promote knowledge-sharing amongst visitor and tourism bureaus, owners, and operators throughout Alaska.

The **Emergency Response Focus Area** (Post-Crash Care Emphasis Area) contains a strategy (Strategy 2) to protect first responders at crash sites through tools, techniques, technology, and information-sharing. When first responders or vehicle passengers step outside of their parked vehicle, they too become pedestrians. This strategy can help prevent secondary crashes from occurring when first responders and crash victims are roadside.

The **Motorcycles, All-Purpose Vehicles, and Snowmachines Focus Area** (Safe Road Users Emphasis Area) examines and expands on policies, guidance, and education for all-terrain vehicle and snowmachine riders. Many Alaskans rely on snowmachines and all-terrain vehicles to reach their everyday destinations. Although snowmachine riders are not considered VRUs, these Focus Area actions address safety risks raised by local stakeholders during consultation.

5.4 NEW VRU STRATEGIES

The VRU Safety Assessment identified VRU barriers and challenges, as well as contributing factors, road facility types, and other risks to VRU safety. This section describes new strategies to supplement the SHSP Focus Area action plans and address thematic issues both statewide and in high-priority areas. These strategies provide a planning framework for DOT&PF, AHSO, MPOs, local and Tribal governments, and other safety stakeholders to implement solutions that best fit within the context of their community. Across all strategies, DOT&PF encourages stakeholders to implement both proven safety countermeasures and innovative solutions.

5.4.1 *Strategy 1: Conduct VRU Safety Audits and other types of safety studies in identified high-risk corridors and intersections.*

Both this VRU Safety Assessment and other ongoing state and local initiatives have identified corridors and intersections with significant risks for VRUs. A safety study is the first step to developing improvement projects. Site-specific safety studies will identify key infrastructure barriers, behavioral challenges, VRU needs, and context-sensitive design alternatives. There are many types of safety studies, depending on the location and need: for example, road safety audits, walk audits, corridor studies, or sight distance reviews. Road safety audits may be eligible non-infrastructure projects for HSIP funding.

Performing a safety study provides community members and organizations with the opportunity to share their experiences, needs, and future vision for safer roads and places. Safety studies may also engage with a wide variety of safety partners, including local and Tribal governments, law enforcement, maintenance, public health, first responders, and the public.

5.4.2 *Strategy 2: Deploy proven and innovative safety countermeasures to support the mobility of underserved communities.*

Many people are dependent on walking, biking, and rolling to reach their everyday destinations. When performing safety studies or improvement projects, planners and engineers should take into account the demographics of surrounding communities and places of interest. Nearby populations of older individuals, children, individuals with disabilities, zero-vehicle households, or other underserved communities increase the need for VRU countermeasures to support the ability of VRUs to access essential goods and services.

Infrastructure and behavioral solutions should fit the roadway's context and purpose, including functional class, facility type, speed limit, vehicle and non-motorized traffic volumes, adjacent land uses, nearby transit routes, and surrounding demographics.

The Federal Highway Administration (FHWA) promotes Proven Safety Countermeasures¹¹ such as bicycle lanes, walkways, road diets, pedestrian signals, lighting, pedestrian refuge islands, and crosswalk visibility enhancements. The federal PEDSAFE and BIKESAFE Safety Guide and Countermeasure Selection Systems offer a wealth of enforcement, education, and engineering treatment options.^{12,13} FHWA shares Roadway Safety Noteworthy Practices being implemented across the nation, including topics about equity, vulnerable road users, and Tribal, local, and rural road safety.¹⁴ FHWA also encourages roadway owners to pilot innovative and emerging solutions, which may require coordination and approval from the FHWA Alaska Division Office.

5.4.3 *Strategy 3: Install and maintain crossing infrastructure in locations where people commonly cross the road.*

Safe roadway crossings should provide convenient, safe, accessible, and highly visible crosswalks for people to access their everyday destinations. In locations with far distances between designated crossings, planners and engineers may consider how and where additional crossing locations can both meet the needs of VRUs and fit within the roadway context. Ongoing, routine maintenance will ensure that crossing locations remain visible, accessible, and safe.

Pedestrian and bicyclist crossings may employ crosswalk visibility enhancements including high-visibility crosswalk markings, enhanced lighting, signing, and pavement markings (such as advance stop or yield lines). On wide roads with long crossing distances, crosswalks may use medians or pedestrian refuge islands to protect VRUs and shorten crossing distances. Curb extensions, removal of nearby parking, and other sight distance improvements can improve the visibility of VRUs to approaching motorists. Pedestrian signals at intersections may prioritize VRUs, such as countdown timers, Leading Pedestrian Intervals, or all-phase-stop pedestrian crossings. At unsignalized or mid-block crossings, beacons such as Pedestrian Hybrid Beacons and Rectangular Rapid Flashing Beacons draw drivers' attention towards VRUs in the roadway. All crossings should meet ADA

¹¹ <https://highways.dot.gov/safety/proven-safety-countermeasures>

¹² <http://www.pedbikesafe.org/pedsafe/index.cfm>

¹³ <http://www.pedbikesafe.org/bikesafe/index.cfm>

¹⁴ <https://highways.dot.gov/safety/learn-safety/noteworthy-practices>

accessibility standards, including curb ramps and audiovisual cues. See the previous strategy for a list of countermeasure resources.

5.4.4 Strategy 4: Install pedestrian scale lighting along routes frequently traveled by VRUs.

Pedestrian scale lighting is smaller-scale, frequently placed lighting to increase the visibility, safety, and security of vulnerable road users. This type of lighting illuminates pedestrians and bicyclists on and adjacent to the roadway, increasing drivers' awareness of nearby VRUs. Both roadway and pedestrian-scale lighting are critical to VRU safety, particularly during Alaska's prolonged hours of darkness or when snow and ice force VRUs to travel in the roadway.

Lighting should be installed on key routes frequently traveled by pedestrians and bicyclists to their everyday destinations – connecting residential neighborhoods to schools, food, employment, and other essential goods and services. Lighting is essential at intersections and other locations with designated pedestrian crossings. Lighting should complement other countermeasures to increase VRU visibility and priority.

5.4.5 Strategy 5: Separate VRUs in space from adjacent motor vehicle traffic.

Where possible, the best option is to remove conflicts by separating vulnerable road users in space from vehicle traffic. Planners and engineers may consider integrating VRU separation into routine maintenance, when rehabilitation or replacement occurs, and as road design and right-of-way allows. This may include installing and maintaining sidewalks, shared use paths, and/or separated bicycle lanes on corridors where pedestrians and bicyclists frequently travel. It may also mean widening shoulders to create a buffer zone. All sidewalks and shared use pathways should meet ADA accessibility standards.

5.4.6 Strategy 6: Deploy proven and innovative countermeasures on arterials with high volumes of high-speed vehicles, driveways, and VRUs.

Roads with high-speed vehicles and dense nearby land use represent a serious risk to vulnerable road users trying to reach their destinations, particularly in Anchorage. Driveways frequently intersect with sidewalks or bike lanes (if they exist), creating conflict points between pedestrians, bicyclists, and turning vehicles. These roads may have infrequent or low-visibility crossings.

Corridor studies may help identify context sensitive solutions that meet the roadway's purpose and the surrounding community's needs. Planners and engineers should also consider driveway and access management in the planning and zoning stages for new development or reconfigurations.

FHWA Proven Safety Countermeasures, PEDSAFE, and BIKESAFE promote countermeasures to increase the visibility, priority, and safety of VRUs along arterials while slowing vehicle speeds.^{15,16,17} For example, road diets, narrowed travel lanes, and other design elements of self-enforcing/self-explaining roadways encourage motorists

¹⁵ <https://highways.dot.gov/safety/proven-safety-countermeasures>

¹⁶ <http://www.pedbikesafe.org/pedsafe/index.cfm>

¹⁷ <http://www.pedbikesafe.org/bikesafe/index.cfm>

to drive at slower speeds.¹⁸ This provides drivers with more time to perceive and react to nearby VRUs, while also reducing impact forces if a crash occurs. These solutions may also reclaim space in the right-of-way for dedicated VRU infrastructure like sidewalks, medians and refuge islands, and bike lanes. A community may install gateway treatments, which are physical landmarks that signal to drivers that they are entering a residential, commercial, or business district and should slow down.

For mid-block and intersection pedestrian crossings on arterials, use countermeasures such as high visibility crosswalks, lighting, curb extensions, and pedestrian beacons and signals. Rectangular Rapid Flashing Beacons can increase VRU visibility at mid-block crossings on roads with speed limits of 35 miles per hour or less; Pedestrian Hybrid Beacons promote safe VRU crossings mid-block on multi-lane roadways with speed limits of 40 miles per hour or greater. See Strategy 3 also.

5.4.7 Strategy 7: Continue to perform community engagement and education about VRU safety.

The AHSO, DOT&PF, and our partners perform community outreach and education as a part of the SHSP and Highway Safety Plan. Outreach and communication amplify the *Toward Zero Deaths* vision, SHSP mission and goals, and messages about the shared responsibility among all roadway users, owners, and operators to build a Safe System. In alignment with Public Participation and Engagement in the AHSO Highway Safety Plan, DOT&PF will:

- » Maintain and strengthen coordination with key safety partners statewide.
- » Encourage a continuous feedback loop of input from State and local partners.
- » Enhance convenient opportunities for all interested members of the public to provide input and feedback on current safety initiatives and potential new initiatives.
- » Continually identify and engage members of communities most affected by crashes that may have been previously overlooked.
- » Meet citizens where they are at by seeking to enhance collaborations with nonprofits, faith-based organizations, community, and civic associations.
- » Provide early and continuous opportunities for public input and take their needs and preferences into account when developing and implementing safety countermeasures.

The AHSO welcomes local and Tribal agencies, community organizations, and interested parties to participate on the SHSP Focus Area teams, including the Pedestrian and Bicyclist Focus Area.

¹⁸ <https://www.fhwa.dot.gov/publications/research/safety/17098/17098.pdf>

5.4.8 Strategy 8: Promote knowledge-sharing about transportation safety best practices for the tourism industry.

Alaskan cities with tourism destinations find unique and adaptive ways to enhance visitor experiences while mitigating congestion and other negative impacts. Each city's government, tourism/visitor's bureau, and tourism operators/owners collaborate to accommodate seasonal swells of visitors.

There are opportunities for knowledge sharing and networking between cities about transportation safety best practices. For example, the Juneau Tourism Best Management Practices program publishes guidelines; the SHSP Vehicle Safety Focus Area has an action to incorporate guidelines specifically addressing transportation safety topics. The City of Ketchikan deploys seasoning crossing guard programs (described further in Strategy 9). Cities could share these tourism transportation safety best practices with each other in peer exchanges or other networking opportunities.

5.4.9 Strategy 9: Deploy crossing guard programs and increase crossing visibility in tourism destination areas.

In areas with high volumes of tourists, cities and boroughs may deploy crossing guard programs along busy corridors. Crossing guards may help keep people in marked crosswalks, manage the flow of traffic, and draw drivers' attention to VRUs. Locations may include near cruise ports, bus terminals, trailheads, retail and historic districts, and other key tourism destinations. Crossing locations should have high visibility crosswalks, crossing signals, lighting, and other visibility-enhancing features as outlined in Strategy 3.

5.4.10 Strategy 10: Continue to provide ADA-accessible facilities to support safe and equitable mobility for all pedestrians.

Alaska DOT&PF and local road owners will continue to alter existing facilities or construct new facilities as necessary to comply with Americans with Disabilities Act requirements. DOT&PF will continue to implement the *Alaska Americans with Disabilities Act Transition Plan*, which guides DOT&PF's efforts to provide an accessible transportation system program.¹⁹ This strategy interplays with many other strategies in the VRU Safety Assessment.

5.4.11 Strategy 11: Explore best practices for electric bike use on non-motorized facilities.

DOT&PF and local communities may explore national best practices for electric bike and other electric-assist mobility device use on non-motorized facilities. Facility types include sidewalks, shared use paths, and bicycle lanes. Stakeholders may evaluate how other states and regions choose to regulate where, when, and how e-bikes may operate. Additional topics may include protective equipment requirements (such as helmets) and safe distance passing laws (for example, some states require a minimum passing width distance vehicles driving around bicycles). Stakeholders may also explore existing educational opportunities and messaging to educate e-bike riders on side riding practices and rules of the road.

¹⁹ https://dot.alaska.gov/cvlrts/pdfs/ADA_Transition_Plan.pdf

5.4.12 Strategy 12: Continue to collaborate with law enforcement about VRU safety.

Law enforcement agencies are key partners in roadway safety. Law enforcement help reduce dangerous driving behaviors such as speeding, impaired driving, and distracted driving, which are significant safety risks to VRUs sharing the roadway. DOT&PF and local safety partners will continue to collaborate with state, regional, and local law enforcement to perform high visibility enforcement and corresponding media campaigns. Law enforcement will target vehicles and the offenses drivers may commit that make the road less safe for vulnerable road users.

Additional opportunities may include providing training to law enforcement on bicycle/pedestrian laws, educating law enforcement on accurately identifying non-motorized crash details on crash reports, and sharing crash analysis results with law enforcement to target enforcement efforts in high-risk areas.

5.4.13 Strategy 13: Develop a process to monitor progress of VRU safety in identified high-risk areas.

The VRU Safety Assessment identified high-risk corridors and intersections throughout Alaskan communities based on crash data between 2016 and 2021. DOT&PF may explore the development of a monitoring process for VRU safety in identified high-risk areas. Monitoring trends over time can draw connections between investments in safety improvements (both infrastructure and behavioral) and crash trends. This process may include identifying state- and local-programmed projects in or near identified locations.

5.4.14 Strategy 14: Continue to research and incorporate new and emerging VRU and Safe System Approach strategies and countermeasures.

Transportation safety is not static. New strategies, countermeasures, and devices are being explored and implemented every day. DOT&PF and AHSO will continue to research, pilot, and incorporate new technologies, tools, infrastructure design, Crash Modification Factors (CMFs), and other countermeasures into VRU projects. DOT&PF will draw on available research and resources as they become available, such as through FHWA publications, FHWA Noteworthy Practices, the national CMF Clearinghouse, or other States.

6. HIGH RISK CORRIDORS AND INTERSECTIONS

This section contains the lists and maps of the top 16 high-injury corridors and top 15 high-injury intersections throughout Alaska, identified through the network screening analysis during crash data between 2016 and 2021.

Note: The tables list locations in alphabetical order, not ranked order. The numbers on the maps do not indicate any sort of order, they are listed for visual identification of place names only.

TABLE 3: TOP 16 IDENTIFIED HIGH-INJURY CORRIDORS

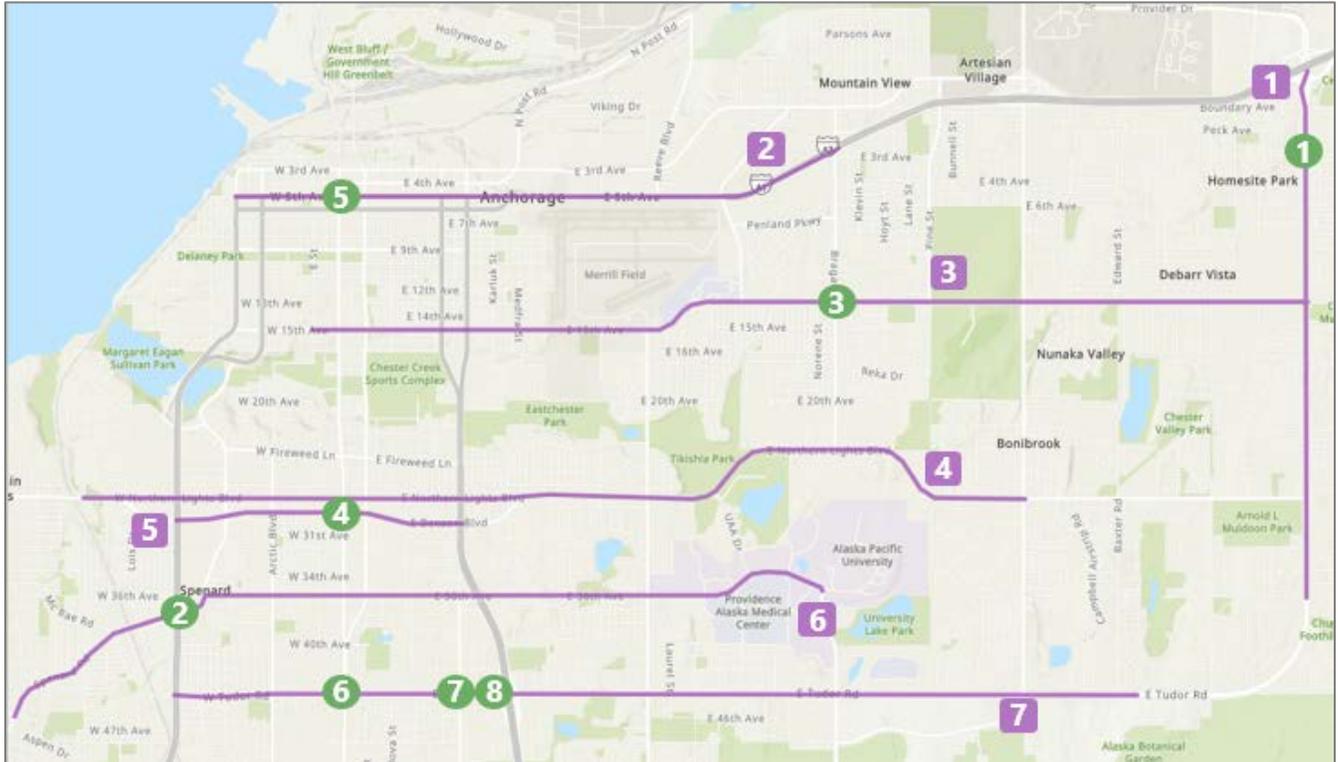
Municipality	Corridor	Cross Street (Westernmost, Southernmost)	Cross Street (Easternmost, Northernmost)	Crosses Justice40 Community?
Anchorage	5th Ave / Glenn Hwy	L St	Bragaw St	Yes
Anchorage	Benson Blvd	Minnesota Dr	Seward Hwy	Yes
Anchorage	Debarr Rd / 15th St	E St	Muldoon Rd	Yes
Anchorage	Muldoon Rd	36th Ave	Glenn Hwy	Yes
Anchorage	Northern Lights Blvd	Forest Park Dr	Pine St	Yes
Anchorage	Spenard / 36th Ave / Providence Dr	Wisconsin St	Elmore Rd	Yes
Anchorage	Tudor Rd	Minnesota Dr	Kingston Dr	Yes
Bethel	Chief Eddie Hoffman Hwy	Cranberry St	3rd Avenue	Yes
Fairbanks	College Road	University Ave	Harriet Ave	Yes
Fairbanks	Geist Road	Riverstone Way	Kyle Ct	No
Juneau	Glacier Hwy	Short St	Alaway Ave	No
Ketchikan	Tongass Ave	Cambria Dr	Water St	No
Palmer	Bogard Rd/Arctic Ave	Anna St	Gulkana St	No
Palmer	East Palmer-Wasilla Hwy	Felton St	Valley Way	No
Sitka	Lincoln Street	Harbor Rd	Kelly Ave	No
Wasilla	East Parks Hwy	Crusey St	Sun Mountain Ave	No

TABLE 4: TOP 15 IDENTIFIED HIGH-INJURY INTERSECTIONS

Municipality	Intersection (East/West and North/South)	Number of Approaches	Within Justice40 Community?
Anchorage	West Tudor Road & C St	4	No
Anchorage	West 5th Avenue & C St	4	Yes
Anchorage	East Tudor Road & Old Seward Hwy	4	No
Anchorage	East Tudor Road & Homer Drive	4	No
Anchorage	Spenard Road & Minnesota Dr	4	No
Anchorage	West Benson Blvd & C St	4	No
Anchorage	Duben Avenue & Muldoon Rd	4	No
Anchorage	Debarr Road & Bragaw St	4	Yes
Bethel	Old Hospital Road & Chief Eddie Hoffman Hwy	3	Yes
Fairbanks	College Road & Hess Ave	4	No
Fairbanks	Geist Road & Parks Hwy NB Off-Ramp	4	No
Ketchikan	Tongass Avenue & Heckman St	3	No
Palmer	East Palmer Wasilla Hwy & Glenn Hwy	4	No
Palmer	West Bogard Road & Glenn Hwy	4	No
Wasilla	East Parks Hwy & Palmer-Wasilla Hwy	4	No

6.1 ANCHORAGE

FIGURE 11: HIGH-INJURY CORRIDORS AND INTERSECTIONS IN ANCHORAGE



HIGH-INJURY CORRIDORS

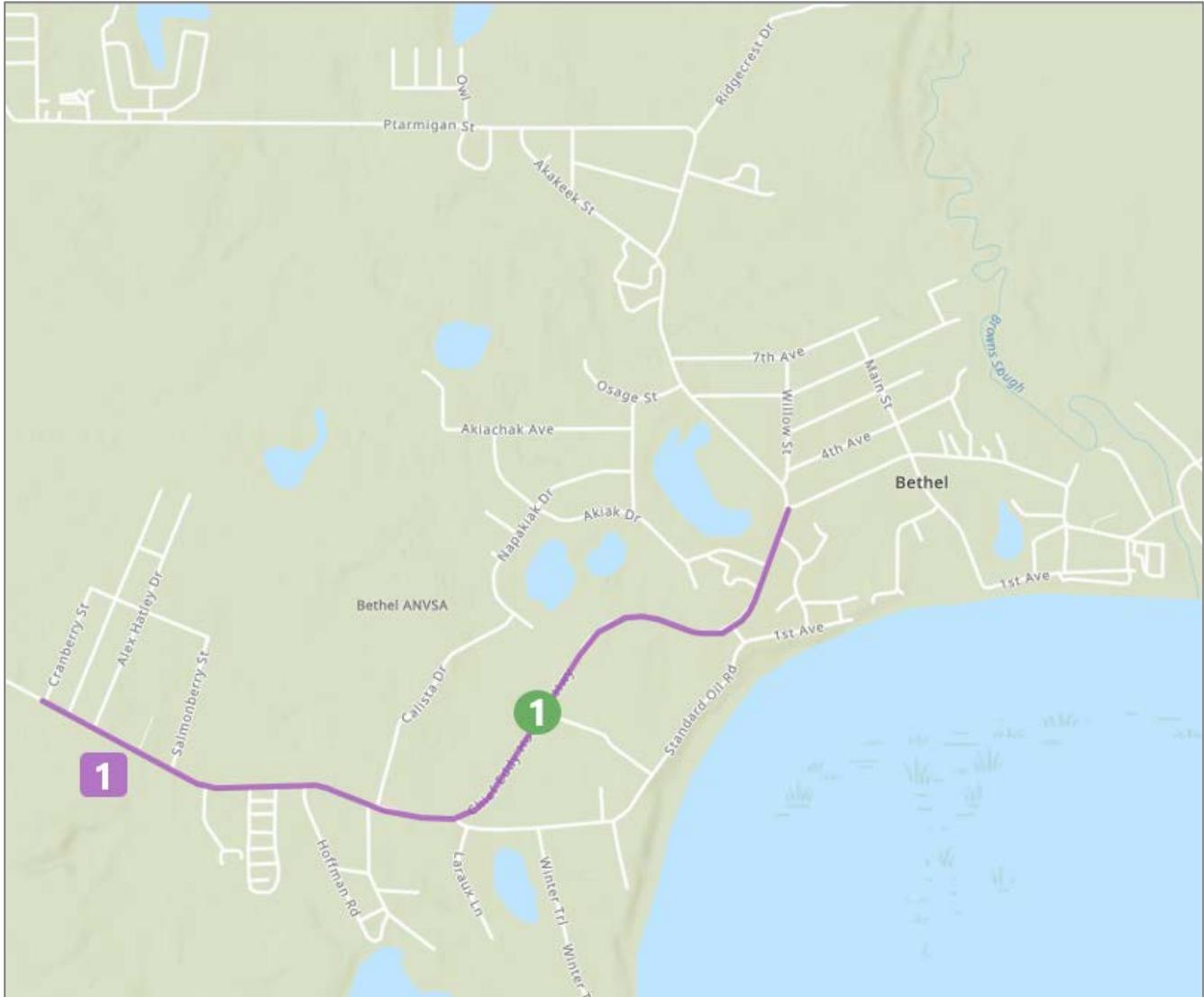
- 1** Muldoon Rd
- 2** West 5th Ave / Glenn Hwy
- 3** Debarr Rd / 15th Ave
- 4** Northern Lights Blvd
- 5** Benson Blvd
- 6** Spenard / 36th Ave / Providence
- 7** Tudor Rd

HIGH-INJURY INTERSECTIONS

- 1** Duben Ave & Muldoon Rd
- 2** Spenard Rd & Minnesota Dr
- 3** Debarr Rd & Bragaw St
- 4** Benson Blvd & C St
- 5** West 5th Ave & C St
- 6** Tudor Rd & C St
- 7** Tudor Rd & Old Seward Hwy
- 8** Tudor Rd & Homer Dr

6.2 BETHEL

FIGURE 12: HIGH-INJURY CORRIDORS AND INTERSECTIONS IN BETHEL



HIGH-INJURY CORRIDORS

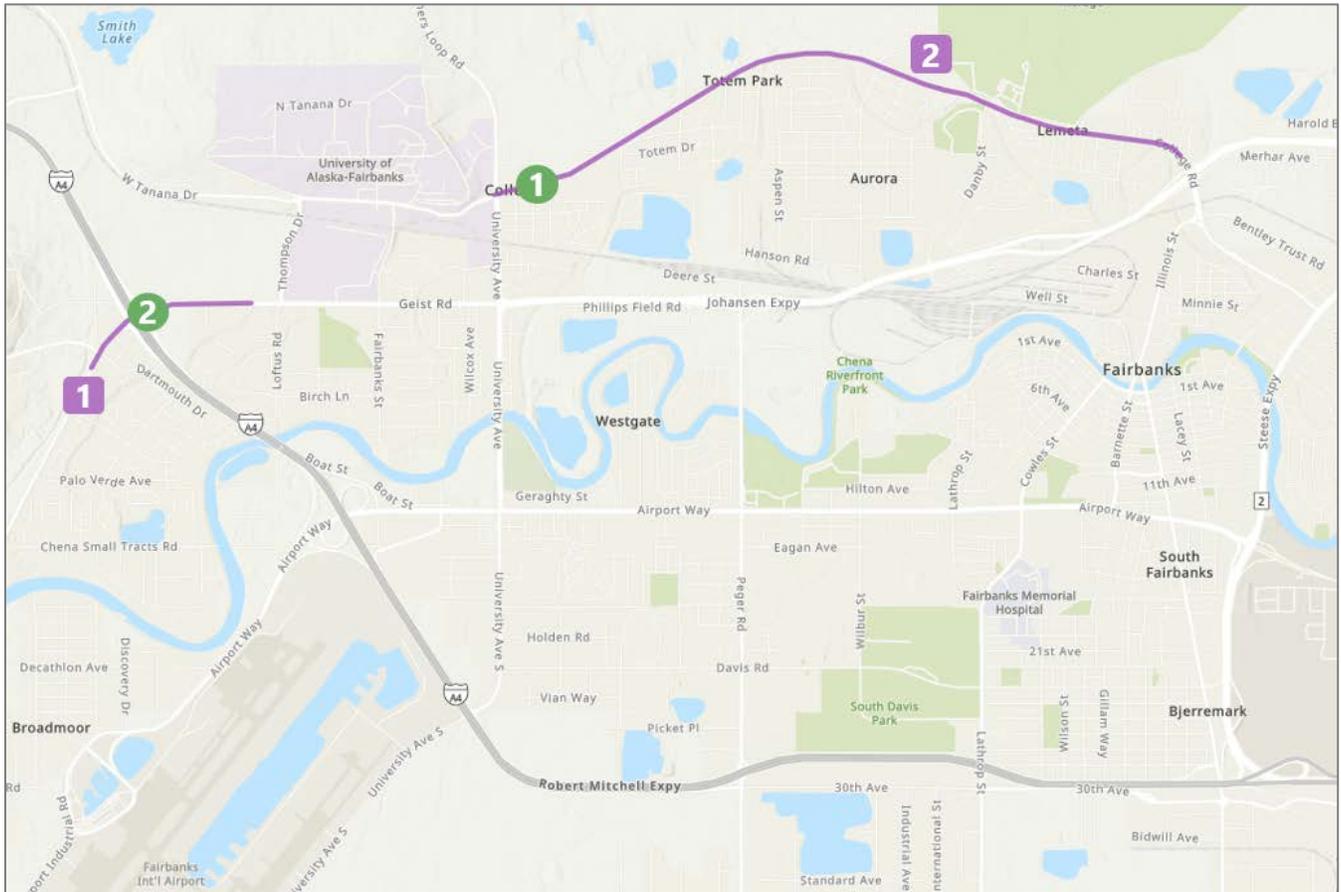
1 Chief Eddie Hoffman Hwy

HIGH-INJURY INTERSECTIONS

1 Old Hospital Rd & Chief Eddie Hoffman Hwy

6.3 FAIRBANKS

FIGURE 13: HIGH-INJURY CORRIDORS AND INTERSECTIONS IN FAIRBANKS



HIGH-INJURY CORRIDORS

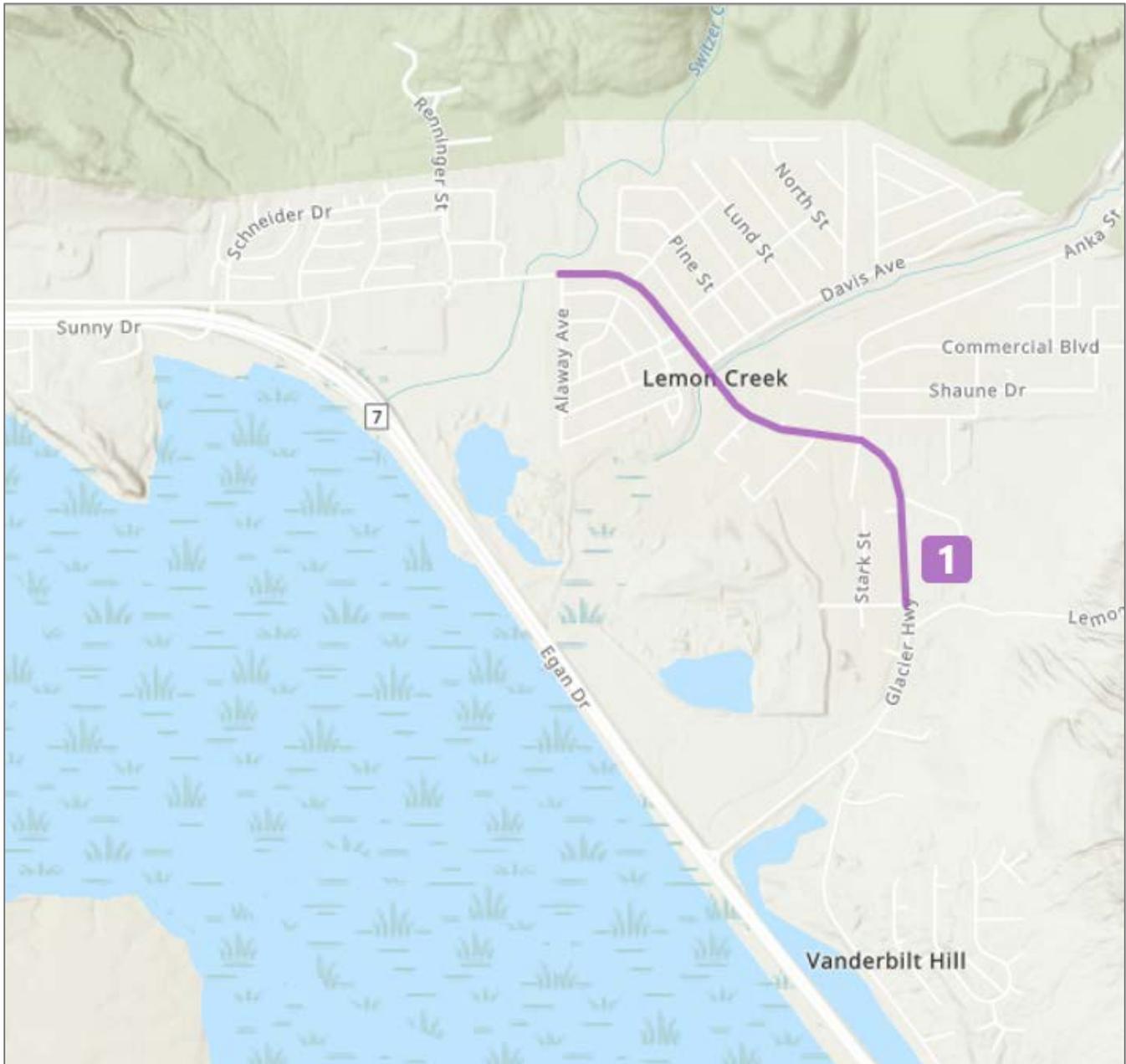
- 1 Geist Rd
- 2 College Rd

HIGH-INJURY INTERSECTIONS

- 1 College Rd & Hess Ave
- 2 Geist Rd & Parks Hwy

6.4 JUNEAU

FIGURE 14: HIGH-INJURY CORRIDORS AND INTERSECTIONS IN JUNEAU



HIGH-INJURY CORRIDORS

- 1** Glacier Hwy in Lemon Creek

6.5 KETCHIKAN

FIGURE 15: HIGH-INJURY CORRIDORS AND INTERSECTIONS IN KETCHIKAN



HIGH-INJURY CORRIDORS

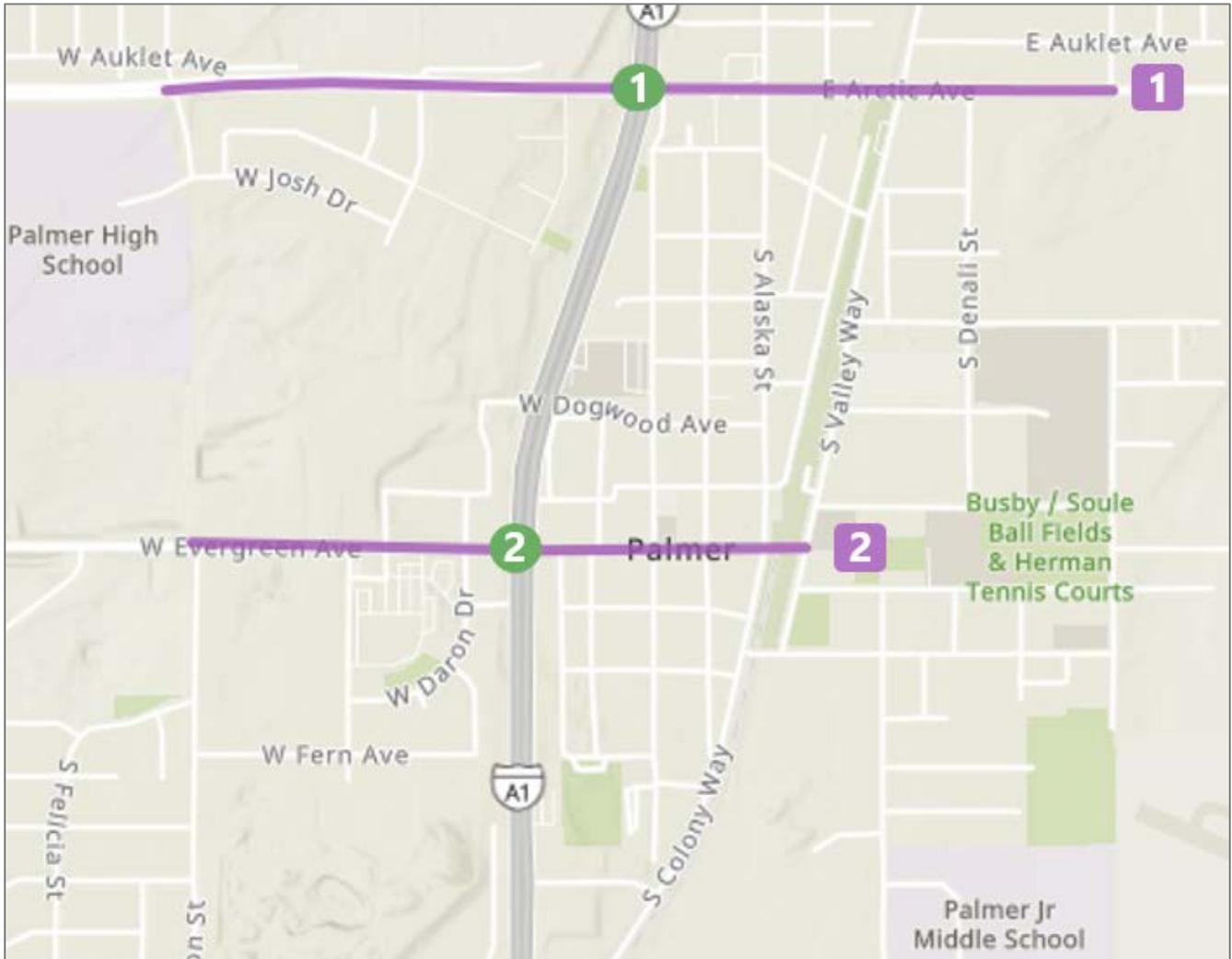
1 Tongass Ave

HIGH-INJURY INTERSECTIONS

1 Tongass Ave & Heckman St

6.6 PALMER

FIGURE 16: HIGH-INJURY CORRIDORS AND INTERSECTIONS IN PALMER



HIGH-INJURY CORRIDORS

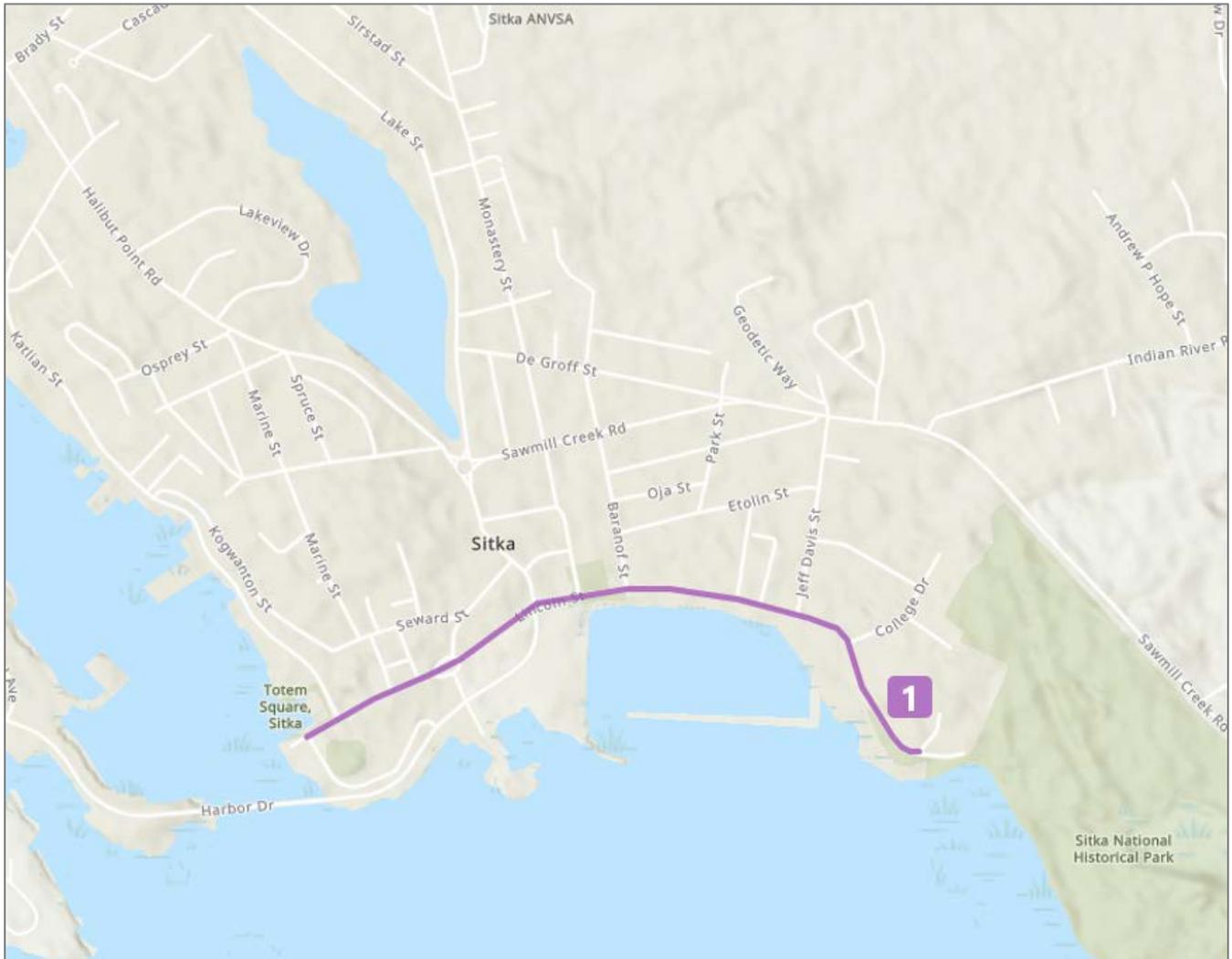
- 1 Bogard Rd
- 2 Evergreen Ave

HIGH-INJURY INTERSECTIONS

- 1 Bogard Rd & Glenn Hwy
- 2 Evergreen Ave & Glenn Hwy

6.7 SITKA

FIGURE 17: HIGH-INJURY CORRIDORS AND INTERSECTIONS IN SITKA

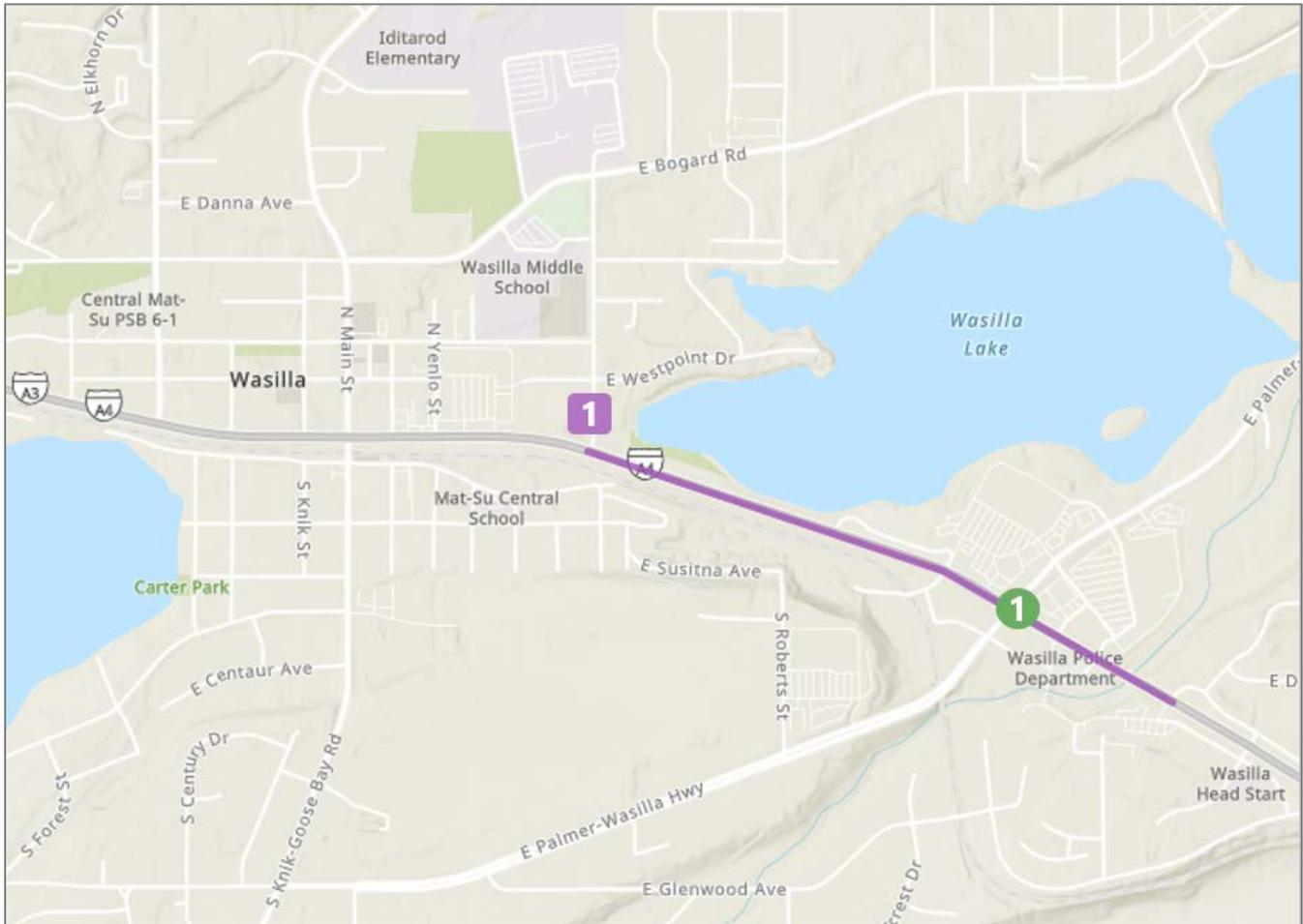


HIGH-INJURY CORRIDORS

1 Lincoln St

6.8 WASILLA

FIGURE 18: HIGH-INJURY CORRIDORS AND INTERSECTIONS IN WASILLA



HIGH-INJURY CORRIDORS

1 Parks Highway

HIGH-INJURY INTERSECTIONS

1 Parks Hwy & Palmer-Wasilla Hwy

FAST Planning FFY2023-27 TIP: FFY24 OBLIGATION STATUS REPORT (as of March 1, 2024)

ALLOCATION TOTALS (Federal Share)

ALLOCATIONS	PHASE	AMOUNT	FFY23 OBLIGATIONS	PERCENT OBLIGATED
STP	All	\$7,865.8	\$170.4	2%
STP AC	All	\$1,444.3	\$191.7	13%
PL (Metropolitan + Transit)	All	\$498.8	\$0.0	0%
TAP (Transportation Alternatives)	All	\$454.9	\$0.0	0%
CMAQ	All	\$1,793.3	\$0.0	0%
CRP (Carbon Reduction)	All	\$1,929.2	\$163.7	8%
OFFSET	All	\$119.8	\$107.5	90%
TOTAL		\$14,106.0	\$633.3	4%

STP FUNDS (Federal Share)

IRIS	STP	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY23 OBLIGATIONS	PERCENT OBLIGATED	COMMENTS
NFHWWY00445	5th Avenue Reconstruction	Design	2/22/2024	\$79.4	\$79.4	100%	
NFHWWY00833	Cowles Street Reconstruction, Phase I	Design		\$1,658.4		0%	
		Construction		\$3,210.1		0%	
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
HFHWWY00830	FAST Planning Office	Planning		\$150.0		0%	
NFHWWY00873	Household Travel Survey	Planning	11/7/2023	\$91.0	\$91.0	100%	
NFHWWY00509	Minnie Street Upgrade	Design		\$227.4		0%	
TBD	Pioneer Park North Parking Lot & Boat Launch	Design		\$409.4		0%	
NFHWWY00448	Woll Road Resurfacing & Widening	Construction		\$1,658.4		0%	
		Construction		\$1,252.6		0%	FFY25 AC
NFHWWY00139	Yankovich/Miller Hill Road Reconstruction	Right-ofWay		\$297.1		0%	
	TOTAL			\$9,310.1	\$362.1	4%	

PL FUNDS (Federal Share)

IRIS	PL	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY23 OBLIGATIONS	Percent Obligated	COMMENTS
HFHWWY00830	FAST Planning Office - Metro PL	Planning		\$380.1		0%	
HFHWWY00830	FAST Planning Office - Transit PL	Planning		\$118.7		0%	
	TOTAL			\$498.8	\$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%	
	TOTAL			\$454.9	\$0.0	0%	

CMAQ FUNDS (Federal Share)

IRIS	CMAQ	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY23 OBLIGATIONS	Percent Obligated	COMMENTS
NFHWWY00833	Cowles Street Reconstruction, Phase I	Construction		\$1,793.3		0%	
	TOTAL			\$1,793.3	\$0.0	0%	

FAST Planning FFY24 Offsets

March 1, 2024

PROJECT OFFSETS

	Federal	Total w/ Match
FMATS Sign Replacement, Stage III	\$50,686	\$55,717
FAST Intersection Improvement Program FFY21	\$31,134	\$34,224
FAST Sidewalk Improvement Program FFY19	\$7,713	\$8,479
FAST Improvement Program FFY20-22 Design	\$30,225	\$33,225

Total	\$119,758	\$131,646
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COMMITTED OFFSETS

Local Electric Vehicle Infrastructure Deployment Plan	-\$27,291	-\$30,000	Exective Director approved 12.19.2023
5th Avenue Reconstruction - Construction Phase	-\$62,242	-\$68,420	Policy Board approved 01.17.2024
College Road Bus Pullouts	-\$17,920	-\$19,699	Exective Director approved 02.13.2023

Total	-\$107,453	-\$118,119
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Remaining Funds to be Obligated
\$12,305**\$13,526**

Pending Deobligations from Project Closures

March 1, 2024

IRIS	Project	Construction Year	Estimated Federal Deobligation	Notes
NFHWHY00447	Airport West Bicycle & Pedestrian Facility	2022	TBD	Pending construction closeout
Z622070000	Cushman Street Bridge Rehabilitation	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	