



❖ TECHNICAL COMMITTEE ❖

Meeting Agenda

Wednesday, April 3, 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:** 832-7934-5056

1. Call to Order
2. Introduction of Members and Attendees
3. Approval of April 3, 2024 Agenda
4. Approval of March 6, 2024 Meeting Minutes Pg 2-12
5. Staff/Working Group/Chair Report Pg 13
6. Public Comment Period
7. Old Business
 - a. FFY2024-27 Statewide Transportation Improvement Program (STIP) Partial Approval Pg 14-43
 - ❖ Review of approved elements of the STIP, elements excluded from approval, and updated conditions for STIP Amendment approval
8. New Business
 - a. Draft FFY2025-26 Unified Planning Work Program (UPWP) Development Pg 44-74
 - ❖ Discussion of completed, ongoing, and future planning tasks for UPWP development
 - b. Letter of Support for Alaska DOT&PF Grant Application for Prioritization Process Pilot Program (PPPP) **(Action Item)** Pg 75-80
 - c. Bike Lane Signing & Striping Pilot Program – Project Update Pg 81-91
9. Informational Items – Obligations & Offsets Pg 92-95
10. Other Issues
11. Committee Member Comments
12. Adjournment

Next Scheduled Technical Committee Meeting: Wednesday, May 1, 2024 | 12:00 - 2:00 PM



TECHNICAL COMMITTEE

Meeting Minutes

March 6, 2024 • 12:00 – 2:00 P.M.

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

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

Zoom Meeting Telephone Number: 1 (253) 215-8782 Meeting ID: 858-3766-6588

1. Call to Order

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

2. Introduction of Members and Attendees

The following were present:

| Name | Representing |
|--|---------------------------------|
| *Jackson Fox, Chair | FAST Planning |
| *Olivia Lunsford | FAST Planning |
| *Corey DiRutigliano, Vice Chair | FAST Planning |
| *Deborah Todd | FAST Planning |
| **Michael Bredlie | FNSB Rural Services |
| **Justin Burgess (absent) | AES Transportation |
| **Nick Czarnecki | ADEC Air Quality |
| **Steven Hoke for Michelle Denton | FNSB Transportation |
| **Kate Dueber | Alaska Railroad Corporation |
| **Alexa Greene | Eielson Air Force Base |
| **Kevin McKinley | FNSB Planning Commission |
| **Brett Nelson | DOT&PF Planning |
| **John Netardus | DOT&PF Preconstruction |
| **Tim Zinza for Robert Pristash | City of Fairbanks Engineering |
| **William Rogers | City of Fairbanks Engineering |
| **Lt. Mike Roberts (absent) | Alaska State Troopers |
| **Kellen Spillman | FNSB Community Planning |
| **RJ Stumpf (absent) | Fairbanks International Airport |
| **Jakob Theurich | University of Alaska Fairbanks |
| **Danny Wallace | City of North Pole |
| **John Weinberger | Fort Wainwright |
| *Don Galligan | FNSB Community Planning |
| *Randi Bailey | DOT&PF Planning |

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| | |
|-------------------|--|
| Bryant Wright | R&M Consultants |
| Jessica Smith | DOWL |
| Van Le | R&M Consultants |
| Heather Estebrook | RESPEC |
| Julie Jenkins | FHWA |
| Jack Barnwell | Fairbanks Daily News-Miner |
| Megan Flory | RESPEC |
| Evee Rynish | FNSB Parks & Recreation |
| Tania Clucas | Morris Thompson Cultural & Visitors Center |

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

3. Approval of the March 6, 2024 Agenda

Motion: To approve the March 6, 2024 agenda as presented. (McKinley/Rogers).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

4. Approval of the February 7, 2024 Meeting Minutes

Motion: To approve the February 7, 2024 Meeting Minutes as presented.

(Rogers/McKinley).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

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

a. Staff Report

- At the February 28, 2024 meeting, the Policy Board:
 - Approved the FFY2023-2027 Transportation Improvement Program (TIP) Administration Modification #2 without any further revisions.
 - Adopted the changes to the Roles and Responsibilities document for the Project Enhancement Committee.
 - Approved a Letter of Support for the Fairbanks North Star Borough grant application for the planning and design of a trail segment from Fairbanks to Nenana.
- At the February 29, 2024 meeting, the Bicycle/Pedestrian Advisory Committee:
 - Recommended approval of a comment letter on the Alaska Vulnerable Road Users Safety Assessment.
- An Interagency Consultation Meeting for the Richardson Highway MP346 Bridge Replacements project was held on February 26, 2024. During that meeting DOT&PF presented additional design details and a traffic control plan for the bridge replacements. The purpose of the meeting was to determine whether the project could be determined exempt from air quality conformity. The project was determined to be exempt. The project will be going through the local planning approval process in March.

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- 📌 The potential closure of Pearl Creek Elementary School and the construction project anticipated to go to bid this spring was discussed. The school is currently one of four schools slated for closure by the Fairbanks North Star Borough School District. The March 18, 2024 School Board meeting should provide some clarity on whether the school will be closed.

6. Public Comment Period (Non-Action Items)

A comment letter from **Stan Justice** to the Technical Committee was read into the record by Olivia Lunsford.

Dear Technical Committee,

Thank you all for serving on the Technical Committee. This is the time of the year that the winter pedestrian and snowmachine paths next to our roads get destroyed by snow plowing that goes beyond the pavement edge. I see you are considering the vulnerable users today. Destroying the road side paths forces users into the roadway making them vulnerable to being hit by a vehicle. An example of this is the DOT constructed path beside Ballaine Road. For much of the 4-mile length the path it is far from the edge of the road but near Yankovich the path is adjacent to the road. The path is also part of the Skarland Trail, a groomed, heavily used trail for ski commuting and recreation. Many years the path is buried in plow debris and unusable by December. This year we are still barely able to get by after cutting brush to reestablish a path after plowing buried the constructed path. I have been trying to get some sort of barrier constructed to protect the path from plowing damage but have not been successful. There was talk of some fiberglass markers to remind operators of where the road edge is but that did not happen. Please help get a barrier constructed to protect the users of the Ballaine Road path. And consider excess plowing impacts in the Vulnerable Road User Assessment. Sincerely, Stan Justice, President, Fairbanks Trails Inc

7. Old Business

a. Bylaws Update – Technical Committee Membership (Action Item)

- 📌 *Item Postponed from February 7, 2024 Technical Committee Meeting; Continuation of Discussion and Action to Review Special Request from Policy Board Member and Provide Recommendation on Makeup of Voting Versus Non-Voting (Ex-Officio) Membership on Technical Committee*

Mr. Fox explained that this agenda item was postponed at the February 7, 2024 meeting. Mr. Fox explained that they had a public comment period and a presentation by Jerry Cleworth, a member of the Policy Board at that meeting.

Mr. Cleworth proposed a Technical Committee consisting of 10 voting members with the remainder of the members being non-voting or “ex-officio” members.

Main Motion (from February 7, 2024 meeting): To recommend to the Policy Board to reduce the number of voting members, exact number to be determined by

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the Policy Board, with the exception of removing one Borough member. (Pristash/Rogers).

Amendment to the Motion (from February 7, 2024 meeting): To add removal of the Public Safety/Law Enforcement representative and redesignate them as ex-officio members. (Netardus/Rogers).

Vote on Amendment to the Motion (from February 7, 2024 meeting): Eight in favor. (Czarnecki, Dueber, Netardus, Pristash, Roberts, Rogers, Stumpf, Theurich). Eight opposed. (Bredlie, Greene, Hoke, McKinley, Nelson, Kellner, Wallace, Weinberger). Motion failed.

Amendment to the Motion (from February 7, 2024 meeting): To remove the language "...with the exception of removing one Borough member" from the main motion. (Kellner/Wallace).

Vote on Amendment to the Motion (from February 7, 2024 meeting): No vote taken. Action was postponed to the March 6, 2024 meeting.

Discussion: Mr. Spillman apologized for missing the previous meeting. Mr. Spillman commented that he read through the minutes and the motions that were made and wanted to speak against this amendment to the main motion. Mr. Spillman commented that the amendment seems reactionary to the addition of Michael Bredlie, Borough Rural Services, to the Technical Committee. Mr. Spillman explained he thought it was important to point out that if this Technical Committee is going to act as the Technical Committee for this Regional Planning Organization that we all agreed that we wanted to try to set up, our study to establish that specifically called out adding this Borough seat. Mr. Spillman commented that he thought it was incredibly valuable. We have so many service areas that are outside of the MPO boundary in the rural planning organization boundary that it very much makes sense. Mr. Spillman commented that he thought when we called out specific agencies, it goes against what we are trying to achieve as a group. Mr. Spillman commented that we are trying to coordinate and work together. Mr. Spillman commented that he thought we could all have motions going back and forth to remove different organizations, but it goes against what we are trying to achieve.

Mr. Zinza commented that this amendment could provide clarification to the original motion. The original intent of the motion was not to reduce the four Borough seats, but to make one of those four seats "non-voting."

Mr. Spillman asked if in defining these seats and appending them to organizations, they counted the Planning Commission seat as a Borough seat?

Mr. Rogers commented that he thought so.

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Mr. Spillman asked Mr. Rogers if it was a City of Fairbanks or City of North Pole appointee sitting in that Planning Commission seat, if the seat was still counted as a Borough seat?

Mr. Rogers responded that he expected so.

Mr. Spillman commented that he thought that might be a misrepresentation if we are trying to append all the different seats to organizations when that is not what they are. Mr. Spillman explained that the Planning Commission is made up of appointees from the Fairbanks North Star Borough. Mr. McKinley is an appointee of the Borough, but they have often had a city appointee sitting in that seat. Mr. Spillman commented that he would be in favor of removal of the specificity of removing a Borough member.

Vote on Amendment to the Motion (March 6, 2024): Eight in favor. (Bredlie, Czarnecki, Dueber, Hoke, McKinley, Nelson, Spillman, Wallace). Three opposed. (Netardus, Rogers, Zinza). Three abstentions. (Greene, Theurich, Weinberger).
Approved.

Discussion: Mr. Weinberger commented that at some point he thought the Fort Wainwright planning representative would go ex-officio and he would like to get that incorporated into a vote at some point.

Mr. Spillman commented that speaking to the main motion, his question was what was the problem we are trying to fix? He did not see a problem in his opinion.

Mr. Spillman commented that except for two meetings, he thought he had been at every Technical Committee meeting since November 2010, and he thought that this group worked very well together. That was their point. They were technical representatives and were supposed to look at technical issues together. Mr. Spillman commented that he thought it was dangerous to start counting what organizations have what votes as opposed to just working together. Does UAF count as a State vote? He did not know. That was the danger of starting to look at things narrowly.

Mr. Spillman commented that in his mind, there was not really a problem they were trying to fix. Mr. Spillman commented that he understood the point of big committees and sometimes they can be a bit unwieldy, but that is how MPOs are. It is important to have that technical expertise at the table. Mr. Spillman commented that the other MPO he was most familiar with and had worked at was in Salt Lake City and their Policy Board had 29 voting members and six ex-officio members. He did not think we should expand to that. Mr. Spillman commented that having a big committee is not out of line or unusual for an MPO. Mr. Spillman commented that he would speak to leaving it the way it is. Mr. Spillman commented that he thought they worked very well together and did not need to change that, so he was going to vote against the motion. Mr. Wallace commented that he wanted to echo what Mr. Spillman said. Mr. Wallace commented that he sees the Interior as very diverse, and the wide scope of the

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representation reflects that. Mr. Wallace commented that before deciding like this he would like to see what sort of problems the committee had in the past. Mr. Wallace commented that he understood where Mr. Weinberger was coming from as far as the participation of the military installations but did not think the installations should be non-voting members. Mr. Wallace commented that he thought the committee was appropriate in size.

Amendment to the Motion: To make one Fairbanks North Star Borough seat ex-officio. (Zinza/Rogers).

Discussion: Ms. Dueber asked which Borough seat would be made ex-officio? Mr. Fox explained that the motion maker [Tim Zinza] did not specify which seat. Mr. Spillman asked Mr. Zinza if there was a reason they were specifically calling out the Borough as opposed to the State of Alaska which has five seats.

Mr. Zinza commented that there was not a specific reason. The City of Fairbanks just wanted to keep the voting more balanced.

Mr. Spillman asked Mr. Zinza if he intended to make motions to cut one of the five State seats as well, or just the Borough seats?

Mr. Zinza's responded to Mr. Spillman by saying "Not at this time." Mr. Zinza commented that this was not a personal vendetta towards the Borough, just FYI. Mr. Zinza commented that he felt like Mr. Spillman was leading him, which he did not appreciate. It was just as clarification of the original motion.

Mr. Spillman commented that he apologized to Mr. Zinza if it came across as if he was leading him. Mr. Spillman commented that he was just trying to understand why we are specifically calling out cutting the organization he represents and not the other organizations that are larger and have more representation. Mr. Spillman commented that he appreciated Mr. Zinza calling out that it is not a specific vendetta, but he will not be voting for this. Mr. Spillman reiterated that he thought they worked well together and did not see a specific reason to start calling out one specific organization or another.

Mr. McKinley commented that at the last meeting, Mr. Cleworth was here, and he asked him why they were wanting to do this and felt that he never got a straight answer. Mr. McKinley commented that he thought this was described well as we are trying to fix a problem that is not there. Mr. McKinley commented that he is one of the newer members on this committee and is really impressed with the people who are on here. Mr. McKinley commented that when he describes all of them, he says that this is really a technical committee. Mr. McKinley commented that the only time he has seen anyone disagree is when we are trying to change the makeup of this committee. Mr. McKinley commented that he thinks that they operate fine and do a good job. Mr. McKinley commented that until the Policy Board comes up with a better reason than

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sometimes big committees get wieldy, they should come up with a better reason as to why they want to do this. Mr. McKinley commented that in his opinion when he was questioning Mr. Cleworth, he did not get an answer so, therefore, he will be voting no on this motion.

Mr. Spillman commented that speaking about that Planning Commission seat and counting that as a Borough seat, he guessed that was operating under the assumption that all the Borough seats vote together. Mr. Spillman commented that he could think of quite a few different items that have come to this Committee that Mr. McKinley and he had voted on differently. Mr. Spillman commented that there are not these organizational voting blocks. Mr. Spillman commented that he did not see these as gathering votes for different organizations as many of the things they vote on are voted on unanimously so, again, he would not be voting for this amendment.

Mr. McKinley commented that as they try to change and adjust this motion, the way he looked at it they were not making it any better, they were just getting stuck in the weeds.

Vote on the Amendment to the Motion: One in favor. (Zinza). Twelve opposed. (Bredlie, Czarnecki, Dueber, Greene, Hoke, McKinley, Nelson, Netardus, Rogers, Spillman, Theurich, Wallace). One abstention. (Weinberger). Motion failed.

Discussion: Mr. Nelson asked Mr. Fox if the Policy Board could do that with or without their recommendation.

Mr. Fox responded that Mr. Nelson was correct.

Mr. Nelson commented that he was a relatively new member to this committee. This committee has been an efficient group until they had this discussion at the last meeting and this meeting about this topic. Mr. Nelson commented that they were an advisory committee, and it could be cumbersome to have this size of a committee, but it marshals along pretty effectively. They are not responsible for making the final recommendation. That is the Policy Board. The Policy Board can do what they wish, when they wish, which is fine.

Mr. Netardus commented that if he heard correctly, there are two positions that want to be made ex-officio.

Mr. Weinberger commented that he checked to see if the if Ft. Wainwright wanted to be offered up for reduction. The first reaction he got was that it should be lock-step with the Base Commander's recommendation. Mr. Weinberger commented that he would go ex-officio and if the group would not let him go ex-officio, he would talk to Mr. Fox and figure out a way to go ex-officio.

Ms. Greene commented that she had not had time to talk to her leadership but she would like to keep Eielson a voting member.

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Amendment to the Motion: To make Fort Wainwright and Public Safety Representative seats ex-officio. (Netardus/Rogers).

Discussion: Mr. Netardus commented that he made the amendment because these individuals have expressed their interest in being made ex-officio.

Mr. Spillman commented that it would be extremely awkward to have two military bases in our boundaries with only one being a voting member.

Mr. McKinley asked Mr. Fox if the members who wanted to be ex-officio could just abstain from voting rather than being made ex-officio.

Mr. Fox commented that Mr. McKinley was correct and as the Chair, he allowed it.

Mr. Weinberger commented that he would walk in lockstep with that interpretation, he would shrug his shoulders, wait a month, make further inquiries, and talk to Ms. Greene about it offline as to whether he should be on there.

Mr. Rogers commented that he thought Mr. Spillman made a good point that it was awkward to have one big federal agency have a voice and the other not able to render an opinion.

Mr. McKinley asked Mr. Fox if there could ever be a time that it would be important for the representatives from one of the bases to vote on an issue?

Mr. Fox explained that they had projects from time to time at entrances to military bases.

Mr. Weinberger commented that it affected them, but the military bases did not use the FHWA funds, and they had their own funds so the decision of where the money went did not affect them.

Ms. Greene commented that they are able to apply for grants from the Federal Highway Administration, so this is a good avenue to get that information out to not just the military. That is why she wants to remain as a voting member.

Mr. Nelson commented that the Public Safety Representative had commented that he was too busy to attend but a different public safety representative could attend.

Mr. Fox commented that Mr. Nelson was correct, and they excused Lt. Roberts.

Vote on Amendment to the Motion: Two in favor. (Netardus/Zinza). Twelve opposed. (Bredlie, Czarnecki, Dueber, Hoke, Greene, McKinley, Nelson Rogers, Spillman, Theurich. Wallace, Weinberger). Motion failed.

Main Motion: To recommend to the Policy Board to reduce the number of voting members, exact number to be determined by the Policy Board.

Vote on Main Motion: Two in favor. (Rogers, Zinza). Eleven opposed. (Bredlie, Czarnecki, Dueber, Greene, Hoke, McKinley, Nelson, Netardus, Spillman, Theurich, Wallace). One abstention. (Weinberger). Motion Failed.

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New Motion: To recommend to the Policy Board to keep the composition of the Technical Committee as its current make-up. (Spillman/Greene).

Discussion: Mr. Spillman commented that he thought they worked very well together. He appreciated the deeper look into the Committee to see if there was something that could be improved, but he thought they operated very well and would like to convey that sentiment to the Policy Board.

Mr. McKinley asked Mr. Fox if that motion put a timeline or any type of parameters on it, that said do not ever change it?

Mr. Fox commented that it was just saying "at this time."

Mr. Netardus commented that they clearly have specific individuals that want to be ex-officio because their leadership or base commander said to and/or they do not have time because they are on calls and whatnot. Those individuals either need to be made ex-officio or replaced with someone that would be here voting with the intent of what this whole Board is about and participating in every way as a member. Mr. Netardus commented that this motion is not genuine because there are members that want to be made ex-officio for a specific reason.

Mr. McKinley commented that with those members that want to be ex-officio when they were not voting when they need to, he thought they had the best of both worlds because they still had the right to vote and do that with no penalty. Mr. McKinley commented that he thought that the make-up of this committee operates extremely well and efficiently, and he thinks everyone is getting what they want out of it.

Mr. McKinley commented that even the Policy Board has said that they have no objections to any of the decisions that the Technical Committee has made.

Mr. Weinberger commented that he would explain his decision to go ex-officio. This could come up again and again and he would visit the topic on his end.

Mr. Rogers asked Mr. Fox if they currently had any ex-officio members.

Mr. Fox stated that there are currently no ex-officio members on any of the FAST Planning committees.

Vote on Motion: Nine in favor. (Bredlie, Czarnecki, Hoke, Dueber, Greene, McKinley, Nelson, Spillman, Theurich). Three opposed. (Netardus, Rogers, Zinza). One abstention. (Weinberger). One absent. (Wallace). Approved.

8. New Business

a. Transit Plans Update

 *Update from Staff and Consultant Team on Transit Plans Development*

Mr. Fox introduced Corey DiRutigliano to provide an update on the Transit Plans being developed with MACS Transit, R&M Consultants, ALTA, and DOWL.

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b. Federal Planning Finding on Draft FFY2024-27 Statewide Transportation Improvement Program (STIP)

☞ Review of Corrective Action Items and Status of the STIP

Mr. Fox explained that the FAST Planning TIP cannot move forward without an approved STIP. Mr. Fox highlighted some of the corrective actions that were taken in the STIP.

c. Comment Letter on Alaska DOT&PF Vulnerable Road User Assessment (Action Item)

☞ Consideration of Approving Comment Letter from Bicycle & Pedestrian Advisory Committee

Mr. Fox explained that the Alaska DOT&PF was required by the latest Transportation Bill to put together a Vulnerable Road User Safety Assessment focused on communities that had bicycle and pedestrian safety issues. It was due and submitted to the FHWA by November 15, 2023. The State of Alaska has a mandatory 15% set-aside of their Highway Safety Improvement Program funds to provide projects identified in this Safety Assessment. One of the frustrations at FAST Planning was that as the Assessment was being developed there was no interface with our Bicycle & Pedestrian Advisory Committee to provide their comments and concerns. Not only were the FAST Planning committees not afforded an opportunity to review and comment on this Assessment, but it was also not released for public review and comment. This letter will be signed and submitted to the Alaska DOT&PF.

Public Comment: No public comment.

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 User Safety Assessment to the Alaska Department of Transportation and Public Facilities. (Zinza/Rogers).

Discussion: Mr. Spillman asked Mr. Fox if he thought there was any benefit in adding a list of the infrastructure projects.

Mr. Fox commented that there would definitely be a benefit to it.

Amendment to the Motion: To consider adding a comment regarding wanting to see a list of infrastructure projects also incorporated. (Spillman/McKinley).

Discussion: Mr. Spillman commented that he did not think transportation plans were particularly useful unless they included recommended infrastructure improvements. Mr. Spillman commented that policy-based transportation plans are often very difficult to interpret and very hard to implement, especially the broader based goals and strategies. Mr. Spillman commented that he thought any transportation plan, specifically one based on a lot of data driven improvements, such as identifying some

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of these high injury intersections and corridors, would benefit also from a list of recommended infrastructure improvements.

Mr. Nelson commented that he thought this was more of a suggestion than a plan.

Mr. Spillman commented that his understanding was that it was incorporated as part of the Strategic Highway Safety Plan.

Vote on Amendment to the Motion: Nine in favor. (Bredlie, Czarnecki, Dueber, Hoke, McKinley, Rogers, Spillman, Theurich, Zinza). Three abstentions. (Nelson, Netardus, Weinberger). Two absent. (Greene, Wallace). Approved.

Vote on Motion as Amended: 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 User Safety Assessment to the Alaska Department of Transportation and Public Facilities and to consider adding a comment regarding wanting to see a list of infrastructure projects also incorporated.

9. Other Issues

No other issues.

10. Informational Items

a. Obligations and Offsets

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

11. Committee Member Comments

 No comments.

12. Adjournment

Motion to Adjourn: (Netardus/McKinley). The meeting was adjourned at 1:58 p.m. The next Technical Committee Meeting will be held April 3, 2024.

Approved: _____

Date: _____

Jackson C. Fox, Chair

FAST Planning Technical Committee



❖ POLICY BOARD ❖

Action Items

03.27.2024

Motion: To allow Jackson Fox to sign and submit IRS Form 990 as presented on pages 46 to 81 in the packet (Welch/Pruhs). None opposed. Approved.

Motion: To accept to extend the term of the lease as indicated here for the three-year period beginning May 1, 2024 to April 30, 2027 for approximately \$4,025 per month (Welch/Kemp). None opposed. Approved.

Motion: To change the makeup of the Technical Committee to three seats for the Fairbanks North Star Borough, three seats for the City of Fairbanks, one seat for the City of North Pole, two seats for the DOT [Alaska Department of Transportation & Public Facilities], one seat for the DEC [Alaska Department of Environmental Conservation], one seat for the Alaska Railroad, one seat for UAF [University of Alaska Fairbanks], and the remainder of seats we currently have now would be ex-officio (Cleworth/Pruhs). Three in favor (Cleworth, Pruhs, Kemp). Four opposed (Ward, Welch, Crass, Olds). Motion failed.

Motion: To change the words "Policy Board" to "Technical Committee" in Article VIII, Section 7 of the Bylaws [Reference Sentence: *The Chair, or in the absence of disability of the Vice Chair, shall preside at all meetings and hearings of the Policy Board.*] (Cleworth/Pruhs). None opposed. Approved.

Bryce Ward, FNSB Mayor
Chair, Policy Board

Date



U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION
ALASKA DIVISION
709 W. 9TH STREET, ROOM 851
P.O. BOX 21648
JUNEAU, ALASKA 99802-1648

FEDERAL TRANSIT ADMINISTRATION
915 SECOND AVENUE, SUITE 3142
SEATTLE, WASHINGTON 98174

March 27, 2024

Mr. Ryan Anderson, P.E., Commissioner
Alaska Department of Transportation and Public Facilities
P.O. Box 112500
3132 Channel Drive
Juneau, AK 99811

Subject: 2024 – 2027 Alaska State Transportation Improvement Program (STIP)

Dear Mr. Anderson:

On March 1, 2024, we received the Department of Transportation & Public Facilities (DOT&PF) 2024 – 2027 Statewide Transportation Improvement Plan (STIP). The STIP was significantly revised from the January 19, 2024, submittal including introducing several new projects. Upon thorough review of the STIP submittal, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have determined that pursuant to 23 CFR 450.220(b)(1)(iii), the STIP is Partially Approved. The following projects and language are excluded from this STIP approval:

- #34374 - Railroad Anchorage North & South Rail Corridor
- #26076 - Aurora Drive-Noyes Slough Bridge Replacement
- #34385 - Port of Alaska North Extension Stabilization Step 1 Project;
- #33860 - PROTECT Program
- #34205 – Ferry Boat Funds Placeholder as Future Match using Toll Credits [LEDGER]
- #6447 - Bridge and Tunnel Inventory, Inspection, Monitoring, Preservation, Rehab, and Replacement Program
- STIP Narrative Document - Page 17 - “Projects may be started under a ‘group’ and, through the project life cycle, increase in size or scope to no longer meet the requirements of the grouping. In those instances, the projects will be created with their own Need ID and incorporated into the STIP via an amendment.”
- STIP Narrative Document: Page 19 - “FHWA and FTA will provide DOT&PF with any

comments during the public review period or within one week after the completion of the public review period.”

FHWA and FTA are required to make a joint Federal Planning Finding (FPF) on the extent to which the transportation planning processes through which statewide transportation plans and programs are developed is consistent with 23 U.S.C. 134 and 135 (for FHWA) and 49 U.S.C. 5303 and 5304 (for FTA). The FPF review includes a determination whether the STIP and the Metropolitan Planning Organization (MPO) Transportation Improvement Programs (TIPs) were developed in accordance with applicable requirements. The issuance of a FPF is a prerequisite to FHWA and FTA’s approval of the STIP and STIP amendments (23 U.S.C. 135(g)(7) and 49 U.S.C. 5304(g)(7)).

This FPF is divided into three tiers, each of which carry specific conditions and requirements to resolve the Federal actions identified. The tiers are as follows:

Tier 1: Resolved conditions for approval and elements of the STIP excluded from approval
 Tier 2: Updated Conditions for STIP amendment approval
 Tier 3: Updated Conditions for project approvals

Please note the elements of the STIP excluded from approval (to be clear, these elements are not approved), the updated conditions for STIP amendment approval and the updated conditions for project approvals. We appreciate the DOT&PF’s engagement over the past month and look forward to the advancement of projects in Alaska.

If you have any questions, please reach out to Julie Jenkins at julie.jenkins@dot.gov and Ned Conroy at ned.conroy@dot.gov.

Sincerely,

SANDRA A GARCIA-
ALINE

Digitally signed by SANDRA A
GARCIA-ALINE
Date: 2024.03.27 06:38:54 -08'00'

Sandra A. Garcia-Aline
Division Administrator
Federal Highway Administration

SUSAN KAY
FLETCHER

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Attachments:

Federal Planning Finding (FPF)

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Alaska

2024-2027 Statewide Transportation Improvement Program

Federal Planning Finding

Introduction

Federal Highways Administration (FHWA) and Federal Transit Administration (FTA) are required to make a joint Federal Planning Finding (FPF) on the extent to which the transportation planning processes through which statewide transportation plans and programs are developed is consistent with 23 U.S.C. 134 and 135 (for FHWA) and 49 U.S.C. 5303 and 5304 (for FTA). The FPF review includes a determination whether the Statewide Transportation Improvement Program (STIP) and the Metropolitan Planning Organization (MPO) Transportation Improvement Programs (TIPs) were developed in accordance with applicable requirements. The issuance of a FPF is a prerequisite to FHWA and FTA's approval of the STIP and STIP amendments (23 U.S.C. 135(g)(7) and 49 U.S.C. 5304(g)(7)).

This FPF is divided into three tiers, each of which carry specific conditions and requirements to resolve the Federal actions identified. The tiers are as follows:

- Tier 1: Resolved conditions for approval and elements of the STIP excluded from approval
- Tier 2: Updated Conditions for STIP amendment approval
- Tier 3: Updated Conditions for project approvals

Federal Action Definitions

The FPF outlines the Federal planning regulations for which there are findings based on review of the STIP and other required planning processes and activities. Findings act as the official record for what State DOTs and MPOs are doing well, where improvements are needed and where there are compliance issues that must be resolved. For each finding, a Federal action is also documented. These actions are defined as:

- **Corrective Actions:** Items that do not meet statutory and regulatory requirements. Each corrective action requires action by the State and/or MPO.
- **Recommendations:** Items that meet the statutory and regulatory requirements but may represent opportunities to improve the transportation planning processes.
- **Commendations:** A planning activity that demonstrates innovative, highly effective, well-thought-out procedures for implementing the planning requirements or represents a national model for implementation and can be cited as an example for others.

Tier 1: Resolved Conditions for Approval and Elements of the STIP Excluded from STIP Approval

The following Federal actions are resolved, partially resolved or remain unresolved. For elements that are partially resolved or unresolved, information below describes those projects or language in the STIP that are excluded from the STIP approval or are postponed to Tier 2. Any excluded project identified below may be amended into the STIP through an amendment, once the issues described are resolved.

1. 23 CFR 450.218(b) and (k) – MPO and Other Transportation Improvement Programs

Finding:

The MPO TIPs are included into the STIP by reference. The STIP also includes projects located within MPO planning areas that are either not included in the most recently adopted MPO TIPs, are project groupings identified specifically for an MPO, or that duplicate projects already included in the MPO TIPs with either identical or different attributes, such as project cost estimates, description, or funding sources. Additionally, the STIP acknowledges that other TIPs, such as Western Federal Land Highway Division (WFLHD) TIP and Tribal TIP(s), are also included into the STIP by reference. There are projects listed in the STIP that also belong in the WFLHD TIP or Tribal TIP that are included by reference.

Corrective Action:

- a. Any project in an MPO area, must be included in the MPO TIP. Likewise, any project programmed through WFLHD or through the Tribes must be included in the appropriate TIP. Based on DOT&PF's processes, MPO TIPs and other TIPs must be included into the STIP by reference without modification. The DOT&PF must work with the MPOs in support of their continuing, cooperative, and comprehensive planning processes to include DOT&PF projects in the MPO TIP, at which point the MPO can submit their TIP to the DOT&PF for reference into the STIP for Federal approval. This process also applies to other TIPs that the STIP indicates are included by reference.

Status: Partially Resolved

The following projects are excluded from the STIP approval:

- #34374 - Railroad Anchorage North & South Rail Corridor
- #26076 - Aurora Drive-Noyes Slough Bridge Replacement
- #34385 - Port of Alaska North Extension Stabilization Step 1 Project;

The projects excluded from the STIP approval must be amended into the respective MPO's TIP and then amended into the STIP.

2. 23 CFR 450.218(j) – Project Groupings

Finding:

The STIP includes several project groupings. Some of the groupings do not meet the requirements outlined for grouped projects under 23 CFR 450.218(j), to include the project description and documentation that projects to be programmed in the group meet grouping requirements.

Corrective Action:

- b. Each grouping of projects must include a project description, the type of work, location, termini, phases, etc. In addition, each grouping must document that only projects that are fully exempt for AQ Conformity, and are a Categorical Exclusion under NEPA, or are environmentally neutral, are to be funded within each grouping.

Status: Partially Resolved**The following project is excluded from the STIP approval:**

- #33860 - PROTECT Program

The following language is excluded from the STIP approval:

- STIP Narrative Document - Page 17:
 - “Projects may be started under a ‘group’ and, through the project life cycle, increase in size or scope to no longer meet the requirements of the grouping. In those instances, the projects will be created with their own Need ID and incorporated into the STIP via an amendment.”

3. 23 CFR 450.218(m) – Fiscal Constraint:

Findings:

Operations and maintenance of the transportation system is briefly discussed and is stated to be a priority for the agency. A reference to Appendix C of the STIP is said to provide additional clarification. However, Appendix C focuses on Federal Transportation Performance Management and does not provide any additional information about the operations or maintenance of the transportation system as it relates to the STIP and fiscal constraint.

The STIP provides a financial plan that both describes the Federal funding sources available and the amount of funds available by year for each source (Tables 3-5). FTA funding sources are not defined. However, the STIP does not provide the same information for State and local funds, except for a listing of funds that may be associated with match by year (Table 9). It’s unclear how Table 9 relates to the availability and types of State or local funding sources, or how these funding estimates support the programmed project costs, including Advance Construction. In addition, the sources provided in Table 9 do not match the amount of State/Local matching funds and AC programmed in Appendix H.

The STIP identifies Federal funding sources and defines each source and types of projects eligible for each source. Listed in Table 5 is “OFF-DG” with an associated amount of funds; and listed in Appendix H are funds associated with “OFF-Grant”. It’s unclear whether “OFF-DG” and “OFF-Grant” are considered the same funds. In addition, these funds are not specific for any grant award or program, therefore, it’s unclear whether these funds are reasonably expected to be available as programmed.

The STIP provides a series of tables demonstrating Federal revenues and estimated project costs without local/state matching funds associated (Projects and Program Grids). The STIP also provides project specific financial data including Federal funds anticipated by year and by Federal funding source (Appendix H). There are discrepancies between the various tables both in terms of the amount of Federal funds programmed, the year in which the Federal funds are programmed, and

the Federal funds anticipated to be programmed by specific projects.

Advanced Construction (AC) is identified as an innovative funding source used in the STIP to advance projects ahead of Federal funding sources. Tables 51-55 demonstrate the use of AC anticipated from 2024-2027. There are discrepancies between the information demonstrated in these Tables and the project pages that program AC in Appendix H.

The STIP includes projects for which funding is not allocated, or for activities that are not eligible for the source of funds identified, or for other reasons, the projects are not eligible to be included in the STIP. For example, Ferry Boat Funds as Toll Credits and Advanced Construction Conversion (ACC). No additional project level information for either of these two categories of funds are made available in the document. For a full list of projects that are ineligible for inclusion in the STIP, see **Appendix D**.

Corrective Actions:

The STIP must demonstrate fiscal constraint for all funding sources including state and local funds used to support the transportation program. This includes:

- c. Document how the DOT&PF determined the operations and maintenance needs and how these needs are defined and the financial support for operations and maintenance, including system level estimates of costs and the funds that are reasonably expected to be available to address these needs. If there is a deficit in meeting operations and maintenance needs, the STIP must explain how that deficit impacts the transportation system and/or how the State/locals will fund the financial deficit.

Status: Resolved

- d. Describe and document the availability of state and local funding sources and how these funds will be used to support the projects programmed in the STIP including Advance Construction.

Status: Resolved

- e. Describe and document each Federal grant program associated with programmed projects in the STIP including FTA sources and any discretionary grant sources. The STIP may only include discretionary grant funds for which projects have been awarded or that are reasonably expected to be available within the timeframe of the STIP.

Status: Partially Resolved

The following issues remain outstanding and must be resolved as described under Tier 2:

- Tables, project pages and written descriptions relevant to discretionary grants are inconsistent throughout the document. E.g. the use of OFF, OFF-DG, OFF-GRANT are not distinguishable and not all of these acronyms have definitions that are relevant to the use of Discretionary Grants.
 - “Awarded Discretionary Grants” must be included in the fiscal constraint demonstration.
- f. Ensure all tables are consistent throughout the STIP including where projects are identified, and funding sources are specified and programmed.

Status: Partially Resolved**The following issues must be resolved as described under Tier 2:**

- STIP Narrative; Volume 1 – Project and Program Indexes; MPO TIPS: The fiscal constraint tables provided in Appendix E of the STIP Narrative are not consistent with the Volume 1 – Project and Program Indexes and MPO TIPS. It appears that not all funds programmed by in the MPO TIPS are demonstrated in Appendix E. In addition, the STIP Narrative provides summary tables for each funding source that summarizes funds available statewide. These tables do not correspond to the funds available identified in Appendix E in the same document.
- Volume 1 – Projects and Programs: Project details are not provided for all projects identified under section 1. Project and Program Indexes.
- STIP Narrative and Volume 1 – Projects and Programs: The funding source definitions and acronyms described in the STIP Narrative are not carried through to Volume 1 Projects and Programs, thereby making it unclear which funding sources are applied to some of the projects identified. E.g. OFF, OFF-DG, OFF-GRANT.

- g. For each project using ACC, identify the Federal funding source(s) used for the conversion of the AC project.

Status: Resolved

- h. For each project using Ferry Boat Funds as Toll Credits, identify the use of these funds in the funding information in Appendix H.

Status: Unresolved**The following project is excluded from the STIP approval:**

- #34205 – Ferry Boat Funds Placeholder as Future Match using Toll Credits [LEDGER]

- i. All projects included in the STIP must be eligible for the funding sources to which they are programmed.

Status: Partially Resolved**The following project is excluded from the STIP approval:**

- #6447 - Bridge and Tunnel Inventory, Inspection, Monitoring, Preservation, Rehab, and Replacement Program

4. 23 CFR 450.218(p) – STIP Amendment and Modifications

Findings:

The STIP amendment and administrative modification procedures provide a series of thresholds and criteria defining in part the amount of funds allowed under a STIP administrative modification versus a STIP amendment. The STIP provides exceptions to these thresholds and criteria that include among other actions, funding adjustments to award contracts.

The STIP outlines specific review and approval processes to be undertaken by FHWA and FTA. Specifically, FHWA/FTA are provided one week to review and provide comments on draft STIP amendments and two weeks to review and provide approval for final STIP amendments. In addition, the STIP describes a provision that FHWA or FTA may approve a STIP amendment on behalf of the other Federal agency.

Corrective Actions:

- j. All project cost increases that exceed agreed-to criteria and thresholds outlined for STIP amendments and administrative modifications must comply with STIP amendments and administrative modification procedures. The STIP must document that the agreed-to STIP amendment and modification criteria and thresholds that apply without any exceptions.

Status: Resolved

- k. FHWA and FTA will determine the time required for joint Federal agency review and approval of STIP amendments. In addition, DOT&PF may not decide if one Federal agency can approve a STIP amendment on behalf of the other agency. All language specifying FHWA and FTA review and approval timelines and processes must be removed from the STIP.

Status: Partially Resolved

The following language is excluded from the STIP approval:

- STIP Narrative Document: Page 19 - “FHWA and FTA will provide DOT&PF with any comments during the public review period or within one week after the completion of the public review period.”

5. 23 CFR 450.220 Self-certifications, Federal Findings and Federal Approvals
23 CFR 450.220(a)(7) – Air Quality Conformity

Findings:

Effective January 4, 2024, the EPA issued Air Plan Partial Approval and Partial Disapproval; AK, Fairbanks North Star Borough; 2006 24-Hour PM_{2.5} Serious Area and 189(d) Plan. This rule placed the Fairbanks North Star Borough non-attainment area under a conformity freeze. There are projects included in the STIP that have not been processed through the Interagency Consultation process as required for non-attainment/maintenance area conformity.

Corrective Actions:

- l. The STIP must document the Air Quality Conformity Freeze status of the Fairbanks North Star Borough and the impacts to the TIP and STIP that result from this condition.

Status: Partially Resolved

The following language must be resolved as described under Tier 2.

- STIP Narrative: Page 86 – “Examples of Ongoing Activities by the IAC”. The language in this section appears to be taken from California and does not adequately reflect the Fairbanks North Star IAC processes.

- m. During the conformity freeze, FHWA and FTA are prohibited from approving a new AQ conformity for the Fairbanks North Star non-attainment/maintenance area. The Fairbanks MPO is prohibited from amending their Metropolitan Transportation Plan or Transportation Improvement Program. All new projects proposed for Federal funding within the Fairbanks North Star non-attainment/maintenance area that were not considered during the last compliant conformity review, must now be considered through the Interagency Consultation process to ensure projects meet the requirements for exemption for AQ conformity prior to including these projects in the MPO TIP or for projects outside the MPO planning area, prior to putting the projects into the STIP.

Status: Resolved

Tier 2: Updated Conditions for STIP Amendment Approval

The following Federal actions must be resolved prior to FHWA and FTA approval of the first STIP Amendment or within six months of FHWA and FTA approval of the STIP, whichever comes first.

Tier 1: STIP Approval Exclusions and Requirements for Resolution.

The following projects and language identified in Tier 1 must be removed or resolved as described below.

a. 23 CFR 450.218(b) and (k) – MPO and Other Transportation Improvement Program

Remove the following projects:

- #34374 - Railroad Anchorage North & South Rail Corridor
- #26076 - Aurora Drive-Noyes Slough Bridge Replacement
- #34385 - Port of Alaska North Extension Stabilization Step 1 Project;

b. 23 CFR 450.218(j) – Project Groupings

Remove the following project or provide an adequate description to include determine the type of work to be completed, location, and eligibility for AQ conformity exempt and Categorical Exclusion under NEPA.

- #33860 - PROTECT Program

Remove the following language from STIP Narrative, Page 17:

- “Projects may be started under a ‘group’ and, through the project life cycle, increase in size or scope to no longer meet the requirements of the grouping. In those instances, the projects will be created with their own Need ID and incorporated into the STIP via an amendment.”

e. 23 CFR 450.218(m) – Fiscal Constraint:

Revise all STIP documents to address the following:

- Tables, project pages and written descriptions relevant to discretionary grants must be documented and used consistently throughout all documents within the STIP.
- “Awarded Discretionary Grants” must be included in the fiscal constraint demonstration.

23 CFR 450.218(m) – Fiscal Constraint:

f. The following documentation consistencies must be resolved:

- STIP Narrative – All fiscal constraint tables must reflect all funds available statewide for each funding source by year and the amount programmed for each source to include programming commitments in each TIP.
- Volume 1 – Projects and Programs: Project details must be documented for all projects identified under section 1. Project and Program Indexes.
- STIP Narrative and Volume 1 – Projects and Programs: The funding source definitions and acronyms described in the STIP Narrative must be carried through to Volume 1 Projects and Programs and used consistently throughout the entire STIP document. Likewise, any acronym used for funding sources in Volume 1 – Projects and Programs must be defined and described in the STIP Narrative.

h. The following Toll Credit project must be removed from the STIP:

- #34205 – Ferry Boat Funds Placeholder as Future Match using Toll Credits [LEDGER]

- i. The following project must be removed from the STIP or eligibility issues must be resolved.
 - #6447 - Bridge and Tunnel Inventory, Inspection, Monitoring, Preservation, Rehab, and Replacement Program
- k. 23 CFR 450.218(p) – STIP Amendment and Modifications
The following language must be removed from the STIP:
 - “FHWA and FTA will provide DOT&PF with any comments during the public review period or within one week after the completion of the public review period.”
- l. 23 CFR 450.220(a)(7) – Air Quality Conformity
 - STIP Narrative: Page 86 – “Examples of Ongoing Activities by the IAC”. This language must reflect the activities appropriate for the Fairbanks North Star IAC.

1. 23 CFR 450.208 Coordination of Planning Process Activities

Findings

The STIP documents the DOT&PF’s commitment to coordinating with the MPOs for STIP development. However, the DOT&PF actions in developing the 2024-2027 STIP are inconsistent with the definitions of continuing, cooperative, and comprehensive planning. Specifically, the DOT&PF excluded the Metropolitan Planning Organizations (MPOs) in the development of the draft STIP provided for public review. This has resulted in programming decisions that did not originally go through the MPO planning processes including long-range planning in the metropolitan transportation plans, air quality conformity reviews, and consideration for the MPO’s transportation improvement programs.

Corrective Action:

- a. The DOT&PF must develop and implement processes and procedures for a continuing, cooperative and comprehensive planning process that meets the requirements of 23 CFR 450.208. These documented procedures should also include the DOT&PF’s role and responsibility for oversight of MPOs, and procedures for air quality conformity, Unified Planning Work Program development, MPO Certifications, STIP development, and other joint planning processes.

1. 23 CFR 450.210 Interested Parties, Public Involvement, and Consultation.

Findings:

The DOT&PF’s public participation process is administered according to State laws under 17 AAC 05.160. The DOT&PF provides a [web page](#) that outlines relevant public involvement processes and resources to support effective public engagement in the planning process including the development of the draft STIP. In accordance with the DOT&PF’s public involvement requirements, a 45-day public comment period was provided on the draft STIP in September 2023. No additional public engagement was offered after the close of that initial 45-day public comment period.

The STIP document outlines activities that engaged specific Tribal leaders. The document also discussed the DOT&PF participation in the 2023 Annual Project Coordination meeting with Federal Land Management agencies (FLMAs) throughout Alaska as part of their Federal agency consultation process.

The disposition of public comments is available on the DOT&PF’s web page. However,

documentation of public involvement processes used to develop the STIP including the involvement of affected local and appointed officials and the availability of the disposition of public comments is not documented in the STIP.

Corrective Actions:

- b. The STIP must document the public involvement processes including the involvement and coordination with affected local and appointed officials and the disposition of public comments.
- c. The STIP must provide access to or include the disposition of public comments.
- d. The DOT&PF must develop and/or document the Tribal consultation process used to establish the formal Tribal consultation processes used to engage and consult with each Federally recognized Tribe in Alaska. Tribal consultation must be demonstrated and documented for all Federal planning and programming processes including in the STIP.

Recommendation:

- b. While the DOT&PF's public participation requirements were followed in the development of the STIP, the public participation processes do not address how the public will be engaged when significant changes take place for documents such as the STIP prior to adoption or submittal for Federal approval. The public participation process should document processes to engage the public when significant changes are made to Federal documents and how the disposition of public comments are made available.

Commendation:

- a. The DOT&PF was an active participant in the 2023 Annual Project Coordination meeting of FLMAs, sharing the current and draft STIP. The DOT actively shared information and coordinated with FLMA's about projects impacting federal lands and the unique needs and interest of FLMA partners. This model of coordination is one that other DOTs can use to engage and coordinate with FLMA's in a productive way, securing both open communication and shared understanding and vision.

2. 23 CFR 450.218 Development and Content of the Statewide Transportation Improvement Program (STIP)

23 CFR 450.218(b) and (k) – MPO Transportation Improvement Programs

Finding:

The STIP references coordination with Alaska Tribes, but there is no reference to the Tribal Transportation Improvement Programs (TTIP) associated with the Tribes. In addition, there is no reference to the Federal Lands Management Agency Transportation Improvement Program (FLMA TIP).

The Mat-Su Valley MPO (MVP), designated as a new MPO by the Governor in December 2023, is in the process of establishing their governing process including the processes necessary to develop their first TIP. The current STIP submittal does not make clear what projects in the MVP planning areas are included as part of the STIP to move forward for Federal funding.

Corrective Action:

- e. As part of the coordination processes, the STIP must document and reference the TTIP and FLMA TIP. This includes where these documents are located within the STIP, and the processes

used to include these documents upon availability.

Recommendation:

- b. The State DOT, in cooperation with local elected officials and officials of agencies that administer or operate major modes of transportation in the MVP planning area, should meet to jointly determine an interim program of projects. Until a Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) are approved by the new MPO, an interim program of projects should continue to be programmed annually in the Statewide Transportation Improvement Program (STIP) for all projects to be funded under 23 U.S.C. and 49 U.S.C. Chapter 53. This interim program of projects should be separately identified in the STIP. Upon the approval of a new TIP, the State DOT should amend the STIP to fully incorporate the MVP TIP.

3. 23 CFR 250.218 (h)(2) – Total Project Cost:

Findings:

Projects programmed in STIP do not document an estimate of the total cost of the project.

Corrective Action:

- f. Each project programmed in the STIP must document the estimated total cost of the project. This includes all phases and all funds spent in previous STIPs and anticipated for future years beyond the last year of the STIP.

4. 23 CFR 450.218(l) – Year of Expenditure:

Findings:

The STIP includes an inflation factor of 1.5% for Federal revenues but, does not address how cost estimates reflect the Year of Expenditure (YOE), how the inflation factor was determined, or whether it was developed in consultation with MPOs, and public transportation operators, as required. In addition, the inflation factor used is inconsistent with the State's *Highway Preconstruction Manual* which indicates a 3% annual inflation factor is appropriate for project estimates.

Corrective Action:

- g. All costs and revenue estimates identified in the STIP must reflect YOE and be based on an inflation factor consistent with state policies.

5. 23 CFR 450.218(m) – Fiscal Constraint:

Findings:

The term "LEDGER" is undefined in the STIP Narrative and is used throughout the STIP in various ways. It is unclear what is intended by the use of this term.

The tables provided in the STIP Narrative to demonstrate fiscal constraint (Appendix E) do not appear to reflect Federal funds available nor the Federal funds and State or local matching funds programmed in the STIP as a whole. E.g. Funds programmed and available for CMAQ appear to exclude the funds programmed within MPO TIPs; however, there are "LEDGER" funds identified in the CMAQ fiscal constraint table that appears to address the MPO's annual allocation of CMAQ, but not the amount programmed in the TIP, which exceeds the annual allocation shown.

The STIP Narrative fiscal constraint tables (Appendix E) provides color coding for various entries. It's unclear

what the significance is for the coding and what it means for fiscal constraint of the STIP.

The Ferry Boat Funds fiscal constraint demonstration includes a line-item, “FBF - Ferry Boat Funds (STBG)”. It’s unclear what this line references and the relationship it has to fiscal constraint.

Corrective Actions:

- h. The term “LEDGER” must be defined and documented in the STIP. Any use of the term must be done so consistently with the documented definition.
- i. The fiscal constraint demonstration must include all Federal, State, and local funds included in the STIP. For TIPs included by reference, funds may be aggregated by source (and by year) and demonstrated for funds programmed within each TIP.
- j. Color coding used within the document must be defined and clarified as it relates to fiscal constraint.
- k. The following language must be removed from the STIP, or clarified as a project with a project number and project details within Volume 1 Projects and Programs:
 - STIP Narrative: Page 131 – “FBF - Ferry Boat Funds (STBG)”

6. 23 CFR 450.218(p) – STIP Amendment and Modifications

Finding:

The DOT&PF and MPOs each administer their TIPs and STIP differently. A consequence of these differences is the amount of time it takes to process an amendment through the MPO and the State DOT&PF; it can take up to nine months to process one STIP amendment before it reaches FHWA and FTA for approval. This process impacts the flexibilities necessary to effectively manage the TIP and STIP.

Recommendation:

- c. The DOT&PF should coordinate with MPOs, FHWA and FTA to review and revise the STIP and TIP modification procedures to streamline the processes and ensure a responsive, timely approach to TIP and STIP management.

7. 23 CFR 450.218(q) Transportation Performance Management (TPM) and 23 CFR 450.206(c) Performance-Based Planning and Programming

Finding:

In Appendix C of the STIP, the DOT&PF documents their TPM targets and provides a discussion about how targets are set throughout the period of the STIP. A listing of performance-based plans is also provided as evidence of a performance-based planning process and to define the DOT&PF’s project selection processes. The Appendix also provides an analysis demonstrating DOT&PF’s progress to date in meeting most of the TPM targets.

Corrective Actions:

- l. The STIP must, to the extent practicable, provide a discussion of the anticipated effect of the STIP toward achieving the performance targets identified by the State.
- m. The STIP must also clarify the performance-based planning processes and the project selection processes that support the investment priorities programmed in the STIP.

8. 23 CFR 450.336(b) - Transportation Management Area Certification Review

The following corrective actions must be resolved as described in the Anchorage Metropolitan Area

Transportation Solutions (AMATS) 2023 Transportation Management Area Certification Review.

1. 23 CFR 450.326(c) and (d) Development and content of the transportation improvement program (TIP)

The TIP must include a description of the effect of the projects toward achieving the Federal performance targets. This includes analysis and clarification of how the TPM was administered through project selection and/or prioritization and how projects in the TIP will support the TPM targets. The TIP must include a description that demonstrates how projects contribute toward achieving the selected performance targets identified in the metropolitan transportation plan and link investment priorities to those performance targets.

2. 23 CFR 450.316(a)(1)(vi) Interested parties, participation, and consultation.

The PPP must include information about the disposition of public comments and how/where the public can gain access to the disposition of public comments as part of the final MTP and TIP documents.

3. 23 CFR 450.324 (f)(6) Development and content of the metropolitan transportation plan.

The MTP must document the consideration of the results of the CMP, including identifying any project including SOV projects, that result from the CMP.

4. 23 CFR 450.322 (d)(6) Congestion management process in transportation management areas.

The CMP must implement a process that assesses the effectiveness of implemented strategies, in terms of the area's established performance measures. This assessment should consider changes in policy, performance measures, and data collection to ensure the CMP is current and supports the planning processes of the MPO.

5. 23 CFR 450.326(j) Development and content of the transportation improvement program (TIP).

The TIP financial plan must demonstrate how the approved TIP can be implemented, including clearly identifying all federal funding sources as well as the required non-federal matching funds. These non-federal funds must be treated similarly to the Federal funds in terms of documenting whether the funds are reasonably expected to be available.

6. 23 CFR 450.326(j) Development and content of the transportation improvement program (TIP).

The TIP cannot include projects for which funds are not currently available, including those projects with zero funds. The TIP may only contain projects for which funding is reasonably expected to be available. Any projects that are not funded, are considered illustrative and must be clearly identified and are not considered part of the approved TIP. As funding becomes available, the illustrative project must be added to the TIP through approved amendment procedures.

Tier 3 – Updated Conditions for Project Approval

The projects included in **Appendix E** identify specific eligibility, project description, and/or programming questions that must be resolved. Questions identified in **Appendix E** for each question must be resolved in the STIP prior to submitting the project to FHWA or FTA for authorization.

Appendices

Appendix A – Projects in a TIP Included by Reference

The following projects must be included in the associated Metropolitan Planning Organization’s TIP, or other TIP, prior to being included in the STIP by reference, and unchanged from what is approved in the applicable TIP. Projects that are included by reference through a TIP, but are listed individually in the STIP must be removed from the STIP. Projects that have not gone through the MPO planning process or other TIP processes and are not listed in the MPO TIP or other TIP must be removed from the STIP.

Table A

| Need ID | Title | MPO | Resolution Status |
|---------|---|--------|-------------------|
| 33883 | Area Transit Operations and Improvements | AMATS | Resolved |
| 33862 | Carbon Reduction Program: AMATS | AMATS | Resolved |
| 6460 | Community Transportation Program AMATS | AMATS | Resolved |
| 9299 | Congestion Mitigation and Air Quality Improvements: AMATS | AMATS | Resolved |
| 34171 | Glenn Highway Incident Management and Traffic Accommodations | AMATS | Resolved |
| 31274 | Glenn Highway Milepost 0-33 rehabilitation Airport Heights to Parks | AMATS | Resolved |
| 31846 | Glenn Highway and Hiland Road Interchange Reconstruction and Operational Improvements | AMATS | Resolved |
| 34343 | Metropolitan Planning Organization (MPO) AMATS Planning | AMATS | Resolved |
| 33044 | Transportation Alternatives Program: AMATS | AMATS | Resolved |
| 34345 | Urban Transit AMATS Planning | AMATS | Resolved |
| 34374 | Railroad Anchorage North & South Rail Corridor | AMATS | Excluded |
| 34189 | Reconnecting Fairview: Neighborhood Revitalization through community led highway redesign | AMATS | Resolved |
| 34164 | Seward Highway Milepost 98.5-115.3 | AMATS | Resolved |
| 26121 | Air quality planning project | FAST | Resolved |
| 20294 | Air Quality public education | FAST | Resolved |
| 3843 | Airport Way and Cushman Street Intersection Reconstruction | FAST | Resolved |
| 33863 | Carbon Reduction Program: FAST MPO | FAST | Resolved |
| 17662 | Community Transportation Program: FAST MPO | FAST | Resolved |
| 17663 | Congestion Mitigation and Air Quality Improvements: FAST MPO | FAST | Resolved |
| 34347 | Fairbanks Area Transit Operations and Improvements | FAST | Resolved |
| 34346 | Metropolitan Planning Organization (MPO) FAST MPO | FAST | Resolved |
| 34403 | Peger Road Corridor Study | FAST | Resolved |
| 29232 | State Implementation Plan Committed measures | FAST | Resolved |
| 33864 | Transportation Alternatives Program: FAST MPO | FAST | Resolved |
| 34348 | Urban transit FAST Planning | FAST | Resolved |
| 3821 | University Avenue Widening | FAST | Resolved |
| 28089 | Glenn Highway Milepost 66.5- 92 Reconstruction | WFLHD | Resolved |
| 33825 | Prince of Wales Neck Lake Road Reconstruction | WFL HD | Resolved |
| 34262 | Elliot Hwy Manley Bridge Replacement MP 150 | TTIP | Resolved |

Appendix B – Project Groupings

The following project groupings must include a sufficient project description, including project location, type of work, termini, etc., to be included in the STIP. If any work occurs within a MPO boundary, it must first be included in the MPO's TIP before being included in the STIP by reference.

Table B

| Need ID | Title | Resolution Status |
|----------------|---|--------------------------|
| 34395 | Carbon Reduction Program: MVP MPO | Resolved |
| 33861 | Carbon Reduction Program: Rural | Resolved |
| 34223 | Community Transportation Program: Alaska-wide | Resolved |
| 34393 | Community Transportation Program: MVP MPO | Resolved |
| 34394 | Congestion Mitigation and Air Quality Improvements: MVP MPO | Resolved |
| 34320 | Ferry Service for Rural communities Operating assistance | Resolved |
| 33860 | Resiliency Program | Resolved |
| 34396 | Transportation Alternatives Program: MVP MPO | Resolved |
| 34194 | West Coast Alaska Community Resiliency | Resolved |

Appendix C – Projects Requiring Interagency Consultation

Due to the Conformity Freeze for the Fairbanks Northstar Air Quality Non-attainment area, the following projects must first be reviewed by the Fairbanks North Star Interagency Consultation process prior to inclusion in the TIP or STIP listed in the Table. These must be removed from the STIP.

Table C

| Need ID | Title | TIP/STIP | Resolution Status |
|----------------|---|-----------------|--------------------------|
| 34399 | Weigh-in-Motion Wayside Improvements | STIP | Resolved |
| 34130 | Richardson Highway Milepost 346 Chena Bridges Replacement | TIP | Resolved |
| 34196 | International Airport Charging Stations | TIP | Resolved |

Appendix D – Ineligible Projects

The following projects appear to be ineligible for inclusion into the STIP for the reasons shown for each specific project. These projects must be removed from the STIP.

Table D– 1: Resolution Status from January 2024 STIP Submittal

| Need ID | Title | Comment | Resolution Status |
|----------------|--|--|--------------------------|
| 33824 | Alaska Highway Milepost 1380 Johnson River Bridge Replacement | NHFP funding identified but is not included in the Freight Investment Plan. Ineligible for NHFP funding. | Resolved |
| 11439 | Anton Anderson Memorial (Whittier) Tunnel Maintenance and Operations | "Operations" should be removed as it and routine maintenance were deemed ineligible for federal-aid funding. NHFP funding identified but is not included in the Freight Investment Plan. Ineligible for NHFP funding. | Moved to Tier 3 |
| 33974 | Cascade Point Ferry Terminal | No ferry facility here/not part of any transportation network. Project is ineligible for federal-aid funding. | Moved to Tier 3 |
| 10765 | Egan Yandukin Intersection Improvements | Project is not in HSIP implementation plan. Ineligible for safety funding. | Resolved |
| 34205 | Ferry Boat Funds as Toll Credits | Toll credits do not come from a federal funding source. Any use of toll credits should be noted on the individual projects they are programmed to be used on. Toll credits have been requested and are being reviewed for approval by FHWA. | Excluded |
| 34299 | Guardrail Improvements | Project is not in HSIP Implementation Plan and ineligible for safety funding. Ineligible for PROTECT funding. | Resolved |
| 26120 | King Cove to Cold Bay Road | No CDS/earmark funds have been allocated to this project. No funding is identified. | Resolved |
| 31310 | Klondike Highway Rehabilitation: Skagway River Bridge to Canadian Border | Project not in Freight Investment Plan. Not eligible for NHFP funding. | Resolved |
| 32218 | Prince William Sound Area Transportation Plan Update | Effort is funded in AWP. | Resolved |
| 33248 | Shishmaref Sanitation Road Erosion Control | No CDS/earmark funds have been allocated to this project. Unclear where ER funding is coming from (no ER funds for this). | Moved to Tier 3 |

| Need ID | Title | Comment | Resolution Status |
|----------------|---|---|--------------------------|
| 33801 | Southeast Alaska Transportation Plan | Effort is funded in AWP. | Resolved |
| 33721 | Statewide Transportation Improvement Program Management Software and Support | Effort is funded in AWP. | Resolved |
| 33098 | Statewide Functional Class Update | Effort is funded in AWP. | Resolved |
| 34206 | West Susitna Access Road | No bridge work identified in scope. Not eligible for BFP. | Resolved |
| 25836 | AASHTO Technical Programs Support | Unclear this project is eligible for funding. Past funding has all been research. | Resolved |
| ACC | Advance Construction Conversion | Conversion of AC'd funds needs to be identified on each project with the source of the converted funds identified and programmed. | Resolved |
| 6447 | Bridge and Tunnel Inventory, Inspection, Monitoring, Preservation, Rehab, and Replacement Program | Monitoring/Inspection work is ineligible for Bridge Formula Program (BFP) funding. | Excluded |
| 6454 | Bridge Management System | Work is ineligible for BFP. | Resolved |
| 12579 | Bridge Scour Monitoring and Retrofit Program | Monitoring is not eligible for BFP. | Moved to Tier 3 |
| 13239 | Culvert Repair and Replacement | Unclear how bridge funding can be used if culverts are not identified and may not meet bridge requirements. | Resolved |
| 34320 | Ferry Service for Rural Communities Operating Assistance | No description supports this Need ID. | Resolved |
| 34258 | Frontier Roads, Trails, and Bridges Program | Unclear if it is eligible for identified funding sources. | Resolved |
| 343130 | State-owned Shipyard Repairs | Shipyards are not part of a transportation facility. Unclear how it is eligible for federal-aid funding. | Moved to Tier 3 |

Table D-2: Tier 2 – Additional Ineligible Projects

| Need ID | Title | Comment |
|----------------|-----------------|---|
| 33860 | PROTECT Program | Project description is not adequate to support project grouping. Please provide a sufficient description or specify the project for which PROTECT funds will be used for AC Conversion. |

Updated Appendix E – Conditions for Project Approval

Table E-1: FHWA and FTA are unclear of the eligibility for projects included in Table E-1. Project descriptions must sufficiently describe the project or phase, estimated total costs must be consistently and accurately defined, federal funds programmed by year must be supported by a specific funding source(s), and agencies responsible for implementation of projects must be clearly identified per 450.218(i). The questions posted for each comment must be addressed prior to authorization. This may require a STIP amendment for some projects.

Table E-1

| Need ID | Title | Comment/Question |
|---------|---|--|
| 22299 | Alaska Highway Milepost 1235-1268 Rehabilitation | Please provide total project cost. |
| 34126 | Alaska Highway Milepost 1348 Robertson River Bridge Replacement | Current project funding needs to be updated. Active project has \$500,000 in current funding. Please identify AC'd funding (\$69,217,010) in After 2027 funding needs. |
| 22322 | Alaska Highway Milepost 1393 Gerstle River Bridge Replacement | Current project funding needs to be updated. Active project has \$2,251,000 in current funding. |
| 22452 | Dalton Highway Milepost 109-144 Reconstruction and Douglas Creek Bridge Replacement | Child Need ID 30276 funding needs appears to be missing from After 2027 amount. Please include costs for all child projects. |
| 22475 | Dalton Highway Milepost 305-335 Reconstruction and Dan Creek Bridge Replacement | Child project 30282 funding needs appears to be missing from After 2027 amount. Please include costs for all child projects. |
| 10765 | Egan Yandukin Intersection Improvements | Current project funding identifies a project associated with this scope. Please clarify this active project. |
| 33600 | Elliott Highway Milepost 12-18 Rehabilitation | Current project funding identifies a project associated with this scope. Please clarify this active project. |
| 34467 | Glenn Highway Milepost 53-56 Reconstruction and Moose Creek Bridge Replacement | Project programmed under STIP ID 2320 is pending closure by DOT&PF due to no need. This new Need ID is for the same scope of work and discusses advancing efforts from Need ID 2320. If DOT&PF is advancing a new project with a new scope of work, please update description and disassociate it from 2320. Advancing from preliminary design to right-of-way acquisitions within six months may be unachievable. |
| 31330 | Glenn Highway: Parks Highway to South Inner Springer Loop (Cienna Avenue) | Current AC balance needs to be updated. The balance is \$51,341,152.32. Please identify remainder of AC balance at end of STIP years (\$21,124,442.32) in After 2027 funding needs. Please provide total project costs. |

| Need ID | Title | Comment/Question |
|---------|--|--|
| 2152 | Haines Highway Milepost 3-25 and Chillkat Bridge Reconstruction | <p>Current project funding needs to be updated. Need ID 27829 has \$45,024,792.99.</p> <p>Current project funding identifies a child project under Need ID 22279 which could not be confirmed. Please clarify the active project.</p> <p>Please provide total project cost.</p> |
| 30549 | Kenai Spur Highway Rehabilitation | <p>Please provide total project cost.</p> <p>Please include any project funding associated with parent/child projects for this scope of work. Project under Need ID 27473 has \$21,338,153.30.</p> |
| 24596 | Knik Goose Bay Road Reconstruction: Fairview Loop to Settler's Bay | Please provide total project cost. |
| 32298 | Knik Goose Bay Road Reconstruction: Fairview Loop to Settler's Bay | <p>Current AC balance needs to be updated. The balance is \$18,563,220.69. Please identify remainder of AC balance at end of STIP years (\$4,538,342.69) in After 2027 funding needs.</p> <p>Please identify source for all programmed funding in STIP years.</p> |
| 31270 | Parks Highway Milepost 57-70 Rehabilitation | Please provide total project costs, including for both the northern and southern sections of work. |
| 29914 | Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement | <p>Please update description to reflect the correct Need ID.</p> <p>Please provide total project cost.</p> |
| 22335 | Parks Highway Milepost 315-325 Reconstruction | <p>Current project funding needs to be updated. Need ID 31278 \$5,247,647.00.</p> <p>Please provide total project cost.</p> |
| 2119 | Richardson Highway Milepost 148-173 Reconstruction | <p>Current project funding needs to be updated. Need ID 2119 has \$8,220,031.31.</p> <p>Please update description to reflect child project as Need ID 24938 which is show in current project funding.</p> <p>Current project funding needs to be updated. Need ID 24938 has \$33,264,877.19.</p> <p>Please provide total project cost.</p> |
| 33420 | Richardson Highway Milepost 214-218 Reconstruction | Please identify funding needs in After 2027 for any phase of work not completed within STIP years. |

| Need ID | Title | Comment/Question |
|---------|--|--|
| | | Please provide year of construction and bridge data. Please provide total project cost. |
| 33741 | Seward Highway and Sterling Highway Intersection Improvements | Please identify funding needs in After 2027 for any phase of work not completed within STIP years. Please provide total project cost. |
| 2620 | Seward Highway Milepost 25.5-37 Rehabilitation | Please identify what project has the \$8,930,500 in current Phase 3 funding. |
| 2673 | Sterling Highway Milepost 45-60 | Please provide total project cost, including all child projects. |
| 32300 | Sterling Highway Milepost 45-60 | Please identify funding needs in After 2027 for any phase of work not completed within the STIP years (e.g., Phase 1B). |
| 32319 | Sterling Highway Milepost 45-60 | Please identify remainder of AC balance at end of STIP Years (\$28,392,234) in After 2027 funding needs. |
| 2670 | Sterling Highway Milepost 157-169 Reconstruction Anchor Point to Baycrest Hill | Current project funding needs to be updated. Need ID 2670 has \$10,303,500.00. Please update project description to identify work that will occur After 2027 to match funding needs identified. |
| 29877 | Chiniak Highway Milepost 15-31 Rehabilitation | Please identify AC balance at end of STIP years (\$16,920,420) in After 2027 funding needs. |
| 33921 | Fairview Loop Road Rehabilitation and Pathway | Please include current project funding for all projects under this scope, including any state-funded projects. |
| 34427 | Kachemak Bay Drive Milepost 0-3.5 Reconstruction | Please identify source of match for the STBG funding programmed. |
| 28890 | Sayles and Gorge Street Viaduct Improvements | Advancing from right-of-way through construction within six months may be unachievable. |
| 21114 | South Tongass Highway Deermount to Saxman Reconstruction | Current AC balance needs to be reviewed. Need ID 21114 has only \$3,420,704.88. |
| 31469 | Ward Creek Bridge Replacement | Current project funding needs to be updated. Project associated with this scope of work has \$2,505,979.00 Please identify AC balance at end of STIP years (\$8,290,300) as After 2027 funding needs. |
| 34206 | West Susitna Access Road | Please identify AC balance at end of STIP years (\$20,000,000) as After 2027 funding needs. |
| 18634 | Cape Blossom Road | Please provide total project cost. |
| 34305 | Seldovia Gravel Source Road | Please provide total project cost for scope of work. |

| Need ID | Title | Comment/Question |
|---------|---|--|
| 26085 | Seppala Drive Rehabilitation and Realignment | Please identify AC balance at end of STIP years (\$7,732,450) as After 2027 funding needs. |
| 33248 | Shishmaref Sanitation Road Erosion Control | Please identify all sources of funding. STIP Volume 4 only identifies \$2,780.32 as available under this CDS. Please identify remaining AC balance at end of STIP years (\$2,729,100) as After 2027 funding needs. |
| 33178 | Trout Creek Culvert Replacement and Aquatic Organism Passage Improvements | Please identify funding needs in After 2027 for any phase of work not completed. |
| 34432 | Yukon-Kuskokwim Frontier Road Construction | Please identify funding sources for identified construction work in 2027. |
| 2436 | Otmeloi Way Reconstruction | Please include current project funding for all projects under this scope, including any state-funded projects. Please identify total project cost. |
| 34243 | Seldon Road Reconstruction: Wasilla-Fishhook Road to Snowgoose Drive | Please identify what child project has programmed funding. Please identify total project costs. |
| 18924 | Big Lake Road Rehabilitation | This Need ID is currently associated with 60 active preservation projects. Please identify whether this project includes all of those projects, or assign a new Need ID. Please identify remaining AC balance at end of STIP years (\$11,143,825) in After 2027 funding needs. Please provide total project cost, including MP 0-3.6 and MP 3.6-9. |
| 33399 | Rezanoff Drive Resurfacing: West Marine Way to Airport | Please identify in project description the reference child project under Need ID 29876. Please identify total project cost. |
| 29709 | Auke Bay Ferry Terminal East Berth Mooring Rehabilitation | Current project funding needs to be updated. Project associated with this Need ID also has \$5,0651,563.56. |
| 33974 | Cascade Point Ferry Terminal Lease Payments | Please update project description to only reflect scope of work on this Need ID (e.g., lease payment). Please note an eligible AMHS ferry transportation facility will have to exist prior to authorization of federal funding. |
| 30834 | Gravina Refurbish Existing Ferry Berth | Please identify child projects in description to reflect those listed in current project funding. |
| 34229 | Low No Emission Shuttle Ferry | Please identify project funding under obligation details for identified prior obligations. |

| Need ID | Title | Comment/Question |
|---------|---|---|
| 34212 | M/V Columbia Controllable Pitch Propeller | Please identify what additional construction funding is needed. Obligation details shows the construction has been completed for identified funding needs. |
| 34211 | M/V Kennicott Emissions and Exhaust | Please identify what additional construction funding is needed. Obligation details shows the construction has been completed for identified funding needs. |
| 34209 | M/V Matanuska Safety Improvement Project | Please identify what additional construction funding is needed. Obligation details shows the construction has been completed for identified funding needs. |
| 34174 | Rural Ports and Barge Landings Program | Please identify construction funding in After 2027 funding needs. |
| 34190 | Waterways Program | Please identify what phase of work is programmed (e.g., Phase 8 for planning). |
| 11439 | Anton Anderson Memorial (Whittier) Tunnel Maintenance | Please remove Bridge Program Funding and reprogram under an eligible funding program. Tunnels are not eligible facilities for Bridge Program Funding. |
| 12579 | Bridge Scour Monitoring and Retrofit Program | Please remove Bridge Program Funding for any inspection or monitoring activities and reprogram under an eligible funding program. Protection measures construction activities are eligible for Bridge Program Funding and may remain. |
| 18358 | Ferry Refurbishment | Please identify remaining AC balance at end of STIP years (\$31,361,127 in table) as After 2027 funding needs. |
| 34302 | Pavement and Bridge Preservation Program | Current AC balance needs to be updated. A project under this group (0002546) currently has \$19,666,112.92 in AC. Please identify remaining AC balance at end of STIP years (\$19,666,112.92) as After 2027 funding needs. |
| 5985 | Shoreside Facilities Condition Surveys | Please identify what phase of work is programmed (e.g., Phase 8 for planning). |
| 34313 | State-owned Shipyard Repairs | Please note the eligibility of the project would be reviewed and confirmed before obligation of funding. |
| 34455 | Construction Material Waste | Please note the eligibility of the project would be reviewed and confirmed before obligation of funding. |
| 34464 | DOT&PF Fleet Conversion | Please note the eligibility of the project would be reviewed and confirmed before obligation of funding. |
| 34452 | Rural Dust Mitigation Program | Please note the eligibility of the project would be reviewed and confirmed before obligation of funding. |
| 34310 | Statewide Equitable Community Connectivity Action Plan (SECCAP) | Please identify the source of funds in the description (i.e., RAISE grant) |
| 33860 | PROTECT Program | Please identify funding source. |

| Need ID | Title | Comment/Question |
|---------|--|---|
| 6446 | Annual Planning Work Program | Please identify funding source. |
| 6447 | Bridge and Tunnel Inventory, Inspection, Monitoring, Preservation, Rehabilitation, and Replacement Program | <p>Please update project title to reflect scope of work (i.e., inventory, inspection, and monitoring) and identify associated phase of work (Phase 8 planning).</p> <p>Please consider increasing funding needs to reflect new National Bridge Inventory requirements.</p> <p>Please identify remaining AC balance at end of STIP years (\$69,217,010) as After 2027 funding needs.</p> |
| 19634 | Railroad Track Rehabilitation | Please identify source of funds (i.e., FTA 5324 Emergency Relief) and confer with ARRC to program the correct amount available for 2024 (i.e., \$3,900,000). |
| 34320 | Ferry Service for Rural Communities Operating Assistance | Please confer with Alaska Marine Highway to program the correct amount available for 2025 (i.e., \$83,500,000). |

Table E-2: The following active projects in FHWA's Financial Management Information System (FMIS) with end dates within the STIP timeframe. These are projects that were identified for construction by the end date identified. A clarification of the project status is required for each project listed in Table E-2.

Table E-2

| FPN | State # | Title | Need ID | PE Date | ROW Date | Project End Date |
|---------|-------------|---|---------|------------|------------|------------------|
| 0955017 | Z684640000 | HAINES FERRY TERMINAL END BERTH FACILITY | 28669 | 04/07/2014 | | 03/31/2022 |
| 0670046 | NFHWHY00781 | STEESE HWY MP 5 BRIDGE #1342 REPLACEMENT | 6447 | 02/13/2023 | | 03/04/2024 |
| 0A24035 | NFHWHY00782 | RICHARDSON HWY NB (#1364) AND SB (#1866) CHENA FLOOD CONTROL BRIDGE REPLACEMENT | 6447 | 01/30/2023 | | 03/04/2024 |
| 0003282 | SFHWHY00435 | SR ITS REPAIR AND UPGRADE | 33338 | 05/25/2022 | | 03/30/2024 |
| 0933049 | SFHWHY00487 | JNU GLACIER HWY RECNSTRCTION:BESSIE CRK TO ECHO COVE | 28770 | 01/10/2023 | | 03/31/2024 |
| 0A31049 | Z536260000 | SEWARD HIGHWAY, DIMOND TO DOWLING RECONSTRUCTION | 29730 | 08/24/2011 | 09/05/2013 | 04/15/2024 |
| 0001431 | Z537350000 | KNIK ARM CROSSING P3 | 20255 | | 08/02/2011 | 06/30/2024 |
| 0A42012 | NFHWHY00575 | PARKS HIGHWAY MP 206-209 RECONSTRUCTION | 30995 | 08/02/2021 | | 09/01/2024 |
| 0002542 | NFHWHY00862 | CHENA LAKE RECREATION AREA BICYCLE AND PEDESTRIAN ACCESS | 33863 | 01/11/2024 | | 09/28/2024 |
| 0A33033 | CFHWHY00946 | KENAI PENINSULA BRIDGE DECK REHABILITATIONS FY2023 | 33881 | 09/15/2022 | | 10/15/2024 |
| 0002384 | NFHWHY00162 | KIVALINA EVACUATION AND SCHOOL SITE ACCESS ROAD | 28109 | 10/24/2016 | | 12/31/2024 |
| 0003265 | SFHWHY00326 | COLD BAY TROUT CREEK CULVERTS WFL | 33178 | 03/11/2021 | | 05/01/2025 |
| 0A13022 | NFHWHY00763 | TOK CUTOFF HIGHWAY MP 8-22 REHABILITATION | 32021 | 12/12/2022 | | 04/30/2025 |
| 0654012 | NFHWHY00651 | DALTON HIGHWAY MP 190 HAMMOND RIVER BRIDGE REPLACEMENT | 33240 | 11/26/2021 | | 12/31/2025 |
| 0713016 | Z606380000 | RICHARDSON HWY MP 115-148 REHABILITATION | 29812 | 03/24/2015 | 12/02/2019 | 12/31/2025 |
| 0714028 | NFHWHY00655 | RICHARDSON HWY MP 214-218 RECONSTRUCTION | 33420 | 12/01/2022 | | 07/01/2025 |
| 0711076 | NFHWHY00149 | RICHARDSON HIGHWAY MP 65-80 REHABILITATION | 29973 | 01/31/2017 | | 03/01/2026 |
| 0001407 | Z597640000 | UNIVERSITY LAKE DR EXTENSION (APU) | 6460 | 06/15/2009 | 05/28/2019 | 04/15/2026 |
| 0672005 | Z624870000 | OLD STEESE HIGHWAY RECONSTRUCTION | 26082 | 12/01/2022 | 05/26/2023 | 04/30/2026 |

| | | | | | | |
|---------|------------|---|-------|------------|------------|------------|
| 0001605 | CFHWY00323 | VINE RD IMPROVEMENTS: KNIK-GOOSE BAY RD TO HOLLYWOOD RD | 29911 | 12/19/2017 | | 07/01/2026 |
| 0652016 | Z609110000 | DALTON HWY MP 0-9 RECONSTRUCTION | 22453 | 08/12/2011 | 09/22/2016 | 12/31/2026 |
| 0A43021 | Z633890000 | PARKS HWY MP 183-192 RECONSTRUCTION | 28429 | 09/19/2013 | | 12/31/2026 |
| 0537008 | CFHWY00012 | SEWARD HWY: O'MALLEY RD TO DIMOND BLVD RECONSTRUCTION | 29731 | 09/24/2015 | 06/24/2019 | 03/15/2027 |
| 0002337 | Z607320000 | STEESE EXPRESSWAY/JOHANSEN EXPRESSWAY INTERCHANGE | 29829 | 03/31/2015 | 11/22/2022 | 03/31/2027 |
| 0971008 | Z696240000 | SKAGWAY FERRY TERMINAL MODIFICATIONS | 13883 | 09/19/2011 | | 06/15/2027 |

FAST Planning

Draft FFY2025-26 Unified Planning Work Program (UPWP)

Summary of Proposed Updates - **DRAFT**

March 29, 2024

Regional Planning Priorities

- Revisit and redefine planning priorities for Metropolitan Planning Area (MPA) for 2025 & 2026

Task 100 MPO Planning Process

Task 100(a) UPWP

- Revisit and assess share of Metropolitan Planning funding split between FAST Planning, FNSB, and Alaska DOT&PF

Task 100(b) MTP

- Continue work on Household Travel Survey using Replica data platform to inform update of Travel Demand Model
- Work with Alaska DOT&PF and FNSB on Travel Demand Model update (soon to be under contract with consultant team in summer 2024)
- Develop a Scope of Work to hire a consultant team to update 2045 Metropolitan Transportation Plan beginning in late 2024

Task 100(c) TIP

- Document strategies being used to manage the Transportation Improvement Program (TIP) under the Conformity Freeze
- Consider reprioritizing investment priorities for Exempt projects (23 CFR 93.126-128)
- Develop new Draft FFY2026-30 TIP beginning in late 2025 in coordination with MTP Update

Task 100(d) PPP

- Update Public Participation Plan (PPP) and Title VI Plan, as/if needed

Task 100(e) Air Quality

- Coordinate 2024 State Implementation Plan (SIP) Amendments (for motor vehicle emission modeling test results and proposed emission budgets) with the 2023 Regional Air Quality Conformity Analysis, and amend Analysis if allowed by EPA, FHWA, and FTA
- Continue to pursue Protective Finding with SIP Approval by EPA to avoid potential Highway Sanctions beginning in 2026

Task 100(f) MPA Boundary

- Continue to seek Governor’s Office concurrence on new MPA boundary adopted by FAST Planning’s Policy Board in November 2023
- Conduct focused outreach to expanded boundary areas (i.e. Farmers Loop, Moose Creek, Eielson Air Force Base) during MTP Update effort

Task 100(g) Support Services

- Continue to support development of the new MPO in the MatSu Valley
- Prepare for and participate in Federal Single Audit in 2025

Task 200 Public Transit System Planning

- Continue work on Transit Plan and Coordinated Human Services Transportation Plan for consideration of adoption by the end of 2024
- Begin implementing recommendations from each Plan in 2025 & 2026
- Provide planning support for FTA grant applications (5307, 5309, 5337, 5339 funds)

Task 300 Supplemental Plans & Projects

- Advanced Project Definition – Ongoing Effort
- Road Service Area Expansion Plan – FNSB support, as needed
- Local Electric Vehicle Infrastructure Deployment Plan – Ongoing Effort
- Complete Streets Prioritization Plan – Required; effort initiated in 2024
- High School Access & Circulation Study for West Valley & Hutchison High School Campus
- Geist/Chena Pump Road Corridor Study – funded in 2025
- Lacey Street Reconstruction Planning Study – funded in 2025
- Peger Road /Airport Way Intersection Study <or> Peger Road Corridor Study – funding TBD

Task 400 Contingency Plans & Projects

- High School Access & Circulation Study for North Pole High School
- Vulnerable Road User Safety Assessment & Local Safety Action Plan
- Student Driver’s Education Program
- Local Resilience Improvement Plan
- Housing Coordination Plan
- _____
- _____
- _____
- _____

FAIRBANKS
AREA
SURFACE
TRANSPORTATION
PLANNING

FAIRBANKS METROPOLITAN AREA

FFY2023/24

Unified Planning Work Program



Approved, August 17th 2022

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INTRODUCTION

PURPOSE OF THE UPWP

The Unified Planning Work Program (UPWP) for the Fairbanks Metropolitan Planning Organization (MPO), known as Fairbanks Area Surface Transportation (FAST) Planning, documents the MPO's transportation planning activities. The purpose of the UPWP is to ensure that a continuing, cooperative and comprehensive (3C) approach to planning for transportation needs is maintained and properly coordinated between the MPO, Alaska Department of Transportation & Public Facilities (DOT&PF), Fairbanks North Star Borough (FNSB), and other jurisdictions.

The UPWP is a planning document that identifies and describes the MPO's budget, planning activities, studies, and technical support expected to be undertaken in a two-year period [23 CFR 450.104]. It also lists the funding sources, timelines, and deadlines for each task and specifies whether the tasks will be conducted by MPO staff, Alaska DOT&PF staff, FNSB staff, or consultants. The UPWP is required for the MPO to receive planning funds from the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Alaska DOT&PF. It is a fiscally constrained document based on the amount of programmed planning grants and match contributions over the two-year period and may be revised as needed after adoption by Administrative Modification or Amendment.

In addition to the UPWP, the MPO must develop and implement the following plans as part of the transportation planning process [23 USC 134 & 23 CFR 450]:

- **Metropolitan Transportation Plan (MTP)** – a multimodal transportation plan that addresses a 20-year planning horizon that the MPO develops, adopts, and updates every four years.
- **Transportation Improvement Program (TIP)** – a prioritized listing/program of transportation projects covering a period of four years that is developed, adopted, and implemented by the MPO in coordination with the MTP.
- **Public Participation Plan (PPP)** – a guiding document that outlines the goals, strategies, and implementation plan for involvement of the public in the development of MPO plans, programs, and policies, including the MTP and TIP.

The planning activities for FFY2023 and FFY2024 supporting development and implementation of these plans by FAST Planning, FNSB, and Alaska DOT&PF staff are addressed within the tasks identified in this UPWP.

HISTORY OF THE MPO

All Urbanized Areas over 50,000 in population must have an MPO to carry out a 3C transportation planning process, as stipulated in the Federal Highway Act of 1962. On May 1, 2002, the U.S. Census Bureau published a notice in the Federal Register identifying an area surrounding Fairbanks and North Pole as a Qualifying Urbanized Area for Census 2000. The Metropolitan Planning Area (MPA) boundary was finalized in December 2002, and the Fairbanks MPO was subsequently established in April 2003.

The MPO was originally operated in-house by Alaska DOT&PF and FNSB staff from 2003 to 2008. In 2008, the MPO hired a Coordinator and opened an office in Fairbanks City Hall with planning support from Alaska DOT&PF and FNSB staff. The MPO was hosted by the City of Fairbanks from 2008 to 2018, at which time the MPO transitioned to an independent, non-profit organization. The MPO's new organization, FAST Planning, opened a new office in downtown Fairbanks on May 1, 2019, and currently has three staff members. FAST Planning continues to be supported by Alaska DOT&PF and FNSB staff and shares its allocation of Metropolitan Planning (PL) funds with these agencies for their respective planning activities.

OPERATION OF THE MPO

FAST Planning currently operates under the following founding documents, agreements, and policies and procedures:

- FAST Planning Articles of Incorporation (June 2018) and Bylaws, as amended (October 2021)
- Memorandum of Understanding for the Operation of the FAST Planning Office (March 2019)
- Intergovernmental Operating Agreement & Memorandum of Understanding for Transportation & Air Quality Planning in the Fairbanks Metropolitan Planning Area (April 2019)
- Memorandum of Agreement for the Selection & Funding of CMAQ Projects within the Fairbanks PM^{2.5} Non-attainment Area, as amended (August 2019)
- FAST Planning Policies & Procedures, as amended (February 2022)
- FAST Planning Title VI [Non-Discrimination] Plan (October 2020)

In accordance with the Bylaws and Intergovernmental Operating Agreement, FAST Planning has a Technical Committee and Policy Board that hold regularly scheduled meetings each month to guide the MPO's transportation planning process and make decisions for plans, programs, and policies. The Technical Committee consists of representatives, such as engineers, planners, and other specialists from the City of Fairbanks, City of North Pole, FNSB, Alaska DOT&PF, Alaska Department of Environmental Conservation (DEC) Air Quality, Fort Wainwright, University of Alaska Fairbanks (UAF), Alaska Railroad Corporation, Fairbanks International Airport, transit, public safety, local freight industry, and local Tribal entities. The Policy Board consists of elected/appointed officials and has as members, a designated representative of the Alaska DOT&PF Northern Region, FNSB Mayor, City of Fairbanks Mayor, City of North Pole Mayor, a designated representative of Alaska DEC Air Quality Division, a designated representative of the FNSB Assembly, and a designated representative of the Fairbanks City Council. The Technical Committee is an advisory body to the Policy Board, which is the decision-making body.

In addition to the Technical Committee and Policy Board, FAST Planning also has a Bicycle & Pedestrian Advisory Committee that meets monthly, Project Enhancement Committee that meets quarterly, and Seasonal Mobility Task Force that meets biannually. The Bicycle & Pedestrian Advisory Committee consists primarily of representatives from local organizations and citizens that advise the Technical Committee on issues related to bicyclist and pedestrian mobility and provides insight on how to better serve those users. The Project Enhancement Committee consists of architects/designers, engineers, and

maintenance managers that advise the Technical Committee on opportunities for streetscape beautification that balances design and aesthetics with roadway safety and function. The Seasonal Mobility Task Force consists of road maintenance managers from the Alaska DOT&PF, City of Fairbanks, City of North Pole, FNSB Rural Services, FNSB Parks & Recreation, FNSB School District, and UAF that share with each other seasonal maintenance plans and priorities. These constituents also collectively participate in an annual “Winter Maintenance Forum” public event.

REGIONAL PLANNING PRIORITIES

The Fixing America’s Surface Transportation (FAST) Act, which was signed into law on December 4, 2015, identifies the need for transportation plans to recognize and address the relationship between transportation, land use, and economic development. As such, FAST Planning takes into consideration the goals, objectives, performance measures, and targets of State, regional, and local transportation plans such as the Statewide Long-Range Transportation Plan, State Rail Plan, and FNSB Comprehensive Plan. This leads to more effective decisions on transportation investments and improved interconnectivity in the regional area beyond the boundary of the MPA.

Currently, FAST Planning and many of its member agencies are participating in the development of the Alaska Statewide Long-Range Transportation & Freight Plan – Alaska Moves 2050 and FNSB Roads Plan Update, which is helping inform the MTP Update (also in development) with identification of new plans, policies, and projects across a 20-year planning horizon for the MPA. FAST Planning is also actively exploring the possibility of providing Regional Transportation Planning services for the rural portion of the Borough outside the MPA under a new structure as a combined Regional Transportation Planning Organization (RTPO)/MPO. The primary benefit is this arrangement would be better integration of regional (urban and rural) priorities and transportation needs into the Statewide planning process.

FEDERAL PLANNING FACTORS

The FAST Act also identified the following planning factors which have been incorporated into the MPO’s planning process and this UPWP:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
2. Increase the safety of the transportation system for motorized and non-motorized users
3. Increase the security of the transportation system for motorized and non-motorized users
4. Increase the accessibility and mobility of people and for freight
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
7. Promote efficient system management and operation

8. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
9. Enhance travel and tourism
10. Emphasize the preservation of the existing transportation system

In addition to the planning factors noted above, previous legislation [Moving Ahead for Progress in the 21st Century Act (MAP-21)] required that State DOTs and MPOs conduct performance-based planning by tracking performance measures and setting data-driven targets to improve those measures.

Performance-based planning ensures the efficient investment of federal transportation funds by increasing accountability of local agencies receiving the funds, prioritizing transparency to the public, and providing insight for better investment decisions that focus on key outcomes which relate to the seven national goals of:

1. Improving Safety
2. Maintaining Infrastructure Condition
3. Reducing Traffic Congestion
4. Improving System Reliability
5. Improving Freight Movement & Supporting Regional Economic Development
6. Protecting the Environment
7. Reducing Delays in Project Delivery

The FAST Act supplemented the MAP-21 legislation by establishing timelines for State DOTs and MPOs to comply with the requirements of MAP-21. State DOTs are required to establish statewide targets and MPOs have the option to support the statewide targets or adopt their own. To date, FAST Planning has chosen to accept and support all the statewide targets for safety, pavement condition, bridge condition, on-road mobile source emissions, and travel time reliability. The transition to performance-based planning has been addressed in the current MTP and TIP, as well as the tasks identified in this UPWP.

In addition to these performance goals, in December 2021 the FHWA and FTA jointly issued Planning Emphasis Areas for use in the development of MPO UPWPs and Statewide Planning & Research Work Programs. These emphasis areas are not bound in law, but MPOs, public transit providers, State DOTs, and Federal land management agencies are highly encouraged to incorporate them into their UPWPs and work programs during their next update cycle. FAST Planning has incorporated these emphasis areas into the many of the tasks in this UPWP, and is also actively incorporating the emphasis areas into the MTP and TIP updates currently underway.

1. Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future
2. Equity and Justice⁴⁰ in Transportation Planning
3. Complete Streets
4. Public Involvement
5. Strategic Highway Network (STRAHNET)/U.S. Department of Defense Coordination
6. Federal Land Management Agency Coordination
7. Planning and Environment Linkages

8. Data in Transportation Planning

The table on the following page shows how UPWP work tasks relate to the National Performance Goals and new Federal Planning Emphasis Areas.

Table 1. National Performance Goals & New Planning Emphasis Areas

| FFY2023/24 UPWP WORK TASKS | National Performance Goals | | | | | | | New Federal Planning Emphasis Area | | | | | | | |
|--|----------------------------|--------------------------|----------------------|--------------------|--------------------------------------|------------------------------|--------------------------------|------------------------------------|------------------|------------------|--------------------|--------------------|---------------------------------------|-----------------------------------|---------------------------------|
| | Safety | Infrastructure Condition | Congestion Reduction | System Reliability | Freight Movement & Economic Vitality | Environmental Sustainability | Reduce Project Delivery Delays | Climate Change/Resilience | Equity/Justice40 | Complete Streets | Public Involvement | STRAHNET/DOD Coord | Federal Land Mgmt Agency Coordination | Planning & Environmental Linkages | Data in Transportation Planning |
| Required Plans & Programs | | | | | | | | | | | | | | | |
| 100(a) Unified Planning Work Program | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| 100(b) Metropolitan Transportation Plan | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| 100(c) Transportation Improvement Program | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| 100(d) Public Participation Plan | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| 100(e) Air Quality | | | X | | X | X | X | X | X | X | X | | | X | X |
| 100(f) MPA Boundary | X | X | X | X | X | | | X | X | | X | X | X | X | X |
| 100(g) Support Services | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| Public Transit System Planning | | | | | | | | | | | | | | | |
| 200(a) Long & Short Range Plan Update | X | X | X | X | | X | X | X | X | X | X | X | X | X | X |
| 200(b) Coordinated Transportation Plan Update | X | | X | X | | X | | | X | X | X | X | X | X | X |
| 200(c) FNSB Planning Support | X | X | X | X | | X | X | X | X | X | X | X | X | X | X |
| Supplemental Plans & Projects | | | | | | | | | | | | | | | |
| 300(a) Advanced Project Definition | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| 300(b) Road Service Area Expansion Plan | X | X | | X | X | X | X | X | X | | X | | | X | X |
| 300(c) Complete Streets Prioritization Plan | X | X | X | X | X | X | X | | X | X | X | | | X | X |
| 300(d) Critical Urban Freight Corridors | X | X | X | X | X | X | X | X | X | | X | X | X | X | X |
| 300(e) Electric Vehicle Infrastructure Deployment Plan | | | | X | | X | X | X | X | X | X | | | X | X |
| Contingency Plans & Projects | | | | | | | | | | | | | | | |
| 400(a) Safe Routes to School Assessments | X | X | X | X | | X | X | X | X | X | X | | | X | X |
| 400(b) Local Safety Action Plan | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| 400(c) Driver's Education Program | X | | | X | | | | | X | | X | | | | X |
| 400(d) Household Travel Survey | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| 400(e) Transit Fare Pricing & Integration Study | | | X | X | | X | | | X | | X | X | | | X |
| 400(f) Transit Operational Efficiency Study | X | | X | X | | X | X | X | X | X | X | X | | | X |
| 400(g) Housing Coordination Plan | X | X | X | X | X | X | X | X | X | X | X | X | | X | X |
| 400(h) Resilience Improvement Plan | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |
| 400(i) College Road Planning Study | X | X | X | X | X | X | X | X | X | X | X | | | X | X |
| 400(j) Downtown Streets Traffic Study | X | X | X | X | X | X | X | | X | X | X | | | X | X |
| 400(k) Kinross Ore Trucking Plan Traffic Study | X | X | X | X | X | X | X | X | X | | X | X | X | X | X |
| 400(l) Geist/Chena Pump Road Corridor Study | X | X | X | X | X | X | X | | | X | X | | | X | X |
| 400(m) Peger Road/Airport Way Intersection Study | X | X | X | X | X | X | X | | | X | X | | | X | X |

FFY2023/24 WORK PROGRAM ELEMENTS

REQUIRED PLANS & PROGRAMS

Task 100(a) UPWP

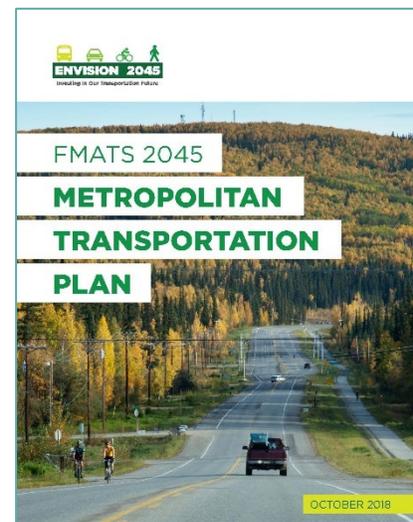
The Alaska DOT&PF is responsible for providing the management oversight of the UPWP. FAST Planning and the FNSB will prepare and submit quarterly reports through FFY2023 and FFY2024 to the Alaska DOT&PF. The quarterly reports will document the planning activities performed and expenditures by FAST Planning and the FNSB in accordance with the tasks listed in the UPWP. The Alaska DOT&PF will review and compile the quarterly reports into annual reports at the end of each fiscal year. FAST Planning will initiate Administrative Modifications and Amendments to the UPWP as needed in accordance with the provisions of the MPO's April 2019 Intergovernmental Operating Agreement. FAST Planning will also initiate development of the next UPWP in April 2024, six months in advance of the expiration of this UPWP.

Participation by FAST Planning, Alaska DOT&PF, and FNSB staff in FFY2022-24 is anticipated to include:

- Preparation and submittal of FFY2022 final UPWP quarterly report and annual report (October 2022)
- Preparation and submittal of FFY2023-24 quarterly reports (January, April, July, October)
- Preparation of FFY2023 and FFY2024 annual reports (October 2023; October 2024)

Task 100(b) MTP

The current 2045 MTP was approved and adopted in December 2018 and is required to be updated every four years. FAST Planning obligated \$200,000 in Surface Transportation Program (STP) funds in FFY2021 to hire a consultant to update the MTP. The update is currently underway and includes collection of existing traffic data, analysis of the existing transportation network, evaluation of land use and supporting transportation scenarios for travel demand model forecasts, outreach to local agencies and the public to confirm project needs outlined in the 2045 MTP and new project needs not yet identified, prioritization and cost estimates for all projects considered for inclusion in the new MTP, an air quality conformity analysis and interagency consultation on the updated project list, and development of the draft and final MTP. The draft MTP will be released for public comment, and after resolution of public comments and an air quality conformity determination is made, the final MTP will then be presented to the FAST Planning Technical Committee and Policy Board for consideration of adoption. Following adoption, the final MTP will be transmitted to FHWA and FTA for approval. Based on the adoption and



approval date of the current MTP, the updated MTP will need to be adopted and approved by December 2022.

Participation by FAST Planning, Alaska DOT&PF, and FNSB staff in FFY2023-24 is anticipated to include:

- MTP Update is currently underway; following air quality conformity analysis and interagency consultation (September 2022), MTP will be released for 30-day public comment period
- Review and response to comments received during public comment period (October/November 2022)
- Presentation of final MTP to FAST Planning Technical Committee and Policy Board for consideration of adoption (November 2022)
- Transmittal of adopted MTP to FHWA and FTA for approval (December 2022)
- Project management and coordination with consultant through completion of contract

Task 100(c) TIP

The current FFY2019-23 TIP was approved and adopted in January 2019 and is required to be replaced every four years. The obligation of funds programmed in the TIP and receipt of offsets from project closures, reductions to bid award, and other de-obligations are tracked monthly. Administrative Modifications and Amendments to the TIP are made on an as-needed basis for project schedule and funding adjustments.

| NOI | RIS | Project Description | Fund Code | Phase | FFY19 | FFY20 | FFY21 | FFY22 | FFY23 | Beyond |
|----------------------|------------|---|-----------|--------------|--------------|--------------|--------------|----------------|------------|----------------|
| 32119 | NHHWY0445 | 5th Avenue Reconstruction <small>Reconstruct 5th Avenue from Barndale to Noble Street to provide improved facilities for all users. Reconstruction includes 60ft consistent sidewalks and shoulders to accommodate bicycles. Landscaping and project maintenance, and engineering in accordance with FAST Planning's "Complete Street" Policy.</small> | STP | Design | 218.8 | | 109.8 | | | |
| | | | TAP | | 77.2 | | | | | |
| | | | SFF | | 26.4 | | 15.6 | | | |
| | | | STP | Right-of-Way | | 27.3 | | | | |
| | | | SFF | | | 2.7 | | | | |
| | | | STP | Utilities | | | | 409.4 | | |
| | | | SFF | | | | | 40.8 | | |
| | | | TAP | | | | | | 1,092.8 | |
| | | | SFF | Construction | | | | | | 153.6 |
| | | | ACC | | | | | | | |
| AC | | | | | | | | 1,092.8 | | |
| Project Total | | | | | 325.0 | 0.0 | 190.8 | 2,513.2 | 0.0 | 0.0 |
| 32279 | NHHWY00447 | Airport West Bicycle & Pedestrian Facility <small>Construct secure and protected connection between Terminal International Airport terminal to the neighborhoods east of the Airport and connect non-motorized facilities along State Road.</small> | STP | Design | 302.2 | 154.8 | | | | |
| | | | SM | | 29.8 | 15.4 | | | | |
| | | | STP | Right-of-Way | | 2.3 | | | | |
| | | | SM | | | 0.2 | | | | |
| | | | STP | Utilities | | | 9.1 | | | |
| | | | SM | | | | 0.9 | | | |
| | | | STP | Construction | | | | | | 2,274.3 |
| Project Total | | | | | 332.0 | 172.5 | 10.0 | 0.0 | 0.0 | 2,269.0 |
| 21834 | NHHWY00395 | Advanced Project Definition <small>Provide funding to the State and City to develop new estimates for the project.</small> | STP | Planning | 91.0 | | | | 91.0 | |
| | | | FAM | | 0.0 | | | | 91.0 | |
| Project Total | | | | | 100.0 | 0.0 | 0.0 | 100.0 | 0.0 | 0.0 |

Development of a new FFY2023-27 TIP by FAST Planning staff is currently underway concurrent with the update of the MTP. The initial effort involved review and revision of project scoring criteria and nomination form by the FAST Planning Technical Committee and Policy Board, and will be followed by a call for project nominations from local agencies and the public. The project nominations often, but are not all required to, come from the short-range list of projects included in the updated MTP. A workshop will be held for local agencies and the public to explain the nomination process, scoring criteria, and project selection process for funding. At the close of the nomination period, FAST Planning Technical Committee members will score and rank the projects in order of priority for consideration of funding in the new TIP. Concurrently, Alaska DOT&PF staff will prepare scopes, schedules, and estimates (SSEs) for each project nominated. Once the SSEs and project rankings are complete, FAST Planning will develop a fiscally constrained draft TIP providing a funding plan for the top ranked projects for release for public comment. During the public comment period an air quality conformity analysis and interagency consultation will also be completed. After public comments are addresses and/or resolved, and an air quality conformity determination is made, the final TIP will then be presented to the FAST Planning Technical Committee and Policy Board for consideration of being adopted. Following adoption, the final TIP will be transmitted to FHWA and FTA for approval and to Alaska DOT&PF for inclusion into the Statewide Transportation Improvement

Program (STIP). Based on the adoption and approval date of the current TIP, a new TIP will need to be adopted and approved by January 2023.

Participation by FAST Planning, Alaska DOT&PF, and FNSB staff in FFY2023-24 is anticipated to include:

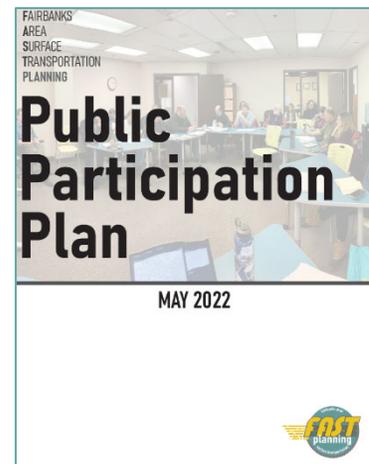
- Monthly tracking of obligated funds in the TIP and receipt of offsets from project closures, reductions to bid award, and other de-obligations through FFY23 and FFY24
- Administrative Modifications and Amendments to TIP on an as-needed basis through FFY23 and FFY24
- FFY23-27 TIP development is currently underway; following air quality conformity analysis and interagency consultation (September 2022), TIP will be released for 30-day public comment period
- Review and response to comments received during public comment period (October/November 2022)
- Presentation of final FFY23-27 TIP to FAST Planning Technical Committee and Policy Board for consideration of adoption (November 2022)
- Transmittal of adopted TIP to FHWA and FTA for approval (December 2022)

Task 100(d) PPP

FAST Planning adopted an updated Public Participation Plan (PPP) in May 2022 and a Title VI Non-discrimination Implementation Plan in October 2020. With the recent COVID-19 pandemic and social distancing guidelines mandated by State and local governments, new provisions for public meetings are actively being implemented and were included in the updates to these plans.

The purpose of the PPP is to set procedures for FAST Planning to engage residents of the MPO in transportation planning process in a meaningful way. Key elements of this plan include the following:

- Maintaining a FAST Planning website with staff and committee member contact information, operating documents, plans and policies, project information, meeting calendar and agenda packets and minutes, online public comment submission form, and an interactive map for the MPA that shows the transportation network with comment form that welcomes any and all comments to the MPO
- Hosting all FAST Planning committee meetings open to and accessible by the public, including Technical Committee, Policy Board, Seasonal Mobility Task Force, Bicycle & Pedestrian Advisory Committee, Project Enhancement Committee and all other subcommittee, work session, and project-specific meetings
- Preparing meeting agendas, packets, and minutes for all FAST Planning committee meetings



- Providing public comment periods, open house events, workshops, online surveys, interactive maps, and other opportunities to comment on all FAST Planning plans, including the UPWP, MTP, TIP, PPP, Title VI, and supplemental plans such as the Road/Rail Crossing Reduction/Realignment Plan, Non-Motorized Plan, and Road Service Area Expansion Plan
- Maintaining a presence on social media (Facebook, Twitter, Instagram, and LinkedIn) for additional interaction and opportunity for the general public to engage in the transportation planning process
- Hosting local events such as the Annual Winter Maintenance Forum, volunteer-based Annual Bicycle & Pedestrian Count Program, and Wheelabouts (wheelchair mobility exercises); and hosting booths at the Midnight Sun Festival and other local events
- Annual revision, printing, and distribution of a Bikeways map for Fairbanks and North Pole
- Advertising all meetings, events, and public comment opportunities in the newspaper, on FAST Planning's website and social media accounts, local bulletin boards, radio and television, and online public notices with the FNSB and Alaska DOT&PF

The Title VI Plan is integral to the PPP and provides specific goals, objectives, and strategies for reaching low-income, minority, and Limited English Proficiency populations to help mitigate barriers to public participation in the transportation planning process. As a Federal Aid recipient, FAST Planning has the responsibility to ensure that its programs, plans, and policies are carried out in a manner that is not discriminatory, regardless of race, color, national origin, or sex (gender) in accordance with Title VI of the Civil Rights Act of 1964, as amended. Measures currently being implemented include:

- Hosting all meetings open to the public and broad advertisement of meetings, events, and public comment opportunities in accordance with the PPP to reach different demographics of the population within the MPA
- Holding meetings virtually and in person at a location familiar and comfortable to the public, accessible by non-motorized travel and transit, and in ADA-accessible buildings
- Providing contact information on all public notices and advertisements for individuals to request special accommodations for translation (language barriers) and hearing and sight impairments
- Preparing Title VI Reports for the Alaska DOT&PF Civil Rights Office for every FAST Planning meeting and event held open to the public and public comment periods
- Advertisement of Title VI complaint procedures and complaint form for any person who believes they have been excluded from or denied the benefits of, or subjected to discrimination on the basis of race, color, national origin, or sex (gender) under any FAST Planning plan, program, or activity
- Annual participation by all FAST Planning staff in Title VI training



Participation by FAST Planning, Alaska DOT&PF, and FNSB staff in FFY2023-24 is anticipated to include implementation of the PPP and Title VI Plan through FFY2023 and FFY2024 as outlined above.

Task 100(e) Air Quality

The MPA is within a Serious PM^{2.5} Non-attainment Area and CO Maintenance Area as designated by the U.S. Environmental Protection Agency. The FNSB and Alaska DEC have joint responsibility to develop and implement a PM_{2.5} State Implementation Plan and CO Maintenance Plan to work towards attainment of air quality standards. FAST Planning, FNSB, and Alaska DOT&PF staff support these efforts with travel demand modeling to forecast contributing vehicle emissions and assist with identification of transportation projects and programs that reduce emissions. The Alaska DOT&PF also annually sets aside Congestion Mitigation & Air Quality (CMAQ) funds for these projects and programs. FAST Planning serves as the Project Evaluation Board for development of project scoring criteria, carrying out the project nomination process, and scoring and prioritizing the projects for the Alaska DOT&PF to consider programming and executing the projects. The most recent project nomination process was held in FFY2020 for which a 10-year funding plan was developed for 19 eligible projects under this program. FAST Planning will annually review the status of these projects in late FFY2022 and issue a call for new project nominations in early FFY2023 as additional CMAQ funding and new Carbon Reduction Program funding becomes available under the Infrastructure Investment & Jobs Act (IIJA) and/or there is heightened need for more timely progress towards attainment of air quality standards.

Participation by FAST Planning, Alaska DOT&PF, and FNSB staff in FFY2023-24 is anticipated to include:

- Travel demand modeling as needed for vehicle emission forecasts and MTP and TIP development (air quality conformity analyses)
- Review of project eligibilities for new Carbon Reduction Program and establishing a project nomination and selection process for the formula funding allocation to FAST Planning (October 2022)
- Review and revision of CMAQ project scoring criteria for PM_{2.5} Non-attainment Area, including consideration for combining CMAQ Program and Carbon Reduction Program under a single set of criteria (November/December 2022)
- Call for project nominations to CMAQ Program for projects within the PM_{2.5} Non-attainment Area and Carbon Reduction Program for projects within MPA boundary (January 2023)
- Project scoring, selection, and fund programming for inclusion into the TIP and STIP (February 2023)
- Annual review of project status, scope changes, and funding plan

Task 100(f) MPA Boundary

Every 10 years the U.S. Census Bureau performs a count of the population and from this data collection effort Urbanized Area boundaries are established. Publication of the 2020 Urbanized Area boundaries across every state in the U.S. is expected by October 2022. MPOs are subsequently tasked with

examining these boundaries in cooperation with State and other, local public transportation system operators to adjust them as necessary to develop an MPA boundary. The MPA boundary shall encompass the entire Urbanized Area (as defined by the U.S. Census Bureau) plus the contiguous area expected to become urbanized within a 20-year forecast period for the MTP. As appropriate, additional adjustments should be made to reflect the most comprehensive MPA boundary to foster an effective planning process that ensures connectivity between modes, improves access to modal systems, and promotes efficient overall transportation investment strategies.

Participation by FAST Planning, Alaska DOT&PF, and FNSB staff in FFY2023-24 is anticipated to include:

- Upon receipt of 2020 Census data and new Urbanized Area boundary, adjacent areas expected to become urbanized within the next 20 years will be analyzed to develop proposed alternatives for the new MPA boundary (October 2022 - February 2023)
- Alternatives released for 30-day agency and public comment period (March 2023)
- Review and response to comments received during comment period (April 2023)
- Presentation of preferred alternative for new MPA boundary to FAST Planning Technical Committee and Policy Board for consideration of adoption (May 2023)
- Transmittal of adopted MPA Boundary to Governor's Office for approval (June 2023)
- Provide GIS files of the MPA Boundary to FHWA and FTA for informational purposes (July 2023)

Task 100(g) Support Services

This task encompasses all other program needs for the operation of the MPO, including but not limited to the following:

- Management and operation of the FAST Planning 501(c)(3) Non-profit Corporation (human resources, payroll, accounts payable/receivable, office space leasing, asset management, insurance coverages, audits, business licensing, and tax filings)
- FAST Planning budget preparation, tracking, and amendment
- Monitoring FAST Planning's state fund appropriation balances
- Review of FAST Planning agreements and policies and procedures as needed
- Professional development for staff (attending online and in-person trainings and conferences)
- Attending and participating in local, regional, and state committee and commission meetings
- Providing guest presentations to committees, commissions, local organizations and chapters, and other interest groups
- Serving on the Statewide Transportation Innovation Council, Statewide Connected & Autonomous Team, and Chamber of Commerce Transportation Committee
- Attending project status meetings, open house events, stakeholder group, and other Alaska DOT&PF and FNSB planning meetings
- GIS mapping of the transportation network, including preparation of areawide and project specific maps

- Review and submittal of comments on local, state, and federal legislation and planning documents
- Hosting and attending weekly FAST Planning staff meetings
- Responding to and fulfilling data and records requests
- Researching and pursuing grant funding opportunities for transportation projects and programs
- General communication and correspondence with members of the public, organizations, agencies, elected/appointed officials, and other interested parties

PUBLIC TRANSIT SYSTEM PLANNING

The FNSB Transportation Department has been receiving FTA Section 5303 planning funds through an agreement between the FNSB and Alaska DOT&PF since Fairbanks and North Pole became an Urbanized Area with the 2000 Census. This funding is used to conduct planning activities related to the operation and improvement of the public transit system, including data collection, studies, system performance management, capital planning and asset management, preparation of reports and plans, and training and technical assistance for staff. The public transit system currently consists of a fixed route and demand response systems respectively known as MACS and VanTran. The MACS fixed route system operates eight transit routes and serves the general public. The VanTran system is an ADA demand response service for individuals whose physical, cognitive, or sensory disabilities prevent them from using the MACS fixed route system.



Beginning in FFY2023, however, the FTA Section 5303 funds will be transferred to FAST Planning under a Consolidated Planning Grant Agreement with the Alaska DOT&PF to perform the transit planning work for the public transit system on behalf of the FNSB Transportation Department. The Consolidated Planning Grant Agreement is expected to be executed by August 2022 and is currently supported by the FNSB, FAST Planning, Alaska DOT&PF, FHWA, and FTA. FAST Planning intends to accomplish the transit planning work through consulting contracts and addition of a new

staff member at FAST Planning dedicated primarily to transit planning. One of the major tasks in the first year of this new arrangement will be to lead an effort to update the public transit system's Long & Short Range Transit Plan, which was last updated in 2013. Additional, ongoing planning support for the FNSB Transportation Department is also needed for a variety of tasks, including but not limited to: updating the Coordinated Public Transit-Human Services Transportation Plan and planning support for FTA grant applications, technology upgrades, Triennial Review with FTA, website modernization, fixed route maps/schedules/brochures, social media messaging to the public, and coordination of transit planning efforts with the MTP, TIP, and Non-motorized Plan.

A more detailed work plan under the new Consolidated Planning Grant Agreement will need to be developed in late FFY2022 or early FFY2023, but at this time participation by FAST Planning, Alaska DOT&PF, and FNSB staff in FFY2023-24 is anticipated to include initiation of the following tasks.

Task 200(a) Long & Short Range Transit Plan

FAST Planning will lead the effort to update the Long & Short Range Transit Plan, which was last updated in 2013. This effort will include developing a scope of work and hiring consultant team through a competitive Request for Proposals (RFP) process to develop a new Plan, including the following:

- a. Vision, Goals, & Objectives
- b. Review of Existing Services, Ridership Data, Transit Assets, & System Performance
- c. Public Outreach, including Public Meetings & Rider Surveys
- d. Demographic Analysis, Population Trends, & Current/Future Land Use
- e. Review of Local Economic Benefits & Impacts of Transit Service
- f. Current/Future Needs Analysis
- g. Scenario Planning & Alternatives Analysis
- h. Recommendations & Implementation Plan
 - i. Service Guidelines, Standards, & Performance Measures
 - ii. Short Term Network for Fixed Routes & Bus Stop Locations
 - iii. Long Term Network for Fixed Routes & Bus Stop Locations (based on population growth and land use projections)
 - iv. Bus Stop Design/Accessibility Guidelines & Maintenance Considerations
 - v. Paratransit Service
 - vi. Transit Asset Management
 - vii. Short, Medium, & Long Range Capital Improvements*
 - viii. Financial Plan for Service, Operations, & Capital Improvements*

**May be done under a separate, future planning effort.*

Task 200(b) Coordinated Transportation Plan

FAST Planning will lead the effort to update the Coordinated Public Transit-Human Services Transportation Plan, which was last updated in 2015. This effort will include developing a scope of work and hiring consultant team through a competitive RFP process to develop a new Plan. At the staff level it will also involve FAST Planning to establish monthly/quarterly meetings with stakeholders and service providers to identify and prioritize strategies for meeting the transportation needs of individuals with disabilities, older adults, and lower income/minority populations.

Task 200(c) Transit Planning Support

In addition to coordination of transit planning efforts with the MTP, TIP, Non-Motorized Plan, and PPP, FAST Planning will provide the planning support to the FNSB Transportation Department for:

- FTA grant applications (5307, 5309, 5337, 5339 funds)
- Transit technology upgrades (automatic vehicle location with real-time customer facing apps, digital fare sales, wi-fi on buses, testing vehicle electrification technology, traffic signal prioritization, etc.)
- Triennial Review with FTA on the public transit system's performance and compliance with Federal rules and regulations
- MACS Transit website modernization, fixed route maps/schedules/ brochures, and social media messaging to the public

SUPPLEMENTAL PLANS & PROJECTS

Task 300(a) Advanced Project Definition

FAST Planning programmatically sets aside \$100,000 in STP funds every three years for development of SSEs on an as-needed basis for projects nominated to the MTP, TIP, and CMAQ Program. This is an ongoing project that was last funded in FFY2022, which also covers FFY2023-24 for this UPWP. The SSEs are completed by Alaska DOT&PF staff at the request of FAST Planning at the time projects are nominated by local agencies and the public for funding. The City of Fairbanks also received a portion of this funding for development of SSEs for their projects.

Task 300(b) Road Service Area Expansion Plan

FAST Planning completed a Road Service Area Expansion Plan in November 2021 to address roads with no maintenance authority, also known as “orphan roads,” within the MPA. This planning effort was jointly funded in FFY2020 by FAST Planning and the FNSB in the amount of \$170,000 in STP funds and general fund contributions from the FNSB. The effort included development of alternatives for consolidation of Road Service Areas (RSAs), annexation of orphan roads into existing RSAs, an incentive program to bring orphan roads up to standard following the annexation process, and development of a Road Standards Manual for the FNSB. All of these efforts still require further presentation and discussion with the FNSB Planning Commission, Road Service Area Committee, and Assembly for consideration of selecting preferred alternatives and legislative action/adoption. FAST Planning and the FNSB Community Planning, Public Works, and Rural Services Departments plan to continue these efforts in FFY2023-24.

Task 300(c) Complete Streets Prioritization Plan

The IJJA requires MPOs to use at least 2.5% of their Metropolitan Planning funds to increase safe and accessible options for multiple travel modes for people of all ages and abilities, which may include development of Complete Streets standards/policies; development of Complete Streets Prioritization Plan; development of Active Transportation Plans; regional or megaregional planning to consider alternatives to new highway capacity; or development of plans and policies to support transit-oriented development. FAST Planning already has a Complete Streets Policy, which was adopted in 2015, but has not yet developed a Complete Streets Prioritization Plan. In FFY2023-24, FAST Planning intends to review and update the 2015 policy through their Project Enhancement Committee, Bicycle & Pedestrian Advisory Committee, Technical Committee, and Policy Board. Following updates and amendments to this policy, FAST Planning will develop a Complete Streets Prioritization Plan utilizing existing staff resources at FAST Planning, Alaska DOT&PF, and FNSB.

Task 300(d) Critical Urban Freight Corridors

The IIJA increased the maximum number of miles a State or MPO can designate for Critical Urban Freight Corridors from 75 to 150 miles. These designations are only available with the MPAs of the two MPOs in the State – Anchorage and Fairbanks. In October 2018, FAST Planning designated 14.8 miles of Critical Urban Freight Corridors with the MPA when the limit was 75 miles, only using 20% of the mileage and reserving the other 80% for designation in Anchorage. Provided the amount of miles that can be designated has doubled, FAST Planning intends to designate up to 15 more miles of Critical Urban Freight Corridors in coordination with the list of Primary Freight Routes identified in Freight Mobility Plan developed and adopted by FAST Planning in 2019.

Task 300(e) Electric Vehicle Infrastructure Deployment Plan

The IIJA requires each State to designate Alternative Fuel Corridors and submit an Electric Vehicle Infrastructure Deployment Plan by August 1, 2022, in order to be able to obligate the Formula funds appropriated to each State for electric vehicle charging infrastructure. Development of this plan will be led by the Alaska DOT&PF and Alaska Energy Authority and we understand will be focused on the highway system between Anchorage and Fairbanks. To supplement this plan, FAST Planning intends to develop a more detailed plan for the MPA to create a network of electric vehicle charging stations in Fairbanks and North Pole considering the needs of school systems, public transportation, local government entities, and other public and private users. The plan would be developed utilizing staff resources at FAST Planning, Alaska DOT&PF, and FNSB in partnership with the Alaska Energy Authority, Fairbanks Economic Development Corporation, Fairbanks Chamber of Commerce, and Golden Valley Electric Association.

CONTINGENCY PLANS & PROJECTS

Task 400(a) Safe Routes to School Assessments

The IIJA codifies into law the Safe Routes to School (SRTS) Program and expands its application through the 12th grade. Previously FAST Planning (formerly FMATS) completed SRTS Assessments for every elementary and middle school with the MPA in 2012 and has constructed approximately half of the improvements identified in those Assessments. Provided the new provisions in the IIJA, FAST Planning has interest in performing SRTS Assessments for the high schools in the MPA to identify new programs and projects for these facilities. Lathrop High School was already assessed under the original 2012 effort due to its proximity (joint campus) with an elementary and middle school. For this effort FAST Planning could focus on the schools that were not previously assessed, which includes West Valley, Hutchison, and North Pole High Schools.

Task 400(b) Local Safety Action Plan

The IIJA established the new Safe Streets and Roads for All (SS4A) Discretionary Grant Program to fund regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. FAST Planning intends to apply for this grant opportunity in FFY2022 for a planning study to complete a vulnerable road user safety assessment and Local Safety Action Plan specific to FAST Planning's MPA. If awarded, the planning study would commence in FFY2023 through FFY2024.

Task 400(c) Driver's Education Program

Based on data compiled by the Alaska DOT&PF for the Fairbanks, Anchorage, and Juneau areas, younger drivers (age 15 to 19) have the highest crash rate among all other age groups. FAST Planning would therefore like to develop a plan/project to increase student participation in Driver's Education. Student participation in Driver's Education is extremely low in Fairbanks, though students and parents are interested. In the absence of state/local laws mandating Driver's Education courses, it appears the biggest incentive for students to complete the course is for the insurance discount. However, the cost of the courses available to Fairbanks drivers is a significant barrier to participation. FAST Planning would like to explore the possibility of providing a subsidy for the course cost to increase participation, or possibly partnering with the FNSB School District or a local driving school to get driver's education curriculum in the classroom or online that would be offered through the high schools (i.e. basic rules of the road, defensive driving techniques, etc.). High schools in Fairbanks currently do not have a driver's education curriculum/class.

Task 400(d) Household Travel Survey

FAST Planning (formerly FMATS) last completed a Household Travel Survey in 2013. FAST Planning has interest in conducting a new Household Travel Survey in FFY2023 or FFY2024 to gather more up-to-date trip data for the MPO's travel demand forecasting model for future MTPs. This effort would involve

hiring a consulting firm with experience in performing Household Travel Surveys and randomly recruiting households to participate to collect data regarding origins and destinations, trip length, time of day, mode of transportation, and other household characteristics. Provided the last time this effort was conducted was over 10 years ago, the data would strengthen the accuracy and reliability of the MPO's travel demand forecasting model, fill in gaps in knowledge about our community's travel patterns, and make the model easier to calibrate for future MTPs.

Task 400(e) Transit Fare Pricing & Integration Study

Following the update to the Long & Short Range Transit Plan for the public transit system (see UPWP Task 200), there may be need to complete a Transit Fare Pricing & Integration Study. This would be a contingency project for FAST Planning using FTA Section 5303 funds to develop specific goals for the regional fare system, best practices for fare policies and payment methods, identifying barriers to transit ridership and developing viable alternatives, and making recommendations for future policies and fares that make the public transit system easier to use and encourage ridership.

Task 400(f) Transit Operational Efficiency Study

Following the update to the Long & Short Range Transit Plan for the public transit system (see UPWP Task 200), it is expected that further study will be needed to identify operational efficiencies for the system in fulfilling the recommendations of the Plan. This would be a contingency project for FAST Planning using FTA Section 5303 funds to develop specific goals to increase the efficiency of delivering transit service, reduce operating and capital costs, and improve system performance and rider experience. Such goals could include developing standard processes for information and data sharing, improving communication and marketing with the public, opportunities for staffing efficiencies, simplifying fare structures/payment methods, implementing new technologies across different platforms, staff training and recruitment, right-sizing bus configurations/size and routes based on ridership data/projections, reviewing and improving maintenance and dispatch practices, and maximizing FTA funding allocations and improving fiscal oversight/management.

Task 400(g) Housing Coordination Plan

The IJA adds several policy changes to better coordinate transportation planning with housing, including as a new eligible activity that MPOs may develop a Housing Coordination Plan that includes projects and strategies that may be considered in the MTP. Creation of a Housing Coordination Plan is not required of MPOs, but FAST Planning has interest developing a Plan for the MPA if grant funding was secured through the U.S. Department of Housing & Urban Development or other Federal agency. The MPA is experiencing significant housing growth in the North Pole area due to the recent expansion of Eielson Air Force Base which necessitates a concentrated look at the transportation infrastructure needs for this area. In addition, the FNSB is currently working on a new Downtown Plan for Fairbanks, which is outlining the need for new high-density/multi-family housing in the downtown area.

Task 400(h) Resilience Improvement Plan

The IJA established the new Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program, which allows MPOs to apply for Resilience Planning Grants, which can be used for developing a local Resilience Improvement Plan, scenario development and vulnerability assessments, technical capacity building, and/or evacuation planning and preparation. Provided the Fairbanks area's challenges in recent years with melting permafrost, increased wildfire activity, and extreme weather events that has resulted in increased precipitation, flooding, wind events/power outages, increased snowfall, and roadway icing, FAST Planning has interest in applying for a Resilience Planning Grant to develop a local Resilience Improvement Plan. The Plan would help the MPA identify new projects and programs to enable existing at-risk infrastructure better withstand these changing conditions, protect our transportation investments, and improve safety for the travelling public.

Task 400(i) College Road Planning Study

FAST Planning (formerly FMATS) completed a Corridor Study for College Road in 2014, which recommended a road diet to improve safety and better accommodate all transportation modes (vehicles, pedestrians, bicycles, and transit). More specifically, the study recommended reallocating the existing four travel lanes into two vehicle travel lanes, a center turn lane, and a bike lane in each direction, but this recommendation was ultimately rejected in a split vote by the Policy Board. College Road was subsequently reconstructed similar to existing configuration, but the roadway width and traffic signals were designed to accommodate the 2014 recommendation at a low cost (simple roadway re-striping effort) should there be renewed interest in the original recommendation. Based on new public support for the original recommendation from 2017 to present, FAST Planning included a new project in the MTP (2018) and Non-Motorized Transportation Plan (2021) called the "College Road Safety & Access Improvements" project to reexamine the findings of the 2014 Corridor Study and perform a new planning effort to reach out to the property owners along College Road and the general public to gather feedback on the original recommendation and other alternatives, including the "no action" alternative. If approved by the Policy Board, FAST Planning staff will carry out this new planning effort to generate discussion with the community on the topic, which may or may not result in a new project for College Road funded through the TIP or STIP.

Task 400(j) Downtown Streets Traffic Study

In coordination with the new Downtown Plan currently being developed by the FNSB, many public comments have been received about possibly converting the one-way streets in the downtown core to two-way streets. The Downtown Plan will likely not provide a recommendation on this topic, but based on the public's interest in this conversion, FAST Planning could hire a traffic engineering consultant to perform a traffic study to examine best practices of one-way versus two-way streets in downtowns of our size and provide an overview of the implications to traffic flow and roadway redesigns that would be

needed to accommodate the conversion. Provided that downtown streets are managed and maintained by the City of Fairbanks, FAST Planning will seek their input on whether or not to consider funding such a study through the TIP or a applying for a planning grant under the IJJA's new Reconnecting Communities Pilot Program.

Task 400(k) Kinross Ore Trucking Plan Traffic Study

The Alaska DOT&PF is funding a Corridor Study for the Kinross ore trucking plan from Tetlin to Fort Knox in response to the public's concerns over increased truck traffic on the rural highway system and roadways within the urban MPA. In April 2022 FAST Planning advanced a letter to the Alaska DOT&PF's Advisory Committee working on the Corridor Study with a proposed scope of work for a traffic study through the urban portion of the trucking plan. By early FFY2023 FAST Planning will know whether or not the proposed scope of work will be completed under the larger Corridor Study. If any elements of the proposed scope of work are not included, FAST Planning's Policy Board may authorize funds in the TIP to hire a consultant to perform a separate traffic study for the elements not included in the larger Corridor Study.

Task 400(l) Geist/Chena Pump Road Corridor Study

With the recent development of the new Non-Motorized Plan (2021) for the MPA there were a number of safety and access control issues highlighted along Geist Road and Chena Pump Road, including driveway density, intersection configuration, and conflicts between motorized and non-motorized users. This proposed corridor study would examine these issues throughout the corridor from University Avenue to Chena Small Tracts Road to identify projects that improve safety and address access management for all users.

Task 400(m) Peger Road/Airport Way Intersection Study

With the recent development of the Pioneer Park Master Plan (2022), Airport Way Design Toolkit & Site-Specific Recommendations (2018), proposed Kinross trucking plan to use Peger Road as a route, and an active design project to extend a new separated path to this intersection, an effort is needed coordinate the plans and proposed improvements with each other. In addition, sight distance issues and crash rates at this intersection need to be examined and addressed. The effort would require traffic engineering and planning/public involvement. The purpose of this study would be to develop concept-level alternatives for public feedback on proposed improvements to the intersection that meet the intent of current plans, improve safety, limit conflicts between users, and improve traffic flow.

FUNDING SOURCES & ESTIMATED COSTS

Table 2. Funding Sources for Metropolitan Planning Activities

Metropolitan Planning (PL) Funds

| Description | FFY2023 | FFY2024 |
|---|-------------------|-------------------|
| FFY2022 Supplemental PL Distribution | \$ 55,571 | \$ - |
| FFY2023/24 PL Distribution (<i>projected</i>) | \$ 529,344 | \$ 529,344 |
| PL Funds | \$ 584,915 | \$ 529,344 |
| 9.03% Match | \$ 58,061 | \$ 52,545 |
| Subtotal | \$ 642,976 | \$ 581,889 |
| Less 7.18% ICAP | \$ (46,166) | \$ (41,780) |
| TOTAL | \$ 596,810 | \$ 540,109 |

Supplemental Surface Transportation Program (STP) Funds

| Description | FFY2023 | FFY2024 |
|-------------------------------|-------------------|-------------------|
| FFY2023 TIP Obligation | \$ 100,000 | \$ - |
| FFY2024 TIP Obligation | \$ - | \$ 150,000 |
| Supplemental STP Funds | \$ 100,000 | \$ 150,000 |
| 9.03% Match | \$ 9,926 | \$ 14,890 |
| Subtotal | \$ 109,926 | \$ 164,890 |
| Less 7.18% ICAP | \$ (7,893) | \$ (11,839) |
| TOTAL | \$ 102,034 | \$ 153,050 |

Metropolitan Planning (PL + STP) Total \$ 698,844 \$ 693,159

Table 3. Funding Sources for Transit Planning Activities

Transit Planning (FTA 5303) Funds

| Description | FFY2023 | FFY2024 |
|-----------------------|-------------------|-------------------|
| FFY2019 Apportionment | \$ 103,397 | \$ - |
| FFY2020 Apportionment | \$ 111,258 | \$ - |
| FFY2021 Apportionment | \$ 105,632 | \$ - |
| FFY2022 Apportionment | \$ 137,447 | \$ - |
| FFY2023 Apportionment | \$ 140,318 | \$ - |
| FFY2024 Apportionment | \$ - | \$ 143,982 |
| FTA 5303 Funds | \$ 598,052 | \$ 143,982 |
| 9.03% Match | \$ 59,365 | \$ 14,292 |
| Subtotal | \$ 657,416 | \$ 158,274 |
| Less 7.18% ICAP | \$ (47,202) | \$ (11,364) |
| TOTAL | \$ 610,214 | \$ 146,910 |

Table 4. Estimated Costs by Task

| Task | Description | Fund Source | FFY2023 | FFY2024 | Activity Type | | |
|--|--|---------------|-------------------|-------------------|----------------|------------------|-------------------|
| | | | | | Metro Planning | Transit Planning | TIP Project/Grant |
| Required Plans & Programs | | | | | | | |
| 100(a) | Unified Planning Work Program | PL/STP | \$ 30,000 | \$ 40,000 | X | | |
| 100(b) | Metropolitan Transportation Plan | PL/STP | \$ 50,000 | \$ 30,000 | X | | |
| 100(c) | Transportation Improvement Program | PL/STP | \$ 80,000 | \$ 120,000 | X | | |
| 100(d) | Public Participation Plan | PL/STP | \$ 170,000 | \$ 200,000 | X | | |
| 100(e) | Air Quality | PL/STP | \$ 50,000 | \$ 50,000 | X | | |
| 100(f) | MPA Boundary | PL/STP | \$ 120,000 | \$ 35,000 | X | | |
| 100(g) | Support Services | PL/STP | \$ 130,000 | \$ 130,000 | X | | |
| | Subtotal | | \$ 630,000 | \$ 605,000 | | | |
| | Less 7.18% ICAP | | \$ (45,234) | \$ (43,439) | | | |
| | TOTAL | | \$ 584,766 | \$ 561,561 | | | |
| Public Transit System Planning | | | | | | | |
| 200(a) | Long & Short Range Plan Update ¹ | FTA 5303 | \$ 350,000 | \$ 45,000 | | X | |
| 200(b) | Coordinated Transportation Plan Update ¹ | FTA 5303 | \$ 150,000 | \$ 10,000 | | X | |
| 200(c) | FNSB Planning Support | FTA 5303 | \$ 150,000 | \$ 100,000 | | X | |
| | Subtotal | | \$ 650,000 | \$ 155,000 | | | |
| | Less 7.18% ICAP | | \$ (46,670) | \$ (11,129) | | | |
| | TOTAL | | \$ 603,330 | \$ 143,871 | | | |
| Supplemental Plans & Projects | | | | | | | |
| 300(a) | Advanced Project Definition ² | STP | \$ - | \$ - | | | X |
| 300(b) | Road Service Area Expansion Plan | PL/STP | \$ 30,000 | \$ 20,000 | X | | |
| 300(c) | Complete Streets Prioritization Plan | PL/STP | \$ - | \$ 90,000 | X | | |
| 300(d) | Critical Urban Freight Corridors | PL/STP | \$ 20,000 | \$ - | X | | |
| 300(e) | Electric Vehicle Infrastructure Deployment Plan ¹ | PL/STP | \$ 70,000 | \$ 30,000 | X | | |
| | Subtotal | | \$ 120,000 | \$ 140,000 | X | | |
| | Less 7.18% ICAP | | \$ (8,616) | \$ (10,052) | X | | |
| | TOTAL | | \$ 111,384 | \$ 129,948 | | | |
| Contingency Plans & Projects | | | | | | | |
| 400(a) | Safe Routes to School Assessments ¹ | TAP | \$ 60,000 | \$ - | | | X |
| 400(b) | Local Safety Action Plan ¹ | Federal Grant | \$ 150,000 | \$ 50,000 | | | X |
| 400(c) | Driver's Education Program | State Grant | \$ - | \$ 150,000 | | | X |
| 400(d) | Household Travel Survey ¹ | STP | \$ - | \$ 100,000 | | | X |
| 400(e) | Transit Fare Pricing & Integration Study ¹ | FTA 5303 | \$ 30,000 | \$ - | | X | |
| 400(f) | Transit Operational Efficiency Study ¹ | FTA 5303 | \$ - | \$ 100,000 | | X | |
| 400(g) | Housing Coordination Plan ¹ | Federal Grant | \$ - | \$ 150,000 | | | X |
| 400(h) | Resilience Improvement Plan ¹ | Federal Grant | \$ 150,000 | \$ 50,000 | | | X |
| 400(i) | College Road Planning Study | STP | \$ - | \$ 100,000 | | | X |
| 400(j) | Downtown Streets Traffic Study ¹ | Federal Grant | \$ - | \$ 150,000 | | | X |
| 400(k) | Kinross Ore Trucking Plan Traffic Study ¹ | STP | \$ 50,000 | \$ - | | | X |
| 400(l) | Geist/Chena Pump Road Corridor Study ¹ | STP/HSIP | \$ - | \$ 150,000 | | | X |
| 400(m) | Peger Road/Airport Way Intersection Study ¹ | STP/HSIP | \$ 80,000 | \$ - | | | X |
| | Subtotal | | \$ 520,000 | \$ 1,000,000 | | | |
| | Less 7.18% ICAP | | \$ (37,336) | \$ (71,800) | | | |
| | TOTAL | | \$ 482,664 | \$ 928,200 | | | |

¹Assumes use of a Consultant for plan development²Funds obligated in FFY2022 for FFY2022-24

Table 5. Funding Source & Estimated Cost Comparison

| Metropolitan Planning (PL+STP) Funds | FFY2023 | FFY2024 |
|---|-------------------|-------------------|
| Available Funding (Table 2) | \$ 698,844 | \$ 693,159 |
| Estimated Costs (Table 4) | | |
| Task 100 Requires Plans & Programs | \$ 584,766 | \$ 561,561 |
| Task 300 Supplemental Plans & Projects | \$ 111,384 | \$ 129,948 |
| Total | \$ 696,150 | \$ 691,509 |
| Transit Planning (FTA 5303) Funds | | |
| Available Funding (Table 3) | \$ 610,214 | \$ 146,910 |
| Estimated Costs (Table 4) | | |
| Task 200 Public Transit System Planning | \$ 603,330 | \$ 143,871 |
| Additional Funding needed for Contingency Plans & Projects (from TIP/Grants) | | |
| Task 400 Contingency Plans & Projects (Table 4) | \$ 482,664 | \$ 928,200 |

Table 6. Metropolitan & Transit Planning Fund Distribution

| Metropolitan Planning (PL+STP) Funds | FFY2023 | FFY2024 |
|--|-------------------|-------------------|
| FAST Planning | \$ 532,415 | \$ 526,844 |
| FNSB Community Planning | \$ 86,500 | \$ 86,500 |
| Alaska DOT&PF Planning | \$ 66,000 | \$ 66,000 |
| Subtotal | \$ 684,915 | \$ 679,344 |
| 9.03% Match ¹ | \$ 67,987 | \$ 67,434 |
| Subtotal | \$ 752,902 | \$ 746,778 |
| Less 7.18% ICAP | \$ (54,058) | \$ (53,619) |
| TOTAL | \$ 698,844 | \$ 693,159 |
| Transit Planning (FTA 5303) Funds | | |
| FAST Planning | \$ 598,052 | \$ 143,982 |
| 9.03% Match ² | \$ 59,365 | \$ 14,292 |
| Subtotal | \$ 657,416 | \$ 158,274 |
| Less 7.18% ICAP | \$ (47,202) | \$ (11,364) |
| TOTAL | \$ 610,214 | \$ 146,910 |

¹Cash match paid by receiving agency. FAST Planning's match comes from Annual Dues from local governments and/or State legislative appropriations.

²Cash and/or in-kind match provided by FNSB Transportation Department.

Table 7. Past UPWP (FFY2021/22) Annual Office Budget for FAST Planning

(For comparison purposes with Table 6 - Metropolitan Planning [PL+STP] Fund Distribution to FAST Planning)

| Expenditures | Amount |
|-------------------------|-------------------|
| Personnel | \$ 348,291 |
| Office & Administrative | \$ 61,100 |
| Information Technology | \$ 26,900 |
| Meetings | \$ 3,100 |
| Training | \$ 12,000 |
| Advertising | \$ 20,500 |
| Supplies | \$ 9,200 |
| TOTAL | \$ 481,091 |
| | |
| Revenue | Amount |
| PL Fund Distribution | \$ 321,244 |
| 9.03% Match | \$ 31,888 |
| Supplmental STP Funds | \$ 138,229 |
| 9.03% Match | \$ 13,721 |
| Subtotal | \$ 505,082 |
| Less 4.75% ICAP | \$ (23,991) |
| TOTAL | \$ 481,091 |

Table 8. Metropolitan Planning (PL) Fund Distributions FFY2003-22

| | Fairbanks MPO PL Fund Allocation | FMATS/FAST Planning | FNSB | Alaska DOT&PF | Notes |
|---------|-------------------------------------|------------------------|------------|------------------|---|
| FFY2003 | \$ 225,000 | \$ - | \$ 131,907 | \$ 36,000 | TEA-21 in effect |
| FFY2004 | \$ 225,000 | \$ - | \$ 131,907 | \$ 36,000 | |
| FFY2005 | \$ 225,151 | \$ - | \$ 131,907 | \$ 36,000 | SAFETEA-LU passed by Congress |
| FFY2006 | \$ 225,313 | \$ - | \$ 131,907 | \$ 36,000 | |
| FFY2007 | \$ 228,895 | \$ - | \$ 131,907 | \$ 48,950 | |
| FFY2008 | \$ 232,534 | \$ - | \$ 131,907 | \$ 48,950 | Coordinator's Office Opened |
| FFY2009 | \$ 232,534 | \$ 51,677 | \$ 131,907 | \$ 48,950 | SAFETEA-LU Extended |
| FFY2010 | \$ 232,534 | \$ 51,677 | \$ 131,907 | \$ 48,950 | SAFETEA-LU Extended |
| FFY2011 | \$ 232,534 | \$ 51,677 | \$ 131,907 | \$ 48,950 | SAFETEA-LU Extended |
| FFY2012 | \$ 232,534 | \$ 51,677 | \$ 131,907 | \$ 48,950 | MAP-21 passed by Congress |
| FFY2013 | \$ 232,534 | \$ 51,677 | \$ 131,907 | \$ 48,950 | |
| FFY2014 | \$ 232,534 | \$ 51,677 | \$ 131,907 | \$ 48,950 | PL Distribution Formula revised beginning FFY2015 |
| FFY2015 | \$ 366,577 | \$ 181,600 | \$ 86,500 | \$ 60,000 | FAST Act passed by Congress |
| FFY2016 | \$ 366,185 | \$ 238,800 | \$ 86,500 | \$ 60,000 | |
| FFY2017 | \$ 448,228 | \$ 252,500 | \$ 86,500 | \$ 66,000 | |
| FFY2018 | \$ 427,136 | \$ 252,500 | \$ 86,500 | \$ 66,000 | |
| FFY2019 | \$ 427,925 | \$ 274,636 | \$ 86,500 | \$ 66,000 | |
| FFY2020 | \$ 457,120 | \$ 304,620 | \$ 86,500 | \$ 66,000 | |
| FFY2021 | \$ 473,744 | \$ 321,244 | \$ 86,500 | \$ 66,000 | |
| FFY2022 | \$ 473,744 | \$ 321,244 | \$ 86,500 | \$ 66,000 | |



April 17, 2024

Secretary Pete Buttigieg, U.S. Dept. of Transportation
1200 New Jersey Avenue SE, Washington DC, 20590

Subject: **Letter of Support for Alaska DOT&PF Grant Application
FFY2024 Prioritization Process Pilot Program – U.S. DOT Discretionary Grant**

Fairbanks Area Surface Transportation (FAST) Planning is the State-designated Metropolitan Planning Organization (MPO) for the Fairbanks and North Pole area in Interior Alaska, and we strongly support the Alaska Department of Transportation & Public Facilities' (DOT&PF's) grant application to the FFY2024 Prioritization Process Pilot Program. During development of the latest Statewide Transportation Improvement Program (STIP) funding plan for the State of Alaska, DOT&PF received a record number of public comments (over 1200) – many of which asked for more transparency and engagement in the project selection process. Therefore, the timing of this grant opportunity could not be better for DOT&PF to respond to this public sentiment with a concerted effort to strengthen their project prioritization process and make it more publicly accessible to communities throughout the State.

FAST Planning is a small MPO serving just over 70,000 residents, but this represents 10 percent of Alaska's population, and we would like to partner and fully participate in this effort alongside DOT&PF to support their endeavor to improve the State's project prioritization process. Through our participation it will also help us as an MPO, as well as the other two MPOs in the State, strengthen and standardize our own processes in coordination with DOT&PF. Through this application, we also want to truly thank DOT&PF for responding to the public's desire for a more transparent and engaging process and offering our MPO the opportunity to have a seat at the table to better serve the residents we represent.

Please consider our strong support in your decision to provide funding to the Alaska DOT&PF for FFY2024 Prioritization Process Pilot Program. If you have any questions or need additional information, please contact me at jackson.fox@fastplanning.us or (907) 590-1618.

Sincerely,

Jackson C. Fox, Executive Director

Jackson Fox

From: Bailey, Randi L (DOT) <randi.bailey@alaska.gov>
Sent: Thursday, March 28, 2024 10:21 AM
To: Jackson Fox
Cc: Lucey, Sara A (DOT)
Subject: DRAFT PPPP Grant Scope

Jackson- below is a *draft* project scope for the Project Prioritization Process. We are having a meeting this afternoon to discuss further and will provide you with any updates. Please review the draft scope and provide feedback if desired. Also, if FAST is in support and interested in writing a letter of support that would be greatly appreciated.

Project Description/Scope:

The State of Alaska will develop a project prioritization process to address the public's strong desire for transparency and engagement during the project selection process. The project prioritization will develop and implement priority objectives in consultation with MPOs, and RPOs with an emphasis on comprehensive public involvement. This process will result in a transparent, publicly accessible project selection model that incorporates the 10 federal planning factors, national performance measures, transportation goals, and core criterion considerations such as safety and equity.

An objective of this project prioritization process is to create a paradigm that will allow for context sensitivity regarding project selection. Criteria models will feed a host of other planning efforts and will inform the selection process of other plans/programs.

This process will also incorporate initiatives currently under development, such as the Statewide Equitable Community Connectivity Action Plan (SECCAP), which addresses equity as a component of DOT's project evaluation criteria to ensure equitable community access. The SECCAP findings will be incorporated into the project prioritization process. Transportation plans will be informed by the prioritization process, including the Statewide Long Range Transportation Plan, Strategic Highway Safety Plan, the Statewide Investment Plan (SIP), Waterways Plan, etc.

DOT&PF Project Goals:

- Develop a public involvement strategy for key milestones during the project selection process.
- Develop a prioritization process that will support a performance-based and data-driven approach to planning that will reflect public benefits in several core areas.
- Develop a prioritization process that is accessible and transparent.
- Develop clear, concise, standardized criteria that are usable by other transportation organizations (RPOs, MPOs, local governments, or organizations as desired) with criteria that can be weighted to accommodate different programs.
- Develop a standard set of data sources for influencing project selection decisions.
- Ability to allow continuous project intake and to ethically incorporate new technologies such as artificial intelligence, based on public involvement.
- Develop method to inform the public when decisions to include or not include a project are made in a manner that is contrary to the priority ranking established under the prioritization process.

This application has the support of partners and relevant stakeholders and gained their interest and support for their proposed prioritization process development and implementation. The Fairbanks Area Surface Transportation (FAST), the Anchorage Metropolitan Area Transportation Solutions (AMATS), and MatSu Valley Planning (MVP) Metropolitan Planning Organizations fully support this application and have indicated their enthusiastic willingness to assist with the development of this process.

Thank you,
Randi

Randi Bailey

Transportation Planner

AK Dept. of Transportation & Public Facilities, Fairbanks Field Office

2301 Peger Rd

Fairbanks, Alaska 99709

(907) 451-2386

[Planning](#) | [Environment](#) | [Real Estate](#) | [Process Pilot Program](#) | [HEP](#) | [Events](#) | [Guidance](#) | [Publications](#) | [Glossary](#) | [Awards](#) | [Co](#)

Prioritization Process Pilot Program Discretionary Grant

Discretionary Grant

PPP Discretionary Grant Program Fact Sheet (Coming soon)

The [Bipartisan Infrastructure Law \(BIL\)](#) established the new Prioritization Process Pilot Program discretionary grant program funded with \$50 million for FY 2022 thru 2026 [BIL § 11204(c)(2)].

The vision of the PPPP is to fund the development and implementation of pilot prioritization processes that address and integrate the components of existing transportation programs and support projects that improve safety, climate change and sustainability, equity, and economic strength and global competitiveness consistent with DOT's strategic goals. FHWA also seeks to award Projects that address environmental justice, barriers to opportunity, vulnerable users, transparent public involvement, complete streets, freight, and system condition and reliability.

The purpose of the PPPP is to support data-driven approaches to planning that, upon completion, can be evaluated for public benefit. The program provides funding to develop and implement a publicly accessible, transparent prioritization process for the ranking and selection of projects for inclusion in short-range and long-range transportation plans for state or metropolitan areas, Statewide Transportation Improvement Programs (STIPs), and Transportation Improvement Programs (TIPs) in metropolitan areas. FHWA will award no more than \$10 million in total (\$2 million maximum per award), subject to availability, in each fiscal year for eligible prioritization process pilots that meet the eligibility requirements.

Notices of Funding Opportunity - Now Available

The U.S. Department of Transportation (DOT) has posted the Notice of Funding Opportunity (NOFO) for the PPPP Discretionary Grant. All eligible parties may submit a grant application.

- FY22, FY 23 and FY24 - [PPPP Discretionary Grant Program Notice of Funding Opportunity](#).
- FY22, FY 23 and FY24 PPPP NOFO [FAQ](#)

If you wish to learn more about this program, [sign up for email updates here](#). Link(s) to the NOFO(s) will be posted on this webpage when available

Applicants are encouraged to submit questions as soon as possible to ensure FHWA has adequate time to respond prior to the application deadline. Please be aware that not all questions may be answered by this date. You may send questions to PPPP@dot.gov.

Funding Available

| Fiscal Year | 2022 | 2023 | 2024 | 2025 | 2026 | 5-Year Total |
|--------------------|--------|--------|--------|--------|--------|--------------|
| Contract Authority | \$10 M | \$50 M |

Grant Application

For FY22, FY 23 and FY24, up to \$30 million is available for the PPPP Discretionary Grant Program.

Applications must be submitted electronically through Grants.gov no later than the application deadline. Applicants are encouraged to submit applications in advance of the application deadline; however, applications will not be evaluated, and awards will not be made, until after the application deadline.

Webinars

How To Apply Webinar: Prioritization Process Pilot Program (PPPP) - Notice of Funding Opportunity

- Date: Tuesday, April 9, 2024
- Time: 1:00-2:00 PM ET
- Registration: https://usdot.zoomgov.com/webinar/register/WN_mvxeEIzDTE-uMG--SDrtgg#/registration

How To Apply Webinar: Prioritization Process Pilot Program (PPPP) - Notice of Funding Opportunity

- Date: Thursday, March 7, 2024
- Time: 3:00-4:00 PM ET
- [Recording](#) (Passcode: 99ZzOJQ=)
- [Slide Presentation](#)

Informational Webinar: Prioritization Process Pilot Program (PPPP) - Pre-Notice of Funding Opportunity

- Date: Tuesday, January 30, 2024
- Time: 2:00-3:00 PM ET
- [Recording](#) (Passcode: 8.V4PBU6)
- [Slide Presentation](#)

FHWA is committed to providing equal access to these online events for all participants. If you need alternative formats or other reasonable accommodations, please contact at least two business days in advance of the webinar.

Jackson Fox

From: Jenkins, Julie (FHWA) <Julie.Jenkins@dot.gov>
Sent: Wednesday, March 27, 2024 10:36 AM
To: Marks, James T (DOT); Pannone, Dom M (GOV); Jongenelen, Aaron M.; Jackson Fox; Kim Sollien
Cc: White, Ben M (DOT); Bailey, Randi L (DOT); Starzec, James A (DOT); Bradway, Adam R (DOT)
Subject: FW: ANNOUNCEMENT: Prioritization Process Pilot Program's Notice of Funding Opportunity Now Available and Upcoming PPPP Webinar on "How to Apply"

Good morning. Sharing this latest NOFO out of the Planning office.

Julie Jenkins
 Financial Manager

The purpose of the message is to announce the release of the Prioritization Process Pilot Program's (PPPP) Notice of Funding Opportunity (NOFO) covering FYs 2022-2024. Please share the following information with your State DOT and Metropolitan Planning Organizations counterparts.

- **USDOT/FHWA is now accepting applications for the [Prioritization Process Pilot Discretionary Grant Program](#) on Grants.gov.**

The PPPP was established under Section 11204 of the Bipartisan Infrastructure Law (BIL)/Infrastructure Investment and Jobs Act (IIJA). The vision of PPPP is to fund the development and implementation of pilot prioritization processes that address and integrate the components of existing transportation programs and support projects that improve safety, climate change and sustainability, equity, and economic strength and global competitiveness consistent with USDOT's strategic goals. FHWA also seeks to award projects that address environmental justice, barriers to opportunity, vulnerable users, transparent public involvement, complete streets, freight, and system condition and reliability.

The BIL/IIJA provides up to \$10 million each fiscal Year (2022-2026) under the PPPP. State and Metropolitan Planning Organizations (MPOs) serving a population over 200,000 can now apply for funds (up to \$2 million per award) to develop and implement a publicly accessible, transparent, data-driven prioritization process for the ranking and selection of projects for inclusion in short-range and long-range transportation plans that can be evaluated for public benefit.

The PPPP grant applications must be submitted electronically through Grants.gov no later than May 1st. Applicants are encouraged to submit applications in advance of the application deadline; however, applications will not be evaluated, and awards will not be made, until after the application deadline.

ADDITIONAL INFORMATION:

- **Notice of Funding Opportunity (NOFO)**
 - Visit the [PPPP](#) or [BIL](#) websites for more information on the program. You can access the PPPP NOFO [here](#). The application submission deadline is **May 1st, 2024 at 11:59 PM EST**.
- **"How to Apply" to PPPP Webinar**
 - Join the Federal Highway Administration (FHWA)'s Office of Planning, Environment, and Realty staff for a **"How to Apply" Webinar** to prospective applicants on **April 9th, 2024, at 1:00-2:00 PM ET** (please register [here](#)).
- **Technical Assistance**
 - Pre-recorded Webinars, Frequently Asked Questions (FAQs), and other resources are available on the [PPPP](#) website.

https://www.newsminer.com/news/local_news/city-council-pops-pilot-bicycle-project-into-next-gear/article_f6a40662-e189-11ee-b9de-a345ef4d61ea.html

City Council pops pilot bicycle project into next gear

Jack Barnwell

Mar 14, 2024

1 of 2



A bicyclist ascends Tanana Loop while riding in sub-zero temperatures Wednesday morning, November 20, 2013. News-Miner file photo

The Fairbanks City Council shifted a downtown bicycle-friendly pilot project into high gear Monday night after approving a resolution of support in a 5-1 vote.

The pilot project will add signage and striping to Barnette Street and 10th Avenue as part of an effort to gauge interest in whether such additions will be made permanent in future years.

City Engineer Bob Pristash stressed Monday night that the changes will be temporary. After a year, The Alaska Department of Transportation and Fairbanks Area Surface Transportation Planning will examine the results and feedback from the pilot project and move from there.

Fairbanks Mayor David Pruhs noted that FAST Planning will pay for the entire \$500,000 project with federal funding. Work on the project would be done either this summer or next, depending on DOT's capacity.

A second resolution would limited the pilot project to Barnette Street. The council rejected that ordinance unanimously.

Councilmembers Sue Sprinkle and Crystal Tidwell encouraged the overall inclusion of both streets.

"I don't see the reason we should take out 10th Avenue," Sprinkle said. "It [the design] has been paid for and it's been worked through since 2019, it's been through a couple of committees."

Tidwell, a dedicated bicyclists, noted that surface-only paint markings on the road will allow DOT and FAST Planning to determine whether the pilot project can be a more permanent function down the road.

"I do want to see how it goes," she said. "Having one street in both directions gives a chance for bike users to really see if this is a great thing or not a great thing."

In a previous work session, Pristash had explained the project will reduce the southbound-only Barnette Street from four lanes to two and convert the far left and right hand lanes into designated bicycle paths and shoulders.

Tenth Avenue will be marked with a “sharrow,” which is a v-shaped symbol indicating the area that bicyclists should use when sharing the road with vehicles.

Pristash added the pilot would complement Cushman Street, which has only two lanes when running northbound from Airport Way to the Cushman Street bridge.

Councilmember Jerry Cleworth was the lone vote to oppose the resolution. He added that he supports the Barnette Street concept but rejects the 10th Avenue portion.

“I have several problems with bike paths and the way we are looking at them right now,” Cleworth said. “To me, bicyclists have the right of way and should be respected for that right of way.”

He said when the city considers major road improvements it should look at pedestrian improvements as part of the process.

“If you can accommodate bicycles, then go ahead and do it,” Cleworth said. “But you don’t need a sign that says ‘ride your bike here’ or a picture on the pavement ... bicyclists can ride anywhere.”

Cleworth said it’s very easy in downtown Fairbanks “to ride from east to west” given the low traffic on several of the streets, noting that many cyclists will use paths behind Pioneer Park, which allows them to cut through local neighborhoods.

“You look at serious bicyclists and they will use any street that feels comfortable,” Cleworth said. “We can do that in the street designs we do.”

Jeremiah Cotter, a Fairbanks Public Works supervisor, noted that while city engineering was willing to sign off on the project, his department still had concerns.

“Our largest concern is that ongoing maintenance,” Cotter said. “Once you start doing something, it’s kind of hard to stop doing it. Once we put it down, we will be expected to uphold it.”

Sprinkle disagreed, reiterating the project has been on the books since 2019.

“Just because we have an issue with one entity, we have to say no to it? I’m troubled by that,” Sprinkle said. “Maybe it will be fine. It’s paint.”

She added it could make a marked difference in downtown travel.

“If you’re in a car, you’re great in Fairbanks,” Sprinkle said. “If you’re a pedestrian it’s a little more dubious, and I don’t think we celebrate bikes as much as we should.”

The council approved an amendment that removed references to Cowles Street, Lacey Street, 14th Avenue, Gillam Way, 17th Avenue and 23rd Avenue as options for future bike lane striping.

Contact reporter Jack Barnwell at 907-459-7587 or jbarnwell@newsminer.com.

jbarnwell

Fairbanks City Street Bike Lanes | Phase 1 Pilot Project | Revision 2
 Concept System Recommendations

Project Note: Best efforts have been made to accurately portray site conditions, however as some in-situ discrepancies may exist, additional ground truthing should occur to ensure accuracy

System Map

BPAC Proposed Bike Pilot Project

MARCH 2023

COF Proposed Bike Pilot Project

OCTOBER 2023

BPAC Proposed

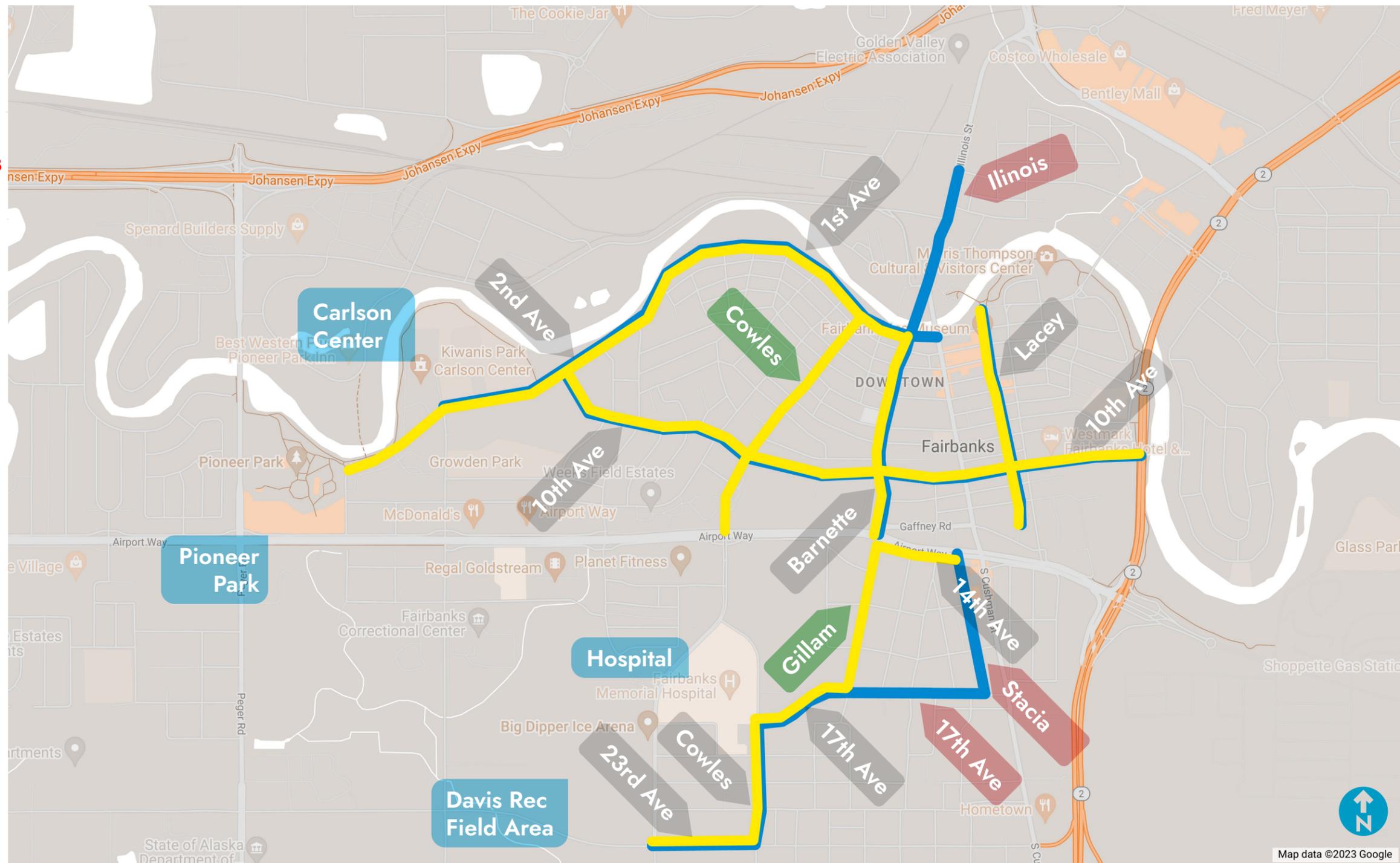
postponed to later phase

COF Removed

postponed to later phase

COF Amended

added to phase 1 for consideration



| Bike System Design Key | |
|---|---|
| A Bike Lane; Standard Single Lane With Flow | B Bike Lane; Contra Single Lane Against Flow |
| C Bike Lane; Cycle Track 2-Way Consolidated Lanes | D Interaction point Low Volume |
| E Interaction point High Volume | F Intersection Sharrow |
| G Intersection Low Flow Dashed Lines | H Intersection High Flow Dashed Blocks |
| * Bike Lane; Merge Area Bike Lane Lateral Transition | |

| Map Key | |
|--------------------------|---|
| Vehicle Lane | Bicycle Lane* |
| Vehicle Center Turn Lane | Shared Use Path |
| Sharrow Right of Way | Direction of Travel |
| | Bicycle Lane interacting with motor vehicle traffic |

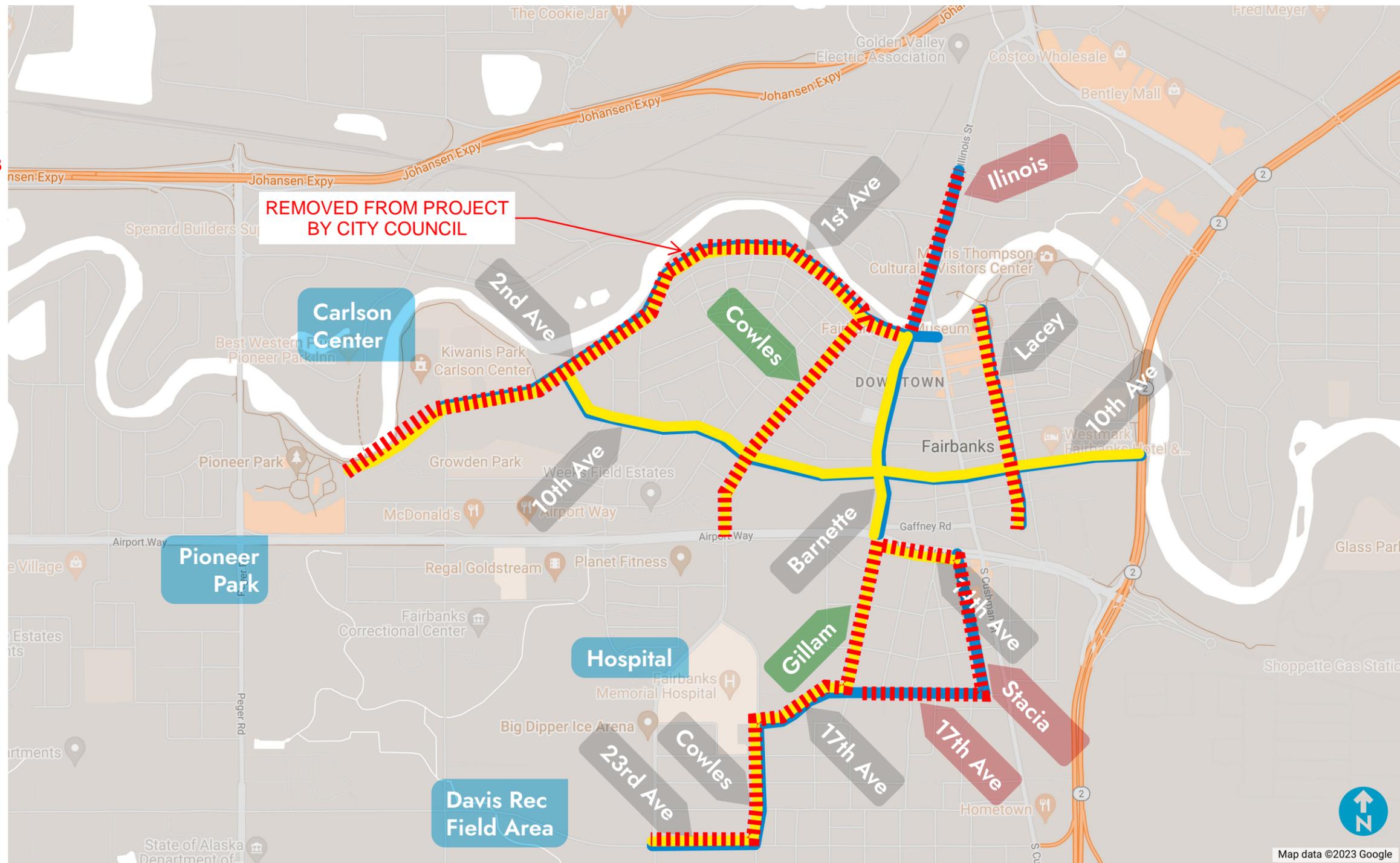
**Bicycle Lane markings are diagrammatic in nature, see Recommended Concept diagram and sheet 00-04 for proposed corridor striping style*

Fairbanks City Street Bike Lanes | Phase 1 Pilot Project | Revision 2
 Concept System Recommendations

Project Note: Best efforts have been made to accurately portray site conditions, however as some in-situ discrepancies may exist, additional ground truthing should occur to ensure accuracy

System Map

- █ BPAC Proposed Bike Pilot Project **MARCH 2023**
- █ COF Proposed Bike Pilot Project **OCTOBER 2023**
- ▤▤▤▤▤▤▤▤ **COF REMOVED CORRIDORS** **MARCH 2024**
- BPAC Proposed postponed to later phase
- COF Removed postponed to later phase
- COF Amended added to phase 1 for consideration



| Bike System Design Key | |
|--|---|
| A Bike Lane; Standard Single Lane With Flow | B Bike Lane; Contra Single Lane Against Flow |
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| | Bicycle Lane interacting with motor vehicle traffic |

*Bicycle Lane markings are diagrammatic in nature, see Recommended Concept diagram and sheet 00-04 for proposed corridor striping style

Project Note: Best efforts have been made to accurately portray site conditions, however as some in-situ discrepancies may exist, additional ground truthing should occur to ensure accuracy

Lane Markings + Striping Key

note that all markings are to be rendered in temporary traffic marking paint

A Bike Lane; Standard

- single 8" continuous white fog line against traffic, identifying edge of variable bike lane width
- "bike lane" stencil markings within lane, spacing similar to sharrow roads @ 250' o/c and immediately after intersections



B Bike Lane; Contra and at Intersections

- double 6" continuous yellow lines, set with a 6" gap
- through intersection, dashed green blocks bracketed by dashed double yellow, and single white, lines



C Bike Lane; Cycle Track - 2-Way

- (2) bike lanes consolidated to one side of the roadbed
- variable width buffer/gore area is bounded by (2) 6" white line, gore diagonal spacing TBD
- bike lanes separated by 4" dashed yellow lines
- optional flexi-posts during summer months



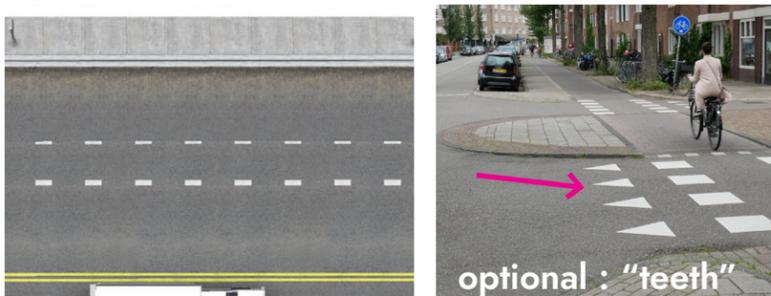
* Bike Lane; Merge Across

- standard unprotected lane transitioning from curb side to through traffic lane
- delineated by dashed green blocks bounded by white stripes



D Lane and Driveway Interaction - Low Volume

- 8"x4' white/yellow dashed fog lines bounding bike lane as it crosses the driveway from low to medium capacity lot
- draws bikes' and motorists' attention to interaction point



E Lane and Driveway Interaction - High Volume

- 8"x4' white/yellow unbroken fog lines solid green block bounding bike lane as it crosses the driveway from high capacity lot
- alerts bikes and motorists of high likelihood for interaction



F Intersection Very Low Volume - Sharrow

- sharrow symbol with 8" dashed white lines bounding to left and right, through intersection at 20' spacing
- sharrow spacing on roads not to exceed 250'



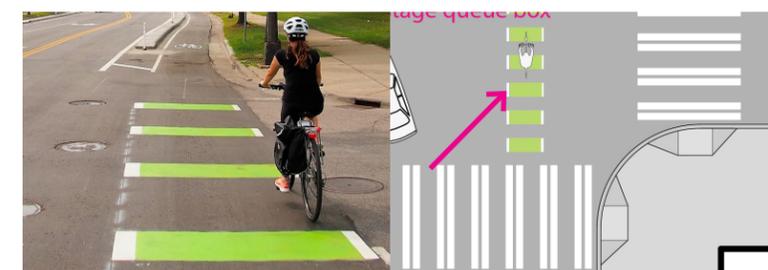
G Intersection Low Volume - Dashed Lines

- 8" x 4' dashed white lines, spaced with 4' gaps, bounding the width of the bike lane through intersection



H Intersection High Volume - Dashed Blocks

- 4' long x bike lane width (varies), spaced with 8' gaps, green bar bounded by 8" white fog lines (or yellow in the case of a contra lane), proceed through the intersection



*Bicycle Lane markings are diagrammatic in nature, see Recommended Concept diagram and sheet 00-04 for proposed corridor striping style

Project Note: Best efforts have been made to accurately portray site conditions, however as some in-situ discrepancies may exist, additional ground truthing should occur to ensure accuracy

Preferred Solution

Barnette Street - 1st Ave to Airport Way *Alternate*

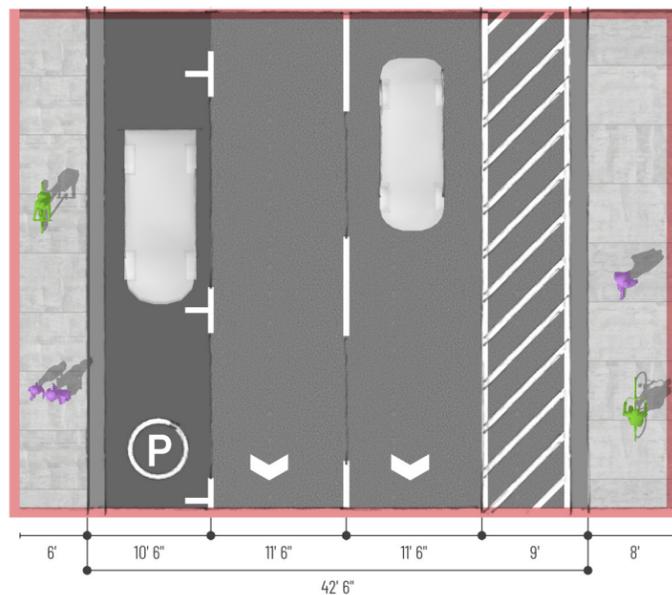
Challenges

- ◇ High volume road
- ◇ Variable corridor widths
- ◇ Intermittent on-street parking
- ◇ Short blocks, many cross streets and vehicle interaction points
- ◇ Inlaid methyl methacrylate road markings
- ◇ Transitions and crossing Airport Way

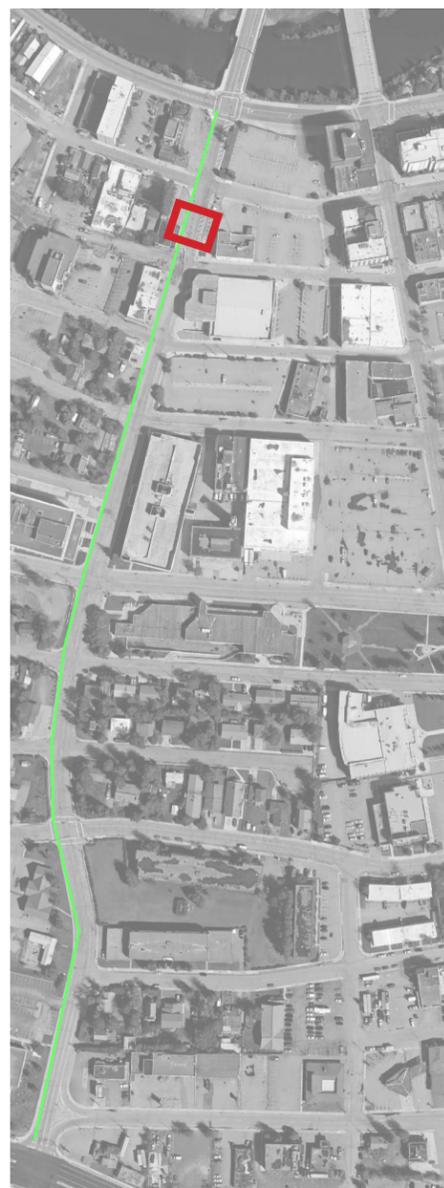
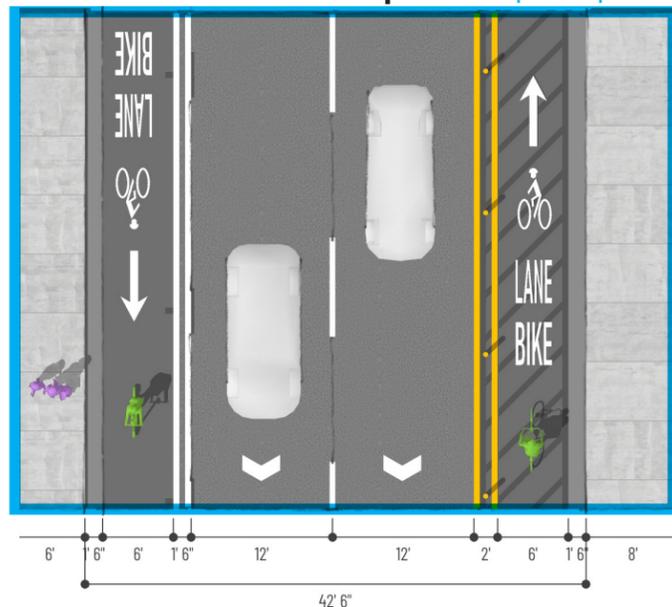
Goals

- ◇ Create consistency in bike lane treatment
- ◇ Provide safe separation for bikes from vehicles
- ◇ Promote safe travel speeds for all users

Existing - North

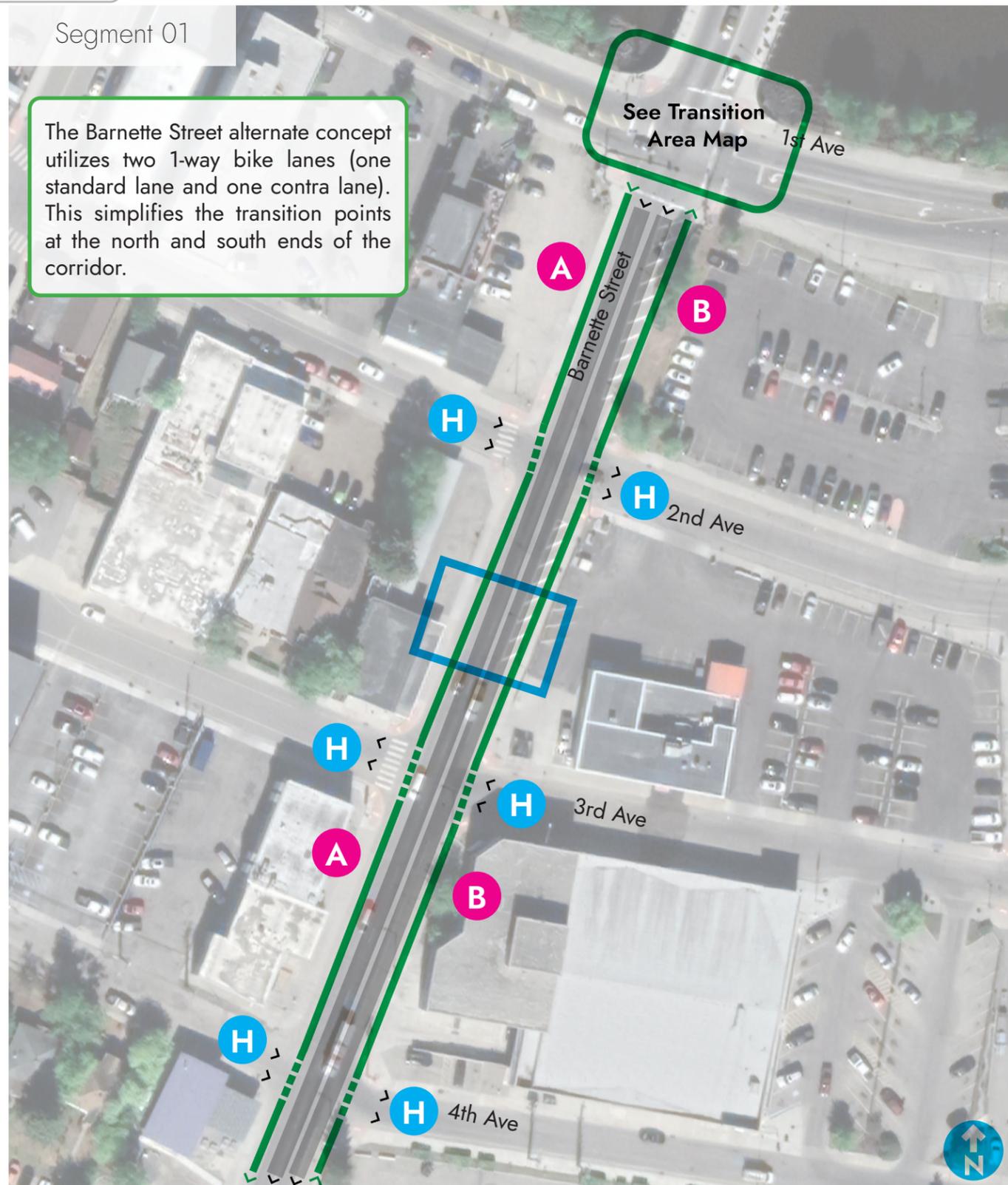


Recommended Concept flexi posts optional



Segment 01

The Barnette Street alternate concept utilizes two 1-way bike lanes (one standard lane and one contra lane). This simplifies the transition points at the north and south ends of the corridor.



| | | | | |
|---------------------------------------|--|---|--|---|
| Bike System Design Key | A Bike Lane; Standard Single Lane With Flow | B Bike Lane; Contra Single Lane Against Flow | C Bike Lane; Cycle Track 2-Way Consolidated Lanes | * Bike Lane; Merge Area Bike Lane Lateral Transition |
| D Interaction point Low Volume | E Interaction point High Volume | F Intersection Sharrow | G Intersection Low Flow Dashed Lines | H Intersection High Flow Dashed Blocks |

| | | | |
|----------------|--------------------------|---------------------|---|
| Map Key | Vehicle Lane | Bicycle Lane* | Bicycle Lane interacting with motor vehicle traffic |
| | Vehicle Center Turn Lane | Shared Use Path | |
| | Sharrow Right of Way | Direction of Travel | |

*Bicycle Lane markings are diagrammatic in nature, see Recommended Concept diagram and sheet 00-04 for proposed corridor striping style

Project Note: Best efforts have been made to accurately portray site conditions, however as some in-situ discrepancies may exist, additional ground truthing should occur to ensure accuracy

Preferred Solution

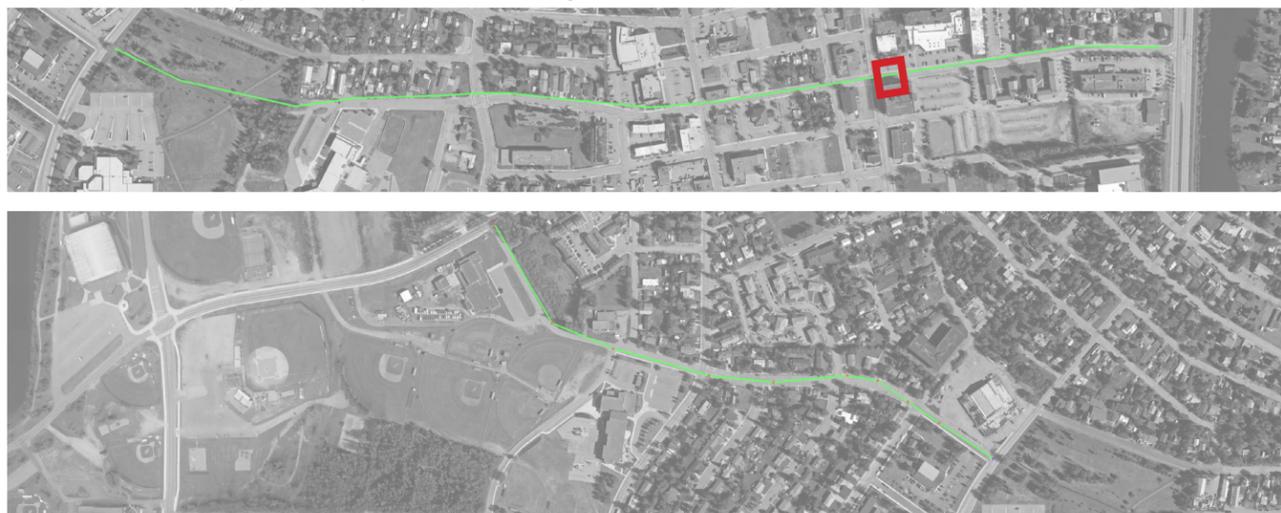
10th Avenue

Challenges

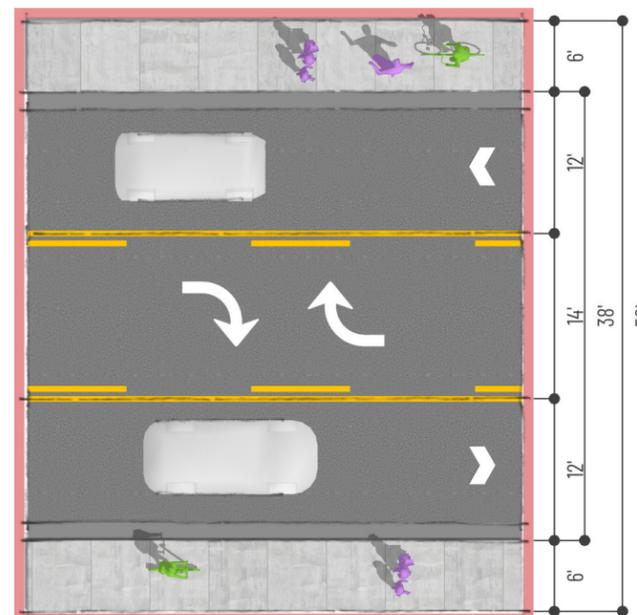
- ◇ Medium volume road
- ◇ Long corridor
- ◇ Variable corridor widths
- ◇ On-street parking at intervals
- ◇ Inlaid methyl methacrylate road markings

Goals

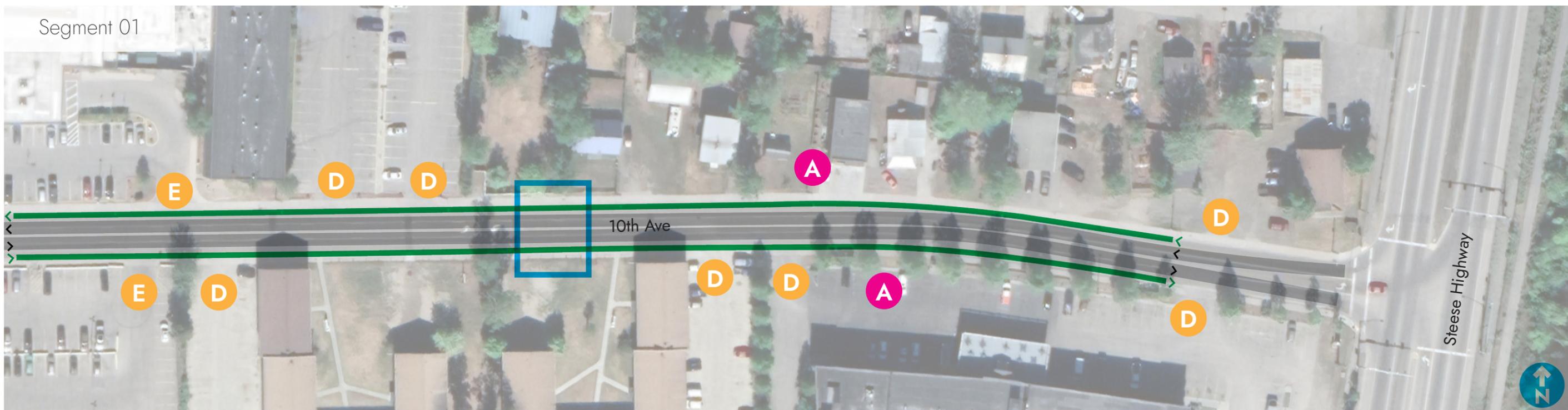
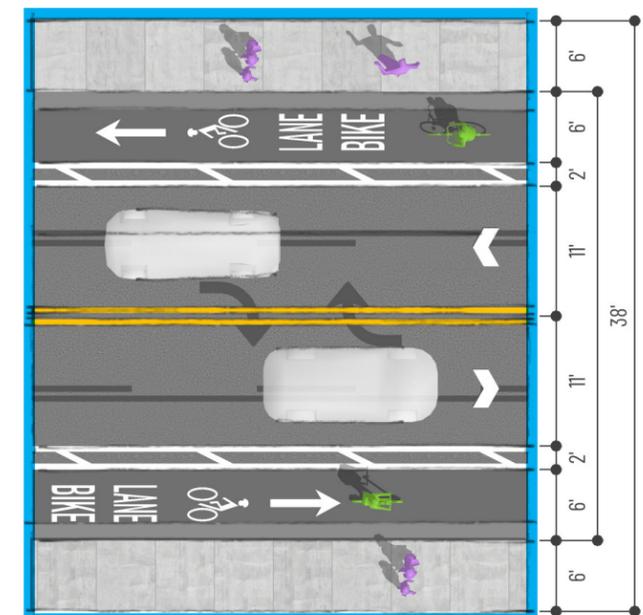
- ◇ Create consistency in bike lane treatment
- ◇ Provide safe separation for bikes from vehicles
- ◇ Promote safe travel speeds for all users



Existing



Recommended Concept



| Bike System Design Key | |
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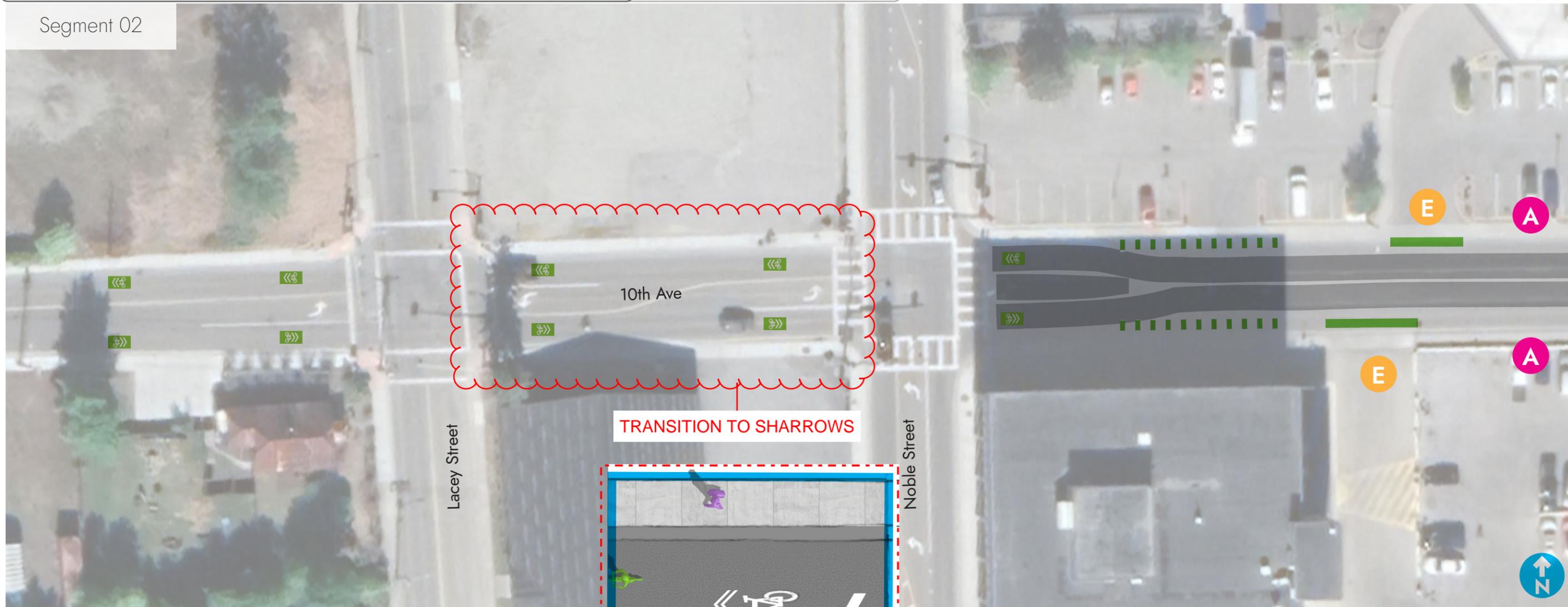
| Map Key | |
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| Sharrow Right of Way | Bicycle Lane interacting with motor vehicle traffic |
| Direction of Travel | |

*Bicycle Lane markings are diagrammatic in nature, see Recommended Concept diagram and sheet 00-04 for proposed corridor striping style

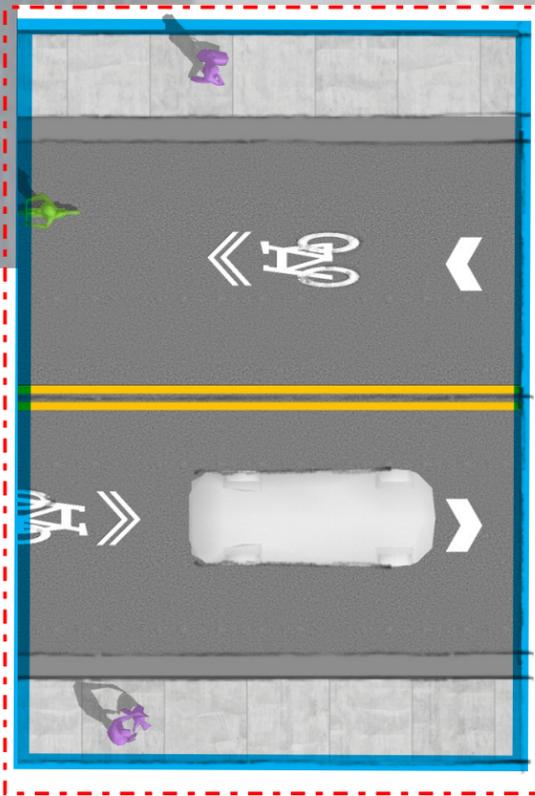
Project Note: Best efforts have been made to accurately portray site conditions, however as some in-situ discrepancies may exist, additional ground truthing should occur to ensure accuracy

Preferred Solution

Segment 02



TRANSITION TO SHARROWS



| Bike System Design Key | |
|---|---|
| A Bike Lane; Standard Single Lane With Flow | B Bike Lane; Contra Single Lane Against Flow |
| D Interaction point Low Volume | E Interaction point High Volume |
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*Bicycle Lane markings are diagrammatic in nature, see Recommended Concept diagram and sheet 00-04 for proposed corridor striping style



SPECIAL BICYCLE & PEDESTRIAN ADVISORY COMMITTEE

Action Items

March 7, 2023

Motion: To pass the Bike Lane Signing & Striping Pilot Project design concept recommendations on to the City of Fairbanks. (Stern/Zervos).

Vote on Motion: Four in Favor. One opposed. (Zervos). Approved.

Dr. Nathan Belz
Chair, Bicycle & Pedestrian Advisory Committee

03.07.2023

Date

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 | | | |
| | TOTAL | | | \$1,793.3 | \$0.0 | 0% | |

FAST Planning FFY24 Offsets

March 27, 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 | |
| FAST Improvement Program FFY22 | \$67,933 | \$74,676 | Estimate; pending closure |
| Total | \$187,691 | \$206,322 | |

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 |
| North Pole Streetlight Standardization, Phase I | -\$40,634 | -\$44,667 | Exective Director approved 03.08.2024 |
| Total | -\$148,087 | -\$162,787 | |

Remaining Funds to be Obligated**\$39,604****\$43,535**

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 | |