



## ❖ POLICY BOARD ❖

### Meeting Agenda

Wednesday, June 19, 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](http://www.fastplanning.us/keepup/zoom)  
**Zoom Meeting Phone Number:** 1 (253) 215-8782, enter **Meeting ID:** 895-1142-0386

1. Call to Order
2. Introduction of Members and Attendees
3. Approval of June 19, 2024 Meeting Agenda
4. Approval of May 15, 2024 Meeting Minutes Pg 2-7
5. Staff/Working Group/Chair Report Pg 8-23
6. Updates from Alaska DOT&PF on Statewide Transportation Improvement Program (STIP)
7. Public Comment Period
8. Old Business – Draft FFY2025-26 Unified Planning Work Program (UPWP) Pg 24-30
  - ❖ Opportunity for continued discussion on Draft UPWP released for public comment
9. New Business
  - a. Proposed Motor Vehicle Emission Budgets for PM2.5 Serious Non-Attainment Area State Implementation Plan 2024 Amendment **(Action Item)** Pg 31-35
    - ❖ Opportunity for Public Comment and consideration of support by the Board
  - b. Funding Contribution to North Pole Bus Shelters Project **(Action Item)** Pg 36-43
    - ❖ Consideration of contributing up to \$30,000 from FAST Planning's undesignated fund balance for bus shelters on Santa Claus Lane and St Nicholas Drive
  - c. Funding Contribution for Turner Street Improvements **(Action Item)** Pg 44-45
    - ❖ Consideration of contributing up to \$20,000 from FAST Planning's undesignated fund balance for removal of stone planters and resurfacing work between 4<sup>th</sup> and 5<sup>th</sup> Avenues
  - d. Draft Alaska DOT&PF Policy & Procedure on MPO Coordination during Development of the STIP **(Action Item)** Pg 46-58
    - ❖ Review and recommendations to Alaska DOT&PF on the Draft Policy & Procedure
  - e. Update to 2019 Intergovernmental Operating Agreement & Memorandum of Understanding for Transportation & Air Quality Planning Pg 59-100
10. Informational Items – Obligations & Offsets Pg 101-104
11. Other Issues
12. Policy Board Member Comments
13. Adjournment

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



## ❖ POLICY BOARD ❖

### Meeting Minutes

May 15, 2024 • 12:00 – 2:00 P.M.

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

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

Zoom Meeting Telephone Number: 1 (253) 215-8782 Meeting ID: 827-0023-8829

#### 1. Call to Order

Mayor Bryce Ward, Chair, called the meeting to order at 12:04 p.m.

#### 2. Introduction of Members and Attendees

Attendee	Representative Organization
*Bryce Ward, <b>Chair</b>	Mayor, Fairbanks North Star Borough
*Jerry Cleworth, <b>Vice Chair</b>	Fairbanks City Council
*Scott Crass	FNSB Assembly
*Joe Kemp	Director, DOT&PF Northern Region
*Jason Olds ( <b>absent</b> )	Director, DEC Air Quality
*David Pruhs	Mayor, City of Fairbanks
*Michael Welch	Mayor, City of North Pole
**Jackson Fox	FAST Planning
**Olivia Lunsford	FAST Planning
**Corey DiRutigliano	FAST Planning
**Deborah Todd ( <b>absent</b> )	FAST Planning
**Randi Bailey	DOT&PF Planning
**Don Galligan	FNSB Community Planning
+Kellen Spillman	FNSB Community Planning
+Danny Wallace	City of North Pole
Jack Barnwell	Fairbanks Daily News-Miner
Julie Jenkin	FHWA Alaska Division
Katherine Keith	DOT&PF Commissioner's Office
Adam Moser	DOT&PF Program Development
Jennifer Wright	DOT&PF Preconstruction
James Marks	Alaska Municipal League

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

#### 3. Approval of the May 15, 2024 Agenda

**Motion:** To approve the May 15, 2024 Agenda. (Welch/Crass).

**Discussion:** No discussion.

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

#### 4. Approval of the April 17, 2024 Meeting Minutes

**Motion:** To approve the April 17, 2024 Meeting Minutes. (Welch/Crass).

**Discussion:** No discussion.

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

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

- FAST Planning participated in two meetings with the DOT&PF Commissioner's Office staff, DOT&PF Traffic & Safety Section, MatSu MPO, and AMATS to set the Statewide 2025 Safety Performance Measure Targets. Based on that discussion, DOT&PF is moving forward with aligning their safety targets with what was suggested in the Strategic Highway Safety Plan which is a little more aggressive than previous years. FAST Planning has 180 days to either accept the targets or create their own after the Commissioner adopts the targets.
- The first stakeholder meeting was held for the West Valley & Hutchison High School Campus Access & Circulation Study. The meeting was well attended by school administrators, parents, and students. Campus access and dangerous locations and turning movements were discussed. DOT&PF engineers will analyze the issues and propose improvements.
- Mayor Ward and Mr. Fox met with DOT&PF Commissioner Anderson and Deputy Commissioner Keith on MPO coordination to look at some of the issues that have transpired and work on a plan to work together moving forward.
- The second Steering Committee meeting for the Local Electric Vehicle Plan was held. An Open House was held prior to that and an Existing Conditions Report has been completed, and will be posted on the FAST Planning website.
- Mr. Fox participated in two work sessions with the new MatSu MPO on drafting their internal policies and procedures.
- Mr. Fox filed the 2024 Biennial Report.
- There is an open call for volunteers to participate in the Annual Bicycle & Pedestrian Counts on May 21-23, 2024.
- The 2024 Bikeways Maps have been received and will be distributed locally.
- The FFY25-26 Unified Planning Work Program (UPWP) document has been prepared and will be discussed on today's agenda.
- Administrative Modification #3 to the Transportation Improvement Program (TIP) has been prepared for approval by the Policy Board.
- At the **May 1, 2024** Meeting, the Technical Committee

  - Recommended release of the Draft FFY2025-26 UPWP for a 30-day public comment period.

- ☰ Recommended adoption of the FFY2023-27 TIP Administrative Modification #3.

## 6. Updates from Alaska DOT&PF on Statewide Transportation Improvement Program (STIP)

Mr. Fox introduced DOT&PF Deputy Commissioner Katherine Keith to provide a brief update on the STIP.

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

- ☰ No public comment.

## 8. Old Business

No old business.

## 9. New Business

### a. Draft FFY2025-26 Unified Planning Work Program (UPWP) Development (Action Item)

- ☰ *Consideration of Releasing Draft UPWP for 30-day Public Comment Period*

Mr. Fox explained that the UPWP is the staff work plan for the next two years. This document, if approved by the Policy Board, will be released for a 30-day public comment period. The UPWP will be brought back, with any edits, to the Technical Committee and Policy Board for approval in July.

**Public Comment:** No public comment.

**Motion:** To release the Draft FFY2025-26 Unified Planning Work Program [UPWP] for a 30-day public comment period. (Welch/Crass).

**Discussion:** Mr. Cleworth commented on the development of a Complete Streets Prioritization Plan on Page 29 in the UPWP. Mr. Cleworth commented that we already have a complete streets plan that we utilize. Mr. Cleworth commented that he had no knowledge of what the Prioritization Plan was and asked if it was required or something that we were doing.

Mr. Fox explained that the Complete Streets Prioritization Plan was to select a handful of streets in the community that would be expanded and improved for use by more than just vehicles to make it more of a complete street. Mr. Fox explained that every MPO in the country was required to do that, but the Policy Board could elect not to adopt it. They just had to go through the process.

Mr. Cleworth commented that it seemed like a plan on top of a plan and was redundant to him. Mr. Cleworth commented that he would like to talk to the City Public Works and Engineering Departments about it and asked if there was a more complete description that Mr. Fox could provide. Mr. Cleworth asked what the timeframe was for approval of the Plan.

Mr. Fox explained that he could provide Mr. Cleworth with more details on the Complete Streets Prioritization Plan at the June meeting.

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

**b. FFY2023-27 Transportation Improvement Program (TIP) Administrative Modification #3 (Action Item)**

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

Mr. Fox explained that minor revisions were made to the TIP that required an Administrative Modification to keep it fiscally constrained.

**Public Comment:** No public comment.

**Motion:** To adopt the FFY2023-27 Transportation Improvement Program [TIP] Administrative Modification #3. (Cleworth/Kemp).

**Discussion:** Mr. Cleworth commented that the document was extremely specific, and he asked Mr. Fox for clarification if CMAQ [Congestion Mitigation & Air Quality] monies were being used nationally to subsidize electric vehicle charging stations.

Mr. Fox explained that there were at least three different funding sources that were currently being used for electric vehicle charging stations. One funding source is CMAQ, another is the Carbon Reduction Program, and the other one was the National Electric Vehicle Infrastructure (NEVI) Program. Mr. Fox explained that the NEVI Program funding is currently being used to build out charging stations along the alternative fuel corridor between Anchorage and Fairbanks. Mr. Fox explained that once that corridor is fully built out, the balance of the funds will be made available to the State to spend in any community throughout the state.

Mr. Cleworth asked Mr. Fox if once the stations were up and running, would they be maintained by us or would they be turned over to the private sector.

Mr. Fox explained that his understanding was that typically the stations are built and then turned over to a private entity for operation and maintenance. Mr. Fox explained that part of the planning effort was to look at the private operation and maintenance of all those charging stations. Mr. Fox explained that he did not believe it was envisioned that either the State or the Borough would be responsible for maintaining those stations after they were built.

Mr. Cleworth asked Mr. Fox if he thought it was wise to release the document containing specific locations for the charging stations when we did not know where they would be located.

Mr. Fox explained that he could change the language to say, "locations to be determined."

Mayor Ward asked Mr. Kemp why the GARS Intersection Project had increased.

Mr. Kemp explained that he did not know the answer to that and would talk to Carl Heim, the Project Manager, and get back to him on that.

Mayor Ward asked Mr. Fox about the Statewide programs listed in the TIP and whether it made sense for them to have Statewide Programs listed.

Mr. Fox explained that they started listing the Preventative Maintenance (PM) Program in the TIP about three years ago. One of the issues they ran into was that when they did Air Quality Conformity on the long and short-range plans, FHWA suggested it would be good practice to have PM Program covered by the Air Quality Conformity Determination to reduce the burden of having to do project-level conformity determinations. Mr. Fox explained that it is a large amount of money and only a small portion of that amount will be spent in our area. Mr. Fox explained that it would be nice to have a project list of what would be completed each summer. It does lose some meaning here without that list, but it is important to have that in there when we do our Air Quality Conformity.

Mr. Kemp commented that he thought they had a plan for the PM funding for the next few years but as Mr. Fox stated, it changes quite a bit. Mr. Kemp explained that what might be a good thing to do is to put what projects are known on there, and when they have projects listed then just add them to the TIP with an Administrative Modification.

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

## 10. Informational Items

### a. Obligations and Offsets

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

## 11. Other Issues

No other issues.

## 12. Policy Board Member Comments

☛ **Mr. Cleworth** commented that on Cowles Street, depending on what happens over there and if they find out that there is a lot of contamination, they may move to change the whole scope of that project. To spend a ton of money on moving stuff down to Oregon again is not high on their agenda list so they may just do a resurface and then try and use that money on Cowles from First to Airport Way or something like that. There is a point where it just does not make sense.

☛ **Mr. Cleworth** commented that he was remiss last month in telling the State that he thought they did a good job in the City, especially on Airport Way this year. Mr. Cleworth commented that his only complaint was that there was a lot of salt on his mats, and he had a hard time getting that out. Mr. Cleworth commented that maybe some day the State would see the wisdom in not using that brine.

☛ **Mayor Pruhs** commented that it was a good meeting and a good presentation by Mr. Fox and his staff.

**13. Adjournment**

The meeting was adjourned at 1:00 p.m. The next Policy Board Meeting is scheduled for Wednesday, June 19, 2024.

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

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



## STAFF REPORT

June 14, 2024

### Regular Meetings

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

### Project/Planning Meetings

- Meeting with Alaska DOT&PF Commissioner's Office staff on Tier 2 corrective action for MPO Coordination for the Statewide Transportation Improvement Program (STIP)
- Planning session with MatSu MPO staff on office budget preparation
- 2024 Alaska Project Coordination Meeting in Anchorage & Portage
- Monthly coordination meetings with consultant teams working on Local EV Plan and Transit Plan Updates

### Correspondence & Communication

- Drafted Letters of Support for two FNSB Planning Grant Application for the U.S. DOT Active Transportation Infrastructure Investment Program

**Organization**

- Submitted monthly invoices to DOT&PF for May 2024

**Public Outreach**

- Conducted Annual Volunteer Bicycle & Pedestrian Count May 21-23
- Completed distribution of 2024 Bikeways maps to local businesses and organizations

**Submittals/Reports**

- Posted and advertised Draft FFY2025-26 Unified Planning Work Program (UPWP) document for 30-day public comment period

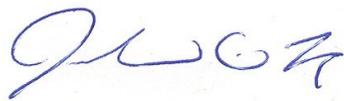
**Funding**

- Approved \$16k increase for 5<sup>th</sup> Avenue Reconstruction to close out project
- Posted TIP Administrative Modification #3 online, including supplemental tables for Air Quality (CMAQ/CRP) and FAST Improvement Program projects
- U.S. DOT Charging & Fueling Infrastructure Notice of Funding Opportunity Webinar – Reconsideration of “High Recommended, but not Awarded” Round 1 Applications

**Training**

- None

**Submitted by:**



June 14, 2024

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Jackson C. Fox

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Date



## TECHNICAL COMMITTEE

### Action Items

06.05.2024

**Motion:** To recommend to the Policy Board to approve the two letters of support for the Fairbanks North Star Borough grant applications to the U.S. DOT Active Transportation Infrastructure Investment Program. (Wallace/Theurich). None opposed. Approved.

**Motion:** To recommend to the Policy Board support the two bus shelter projects that have been presented [by contributing up to \$30,000 from FAST Planning's undesignated fund balance for bus shelters on Santa Claus Lane and St. Nicholas Drive]. (Wallace/Theurich).

**Amendment:** To amend the main motion regarding the stop on St. Nicholas Drive to be pending a maintenance understanding with the City of North Pole and Santa Clause House if the structure is placed on private property. (Spillman/Pristash). None opposed. Approved.

**Amended Motion:** To recommend to the Policy Board support the two bus shelter projects that have been presented [by contributing up to \$30,000 from FAST Planning's undesignated fund balance for bus shelters on Santa Claus Lane and St. Nicholas Drive], and regarding the stop on St. Nicholas Drive to be pending a maintenance understanding with the City of North Pole and Santa Clause House if the structure is placed on private property. None opposed. Approved.

**Motion:** To recommend to the Policy Board to support the Draft Alaska DOT&PF Policy & Procedure on MPO [Metropolitan Planning Organization] Coordination during development of the STIP [Statewide Transportation Improvement Program]. (Spillman/Hoke).

**Amendment:** To recommend amendments to the document expressly identifying when MPO is supposed to be the MPO Policy Board compared to MPO staff where appropriate. (Spillman/Hoke). None opposed. Approved.

**Amendment:** To add more detail on who is responsible for doing what with expected timelines, particularly to the 'Draft STIP Preparation' section. (Spillman/Hoke). None opposed. Approved.

**Amended Motion:** To recommend to the Policy Board to support the Draft Alaska DOT&PF Policy & procedure on MPO Coordination during development of the STIP; recommend amendments to the document expressly identifying when MPO is supposed to be the MPO Policy Board compared to MPO staff where appropriate; and add more detail on who is responsible for doing what with expected timelines, particularly to the 'Draft STIP Preparation' section. None opposed. Approved.



**Jackson C. Fox**

Chair, Technical Committee



Date

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# FFY2023-27 Transportation Improvement Program

The TIP budgets four years' worth of Federal funding that is allocated to Fairbanks and North Pole for local transportation projects, programs, and planning efforts.

**FFY23-27 TIP  
ADMIN MOD #3**

**AIR QUALITY (CMAQ/CRP) PROJECTS**

**FAST IMPROVEMENT PROGRAM PROJECTS**

Public comments received during the development of the FFY 2023-2027 TIP and our responses are available by request. If you'd like to view the public comments and responses, or have any questions, contact Jackson Fox at [jackson.fox@fastplanning.us](mailto:jackson.fox@fastplanning.us) or (907) 308-3804.

[Translate](#) »

## Jackson Fox

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**From:** CFigrants <CFigrants@dot.gov>  
**Sent:** Thursday, May 30, 2024 9:59 AM  
**To:** Jackson Fox  
**Subject:** RE: Charging and Fueling Infrastructure Discretionary Grant Opportunity – Reservation of Funds for Unawarded CFI FY 2022/2023 Round 1 Applications (HR)

Received, thank you.



**CFI Discretionary Grants Program Team**  
 U.S. DOT | FHWA  
 Office of Natural Environment  
[CFigrants@dot.gov](mailto:CFigrants@dot.gov)  
<https://www.fhwa.dot.gov/environment/cfi/>

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**From:** Jackson Fox <jackson.fox@fastplanning.us>  
**Sent:** Thursday, May 30, 2024 1:53 PM  
**To:** CFigrants <CFigrants@dot.gov>  
**Subject:** RE: Charging and Fueling Infrastructure Discretionary Grant Opportunity – Reservation of Funds for Unawarded CFI FY 2022/2023 Round 1 Applications (HR)

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hello – please consider our unawarded CFI Round 1 application for the reservation of funds.

- **Lead Applicant Entity:** Fairbanks Area Surface Transportation (FAST) Planning
- **State:** Alaska
- **Title of Project:** Electric Vehicle Charging Network | Fairbanks, Alaska

Thanks,

**Jackson C. Fox**

Executive Director

**FAST Planning**

100 Cushman Street, Suite 205

Fairbanks, Alaska 99701

Main (907) 205-4276

Cell (907) 590-1618

[www.fastplanning.us](http://www.fastplanning.us)

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



**From:** CFigrants <[CFigrants@dot.gov](mailto:CFigrants@dot.gov)>

**Sent:** Thursday, May 30, 2024 8:36 AM

**To:** CFigrants <[CFigrants@dot.gov](mailto:CFigrants@dot.gov)>

**Subject:** Charging and Fueling Infrastructure Discretionary Grant Opportunity – Reservation of Funds for Unawarded CFI FY 2022/2023 Round 1 Applications (HR)

**Thank you for your interest in the [Charging and Fueling Infrastructure \(CFI\) Discretionary Grant Program!](#)**

The Federal Highway Administration (FHWA) released the [Notice of Funding Opportunity \(NOFO\) for Round 2 of the Charging and Fueling Infrastructure Discretionary Grant Opportunity](#) (693JJ324NF00017) on May 30, 2024. This funding opportunity offers up to \$800 million in funding for newly submitted applications and reserves an additional \$521 million for previously received applications, making a total of \$1.3 billion available.

#### **Reservation of Funds for Round 1 Applications:**

The NOFO announces FHWA's intention to make additional awards for applications submitted under the CFI FY 2022/2023 Round 1 NOFO (693JJ323NF00004) issued March 14, 2023. FHWA is reserving up to \$521 million for applications that were submitted but not selected under the CFI FY 2022/2023 Round 1 NOFO.

For the purpose of selecting projects under this reservation of funds, FHWA will follow the criteria and process set forth in the CFI FY 2022/2023 Round 1 NOFO. No amendments are being made to either the selection criteria or process, so **no application modifications will be accepted**. Instead, upon receiving email confirmation from the lead applicant, FHWA will forward for consideration all applications that were not selected for funding but rated as either "Highly Recommended," or "Recommended" and also found to meet one or more DOT priority considerations as described in Section E.1 of the CFI FY 2022/2023 Round 1 NOFO.

To maximize chances of obtaining an award, CFI FY 2022/2023 Round 1 unawarded applicants may request consideration under the reserved funds, and they may also submit a new application following the criteria outlined in the Round 2 NOFO.

#### **FY 2022/2023 Application Overall Rating:**

This email is to notify you that the application your organization submitted under the FY 2022/2023 CFI Round 1 NOFO (693JJ323NF00004) received a rating of "**Highly Recommended**".

#### **Response Required:**

To be considered for the reservation of funds for your unawarded CFI FY 2022/2023 Round 1 application, **please respond to this email by July 1, 4** indicating you would like your CFI Round 1 application to be considered for the reservation of funds. Please include the following information in your email response:

- Lead applicant entity (the name of the organization and not an individual)
- State
- Title of project

**For more information:**

FHWA is hosting two upcoming webinars to provide additional information on the CFI Round 2 NOFO:

- Webinar 1: CFI Round 2 NOFO Overview
  - Thursday, June 6, 2024, 2:00 – 3:30 pm ET – [Registration required](#)
- Webinar 2: CFI Round 2 NOFO – Reconsideration of Round 1 Applications
  - Tuesday, June 11, 2024, 1:00 – 1:30 pm ET - [Registration required](#)

Thank you,



**CFI Discretionary Grants Program Team**  
U.S. DOT | FHWA  
Office of Natural Environment  
[CFIgrants@dot.gov](mailto:CFIgrants@dot.gov)  
<https://www.fhwa.dot.gov/environment/cfi/>

## Jackson Fox

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**From:** Jackson Fox  
**Sent:** Thursday, June 6, 2024 2:05 PM  
**To:** Arvey, David M (DOT)  
**Subject:** RE: 5th Avenue

Dave – I approve this increase request in the amount of \$15,953 using FAST Planning offset funds.

My Board Chair authorized me to approve this increase in lieu of taking it to the Policy Board. I will notify them of this action at their next meeting (June 19<sup>th</sup>) by memo.

Thanks, Jackson

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**From:** Arvey, David M (DOT) <david.arvey@alaska.gov>  
**Sent:** Thursday, June 6, 2024 12:54 PM  
**To:** Jackson Fox <jackson.fox@fastplanning.us>  
**Subject:** RE: 5th Avenue

Hi Jackson,

Attached is the draft funding request for approval.

Thanks,  
 Dave

---

**From:** Jackson Fox <jackson.fox@fastplanning.us>  
**Sent:** Thursday, June 6, 2024 10:09 AM  
**To:** Arvey, David M (DOT) <david.arvey@alaska.gov>  
**Subject:** RE: 5th Avenue

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

Technically, yes, this would need to go to our Policy Board for approval due to the cumulative increases on the project. However, the cost is so small and we have sufficient offset funds I will ask my Board chair if I can approve and just notify the Board at their June 17<sup>th</sup> meeting.

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**From:** Arvey, David M (DOT) <david.arvey@alaska.gov>  
**Sent:** Thursday, June 6, 2024 9:13 AM  
**To:** Jackson Fox <jackson.fox@fastplanning.us>  
**Subject:** 5th Avenue

Hi Jackson,

I think I need to increase the funding by about \$15k for CENG, closeout and remaining invoices. Would that require an approval from the policy and/or technical committee?

Thank you,

Dave

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

**State of Alaska DOT&PF PDA REVISION REQUEST**

To: Shelley Dykema, Chief  
Project Control

Date: 6.5.2024

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

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

Telephone: 907-388-4478

**Reason for Change:**

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

**For FHWA Programs:**

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

**For FHWA Programs - End Date:**

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

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

**For Local Match Programs:**

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

**PROGRAM BUDGET REQUEST**

PHASE	CURRENT FUNDING	REQUESTED CHANGE	NEW FUNDING TOTAL
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**PARTICIPATING**

Phase 2 - Design			
Phase 3 - ROW			
Phase 4 - Construction	\$4,340,248	+15,593	\$4,355,841
Phase 7 - Utilities			
Phase 8 - Planning			
<b>TOTAL PARTICIPATING</b>	<b>\$4,340,248</b>	<b>\$15,593</b>	<b>\$4,355,841</b>

**NON-PARTICIPATING**

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

**Justification:** Decrease phase 4 participating per contract underruns and increase construction engineering for final audits and closeout.





June 6, 2024

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

Subject: **Letter of Support for FFY2024 ATIP Planning Grant Application  
Fairbanks North Star Borough (FNSB) Parks Access & Community Connections**

Fairbanks Area Surface Transportation (FAST) Planning is the State-designated Metropolitan Planning Organization (MPO) for the Fairbanks and North Pole area, and we strongly support the Fairbanks North Star Borough (FNSB) grant application for funding to plan safe off-street access to multiple parks and connect community members to a larger active transportation network to and from parks. The FNSB Parks & Recreation Department manages approximately 130 recreation facilities, a number of which are located in the heart of Fairbanks and require further planning and design to improve overall access.

FAST Planning serves the City of Fairbanks, City of North Pole, FNSB, and Alaska Department of Transportation & Public Facilities by developing short- and long-range transportation plans that aim to safely and efficiently move goods and people and support economic progress, environmental protection, and improved quality of life. FAST Planning's primary focus is on the urban core of the community, and we strongly support the FNSB's efforts in acquiring funding to develop a plan that will improve access not only to recreational facilities but to also connect people to our active transportation networks throughout Fairbanks.

The FNSB Parks & Recreation Department is well-staffed with highly experienced individuals in park management and planning and design of park facilities. We continually commend their work on local plans and projects and have high confidence they have the ability to successfully and viably plan this project with robust stakeholder and public involvement. Please consider our strong support in your decision to provide funding to the FNSB for this project.

If you have any questions or need additional information, please contact me at [jackson.fox@fastplanning.us](mailto:jackson.fox@fastplanning.us) or (907) 590-1618.

Sincerely,

**Jackson C. Fox**, Executive Director



June 6, 2024

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

Subject: **Letter of Support for FFY2024 ATIIP Planning Grant Application  
Fairbanks North Star Borough (FNSB) Tanana Lakes Recreation Area  
Active Transportation Network Planning & Design Project**

Fairbanks Area Surface Transportation (FAST) Planning is the State-designated Metropolitan Planning Organization (MPO) for the Fairbanks and North Pole area. FAST Planning serves the City of Fairbanks, City of North Pole, FNSB, and Alaska Department of Transportation & Public Facilities by developing short- and long-range transportation plans that aim to safely and efficiently move goods and people, while also supporting economic progress, environmental protection, and improved quality of life. As a project that is aligned with our organization's mission and planning documents, we strongly support the FNSB grant application for funding to plan and design an active transportation facility into and around the Tanana Lakes Recreation Area (TLRA).

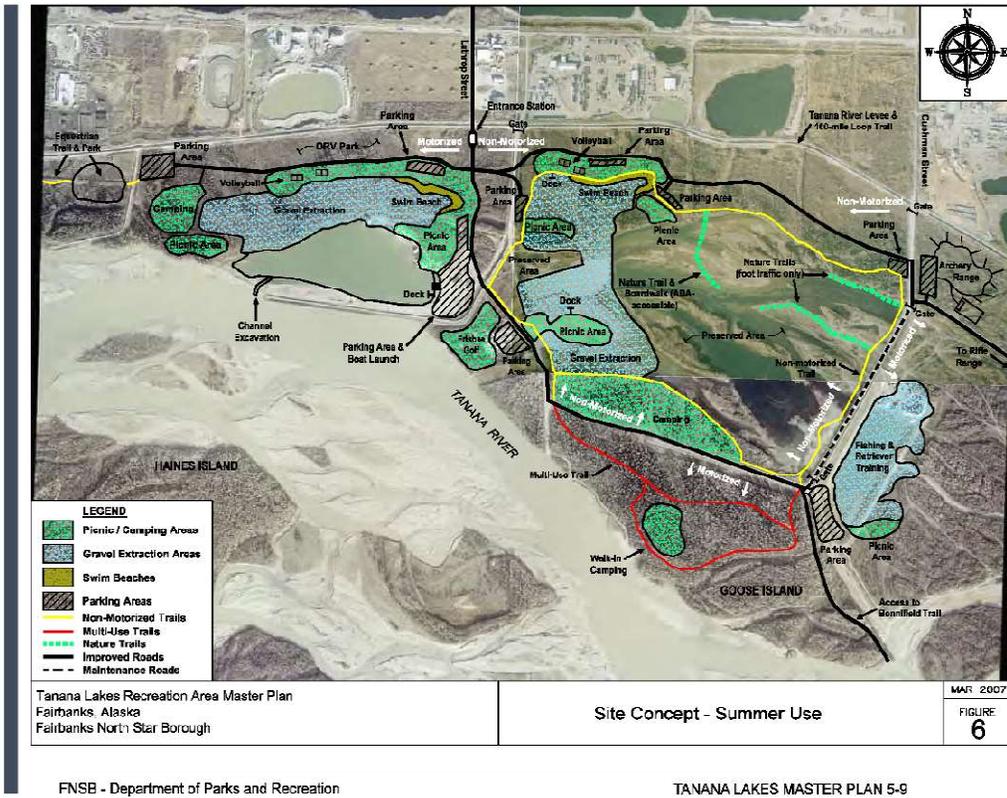
The TLRA is a unique facility that provides FNSB residents with an assortment of outdoor recreation activities year-round. The park is within a short drive of the densest residential and employment areas of the FNSB and has become one of the most-visited recreation sites in Fairbanks since the facility opened approximately ten years ago. Improving non-motorized active transportation routes into and within the park is a priority for the community, as demonstrated with the inclusion of this endeavor in the 2007 TLRA Master Plan, FNSB 2023 Comprehensive Recreational Trails Plan, and 2045 in Motion Metropolitan Transportation Plan. FAST Planning's inventory and mapping of existing bicycle and pedestrian networks in the MPO boundary highlights a gap in active transportation facilities around the TLRA and southern Fairbanks at large. The proposed project would address this gap by planning an expansion of the active transportation network to southern Fairbanks and the TLRA.

The FNSB Parks & Recreation Department is well-staffed with individuals highly experienced in park management and park facility planning and design. We continually commend their work on local plans and projects and have high confidence they would successfully and viably plan this project with robust stakeholder and public involvement. Please consider our strong support in your decision to provide funding to the FNSB's TLRA Active Transportation Network Planning & Design project. If you have any questions or need additional information, please contact me at [jackson.fox@fastplanning.us](mailto:jackson.fox@fastplanning.us) or (907) 590-1618.

Sincerely,

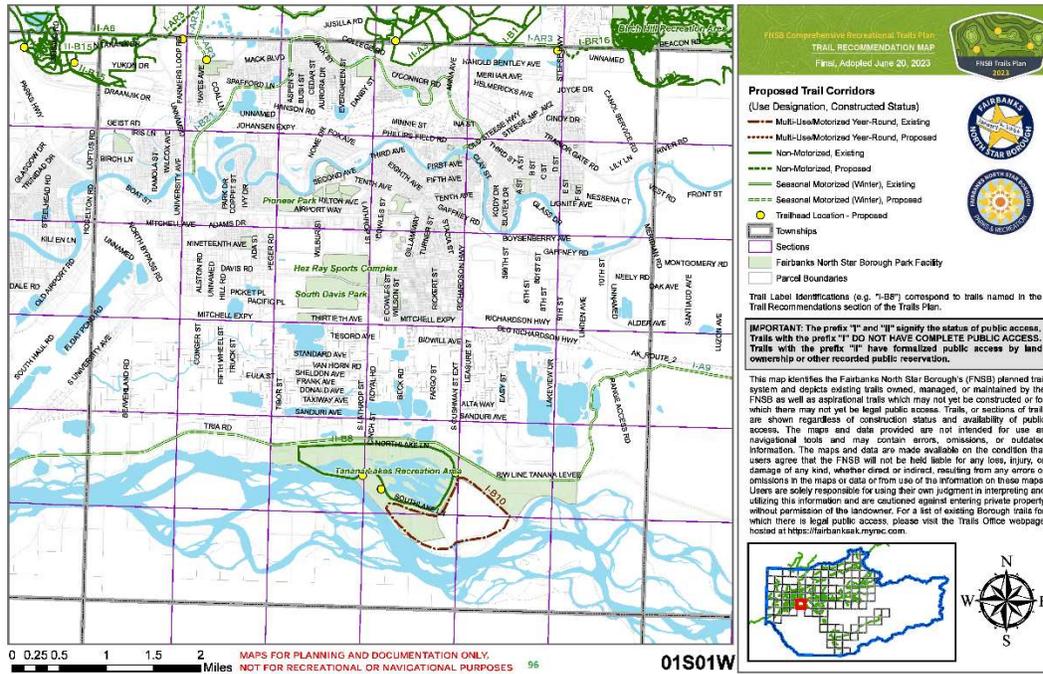
**Jackson C. Fox**, Executive Director

### 2007 Tanana Lakes Recreation Area Master Plan



### FNSB 2023 Comprehensive Recreational Trails Plan

II-B8. This plan recommends continuing to construct and complete a non-motorized trail loop circumnavigating Cushman Lake [...].

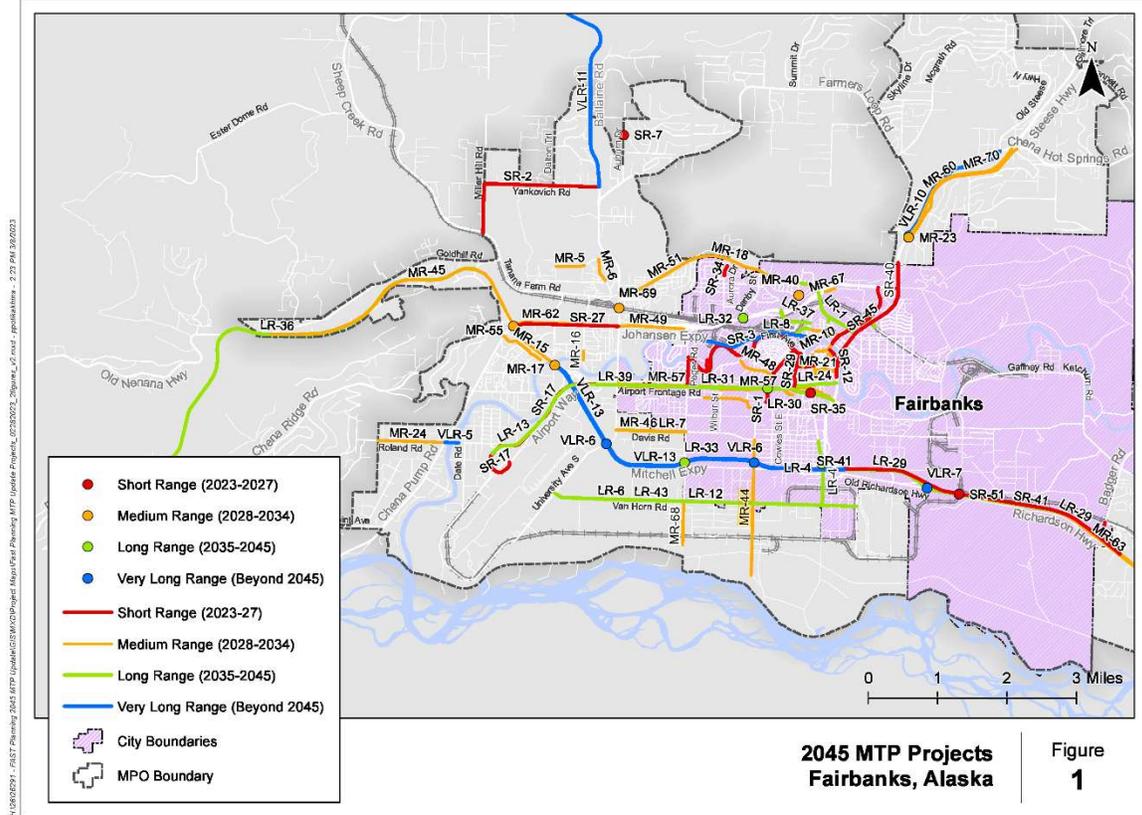


### 2045 in Motion FAST Planning's Metropolitan Transportation Plan

**MR-33: Tanana Lakes Recreation Area- Cushman Lake Loop Trail** – Construct a circumnavigational, non-motorized trail around Cushman Lake.

**MR-44: Lathrop Street Bicycle Facilities**- Provide non-motorized connectivity from Davis Road path to the Tanana Lakes Recreation Area on Lathrop Street (also HP-22 in the FAST Planning Connect Fairbanks Non-Motorized Plan)

2045 in Motion FAST Planning Transportation Plan Update





**FAST Planning**  
**FFY2025-26 Unified Planning Work Program (UPWP)**  
**Available for 30-Day Public Review and Comment**  
**May 19, 2024 – June 19, 2024**

The Fairbanks Area Surface Transportation (FAST) Planning Unified Planning Work Program (UPWP) for Federal Fiscal Years 2025 and 2026 has been released for 30 day public review and comment.

The UPWP serves as a management tool that identifies the work tasks, timeline, staffing needs, costs, and funding sources for all FAST Planning transportation planning and programming activities within the Fairbanks and North Pole area. The primary funding for FAST Planning work tasks comes from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) of the U.S. Department of Transportation.

**To view the document and submit comments online, please go to:**

**<https://fastplanning.us/upwp>**

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

00075166

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

## UPWP

Draft FFY2025-26 UPWP is out for public comment until **June 19th, 2024**. Then it will go back to our Technical Committee on July 3rd and Policy Board on July 17th for final adoption.

The Unified Planning Work Program, or UPWP, is one of our core documents here at FAST Planning. You can see the previously approved version of it [HERE](#). The purpose of the UPWP is to document transportation planning activities within our Metropolitan Planning Area. It is important for us as an MPO to ensure that a continuing, cooperative, and comprehensive (3C) approach to planning for transportation needs is maintained and properly coordinated between us and our partners. Learn more about the UPWP by clicking the button below.

The UPWP serves as a management tool that identifies the work tasks, timeline, staffing needs, costs, and funding sources for all FAST Planning transportation planning and programming activities within the Fairbanks and North Pole area.

The primary funding for FAST Planning work tasks comes from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) of the U.S. Department of Transportation.

Translate »

**DRAFT FFY2025-26  
UNIFIED PLANNING WORK PROGRAM**

Have some comments you'd like to leave about the Draft FFY2025-26 UPWP?  
Send them to us using the form below! 📌

**name**

**email**

**comment(s)** (required)

**submit comment(s)**

**FAST Planning - Draft FFY2025-26 Unified Planning Work Program (UPWP)**

Public Comment Period: May 19 - June 19, 2024 | [Comments Received as of June 14, 2024](#)

#	Source	Reference	Comment	Action Taken
1	Brett Nelson, Alaska DOT&PF	Task 400(f) Richardson Highway PEL Study	Here are some thoughts for the Rich Hwy PEL. NP [North Pole] to Eielson I think what is in the UPWP should generally work for now, but it may be that we do a Corridor Study, with the termini going rom about MP 356 (first Badger interchange) out to Eielson. That would allow for a more comprehensive look at the frontage roads and tie into the bike/ped path.	
2	Alaska Statewide MPO Quarterly Coordination Meeting	Task 100(b) Metropolitan Transportation Plan	Include estimated cost for Travel Demand Model update and indicate funding source is unobligated Metropolitan Planning (PL) funds carried forward from previous years.	
3				
4				
5				
6				
7				
8				
9				
10				

## 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 will be funded again in FFY2025, which will cover FFY2025-26 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) Complete Streets Prioritization Plan

The IJA 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. Beginning in FFY2024, FAST Planning has initiated a 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. The work on the Plan will largely be accomplished in late FFY2024 and early FFY2025.

### Task 300(c) Electric Vehicle Infrastructure Deployment Plan

Development of a Local Electric Vehicle (EV) Infrastructure Deployment Plan is currently underway at FAST Planning with the assistance of a consultant team and stakeholder group. The purpose of the Plan is to help make our community infrastructure-ready for EV integration for residents and visitors alike through creation of a network of electric vehicle charging stations in Fairbanks and North Pole. The Draft Plan is anticipated to be complete in early FFY2025 and will be released for a 30-day public comment period, including a second public open house event. Following close of the comment period, FAST Planning's Technical Committee and Policy Board will consider adoption in December 2024 or January 2025. Implementation of the recommendations of the Plan will begin immediately following adoption utilizing a set aside of FAST Planning's suballocation of Carbon Reduction Program funding.

## H. R. 3684—96

behavior and travel demand, including public transportation ridership, induced highway travel, and congestion;

(iii) to support more accurate travel demand forecasting by States and metropolitan planning organizations; and

(iv) to enhance the capacity of States and metropolitan planning organizations—

(I) to forecast travel demand; and

(II) to track observed travel behavior responses, including induced travel, to changes in transportation capacity, pricing, and land use patterns.

(2) SECRETARIAL SUPPORT.—The Secretary shall seek opportunities to support the transportation planning processes under sections 134 and 135 of title 23, United States Code, through the provision of data to States and metropolitan planning organizations to improve the quality of plans, models, and forecasts described in this subsection.

(3) EVALUATION TOOL.—The Secretary shall develop a publicly available multimodal web-based tool for the purpose of enabling States and metropolitan planning organizations to evaluate the effect of investments in highway and public transportation projects on the use and conditions of all transportation assets within the State or area served by the metropolitan planning organization, as applicable.



**SEC. 11206. INCREASING SAFE AND ACCESSIBLE TRANSPORTATION OPTIONS.**

(a) DEFINITION OF COMPLETE STREETS STANDARDS OR POLICIES.—In this section, the term “Complete Streets standards or policies” means standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.

(b) FUNDING REQUIREMENT.—Notwithstanding any other provision of law, each State and metropolitan planning organization shall use to carry out 1 or more activities described in subsection (c)—

(1) in the case of a State, not less than 2.5 percent of the amounts made available to the State to carry out section 505 of title 23, United States Code; and

(2) in the case of a metropolitan planning organization, not less than 2.5 percent of the amounts made available to the metropolitan planning organization under section 104(d) of title 23, United States Code.

(c) ACTIVITIES DESCRIBED.—An activity referred to in subsection (b) is an activity to increase safe and accessible options for multiple travel modes for people of all ages and abilities, which, if permissible under applicable State and local laws, may include—

(1) adoption of Complete Streets standards or policies;

(2) development of a Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street;

(3) development of transportation plans—

## H. R. 3684—97

(A) to create a network of active transportation facilities, including sidewalks, bikeways, or pedestrian and bicycle trails, to connect neighborhoods with destinations such as workplaces, schools, residences, businesses, recreation areas, healthcare and child care services, or other community activity centers;

(B) to integrate active transportation facilities with public transportation service or improve access to public transportation;

(C) to create multiuse active transportation infrastructure facilities, including bikeways or pedestrian and bicycle trails, that make connections within or between communities;

(D) to increase public transportation ridership; and

(E) to improve the safety of bicyclists and pedestrians;

(4) regional and megaregional planning to address travel demand and capacity constraints through alternatives to new highway capacity, including through intercity passenger rail; and

(5) development of transportation plans and policies that support transit-oriented development.

(d) FEDERAL SHARE.—The Federal share of the cost of an activity carried out under this section shall be 80 percent, unless the Secretary determines that the interests of the Federal-aid highway program would be best served by decreasing or eliminating the non-Federal share.

(e) STATE FLEXIBILITY.—A State or metropolitan planning organization, with the approval of the Secretary, may opt out of the requirements of this section if the State or metropolitan planning organization demonstrates to the Secretary, by not later than 30 days before the Secretary apportions funds for a fiscal year under section 104, that the State or metropolitan planning organization—

(1) has Complete Streets standards and policies in place; and

(2) has developed an up-to-date Complete Streets prioritization plan as described in subsection (c)(2).

### Subtitle C—Project Delivery and Process Improvement

#### SEC. 11301. CODIFICATION OF ONE FEDERAL DECISION.

(a) IN GENERAL.—Section 139 of title 23, United States Code, is amended—

(1) in the section heading, by striking “**decisionmaking**” and inserting “**decisionmaking and One Federal Decision**”;

(2) in subsection (a)—

(A) by redesignating paragraphs (2) through (8) as paragraphs (4), (5), (6), (8), (9), (10), and (11), respectively;

(B) by inserting after paragraph (1) the following:

“(2) AUTHORIZATION.—The term ‘authorization’ means any environmental license, permit, approval, finding, or other administrative decision related to the environmental review process that is required under Federal law to site, construct, or reconstruct a project.

**Jackson Fox**

---

**From:** Czarnecki, Nick P (DEC) <nick.czarnecki@alaska.gov>  
**Sent:** Tuesday, June 4, 2024 10:14 AM  
**To:** Jackson Fox  
**Cc:** Olds, Jason R (DEC); Alimi, Adeyemi S (DEC); Thomas Carlson (Trinity Consultants)  
**Subject:** June 19 FAST Policy Meeting

Hi Jackson,

As part of 40 CFR 93.118(e)(4) regulations, we are required to brief/discuss the motor vehicle emission budgets with the FAST Policy Board and include the affidavit of oral hearing as part of our SIP Amendment that we are preparing. We were wondering if you could include this on the agenda for the next FAST Policy Board meeting on June 19?

Tom Carlson is available to brief the policy board and can attend remotely.

Jason can't make the June 19 meeting, I will sit in on the meeting in Jason's place. Could you forward me the invite to that meeting when you have a chance?

Best,

**Nick Czarnecki**

ANPMS Program Manager, Division of Air Quality  
Alaska Department of Environmental Conservation  
907.451.2007

## Summary of Motor Vehicle Emission Budget under the 2024 Amendment

On December 5, 2023, the EPA published the final partial disapproval of the FNSB 24-hour PM<sub>2.5</sub> Serious SIP and 189(d) Plan in the Federal Register ([88 FR 84626](#)). Following the final disapproval, ADEC is required to submit revised regulations and amended/revised Serious SIP to address the EPA's identified deficiencies.

The transportation conformity rule in 40 C.F.R. § 51.390 and Part 93, Subpart A requires that transportation activities in the nonattainment area conform to the SIP. Hence, the Conformity and Motor Vehicle Emission Budget (MVEB) section is revised to meet this purpose. Before developing the MVEB for the 2024 Amendment to the Fairbanks PM<sub>2.5</sub> Serious SIP and 189(d), ADEC met with the EPA Region 10 staff to discuss the applicable requirements and methodology.

One of the requirements in 40 CFR 93.118(e)(4) calls for an interagency consultation among federal, state, and local agencies to determine the budget adequacy. Hence, this interagency consultation is scheduled to discuss the methodology and budget.

### Methodology

- The requirement for setting the MVEB is based on the projected expeditious attainment date (2027) and tied to RFP inventories for milestone years until that date, plus one milestone year after. Hence, the MVEBs were established for calendar years 2020, 2023, 2026, 2027, and 2029.
- Budgets of on-road motor vehicle emissions for the nonattainment area were only set for directly emitted PM<sub>2.5</sub>. The budgets include exhaust, brake wear, and tire wear emissions. The decision not to establish budgets for NO<sub>x</sub> is based on the interpretation of applicable precursor requirements under 40 C.F.R. § 93.102(b)(1) and § 93.102(b)(2)(iv) and on the precursor modeling discussion which found that both total and motor vehicle NO<sub>x</sub> concentrations did not exceed the EPA-established significance thresholds in the required 2019 attainment year.
- Although MOVES4.0.1 is the latest version of MOVES, the MVEB and emission inventories were developed using MOVES3.0.3 because the MOVES4 grace period allows the use of MOVES3 until September 12, 2025, for transportation and conformity purposes.
- The MOVES inventory mode was used to establish MVEBs to simplify future conformity analysis requirements where gridded outputs are not needed.
- The model was run to simulate conditions within the three months (December through February) encompassing the Winter 2019-2020 historical modeling episode used in the 2024 Amendments to evaluate attainment to generate emissions over this period.
- Since fuel properties are the same from January through February, the model was simply run for January to ensure budgets represented worst-case conditions within the period and to simplify model setup and execution for subsequent conformity determinations.
- The on-road motor vehicle activity inputs were developed from the "Final 2045 MTP Update" travel demand model outputs obtained from Fairbanks Area Surface Transportation Planning (FAST Planning) and their transportation modeling contractor, Kittelson and Associates.
- Since there is no local extended idling data, default MOVES activity was assumed for heavy-duty trucks for the temporal profiles.
- Vehicle populations for the nonattainment area (instead of the entire county) were extrapolated from ZIP-code specific 2020 DMV registrations for the fleet characteristic input using the same

growth rate assumptions used in the 2045 MTP Update travel model forecasts. Alternative Vehicle and Fuel Technology (AVFT) inputs were based on the calendar year 2020 registration data. Age distribution inputs were based on registration data for calendar year 2020 and EPA's "Age Distribution Projection Tool for MOVES3" for subsequent calendar years. However, age distribution inputs for light-duty vehicles were based on the wintertime parking lot survey data collected by ADEC, rather than on the registration data.

- Facility types from the travel model outputs were categorized into these MOVES road types to develop the "VMT by Road Type" inputs.
- Fuel property inputs were based on MOVES3 defaults for FNSB (County 02090). Similarly, January's meteorology inputs (hourly ambient temperature and relative humidity) were based on MOVES3 defaults.
- For the plug-in adjustments, the starting exhaust PM<sub>2.5</sub> emissions for light-duty gasoline vehicles were adjusted to account for the effects of the wintertime vehicle plug-in block heater use in FNSB. **Note:** that EPA's approval of the methodology for modeling the adjustments extends to analyses conducted using **MOVES3**.

Table 7.14-2 below shows the MVEB, while Table 7.14-3 shows the MVEB, total emissions, and motor vehicle contributions to total attainment area emissions by MVEB year.

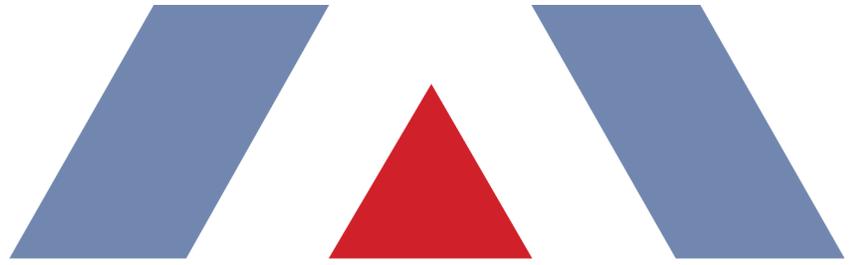
### Budgets

**Table 7.14-1**  
**FNSB Nonattainment Area Motor Vehicle PM<sub>2.5</sub> Emission Budgets**  
**Under 2024 Amendment**

Calendar Year	Requirement	Motor Vehicle Emission Budgets PM <sub>2.5</sub> (tons/day)
2020	Base/RFP year	0.074
2023	RFP year	0.062
2026	RFP year	0.054
2027	Attainment year	0.052
2029	RFP year	0.049

**Table 7.14-2**  
**Motor Vehicle and Total Emissions and Motor Vehicle Contributions to**  
**Total Nonattainment Area Emissions by MVEB Year Under 2024 Amendment**

Calendar Year	Nonattainment Area PM <sub>2.5</sub> Emissions (tons/day)		Relative Motor Vehicle Contributions (%)
	On-Road Vehicles	Total (All Sectors)	
2020	0.074	2.91	2.5%
2023	0.062	2.47	2.5%
2026	0.054	1.94	2.8%
2027	0.052	1.74	3.0%
2029	0.049	1.63	3.0%



## FINAL REPORT

### Fairbanks Area Surface Transportation (FAST) Planning

#### Conformity Analysis for the FAST Planning 2045 Metropolitan Transportation Plan (MTP) Update

Prepared By:

Suriya Vallamsundar, Ph.D.  
Thomas R. Carlson

**TRINITY CONSULTANTS**  
3301 C Street, Suite 400  
Sacramento, CA 95816  
(916) 444-6666

March 13, 2023

Project 210507.0006



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These measures have already been funded and implemented. Thus, the programs and projects contained in the FAST Planning 2045 MTP will not affect their timely implementation and therefore the MTP fulfills the applicable TCM implementation requirements under 40 CFR 93.113.

## 5.2 PM<sub>2.5</sub> Conformity

Table 5-1 presents results for the conformity emission budget tests for PM<sub>2.5</sub> and NO<sub>x</sub> (for the 2006 24-hour standard PM<sub>2.5</sub> standard) in tons per winter day for each of the analysis years considered.

<b>Table 5-1 PM<sub>2.5</sub> Conformity Test Results</b>				
Analysis Year	PM <sub>2.5</sub> (tons per day)	PM <sub>2.5</sub> Emissions ≤ Budget?	NO <sub>x</sub> (tons per day)	NO <sub>x</sub> Emissions ≤ Budget?
<b>Budget</b>	<b>0.33</b>		<b>2.13</b>	
2022	0.0558	<b>Yes</b>	0.794	<b>Yes</b>
2024, No Kinross	0.0534	<b>Yes</b>	0.698	<b>Yes</b>
2024, With Kinross	0.0547	<b>Yes</b>	0.755	<b>Yes</b>
2028, No Kinross	0.0554	<b>Yes</b>	0.629	<b>Yes</b>
2028 With Kinross	0.0563	<b>Yes</b>	0.677	<b>Yes</b>
2035	0.0566	<b>Yes</b>	0.536	<b>Yes</b>
2045	0.0596	<b>Yes</b>	0.529	<b>Yes</b>

In accordance with the Transportation Conformity Rule for areas with established SIP-based motor vehicle emission budgets, conformity is demonstrated if the emissions from the proposed transportation system are no greater than the applicable emission budget in a given area. 2045 MTP Update vehicle emissions were estimated using the latest emissions model consistent with the conformity guidance and SIP budget methodologies. Both PM<sub>2.5</sub> exhaust and NO<sub>x</sub> exhaust were estimated for a winter average day, which was used for the 24-hour standard.

Kinross Ore Hauling Emissions – Although not explicitly required for this conformity analysis, Table 5-1 shows 2024 and 2028 emissions without and with inclusion of Kinross heavy-duty diesel truck activity (including extending idling) within the nonattainment area. Incremental PM<sub>2.5</sub> emissions from Kinross activity in 2024 and 2028 were estimated to be 0.013 tons/day and 0.009 tons/day, respectively based on the results in Table 5-1. Similarly, incremental NO<sub>x</sub> emissions in 2024 and 2028 were estimated to be 0.057 tons/day and 0.038 tons/day, respectively.

Inclusion of the additional truck activity due to the Kinross project resulted in higher emissions by average 8% for NO<sub>x</sub> and 2% for PM<sub>2.5</sub> for both 2024 and 2028. A table showing the comparison of the emissions with and without the Kinross trucking activity is shown in Pg D-23 in Appendix D.

Differences from Prior 2045 MTP - The 2045 MTP Update conformity analysis resulted in emissions that are much lower than the previous 2045 MTP analysis. This reduction is attributed to a combination of changes in VMT, source population, and more importantly the MOVES model version. A decreasing trend in NO<sub>x</sub> emissions over the years was observed compared to a flatter trend in PM<sub>2.5</sub> emissions which could be attributed to stringent emission

# North Pole Bus Shelters

MACS Transit + FAST Planning + City of North Pole

## Concept

The MACS Transit Green Line route along Badger road and into North Pole, has a number of high-volume stops. A small percentage of these have developed infrastructure (including benches, trash cans or shelters), but there are two key locations that lack a shelter to protect waiting riders from the elements. This project effort looks at these stops and proposes improvements for both locations.

### Site 1; North Pole Plaza N Santa Claus Lane (northbound)



MACS Green Line at N Santa Claus Lane

### Site 1; Santa Claus House St. Nicholas Drive (northbound)

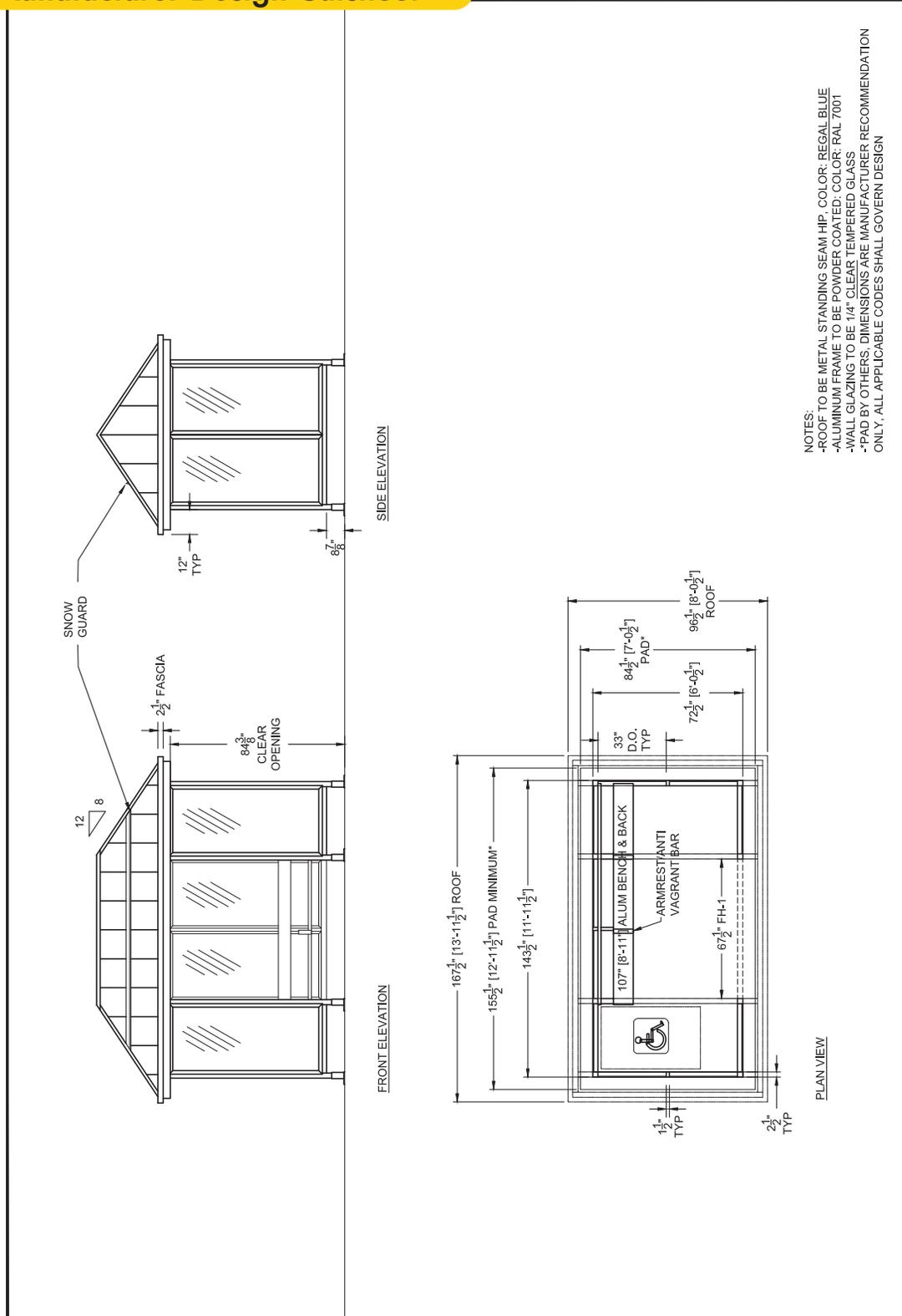


MACS Green Line at the Santa Claus House

# North Pole Bus Shelters

MACS Transit + FAST Planning + City of North Pole

## Manufacturer Design Cutsheet



**NOTES:**  
 -ROOF TO BE METAL STANDING SEAM HIP. COLOR: REGAL BLUE  
 -ALUMINUM FRAME TO BE POWDER COATED. COLOR: RAL 7001  
 -WALL GLAZING TO BE 1/4" CLEAR TEMPERED GLASS  
 -\*PAD BY OTHERS. DIMENSIONS ARE MANUFACTURER RECOMMENDATION ONLY. ALL APPLICABLE CODES SHALL GOVERN DESIGN

PROJECT NAME <b>15065 - PAVING PRODUCTS INC</b>		SCALE <b>3/16" = 1'-0"</b>	PAGE OF <b>2 6</b>	DRAWING #
DESCRIPTION <b>(7) 8' X 14' TRANSIT STYLE SHELTER - PLAN AND ELEVATIONS</b>		REVIZ	REV1	REV2
APPROVAL SIGNATURE _____	DATE _____	PROJ MGR <b>BL</b>	DRW G DATE <b>2/17/2022</b>	REV#
THIS DRAWING IS PROPRIETARY AND FOR THE SOLE USE OF OUR CUSTOMER AND MAY NOT BE COPIED OR REPRODUCED WITHOUT PRIOR WRITTEN CONSENT FROM DUO-GARD INDUSTRIES, INC. LEAD TIME BEGINS UPON RECEIPT OF SIGNED SHOP DRAWINGS		PROJ ENG <b>CP</b>	X	

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Existing shelter style for MACS system, to be utilized at at North Pole sites 1 and 2

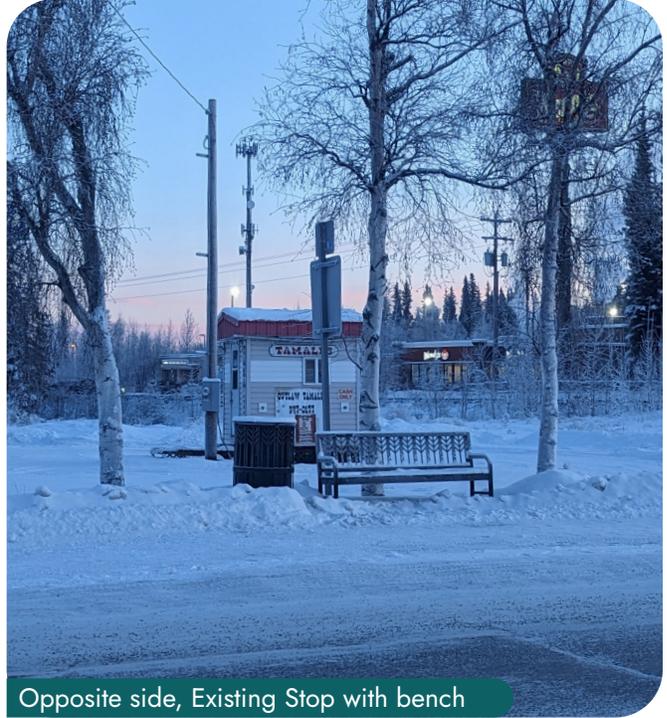
# North Pole Bus Shelters

MACS Transit + FAST Planning + City of North Pole

## Site 1; N Santa Claus Lane



Existing Shelter abutting North Pole Plaza



Opposite side, Existing Stop with bench



Proposed shelter style at Site 1, to match North Pole Plaza

# North Pole Bus Shelters

MACS Transit + FAST Planning + City of North Pole

## Site 2; St. Nicholas Drive



Existing bus stop sign location, riders waiting in roadway



Proposed approx. shelter location in front of SCH



Proposed shelter style at site 2, front view, base shelter structure is identical to site 1, candy canes and other customizations are fabricated locally and seperately



Proposed shelter style at site 2, rear view, showing crossing to existing bus stop sign location

### *Designated Fund Balance*

The designated fund balance is the operating reserve for FAST Planning's Non-Profit Corporation. The fund balance is equivalent to one year's worth of annual operating expense budget and used for payment of operating expenses (payroll, insurance, office lease, contractual services, etc.) in advance of grant reimbursements. The fund balance is restricted for this exclusive use.

FAST Planning operates under a Memorandum of Understanding (MOU) with the Alaska Department of Transportation & Public Facilities, Alaska Department of Environmental Conservation, Fairbanks North Star Borough, City of Fairbanks, and City of North Pole. The parties listed made one-time membership fee payments to FAST Planning in Federal Fiscal Year 2019. The MOU states that in the case of dissolution of the Non-Profit Corporation, the membership fees will be reimbursed to each party within 60 days of the MOU's termination date. The membership fee amounts are considered designated net assets in the following amounts per party:

State of Alaska	\$348,300
Fairbanks North Star Borough	178,700
City of Fairbanks	158,800
City of North Pole	<u>10,800</u>
Total Designated Fund Balance	\$696,600

### *Undesignated Fund Balance*

The undesignated fund balance is the residual classification of funds collected by FAST Planning that is not restricted or otherwise committed by its revenue source or the grantor or donor. Examples of undesignated funds may include, but are not limited to, annual dues from members, indirect cost reimbursements (by rate/percent) from grants in excess of operating expenses, and cash donations to the Non-Profit Corporation.

FAST Planning shall strive to maintain, to the extent practicable, a minimum undesignated fund balance equivalent to twenty percent (20%) of the annual operating budget for the following purposes:

1. Annual payment of match commitment for Federal Planning funds, which is the primary revenue source for operation of FAST Planning.
2. A net asset reserve in the event FAST Planning has expenses in excess of revenues in a given year to ensure the designated fund balance is protected and maintained.

3. In the event of dissolution of the Non-Profit Corporation all financial liabilities (i.e. personnel severance and leave accrual cash outs, insurance premiums, office lease and other contractual obligations, etc.) are adequately covered without diminishment of the designated fund balance.
4. Legal representation and fees in the event an issue arises that requires litigation.

The Policy Board, at their discretion, may also appropriate use of undesignated funds in FAST Planning's annual operating budget other purposes including, but not limited to:

1. Procurement of support services for grant writing assistance and project benefit-cost analyses.
2. Commitment of matching funds for small local/state/federal grants for transportation-related projects, programs, and activities that are consistent with FAST Planning's tax-exempt purposes.
3. Attorney consultation fees on an as-needed basis for contracts, agreements, and other legal issues related to the Non-Profit Corporation.
4. Charitable donations to local Non-profit Corporations, governmental units, and educational institutions for transportation-related projects, programs, and activities that are consistent with FAST Planning's tax-exempt purposes.
5. Incidental expenses that are determined not eligible for direct or indirect cost reimbursement under grant guidelines (i.e. food/refreshments for meetings, FAST Planning promotional materials, organization membership fees, etc.).

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### Chart of Accounts & General Ledger

FAST Planning has designated a Chart of Accounts specific to its operational needs and the needs of its financial statements. The Chart of Accounts is structured so that financial statements can be shown by classification (expense type) in coordination with the annual budget as follows:

1. Personnel
2. Office & Administrative
3. Information Technology
4. Meetings
5. Training
6. Membership Dues

FAIRBANKS AREA SURFACE TRANSPORTATION PLANNING  
NOTES TO FINANCIAL STATEMENTS

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

2. CASH

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

3. ACCOUNTS RECEIVABLE

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

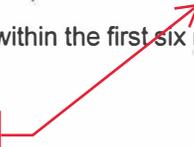
4. LIQUIDITY AND AVAILABILITY OF FINANCIAL ASSETS

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

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

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

Undesignated Fund Balance



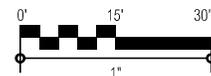
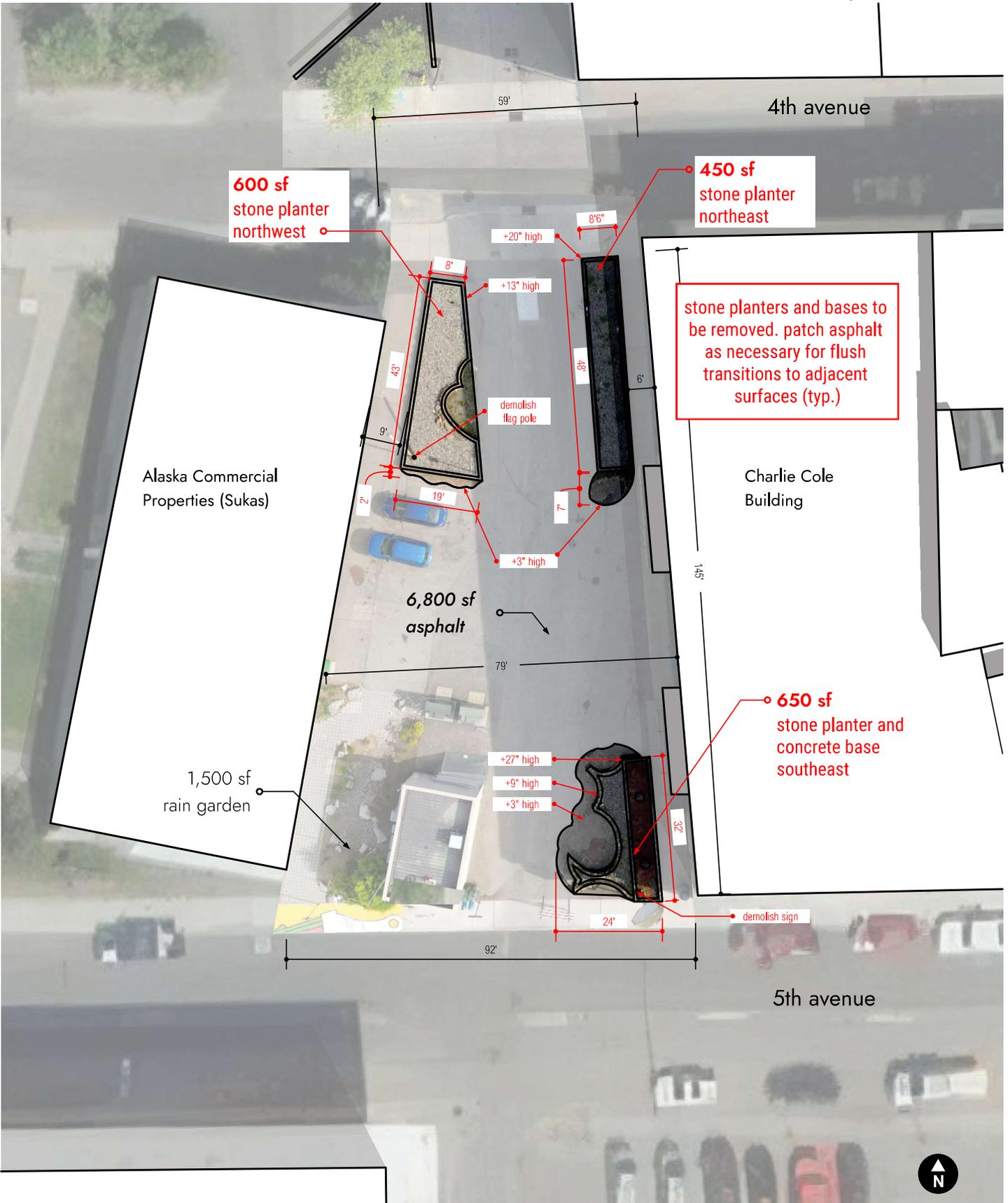
<b>UNDESIGNATED FUND APPROPRIATIONS</b>	<b>FFY2024</b>	
Grant Writing Services (Contractual)	\$	10,000
Match for Small Local/State/Federal Grants	\$	5,000
Promotions	\$	20,000
2-day Employee Retreat/Strategic Planning	\$	5,000
Attorney Consultation Fees	\$	5,000
Incidental Expenses not Eligible for Grant Reimbursement	\$	5,000
<b>TOTAL</b>	<b>\$</b>	<b>50,000</b>

*Approved by Policy Board 10/25/2023*

Turner Street  
Block 4 Plan - Planter Information

DRAFT

Spatial Dimensions



**Turner Street**  
**Block 4 Plan - Planter Information**

**DRAFT**

scope: demolish approximately 1,640 SF of stone planters. remove stone walls, concrete base, and planting bed fill (stone/soil). patch area as appropriate with asphalt to ensure flush transition with adjacent surfaces.



northwest stone planter; 13" high walls, stone fill



northeast stone planter; 20" high walls with 3" high conc pad area.



northwest stone planter; 13" high walls, 3" stone fill atop geotext mat and 9" of soil, hard base below soil unidentified



southeast stone planter, sign and concrete pad



southeast stone planter; 27" high walls

## 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,

## Federal Planning Finding Tier 2, 1a Corrective Action

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.

### DOT&PF Response

To ensure DOT&PF meets the requirements of 23 CFR 450.208 as it relates to continuing, cooperative, and comprehensive planning with the State's MPOs, the following procedures have been developed. The actions described for each planning process are based in the guidance provided by federal and state regulations which are noted throughout.

#### MPO Oversight

- For each MPO in Alaska, a formal Operating Agreement as required by 23 CFR 450.314(a) exists that serves to provide the structure and process for continuing, cooperative, and comprehensive development and implementation of transportation plans and programs within the metropolitan planning areas. All existing MPO operating agreements provide DOT&PF with membership on their Policy and Technical Committees, as well as additional seats on advisory committees. This representation ensures that DOT&PF policies are developed and implemented in tandem with the MPOs, and a feedback mechanism exists in perpetuity. Within these operating agreements, clear statements of cooperation and assistance between the MPOs and DOT&PF in development of planning documents are made throughout, and the procedures through which this collaboration occurs are described in the following sections.

#### MPO TMA Certification

- ~~Transportation Management Area (TMA) certification reviews occur between the MPOs and FHWA/FTA. DOT&PF does not have a formal role or responsibility in the process but does consistently participate in the federal partners' field review process.~~
- The DOT&PF participates via Technical Committee (TC) and Policy Board (PB) committees, actively participating in the field review process, attending the certification meeting, and assisting with corrective actions and development of a plan of action.

#### MPO Self-Certification

- The MPO self-certification is done via the TIP submission and is addressed in the operating agreements. The DOT&PF is responsible for signing the self-certification after ensuring the requirements are met. This is done through participation in the TC and PB committees.

#### MPO Air Quality Conformity

- Two of Alaska's MPOs operate under Limited Maintenance Plans related to Alaska's Statewide Implementation Plan (SIP). This requires the MPOs to confirm the continued eligibility of their Limited Maintenance Area status and affirm that Transportation Control Measures required by the Alaska SIP continue to be implemented with each version of their TIP. To do so, with each TIP submission, MPOs include an air quality conformity report to establish a regional air quality conformity demonstration (if necessary). This air quality conformity demonstration follows methodologies approved by the MPO's Interagency Consultation Team (ICT). The ICTs consist of several agencies from the state and federal level, including DOT&PF. The DOT&PF's involvement

in ICTs and conformity demonstrations is an example of the cooperative process agreed to in the MPO operating agreements.

- One MPO operates under the Serious Non-Attainment Area designation related to the SIP. In addition to the requirements under Limited Maintenance Plans, the MPO must engage in project level conformity determinations through the ICT. The DOT&PF participates in the ICT process similar to the Limited Maintenance Plans. DOT&PF typically assists with travel demand modeling in support of air quality modeling.
- Details and specific roles of the DOT&PF in ICT are documented in the MPO operating agreements.

#### MPO Metropolitan Transportation Plan, TIP, and Unified Planning Work Program

- MPOs are responsible for developing and managing the MTP, TIP, and UPWP documents. DOT&PF's role in supporting the supports development of these work products is described in each MPO's operating agreement, and includes development of project lists, providing financial data to ensure fiscal constraint, assisting in the application of scoring criteria, and other actions requested by the MPOs. These operating agreements incorporate development requirements outlined in 23 CFR 450.324 & 450.326.
  - Through the actions prescribed in the operating agreements and its membership in MPO committees, DOT&PF ensures that MPOs receive continuous support in creating and maintaining these fundamental documents.
- DOT&PF's role in the approval of MTPs, TIPs, and UPWPs differs for each MPO and is described in the operating agreements.
  - For MTPs, MPOs submit these directly to FHWA and FTA for approval. DOT&PF participates in the MTP development through the Technical and Policy Committees.
  - UPWP documents are routed through DOT&PF to FHWA and FTA to verify urban planning funding details per the state's responsibility under 23 USC § 104(d). UPWPs do not require DOT&PF approval.
  - Federal guidelines outline DOT&PF's role in approving TIPs and any associated modifications or amendments.
  - The following section describes DOT&PF's procedures for TIP and amendment approvals, annotated with the appropriate regulations.
    - Per 23 CFR 450.328(b): "After approval by the MPO and the Governor, the State shall include the TIP without change, directly or by reference, in the STIP...". The State is responsible for ensuring the sufficiency of the technical processes that MPOs utilize to execute the TIP revision elements described in 23 CFR 450.328(a). These elements are:
      - The MPO, FHWA, and FTA have made a conformity determination for a TIP amendment including any non-exempt projects, or for a replacement TIP (if necessary),
      - Fiscal constraint within the TIP has been sufficiently demonstrated, and,
      - In revising the TIP, the MPO has used public participation procedures consistent with 23 CFR 450.316(a).
  - When DOT&PF confirms that the three criteria have been met, the TIP will be forwarded to the Governor or their designee with a recommendation to approve the TIP. DOT&PF then informs the MPO of this action in writing. If any issues are found, or further information is needed to verify the TIP's adherence to federal regulations, DOT&PF will

contact the MPO in writing for clarification. In either case, DOT&PF will formally respond to the MPO ~~in a timely manner~~within a reasonable time. In the event the Governor cannot approve an MPO's TIP, a letter outlining the cause will be sent to the MPO to ensure clarity and provide the MPO with direction to achieve approval.

#### Performance ~~Based Planning~~ Measures & Target Setting

- DOT&PF is committed to supporting MPO performance-based approaches to planning as required in 23 CFR 450.306(d) ~~and has a long-standing process to do so~~. DOT&PF and MPO coordination is documented in a Memorandum of Understanding for two of the MPO's at this time.
- Coordination between DOT&PF and MPOs begins when DOT&PF initiates an internal process of setting statewide performance targets as required in 23 CFR 490.105.
- Initial consultation meetings are held that include the MPOs, FHWA (and FTA when applicable), and other interested parties. During these meetings, DOT&PF provides an overview of the federal requirements, associated data, external factors, policy implications, and other critical information to inform the process. DOT&PF facilitates a discussion as to what appropriate targets would be and memorializes the process in notes, which are later distributed to all parties.
- A second meeting is held to finalize the targets ~~as well~~.
- After approval by the DOT&PF Commissioner, the performance measures are submitted to the MPOs for their consideration of inclusion in their planning documents as described in 23 CFR 450.306(d)(2) & (d)(4).

#### STIP Development

The following section describes the DOT&PF's STIP Development process and ~~delineates~~ the ~~Department's DOT&PF's~~ procedures to satisfy the requirements for MPO cooperation as described in 23 CFR 450.218.

- **Data Collection and Initial Planning**
  - Establish criteria for prioritizing projects as needed.
    - ~~DOT&PF will solicit nominations of projects for inclusion into the STIP from MPOs in accordance with the direction given in 17 AAC 05.160. MPOs will be given 30 days to submit nominations and any comments regarding evaluation criteria.~~
  - Provide the MPOs with a list of DOT&PF prioritized projects within the MPO boundary.
  - Collect and review transportation projects and programs from all MPOs.
  - Evaluate project proposals for alignment with statewide transportation goals, planning priorities, and federal and state strategic objectives.
- **Project Prioritization and Selection**
  - Prioritize projects through a collaborative process involving DOT&PF, MPOs, and other stakeholders.
    - When a project evaluation board (PEB) meeting takes place, MPOs will be given notification at least 14 days prior to the meeting per 17 AAC 05.175(k). Open meetings act requirements that MPOs may operate under require 7 days' notice to the public that the Policy or Technical Committee members will attend.
- **Financial Plan Development**
  - Develop a comprehensive financial plan that details funding sources, projections, and allocations for the prioritized projects over the period of the STIP.
  - Ensure fiscal constraint, meaning that the STIP includes only those projects that can be implemented with current or reasonably anticipated funding.



- Upon receiving all necessary approvals, formally adopt the STIP and announce its adoption through official channels.
  - Within 10 days of USDOT approval of a final STIP, MPOs will be given notice of its adoption per 17 AAC 05.180(b).
- **Amendment and Modification**
  - Regularly review the STIP to assess the need for amendments or modifications due to changes in project scopes, funding levels, or unforeseen circumstances.
  - Follow the approved amendment and administrative modification process, including public and interagency review, for any significant changes to the projects listed in the STIP.
    - Notification of MPOs regarding the amendment of the State's STIP will occur as directed in 17 AAC 05.195(d). DOT&PF will provide notice of a proposed major amendment to the STIP to any MPO affected by the amendment of the STIP. In the notice, DOT&PF will describe the amendment and the impact of the amendment upon the STIP, will solicit comments regarding the amendment, and will provide for a comment period on the proposed amendment of the STIP of not less than 30 days after the publication of the notice.
    - Within five days of USDOT approval of a STIP amendment, MPOs will be given notice of its adoption per 17 AAC 05.195(e).

#### Other Joint Planning Efforts (e.g. LRTP)

- The actions delineated below serve as DOT&PF's procedure -for MPO coordination as described in 23 CFR 450.216.
  - Before substantial efforts to update joint planning elements such as the LRTP occur, MPOs will receive a formal notice of DOT&PF's intent to update the plan as required under 17 AAC 05.135(a)(2) that includes an invitation to participate in a public review group as described in 17 AAC 05.140. This notice will include a request and provide a means for feedback in accordance with 17 AAC 05.135(c)(2).
  - MPOs will be notified of all public meetings soliciting comments on the plan as described in 17 AAC 05.140(d) and 17 AAC 05.145(b).
  - To meet the requirements of 17 AAC 05.145, MPOs will receive a notice of the public comment period along with a means to access the draft plan three days before the beginning of the 45-day public review and comment period.
  - Once the plan is officially adopted by the DOT&PF Commissioner, MPOs will receive a notice of the action within 15 days per 17 AAC 05.150(b).
  - All notifications described in this section will be instigated by the plan update project manager and routed through the appropriate DOT&PF MPO Coordinator.



## TECHNICAL COMMITTEE

### Action Items

06.05.2024

**Motion:** To recommend to the Policy Board to approve the two letters of support for the Fairbanks North Star Borough grant applications to the U.S. DOT Active Transportation Infrastructure Investment Program. (Wallace/Theurich). None opposed. Approved.

**Motion:** To recommend to the Policy Board support the two bus shelter projects that have been presented [by contributing up to \$30,000 from FAST Planning's undesignated fund balance for bus shelters on Santa Claus Lane and St. Nicholas Drive]. (Wallace/Theurich).

**Amendment:** To amend the main motion regarding the stop on St. Nicholas Drive to be pending a maintenance understanding with the City of North Pole and Santa Clause House if the structure is placed on private property. (Spillman/Pristash). None opposed. Approved.

**Amended Motion:** To recommend to the Policy Board support the two bus shelter projects that have been presented [by contributing up to \$30,000 from FAST Planning's undesignated fund balance for bus shelters on Santa Claus Lane and St. Nicholas Drive], and regarding the stop on St. Nicholas Drive to be pending a maintenance understanding with the City of North Pole and Santa Clause House if the structure is placed on private property. None opposed. Approved.

**Motion:** To recommend to the Policy Board to support the Draft Alaska DOT&PF Policy & Procedure on MPO [Metropolitan Planning Organization] Coordination during development of the STIP [Statewide Transportation Improvement Program]. (Spillman/Hoke).

**Amendment:** To recommend amendments to the document expressly identifying when MPO is supposed to be the MPO Policy Board compared to MPO staff where appropriate. (Spillman/Hoke). None opposed. Approved.

**Amendment:** To add more detail on who is responsible for doing what with expected timelines, particularly to the 'Draft STIP Preparation' section. (Spillman/Hoke). None opposed. Approved.

**Amended Motion:** To recommend to the Policy Board to support the Draft Alaska DOT&PF Policy & procedure on MPO Coordination during development of the STIP; recommend amendments to the document expressly identifying when MPO is supposed to be the MPO Policy Board compared to MPO staff where appropriate; and add more detail on who is responsible for doing what with expected timelines, particularly to the 'Draft STIP Preparation' section. None opposed. Approved.

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

  
\_\_\_\_\_  
Date




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MatSu Valley Planning for Transportation  
Metropolitan Planning Organization

June 14, 2024

**RE: MVP's response to the 3C's documented shared by ADOT&PF on the STIP Tier II planning findings from FHWA.**

The purpose of MatSu Valley for Transportation Planning (MVP) is to coordinate transportation planning among regional governments within the urban area and to program annual federal funding in a way that best serves the community. Having ADOT staff serve on MVP's Policy Board and on the Technical Committee is part of the coordination. Having a full time ADOT Planner, and contributing to their salary, who is dedicated to supporting the MVP in all of our plans, programs, and projects, is also another way coordination between the MPO and ADOT is ensured.

As a new MPO, MVP is working through many of our initial plans, programs, and projects. Our Operating Agreement and Memorandum of Understanding for the Operations of the Office for MVP, signed by the Governor of Alaska and the Alaska DOT&PF Central Region Director, as well as the Matanuska-Susitna Borough, cities of Palmer and Wasilla, Knik Tribe, and Chickaloon Native Village, spell out and how we will collaboratively work together to manage the MVP office and our plans including the development and implementation of our UPWP.

Clarifying expectations for how MVP's Policy Board and the ADOT staff and leadership will work together in the development of the Statewide Transportation Improvement Program (STIP) is also important.

MVP requests the following coordination and commitment from Alaska DOT&PF to ensure transparency and accountability in new STIP development and future STIP amendments.

- 1) **Prior to development of a new STIP, and prior to a STIP amendment if the Alaska ADOT&PF moves to a rolling STIP, MVP expects Alaska DOT&PF will present to the MVP's Technical Committee and Policy Board a formal summary of existing/ongoing project funding obligations in the current STIP within the MPA that will result in expenditures in the new STIP, as well as projections for funding availability over the next four years in the new STIP.**
  - 2) **Ensuring that the STIP is consistent with the MPO's MTP and TIP, Alaska DOT&PF notify the MPO within a sufficient time window to allow the Policy Board to consider amending their MTP and TIP to include any newly identified projects (not currently in MTP). MTP and TIP Amendments require 30-day public comment periods and at minimum an additional 30 days to be reviewed and approved by MVP's Policy Board. Only after the MTP and TIP Amendments are approved by MVP's Policy Board, should Alaska DOT&PF include those new projects in the Draft STIP to be released for the STIP's public comment period.**
  - 3) **On an annual basis, before June 1<sup>st</sup>, MVP expects the ADOT&PF to share a formal memo with the**
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**Policy Board that outlines the upcoming FFY suballocation, the formula used to calculate suballocation, as well as information on project delays, cost changes, and any new project proposals within the MPA that are not already identified in MVP's MTP and TIP that may require an Amendment.**

Though MVP does not have an MTP or TIP, MVP was eligible for FFY2024 funding. This round of coordination for the STIP did not meet MVP's needs. MVP's suballocations in the approved STIP are not valid and changed over several iterations. This required MVP to re-do our Program of Projects. The lack of accurate funding allocations and lack of clarity on how the Alaska ADOT&PF was proposing to use MVP's suballocations, led to confusion and frustration on part of MVP's Technical Committee and Policy Board. Situations like this can be prevented if MVP is involved in the STIP development and amendment process well before the draft is released for its public comment period and if MVP receives a formal annual memo from Alaska ADOT&PF documenting funding and projects needs and changes. Any additional change requests should be made as soon as they are known.

As MVP begins the development of our first Metropolitan Transportation Plan (MTP) we look forward to working closely with Alaska DOT&PF planning and preconstruction staff to ensure that the input into the MTP and projects listed in the TIP are accurate and reflect current priorities and needs of the region.

Sincerely,

Kim Sollien  
MVP Coordinator

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METROPOLITAN PLANNING ORGANIZATION  
MEMORANDUM

**ITEM:** 5B  
**DATE:** 20 June 2024  
**TO:** AMATS Policy Committee  
**FROM:** Aaron Jongenelen, AMATS Coordinator  
**SUBJECT:** DOT&PF 3C Process Document

**ACTION REQUESTED**

AMATS staff and the Technical Advisory Committee recommend to the Policy Committee to review the 3C process document along with comments for consideration listed below and provide AMATS comments to DOT&PF.

**BACKGROUND:**

As part of the STIP development cycle, corrective actions were assigned by FHWA/FTA. Tier 1 were partially addressed as part of the partial STIP approval and now Tier II corrective actions are underway. The Tier II corrective actions are required before a STIP/TIP amendment will be approved.

**Federal Planning Finding Tier 2, 1a Corrective Action**

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.

DOT&PF met with MPO staff on May 21<sup>st</sup> and May 29<sup>th</sup> to talk through the 3C process document. AMATS TAC and PC are being asked to review this document and provide any comments.

The attached document reflects the recent edits discussed as part of the meeting on May 29<sup>th</sup>.

The AMATS TAC reviewed the document and provided the following comments for consideration:

- 1) Update bullet for "Project Prioritization and Selection" under "STIP Development" to include a presentation to the TAC and PC on the prioritization process and what projects were selected instead of the PEB.
- 2) Can a flow chart be created to outline the STIP process so it is easier to understand?

AMATS Staff has the following comments for consideration:

**STIP development process section is very confusing and doesn't emphasize the planning process:**

- a. Overall the STIP development process is confusing because most of the actions are planning and not programming. These should be done via the MTP in MPO boundaries, not via the TIP and STIP.
- b. When you list MPOs, you need to specify if this means staff or the actual MPO (i.e Policy Board). The Policy Boards have requirements for notifications.

**Data Collection and Initial Planning**

- c. Projects using state federal funds from DOT&PF within the MPO boundary should come from the approved MTP unless priorities have changed and that needs to be put through the MPO public process.
- d. Project prioritization within the MPO boundary is done via the MTP process.
- e. Project prioritization should happen prior to providing the list of projects to the MPO and the MPO should be part of the prioritization process.
- f. What does this mean “Collect and review transportation projects and programs from all MPOs.” and what will be done with this information? If this is to review the projects in the TIPs, that should be done prior to the project prioritization.
- g. Evaluating projects for alignment with Statewide planning goals is already done via the MTP process.

#### **Project Prioritization and Selection**

- h. This has already happened in the MTP process for projects within the MPO boundary. If you are selecting projects from the MTP based on funding constraints, that should be spelled out in this document.
- i. If you are recommending new projects to prioritize that should follow the MPO public process for amending the MTP.

#### **Financial Plan Development**

- j. No comments

#### **Draft STIP Preparation**

- k. State-wide sponsored projects are no longer called out individually in the STIP. These are all in the TIP. Amending the MTP should be done earlier under project prioritization and selection section. Time for amending the MTP and TIP for AMATS typically takes 6 months and they can run concurrently.

#### **Interagency and Public Review**

- l. For interagency review what do you mean by MPOs? The MPO staff, or PC? Notifying the PC and getting their review/comments must be done via a publicly noticed meeting posted seven days in advance with documents available for the public to review.

#### **Incorporation of Feedback and Revisions**

- m. No comments.

#### **Final Approval and Adoption**

- n. No comments.

#### **Amendments and Modifications**

- o. Within the MPO boundary, the TIP direct amendments to the STIP. This should be spelled out in this section in more detail.

#### **Under Joint Planning Efforts**

- a. AMATS should be listed as a stakeholder under the LRTP development and not just part of the public review.

#### **ATTACHED:**

DOT&PF 3C Process Document

## Jackson Fox

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**From:** Kemp, Joseph (DOT) <joseph.kemp@alaska.gov>  
**Sent:** Friday, June 14, 2024 11:02 AM  
**To:** Jackson Fox; Bryce Ward  
**Subject:** FAST Operating Agreement - Edits  
**Attachments:** FAST Operating Agreement - Suggested Edits.docx

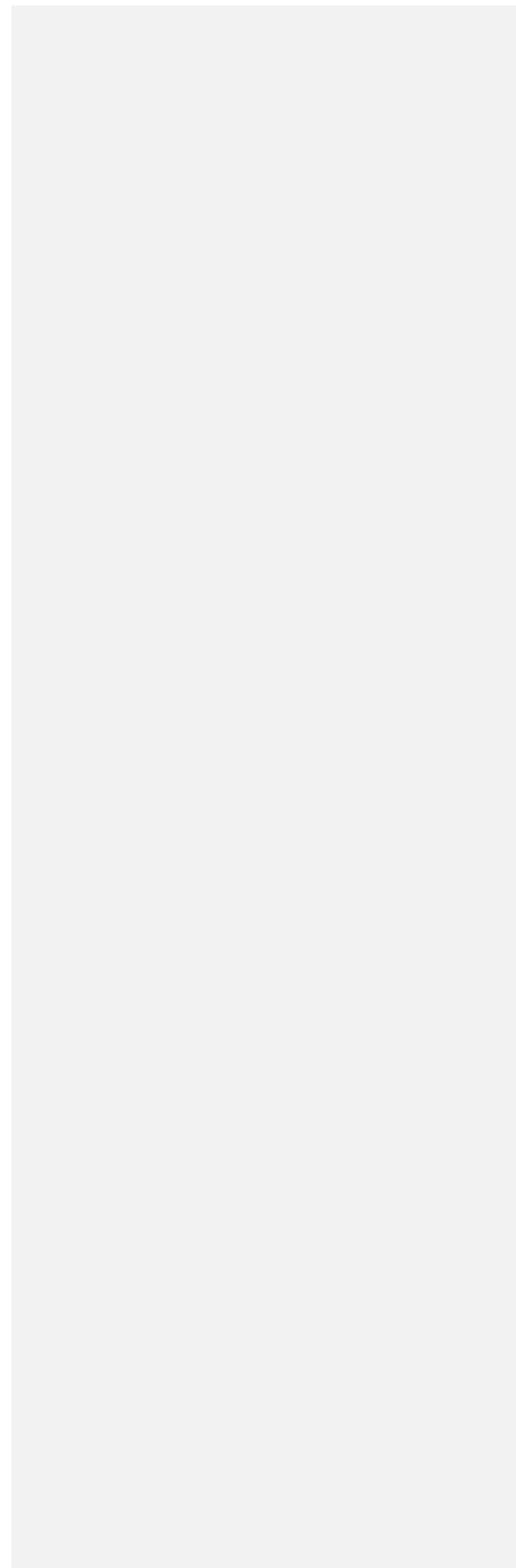
Jackson, here are the suggested edits by DOT the Operating Agreement to included in the agenda next week.

Thanks  
Joe

**Fairbanks North Star Borough,  
City of Fairbanks,  
City of North Pole,  
and  
State of Alaska**

**FAIRBANKS AREA SURFACE TRANSPORTATION PLANNING INTER-  
GOVERNMENTAL OPERATING AGREEMENT  
and  
MEMORANDUM OF UNDERSTANDING  
for  
TRANSPORTATION AND AIR QUALITY PLANNING**

**In the  
Metropolitan Area  
of the  
Fairbanks Metropolitan Planning Organization**



Fairbanks North Star Borough,  
City of Fairbanks,  
City of North Pole,  
and  
State of Alaska

FAIRBANKS AREA SURFACE TRANSPORTATION PLANNING INTER-  
GOVERNMENTAL OPERATING AGREEMENT  
AND  
MEMORANDUM OF UNDERSTANDING  
FOR  
TRANSPORTATION AND AIR QUALITY PLANNING

In the Metropolitan Area of the Fairbanks Metropolitan Planning Organization

This Fairbanks Area Surface Transportation Planning Intergovernmental Operating Agreement and Memorandum of Understanding is entered into this 5th day of April, 2019, by and between the State of Alaska, the City of Fairbanks, the City of North Pole, and the Fairbanks North Star Borough.

WITNESSED, THAT:

Whereas, the above referenced Parties entered into the Fairbanks Metropolitan Area Transportation System (FMATS) Inter-Governmental Operating Agreement and Memorandum of Understanding for Transportation and Air Quality Planning in the Metropolitan Area of the Fairbanks Metropolitan Planning Organization on March 15, 2003; and

Whereas, the FMATS Inter-Governmental Operating Agreement and Memorandum of Understanding was amended on October 16, 2013; and

Whereas, the Fixing America’s Surface Transportation Act (FAST Act) was passed into law on December 4, 2015; and

Whereas, the FMATS policy board passed a motion to reorganize FMATS as an independent organization on September 27, 2017; and

Whereas, the FMATS policy board passed a motion to transition FMATS to a 501(c)3 nonprofit corporation on March 21, 2018; and

Whereas, the FMATS policy board passed a motion to rename FMATS as Fairbanks Area Surface Transportation Planning (FAST Planning), adopted Articles of Incorporation, and revised their Bylaws on April 18, 2018; and

Whereas, the FMATS policy board passed a resolution to initiate operation of FAST Planning as an independent organization on May 16, 2018; and

Whereas, the FMATS policy board revised and readopted the Articles of Incorporation and filed them with the State of Alaska's Department of Commerce, Community, and Economic Development Division of Corporations, Business, & Professional Licensing to become a nonprofit corporation on June 20, 2018.

Now, therefore, the above referenced Parties agree to the Inter-Governmental Operating Agreement and Memorandum of Understanding for Transportation and Air Quality Planning, which supersedes and replaces the 2003 FMATS Inter-Governmental Operating Agreement and Memorandum of Understanding and its subsequent amendment, as follows:

#### **SECTION 1 – PARTIES TO THIS AGREEMENT**

The Parties to this Agreement are the State of Alaska (State), Fairbanks North Star Borough (FNSB), City of Fairbanks, and City of North Pole.

#### **SECTION 2 – PURPOSE**

This Agreement is entered into in accordance with 23 USC § 134 – 135, 49 USC § 5303 – 5306, and 23 CFR 450.300 to provide the structure and process for the continuing, cooperative and comprehensive consideration, development and implementation of transportation and air quality plans and programs for intermodal transportation in the metropolitan planning area (MPA).

#### **SECTION 3 – LEGAL AUTHORITY**

##### **3.1 Federal [and State](#) Transportation Planning Statutes**

[3.1.1](#) 23 USC § 104(f), 23 USC § 134 and 49 USC § 5303 – 5306 provide funding and require designation of a metropolitan planning organization (MPO) for urbanized areas of at least 50,000 population to carry out a transportation planning process and receive federal funding. Those Statutes require the State and the local governments to coordinate the planning and construction of ~~a~~ urban transportation facilities ([including major roadways, public transportation facilities, intercity bus facilities, multimodal facilities, nonmotorized transportation](#)

[facilities, and intermodal connectors](#)) with a continuing, cooperative, and comprehensive transportation planning process.

[3.1.2 AS 19.20.200 - .220 requires the designation of MPOs when required for participation in a federal transportation program and provides law procedures for the Governor's approval of a transportation improvement plan or amendment.](#)

[3.1.3 23 USC § 103 empowers States to propose modifications to the National Highway System for FHWA's approval. In proposing modifications to the NHS, a State shall cooperate with local and regional officials, including MPOs designated for an urbanized area under 23 USC § 134.](#)

[3.1.4 AS 19.20.015 authorizes a municipality to request assumption of DOT&PF's responsibilities related to planning of transportation corridors that are located within the boundaries or operating area of the municipality. None of the FAST Planning member municipalities have requested DOT&PF's planning authority, pursuant to AS 19.20.015, for an NHS corridor located in the MPA.](#)

### 3.2 MPO Designation

On April 14, 2003, the Governor of the State of Alaska designated the MPO and identified the FMATS Policy Board as the body providing the direction of transportation planning in the MPA in accordance with Federal law.

### 3.3 Federal Air Quality Regulations

Air Quality Title 42 USC § 7504 et. seq. requires each area-wide air quality planning agency to prepare an area-wide air quality plan providing for attainment of National Ambient Air Quality Standards (NAAQS). Alaska Statutes Chapter 46.14 requires the Alaska Department of Environmental Conservation (ADEC) to develop a State Implementation Plan (SIP) providing for the attainment of the NAAQS. The FNSB has also adopted an Air Quality Plan, which is the local component of the SIP. The ADEC and FNSB shall coordinate transportation related air quality planning within the MPO.

## SECTION 4 – DEFINED TERMS

“ADEC” means the State of Alaska Department of Environmental Conservation.

“ADOT&PF” means the State of Alaska Department of Transportation and Public Facilities.

“AIR QUALITY PLAN” means the Fairbanks component of the SIP for air quality regarding air quality strategies in nonattainment areas.

“ASSEMBLY” means the FNSB Assembly, the legislative governing body of the FNSB.

“CITY OF FAIRBANKS” means the home rule city, a political subdivision of the State of Alaska, and the largest city within the MPA.

“CITY OF NORTH POLE” means a home rule city, a political subdivision of the State of Alaska, located within the MPA.

“CO” means Carbon Monoxide; a colorless, odorless, poisonous gas produced by incomplete combustion of fossil fuels; one of the six criteria pollutants for which the EPA has set NAAQS under the Clean Air Act.

“CONFORMITY” means a Clean Air Act (42 U.S.C. 7506(c)) requirement that ensures that Federal funding and approval are given to transportation plans, programs, and projects that are consistent with the air quality goals established by a SIP. Conformity to the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the NAAQS or any required interim emission reductions or other milestones in any nonattainment or

maintenance area. The transportation conformity regulations (40 CFR part 93, subpart A) sets forth policy, criteria, and procedures for demonstrating and assuring conformity of transportation activities.

“CONSULTATION” means that one or more parties confer with other identified parties in accordance with an established process and, prior to taking action(s), considers the views of the other parties and periodically informs them about action(s) taken. This definition does not apply to the “consultation” performed by the States and the MPOs in comparing the long-range statewide transportation plan and the MTP, respectively, to State and tribal conservation plans or maps or inventories of natural or historic resources.

“COOPERATION” means that the parties involved in carrying out the transportation planning and programming processes work together to achieve a common goal or objective.

“COORDINATION” means the cooperative development of plans, programs, and schedules among agencies and entities with legal standing and adjustment of such plans, programs, and schedules to achieve general consistency, as appropriate.

“DBE” or “Disadvantaged Business Enterprise” means a for-profit small business concern (1) that is at least 51-percent owned by one or more individuals who are both socially and economically disadvantaged or, in the case of a corporation, in which 51 percent of the stock is owned by one or more such individuals; and (2) whose management and daily business operations are controlled by one or more of the socially and economically disadvantaged individuals who own it.

“EPA” means the United States Environmental Protection Agency.

“FAIRBANKS CITY COUNCIL” means the legislative governing body of the City of Fairbanks.

“FAST PLANNING” means the Fairbanks Area Surface Transportation Planning.

“FHWA” means the Federal Highway Administration, an operating agency of the United States Department of Transportation (USDOT).

“FMATS” means the Fairbanks Metropolitan Area Transportation System.

“FNSB” means the Fairbanks North Star Borough, a second-class borough, a political subdivision of the State of Alaska that includes the City of Fairbanks, City of North Pole, and MPA within its boundaries.

“FTA” means the Federal Transit Administration, an operating agency of the USDOT.

“MAINTENANCE AREA” means any geographic region of the United States that the

EPA previously designated as a nonattainment area for one or more pollutants pursuant to the Clean Air Act Amendments of 1990, and subsequently re-designated as an attainment area subject to the requirement to develop a maintenance plan under section 175A of the Clean Air Act, as amended.

“MPA” or “METROPOLITAN PLANNING AREA” means the geographic area in which the MPO carries on metropolitan transportation planning process as described in Section 5.4 of this Agreement.

“MPO” or “METROPOLITAN PLANNING ORGANIZATION” means the policy board created by Section 5.2 of this Agreement to carry out the metropolitan transportation planning process.

“MTP” or “METROPOLITAN TRANSPORTATION PLAN” means the official multimodal transportation plan addressing no less than a 20-year planning horizon that the MPO develops, adopts, and updates through the MTP process.

“NAAQS” or “National Ambient Air Quality Standards” means those standards established pursuant to section 109 of the Clean Air Act (42 USC 7409).

“NONATTAINMENT AREA” means any geographical region of the United States that EPA designated as a nonattainment area under section 107 of the Clean Air Act (42 USC 7409) for any pollutant for which an NAAQS exists.

“NORTH POLE CITY COUNCIL” means the legislative governing body of the City of North Pole.

“PL FUNDS” means the Federal Highway Administration Metropolitan Transportation Planning funds authorized under 23 USC 104 to carry out the requirements of 23 USC 134.

“PM<sub>2.5</sub>” means Fine Particulate Matter that is less than 2.5 microns in diameter. PM<sub>2.5</sub> is a product of combustion, primarily caused by burning fuels. Particulate matter is one of the six criteria pollutants for which the EPA has set NAAQS under the Clean Air Act.

“POLICY BOARD” means the board established under Section 5.2 of the Agreement for cooperative decision-making in accordance with this Agreement.

“PUBLIC PARTICIPATION PLAN” means a documented process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representative of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

“SECTION 5303 FUNDS” means the FTA funds made available under 49 USC 5305(g) to carry out the requirements of 49 USC 5303.

“SIP” or “STATE IMPLEMENTATION PLAN” means, as defined in section 302(q) of the Clean Air Act (42 USC 7602(q)), the portion (or portions) of the implementation plan, or most recent revision thereof, which has been approved under section 110 of the Clean Air Act (42 USC 7410), or promulgated under section 110(c) of the Clean Air Act (42 USC 7410(c)), or promulgated or approved pursuant to regulations promulgated under section 301(d) of the Clean Air Act (42 USC 7601(d)) and which implements the relevant requirements of the Clean Air Act.

“STATE” means the State of Alaska.

“TECHNICAL COMMITTEE” means the FAST Planning committee established in Section 5.3 of this Agreement for the cooperative decision-making in accordance with this Agreement.

“TIP” or the “TRANSPORTATION IMPROVEMENT PROGRAM” means a prioritized listing/program of transportation projects covering a period of four years that is developed and formally adopted by an MPO as part of the MTP process, consistent with the MTP, and required for projects to be eligible for funding under title 23 USC and title 49 USC chapter 53.

“USDOT” means the United States Department of Transportation.

“UPWP” or “UNIFIED PLANNING WORK PROGRAM” means a statement of work identifying the planning priorities and activities to be carried out within a MPA. At a minimum, a UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds.

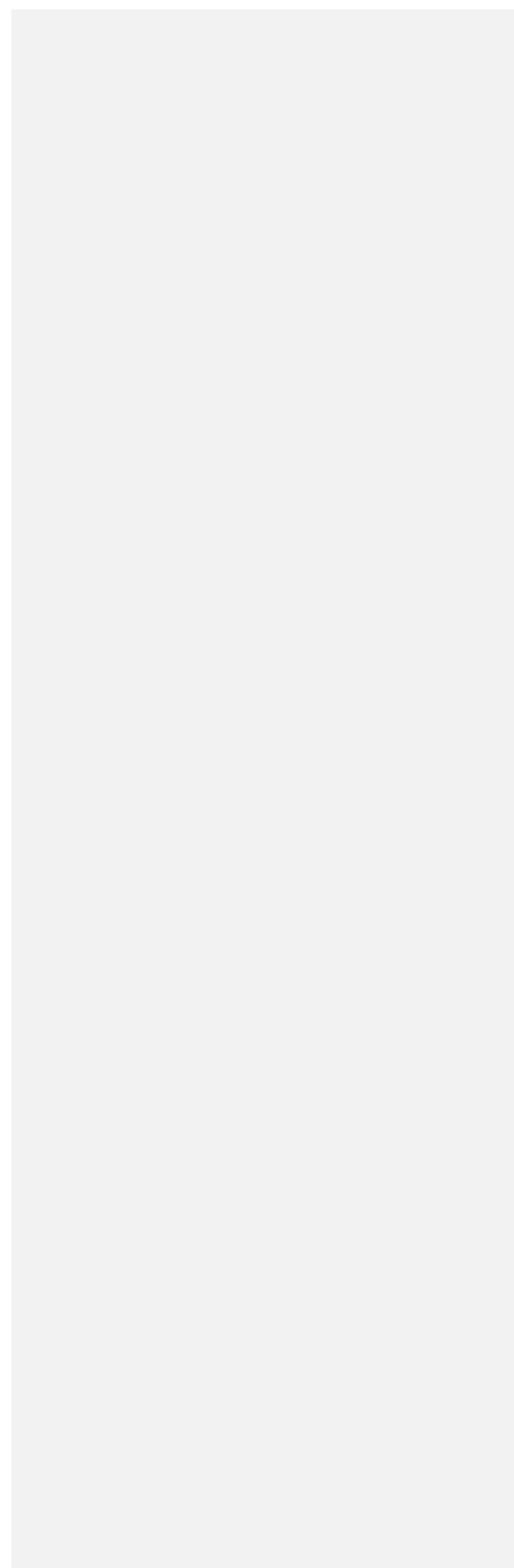
“URBANIZED AREA” means a geographic area with a population of 50,000 or more, as determined by the Bureau of the Census.

## SECTION 5 – ORGANIZATION AND RESPONSIBILITIES

### 5.1 FAST Planning

In accordance with 23 USC 134(b)(2) FAST Planning is “the policy board of [the MPO] established as a result of the designation process.” FAST Planning is ~~the MPO’s~~ a staffed organization that includes a staff Executive Director to cooperate ~~in cooperation~~ with the State and public transportation operators.

5.1.1 In order to receive and expend federal funding for transportation and air quality improvements there must be coordination between the State and



the MPO as required by federal regulation. Therefore, the purpose of FAST Planning is to provide the framework and mechanism for the MPO and the State to jointly develop and implement transportation and air quality plans and programs, which will assure compliance with State and Federal transportation planning and air quality requirements.

## 5.2 Policy Board

The FAST Planning Policy Board (Policy Board) shall have as members, a designated representative of the ADOT&PF, FNSB Mayor, City of Fairbanks Mayor, City of North Pole Mayor, a designated representative of ADEC, a designated representative of the FNSB Assembly, and a designated representative of the Fairbanks City Council. Each member of the Policy Board shall have one vote. FAST Planning's Executive Director will serve as Secretary to the Policy Board.

### 5.2.1 Powers and Duties of the Policy Board

The Policy Board shall have overall responsibility for the implementation of this Agreement, coordination of FAST Planning's efforts and responsibilities of FAST Planning's Technical Committee, and the ultimate development and adoption of the UPWP, TIP, and MTP.

## 5.3 Technical Committee

FAST Planning shall have a technical committee, which consists of representatives, such as engineers, planners, and other specialists from the City of Fairbanks, City of North Pole, FNSB, ADOT&PF, ADEC, Fort Wainwright, University of Alaska Fairbanks, Alaska Railroad Corporation, Fairbanks International Airport, local freight industry, and local Tribal entities. Each member of the FAST Planning Technical Committee (Technical Committee) shall have one vote and all actions of the Technical Committee, including recommendations to the Policy Board, shall be by a majority vote of the total authorized number of members.

## 5.4 MPA

The MPA specified by 23 USC § 134(e) shall be the geographical area shown on Attachment #1 to the Agreement incorporated herein by reference. Provided such boundaries conform to the requirements of 23 USC § 134(e), the MPO and the Governor may mutually agree to change the boundaries of the MPA.

## 5.5 MPO Self-certification

Every four years the MPO will self-certify, through the State, to the FHWA and the FTA that the

planning process is addressing the major issues facing the area and is being conducted in accordance with all applicable requirements of 23 CFR 450.336.

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## SECTION 6 – KEY PLANS and PROGRAMS

6.1 There are three primary planning or programming activities that the MPO is responsible for developing. This section summarizes these key plans and programs, which include the MTP, TIP, and UPWP.

### 6.1.1 MTP

The MPO, in cooperation with the State, is responsible for developing or updating an MTP. The MPO shall follow the latest federal planning requirements, as prescribed in 23 CFR 450.322. For so long as the MPA is within an air quality nonattainment area for fine particulate matter (PM<sub>2.5</sub>), the MPO shall update the MTP every four years as prescribed by 23 USC § 134(i). The MTP will take into consideration the State's Long-Range Transportation Plan.

### 6.1.2 TIP

(1) The MPO, in cooperation with the State, is responsible for developing or updating the TIP. The MPO shall follow the latest federal planning requirements, as prescribed in 23 CFR 450.324. ~~—~~

(2) For NHS routes, the State will cooperate with the MPO when developing planned modifications to the NHS routes located in the MPA, as prescribed by 23 USC 103(b)(3)(B)(ii). The State will provide a list of NHS projects located in the MPA to the MPO for incorporation into the TIP, that will then be incorporated by reference into the Statewide Transportation Improvement Plan in accordance with 23 CFR 450.222(b).

### 6.1.3 UPWP

(1) The MPO, with ~~full~~ assistance from the State and all other cooperating agencies, is responsible for developing or adjusting the UPWP, as prescribed by 23 CFR 450.308. The MPO shall:

- (a) Describe all the transportation and air quality planning activities to be completed in a fiscal year.
- (b) Ensure early coordination with FHWA and FTA.

- (2) No later than July 1 of each year, the ADOT&PF, in consultation with FAST Planning, will provide to the Policy Board in writing the amount of estimated Federal PL and Section 5303 funds, and required match ratios, to be made available to FAST Planning for the next fiscal year of October 1 through September 30. ADOT&PF, FNSB, and MPO staff shall recommend work tasks with budgets for tasks in which it participates. MPO staff shall develop and implement a UPWP public involvement program, within a Public Participation Plan, and prepare a UPWP with the full cooperation

of ADOT&PF, FNSB, and the MPO. Discussions between ADOT&PF, FNSB, and MPO shall take place to determine how the proposed tasks can be accomplished in the most efficient and effective manner. The UPWP shall be reviewed by the Technical Committee, approved by the Policy Board, and forwarded to ADOT&PF for concurrent approval by FHWA and FTA prior to any work being performed.

6.2 Changes/Amendments to Key Plans and Programs

6.2.1 Amendments to the MTP and TIP

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

The MTP will take into consideration the State’s Long-Range Transportation Plan.

For NHS routes, the State will provide a list of NHS projects located in the MPA to the MPO for incorporation into the TIP, that will then be incorporated by reference into the Statewide Transportation Improvement Plan in accordance with 23 CFR 450.222(b).

6.2.2 Administrative Modifications to the MTP and TIP

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

**Commented [KJ(1):** Seems like FAST should be recommending to the Policy Board the amendment and then the PB approves.

**Commented [SPL2R1]:** At the beginning of the document I used the MPO definition from 23 USC 134(b)(2) that says the term MPO means the policy board.

as soon as possible of these changes.

6.2.3 Amendments/Changes to the UPWP

Changes in work assignments and studies to be performed to meet the air quality and transportation planning requirements may be made by the MPO at such times and to such extent as deemed necessary. Total funds to be made available for the performance of said work and services shall

not exceed the amount specified in the UPWP. Reimbursement will be made by ADOT&PF in accordance with procedures stated herein and shall be expended only on the UPWP approved by the MPO, ADOT&PF, FHWA, and FTA.

- (1) Changes in funding levels for tasks, or changes in tasks, shall be requested as soon as possible after the need for such change is recognized.
  - (a) Amendment to the UPWP  
(No additional funding required)  
An Amendment to the UPWP is triggered when task budget amounts exceed 10 percent of the original approved program budget, when there are individual changes of \$25,000 or more to task budgets, or when there are significant scope changes. Amendments require the concurrence of the MPO, ADOT&PF, FHWA, and FTA before becoming effective. Amendments to the UPWP require public review.
  - (b) Administrative Modifications to the UPWP  
(No additional funding required or no significant change to scope)  
An Administrative Modification is triggered when task budget amounts do not exceed 10 percent of the approved program budget or when individual changes are for \$25,000 or less of a task budget. Administrative Modifications require the concurrence of the MPO and the ADOT&PF before becoming effective. The FHWA and FTA will be notified as soon as possible of these changes.

### 6.3 Air Quality Plan

The ADEC, with assistance from the FNSB, and in coordination with the MPO, is responsible for developing and updating an Air Quality Plan, which shall:

- (1) Identify area-wide objectives and policies required to attain and maintain the NAAQS for CO and PM<sub>2.5</sub> for the MPA;
- (2) Inventory technical, physical, and other air quality planning data;
- (3) Analyze alternatives and establish strategies designed to attain and maintain the NAAQS for the MPA;
- (4) Address any other air quality issues required by the EPA or

USDOT within the MPA;

- (5) Provide for the implementation of the adopted air quality strategies as expeditiously as practical; and
- (6) Provide for and show reasonable further progress towards achievement of PM<sub>2.5</sub> standards within the nonattainment area and continue maintenance of the CO standards until no longer required.

## SECTION 7 – CONSULTANT CONTRACTS

- 7.1 FHWA and FTA Approval: For all federally-funded work to be done under a consultant contract, prior FHWA and/or FTA approval is required before a Request for Proposal (RFP) is issued. Early coordination is essential. The contracting agency will be the ADOT&PF which will coordinate review and approvals directly with FHWA and FTA.
- 7.2 ADOT&PF Approval: The contracting agency will be the ADOT&PF for review of the final RFP, scope of services, project budget, and project management plan. ADOT&PF shall also reserve the right to select members for the Selection Committees for all consultant contracts. ADOT&PF may provide opportunity to FAST Planning, as appropriate, to serve on the Selection Committees.
- 7.3 Work Products: ADOT&PF and FAST Planning will have an opportunity to review draft work products prior to review by the Technical Committee and Policy Board.
- 7.4 Inspection of Work: ADOT&PF shall at all times be accorded review and inspection of the work performed by consultants and shall at all reasonable times have access to the premises, to all data, notes, records, correspondence, and instruction memoranda or description which pertain to the work involved.

## SECTION 8 – ADDITIONAL AND SEPARATE WORK PROJECTS

From time to time, ADOT&PF or the MPO may desire one of the other parties to perform additional work projects for services separate and apart from those set forth in the UPWP. At such times, the requesting party will notify the other party of the intention, including a request for the specific work and/or services desired. If the other party is willing and able to do the work or perform the services requested, written acceptance by the requesting party of the terms accepted shall constitute authority to proceed with the work and/or services requested. The requesting party shall pay for such work or services within a reasonable time after billing. Such billing shall be made pursuant to the terms agreed upon for each particular work project.

## SECTION 9 – PROGRAM REPORTING REQUIREMENTS

### 9.1 Reporting: UPWP

In accordance with 23 CFR 420.117, the ADOT&PF is responsible for monitoring the UPWP supported activities to assure compliance with applicable Federal requirements and assure performance goals are being achieved. Monitoring must cover each program, function or activity. The reporting procedures shall include, but are not limited to, the following:

#### 9.1.1 Quarterly Reports

All parties receiving federal planning funds pursuant to this Agreement shall prepare a quarterly financial statement and a narrative progress report for all tasks identified in the UPWP for which they are responsible and submit to the ADOT&PF Northern Region office no later than 30 days following the last day of each UPWP fiscal quarter. The quarterly reports shall serve as the basis for quarterly reimbursements.

Within 40 days of the last day of the fiscal quarter, ADOT&PF will compile all reports and shall either, review and approve the reports, or request modifications. Upon approval, the ADOT&PF Northern Region staff will forward the reports to the MPO.

If ADOT&PF requests modifications, the report will be forwarded to the MPO as a draft report. Within 50 days following the last day of each UPWP fiscal year quarter, all requested report modifications shall be submitted to ADOT&PF Northern Region. Upon approval, the ADOT&PF will re-submit the report to the MPO no later than 60 days following the last day of each UPWP fiscal year quarter.

This final UPWP Quarterly Report shall consist of the following:

- (1) A financial statement which shall include task and program summary of the following data:
  - (a) Current quarterly expenditures
  - (b) UPWP fiscal year to date expenditures
  - (c) PL, Sec. 5303, and local funds / in-kind expended to date
  - (d) PL, Sec. 5303, and local funds / in-kind remaining
- (2) A narrative progress report which shall include:
  - (a) A description of work accomplished during the quarter

- (b) Significant events (i.e. travel, training, conferences)
- (c) Milestones reached in sufficient detail to justify the quarterly expenditures

For tasks consisting of a scheduled completion date, the progress report shall include each task's percentage complete, explanatory information on the progress, and any issues relating to the task such as schedule delays.

#### 9.1.2 Annual Report

Upon receipt of the final (fourth quarter) UPWP Quarterly Report, the ADOT&PF will draft the UPWP Annual Report. The ADOT&PF will forward the UPWP Annual Report to the MPO no later than 60 days following the last day of the UPWP fiscal year. The ADOT&PF will submit the UPWP Annual Report to FHWA and FTA to meet the reporting requirements of 23 CFR 420.117, as currently adopted or hereafter amended. DOT&PF may combine the UPWP Annual Report with similar reports from other subrecipients of federal planning funds into a single report.

The Annual Performance and Expenditure Report for the UPWP fiscal year will contain all information required by 23 C.F.R. 420.117.

#### 9.1.3 Significant Events

Events that have significant impact on UPWP work elements must be reported by the Parties to this Agreement to ADOT&PF as soon as they become known. The types of events or conditions that require reporting include: problems, delays, or adverse conditions that will materially affect the ability to attain program objectives. This disclosure must be accompanied by a statement of action taken, or contemplated, and any Federal assistance required resolving the situation.

#### 9.1.4 Other Reports

Copies of formal reports, informal reports, and material emerging out of a task specified in the UPWP shall be governed by Section 10 of this Agreement.

## **SECTION 10 – PLANNING REPORTS**

### **10.1 Planning Reports**

From time to time, ADOT&PF and the MPO may publish reports, documents, etc., upon completion of a portion and/or a phase of a particular planning element in the continuing transportation planning process. In order for the preparation and publishing of such reports to be eligible for participation of Federal funds, the Technical Committee shall review the reports.

### **10.2 Publication**

Publication by any party to the Agreement shall give credit to other parties, FTA, and FHWA. However, if any party, FTA, or FHWA does not wish to subscribe to the findings or conclusions in the reports, the following statement shall be added:

“This report was funded in part through grant(s) from the Federal Highway Administration and/or the Federal Transit Administration, U.S. Department of Transportation. The views and opinions of Fairbanks Area Surface Transportation Planning expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.”

Furthermore, consultant logos are prohibited from the cover of all reports, documents, etc. that are approved by FTA and FHWA.

### **10.3 Copies**

Copies of draft and final reports, documents, etc., will be provided as required to Federal and State Agencies. Parties to this Agreement will be provided copies as requested.

The FHWA reserves a royalty-free, non-exclusive, and irrevocable right to reproduce, publish, or otherwise use, and authorize others to use, the work for Government purposes.

## **SECTION 11 – DIVISION OF COST AND PAYMENT**

### **11.1 Reimbursement**

The maximum amount of Metropolitan Planning Funds available each year for reimbursement to the Parties shall not exceed the budget approved in the UPWP or as amended. ADOT&PF will make reimbursement in accordance with the following procedures:

- (1) The Parties shall submit to ADOT&PF quarterly narrative progress reports and financial statements, as defined in Section 10 of this Agreement.
- (2) Reimbursement will be made within 30 days after ADOT&PF receives and approves the quarterly narrative progress reports and financial statements, subject to Federal planning funds being made available and received for the allowable cost.
- (3) Within 60 days of ADOT&PF's approval of the last quarter narrative progress report and financial statement for the fiscal year, ADOT&PF will close the UPWP account and request that an audit be performed.
- (4) The audit will be completed, and final payment adjustments made within 120 days of the last quarter or as soon thereafter as reasonably possible.

#### 11.2 ADOT&PF Tasks

The Parties may agree that ADOT&PF can most efficiently and effectively perform a task or a portion of a task to be funded with PL funds in the approved UPWP. In such cases, ADOT&PF shall:

- (1) Provide the MPO with all necessary documentation in order to permit the preparation of the reports required in Section 10 of this Agreement.
- (2) Upon ADOT&PF approval of the quarterly, ADOT&PF shall submit a billing to FHWA for direct payment to ADOT&PF for approved UPWP costs.
- (3) ADOT&PF shall be reimbursed at the rate contained in the applicable UPWP.
- (4) ADOT&PF shall promptly provide the MPO with copies of its billings and statements.

#### 11.3 Overruns

When expenditures are anticipated to overrun in any UPWP work element, the procedures for budget changes as outlined in Section 6.2 must be followed.

#### 11.4 Cost Limitations

Reimbursement of administrative and operational costs will be made without profit or markup. These costs shall be limited to:

- (1) Direct salaries and wages, with payroll taxes and fringe benefits at actual costs, or if prorated to be allocated on an equitable basis;
- (2) Telephone charges and necessary travel limited to program specific charges;
- (3) Overhead or indirect costs as approved annually in the respective UPWP line item budget and verified by audit. Eligibility shall conform to the provisions of 23 CFR 420.113;
- (4) Training as approved specifically in the UPWP or otherwise specifically approved by ADOT&PF, FHWA or FTA.

#### 11.5 Rate of Reimbursement

Reimbursement shall be at the rate specified and contained in the applicable UPWP.

#### 11.6 Financial Accounting Level

The expended funds will be accounted for at the task level (100, 200, 300 etc.).

#### 11.7 Fiscal Year

The UPWP fiscal year will be October 1 to September 30.

### **SECTION 12 – PROCUREMENT, MANAGEMENT, AND DISPOSITION OF PROPERTY**

Procurement and management of property acquired for the program, including disposition of property if the program is discontinued, will be in accordance with 23 C.F.R. 420.121(f) and any other regulatory requirements applicable to the expenditure of federal funds made available for the implementation of this Agreement.

### **SECTION 13 – AUDIT PROCEDURES**

13.1 In addition to the requirements stated in this section, requirements for audit as defined in 23 CFR 420 will be used as guidelines.

13.2 Each participating party will maintain complete records of all manpower, materials and out-of-pocket expenses, and will accomplish all record keeping in accordance with the following procedures:

13.2.1 Each participating party will furnish ADOT&PF copies of all certified payrolls which shall include the hourly rate for each employee working on the project during the reporting period. In addition, a loaded rate factor will be shown in a manner compatible with existing approved local procedures. The load rate factor is subject to adjustment based upon audits occurring during the life of this Agreement.

13.2.2 Time Sheets

Individual time sheets will be maintained reflecting the daily total amount of hours worked and amount of time spent on each task within the program. It is imperative that the hours be traceable to the task.

13.2.3 Materials

Copies of invoices shall support costs of any purchased materials utilized on this project.

13.2.4 Out-of-Pocket Expenses

Copies of receipts shall support all expenses.

13.2.5 Record System

The record system will be such that all costs can be easily traceable from all billings through the ledgers to the source document. Each expenditure must be identified with the task within the current approved UPWP.

13.3 Each consultant contract or professional services agreement, in which any party engages, may require a specific audit for that project or agreement. The award of any such construction related engineering design services contract must be made in conformity with applicable Federal and ADOT&PF contracting procedures including ADOT&PF Procedure 10.02.010, and related Professional Services Agreement Handbook, or based on acceptable alternative contracting procedures approved by ADOT&PF and FHWA. This requirement is in addition to any agency-wide audit conducted pursuant to OMB Circular A-133 (Single Audit Requirements).

13.4 FAST Planning may be audited every year by ADOT&PF Internal Review auditors for compliance and to insure adequate coverage. FAST Planning will additionally hire an independent Certified Public Accountant (CPA) to conduct an annual

audit of all revenues and expenditures, as well as participate in a state and/or federal single audit as requested. All Parties and/or their subcontractors under this Agreement shall maintain all records and accounts relating to their costs and expenditures for the work during any fiscal year for a minimum of three (3) years following receipt of the final payment and shall make them available for audit by representatives of ADOT&PF, FHWA, and FTA at reasonable times. All Parties shall maintain records in a form approved by ADOT&PF. Final payment is defined as the final voucher paid by FHWA to ADOT&PF based on an audit. A request to close out a fiscal year or project account does not constitute final payment.

- 13.5 Any review, which does not meet Federal requirements, will be resolved between ADOT&PF and the other party. The financial records relating to a UPWP year may be closed out once FHWA accepts the audit and final payment adjustments have been made.

#### **SECTION 14 – COMPLIANCE WITH TITLE VI, CIVIL RIGHTS ACT OF 1964**

All Parties hereby agree as a condition to receiving any Federal financial assistance from USDOT, to comply with Title VI of the Civil Rights Act of 1964 and all requirements imposed by or pursuant to Title 49 CFR, Part 21, Nondiscrimination in Federally- Assisted Programs of the USDOT, Effectuation of Title VI of the Civil Rights Act of 1964.

#### **SECTION 15 – DBE PROGRAM REQUIREMENTS**

##### **15.1 Compliance**

The Parties, their agents and employees shall comply with the provisions of 49 CFR 26 and Title VI of the Civil Rights Act of 1964. 49 CFR 26 requires that all parties shall agree to abide by the statements in paragraphs 15.2 and 15.3 and shall include these statements in all Parties' USDOT financial assistance agreements and in all subsequent agreements between any party and any sub-grantees and any contractor.

##### **15.2 Policy**

It is the policy of the USDOT that DBEs, as defined in 49 CFR 26.5, shall have an equal opportunity to participate in the performance of contracts financed in whole or part with Federal funds under this Agreement. Consequently, the DBE requirements of 49 CFR 26 apply to this Agreement.

### 15.3 DBE Obligation

The Parties to this Agreement agree to ensure that DBEs, as defined in 49 CFR 26.5, have an equal opportunity to participate in the performance of contracts and sub-contracts financed in whole or part with Federal funds provided under this Agreement. In this regard the Parties to this Agreement and/or their contractors shall not discriminate on the basis of race, color, national origin, or in the award and performance of USDOT assisted contracts.

### **SECTION 16 - AMENDMENTS**

This Agreement may be amended only in writing and must be done prior to undertaking changes or work resulting therefrom or incurring additional costs or any extension of time. Said amendments are subject to approval by the MPO and the State.

### **SECTION 17 – LIMITATION OF LIABILITY**

No liability shall be attached to any party to this Agreement by reason of entering into this Agreement, except as expressly provided herein.

### **SECTION 18 – COMPLIANCE WITH LAWS**

In addition to the laws, statutes, regulations and requirements stated herein, all Parties to this Agreement shall be knowledgeable of and comply with all Federal, State and local laws and ordinances applicable to the work to be done under this Agreement.

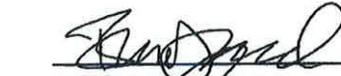
### **SECTION 19 – TERMINATION OF AGREEMENT**

This Agreement will continue in force until or unless the Parties terminate the Agreement in writing.

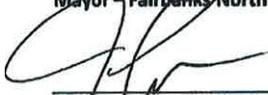
### **SECTION 20 – NON-APPROPRIATION CLAUSE**

Nothing in this agreement shall obligate any party to expend monies if there are insufficient or other lack of funds lawfully appropriated by their respective legislative bodies for performance under this Agreement.

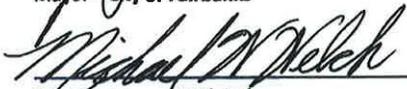
SIGNATURES

  
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Mayor - Fairbanks North Star Borough

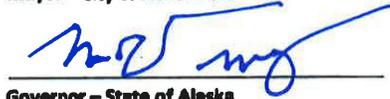
2-25-19  
Date

  
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Mayor - City of Fairbanks

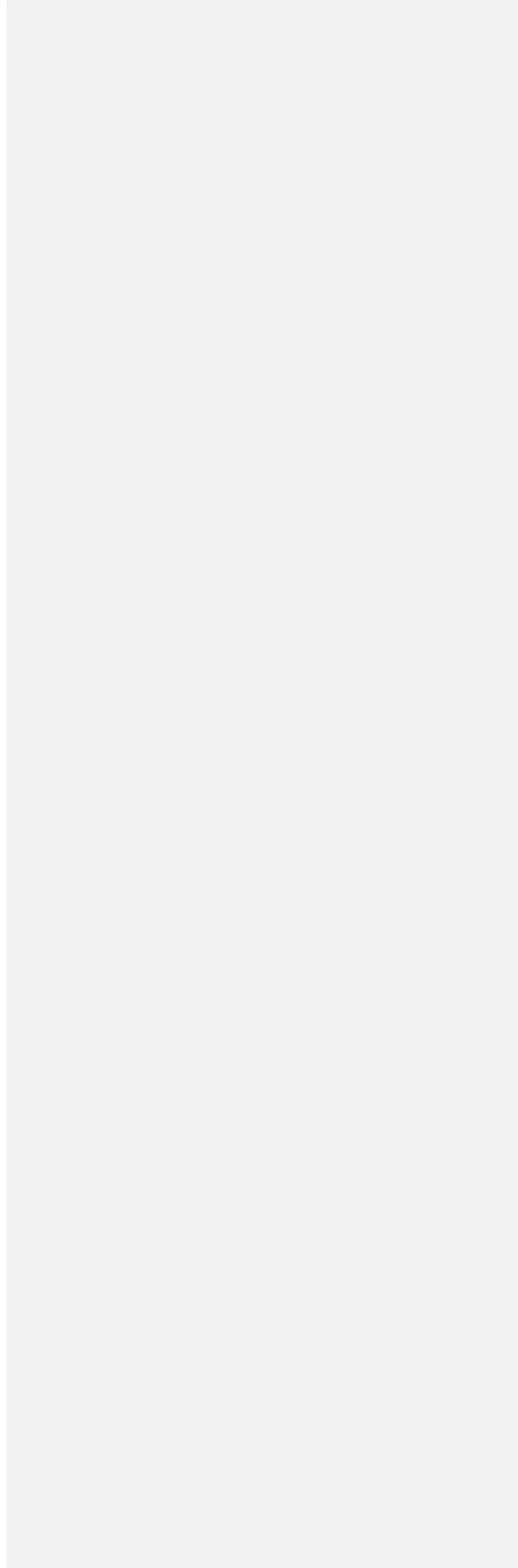
27 Feb 19  
Date

  
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Mayor - City of North Pole

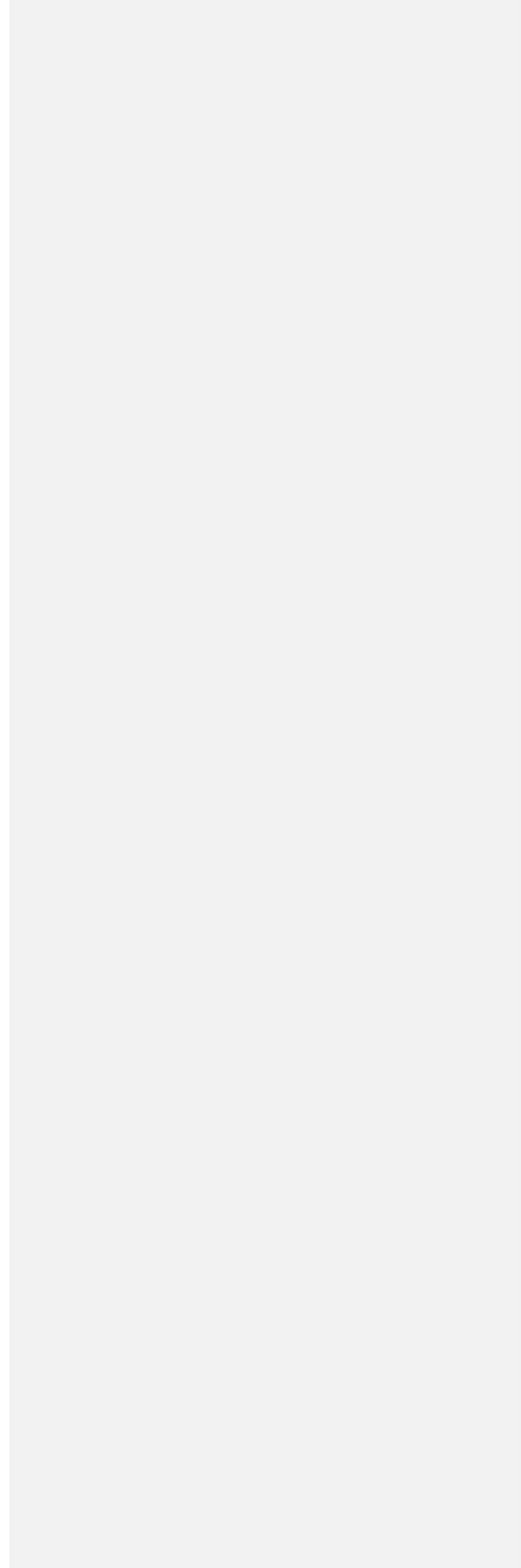
March 4, 2019  
Date

  
\_\_\_\_\_  
Governor - State of Alaska

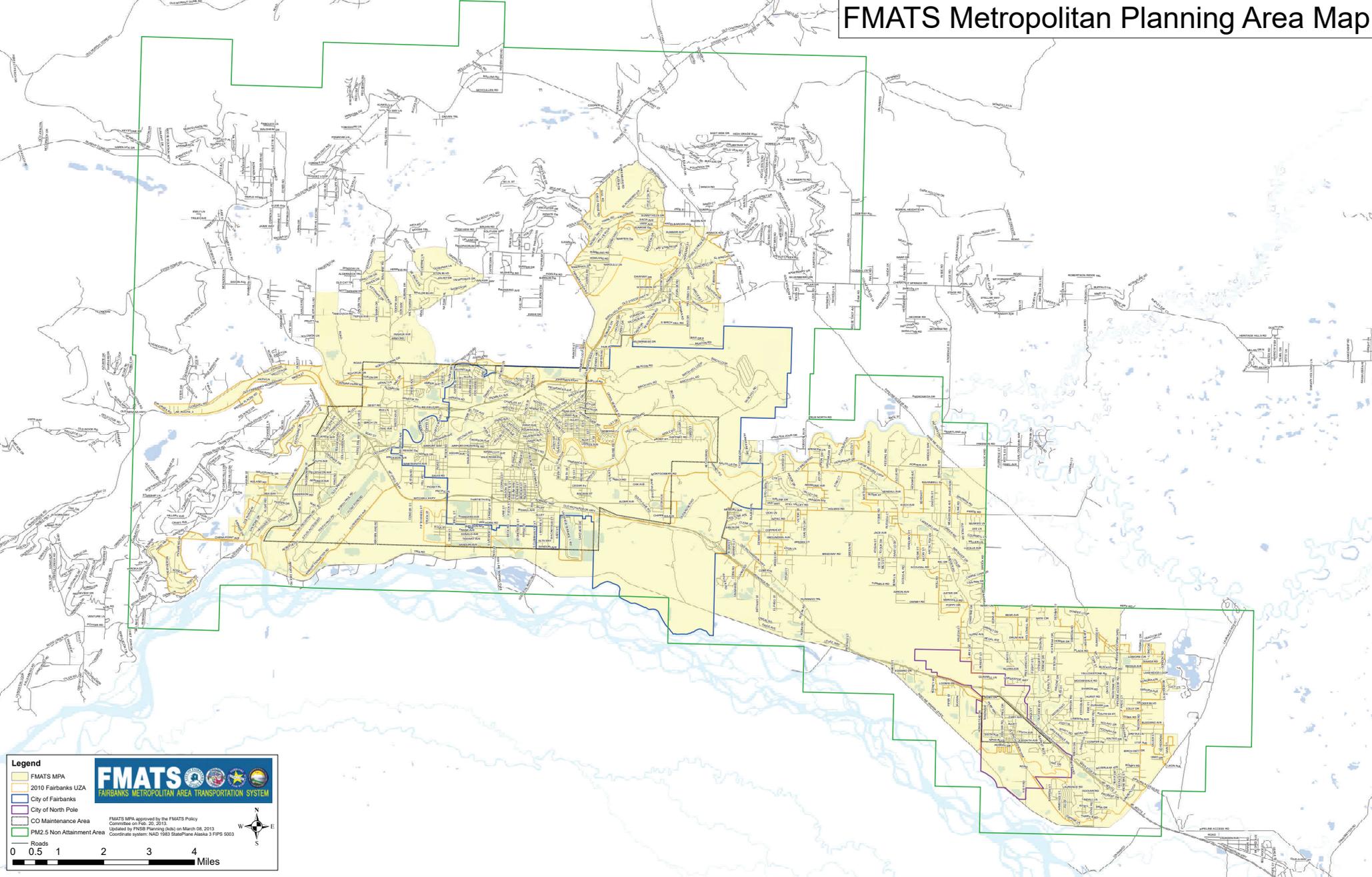
April 5, 2019  
Date



**Attachment #1**  
**FAST Planning Metropolitan Planning Area Map**



# FMATS Metropolitan Planning Area Map



**Legend**

- FMATS MPA
- 2010 Fairbanks UZA
- City of Fairbanks
- City of North Pole
- CO Maintenance Area
- PM2.5 Non-Attainment Area

**FMATS**  
FAIRBANKS METROPOLITAN AREA TRANSPORTATION SYSTEM

FMATS MPA approved by the FMATS Policy Committee on Feb. 20, 2013.  
Updated by FMSIS Planning Unit on March 08, 2013.  
Coordinate system: NAD 1983 StatePlane Alaska 3 FIPS 5003

Roads

0 0.5 1 2 3 4 Miles

N  
W E  
S

**Metropolitan Planning Area - Boundary Update November 2023  
For Fairbanks Area Surface Transportation (FAST) Planning**

Description of 2023 FAST Planning MPA Update Boundary:

Created by AK DOT & PF (Northern Region)

Please note this boundary is for planning purposes only. This purpose of this description is to more clearly define the MPA boundary as it follows the census block boundaries and road Right of way limits. The Roads listed are meant to be included in the MPA boundary. All Plats listed are within the Fairbanks Recording District.

All located within the Boundary of the Fairbanks North Star Borough, Alaska.

**BEGINNING** at a point where the Westerly Right of Way of Raven Lake Street intersects the Southerly Right of Way of Chena Pump Road, within Section 28, T1S, R2W, FM;

**THENCE** Northerly along the Westerly Right of Way of Raven Lake Street to the Northerly Right of way of Chena Point Avenue;

**THENCE** Easterly along the Northern Right of Way of Chena Point Avenue within Section 22, T1S, R2W, FM to the Easterly boundary of Tract 1 of Aurora Husky Subdivision First Addition, Plat No. 98-90;

**THENCE** Northerly along the Easterly boundary of said Tract 1, to the Northerly boundary of said Aurora Husky Subdivision First Addition;

**THENCE** Easterly along the Northerly boundary of said Aurora Husky Subdivision First Addition to the Westerly boundary of Chena Marina Subdivision Third Addition, Plat No. 76-180;

**THENCE** Northerly along the Westerly boundary of said Chena Marina Subdivision Third Addition to the Southwest corner of Lemolo Bog Subdivision, Plat No. 2009-116;

**THENCE** Northerly along the Westerly boundary of said Lemolo Bog Subdivision within Section 15, T1S, R2W, FM to the Southerly Right of Way of Roland Road;

**THENCE** Westerly along the Southerly Right of Way of Roland Road to the Easterly Right of way of Pickering Drive;

**THENCE** Southerly and Southwesterly along the Easterly Right of Way of Pickering Drive within Sections 15, 22 & 21, T1S, R2W, FM to the Southerly Right of Way of Chena Point Avenue;

**THENCE** Westerly along the Southerly Right of Way of Chena Point Avenue within Sections 21 & 20, T1S, R2W, FM to the Westerly Right of Way of Hillary Avenue;

**THENCE** Northerly and Easterly along the Westerly and Northerly Right of Way of Hillary Avenue within Sections 20 & 21, T1S, R2W, FM to the Westerly Right of Way of Langford Avenue;

**THENCE** Northerly along the Westerly Right of Way of Langford Avenue to the Easterly Right of Way of Forrest Drive;

**THENCE** Southerly along the Easterly Right of Way of Forrest Drive to the Westerly Right of Way of Ridgepointe Drive;

**THENCE** Northerly along the Westerly Right of Way of Ridgepointe Drive within Sections 21 & 16, T1S, R2W, FM to the Northwesterly Right of Way Chena Ridge Road;

**THENCE** Northeasterly along the Northwesterly Right of Way of Chena Ridge Road within Sections 16, 9, 10, 15 & 11, T1S, R2W, FM to the Westerly Right of Way of Crestmont Drive;

**THENCE** Northeasterly along the Northwesterly Right of Way of Crestmont Drive to the Westerly Boundary of Montclair Subdivision, Plat No. 84-205;

**THENCE** Northerly along the Westerly boundary of said Montclair Subdivision to the Southwest corner of Montclair Subdivision First Addition, Plat No. 86-72;

**THENCE** Northerly along the Westerly boundary of said Montclair Subdivision First Addition within Section 2, T1S, R2W, FM to the Northwest corner of said subdivision;

**THENCE** Northerly along the East boundary of TL-240 to the CE 1/16<sup>th</sup> corner, also being the Northeast corner of TL-240, within said Section 2, to the Southerly boundary of Campus Acres Subdivision, Plat No. 2003-115;

**THENCE** Westerly along the Southerly boundary of said Campus Acres Subdivision to the Southwest corner of said subdivision;

**THENCE** Northerly along the Westerly boundary of said Campus Acres Subdivision to the Southerly Right of Way of the Parks Highway;

**THENCE** Westerly along the Southerly Right of Way of the Parks highway to Southerly Right of Way of Little Shot Road and the Old Fairbanks-Nenana Highway;

**THENCE** Westerly along the Southerly Right of Way of Little Shot Road and the Old Fairbanks-Nenana Highway within Sections 2 & 3, T1S, R2W, FM to the Easterly Right of Way of Conquest Road;

**THENCE** Southeast along the Easterly Right of Way of Conquest Road to the Southerly Right of Way of Vanwood Trail;

**THENCE** Southerly, Westerly and Northerly along the Right of way of Vanwood Trail within Sections 3 & 10, T1S, R2W, FM to the Southeasterly Right of Way of Midway Placer Road;

**THENCE** Southwesterly along the Right of Way of Midway Placer Road including the cul-de-sac and proceeding Northeasterly to the Westerly Right of Way of Berton Road;

**THENCE** Northerly along the Westerly Right of Way of Berton Road within Sections 3 & 10, T1S, R2W, FM to the Southerly Right of Way of the Parks Highway;

**THENCE** Westerly along the Southerly Right of Way of the Parks Highway within Sections 3, 10, 9, & 8, T1S, R2W, FM to the centerline thread of Eva Creek;

**THENCE** Northwesterly along the centerline thread of Eva Creek to the existing Overhead Utility line;

**THENCE** Easterly along the existing Overhead Utility line, lying South of the Northerly Section line of Sections 8 & 9, within Sections 8 & 9, T1S, R2W, FM;

**THENCE** Northeasterly continuing along said existing Overhead Utility line, West of and parallel to Goldhill Road within Sections 4 & 3, T1S, R2W, FM to another Overhead Utility line intersecting within USMS 2104;

**THENCE** Northwesterly along said existing Overhead Utility line within USMS 2104 and Government Lot 5 of Section 3, T1S, R2W, FM to the centerline thread of Ace Creek;

**THENCE** Northeasterly along the centerline thread of Ace Creek, along the Northwesterly limit of Ace Lake and continuing along the centerline thread of Ace Creek within Section 3, T1S, R2W, and Sections 34 & 35, T1N, R2W, FM to the centerline thread of Happy Creek;

**THENCE** Southeasterly along the centerline thread of Happy Creek within Section 35 & 36, T1N, R2W, and Section 1, T1S, R2W, FM to the Northerly Right of Way of Sheep Creek Road-Connector;

**THENCE** East along the Northerly Right of way of Sheep Creek Road-Connector to the Westerly Right of Way of Sheep Creek Road;

**THENCE** Northwesterly along the Westerly Right of Way of Sheep Creek Road within Section 1, T1S, R2W, and Section 36 T1N, R2W, FM to the Westerly Right of Way of Miller Hill Road;

**THENCE** Northerly along the Westerly Right of Way of Miller Hill Road within Sections 35 & 26, T1N, R2W, FM to the Northerly Right of Way of Railroad Drive and the Northerly boundary of Sections 26 & 25;

**THENCE** Easterly along the Northerly boundary of Section 25, T1N, R2W, FM, also being Shadow Lane, to the Easterly Right of way of Dalton Trail;

**THENCE** Southerly along the Easterly Right of way of Dalton Trail within Section 30, T1N, R1W, FM, to the Northwesterly Right of way of Goldfinch Road;

**THENCE** Northeasterly along the Northwesterly Right of way of Goldfinch Road within Section 19, T1N, R1W, FM to the Westerly Right of way of Ballaine Road;

**THENCE** Northerly along the Westerly Right of way of Ballaine Road to the North boundary of Section 19, T1N, R1W, FM;

**THENCE** East along the north boundary of said Section 19 to the Northeast corner of Section 19;

**THENCE** North along the West boundary of Section 17, T1N, R1W, FM, also being the West boundary of Musk Ox Subdivision 2<sup>nd</sup> Addition, Plat No. 65-4925, to the Northwest corner of Musk Ox Subdivision 2<sup>nd</sup> Addition;

**THENCE** East along the North boundary of said Musk Ox Subdivision 2<sup>nd</sup> Addition to the Northeast corner of Musk Ox Subdivision 2<sup>nd</sup> Addition;

**THENCE** South along the East boundary of said Musk Ox Subdivision 2<sup>nd</sup> Addition to the Northern Boundary of Section 20, T1N, R1W, FM;

**THENCE** East along the Northern Boundary of Sections 20 and 21, T1N, R1W, FM to the Easterly Right of way of Ski Boot Hill Road;

**THENCE** Southerly along the Easterly Right of Way of Ski Boot Hill Road within Section 21, T1N, R1W, FM to the Northerly Right of way of Farmers Loop Road;

**THENCE** Easterly along the Northerly Right of Way of Farmers loop Road within Section 22, T1N, R1W, FM to the Westerly Right of Way of Summit Drive;

**THENCE** Northerly along the Westerly Right of way of Summit Drive to the Southerly Right of way of Senate Loop;

**THENCE** Northerly along the Right of way of Senate loop Road to the Northerly intersection with the Westerly Right of way of Summit Drive;

**THENCE** Northeasterly along the Westerly Right of way of Summit Drive within Section 15, T1N, R1W, FM to the Northerly Right of way of Lancaster Drive;

**THENCE** Northeasterly along the Westerly Right of way of Lancaster Drive to the centerline thread of Jessila Creek at Lot 12, Block D within Arbor Estates;

**THENCE** Southerly along the centerline thread of Jessila Creek to the Northerly Right of way of Senate Drive;

**THENCE** Easterly along the Northerly Right of way of Senate Drive within Sections 15 & 14, T1N, R1W, FM to the Easterly Right of way of Manchester Loop;

**THENCE** along the Southeasterly Right of way of Manchester Loop to the centerline thread of Jessila Creek;

**THENCE** Southerly along the centerline thread of Jessila Creek within Sections 15 & 22, T1N, R1W, FM, also within Arbor Estates 1<sup>st</sup> Addition, Evergreen Estates 3<sup>rd</sup> Addition and Evergreen Estates 3<sup>rd</sup> Addition to the Northerly Right of way of Farmers Loop Road;

**THENCE** continuing Southerly along the centerline thread of Jessila Creek within Section 22, T1N, R1W, FM, also within Hazen and Crossman Subdivisions to the Southerly Right of way of Mushers Road;

**THENCE** Westerly along the Southerly Right of way of Mushers Road within Sections 22 & 21, T1N, R1W, FM to the Westerly Right of way of Capricorn Street;

**THENCE** Northerly along the Westerly Right of way of Capricorn Street to the centerline thread of an unnamed creek within Lot 13 of Libra Subdivision, Plat No. 82-51;

**THENCE** Northwesterly along the centerline thread of said unnamed creek through lots 13, 12, & 11 of Libra Subdivision to the Easterly Right of way of Farmers Loop Road;

**THENCE** Southerly along the Easterly Right of way of Farmers Loop Road within Sections 21 & 28 T1N, R1W, FM to the Northerly Right of way of Candamar Road;

**THENCE** Easterly along the Northerly Right of way of Candamar Road to the Easterly Right of way of Pyrola Drive;

**THENCE** Southerly along the Easterly Right of way of Pyrola Drive to the Northerly Right of way of Walker Way;

**THENCE** Westerly along the Southerly Right of way of Walker way to the Easterly Right of way of Farmers Loop Road;

**THENCE** Westerly along the Southerly Right of way of Farmers Loop Road within Sections 28 & 29, T1N, R1W, FM to the centerline thread of Pearl Creek, also within Lot 4 of Golf Course Homes Subdivision Plat No. 80-48;

**THENCE** Southerly along the centerline thread of Pearl Creek within Sections 29 & 32 T1N, R1W, FM to the South boundary of said Section 32;

**THENCE** East along the South boundary of Sections 32 & 33 T1N, R1W, FM to the Northwestern Right of way of College Road;

**THENCE** Easterly along the Northerly Right of way of College Road to the Southeast corner of Lot 1, Block 1 of "Boundary & Lease Lot Survey" Plat No. 63-8457 and the centerline thread of an unnamed creek;

**THENCE** Easterly along the centerline thread of said unnamed creek through the fairgrounds and Creamer's Field within ASLS 80-67, Plat No. 83-43, within Sections 33 & 34 T1N, R1W, FM to the Southwest 1/16<sup>th</sup> corner of said Section 34;

**THENCE** South to the North end of Creamer's Lane and South boundary of said Section 34;

**THENCE** East along the South boundary of Sections 34 & 35, T1N, R1W, FM to the Westerly Right of way of Farmers Loop Road Extension;

**THENCE** Northerly along the Westerly Right of way of Farmers Loop Road Extension within Section 35, T1N, R1W, FM to the Southerly Right of way of Benson Street;

**THENCE** Westerly along the Southerly Right of way of Benson Street to an overhead utility line;

**THENCE** Northeasterly along the overhead utility line to the Westerly Right of way of Farmers Loop Road;

**THENCE** Northwesternly along the Westerly Right of way of Farmers Loop Road within Sections 35, 36, 26, 25, & 23 T1N, R1W, FM to the Northerly Right of way of William C Leary Lane;

**THENCE** Northeasterly through Mountain View Subdivision 6<sup>th</sup> Addition, Plat No. 2005-95 to the Westerly Right of way of Skyline Drive;

**THENCE** Northerly along the Westerly Right of way of Skyline Drive within Sections 23 & 14, T1N, R1W, FM to the Northwesternly Right of Way of Skyridge Drive;

**THENCE** Northeasterly along the Northwesternly Right of way of Skyridge Drive within Sections 14, 13, & 12, T1N, R1W, FM to the Easterly Right of way of the Old Steese Highway;

**THENCE** Southerly along the Easterly Right of way of the Old Steese Highway within Sections 7 & 18, T1N, R1E, FM to the Northerly Right of way of Hagelbarger Avenue;

**THENCE** Easterly along the Northerly Right of way of Hagelbarger Avenue within Sections 18 & 17, T1N, R1E, FM to the Northerly Right of Way of Curry Street;

**THENCE** Easterly along the Northerly Right of way of Curry Street to the Easterly Right of way of the Steese Highway;

**THENCE** Southerly along the Easterly Right of way of the Steese Highway to the South boundary of said Section 17;

**THENCE** East along the South Boundary of said Section 17 along Jennick Avenue to the Easterly Right of way of Steele Creek Road;

**THENCE** Southwest along the Southeasterly Right of way of Steele Creek Road within Section 20, T1N, R1E, FM to the Northeasterly Right of way of Bennett Road;

**THENCE** Southeast along the Northeasterly Right of way of Bennett Road within Sections 20 & 21 T1N, R1E, FM to the Southerly Right of way of Fabian Drive;

**THENCE** Westerly along the Southerly Right of way of Fabian Drive and continuing along the Right of way of Fabian Drive within Sections 21, 21 & 29, T1N, R1E, FM to the Easterly Right of Way of Eastview Drive;

**THENCE** Southerly along the Easterly Right of way of Eastview Drive to the Northerly Right of way of Chena Hot Springs Road;

**THENCE** Easterly along the Northerly Right of way of Chena Hot Springs Road to the East boundary of Section 29, T1N, R1E, FM;

**THENCE** South along the East boundary of Section 29 to the Southeast corner of Section 29;

**THENCE** East along the North Boundary of Sections 33 & 34, T1N, R1E, FM , also being the military boundary, to the North  $\frac{1}{4}$  corner of Section 34;

**THENCE** along the military boundary, South through the center of Section 34 to the South  $\frac{1}{4}$  corner of Section 34, also being the Southeast corner of TL-3401;

**THENCE** along the military boundary, West along the township line to the North  $\frac{1}{4}$  corner of Section 3, T1S, R1E, FM, also being the Northeast corner of TL-301;

**THENCE** along the military boundary, South to the center  $\frac{1}{4}$  corner of Section 3, also being the Northeast corner of TL-302;

**THENCE** along the military boundary, South to the Center South  $\frac{1}{16}$ <sup>th</sup> corner of Section 3, also being the Southeast corner of TL-302;

**THENCE** along the military boundary, West to the Southwest  $\frac{1}{16}$ <sup>th</sup> corner of Section 3, also being the Northwest corner of TL-304;

**THENCE** along the military boundary, South to the West 1/16<sup>th</sup> corner of Section 3, on the Southern boundary of Section 3, also being the Southwest corner of TL-304;

**THENCE** along the military boundary, West along the Southern boundary of Sections 3 & 4 to the South ¼ corner of Section 4, T1S, R1E, FM, also being the Southwest corner of TL-401;

**THENCE** along the military boundary, South to the center ¼ corner of Section 9, T1S, R1E, FM and the Northerly Right of way of Prester John Drive;

**THENCE** Easterly along the Northerly right of way of Prester John Drive to the to the Center-East-East 1/64<sup>th</sup> corner of Section 9, being the Northeast corner of TL-905;

**THENCE** South along the Eastern boundary of TL-905 and the Eastern Boundary of Block 3 of Secluded Acres Subdivision Plat No. 96-7 to the Northerly Right of way of Seawolf Drive;

**THENCE** Easterly along the Northerly Right of way of Seawolf Drive to the Eastern boundary of Section 9;

**THENCE** East within Section 10, T1S, R1E, FM to the ordinary High Water line of North bank of the Chena River;

**THENCE** Easterly along the ordinary High Water line of the North bank of the Chena River within Sections 10, 11 & 12 T1S, R1E, FM and Sections 6 & 7, T1S, R2E, FM to the Easterly Right of way of Nordale Road;

**THENCE** Southerly along the Easterly Right of way of Nordale Road to the Northwest corner of Huffman Lakes Phase 1 Subdivision being the Northwest corner of Section 17, T1S, R2E FM;

**THENCE** East along the Northerly Right of way of Porter Avenue, also the North boundary of Section 17 to the Northeast corner of Section 17;

**THENCE** South along the East boundary of Section 17 to the Easterly Right of way of Brock Road;

**THENCE** South along the Easterly Right of way of Brock Road within Sections 20, 21, 29 & 28, T1S, R2E, FM to the Northerly Right of way of Repp Road

**THENCE** East along the Northerly Right of way of Repp Road within Sections 28, 33, 27, 34, 26, 35, 25, & 36 T1S, R2E, FM to the Southeast corner of Section 25, T1S, R2E, FM;

**THENCE** North along the East boundary of Section 25 to the ordinary High Water line of the North bank of the Chena River;

**THENCE** Easterly along the ordinary High Water line of the North bank of the Chena River within Sections 19, 30, 29 & 32, T1S, R3E, FM, to the Northeast corner of Section 32;

**THENCE** South along the East boundary of Section 32 T1S, R3E, FM to the Southeast corner of Section 32;

**THENCE** South along the East boundary of Sections 5 & 8, T2S, R3E, FM to the Southeast corner of Section 8;

**THENCE** West along the South boundary of Sections 8 & 7, T2S, R3E, FM to the Southeasterly Right of way of Laurance Road;

**THENCE** Southwesterly along the Southeasterly Right of way of Laurance Road within Section 18, T2S, R3E, FM and Section 13, T2S, R2E, FM to the North boundary of Section 24, T2S, R2E, FM;

**THENCE** Southwesterly along the flood control dike within Section 24 to the Northerly Right of way of the Richardson Highway;

**THENCE** Southeasterly along the Northerly Right of way of the Richardson Highway within Section 24, T2S, R2E, FM and Section 19, T2S, R3E, FM to the Pipeline access road at Moose Creek bluff;

**THENCE** Easterly along the Pipeline Access road within sections 19 & 20, T2S, R3E, FM to the centerline thread of Moose Creek, near the East boundary of Section 20;

**THENCE** Easterly along the centerline thread of Moose Creek within Sections 21 & 28, T2S, R3E, FM to the centerline thread of Garrison Slough;

**THENCE** Southeasterly along the centerline thread of Garrison Slough within Sections 28 & 27, T2S, R3E, FM to the military boundary;

**THENCE** continuing Southeasterly along the centerline thread of Garrison Slough within the military base and within Section 34, T2S, R3E, FM to the Northerly Right of way of Central Avenue;

**THENCE** Easterly along the Northerly Right of way of Central Avenue within Sections 34 & 35, T2S, R3E, FM to the South boundary of Section 35;

**THENCE** Easterly along the South boundary of Section 35 to the Easterly Right of way of Arctic Avenue;

**THENCE** Northerly along the Easterly Right of way of Arctic Avenue to the Northerly Right of way of French Creek Drive;

**THENCE** Easterly along the Northerly Right of way of French Creek Drive to the Northwesternly Right of way of Aurora Street (Drive);

**THENCE** Northeasterly along the Northwesternly Right of way of Aurora Street (Drive) to the Northerly Right of way of Midnight Sun Avenue;

**THENCE** Easterly along the Northerly Right of way of Midnight Sun Avenue to the Northerly Right of Way of French Creek Drive;

**THENCE** Southeasterly along the Northeasterly Right of way of French Creek Drive within Section 35, T2S, R3E, FM and Section 2, T3S, R3E, FM to the Northerly Right of way of Moose Lake Drive;

**THENCE** Easterly along the Northerly Right of way of Moose Lake Drive within Section 1, T3S, R3E, FM to the Northeasterly Right of way of Mukluk Loop;

**THENCE** along the Right of way of Mukluk Loop to the Easterly Right of way of Moose Lake Drive;

**THENCE** along the Right of way of Moose Lake Drive to the Southerly Right of way of Ravens Way;

**THENCE** Westerly along the Southerly Right of way of Ravens Way to the Northeasterly Right of Way of Coman Drive;

**THENCE** Southeasterly along the Northeasterly Right of way of Coman Drive to the Easterly Right of way of Broadway Street;

**THENCE** along the Right of way of Broadway Street within Sections 1 & 12, T3S, R3E, FM to the Southeasterly Right of way of Ravens Way;

**THENCE** Southwesterly along the Southeasterly Right of way of Ravens Way to the Easterly Right of way of Industrial Drive;

**THENCE** Southerly along the Easterly Right of way of Industrial Drive within Sections 11, 12 & 13, T3S, R3E, FM to the Northerly Right of way of Quarry Road;

**THENCE** Easterly along the Northerly Right of way of Quarry Road within Section 13, T3S, R3E, FM and Section 18, T3S, R4E, FM to the Easterly Right of way of Mullins Pits Road;

**THENCE** Southwesterly along the Easterly Right of way of Mullins Pits Road within Sections 18 & 19, T3S, R4E, FM and Section 24, T3S, R3E, FM to the Southerly Right of way of the Eielson Air Force Base South Access;

**THENCE** Westerly along the Southerly Right of way of the South Access within Sections 23 & 24, T3S, R3E, FM to the Westerly Right of way of the Richardson Highway;

**THENCE** Northwesterly along the Westerly Right of Way of the Richardson Highway within Sections 23, 14, 11, 10, & 3, T3S, R3E, FM and Sections 34, 33, 28, 29, 30 & 19 T2S, R3E, FM and Section 24 T2S, R2E, FM to the Railroad crossing within Section 24;

**THENCE** Westerly along the Southerly Railroad Right of way to the flood Control dike within Section 24, T2S, R2E, FM;

**THENCE** Southwesterly along the flood control dike within Section 23, T2S, R2E, FM to the Southerly Right of way of the Old Richardson Highway;

**THENCE** Westerly along the Southerly Right of way of the Old Richardson Highway to the flood control dike for the Tanana River;

**THENCE** Northwesterly along the flood control dike for the Tanana River within Sections 23, 22, 21, 16, 17, 8, 7 & 6, T2S, R2E, FM and Sections 1 & 2 T2S, R1E, FM and Sections 35, 34 & 33 T1S, R1E, FM to the West boundary of Section 33;

**THENCE** South along the West boundary of Section 33, T1S, R1E, FM to the Ordinary High Water line of the North bank of the Tanana River;

**THENCE** Westerly along the Ordinary High Water line of the North bank of the Tanana River within Sections 32 & 31, T1S, R1E, FM and Sections 36, 25, 26, 35, 34, 27, & 28, T1S, R1W, FM to the West boundary of Section 28;

**THENCE** North along the West Boundary of Section 28, T1S, R1W, FM to the flood control dike for the Tanana River;

**THENCE** Westerly along the flood control dike for the Tanana River within Sections 29 & 30, T1S, R1W, FM and Sections 25 & 26, T1S, R2W, FM to the end of the flood control dike at the ordinary high water line of the Easterly bank of a slough of the Tanana River within Section 26;

**THENCE** Southerly along the ordinary high water line of the Easterly bank of a slough of the Tanana River to the ordinary high water line of the Northerly bank of the Tanana River;

**THENCE** Westerly along the ordinary high water line of the Northerly bank of the Tanana River within Sections 26 & 27, T1S, R2W, FM to the centerline thread of an unnamed creek within Tract A-1 of Michelle's Blissful Subdivision 1<sup>st</sup> Addition, Plat No. 2022-76;

**THENCE** Northerly along the centerline thread of said unnamed creek within Tract A-1 to the Southerly Right of way of Tall Spruce Road;

**THENCE** Westerly along the Southerly Right of way of Tall Spruce Road to the Southerly Right of way of Chena Pump Road;

**THENCE** Southwesterly along the Southerly Right of way of Chena Pump Road to the Westerly Right of way of Raven Lake Street and the **POINT OF BEGINNING.**

LII > Electronic Code of Federal Regulations (e-CFR) > Title 23—Highways  
> CHAPTER I—FEDERAL HIGHWAY ADMINISTRATION, DEPARTMENT OF  
TRANSPORTATION  
> SUBCHAPTER E—PLANNING AND RESEARCH  
> PART 450—PLANNING ASSISTANCE AND STANDARDS  
> Subpart C—Metropolitan Transportation Planning and Programming  
> **§ 450.312 Metropolitan Planning Area boundaries.**

## 23 CFR § 450.312 - Metropolitan Planning Area boundaries.

CFR Table of Popular Names

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### **§ 450.312 Metropolitan Planning Area boundaries.**

**(a)** The boundaries of a metropolitan planning area (MPA) shall be determined by agreement between the MPO and the Governor.

**(1)** At a minimum, the MPA boundaries shall encompass the entire existing urbanized area (as defined by the Bureau of the Census) plus the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan.

**(2)** The MPA boundaries may be further expanded to encompass the entire metropolitan statistical area or combined statistical area, as defined by the Office of Management and Budget.

**(b)** An MPO that serves an urbanized area designated as a nonattainment area for ozone or carbon monoxide under the Clean Air Act (42 U.S.C. 7401 et seq.) as of August 10, 2005, shall retain the MPA boundary that existed on August 10, 2005. The MPA boundaries for such MPOs may only be adjusted by agreement of the Governor and

the affected MPO in accordance with the redesignation procedures described in § 450.310(h). The MPA boundary for an MPO that serves an urbanized area designated as a nonattainment area for ozone or carbon monoxide under the Clean Air Act (42 U.S.C. 7401 et seq.) after August 10, 2005, may be established to coincide with the designated boundaries of the ozone and/or carbon monoxide nonattainment area, in accordance with the requirements in § 450.310(b).

**(c)** An MPA boundary may encompass more than one urbanized area.

**(d)** MPA boundaries may be established to coincide with the geography of regional economic development and growth forecasting areas.

**(e)** Identification of new urbanized areas within an existing metropolitan planning area by the Bureau of the Census shall not require redesignation of the existing MPO.

**(f)** Where the boundaries of the urbanized area or MPA extend across two or more States, the Governors with responsibility for a portion of the multistate area, the appropriate MPO(s), and the public transportation operator(s) are strongly encouraged to coordinate transportation planning for the entire multistate area.

**(g)** The MPA boundaries shall not overlap with each other.

**(h)** Where part of an urbanized area served by one MPO extends into an adjacent MPA, the MPOs shall, at a minimum, establish written agreements that clearly identify areas of coordination and the division of transportation planning responsibilities among and between the MPOs. Alternatively, the MPOs may adjust their existing boundaries so that the entire urbanized area lies within only one MPA. Boundary adjustments that change the composition of the MPO may require redesignation of one or more such MPOs.

**(i)** The MPO (in cooperation with the State and public transportation operator(s)) shall review the MPA boundaries after each Census to determine if existing MPA boundaries meet the minimum statutory requirements for new and updated urbanized area(s), and shall adjust them as necessary. As appropriate, additional adjustments should be made to reflect the most comprehensive boundary to foster an effective planning process that ensures connectivity between modes, improves access to modal systems, and promotes efficient overall transportation investment strategies.

**(j)** Following MPA boundary approval by the MPO and the Governor, the MPA boundary descriptions shall be provided for informational purposes to the FHWA and the FTA. The MPA boundary descriptions shall be submitted either as a geo-spatial database or described in sufficient detail to enable the boundaries to be accurately delineated on a map.

**FAST Planning FFY2023-27 TIP: FFY24 OBLIGATION STATUS REPORT (as of June 1, 2024)**

**ALLOCATION TOTALS (Federal Share)**

ALLOCATIONS	PHASE	AMOUNT	FFY24 OBLIGATIONS	PERCENT OBLIGATED
STP	All	\$6,570.4	\$3,275.7	50%
STP AC	All	\$1,444.3	\$1,444.3	100%
PL (Metropolitan + Transit)	All	\$547.0	\$547.0	100%
TAP (Transportation Alternatives)	All	\$0.0	\$0.0	-
CMAQ	All	\$1,793.3	\$0.0	0%
CRP (Carbon Reduction)	All	\$1,929.2	\$163.7	8%
OFFSET	All	\$282.9	\$148.4	52%
<b>TOTAL</b>		<b>\$12,567.1</b>	<b>\$5,579.1</b>	<b>44%</b>

**STP FUNDS (Federal Share)**

IRIS	STP	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY24 OBLIGATIONS	PERCENT OBLIGATED	COMMENTS
NFHWW00445	5th Avenue Reconstruction	Design	2/22/2024	\$79.4	\$79.4	100%	
NFHWW00833	Cowles Street Reconstruction, Phase I	Design	4/11/2024	\$363.0	\$363.0	100%	
		Construction		\$3,210.1		0%	
NFHWW00815	Doughchee Ave/Beaver Springs Bridge	Design		\$84.6		0%	
NFHWW00603	FAST Improvement Program	Design	12/22/2023	\$191.7	\$191.7	100%	FFY25 AC
HFHWW00830	FAST Planning Office	Planning	10/1/2023	\$150.0	\$150.0	100%	
NFHWW00873	Household Travel Survey	Planning	11/7/2023	\$91.0	\$91.0	100%	
NFHWW00509	Minnie Street Upgrade	Design	3/19/2024	\$227.4	\$227.4	100%	
TBD	Pioneer Park North Parking Lot & Boat Launch	Design	4/18/2024	\$409.4	\$409.4	100%	
NFHWW00448	Woll Road Resurfacing & Widening	Construction	4/17/2024	\$1,658.4	\$1,658.4	100%	
		Construction	4/17/2024	\$1,252.6	\$1,252.6	100%	FFY25 AC
NFHWW00139	Yankovich/Miller Hill Road Reconstruction	Right-ofWay	3/26/2024	\$297.1	\$297.1	100%	
	<b>TOTAL</b>			<b>\$8,014.7</b>	<b>\$4,720.0</b>	<b>59%</b>	

**PL FUNDS (Federal Share)**

IRIS	PL	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY24 OBLIGATIONS	Percent Obligated	COMMENTS
HFHWW00830	FAST Planning Office - Metro PL	Planning	10/1/2023	\$426.7	\$426.7	100%	
HFHWW00830	FAST Planning Office - Transit PL	Planning	10/1/2023	\$120.3	\$120.3	100%	
	<b>TOTAL</b>			<b>\$547.0</b>	<b>\$547.0</b>	<b>100%</b>	

**CMAQ FUNDS (Federal Share)**

IRIS	CMAQ	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY24 OBLIGATIONS	Percent Obligated	COMMENTS
NFHWW00833	Cowles Street Reconstruction, Phase I	Construction		\$1,793.3			
	<b>TOTAL</b>			<b>\$1,793.3</b>	<b>\$0.0</b>	<b>0%</b>	

**CRP FUNDS (Federal Share)**

IRIS	CR	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY24 OBLIGATIONS	Percent Obligated	COMMENTS
Multiple	FAST Carbon Reduction Program	All	1/11/2024	\$1,929.2	\$163.7	8%	
	<b>TOTAL</b>			<b>\$1,929.2</b>	<b>\$163.7</b>	<b>8%</b>	



**FAST Planning FFY24 Offsets**

June 1, 2024

<b>PROJECT OFFSETS</b>	<b>Federal</b>	<b>Total w/ Match</b>	
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	\$64,994	\$71,446	
Airport Way West Bicycle/Pedestrian Facility	\$98,181	\$107,927	
<b>Total</b>	<b>\$282,933</b>	<b>\$311,018</b>	
<b>COMMITTED OFFSETS</b>			
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
<b>Total</b>	<b>-\$148,087</b>	<b>-\$162,787</b>	
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<b>Remaining Funds to be Obligated</b>	<b>\$134,846</b>	<b>\$148,231</b>	

### Pending Deobligations from Project Closures

June 1, 2024

IRIS	Project	Construction Year	Estimated Federal Deobligation	Notes
Z622070000	Cushman Street Bridge Rehabilitation	2022	TBD	Pending construction closeout
NFHWWY00269	North Pole Streetlight Standardization - Phase I	2022	TBD	Pending construction closeout
NFHWWY00445	5th Avenue Reconstruction	2023	TBD	Pending construction closeout
NFHWWY00633	FAST Improvement Program FFY23	2023	TBD	Pending construction closeout
		<b>TOTAL</b>	<b>TBD</b>	