



## ❖ POLICY BOARD ❖

### Meeting Agenda

Wednesday, July 17, 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:** 870-8901-4872

1. Call to Order
2. Introduction of Members and Attendees
3. Approval of July 17, 2024 Meeting Agenda
4. Approval of June 19, 2024 Meeting Minutes Pg 2-13
5. Staff/Working Group/Chair Report Pg 14-16
6. Updates from Alaska DOT&PF on Statewide Transportation Improvement Program (STIP) Pg 17
7. Public Comment Period
8. Old Business
  - a. Draft FFY2025-26 Unified Planning Work Program (UPWP) **(Action Item)** Pg 18-46
    - ❖ Review of public comments received, corresponding revisions to document, and consideration of adoption
9. New Business
  - a. Draft FFY2024-27 STIP Amendment #1 – Comment Letter **(Action Item)** Pg 47-64
    - ❖ Open for public comment July 3<sup>rd</sup> to August 5<sup>th</sup>; consideration of approval of comment letter
  - b. Office Lease Amendment #5 **(Action Item)** Pg 65-68
    - ❖ Consideration of approving Lease Amendment for storage room space @ \$72/month
10. Informational Items – Obligations & Offsets Pg 69-72
11. Other Issues
12. Policy Board Member Comments
13. Adjournment

Next Scheduled Policy Board Meeting: Wednesday, August 21, 2024 | 12:00 – 2:00 P.M.



## 🚦POLICY BOARD🚦

### Meeting Minutes

**June 19, 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: 895-1142-0386

#### 1. Call to Order

Mayor Bryce Ward, Chair, called the meeting to order at 12:04 p.m. A moment of silence was observed to honor the child who was killed while riding his bicycle on Badger Road.

#### 2. Introduction of Members and Attendees

<b>Attendee</b>	<b>Representative Organization</b>
*Bryce Ward, <b>Chair</b>	Mayor, Fairbanks North Star Borough
*Jerry Cleworth, <b>Vice Chair</b>	Fairbanks City Council
*Chandra Clack	Mayor, City of North Pole
*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
**Jackson Fox	FAST Planning
**Olivia Lunsford	FAST Planning
**Corey DiRutigliano	FAST Planning
**Deborah Todd	FAST Planning
**Randi Bailey	DOT&PF Planning
**Don Galligan	FNSB Community Planning
+Kellen Spillman	FNSB Community Planning
+Danny Wallace	City of North Pole
+Nick Czarnecki	Alaska DEC Air Quality
Jack Barnwell	Fairbanks Daily News-Miner
Adam Moser	DOT&PF
Brett Nelson	DOT&PF
Ben White	DOT&PF
Judy Chapman	DOT&PF
Ivet Hall	DOT&PF
Patrice Lee	Participant

Suriya Vallamsunda	Trinity Consultants
Tom Carlson	Trinity Consultants
Mary Farrell	Participant
Z. Zanon	Participant
Gary Wilken	Participant

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

### 3. Approval of the June 19, 2024 Agenda

**Motion:** To approve the June 19, 2024 Agenda. (Cleworth/Crass).

**Discussion:** No discussion.

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

### 4. Approval of the May 15, 2024 Meeting Minutes

**Motion:** To approve the May 15, 2024 Meeting Minutes. (Crass/Cleworth).

**Discussion:** No discussion.

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

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

- ☞ The Quarterly Statewide MPO Coordination Meeting was held on May 29, 2024.
- ☞ Letters of Support were drafted for two Fairbanks North Star Borough Grant Applications to the U.S. DOT Active Infrastructure Investment Program. The letters were signed and submitted to the Borough.
- ☞ FAST Planning completed the 2024 volunteer bike and pedestrian count. A total of 65 intersections were counted this year.
- ☞ Distribution of the 2024 Bikeways Maps was completed. 7,000 maps were printed. There are currently only 150 maps remaining.
- ☞ The Draft FFY25-26 Unified Planning Work Program was released for Public Comment from May 19-June 19, 2024. This will go before the Technical Committee and Policy Board at their July meetings for approval.
- ☞ With concurrence from the Board Chair, an increase was approved for the 5<sup>th</sup> Avenue Reconstruction Project using FAST Planning Offset Funds.
- ☞ Transportation Improvement Program (TIP) Administrative Modification #3 was posted on the FAST Planning website along with the air quality project table and FAST Improvement project list.
- ☞ FAST Planning received an email from the U.S. DOT regarding a grant application for the Charging & Fueling Infrastructure Program. FAST Planning was not awarded the grant in the first round of applications. The email stated that the FAST Planning applications made the "highly recommended" project list, however, to be considered for receipt of funding from the \$500M reserve fund.

- ☛ At the **June 5, 2024** Meeting, the Technical Committee:
  - ☛ Recommended approval for the two Letters of Support for the Fairbanks North Star Borough grant applications to the U.S. DOT Active Infrastructure Investment Program.
  - ☛ Recommended the Policy Board support contributing up to \$30,000 from FAST Planning's Undesignated Fund balance for the construction of bus shelters on Santa Claus Lane and St. Nicholas Drive in North Pole pending a maintenance understanding with the City of North Pole and the Santa Claus House if the structure is placed on private property.
  - ☛ Recommended support for the Draft DOT&PF Policy & Procedure on Metropolitan Planning Organization (MPO) Coordination during the development of the STIP. Amendments were also passed to expressly identify when the word MPO is supposed to be referring to the MPO Policy Board compared to MPO staff where appropriate and to add more detail on who is responsible for doing what with expected timelines, particularly within the Draft STIP Preparation section.

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

- ☛ Deputy Commissioner Keith was not present at the meeting. Adam Moser of DOT&PF commented that he had no updates for the Policy Board about the Draft STIP except to inform them that it had not yet gone out for public comment.

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

- ☛ **Patrice Lee** commented that she was very interested in any updates that happen on the STIP and any amendments to it, or details that are involved with it. Ms. Lee commented that she thinks the public is very involved and wants to know. There is still some question about air quality. This winter as we end up having more and more fossil fuels burned (inaudible) so it is a concern to people especially when we have air quality alert after air quality alert all winter long. (inaudible). We want to keep track all winter long, so we appreciate the work of FAST Planning and the Policy Board.

## 8. Old Business

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

#### ☛ **Opportunity for Continued Discussion on Draft UPWP Released for Public Comment May 19 to June 19, 2024**

The FFY2025-26 UPWP went out for 30-day public comment from May 19-June 19, 2024. The document was advertised and posted on the FAST Planning website. Two comments have been received. One comment was from DOT offering edits to some project titles. The other comment came out of the

Statewide MPO Coordination Meeting to have the financial details for costs associated with the Travel Demand Model Update included in the document.

## 9. New Business

### a. Proposed Motor Vehicle Emission Budgets for PM2.5 Serious Non-Attainment Area State Implementation Plan (SIP) 2024 Amendment (Action Item)

#### Opportunity for Public Comment and Consideration of Support by the Board

Nick Czarnecki with the Alaska Department of Environmental Conservation and Tom Carlson of Trinity Consultants, the air quality consultant, presented the details for the proposed Motor Vehicle Emissions Budget for the PM2.5 Serious Non-Attainment Area SIP.

**Public Comment:** Patrice Lee commented that when people come to her in her capacity as coordinator for Citizens for Clean Air. One is the vehicle emissions budget for trucks. Are all the trucks being counted and how? Where is the data being monitored? Are there various places or are there one or two places and at what elevation above the ground? The latitude and longitude. It would be helpful if we had some better understanding of how exactly they are monitoring the emissions here. We wonder how Golden Valley Electric Association is changing how they are generating electricity. If there is a link to help the public better understand some of these things that would be helpful.

**Motion:** To approve the emissions budget [Motor Vehicle Emission Budgets for PM2.5 Serious Non-Attainment Area State Implementation Plan 2024 Amendment] as proposed. (Cleworth/Clack).

**Discussion:** Mr. Crass asked Mr. Carlson where and how the air quality emissions data is being collected.

Mr. Carlson commented that the air quality data or the ambient monitoring data for concentrations of PM2.5 and gaseous pollutants in the air are currently being recorded at three regulatory monitors in the non-attainment area. They are located at the Borough Building and just north of downtown Fairbanks and the third is located at Hurst Road in North Pole. Those are the three long-term monitors.

Mr. Crass asked if that data was available to the public.

Mr. Czarnecki commented that the data is available to the public on the EPA Air Quality and DEC websites. Mr. Czarnecki added that it is good to clarify what data because there is a huge amount of data that we are dealing with in this planning process. In the emissions budget estimates, these are all the emissions that are from the mobile source sector, or from vehicles. So, these are all estimates that build into the emissions inventory and feed into the planning

process in a lot of different ways. While we actually collect ambient measurements on the data that is out there what we are looking at today are emissions estimates and they are not measured numbers.

**Mr. Carlson** commented that the way the emissions are estimated is based on the hard counts of and the number of vehicles in the non-attainment area that are developed from State DOT data. The EPA Moves Model uses the underlying data to account for things like the age of the vehicle fleet, the mix between passenger vehicles and heavier vehicles, the types of fuels, the effect of ambient temperature on emissions, and in Fairbanks case, unlike anywhere else in the country, it also accounts for the usefulness in slightly reducing motor vehicle emissions from the use of plugins in the wintertime. It takes closer to actual measured counts from an array of count stations and then marries that with emissions estimates that are a function of those types of variables.

**Mr. Crass** asked if all large trucks are being accounted for, specifically the Kinross trucks.

**Mr. Carlson** commented that all the trucks are being calculated. Mr. Carlson commented that he interacted with the Kinross transportation contractor. They used vehicle counts and several other pieces of information, plus economic data. They basically account for vehicles within the planning area. The planning area in this case is slightly larger than the air quality non-attainment area. They also account for vehicles that come in and out of the planning area. On top of that there was work done to add an increment for heavy-duty truck traffic through the area associated with the Kinross truck project over a year and a half ago.

**Mayor Ward** explained that there are two pieces for air quality attainment. There is the actual air quality component and then there is the planning component. Vehicle emissions are a very small percentage of the air quality issue. By and large the bulk of the emissions come from stationary sources like woodstoves.

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

**b. Funding Contribution to North Pole Bus Shelters Project (Action Item)**

**🗳️ 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**

Mr. Fox explained that the City of North Pole has an interest in installing two new bus shelters. One shelter would be located on North Santa Claus Lane just opposite the Safeway Store where there is currently a bench and a trash can. The second shelter would be located at the Santa Claus House to provide a safer place for people to wait for the bus on the opposite side of the road in the ditch. The Santa Claus House provided written approval to install the shelter on their property and to provide maintenance. The design would be similar to other bus

June 19, 2024

## Policy Board Meeting Minutes

shelters with a Christmas theme for the shelter located at the Santa Claus House. FAST Planning is proposing to contribute \$30,000 for construction of the two shelters from their undesignated fund balance. This qualifies as a charitable contribution that is consistent with the tax-exempt status of FAST Planning.

**Public Comment:** Patrice Lee commented that she thinks it is a wonderful project. She likes to see the evolution of North Pole and safety is an important factor of that. Ms. Lee commented that she would like to see additional shelters along South Cushman as well.

**Motion:** To approve [the \$30,000 funding contribution for the North Pole Bus Shelters Project from FAST Planning's Undesignated Fund balance].  
(Cleworth/Crass).

**Mr. Cleworth** commented that he does support it but has a few questions about the money and who would maintain it.

**Mr. Fox** explained that this is a funding contribution from our 501(c)(3) bank account and does not require a Maintenance Agreement. However, there may be an encroachment permit if the shelters are located in the road right-of-way and that may require a Maintenance Agreement.

**Mr. Cleworth** asked if FAST Planning has just one account like that. Mr. Cleworth asked how much was in the Undesignated Fund account.

**Mr. Fox** explained that they currently have \$250K in that account and want to maintain a minimum of \$100K in that account.

**Mr. Cleworth** asked if the \$250K was from the end of the year last year and part of this year.

**Mr. Fox** commented that based on the amount of revenue that we have received over the past six months; he believes that it is in excess of \$250K at this time.

**Mr. Cleworth** asked Mr. Fox if we did these two contributions, would we still be in good standing?

**Mr. Fox** responded that yes, we are.

**Mayor Ward** commented that it was not that he did not appreciate and like the idea of having additional bus shelters but there was considerable discussion at the Technical Committee on Maintenance Agreements. There was a time when the Policy Board established a requirement that Maintenance Agreements be done before money be spent on a project. Mayor Ward commented that he was a big advocate at the time that the Policy Board put a policy in place that we would not fund it unless there was a signed Maintenance Agreement. Even if it is not Federal Highway funds, the reason for that is if we are going to be spending public funds, it is important that maintenance be identified prior to spending any money. There was no opposition to the building of a shelter but rather who is

going to pay for it. There are significant costs for each one of those physical structures that they have in place. He thinks we can get there for development of those agreements but thinks it is imperative that we have one before it is built. The Borough has run into a few issues with this with a couple of shelters that are on private property that are not maintained. Mayor Ward commented that he thinks that there needs to be a negotiation that maintenance will be taken care of. As the Mayor of the Borough, he is not in agreement with taking on the additional maintenance at this time. He thinks a signed Maintenance Agreement is necessary before they start the project.

**Mr. Cleworth** commented that there was a long discussion at FMATS about this.

**Amendment to the Motion:** This contribution is contingent upon completion of a Maintenance Agreement (Cleworth/Pruhs).

**Mayor Clack** asked if this meant that this will be discussed again if there is a signed agreement would be between the City of North Pole, the DOT&PF, and the Borough. Mayor Clack commented that she is trying to figure out how that contract works.

**Mr. Crass** asked about the maintenance by the Santa Claus House and whether that was something that was set in place.

**Mayor Clack** asked if this agreement would be between the City of North Pole, DOT, and the Borough or who it would be.

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

**Amended Motion:** To approve [the \$30,000 funding contribution for the North Pole Bus Shelters project from FAST Planning's undesignated fund balance], and this contribution is contingent upon completion of a Maintenance Agreement.

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

**c. Funding Contribution to Turner Street Improvements (Action Item)**

***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***

Mr. Fox proposed that FAST Planning also contribute to the Turner Street Improvements project using \$20K from FAST Planning's Undesignated Fund balance. Mr. Fox explained that there is a piece of City of Fairbanks property with planters on it that adjacent property owners are asking to remove.

Mr. Pristash, the City Engineer, acquired price quotes for this work. The work started on June 17, 2024 and is close to completion. At this time, this contribution would be reimbursement for the work that has already occurred on Turner Street.

**Mayor Ward** asked who would be in charge of maintenance for these facilities.

June 19, 2024

## Policy Board Meeting Minutes

**Mayor Pruhs** commented that it is City property and there is no maintenance since it is just blacktopping. The City of Fairbanks would put together a design and figure out what they want to do there in the future for outdoor activities. The funding would be for the closeout of the project.

**Mayor Pruhs** asked Mr. Fox if he would have a conflict of interest if he voted on this.

**Mr. Fox** explained that traditionally they have not determined that to be a conflict of interest.

**Public Comment:** No public comment.

**Motion:** To approve as soon as possible [the \$20,000 funding contribution for the Turner Street Improvements project from FAST Planning's undesignated fund balance]. (Clack/Crass)

**Discussion:** **Mr. Crass** about what some of the proposed uses of the property would be.

**Mayor Pruhs** explained that it would be for outdoor parks, outdoor theater, or outdoor music. This property is owned by the City of Fairbanks so any plan would have to be approved by the City Council before we do anything.

**Mr. Cleworth** commented that they could also go another direction and potentially sell this property to an adjacent property owner.

**Mr. Cleworth** commented that he sees all these numbers and wonders if we should perhaps be using this money to fix the roads.

**Mr. DiRutigliano** commented that he could send the initial concepts for Turner Street to the members so they could see what is being proposed there.

**Mr. Kemp** commented that if the City is not sure what they are going to do yet, with the possibility of selling it or something else, then why do this now? Do they just want an interim use?

**Mayor Pruhs** explained that they have an opportunity with the cost of scale because the Contractor is right down the street doing other projects in the area.

**Mr. DiRutigliano** added that there was a lot of gravel that was hauled to that site and there has been vandalism with that gravel so getting rid of it would solve some of the problems going on in that area.

**Mayor Ward** commented that he thinks that he would think that there would be Maintenance Agreement in place for who would maintain that. It is a standard practice and policy that we have, so he would like to see it included in this.

**Amendment to the Motion:** This contribution is contingent upon a Maintenance Agreement with the City. (Cleworth/Clack).

**Mr. Kemp** commented that the City is going to write a Maintenance Agreement for themselves? He is not sure why they would do that. It seems a little silly to him.

**Mayor Clack** commented that she thinks it is to provide clarity as we move forward to represent the statement that is already on file that there should be a maintenance agreement.

**Mayor Ward** commented that the idea behind the Maintenance Agreement is that if we are taking money from FAST Planning, that it is going to be maintained. There is an expectation that if we are going to pay for this with local money that there will be someone maintaining it. That is the beauty of that particular policy. This would be an agreement between FAST Planning and the City of Fairbanks that they will give them this money and they agree to maintain it for as long as they own it. The expectation is that it will be maintained if FAST Planning makes that investment.

**Vote on Amendment to the Motion:** Five in favor. One opposed. (Pruhs).

**Discussion:** No further discussion.

**Amended Motion:** To approve as soon as possible [the \$20,000 funding contribution for the Turner Street Improvements project from FAST Planning's undesignated fund balance], and this contribution is contingent upon a Maintenance Agreement with the City.

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

**d. Draft Alaska DOT&PF Policy and Procedure on MPO Coordination During Development of the STIP (Action Item)**

Mr. Fox provided a brief explanation and introduced Ben White, Urban Area Planner for DOT&PF, to define the planning process in the STIP and corrective action that needs to be taken before issuing the STIP for public review.

**Public Comment:** No public comment.

**Motion:** To approve the Alaska DOT&PF Policy & Procedure on MPO [Metropolitan Planning Organization] Coordination during development of the STIP [Statewide Transportation Improvement Program]. (Pruhs/Kemp).

**Discussion:** **Mr. Cleworth** commented that looking at the Technical Committee response on this it looks like they are just focusing on Page 51, the Draft STIP information.

**Mr. Fox** commented that the Technical Committee wanted clarification whether they are talking about the MPO or whether they are talking about particular staff of the MPO, and to really define that procedure. The second comment is specific to the Draft STIP and focuses on who, what, when, and where when they are referring to coordination in the Policy & Procedure.

**Amendment to the Motion:** To include the comments from the Technical Committee that they made in the amended motion on June 5, 2024. (Cleworth/Crass).

**Referenced Technical Committee 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.*

**Discussion:** **Mr. Crass** commented that he would like to see the MPO finish their work before we approve it.

**Mayor Pruhs** commented that Mr. Crass brought up a very good point, and he was wondering if we approved the Amendment if we could table the question until after they are concluded on this. He thought that might be the best route to go overall.

**Mayor Ward** asked Mr. Fox if he could address delaying this.

**Mr. Fox** commented that they had three different MPOs and three different sets of comments. Mr. Fox commented that finds it a little difficult to support if he has not seen the resolution to those comments in the document. He would like to see it come back to the Policy Board in full form before they approve it.

**Mr. White** commented that one of the concerns DOT has is that the current 2024-27 STIP has been partially approved. Part of that was that they were given findings by the FHWA that have to be corrected within six months in order to get the final STIP approved. They are currently working on building a process to address those corrective actions to get the STIP and STIP Amendment #1 approved.

**Mr. Crass** asked if they ever had special meetings to help move this along.

**Mayor Ward** commented that they could always hold a special meeting.

**Mr. Cleworth** commented that they are not in a time crunch.

**Mr. Fox** explained that his understanding is that this policy and procedure needs to be in the STIP Amendment for it to be approved by this week.

**Mayor Ward** commented that in the collaborative spirit of the three Cs, the idea is to try to coordinate some of those efforts before you get to a public comment period ahead of time. He can appreciate the work that DOT is trying to do to hammer these issues out with staff prior to going to a full public comment period rather than having to write a nasty gram to change these things before it goes out

for public comment. In order for them to meet the timeline, they have to release it for public comment.

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

**Discussion:** **Mr. Crass** commented that he feels there is still a key piece of this missing, and he is not comfortable advancing this before staff has had time to look at it. It would behoove us to review it before approving it.

**Mr. Cleworth** asked if DOT could simply go out for public input along with the comments of the three MPOs and then put together a document that would come back to the Policy Board.

**Mayor Ward** explained that the finding that the State had was that they did not continually and cooperatively coordinate with the MPOs. So, if they do not do that to fix their finding, that is the crux of the issue.

**Mr. Cleworth** commented that ultimately DOT could go out for these comments and then decide that they do not want to do what the comments said.

**Mayor Ward** commented that he does not think that anyone wants to be in that position if the STIP does not get approved because they did not coordinate with the three MPOs.

**Mr. Cleworth** commented that they did not have to bring this back to the Policy Board for comments.

**Mr. Kemp** commented that they do not have to, but Mr. White is pretty good about doing that.

**Mr. White** commented that this was an internal Policy & Procedure, and the intent was to revise this as fast as we can. This is going to be an ongoing effort. This is the start of what will become the internal process for how they address the three Cs in this process. It will be constantly upgraded and revised once we have gotten feedback from all three MPOs. We plan on bringing this back to the MPO partners.

**Mr. Crass** commented that the draft STIP preparation part of this is the meat and potatoes so moving ahead without having some clarity on that seems foolhardy to not have all the comments on this. DOT does not need our approval, but it seems like they would show what the Draft STIP will look like that.

**Mr. Cleworth** commented that he is comfortable that it will be coming back.

**Mayor Ward** commented that they are providing feedback. Encouraged that we are having this conversation albeit with the STIP approval hanging in the balance. He recognizes that it is going to take time to get there but maybe these deadlines are what. Not having a STIP hurts the entire state but at the same time he wants a commitment that the State is truly committed to hammering out these issues over

June 19, 2024

Policy Board Meeting Minutes

a period of time while we work through the STIP. Mayor Ward commented that he recognizes that it is going to take a lot more work.

**Amended Motion:** To support the Alaska DOT&PF Policy & Procedure on MPO Coordination During Development of the STIP and include the comments from the Technical Committee that they made in the amended motion on June 5, 2024.

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

**e. Update to 2019 Intergovernmental Operating Agreement and Memorandum of Understanding for Transportation and Air Quality Planning**

Mr. Kemp explained that most of the changes that were made were for clarity and who has the power to do what.

**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. Crass** commented that after the recent tragedy a statement came out from FAST Planning. It is extremely difficult to articulate something after a loss like that. Mr. Crass commented that this was a master class in communications at the highest dignity level and he wanted to commend Ms. Lunsford.
- ☰ **Mayor Clack** commented that this was her first meeting, and she was looking forward to what they were going to do here.
- ☰ **Mr. Cleworth** passed out a picture with a bike lane and a bicyclist riding on the sidewalk instead of using that bike lane.
- ☰ **Mayor Ward** commented that the orange cone season was in full bloom so please mind your speed when you are in a construction zone so everyone can be safe.

**13. Adjournment**

The meeting was adjourned at **2:20 p.m.** The next Policy Board Meeting is scheduled for **Wednesday, July 17, 2024.**

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

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



## STAFF REPORT

July 12, 2024

### Regular Meetings

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

### Project/Planning Meetings

- Coordination meeting with Alaska DOT&PF Preconstruction and Planning on status of projects within Metropolitan Planning Area
- Kickoff meetings (x2) on Alaska DOT&PF Statewide Functional Classification Update
- Meeting with Alaska DOT&PF Planning and FNSB Finance on procurement process for MACS Transit SaaS (software as a service)
- Meeting with Alaska Bowl Company on proposed non-motorized project nomination for Old Airport Way
- Meeting with City of North Pole on bus shelters project
- Local Electric Vehicle (EV) Plan Steering Committee Meeting #3

- Monthly coordination meetings with consultant teams working on Local EV Plan and Transit Plan Updates

**Correspondence & Communication**

- Drafted comment letter on Draft FFY2024-27 Statewide Transportation Improvement Program (STIP) Amendment #1

**Organization**

- Submitted monthly invoices to DOT&PF for June 2024

**Public Outreach**

- Attended ribbon cutting for MACS Transit’s new maintenance facility
- Held bike valets at Midnight Sun Festival and Music in the Garden

**Submittals/Reports**

- Completed comment response summary and revisions for FFY2025-26 Unified Planning Work Program (UPWP) document following close of 30-day public comment period

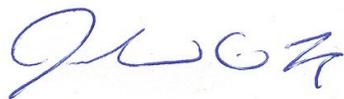
**Funding**

- Meeting with Alaska Railroad and MatSu MPO on proposed 5307 funding split
- Meeting with Alaska DOT&PF Planning on Need ID updates for FAST Planning’s FFY2023-27 Transportation Improvement Program (TIP) and air quality (CMAQ/CRP) project tables

**Training**

- None

**Submitted by:**



July 12, 2024

---

Jackson C. Fox

---

Date



**❖ TECHNICAL COMMITTEE ❖**

**Action Items**

**07.03.2024**

**Motion:** To recommend to the Policy to approve the FFY2025-26 Unified Planning Work Program as presented and revised. (Spillman/Denton). None opposed. Approved.

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

Date



Alaska Department of Transportation and Public Facilities  
**OFFICE OF THE COMMISSIONER**

You are here: [DOT&PF](#) > [Office of the Commissioner](#) > [Newsroom](#) > Press Release

**FOR IMMEDIATE RELEASE:** July 5, 2024

Press Release: 24-0018

**Contact:** Shannon McCarthy, [907-744-7360](tel:907-744-7360), [shannon.mccarthy@alaska.gov](mailto:shannon.mccarthy@alaska.gov)

**UPDATED 7/8/2024 1:30PM:** Public comment period has been extended to Monday, August 5, 2024.

## **2024-2027 STIP Amendment #1 (AMD 1) available for public review and comment**

**(Anchorage, Alaska)** – The Alaska Department of Transportation & Public Facilities (DOT&PF) invites public review and comment on Amendment #1 of the 2024-2027 Statewide Transportation Improvement Program (STIP). This crucial planning document outlines the transportation programs and projects scheduled for the next four years, including highway improvements, bridge repairs, waterways projects, and enhancements to public transportation.

This amendment addresses essential updates to the STIP, including adjustments for cost increases, schedule changes, and integration of feedback from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

Key updates in Amendment #1 include:

- Integration of awarded Title 23 and Title 49 discretionary grants into the STIP, including fiscal constraint.
- Additional documentation and explanation of DOT&PF coordination and involvement of local, appointed officials, and tribal governments.
- Expansion of the STIP comment portal including new digital engagement tools which offer interactive project information and allow ongoing public feedback beyond specific comment periods, fostering continuous dialogue on transportation planning.
- Further explanation of procedures for incorporating the FHWA Tribal Transportation Improvement Program (TTIP), and the Western Federal Lands Highway Division (WFLHD) Transportation Improvement Program (TIP) into the STIP.

Public comment on Amendment #1 is open through August 5, 2024. Comments received after August 5, 2024, will be considered for subsequent amendments.

Amendment #1 2024-2027 can be reviewed here: [dot.alaska.gov/stip](https://dot.alaska.gov/stip). Hard copies available upon request from the STIP office or can be printed from selecting the printable options when visiting [dot.alaska.gov/stip](https://dot.alaska.gov/stip).

Public comment can be submitted:

Online: [dot.alaska.gov/stip](https://dot.alaska.gov/stip)

Text: 855-925-2801

Phone: 855-925-2801, Pin 2191

Email: [dot.stip@alaska.gov](mailto:dot.stip@alaska.gov)

Mail: DOT&PF Project Delivery Attn. STIP, P.O. Box 112500, Juneau, AK 99811-2500

*It is the policy of the Alaska Department of Transportation & Public Facilities (DOT&PF) that no one shall be subject to discrimination on the basis of race, color, national origin, sex, age, or disability. Persons with a hearing impairment can contact the department by dialing Alaska Relay at 711 and asking the communication assistant to call the telephone number listed. We are also able to offer, upon request, reasonable accommodation for special needs related to disabilities.*

The Alaska Department of Transportation and Public Facilities oversees 237 airports, 9 ferries serving 35 communities along 3,500 marine miles, over 5,600 miles of highway and 839 public facilities throughout the state of Alaska. The mission of the department is to “**Keep Alaska Moving** through service and infrastructure.”

###

[Main Newsroom Page](#)



**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

***Moving and Improving Fairbanks***

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

Public Comment Period: May 19 - June 19, 2024 | [Comment Response Summary](#)

#	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 from 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.	Changed title and description from a PEL Study to a Corridor Study, specified termini as suggested, and added to scope the look at completing a bicycle/pedestrian path connection through the corridor. See pages 5 & 17.
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.	Estimated costs added to Tables 2 & 4, and cost comparison adjusted in Table 5 to account for Travel Demand Model update. See pages 18, 19, & 20.
3	Fairbanks Cycle Club	Federal Planning Factors	We appreciate the mention of non-motorized users in items #2 and #3. We suggest that #6 and #10 could be improved to include specific mentions of non-motorized transportation.	The Federal Planning Factors are copied verbatim from the FAST Act (last Federal Transportation Bill) so we cannot modify/expand upon them in this section.
4	Fairbanks Cycle Club	Task 300(b) Complete Streets Prioritization Plan	While we appreciate the focus on Complete Streets and Active Transportation Plans, we are concerned that the UPWP uses the word "may." The word "shall" would better guarantee that these funds for increasing "safe and accessible options for multiple travel modes for people of all ages and abilities" would be used for nonmotorized transportation, such as cycling, walking, running, and use of wheelchairs. We have confidence in the current staff's commitment to treating non-motorized transportation as a legitimate and important form of transportation that needs proper representation, but plans are formed to transcend the possibility of staff changes.	The word "may" comes directly from the Infrastructure Investment & Jobs Act (current Federal Transportation Bill), which provides a list of options for MPOs for the required 2.5% Planning fund investment. This section later describes what options FAST Planning "will" do amongst the options presented, which includes updating the MPO's 2015 Complete Streets Policy and develop a Completed Streets Prioritization Plan.
5	Fairbanks Cycle Club	Task 300(d) High School Access & Circulation Studies	We strongly suggest changing the wording from "pedestrian connections and safety" to "non-motorized connections and safety" to reflect that non-motorized transportation can include more than foot traffic.	Word "pedestrian" replaced with "non-motorized." See page 15.

6	Fairbanks Cycle Club	Task 300(e) Geist/Chena Pump Road Corridor Study	We are happy to see the attention focused on Geist and Chena Pump roads with the intent to "identify projects that improve safety and address access management for all users." We would also like to see funding directed toward study of the Badger Road corridor. This road runs through several neighborhoods and has a good bike path paralleling it, yet it has a 50-mph speed limit. A six-year-old boy riding a cycle was recently killed there after a collision with a motor vehicle. We would like to see a study that identifies problems and possible projects to improve safety and access for all users.	A Road Safety Audit was already completed by DOT&PF on the Badger Road corridor in 2016, which led the 2019 construction of a continuous Two-Way-Left-Turn-Lane. See <a href="https://dot.alaska.gov/nreg/badger">https://dot.alaska.gov/nreg/badger</a> . DOT&PF is studying the outcomes of this project (i.e. potential reduction in crash rate), and will be examining the incident cited in the comment. FAST Planning expects to receive an update from DOT&PF when information is available to share back with the community.
7	Fairbanks Cycle Club	Task 400(f) Richardson Highway Planning & Environment Linkages Study	We would like to see specific mention of non-motorized infrastructure while "upgrading and extending the existing frontage road system" and "constructing improved at-grade intersections."	Added to scope the look at completing a bicycle/pedestrian path connection through the corridor. See page 17.
8	Fairbanks Cycle Club	Maintenance of non-motorized infrastructure	We would like to see funding sources specifically for non-motorized infrastructure. In particular, we see a need for dedicated sources of funding for snow removal in winter and gravel removal in spring, summer, and fall (especially in spring). This includes road shoulders. Road maintenance authorities do an admirable job of maintaining non-motorized infrastructure when they can, but in a car-centric culture maintenance of non-motorized infrastructure is often done when it can be if there are funds. This is understandable but not acceptable. Poorly maintained nonmotorized infrastructure discourages people from using it. That few people want to use such infrastructure becomes a self-fulfilling prophecy. We believe that having dedicated funding sources solely for maintenance of non-motorized infrastructure will help make that infrastructure more attractive and therefore more used. This maintenance could be done by third parties rather than being done by the already strained transportation departments.	The UPWP is a planning document that identifies and describes the MPO's budget, planning activities, studies, and technical support expected to be undertaken in a two-year period [23 CFR 450.104]. As such, funding sources for maintenance of facilities is not covered/included, but we do appreciate this comment and FAST Planning's Bicycle & Pedestrian Advisory Committee is dedicated to continuing this conversation with our local government partners.
9	Fairbanks Cycle Club	Task 400(a) Local Safety Action Plan	We are happy to see that FAST Planning "may" apply for the "Safe Streets and Roads for All (SS4A) Discretionary Grant Program." We strongly encourage that wording be change to "shall," as we definitely want to see an attempt to be made to get this funding.	Changed word "may apply" to "will seriously consider applying." See page 16. Application depends on availability of staff time and alignment/competitiveness with program's merit criteria

10	Fairbanks Cycle Club	Task 400(e) Peger Road/Airport Way Intersection Study	We are happy to see this study as a priority. We would like to see a specific focus on the interaction between motorized and non-motorized users because Pioneer Park is a magnet for non-motorized users.	Added interactions between motorists and non-motorized users to the scope. See page 17.
11	Fairbanks Cycle Club	Accident/incident reporting	We see nothing in the plan to address an improvement in the reporting of bike/pedestrian incidents both with and without injury and/or property damage. We need to have centralized reporting and an easy way to report such incidents, such as an online portal. Accurate and comprehensive reporting can help identify problems. This is needed statewide.	This is a current topic with FAST Planning's Bicycle & Pedestrian Advisory Committee where continued discussion will take place, and does not necessarily need to be specifically listed/described in the UPWP. We agree with the need statewide, however, so coordination with the Alaska Highway Safety Office may be advised.
12	Fairbanks Cycle Club	General	The FCC appreciates this opportunity to comment. We have worked with FAST Planning staff and have appreciated its commitment to professionalism and a comprehensive look at transportation, including considering cycling, walking, and other forms of non-motorized transportation as legitimate forms of transportation that need to be adequately represented in transportation planning. Non-motorized transportation benefits our communities in many ways. It improves public health, reduces local air pollution and greenhouse gas production, reduces traffic and parking congestion, improves the local economy, and allows people who cannot drive a means of transportation.	Thank you for your comment and continued collaboration with FAST Planning.



# DRAFT

## FFY25-26 Unified Planning Work Program (UPWP)

MAY 2024

Revised June 27, 2024



## TABLE OF CONTENTS

INTRODUCTION .....	1
Purpose of the UPWP.....	1
History of the MPO .....	1
Operation of the MPO .....	2
Regional Planning Priorities .....	3
Federal Planning Factors.....	3
FFY2025/26 WORK PROGRAM ELEMENTS.....	6
Required Plans & Programs .....	6
Task 100(a) UPWP .....	6
Task 100(b) MTP .....	6
Task 100(c) TIP .....	7
Task 100(d) PPP.....	8
Task 100(e) Air Quality.....	10
Task 100(f) MPA Boundary .....	11
Task 100(g) Support Services .....	12
Public Transit System Planning .....	13
Task 200 Transit Planning .....	13
Supplemental Plans & Projects .....	14
Task 300(a) Advanced Project Definition.....	14
Task 300(b) Complete Streets Prioritization Plan .....	14
Task 300(c) Electric Vehicle Infrastructure Deployment Plan.....	14
Task 300(d) High School Access & Circulation Studies .....	15
Task 300(e) Geist/Chena Pump Road Corridor Study .....	15
Contingency Plans & Projects .....	16

Task 400(a) Local Safety Action Plan..... 16

Task 400(b) Driver’s Education Program ..... 16

Task 400(c) Housing Coordination Plan ..... 16

Task 400(d) Resilience Improvement Plan..... 16

Task 400(e) Peger Road/Airport Way Intersection Study..... 17

Task 400(f) Richardson Highway ~~Planning & Environment Linkages~~Corridor Study ..... 17

Task 400(g) FTWW/EAFB/FNSB Joint Land Use Study Update ..... 17

FUNDING SOURCES & ESTIMATED COSTS ..... 18

Table 1. National Performance Goals & New Planning Emphasis Areas ..... 5

Table 2. Funding Sources for Metropolitan Planning Activities..... 18

Table 3. Funding Sources for Transit Planning Activities ..... 18

Table 4. Estimated Costs by Task ..... 19

Table 5. Funding Availability & Estimated Cost Comparison ..... 20

Table 6. Metropolitan & Transit Planning Fund Distribution..... 20

Table 7. Past UPWP (FFY2024) Annual Office Budget for FAST Planning ..... 21

Table 8. Metropolitan Planning Fund Distributions FFY2003-24 ..... 22

## INTRODUCTION

### PURPOSE OF THE UPWP

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

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

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

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

The planning activities for FFY2025 and FFY2026 supporting development and implementation of these plans by FAST Planning, FNSB, and Alaska DOT&PF staff are addressed within the tasks identified in this UPWP.

### HISTORY OF THE MPO

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

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

## OPERATION OF THE MPO

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

- FAST Planning Articles of Incorporation (June 2018) and Bylaws, as amended (March 2024)
- Memorandum of Understanding for the Operation of the FAST Planning Office (March 2019)
- Intergovernmental Operating Agreement & Memorandum of Understanding for Transportation & Air Quality Planning in the Fairbanks Metropolitan Planning Area (April 2019)
- Memorandum of Agreement for the Selection & Funding of CMAQ Projects within the Fairbanks PM<sup>2.5</sup> Non-attainment Area, as amended (August 2019)
- FAST Planning Policies & Procedures, as amended (May 2023)
- FAST Planning Title VI Civil Rights Plan (December 2023)

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

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

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

## REGIONAL PLANNING PRIORITIES

The Fixing America’s Surface Transportation (FAST) Act, which was signed into law on December 4, 2015, identified the need for transportation plans to recognize and address the relationship between transportation, land use, and economic development. As such, FAST Planning takes into consideration the goals, objectives, performance measures, and targets of state and regional such as the Statewide Long-Range Transportation Plan and FNSB Regional Comprehensive Plan. This leads to more effective decisions on transportation investments and improved interconnectivity in the regional area beyond the boundary of the MPA. The FNSB will be initiating an update to the current (2005) Regional Comprehensive Plan in FFY2024, and FAST Planning will participate as a key stakeholder in the development of the Plan update. This participation will coincide with and help inform the planned MTP Update (occurring in FFY2025-26) with identification of new plans, policies, and projects across a 20-year planning horizon for the MPA.

## FEDERAL PLANNING FACTORS

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

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
2. Increase the safety of the transportation system for motorized and non-motorized users
3. Increase the security of the transportation system for motorized and non-motorized users
4. Increase the accessibility and mobility of people and for freight
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
7. Promote efficient system management and operation
8. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
9. Enhance travel and tourism
10. Emphasize the preservation of the existing transportation system

In addition to the planning factors noted above, previous legislation [Moving Ahead for Progress in the 21st Century Act (MAP-21)] required that State DOTs and MPOs conduct performance-based planning by tracking performance measures and setting data-driven targets to improve those measures. Performance-based planning ensures the efficient investment of federal transportation funds by increasing accountability of local agencies receiving the funds, prioritizing transparency to the public, and providing insight for better investment decisions that focus on key outcomes which relate to the seven national goals of:

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

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

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

1. Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future
2. Equity and Justice<sup>40</sup> in Transportation Planning
3. Complete Streets
4. Public Involvement
5. Strategic Highway Network (STRAHNET)/U.S. Department of Defense Coordination
6. Federal Land Management Agency Coordination
7. Planning and Environment Linkages
8. Data in Transportation Planning

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



## FFY2025/26 WORK PROGRAM ELEMENTS

### REQUIRED PLANS & PROGRAMS

#### Task 100(a) UPWP

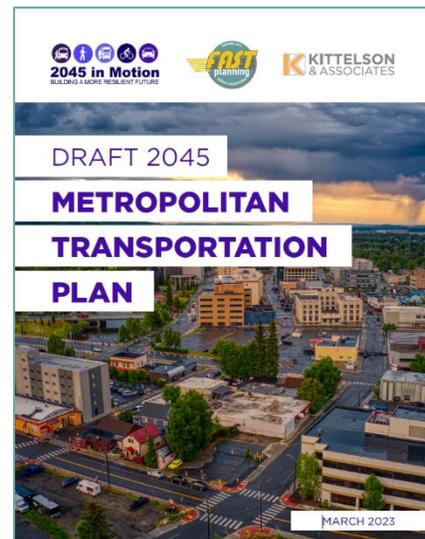
The Alaska DOT&PF is responsible for providing the management oversight of the UPWP. FAST Planning and the FNSB will prepare and submit quarterly reports through FFY2025 and FFY2026 to the Alaska DOT&PF. The quarterly reports will document the planning activities performed and expenditures by FAST Planning and the FNSB in accordance with the tasks listed in the UPWP. The Alaska DOT&PF will review and compile the quarterly reports into annual reports at the end of each fiscal year. FAST Planning will initiate Administrative Modifications and Amendments to the UPWP as needed in accordance with the provisions of the MPO's April 2019 Intergovernmental Operating Agreement. FAST Planning will also initiate development of the next UPWP in April 2024, six months in advance of the expiration of this UPWP.

Participation by FAST Planning, Alaska DOT&PF, and FNSB staff in FFY2025-26 is anticipated to include:

- Preparation and submittal of FFY2024 final UPWP quarterly report and annual report (October 2024)
- Preparation and submittal of FFY2025-26 quarterly reports (January, April, July, October)
- Preparation of FFY2025 and FFY2026 annual reports (October 2023; October 2024)

#### Task 100(b) MTP

The current 2045 MTP was approved and adopted in March 2023 and is required to be updated every four years. FAST Planning has programmed \$400,000 in Surface Transportation Program (STP) funds in FFY2025 to hire a consultant to update the MTP. The update will include collection of existing traffic data, analysis of the existing transportation network, evaluation of land use and supporting transportation scenarios for travel demand model forecasts, outreach to local agencies and the public to confirm project needs outlined in current MTP and new project needs not yet identified, prioritization and cost estimates for all projects considered for inclusion in the new MTP, an air quality conformity analysis and interagency consultation on the updated project list, and development of the draft and final MTP update. The draft MTP and associated quality conformity analysis will be released for public comment, and after resolution of public comments and an air quality conformity determination is made, the final MTP will then be presented to the FAST Planning Technical Committee and Policy Board for consideration of adoption. Following adoption, the final MTP and air quality conformity determination will be transmitted to FHWA and FTA for approval. This process is





each project nominated. Once the SSEs and project rankings are complete, FAST Planning will develop a fiscally constrained draft TIP providing a funding plan for the top ranked projects for release for public comment. During the public comment period an interagency consultation will also be completed for air quality conformity. After public comments are addressed and resolved, and an air quality conformity determination is made, the final TIP will then be presented to the FAST Planning Technical Committee and Policy Board for consideration of being adopted. Following adoption, the final TIP will be transmitted to FHWA and FTA for approval and to Alaska DOT&PF for inclusion by reference into the Statewide Transportation Improvement Program (STIP). Based on the adoption and approval date of the current TIP, a new TIP will need to be adopted and approved by March 2027.

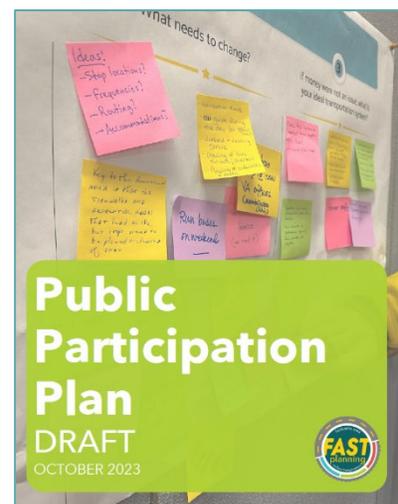
Participation by FAST Planning, Alaska DOT&PF, and FNSB staff in FFY2025-26 is anticipated to include:

- Monthly tracking of obligated funds in the TIP and receipt of offsets from project closures, reductions to bid award, and other de-obligations through FFY25 and FFY26
- Administrative Modifications and Amendments to TIP on an as-needed basis through FFY25 and FFY26
- Review and revision of FAST Planning's project scoring criteria and nomination form (March 2026)
- Call for project nominations, project scoring and ranking, and SSE development (March - June 2026)
- Development of FFY27-30 TIP, interagency consultation, and released for 30-day public comment period (July 2026)
- Review and response to comments received during public comment period (August 2026)
- Presentation of final FFY27-30 TIP to FAST Planning Technical Committee and Policy Board for consideration of adoption (September 2026)
- Transmittal of adopted TIP to FHWA and FTA for approval/ concurrence and Alaska DOT&PF for inclusion by reference into the STIP (October 2026)

#### Task 100(d) PPP

FAST Planning adopted updates to the Public Participation Plan (PPP) Title VI Civil Rights Plan in December 2023. The purpose of the PPP is to set procedures for FAST Planning to engage residents of the MPO in transportation planning process in a meaningful way. Key elements of this plan include the following:

- Maintaining a FAST Planning website with staff and committee member contact information, operating documents, plans and policies, project information, meeting calendar and agenda packets and minutes, online public comment submission form, and an interactive map for the

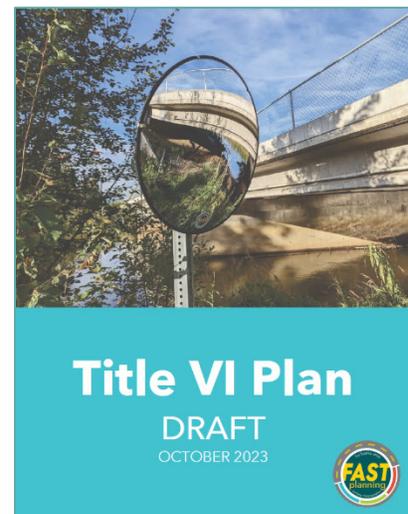


MPA that shows the transportation network with comment form that welcomes any and all comments to the MPO

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

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

- Hosting all meetings open to the public and broad advertisement of meetings, events, and public comment opportunities in accordance with the PPP to reach different demographics of the population within the MPA
- Holding meetings virtually and in person at a location familiar and comfortable to the public, accessible by non-motorized travel and transit, and in ADA-accessible buildings
- Providing contact information on all public notices and advertisements for individuals to request special accommodations for translation (language barriers) and hearing and sight impairments



- Preparing Title VI Reports for the Alaska DOT&PF Civil Rights Office for every FAST Planning meeting and event held open to the public and public comment periods
- Advertisement of Title VI complaint procedures and complaint form for any person who believes they have been excluded from or denied the benefits of, or subjected to discrimination on the basis of race, color, national origin, or sex (gender) under any FAST Planning plan, program, or activity
- Annual participation by all FAST Planning staff in Title VI training

Participation by FAST Planning, Alaska DOT&PF, and FNSB staff in FFY2025-26 is anticipated to include implementation of the PPP and Title VI Plan through FFY2025 and FFY2026 as outlined above.

---

### Task 100(e) Air Quality

The MPA is within a Serious PM2.5 Area Non-attainment Area and CO Maintenance Area as designated by the U.S. Environmental Protection Agency (EPA). The FNSB and Alaska DEC have joint responsibility to develop and implement a PM2.5 State Implementation Plan (SIP) and CO Maintenance Plan to work towards attainment of air quality standards. The most recent Serious PM2.5 SIP submittal to the EPA was only partially approved in 2023, which resulted in a Conformity Freeze on FAST Planning's MTP and TIP that took effect January 4, 2024. During a Conformity Freeze, FHWA and FTA are prohibited from approving any new conformity determinations for the PM2.5 Area and FAST Planning is prohibited from amending the MTP and TIP except for Exempt projects (40 CFR 93.126-128 – safety projects, transit, air quality beneficial projects, and planning efforts/studies that do not directly lead to construction). The Alaska DEC is planning to resubmit a revised SIP by July 2024 and the EPA has 18 months to review and approve the revised SIP. The EPA has indicated to FAST Planning the Conformity Freeze is expected to last until December 2025, possibly being lifted at that time if the SIP is fully approved and/or a 'protective finding' is granted for transportation conformity. If the SIP is not fully approved or a protective finding is not granted by December 2025, highway sanctions (withholding Federal highway funding) may be imposed, and a conformity lapse will occur for the MTP and TIP. Considering the current restrictions in place with the Conformity Freeze and potential risk for future highway sanctions, FAST Planning may consider reprioritizing investments towards Exempt projects in the updates to the MTP and TIP. In the interim, all new projects proposed for Federal funding within PM2.5 Area that were not considered during the last MTP and TIP conformity review, must now be considered through the Interagency Consultation process (40 CFR 93.105) to ensure projects meet the requirements for Exemption for air quality conformity. This process must be completed prior to including these projects in the TIP within the MPA, and for projects outside the MPA but within the PM2.5 [donut] Area, prior to including the projects in the STIP.

For the Serious PM2.5 SIP submittal and any EPA-requested amendments/revisions, FAST Planning, FNSB, and Alaska DOT&PF staff will support Alaska DEC's efforts with travel demand modeling to forecast contributing vehicle emissions and identification of transportation projects and programs that reduce emissions. This will be critically important through the remainder of FFY24 and into FFY25 as

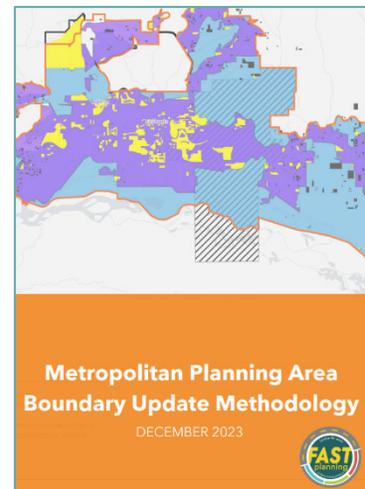
emission budgets are proposed by Alaska DEC and approved/modified by the EPA, as the updates to the MTP and TIP in FFY26 will need to adhere to these budgets.

Participation by FAST Planning, Alaska DOT&PF, and FNSB staff in FFY2025-26 is anticipated to include:

- Interagency Consultations for all new projects proposed for Federal funding within PM2.5 Area that were not considered during the last MTP and TIP conformity review
- Development of strategies to manage the TIP under the Conformity Freeze, including consideration of reprioritizing investments towards Exempt projects
- Continue to pursue a 'protective finding' with PM2.5 Area full/partial SIP approval by the EPA
- Travel demand modeling as needed for vehicle emission forecasts and MTP and TIP development (air quality conformity analyses)

#### Task 100(f) MPA Boundary

Every 10 years the U.S. Census Bureau performs a count of the population and from this data collection effort Urbanized Area boundaries are established. Publication of the 2020 Urbanized Area boundaries across every state in the U.S. occurred in December 2022. MPOs were subsequently tasked with examining these boundaries in cooperation with State and other, local public transportation system operators to adjust them as necessary to develop an MPA boundary. The MPA boundary shall encompass the entire Urbanized Area (as defined by the U.S. Census Bureau) plus the contiguous area expected to become urbanized within a 20-year forecast period for the MTP. As appropriate, additional adjustments should be made to reflect the most comprehensive MPA boundary to foster an effective planning process that ensures connectivity between modes, improves access to modal systems, and promotes efficient overall transportation investment strategies. This process was completed for the MPA in 2023 and FAST Planning's Policy Board adopted their new MPA boundary in November 2023. The adopted MPA boundary was subsequently transmitted to the Governor's Office for approval/concurrence on December 21, 2023. FAST Planning is currently awaiting the approval/concurrence.



Participation by FAST Planning, Alaska DOT&PF, and FNSB staff in FFY2025-26 is anticipated to include:

- Continue to seek Governor's Office concurrence on new MPA boundary adopted by FAST Planning's Policy Board
- Provide GIS files of the MPA Boundary to FHWA and FTA for informational purposes once concurrence from Governor's Office is received
- Conduct focused outreach to expanded boundary areas (i.e. Farmers Loop, Moose Creek, Eielson Air Force Base) during updates to MTP and TIP

---

### Task 100(g) Support Services

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

- Management and operation of the FAST Planning 501(c)(3) Non-profit Corporation (human resources, payroll, accounts payable/receivable, office space leasing, asset management, insurance coverages, audits, business licensing, and tax filings)
- FAST Planning budget preparation, tracking, and amendment
- Monitoring FAST Planning's state fund appropriation balances
- Review of FAST Planning agreements and policies and procedures as needed
- Professional development for staff (attending online and in-person trainings and conferences)
- Attending and participating in local, regional, and state committee and commission meetings
- Providing guest presentations to committees, commissions, local organizations and chapters, and other interest groups
- Serving on the Statewide Transportation Innovation Council, Statewide Connected & Autonomous Team, and Chamber of Commerce Transportation Committee
- Attending project status meetings, open house events, stakeholder group, and other Alaska DOT&PF and FNSB planning meetings
- GIS mapping of the transportation network, including preparation of areawide and project specific maps
- Review and submittal of comments on local, state, and federal legislation and planning documents
- Hosting and attending weekly FAST Planning staff meetings
- Responding to and fulfilling data and records requests
- Researching and pursuing grant funding opportunities for transportation projects and programs
- General communication and correspondence with members of the public, organizations, agencies, elected/appointed officials, and other interested parties
- Continue to support development of the new MPO in the MatSu Valley

## PUBLIC TRANSIT SYSTEM PLANNING

### Task 200 Transit Planning

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



Beginning in FFY2023, however, the FTA Section 5303 funds were transferred to FAST Planning under a Consolidated Planning Grant Agreement with the Alaska DOT&PF to perform the transit planning work for the public transit system on behalf of the FNSB Transportation Department. FAST Planning accomplishes the transit planning work through consulting contracts and addition of a new staff member at FAST Planning dedicated primarily to transit planning. One of the major tasks in the first year (FFY2024) of this new arrangement was to lead an effort to update the

public transit system's Long & Short Range Transit Plan (last updated in 2013) and Coordinated Human Services Transportation Plan (last updated in 2015). These Plan updates remain underway with the assistance of a consultant team and stakeholder group and are expected to extend into and be completed in FFY2025. Once drafted, both Plans will be released for 30-day public comment periods and considered for adoption by FAST Planning's Policy Board. Implementation of the recommendations of each Plan will begin immediately following adoption. Additional, ongoing planning support for the FNSB Transportation Department is also needed for a variety of tasks through FFY2025 and FFY2026, including but not limited to support for FTA grant applications, technology upgrades (automatic vehicle location with real-time customer facing apps, digital fare sales, wi-fi on buses, testing vehicle electrification technology, traffic signal prioritization, etc.), website modernization, fixed route maps/schedules/brochures, social media messaging to the public, and coordination of transit planning efforts with the MTP, TIP, and Non-motorized Plan.

---

## 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.

---

### Task 300(d) High School Access & Circulation Studies

In late FFY2023 FAST Planning funded an Access & Circulation Study for the joint campus of West Valley and Hutchison High Schools. The Alaska DOT&PF, with the assistance of a consultant team, initiated the study in FFY2024 and work will continue into FFY2025. The purpose of the study is to: (1) determine existing issues/conflicts between student drivers, parent pickup/drop-off, buses, and freight delivery; (2) examine parking usage and needs, ~~pedestrian~~pedestrian-non-motorized connections and safety, and timing of activities; and (3) develop short- and long-term enhancements (infrastructure and non-infrastructure) to improve traffic flow and safety. Once this study is complete, FAST Planning will initiate a second Access & Circulation Study for North Pole High School in mid to late FFY2025, and has set aside of Carbon Reduction Program funding for the effort.

---

### Task 300(e) Geist/Chena Pump Road Corridor Study

With the development of FAST Planning's latest Non-Motorized Plan (2021) for the MPA there were a number of safety and access control issues highlighted along Geist Road and Chena Pump Road, including driveway density, intersection configuration, and conflicts between motorized and non-motorized users. FAST Planning subsequently programmed funding in FFY2025 in the TIP to complete a study to examine these issues throughout the corridor from University Avenue to Chena Small Tracts Road to identify projects that improve safety and address access management for all users. This effort may be coupled with Alaska DOT&PF's plans to complete a safety audit of this corridor in coordination with the Alaska Vulnerable Road User Safety Assessment (2023). Work on both efforts is expected to occur in FFY2025 through FFY2026.

## CONTINGENCY PLANS & PROJECTS

### Task 400(a) Local Safety Action Plan

The IIJA established the new Safe Streets and Roads for All (SS4A) Discretionary Grant Program to fund regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. FAST Planning ~~may~~ will seriously consider applying for this grant opportunity in FFY2025 for a planning study to complete a vulnerable road user safety assessment and Local Safety Action Plan specific to FAST Planning's MPA. If awarded, the planning study would commence in FFY2025 or FFY2026.

### Task 400(b) Driver's Education Program

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

### Task 400(c) Housing Coordination Plan

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

### Task 400(d) Resilience Improvement Plan

The IIJA established the new Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program, which allows MPOs to apply for Resilience Planning Grants, which can be used for developing a local Resilience Improvement Plan, scenario development and

vulnerability assessments, technical capacity building, and/or evacuation planning and preparation. Provided the Fairbanks area's challenges in recent years with melting permafrost, increased wildfire activity, and extreme weather events that has resulted in increased precipitation, flooding, wind events/power outages, increased snowfall, and roadway icing, FAST Planning has interest in applying for a Resilience Planning Grant to develop a local Resilience Improvement Plan. The Plan would help the MPA identify new projects and programs to enable existing at-risk infrastructure better withstand these changing conditions, protect our transportation investments, and improve safety for the travelling public.

---

#### Task 400(e) Peger Road/Airport Way Intersection Study

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

---

#### Task 400(f) Richardson Highway ~~Planning & Environment Linkages~~Corridor Study

The Alaska DOT&PF has interest in completing a [Planning & Environmental Linkages \(PEL\)Corridor](#) Study for the Richardson Highway ~~corridor~~ from North Pole ([MP 356, Badger Road interchange](#)) to EAFB focused on improving access control. The study would additionally consider upgrading and extending the existing frontage road system, constructing improved at-grade intersections, [completing a bicycle/pedestrian path connection through the corridor](#), and eliminating a number of existing access approaches onto the Richardson Highway. If funded through the STIP in FFY2025 or FFY2026, FAST Planning would participate in development of the study as a key stakeholder.

---

#### Task 400(g) FTWW/EAFB/FNSB Joint Land Use Study Update

A Joint Land Use Study (JLUS) was completed in 2006 under a partnership between the FNSB, U.S. Department of Army, and U.S. Air Force to provide a community-based framework for land use planning around FTWW and EAFB. Most of the recommendations in the JLUS have been implemented since the plan was completed, but there is interest in completing an update with funding from the U.S. Department of Defense, especially considering the significant growth at EAFB that has occurred over the past five years. Provided the MPA has been recently expanded to include the main installation of EAFB, discussions have been initiated that FAST Planning could play a role in the JLUS update. If all parties decide to move forward with the effort, work may be initiated in FFY2025 through FFY2026.



Table 4. Estimated Costs by Task

Task	Description	Fund Source	FFY2025	FFY2026	Activity Type		
					Metro Planning	Transit Planning	TIP Project/Grant
<b>Required Plans &amp; Programs</b>							
100(a)	Unified Planning Work Program	PL/STP	\$ 50,000	\$ 60,000	X		
100(b)	Metropolitan Transportation Plan <sup>1</sup>	PL/STP	\$ 500,000	\$ 100,000	X		X
	Travel Demand Model Update	PL <sup>2</sup>	\$ 300,000	\$ 100,000	X		
100(c)	Transportation Improvement Program	PL/STP	\$ 100,000	\$ 150,000	X		
100(d)	Public Participation Plan	PL/STP	\$ 200,000	\$ 220,000	X		
100(e)	Air Quality	PL/STP	\$ 100,000	\$ 50,000	X		
100(f)	MPA Boundary	PL/STP	\$ 30,000	\$ 10,000	X		
100(g)	Support Services	PL/STP	\$ 150,000	\$ 170,000	X		
	Subtotal		\$ 1,430,000	\$ 860,000			
	Less 6.35% ICAP		\$ (90,805)	\$ (54,610)			
	<b>TOTAL</b>		<b>\$ 1,339,195</b>	<b>\$ 805,390</b>			
<b>Public Transit System Planning</b>							
200	Transit Planning	FTA 5303	\$ 130,000	\$ 140,000		X	
	Subtotal		\$ 130,000	\$ 140,000			
	Less 6.35% ICAP		\$ (8,255)	\$ (8,890)			
	<b>TOTAL</b>		<b>\$ 121,745</b>	<b>\$ 131,110</b>			
<b>Supplemental Plans &amp; Projects</b>							
300(a)	Advanced Project Definition <sup>3</sup>	STP	\$ 100,000	\$ -			X
300(b)	Complete Streets Prioritization Plan	PL	\$ 50,000	\$ -	X		
300(c)	Electric Vehicle Infrastructure Deployment Pla	STP	\$ 30,000	\$ -			X
300(d)	High School Access & Circulation Studies <sup>1</sup>	CRP	\$ 180,800	\$ 150,000			X
300(e)	Geist/Chena Pump Road Corridor Study <sup>1</sup>	STP	\$ 300,000	\$ -			X
	Subtotal		\$ 660,800	\$ 150,000			
	Less 6.35% ICAP		\$ (41,961)	\$ (9,525)			
	<b>TOTAL</b>		<b>\$ 618,839</b>	<b>\$ 140,475</b>			
<b>Contingency Plans &amp; Projects</b>							
400(a)	Local Safety Action Plan <sup>1</sup>	Federal Grant	\$ 150,000	\$ 50,000			X
400(b)	Driver's Education Program	State Grant	\$ -	\$ 150,000			X
400(c)	Housing Coordination Plan <sup>1</sup>	Federal Grant	\$ -	\$ 300,000			X
400(d)	Resilience Improvement Plan <sup>1</sup>	Federal Grant	\$ 150,000	\$ 50,000			X
400(e)	Peger Road/Airport Way Intersection Study <sup>1</sup>	STP	\$ 300,000	\$ -			X
400(f)	Richardson Highway <del>PEL</del> Corridor Study <sup>1</sup>	STP	\$ -	\$ 1,000,000			X
400(g)	FTWW/EAFB/FNSB Joint Land Use Study <sup>1</sup>	Federal Grant	\$ 500,000	\$ 100,000			X
	Subtotal		\$ 1,100,000	\$ 1,650,000			
	Less 6.35% ICAP		\$ (69,850)	\$ (104,775)			
	<b>TOTAL</b>		<b>\$ 1,030,150</b>	<b>\$ 1,545,225</b>			

<sup>1</sup> Assumes use of a Consultant for plan development<sup>2</sup> Unobligated PL funds carried forward from previous years<sup>3</sup> Funds obligated in FFY2025 for FFY2025-27

**Table 5. Funding Availability & Estimated Cost Comparison**

<b>Metropolitan Planning Activities</b>	<b>FFY2025</b>	<b>FFY2026</b>
<b>Available Funding (Table 2)</b>	<b>\$ 2,024,068</b>	<b>\$ 1,030,463</b>
<b>Estimated Costs (Table 4)</b>		
Task 100 Requires Plans & Programs	\$ 1,339,195	\$ 805,390
Task 300 Supplemental Plans & Projects	\$ 618,839	\$ 140,475
<b>Total</b>	<b>\$ 1,958,034</b>	<b>\$ 945,865</b>
<b>Transit Planning Activities</b>		
<b>Available Funding (Table 3)</b>	<b>\$ 127,507</b>	<b>\$ 131,332</b>
<b>Estimated Costs (Table 4)</b>		
Task 200 Public Transit System Planning	\$ 121,745	\$ 131,110
<b>Additional Funding needed for Contingency Plans &amp; Projects (from TIP/Grants)</b>		
<b>Task 400 Contingency Plans &amp; Projects (Table 4)</b>	<b>\$ 1,030,150</b>	<b>\$ 1,545,225</b>

**Table 6. Metropolitan & Transit Planning Fund Distribution**

<b>Metropolitan Planning Funds</b>	<b>FFY2025</b>	<b>FFY2026</b>
FAST Planning	\$ 444,120	\$ (52,500)
FNSB Community Planning	\$ 86,500	\$ 86,500
Alaska DOT&PF Planning	\$ 66,000	\$ 66,000
Subtotal	\$ 596,620	\$ 100,000
9.03% Match <sup>1</sup>	\$ 59,223	\$ 9,926
Subtotal	\$ 655,843	\$ 109,926
Less 6.35% ICAP <sup>2</sup>	\$ (41,646)	\$ (6,980)
<b>TOTAL</b>	<b>\$ 614,197</b>	<b>\$ 102,946</b>
<b>Transit Planning (FTA 5303) Funds</b>		
FAST Planning	\$ 123,858	\$ 127,574
9.03% Match <sup>2</sup>	\$ 12,295	\$ 12,663
Subtotal	\$ 136,153	\$ 140,237
Less 6.35% ICAP <sup>2</sup>	\$ (8,646)	\$ (8,905)
<b>TOTAL</b>	<b>\$ 127,507</b>	<b>\$ 131,332</b>

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

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

**Table 7. Past UPWP (FFY2024) Annual Office Budget for FAST Planning**

<b>Budgeted Expenditures</b>	<b>Amount</b>
Personnel <sup>1</sup>	\$ 560,265
Office & Administrative	\$ 97,200
Information Technology	\$ 64,850
Meetings	\$ 9,500
Training	\$ 25,000
Membership Dues	\$ 4,395
Advertising	\$ 30,500
Supplies	\$ 15,500
<b>TOTAL<sup>1</sup></b>	<b>\$ 807,210</b>

<b>Revenue</b>	<b>Amount</b>
PL Fund Distribution	\$ 547,000
9.03% Match	\$ 54,297
Supplemental STP Funds	\$ 150,000
9.03% Match	\$ 14,890
<b>TOTAL<sup>1</sup></b>	<b>\$ 766,187</b>

<sup>1</sup> Difference between Budget and Revenue total is due to inflation of personnel budget (~\$45k) for 240 -hr per employee leave liability (max accrual) for required cashout at employment termination

Table 8. Metropolitan Planning (PL) Fund Distributions FFY2003-24

	Fairbanks MPO PL Fund Allocation	FMATS/FAST Planning	FNSB	Alaska DOT&PF	Notes
FFY2003	\$ 225,000	\$ -	\$ 131,907	\$ 36,000	TEA-21 in effect
FFY2004	\$ 225,000	\$ -	\$ 131,907	\$ 36,000	
FFY2005	\$ 225,151	\$ -	\$ 131,907	\$ 36,000	SAFETEA-LU passed by Congress
FFY2006	\$ 225,313	\$ -	\$ 131,907	\$ 36,000	
FFY2007	\$ 228,895	\$ -	\$ 131,907	\$ 48,950	
FFY2008	\$ 232,534	\$ -	\$ 131,907	\$ 48,950	Coordinator's Office Opened
FFY2009	\$ 232,534	\$ 51,677	\$ 131,907	\$ 48,950	SAFETEA-LU Extended
FFY2010	\$ 232,534	\$ 51,677	\$ 131,907	\$ 48,950	SAFETEA-LU Extended
FFY2011	\$ 232,534	\$ 51,677	\$ 131,907	\$ 48,950	SAFETEA-LU Extended
FFY2012	\$ 232,534	\$ 51,677	\$ 131,907	\$ 48,950	MAP-21 passed by Congress
FFY2013	\$ 232,534	\$ 51,677	\$ 131,907	\$ 48,950	
FFY2014	\$ 232,534	\$ 51,677	\$ 131,907	\$ 48,950	PL Distribution Formula revised beginning FFY2015
FFY2015	\$ 366,577	\$ 181,600	\$ 86,500	\$ 60,000	FAST Act passed by Congress
FFY2016	\$ 366,185	\$ 238,800	\$ 86,500	\$ 60,000	
FFY2017	\$ 448,228	\$ 252,500	\$ 86,500	\$ 66,000	
FFY2018	\$ 427,136	\$ 252,500	\$ 86,500	\$ 66,000	
FFY2019	\$ 427,925	\$ 274,636	\$ 86,500	\$ 66,000	
FFY2020	\$ 457,120	\$ 304,620	\$ 86,500	\$ 66,000	
FFY2021	\$ 473,744	\$ 321,244	\$ 86,500	\$ 66,000	
FFY2022	\$ 473,744	\$ 321,244	\$ 86,500	\$ 66,000	IIJA passed by Congress
FFY2022-SUP	\$ 55,571	\$ 55,571	\$ -	\$ -	Applied to FFY2023
FFY2023	\$ 529,344	\$ 376,844	\$ 86,500	\$ 66,000	
FFY2024	\$ 529,344	\$ 376,844	\$ 86,500	\$ 66,000	



July 17, 2023

**To:** Alaska Department of Transportation & Public Facilities, Division of Program Development

**Subject:** Draft FFY2024-27 Statewide Transportation Improvement Program (STIP) Amendment #1

To whom it may concern:

Thank you for the opportunity to comment on the Draft FFY2024-27 STIP Amendment. Below are comments from Fairbanks Area Surface Transportation (FAST) Planning, which is the State-designated Metropolitan Planning Organization (MPO) for the Fairbanks and North Pole area.

1. **Summary of Changes** – FAST Planning requests a summary of changes be provided for the STIP Amendment for our local governments and the general public to review prior to the end of the 30-day comment period. The Amendment is 1,426 pages long and the changes are unmarked and so extensive it appears to be a new STIP rather than an Amendment. This makes it difficult for reviewers to discern what has changed. The summary of changes should also specifically include information highlighting what projects have been added and what projects have been removed. For example, through a word search of the Amendment it can be seen that 36 new projects have been added to the STIP, but there is no information about what projects have been removed to maintain fiscal constraint. This is critical information for our MPO and the public to understand to appropriately comment on the Amendment.
2. **FHWA/FTA Tier 2 Conditions for STIP Amendment Approval** – the March 27, 2024, Federal Planning Finding highlighted corrective action items that must be resolved prior to FHWA and FTA approving the STIP Amendment or within six months of March 27<sup>th</sup>. The following items are not yet resolved, and we are concerned this will jeopardize the approval of the Amendment:
  - a. 23 CFR 450.208 Coordination of Planning Process Activities – the Planning Finding stated Alaska DOT&PF excluded the MPOs in the development of the Draft STIP provided for public review, and the MPOs were again excluded during development of the STIP Amendment. Alaska DOT&PF has begun working on a draft policy/procedure to meet the requirements of 23 CFR 450.208 and all three MPOs have provided initial feedback, but consensus has not yet been achieved on the policy/procedure.
  - b. 23 CFR 450.218(m) Fiscal Constraint – the fiscal constraint tables provided in the Amendment have numerous errors and inconsistencies with other project and ledger tables

for revenue and programmed funding amounts. The tables also do not provide sufficient detail on how the programmed amounts for each funding category were calculated, which makes it impossible to verify fiscal constraint. The original STIP (March 2024) had project lists and totals for each funding category, which helped verify fiscal constraint, but these project lists have been abandoned with the STIP Amendment. Additionally, while the use of Advance Construction (AC) is shown in the tables, none of the Advance Construction Conversion (ACC; payback) is shown which leads to the assumption the tables are not in fact fiscally constrained. These issues will be highlighted in greater detail with subsequent comments on the following pages.

3. **Fairbanks PM2.5 Non-Attainment Area** – please remove all references to PM10 in this section of the STIP Amendment narrative. PM10 is not an air pollutant of concern in this area, nor related to the emission sources for PM2.5 in the Non-Attainment Area. This section should also clarify the Conformity Freeze applies to the entire PM2.5 Non-Attainment Area, not just our Metropolitan Planning Area which is smaller than the Non-Attainment Area. All projects in the outer “donut” area are subject to the Conformity Freeze as well, which are subject to the Interagency Consultation (IAC) process for any Amendments to the STIP.
4. **Maintenance & Operations Needs & Investments** – this section of the STIP Amendment narrative focuses exclusively on maintenance for lane miles of roadway and is silent on maintenance for sidewalks and paths. The obligation for maintenance of facilities constructed with Federal funds includes maintaining sidewalks and other facilities for use by pedestrians, including persons with disabilities, throughout the year with only isolated or temporary interruptions in accessibility [23 USC 116(a) and (b); 28 CFR 35.133(a); FHWA September 12, 2006 Policy Memorandum].
5. **STIP Programs** – as stated in FAST Planning’s September 13, 2023, letter, we again request project lists for the “Pavement & Bridge Preservation Program (34302)” and “Highway Safety Improvement Program (19217)” be included in the STIP. The public deserves the opportunity to view and provide comment on the projects anticipated each year for these Programs, which is a combined investment of over \$250 million annually (one third of Alaska’s Federal transportation funding apportionments). The STIP is an important resource for the public and outside agencies and organizations to review and comment on how Alaska’s Federal transportation funding apportionments are being spent throughout the state, and showing these project lists would assist in transparency and allow for the public to more easily locate and comment on projects they are interested in.
6. **Metropolitan Planning (MPL) Funds** – the programmed amounts for FAST Planning’s MPL funds in the fiscal constraint table and ledger are not accurate. Please see TIP Administrative

Modification #3 (<https://fastplanning.us/tip/>) for the correct amounts. These funds are fully programmed and the balance is zero.

Suballocation Name	Year	Suballocation	Programmed to STIP IDs	Fiscal Constraint Balance
Metropolitan Planning Program (FAST)	FY24	\$579,243	<del>\$532,600</del>	-\$46,643
Metropolitan Planning Program (FAST)	FY25	\$596,620	<del>\$587,900</del>	-\$8,720
Metropolitan Planning Program (FAST)	FY26	\$614,519	<del>\$596,800</del>	-\$17,719
Metropolitan Planning Program (FAST)	FY27	\$632,954	<del>\$605,700</del>	-\$27,254

7. **Section 5303 Metropolitan Transit Planning (TPL) Funds** – the programmed amounts for FAST Planning’s TPL funds in the fiscal constraint table and ledger are not accurate. Please see TIP Administrative Modification #3 (<https://fastplanning.us/tip/>) for the correct amounts. These funds are fully programmed and the balance is zero. The FFY24 suballocation amount is also not consistent with the original STIP (March 2024). The original STIP amount for FFY2024 was \$120,251. Which is the correct amount?

Suballocation Name	Year	Suballocation	Programmed to STIP IDs	Fiscal Constraint Balance
Section 5303 Metropolitan Planning (FAST)	FY24	<u>\$121,568</u>	<del>\$118,700</del>	-\$2,868
Section 5303 Metropolitan Planning (FAST)	FY25	\$123,858	<del>\$122,100</del>	-\$1,758
Section 5303 Metropolitan Planning (FAST)	FY26	\$127,574	<del>\$123,900</del>	-\$3,674
Section 5303 Metropolitan Planning (FAST)	FY27	\$131,401	<del>\$125,700</del>	-\$5,701

8. **Surface Transportation Block Grant Program (STP) Funds** – the suballocation amounts for FAST Planning’s FFY25-27 STP funds in the fiscal constraint table appear to have been updated in the Amendment from the original STIP. This will trigger an Administrative Modification to the TIP for which we should have been notified during development of the STIP Amendment.

Suballocation Name	Year	Suballocation	Programmed to STIP IDs	Fiscal Constraint Balance
Surface Transportation Block Grant: Population 50-200K FAST	FY24	\$9,630,300	\$9,630,300	\$0
Surface Transportation Block Grant: Population 50-200K FAST	FY25	<u>\$10,506,446</u>	\$9,399,000	-\$1,107,446
Surface Transportation Block Grant: Population 50-200K FAST	FY26	<u>\$10,216,810</u>	\$9,921,400	-\$295,410
Surface Transportation Block Grant: Population 50-200K FAST	FY27	<u>\$10,523,315</u>	\$10,070,200	-\$453,115

9. **Transportation Alternatives Program (TAP) Funds** – some of the suballocation and programmed amounts for FAST Planning’s TAP funds in the fiscal constraint table are not

accurate. Please see TIP Administrative Modification #3 (<https://fastplanning.us/tip/>) for the correct amounts. These errors are especially concerning for the fiscal constraint table as it shows over \$10 million mistakenly allocated to FAST Planning and subsequently programmed to STIP projects that are not in our TIP or otherwise identified in the Amendment. Where is this funding coming from and where is it actually being spent, or is this just an administrative error?

Suballocation Name	Year	Suballocation	Programmed to STIP IDs	Fiscal Constraint Balance
Transportation Alternatives Program: Population 50-200K FAST	FY24	<del>\$10,200,434</del>	<del>\$10,200,434</del>	\$0
Transportation Alternatives Program: Population 50-200K FAST	FY25	<del>\$587,213</del>	<del>\$578,700</del>	-\$8,513
Transportation Alternatives Program: Population 50-200K FAST	FY26	<del>\$604,830</del>	<del>\$587,300</del>	-\$17,530
Transportation Alternatives Program: Population 50-200K FAST	FY27	<del>\$596,152</del>	<del>\$9,034,234</del>	-\$9,630,386

10. **Congestion Mitigation & Air Quality Flex (CMAQ-F) Funds** – the suballocation amounts for FAST Planning’s CMAQ-F funds in the fiscal constraint table appear to have been updated in the Amendment from the original STIP. These amounts are also missing from FAST Planning’s ledger table in the Amendment. Provided this is a discretionary allocation to FAST Planning (not a population driven suballocation), we need certainty on the allocation amounts. The first table below shows the amounts in the Amendment, and the second table shows the amounts in the original STIP. The amounts listed in the original STIP were carried forward in TIP Administrative Modifications #2 and #3 without objection by Alaska DOT&PF and these funds have been programmed to projects in the TIP. The funds now, however, appear to have been significantly reduced in the Amendment without notification to FAST Planning. Please clarify the actual allocation of CMAQ-F funds to FAST Planning.

*STIP Amendment (July 2024)*

Suballocation Name	Year	Suballocation	Programmed to STIP IDs	Fiscal Constraint Balance
Congestion Mitigation Air Quality (CMAQ) Flex FAST	FY24	\$727,800	\$0	-\$727,800
Congestion Mitigation Air Quality (CMAQ) Flex FAST	FY25	\$749,634	\$0	-\$749,634
Congestion Mitigation Air Quality (CMAQ) Flex FAST	FY26	\$772,123	\$0	-\$772,123
Congestion Mitigation Air Quality (CMAQ) Flex FAST	FY27	\$795,287	\$0	-\$795,287

*Original STIP (March 2024)*

**[LEDGER-TIP] Fairbanks Area Surface Transportation (FAST) Transportation Improvement Program (TIP)**

	<b>Additional Allocations (Not Formula Driven)</b>				
CMAQ-F	\$1,793,276	\$1,275,108	\$2,232,258	\$1,316,793	<b>\$6,617,435</b>
CMAQ-M					\$0

11. **Congestion Mitigation & Air Quality Mandatory (CMAQ-M) Funds** – the suballocation of CMAQ-M funds in the fiscal constraint table is new to FAST Planning. This appears to be a new discretionary allocation to FAST Planning as it is not a population driven suballocation (similar to the CMAQ-F funds). We assume these funds are intended for Need ID 18791 (NFHWY00612, NFHWY00902, & NFHWY00911) in our TIP, but we need confirmation from Alaska DOT&PF. The amounts, however, do not cover the full cost of these three projects. Additionally, the funds programmed in our TIP for these projects are missing from FAST Planning’s ledger table in the Amendment. These issues need to be rectified in the Amendment.

*STIP Amendment (July 2024)*

Suballocation Name	Year	Suballocation	Programmed to STIP IDs	Fiscal Constraint Balance
Congestion Mitigation Air Quality (CMAQ) Mandatory FAST	FY24	\$2,000,000	\$0	-\$2,000,000
Congestion Mitigation Air Quality (CMAQ) Mandatory FAST	FY25	\$2,060,000	\$0	-\$2,060,000
Congestion Mitigation Air Quality (CMAQ) Mandatory FAST	FY26	\$2,121,800	\$0	-\$2,121,800
Congestion Mitigation Air Quality (CMAQ) Mandatory FAST	FY27	\$2,185,454	\$0	-\$2,185,454

*Original STIP (March 2024)*

<b>[LEDGER-TIP] Fairbanks Area Surface Transportation (FAST) Transportation Improvement Program (TIP)</b>					
	<b>Additional Allocations (Not Formula Driven)</b>				
CMAQ-F	\$1,793,276	\$1,275,108	\$2,232,258	\$1,316,793	<b>\$6,617,435</b>
CMAQ-M					\$0

12. **Congestion Mitigation & Air Quality PM2.5 Area Set-Aside (CMAQ-PM2.5) Funds** – the suballocation of CMAQ-PM2.5 funds appear to have been updated in the Amendment from the original STIP. This will trigger an Administrative Modification to the TIP for which we should have been notified during development of the STIP Amendment. In addition, these funds are nearly fully programmed in the TIP to Need ID 29232 (NFHWY00555, NFHWY00612, NFHWY00712, NFHWY00862, & NFHWY00874), but the fiscal constraint table shows none of the funding is programmed. The funds programmed in our TIP for these projects are also missing from FAST Planning’s ledger table in the Amendment. Please see TIP Administrative Modification #3 (<https://fastplanning.us/tip/>) for the programmed amounts.

Suballocation Name	Year	Suballocation	Programmed to STIP IDs	Fiscal Constraint Balance
Projects To Reduce PM 2.5 Emissions Set-Aside	FY24	\$2,176,436	\$0	-\$2,176,436
Projects To Reduce PM 2.5 Emissions Set-Aside	FY25	\$2,241,729	\$0	-\$2,241,729
Projects To Reduce PM 2.5 Emissions Set-Aside	FY26	\$2,308,981	\$0	-\$2,308,981
Projects To Reduce PM 2.5 Emissions Set-Aside	FY27	\$2,378,250	\$0	-\$2,378,250

13. **Carbon Reduction Program (CRP) Funds** – the suballocation amounts for FAST Planning’s CRP funds in the fiscal constraint table appear to have been updated in the Amendment from the original STIP. This will trigger an Administrative Modification to the TIP for which we should have been notified during development of the STIP Amendment. This is especially concerning for FFY2024, which shows over \$600k of additional suballocation for this year. There is not sufficient time to process an Administrative Modification to the TIP to program and obligate these additional funds by August. Lack of coordination with FAST Planning may result in losing these funds unless we have the ability to carryforward the additional funds to FFY2025. Please let us know what happened here and our options moving forward so this funding is not lost to our community.

Suballocation Name	Year	Suballocation	Programmed to STIP IDs	Fiscal Constraint Balance
Carbon Reduction Program 50-200k FAST	FY24	\$2,598,168	\$1,929,200	-\$668,968
Carbon Reduction Program 50-200k FAST	FY25	\$1,066,609	\$1,051,100	-\$15,509
Carbon Reduction Program 50-200k FAST	FY26	\$1,098,607	\$1,066,800	-\$31,807
Carbon Reduction Program 50-200k FAST	FY27	\$1,131,565	\$1,082,800	-\$48,765

14. **Highway Safety Improvement Program (HSIP) Funds** – why does the fiscal constraint table show HSIP project funding for the Anchorage MPO area, but not the Fairbanks MPO area? There are five active HSIP projects within the Fairbanks MPO area as shown in our TIP, as well as two new HSIP projects pending starts. See table on the following page for the list of projects and funding amounts, which should be reflected in the fiscal constraint table. The funds for these projects are also missing from FAST Planning’s ledger table in the Amendment. This raises the question as to whether these funds were not factored into the fiscal constraint demonstration or simply coded to the wrong suballocation fund category?

Suballocation Name	Year	Suballocation	Programmed to STIP IDs	Fiscal Constraint Balance
Highway Safety Improvement Program (SA AMATS)	FY24	\$8,064,000	\$8,064,000	\$0
Highway Safety Improvement Program (SA AMATS)	FY25	\$33,305,000	\$33,305,000	\$0
Highway Safety Improvement Program (SA AMATS)	FY26	\$9,243,000	\$9,243,000	\$0
Highway Safety Improvement Program (SA AMATS)	FY27	\$0	\$0	\$0
Highway Safety Improvement Program (SA FAST)	FY24	\$0	\$0	\$0
Highway Safety Improvement Program (SA FAST)	FY25	\$0	\$0	\$0
Highway Safety Improvement Program (SA FAST)	FY26	\$0	\$0	\$0
Highway Safety Improvement Program (SA FAST)	FY27	\$0	\$0	\$0

<b>HSIP Projects – FAST Area</b>	<b>FFY2024</b>	<b>FFY2025</b>	<b>FFY2026</b>	<b>FFY2027</b>
NFHwy00531 NR Systematic Signal Upgrades	\$2,801,000	\$7,500,000		
NFHwy00097 Rich Hwy MP351 Interchange	\$15,000,000			
NFHwy00592 CoF Systematic Signal Upgrades	\$3,200,000	\$5,500,000		
NFHwy00699 Chena Pump/ Small Tracts Roundabout		\$5,000,000		
NFHwy00898 Parks Hwy/Sheep Creek Traffic Signal	\$420,000	\$330,000	\$3,012,000	
NFHwy-pend Nordale/Peede Roundabout	\$659,400		\$582,600	\$3,609,000
NFHwy-pend Rich Hwy MP341-362 Variable Speed Limit	\$400,000	\$500,000	\$5,400,000	
<b>Total</b>	<b>\$22,480,400</b>	<b>\$18,830,000</b>	<b>\$8,994,600</b>	<b>\$3,609,000</b>

15. **National Highway Performance Program (NHPP) Funds** – why does the fiscal constraint table show NHPP project funding for the Anchorage MPO area, but not the Fairbanks MPO area? There are four active NHPP projects within the Fairbanks MPO area as shown in our TIP:

- Z607340000 Richardson Highway MP359 Railroad Grade Separated Facility
- Z607320000 Steese Expressway/Johansen Expressway Interchange
- NFHWY00698 Steese Expressway MP2-5 Rehabilitation
- Z632130000 University Avenue Widening (Advanced Construction Conversion)

The programmed funding amounts for these projects should be reflected in the fiscal constraint table. The funds for these projects are also missing from FAST Planning’s ledger table in the Amendment. As with the HSIP projects, this raises the question as to whether or not these funds were factored into the fiscal constraint demonstration.

Suballocation Name	Year	Suballocation	Programmed to STIP IDs	Fiscal Constraint Balance
National Highway Performance Program-AMATS	FY24	\$1,455,520	\$1,455,520	\$0
National Highway Performance Program-AMATS	FY25	\$44,568,125	\$44,568,125	\$0
National Highway Performance Program-AMATS	FY26	\$37,897,139	\$37,897,139	\$0
National Highway Performance Program-AMATS	FY27	\$109,868,803	\$109,868,803	\$0

National Highway Performance Program-FAST	FY24	\$0	\$0	\$0
National Highway Performance Program-FAST	FY25	\$0	\$0	\$0
National Highway Performance Program-FAST	FY26	\$0	\$0	\$0
National Highway Performance Program-FAST	FY27	\$0	\$0	\$0

16. **Active Projects planned for Construction within the STIP Timeframe (FFY2024-27)** – the following active projects are shown in FAST Planning’s TIP and planned for construction within the timeframe of the STIP (FFY2024-27). The planned year of construction and estimated cost is shown in parentheses. The combined cost is over \$170 million, but none of the projects are accounted for in the fiscal constraint table or FAST Planning’s ledger. Fully funding each of these projects will require an Amendment to the TIP and redemonstration of fiscal constraint in the STIP. Despite the fact that our area is under a Conformity Freeze, TIP Amendments are still possible for all/part of three of the four projects with exemptions under 40 CFR 931.126. To date the Alaska DOT&PF has not asked FAST Planning to complete a TIP Amendment for the potentially exempt projects, nor set aside funding in the fiscal constraint table in the STIP Amendment to deliver these projects once a TIP Amendment is complete. What is Alaska DOT&PF’s plan to deliver these projects?

- Z640780000 Airport/Cushman Street Intersection Reconstruction (2025/26; \$40M)
- Z624870000 Old Steese Highway Reconstruction (2025; \$31M)
- Z607320000 Steese Expressway/Johansen Expressway Interchange (2026; \$91M)
- NFWY00698 Steese Expressway MP2-5 Rehabilitation (2027/28; \$13M)

17. **Advance Construction Conversion (ACC) Funds** – the STIP Amendment narrative states “Federal regulations stipulate that AC must be recorded in the year incurred and the conversion of AC, which is the process of converting AC to the obligation of actual federal funds, must be documented annually.” and “Refer to: Appendix E: Fiscal Constraint Demonstration by Fund Type for details on current DOT&PF Advance Construction balanced and forecasted Advance Construct Conversions.” However, no Advance Construction Conversion (ACC) is shown in the fiscal constraint table. The STIP narrative also indicates the Alaska DOT&PF has an AC balance of \$452 million as of November 2023, and the STIP Amendment shows over \$900 million in additional AC planned over the next four years of the STIP (FFY2024-27). Without showing the ACC payback how can the STIP actually be fiscally constrained? Also, specific to our area, the ACC payback is not shown in the fiscal constraint table or FAST Planning’s ledger for the following projects shown in our TIP:

- NFWY00124 Aurora Drive/Noyes Slough Bridge (\$7.8M)
- Z632130000 University Avenue Widening (\$6.5M)

18. **Section 5337 State of Good Repair (ANC/ARRC)** – there are discrepancies between the Apportionment, Allocation, and Suballocation fiscal constraint tables for Section 5337 funds. For example, the Apportionment table shows \$220,871,470 in apportionment with carryover, the Allocation table shows \$217,649,850, and the Suballocation table shows \$243,698,342. Which is the correct amount, and why are the amounts not consistent with each other between tables? Also, this fund category is clearly shown as being overprogrammed by over \$36 million, which does not meet fiscal constraint. Please clarify these discrepancies and Alaska DOT&PF’s plan to meet fiscal constraint.
19. **Section 5307 Urbanized Area Formula (ARRC Statewide)** – there are discrepancies between the Apportionment, Allocation, and Suballocation fiscal constraint tables for Section 5307 funds. For example, the Apportionment and Allocation tables show \$142,714,425 in apportionment with carryover. However, the Suballocation shows \$230,230,719 in apportionment with carryover. Which is the correct amount, and why are the amounts not consistent with each other between tables? Also, why is there over \$121 million in Section 5307 ARRC Statewide funds that are not programmed for FFY2024-26? This is very concerning, especially for the FFY2024 funds, that if they are not programmed and obligated by August they could potentially lapse. It appears there may be a lack of coordination with ARRC to ensure these apportioned funds are fully utilized. Please clarify these discrepancies and programming and obligation plan for these unprogrammed funds.

Suballocation Name	Year	Suballocation	Programmed to STIP IDs	Fiscal Constraint Balance
Section 5307 Urbanized Area Formula (ARRC Statewide)	FY24	\$34,777,555	\$16,489,079	-\$18,288,476
Section 5307 Urbanized Area Formula (ARRC Statewide)	FY25	\$23,270,500	-\$50,286,700	-\$73,557,200
Section 5307 Urbanized Area Formula (ARRC Statewide)	FY26	\$22,138,805	-\$7,451,195	-\$29,590,000
Section 5307 Urbanized Area Formula (ARRC Statewide)	FY27	\$21,951,589	\$21,951,589	\$0

20. **National Highway Freight Program (NHFP) Funds** – the fiscal constraint table shows there is approximately \$36 million in NHFP funds not programmed for FFY2024-27. Searching through the STIP project tables, however, it shows over \$71 million in NHFP funds not programmed for FFY2024-27. It is very concerning that these funds have not been fully programmed despite the completion of an Alaska Statewide Freight Investment Plan in December 2022 that has an adopted project list for use of these funds from FFY2022 to FFY2027. Please clarify the programming and obligation plan for these unprogrammed funds so they do not lapse.

Suballocation Name	Year	Suballocation	Programmed to STIP IDs	Fiscal Constraint Balance
National Highway Freight Program	FY24	\$17,730,014	\$10,184,072	-\$7,545,942
National Highway Freight Program	FY25	\$18,261,914	\$9,130,957	-\$9,130,957
National Highway Freight Program	FY26	\$18,809,772	\$9,404,886	-\$9,404,886
National Highway Freight Program	FY27	\$19,374,065	\$9,687,033	-\$9,687,033

STIP Projects w/ NHFP Funds	FFY2024	FFY2025	FFY2026	FFY2027
State Rail Plan (34449)	\$1,100,00			
Truck Parking Study (34450)	\$350,000			
Research & Technology Program (6451)	\$148,000	\$410,000	\$172,000	\$185,000
AASHTO Technical Programs (25836)	\$250,000		\$250,000	\$250,000
<b>Total</b>	<b>\$1,848,000</b>	<b>\$410,000</b>	<b>\$422,000</b>	<b>\$435,000</b>

## 21. Highway Infrastructure/Improvement Programs Off-System Bridge (OSB) Funds –

States are required to set aside 15 percent of their Bridge Formula Program funding to address off-system bridge needs. Per FHWA guidance published in January 2022, the focus of this funding is to improve bridges in “poor” and “fair” condition. Review of the STIP project tables shows 100% of this funding over FFY2024-27 will be spent on two new bridges that currently do not exist. Although construction of a new bridge on a new alignment is an eligible project under the Bridge Formula Program, FHWA encourages States to first focus on in-service bridges classified in “poor” or “fair” condition. Over the past 10+ years FMATS/FAST Planning has continued to request funding for replacement of the **Minnie Street bridge**. This Off-System, State-owned bridge (#0295) is the only bridge within the MPO’s boundary still classified in “poor” condition. The bridge is structurally deficient and functionally obsolete and listed as a high priority in FAST Planning’s MTP. FAST Planning is currently funding the design and construction of the Minnie Street Upgrade project (31389) at a cost of \$14.7 million. Provided the construction phase for this project far exceeds our MPO’s annual allocation of Federal highway funding, the bridge component could not be afforded. With the Minnie Street Upgrade project currently in design and planned for construction within the timeline of the STIP, however, this would be the ideal time to include the bridge in the design and construction effort for cost efficiency of bundling these two projects together. We again respectfully request Alaska DOT&PF consider funding this needed bridge replacement project in the STIP using Off-System Bridge funds. It is our opinion that use of these funds to repair/rehabilitate/replace bridges in “poor” condition outweighs using the funding to build new bridges that do not currently exist.

22. **Richardson Highway MP346 Northbound Chena Bridge Replacement (34130)** – the STIP Amendment project table shows a planned obligation of \$96 million in FFY2024 for construction, which is not reasonable to expect to occur in FFY2024. As we understand, the

design is not yet complete, nor have the Floodplain and USACE Section 408 permits been secured. The timeline for approval of the STIP Amendment will also not likely occur until the end of September which will be past the deadline for FHWA to approve a new obligation. We recommend moving this project in the STIP Amendment to FFY2025, but also understand this could result in a ripple effect to many other unrelated projects to free up \$96 million for this project and maintain fiscal constraint at the same time. Please clarify the programming and obligation plan for this project.

23. **Other Federal Funds: Discretionary Grants (FAST Planning)** – in FAST Planning’s ledger, \$89,540 is programmed in FFY2024 for Discretionary Grants. This must be an error as we do not recognize what this is for, nor can we find reference to it anywhere else in the STIP.
24. **TIP Incorporation by Reference** – in Volume 2 of the STIP Amendment our 2045 MTP and TIP Administrative Modification #2 are incorporated by reference. Please remove our MTP as this is not required to be incorporated by reference in the STIP. Also, please replace TIP Administrative Modification #2 with TIP Administrative Modification #3, which was approved on May 15, 2024.

Thank you again for the opportunity to comment on the Draft FFY2024-27 STIP Amendment, and we look forward to your responses to these comments. If you have any questions or need any 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, FAST Planning

Copy: Marie Heidemann, FHWA Alaska Division Office  
Julie Jenkins, FHWA Alaska Division Office  
Ned Conroy, FTA Region 10

FAST Planning Policy Board

Mayor Bryce Ward, Fairbanks North Star Borough

Mayor David Pruhs, City of Fairbanks

Mayor Chandra Clack, City of North Pole

Jerry Cleworth, Council Member, City of Fairbanks

Scott Crass Assembly Member, Fairbanks North Star Borough

Jason Olds, Air Quality Division Director, Alaska Dept. of Environmental Conservation

Joe Kemp, Northern Region Director, Alaska Dept. of Transportation & Public Facilities



MatSu Valley Planning (MVP) for Transportation  
Metropolitan Planning Organization

July 10, 2024

RE: MVP Policy Board Comments on the draft STIP Amendment #1 released on July3rd.

The MVP project team conducted a review of Draft STIP Amendment #1, with particular emphasis on MVP's Program of Projects (PoP) approved by the MVP Policy Board on June 18th and the suballocations Ledger MVP received from ADOT&PF on May 29th, during the MPO quarterly meeting. Significant errors were identified. Had MVP been given the opportunity to review the Draft STIP Amendment prior to its release for public comment the many of the errors could have been corrected. It is impractical for the Policy Board to draft individual comments through the public comment portal, on each project listed in the STIP. Instead, the MVP Policy Board's comments are consolidated within this memo.

- 1) In the STIP 24-27: Volume 2 Adopted by Reference document [STIP 24-27: Volume 2 ADOPTED BY REFERENCE \(alaska.gov\)](#), MVP's Program of Projects is included here but it is a draft and not the document approved by the Policy Board on June 18th. This is a significant oversight. The approved MVP program of Projects document was transmitted to ADOT&PF via the Central Region MVP Planning Coordinator for inclusion in the STIP amendment, but it was not included in the amendment.

This error also caused frustration for MVP's members. As written, it appears that the MSB would be receiving all of the Improvement Program funding for their projects. MVP has an approved policy for how projects will be selected outside of the STIP documentation.

MVP's PoP also includes a cover narrative. This narrative was not included with the STIP Amendment #1. This cover narrative describes all of the assumptions and information MVP used to create the PoP. When ADOT&PF corrects MVP's PoP in the STIP Volume 2 ADOPTED BY REFERENCE document, MVP's cover memo should be included with the MVP Policy Board Approved PoP.

- 2) MVP was told that a STIP Amendment was going to be released next week (sometime in May), then June 1, then June 15 and it was finally released on July 3 although MVP did not have access to it until July 8<sup>th</sup> due to significant issues with the project STIP website. **Due to the delay in releasing the Amendment**, MVP believes it is no longer possible to program any projects in FFY24 and is developing a revised Program of Projects to reflect this change. This is the Program of Projects that should be incorporated by reference and MVP expects all its FFY24 sub-allocations to be carried over to FFY25. Again, this new version of our Program of Projects which will be approved on **July 16**, is due to the delay in the release of the STIP amendment. For this reason, please modify the following:
  - a. STIP ID 34655 Streetlight and Intersection Management seems fine but shows the funds in FY24. Please move this project to FFY25.
  - b. STIP ID 34654 Sign Management seems fine but shows the funds in FY24. Please move this project to FFY25.



- c. STIP ID 34532 Improvement program \$1,000,000 title indicated the funding is for FFY25-FFY27. The funds should be allocated to FFY25. Also, the project description is inaccurate; it should read: *Perform gravel or asphalt surface maintenance and preservation activities on roads, sidewalks, and pathways. Work may also include new or upgraded illumination, signing, stripping, storm drains, and intersection improvements including nonmotorized crossings, as well as ADA upgrades to sidewalks and curb ramps. State pays the design match and local governments pay construction match, per agreement.*
- 3) The MVP LEDGER-TIP for Surface Transportation Block Grant funding and Transportation Improvement Program has inaccuracies based on the sub-allocations document given to MVP at the Quarterly meeting on May 29th.
- MVP STBG FFY24 is \$7,208,849 not \$5,389,409.
  - MVP STBG FFY25 is \$7,425,115 not \$2,032,656.
  - MVP STBG FFY26 is \$7,647,868 not \$5,676,093.
  - MVP TAP in FFY24 is \$426,760 not \$7,635,609.
  - MVP TAP in FFY25 is \$866,323 not \$7,764,678.
- 4) MVP Policy Board approved a memo on June 18th as a response to the draft 3C policy ADOT&PF has been working on. The MVP Policy Board outlined their request for consultation on funding allocations, the formulas used, and the timeframe need to review STIP changes and amendments. This memo was sent to ADOT&PF on June 19th. Notification in writing of our sub-allocations in a timely manner, without modification, but with formulas presented, is just one of the necessary consultation steps that MVP expects. We are currently reviewing the latest draft memo and will provide comments. It is important to note that the manner in which we have been provided access to the information outlined in the STIP amendment is not acceptable as there are many errors, and we were not given the opportunity to review the information ahead of the release of the amendment. We could have assisted the state in a review prior to release so many of the errors could be avoided. *Coordination needs to be timely to be effective.*
- 5) The fiscal constraint document allocations for MVP are inconsistent with the MVP LEDGER-TIP MVP for STBG 50-200k.
- FFY24 and FFY25 are listed with same amount \$7,208,849  
FFY25 should be \$7,425,115.
- 6) It does not appear that any of the MVP STBG funds are listed in Need id 34302 Pavement and Bridge Rehabilitation, so it does not appear that Wasilla-Fishhook Road: E Seldon to Tex-Al Drive is included in the Amendment as outlined in the Program of Projects. It is critical that this project is included in FFY25.
- 7) In the comment Portal, STIP ID 34406 Urban Transit MVP Planning Funds funding amount is incorrect. It should be \$377,710 for all four years not \$441,892. The amount for 5303 seems correct



on the TIP ledger page.

- 8) STIP ID 34531 Advanced Project Definition project description narrative is incorrect and should read: *This project will provide funding for the development of SSEs for projects nominated to the MVP for the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP). SSEs are completed by the Alaska DOT&PF staff at the request of MVP. Funding needs to be allocated to FFY25.*

Also, in MVP's approved Program of Projects we documented that the State would pay the match for this project. This correction needs to be made.

- 9) STIP ID: 34342 Bogard Road Safety and Capacity Improvements. The Amendment indicates that additional STBG will be coming from MVP STBP 50,000-200,000 in FFY 26. This needs to be changed to STBG Flex as MVP did not commit to funding this in FFY26 as specifically stated in the narrative of the Program of Projects.
- 10) STIP ID: 34251 Inner and Outer Springer Loop Separated Pathway [TAP Award 2023]: does not identify that it is within the MPA boundary. It also does not look like MVP's TAP allocation for FFY25 is being used. The funding amount and funding source for FFY25 is different than what is in the Program of Projects: The Program of Projects shows \$187,744 in MVP TAP funds and the Amendment shows \$363,860 of TAP Flex funds.
- 11) STIP ID: 6234 Fishhook Pathway Trunk to Edgerton funding amount in FFY25 is not the same as the MVP's Program of Projects PoP. Which one is correct? Also, the Amendment indicates that additional TAP will be coming from TAP 50,000-200,000 in FFY 26. MVP did not commit to funding this in FFY26 as stated in the narrative of the Program of Projects. This needs to be changed to TAP Flex.
- 12) STIP ID 34243 Seldon Road Reconstruction: Wasilla-Fishhook Road to Lucille Street [Parent] [CTP Award 2023]. The Amendment indicates that additional STBG will be coming from MVP's STBP 50,000-200,000 in FFY 26. This needs to be changed to STBG Flex as MVP did not commit to funding this project in FFY26 as stated in the narrative of the Program of Projects.
- 13) STIP ID 34595 MVP Pavement Management Plan needs to be added to the Amendment as a project in FFY25 as outlined in MVP's Program of Projects. FFY 2025 in \$200,000.

Project Narrative: The plan would include automated collection of pavement condition (smoothness, rutting, and cracking) on within the MPA using Road Surface Profiling (RSP) equipment consisting of distance measuring instruments, accelerometers and a Laser Crack Measurement System (LCMS) to provide high-definition 3D profiles and 2D images of the road surface. Data collected will be documented in GIS format and in a written report that will prioritize improvement projects.

- 14) STIP ID 34404 for the MVP Planning Office needs to be added to the Amendment. as outlined in the



MVP's Program of Projects in FFY25 \$200,000

Project Narrative Funding for the MVP Planning Office which supports delivery of the MVP's Unified Planning Work Program.

- 15) We are trying to understand Fiscal Constraint and while the DOT&PF is using the Advance Construction innovative financing technique, we do not see where the Advance Construction is converted (paid back) in some of the projects.
- 16) We can see what projects were added to the STIP via the Amendment, but we would like see a list of projects that were removed from the STIP.
- 17) The Transit funding for 5307, 5337, and 5339 differs from the May 29<sup>th</sup> Ledger MVP received from ADOT&PF with what is being shown in the Fiscal Constraint document from the STIP Amendment #1.

	May 29th Ledger		STIP Amendment #1 Fiscal Constraint		FTA Apportionment*
FFY24 5307	\$2,121,898	or	\$2,121,898	or	\$1,845,938
FFY25 5307	\$1,282,162	or	\$2,185,555		
FFY24 5310	\$128,945	or	\$52,559		
FFY24 5339	\$70,242	or	\$70,432		

\*The 5307 formula funding from the Federal Transit Authority apportionment table for FY2024, for the MVP urban area, is \$1,845,938. The ADOT number for FFY24 is \$2,121,898. The ADOT number should match the FTA numbers.

- 18) In the memo MVP submitted to ADOT as a response to the draft 3C policy document on June 19<sup>th</sup> MVP requested ADOT&PF send a formal memo to the Policy Board, outlining MVP's suballocations on an annual basis before June 1<sup>st</sup> to ensure that MVP can program the allocation appropriately. Many of the comments listed in this document are a result of not receiving accurate suballocation numbers.
- 19) Due to the MVP Policy Board Packet release deadline, for the July 16<sup>th</sup> meeting, the MVP team has not had time to review all the projects in the STIP that are within Mat-Su Borough, that would be considered projects of regional significance. Additional comments from MVP may be presented to ADOT&PF in a follow up comment memo.



METROPOLITAN PLANNING ORGANIZATION  
4700 Elmore Road  
Anchorage, Alaska 99507

July 18<sup>th</sup>, 2024

Ryan Anderson, P.E.  
Commissioner  
Alaska Department of Transportation & Public Facilities  
P.O. Box 112500  
3132 Channel Drive  
Juneau, Ak 99811-2500

Subject: 2024-2027 STIP Amendment #1 Comments

Dear Commissioner Anderson,

The AMATS Policy Committee approved these comments on the draft STIP amendment #1 that was released on July 3<sup>rd</sup>, 2024:

- 1) In the “Adopted by Reference” chapter the AMATS 2040 MTP is included, and it should be removed. DOT&PF does not adopt the MTP. DOT&PF participates in the approval process of the AMATS MTP by having representation on the TAC and PC. The MTP and STIP are two separate types of documents, one is a long-range plan and the other is a funding program and it is not appropriate for the MTP to be included in the STIP. If there is a desire to reference the MTP in the STIP that can be done via text and should reference the most recent version, the 2050 MTP.
- 2) AMATS Metro and 5303 Planning Funds are shown in the STIP without being in the TIP and should be removed. At the last MPO quarterly meeting, with the MPO staff and DOT&PF, it was agreed upon that all PL funding will not be shown in the STIP and only included in the work programs.
- 3) There are projects shown in the STIP within the AMATS MPO boundary that are not included in the TIP. This goes against the Tier One corrective action #1 provided to DOT&PF on the original STIP. The projects that are not in the TIP are as follows:
  - Project #33683 Abbott Road Pavement Preservation: New Seward Highway to Lake Otis Pkwy
  - Project #34635 Glenn Highway and Artillery Road Interchange Improvements
  - Project #31846 Glenn Highway and Hiland Road Interchange Preservation and Operational Improvements
  - Project #31839 Glenn Highway Incident Management and Traffic Accommodations
  - Project #31274 Glenn Highway Milepost 1-34 Rehabilitation: Airport Heights to Parks Highway [Parent and Final Construction]
  - Project #34170 Glenn Highway Milepost 1-34 Rehabilitation: Airport Heights to Parks Highway [Stage 2]



- Project #34169 Glenn Highway Milepost 1-34 Rehabilitation: Airport Heights to Parks Highway [Stage 1]
  - Project #33686 Muldoon Road Pavement Preservation
  - Project #12641 Seward Highway Milepost 98.5 to 118 Bird Flats to Rabbit Creek [Parent and Final Construction]
  - Project #34164 Seward Highway Milepost 98.5 to 118 Bird Flats to Rabbit Creek [Stage 1]
  - Project #34165 Seward Highway Milepost 98.5 to 118 Bird Flats to Rabbit Creek [Stage 2]
- 4) The following errors were found on the Ledger page included in Volume 1 for AMATS:
- PL funds are shown on this page and these are not in the TIP. These should be removed.
  - FY27 is not part of the current 23-26 TIP and funding amounts should be removed from this page or shown as illustrative.
- 5) The following errors were found in the “Compiled STIP Fiscal Constraint” document for AMATS:
- Currently FY27 is not part of the 23-26 TIP. Any FY27 programmed funding shown in this document should be zeroed out as it is not programmed in the TIP.
  - PL funds (AMATS Metro and 5303) are shown in this table and should be removed. Fiscal constraint for these funds is done as part of the approved work program.
  - 5307-ARRC in AMATS for FY24, 25, and 26 programmed amounts do not match up with the Ledger page nor with TIP amendment #2. The amounts are above what is programmed in the TIP.
  - Section 5337 State of Good Repair (Anchorage Area Transit) (ARRC in AMATS Boundary) FY25 and 26 programmed amounts do not match up with the Ledger page nor with TIP amendment #2. The amounts are above what is programmed in the TIP.
  - The CMAQ Flex suballocation amounts for FY24, 25, and 26 are above the amount that AMATS was told as part of the coordination process and nothing was communicated as part of the TIP amendment #2 that the CMAQ funding for AMATS has been increased. Please confirm what the suballocation amount is for AMATS for CMAQ flex.
  - The NHPP FY24, 25, and 26 funding shown does not match up with the Ledger page nor TIP amendment #2. FY27 is outside the fiscal years of the TIP and should be zeroed out for any programmed funding.
  - AMATS Surface Transportation Block Grant: Population >200K for FY24 and FY26 does not match up with the Ledger page nor the TIP amendment #2.
  - AMATS Transportation Alternatives Program: Population >200K for FY24 and FY25 does not match up with the Ledger page nor the TIP amendment #2.
  - Carbon Reduction Program: Population >200K for AMATS is missing.



METROPOLITAN PLANNING ORGANIZATION

4700 Elmore Road

Anchorage, Alaska 99507

- 6) There are large amounts of Advanced Construction (AC) for projects being shown as part of the STIP amendment #1 without an equivalent amount of Advanced Construction Conversions (ACC) being shown to cover the AC. For example:
- a. Project #34164 Seward Highway Milepost 98.5 to 118 Bird Flats to Rabbit Creek, stages 1 and 2, shows NHPP AC total of around \$280M (\$140M in FY25 and \$140M in FY27) with only \$5M shown in ACC on the project pages.
  - b. There appears to be over \$900M in AC for FY24-27 outlined in the “Compiled STIP Fiscal Constraint” document without the associated ACCs being shown. The AC balance shown in the STIP Amendment #1 narrative for FY24 is \$451M with no conversions shown in the Fiscal Constraint document. This means there could be over \$1B in AC on the books for Alaska by the end of FY27. How the STIP is structured makes it hard to see how projects are being paid for with AC/ACC and how the STIP fiscal constraint is being met.

This amount of AC/ACC severely limits flexibility for funding future projects.

- 7) Providing comments on the STIP via the website is not fully working. When going to: [2024-27 STIP - Alaska Department of Transportation and Public Facilities \(publicinput.com\)](https://publicinput.com/2024-27-STIP-Alaska-Department-of-Transportation-and-Public-Facilities) it provides a list of all projects in the STIP and when you go to use the filter it doesn't work. For example, when you filter for the Anchorage/Mat-Su regions you get projects out in the Yukon-Koyukuk Census Area.
- 8) There are a number of Tier II corrective actions that needed to be addressed prior to or as part of this STIP amendment. What is the status of those corrective actions? There is no information provided on the STIP website or in the STIP narrative explaining the Tier II correctives actions and how they have been addressed.
- 9) There is no summary of changes provided as part of this STIP amendment #1. Providing a memo outlining all the changes would help with the review.

Sincerely,

Aaron Jongenelen  
AMATS Executive Director/MPO Coordinator

CC:  
AMATS Policy Committee  
Federal Highway Administration  
Federal Transit Administration  
State Legislators representing Districts within AMATS

## AMENDMENT TO LEASE #5

### Storage Room Agreement

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

Lessor desires to lease and demise, and Lessee desires to hire and rent one or more basement storage units located in the building known as Key Bank Center, 100 Cushman Street, Fairbanks, Alaska. The storage units are located in the basement of Key Bank Center and are suitable only for the storage of files, records, papers, books, supplies and miscellaneous office equipment. The storage units are not suitable for the storage of goods for resale.

The storage units have been designed primarily for the use of tenants of Key Bank Center.

#### AGREEMENT

1. Term, Rent and Security Deposit. Tenant leases a storage unit of approximately 380 square feet at the rate and for the term set forth below:

Monthly Rent	\$72.00
Security Deposit	None
Commencement Date	July 10, 2024 (first payment due Aug. 1, 2024)

All storage units are leased on a month-to-month basis, renewable as long as Lessee is in full compliance with the terms and provisions of this lease and Lessee is a tenant of Key Bank Center. Rent is payable to Lessor at its offices at 100 Cushman Street, Suite 210, Fairbanks, Alaska 99701. Rent for the last month of Lessee's occupancy shall not be prorated.

2. Use of Storage Unit(s). The storage unit(s) shall be used only for the storage of office records, office equipment, office furniture, and office supplies and for no other use.

Tenant shall, at Tenant's expense, comply with all laws, rules, regulations, requirements, and ordinances now or hereafter enacted or imposed by any governmental authority applicable to Tenant and Tenant's use of the Premises. Tenant shall not use the Premises in such manner as to increase the premiums on any casualty insurance covering the Premises.

Tenant shall not store within the Premises any hazardous substance or waste regulated under any federal, state, or local statute, law or regulation now or hereafter in effect. Storage of such products shall be deemed a violation of this lease and shall cause immediate termination of this lease agreement without notice other than contained in this paragraph.

No business or commercial transactions may be made from, in or around storage units. No unit may be used for the storage of property for hire or resale. Lessee may not store property for third parties.

Lessee grants to Lessor the right to enter and inspect the unit(s) at any time to determine that Lessee is in full compliance with this provision.

3. Termination of Lease. Lessee may terminate by giving Lessor 30 days prior written notice. Lessor may terminate this lease at any time by giving Lessee 60 days written notice, except in the event of nonpayment of rent, in which case Lessor shall give Lessee 10 days notice. Lessor agrees, however, that as long as Lessee is in full compliance with the terms and conditions of this lease, the lease shall continue through the term of Lessee's office space lease in the Key Bank Center.

4. Injury to Persons/Damage to Property/Insurance. Lessee is solely responsible for damage to or loss, of whatever kind or nature, of property stored in the unit(s) designated above. Lessee shall be liable for damage to or loss of property stored by third parties when such damage or loss results from Lessee's activities or Lessee's storage of prohibited materials. Lessee agrees to save and hold Lessor harmless on account of all such damage or loss. Lessee may, at Lessee's option, obtain insurance coverage for such property, which such coverage may be provided by endorsement of the coverage required to be obtained by Lessee under the terms and conditions of the lease of office space. Lessor shall not provide insurance coverage for Lessee's property. Lessee acknowledges and agrees that Lessor has no responsibility for the safe storage of Lessee's property.

Lessee acknowledges and agrees that Lessor is not a bailee and this lease does not constitute a bailment.

Lessor shall have no liability for injuries to Lessee, Lessee's employees, agents, invitees or any other persons authorized by Lessee to enter the storage unit(s) or the location of the unit(s), unless such injuries are caused by Lessor's negligence. Lessee shall indemnify and save and hold Lessor harmless from all claims for injury to persons, including all costs of litigation and attorney fees.

5. Condition of Unit(s). Lessee has examined the storage unit (s) and common areas and acknowledges and agrees that the storage unit(s) and common areas are satisfactory for all purposes, including safety and security, for which Lessee will use them. Lessee will at all times keep the storage unit(s) neat, clean and in a sanitary condition and will return it to Lessor in the same condition as when received by Lessee, normal wear and tear excepted. Lessee shall be responsible for any repairs to the storage unit(s) required as a result of Lessee's acts or omissions.

6. Access to Unit(s). Lessor shall have access at all reasonable times to the storage unit(s) for the purposes of inspection or making repairs, additions or alterations as may be required to fulfill Lessor's obligations under this Lease. This privilege is not to be construed as an agreement on the part of Lessor to make any repairs, additions or alterations.

7. Abandonment/Removal. Lessee shall be deemed to have abandoned the property in the storage unit(s) subject to this agreement if, after notice, Lessee has failed to cure default in the payment of rent for a period of 60 days. Upon such abandonment, Lessor may remove the property from the storage unit(s) and sell or otherwise dispose of the property. Proceeds of sale shall be applied to rent due and owing. Lessee hereby, for himself, heirs, and assigns waives all claims of loss or damage on account of the removal, sale or other disposition of the property.

8. Rules and Regulations. Lessor may adopt rules and regulations governing the use of the storage unit(s) including hours of access, disposition of keys and other matters as may from time to time become necessary and reasonable. Lessee agrees to abide by such rules and regulations.

9. Assignment. Lessee may not assign this Lease or any part of it and may not let or

sublet the whole or any portion of the storage unit(s) without the prior written consent of Lessor.

10. Severability. If any term or provision of this Lease or its application to any person or circumstances is, to any extent, invalid or unenforceable, the remainder of this Lease will not be affected. If any of the time limitations or notice requirements stated in this Lease conflict with those allowed or required by law, the limitations and requirements imposed by law will apply in lieu of the limitations and requirements stated in the Lease.

11. Sale of Building. Upon sale of the building in which the storage unit(s) are located, this lease shall be assigned or transferred in accordance with the terms and provisions of the contract of sale.

12. Captions. The captions of this Lease are for convenience only and in no way affect the construction of the terms of this Lease.

13. Modification/Amendment. This lease may be modified or amended only by an agreement in writing executed by the parties hereto.

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

LESSOR  
Usibelli Investments, LLC

LESSEE  
FAST Planning

By: \_\_\_\_\_  
Glen A. Weaver  
Vice President

By: \_\_\_\_\_  
Jackson Fox  
Executive Director

Date: \_\_\_\_\_

Date: \_\_\_\_\_

**FAST Planning FFY2023-27 TIP: FFY24 OBLIGATION STATUS REPORT (as of July 11, 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	\$328.2	17%
OFFSET	All	\$297.4	\$166.8	56%
<b>TOTAL</b>		<b>\$12,581.6</b>	<b>\$5,762.0</b>	<b>46%</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	\$328.2	17%	
	<b>TOTAL</b>			<b>\$1,929.2</b>	<b>\$328.2</b>	<b>17%</b>	



**FAST Planning FFY24 Offsets**

July 11, 2024

**PROJECT OFFSETS**

	<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
5th Avenue Reconstruction	\$14,512	\$15,953
<b>Total</b>	<b>\$297,445</b>	<b>\$326,970</b>

**COMMITTED OFFSETS**

Local Electric Vehicle Infrastructure Deployment Plan	-\$27,291	-\$30,000	Exective Director approved 12.19.2023
5th Avenue Reconstruction - Construction Phase	-\$62,242	-\$68,420	Policy Board approved 01.17.2024
College Road Bus Pullouts	-\$17,920	-\$19,699	Exective Director approved 02.13.2024
North Pole Streetlight Standardization, Phase I	-\$40,634	-\$44,667	Exective Director approved 03.08.2024
College Road Bus Pullouts	-\$18,431	-\$20,261	Exective Director approved 06.18.2024
<b>Total</b>	<b>-\$166,518</b>	<b>-\$183,047</b>	

---

**Remaining Funds to be Obligated**
**\$130,927****\$143,923**

**Pending Deobligations from Project Closures**

*July 11, 2024*

<b>IRIS</b>	<b>Project</b>	<b>Construction Year</b>	<b>Estimated Federal Deobligation</b>	<b>Notes</b>
Z622070000	Cushman Street Bridge Rehabilitation	2022	TBD	Pending construction closeout
NFHWHY00269	North Pole Streetlight Standardization - Phase I	2022	TBD	Pending construction closeout
NFHWHY00633	FAST Improvement Program FFY23	2023	TBD	Pending construction closeout
		<b>TOTAL</b>	<hr/> <b>TBD</b>	