



July 23, 2024

Ms. Randi Bailey
Alaska Department of Transportation & Public Facilities
2301 Peger Road
Fairbanks, Alaska 99709

Subject: **FAST Planning FFY25-26 Unified Planning Work Program**

Ms. Bailey:

Attached is the Fairbanks Area Surface Transportation (FAST) Planning Unified Planning Work Program (UPWP) for Federal Fiscal Years 2025 and 2026. Please transmit to Alaska Department of Transportation & Public Facilities (DOT&PF) Headquarters for review and submission to the Federal Highway Administration and Federal Transit Administration. This UPWP fulfills the planning requirements of national surface transportation statutes and regulations, 23 USC 134 and 23 CFR 420 & 450.

This UPWP was reviewed by our Technical Committee and Policy Board on May 1 and 15, 2024, respectively. The UPWP was advertised for public comment May 19 to June 19, 2024, and 12 comments were received. The UPWP was revised based on the comments received and approved by the Policy Board on July 17, 2024. Please contact me at jackson.fox@fastplanning.us or (907) 590-1618 if you have any questions or need additional information.

Sincerely,

Jackson C. Fox
Executive Director

Enclosures: FFY25-26 UPWP
Policy Board Action Items – July 17, 2024
Comment Response Summary



FFY25-26 Unified Planning Work Program (UPWP)

JULY 2024



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INTRODUCTION

PURPOSE OF THE UPWP

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

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

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

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

The planning activities for 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^{2.5} 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 Justice⁴⁰ in Transportation Planning
3. Complete Streets
4. Public Involvement
5. Strategic Highway Network (STRAHNET)/U.S. Department of Defense Coordination
6. Federal Land Management Agency Coordination
7. Planning and Environment Linkages
8. Data in Transportation Planning

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

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



expected to take 18 to 24 months. Based on the adoption and approval date of the current MTP, the updated MTP 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:

- Development of a Scope of Work for the MTP update and issuing a Request for Proposals from consulting firms (October/November 2024)
- Household travel survey and travel demand model update (October 2024 - June 2025)
- Development of the MTP update – public, stakeholder, and agency involvement; vision, goals, and objectives; existing conditions and system performance; policy assessment; needs analysis and scenario planning; and alternatives analysis and implementation plan (January 2025 - April 2026)
- Air quality conformity analysis and interagency consultation (April/May 2026)
- Release of draft MTP and air quality analysis for 30-day public comment period (June/July 2026)
- Review and response to comments received during public comment period (August 2026)
- Presentation of final MTP to FAST Planning Technical Committee and Policy Board for consideration of adoption (September 2026)
- Transmittal of adopted MTP and air quality conformity determination to FHWA and FTA for approval/concurrence (October 2026)
- Project management and coordination with consultant through completion of contract

Task 100(c) TIP

The current FFY2023-27 TIP was approved and adopted in March 2023 and is required to be replaced every four years. The obligation of funds programmed in the TIP and receipt of offsets from project closures, reductions to bid award, and other de-obligations are tracked monthly. Administrative Modifications and Amendments to the TIP are made on an as-needed basis for project schedule and funding adjustments. Development of a new FFY2027-30 TIP by FAST Planning staff will occur in late FFY2026 during the final stages of development of the MTP update to consider funding the short range, high priority projects listed in the MTP. The effort will also include review and revision of project scoring criteria and nomination form by the FAST Planning Technical Committee and Policy Board, followed by a call for project nominations from local agencies and the public. A workshop will be held for local agencies and the public to explain the nomination process, scoring criteria, and project selection process for funding. At the close of the nomination period, FAST Planning Technical Committee members will score and rank the projects in order of priority for consideration of funding in the new TIP. Concurrently, Alaska DOT&PF staff will prepare scopes, schedules, and estimates (SSEs) for

| MSB | MSB | Project Description | Fund Code | Phase | FFY23 | FFY24 | FFY25 | FFY26 | FFY27 | Beyond |
|---------------|---------------------------|---|-----------|---------------|---|-------|--------|-------|----------|---------|
| 1945 | TSD | 050 Avenue Reconstruction Reconstruct 0.6 miles from Bertha to Bertha Street to provide additional capacity and improve safety and mobility for all users, including improvements to sidewalks and bicycle lanes. | STP | Design | | | 27.5 | 27.4 | | |
| | | | | Right-of-Way | | | | | | |
| | | | | Utilities | | | | | | |
| | | | | Construction | | | | | | |
| | | | | Project Total | 0.0 | 0.0 | 280.0 | 258.0 | 0.0 | 1,928.0 |
| | | | | 1913 | 050 Avenue Reconstruction Reconstruct 0.6 miles from Bertha to Bertha Street to provide additional capacity and improve safety and mobility for all users, including improvements to sidewalks and bicycle lanes, and increasing capacity with FAST Planning's "Complete Street" Plan. | STP | Design | 15.0 | | |
| STP | Right-of-Way | | | | | | | | | |
| STP | Utilities | 363.0 | | | | | | | | |
| STP | Construction | 424.0 | 2,416.2 | | | | | | | |
| SAF-FAP | AC | 3,466.2 | | | | | | | | |
| ACC | | | | | | | | | | |
| STP | | | | | | | | | | |
| STP | | | | | | | | | | |
| Project Total | | | | 3,775.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 2240 | 050 Avenue Reconstruction | Advanced Project Definition | STP | Planning | | 91.0 | | | | |
| STP | | | | | | | | | | |
| Project Total | | | | | 91.0 | | | | | |
| 3001 | TSD | 050 Avenue Reconstruction Reconstruct 0.6 miles from Bertha to Bertha Street to provide additional capacity and improve safety and mobility for all users, including improvements to sidewalks and bicycle lanes, and increasing capacity with FAST Planning's "Complete Street" Plan. | STP | Design | | | 240.0 | 0.0 | 0.0 | |
| STP | Right-of-Way | | | | | | | | | |
| STP | Utilities | | | | | | | | | |
| STP | Construction | | | | | | | | | |
| Project Total | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17,960.0 | |
| 0270 | TSD | 050 Avenue Reconstruction Reconstruct 0.6 miles from Bertha to Bertha Street to provide additional capacity and improve safety and mobility for all users, including improvements to sidewalks and bicycle lanes, and increasing capacity with FAST Planning's "Complete Street" Plan. | STP | Design | 51.0 | | | | | |
| STP | Right-of-Way | | | | | | | | | |
| STP | Utilities | | | | | | | | | |
| STP | Construction | | | | | | | | | |
| Project Total | | | | 200.0 | 200.0 | 0.0 | 0.0 | 0.0 | 0.0 | |

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.

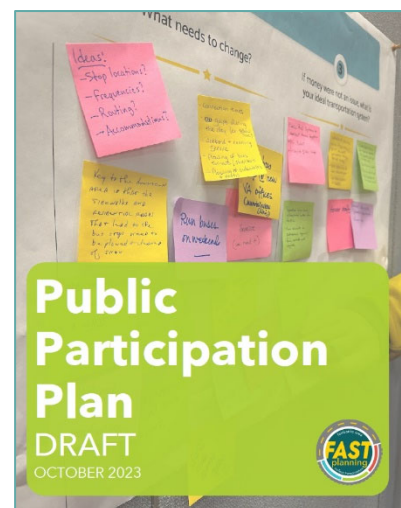
Participation by FAST Planning, Alaska DOT&PF, and FNSB staff in FFY2025-26 is anticipated to include:

- 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

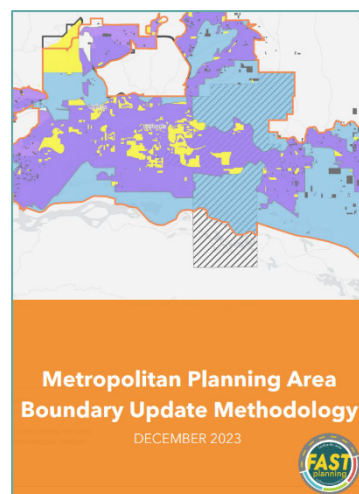
emission budgets are proposed by Alaska DEC and approved/modified by the EPA, as the updates to the MTP and TIP in FFY26 will need to adhere to these budgets.

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, FNSB, City of Fairbanks, and City of North Pole. The work on the Plan will largely be accomplished in late FFY2024 and early FFY2025. As part of this task and Task 200 Transit Planning, FAST Planning will additionally spend staff time advertising and promoting use of transit as a way to increase safe and accessible options for multiple travel modes for people of all ages and abilities.

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, 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 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 Corridor Study

The Alaska DOT&PF has interest in completing a Corridor Study for the Richardson Highway 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.

FUNDING SOURCES & ESTIMATED COSTS

Table 2. Funding Sources for Metropolitan Planning Activities

Metropolitan Planning (PL) Funds

| Description | FFY2025 | FFY2026 |
|---|-------------------|-------------------|
| FFY2025 PL Distribution | \$ 596,620 | \$ - |
| FFY2026 PL Distribution | \$ - | \$ 614,519 |
| Unobligated PL Carryforward from Previous Years | \$ 300,000 | \$ 100,000 |
| PL Funds | \$ 896,620 | \$ 714,519 |
| 9.03% Match | \$ 89,002 | \$ 70,926 |
| Subtotal | \$ 985,622 | \$ 785,445 |
| Less 6.35% ICAP | \$ (62,587) | \$ (49,876) |
| TOTAL | \$ 923,035 | \$ 735,569 |

Supplemental Federal Funds from TIP

| Description | FFY2025 | FFY2026 |
|---|---------------------|-------------------|
| FAST Planning Office (STP) | \$ 150,000 | \$ 150,000 |
| Metropolitan Transportation Plan (STP) | \$ 363,880 | \$ - |
| Advanced Project Definition (STP) | \$ 90,970 | \$ - |
| Electric Vehicle Infrastructure Deployment Plan (CRP) | \$ 27,291 | \$ - |
| High School Access & Circulation Studies (CRP) | \$ 164,474 | \$ 136,455 |
| Geist/Chena Pump Road Corridor Study (STP) | \$ 272,910 | \$ - |
| Supplemental STP Funds | \$ 1,069,525 | \$ 286,455 |
| 9.03% Match | \$ 106,165 | \$ 28,435 |
| Subtotal | \$ 1,175,690 | \$ 314,890 |
| Less 6.35% ICAP | \$ (74,656) | \$ (19,995) |
| TOTAL | \$ 1,101,033 | \$ 294,894 |

Metropolitan Planning Total **\$ 2,024,068** **\$ 1,030,463**

Table 3. Funding Sources for Transit Planning Activities

Transit Planning (FTA 5303) Funds

| Description | FFY2025 | FFY2026 |
|-----------------------|-------------------|-------------------|
| FFY2023 Apportionment | \$ 123,858 | \$ - |
| FFY2024 Apportionment | \$ - | \$ 127,574 |
| FTA 5303 Funds | \$ 123,858 | \$ 127,574 |
| 9.03% Match | \$ 12,295 | \$ 12,663 |
| Subtotal | \$ 136,153 | \$ 140,237 |
| Less 6.35% ICAP | \$ (8,646) | \$ (8,905) |
| TOTAL | \$ 127,507 | \$ 131,332 |

Table 4. Estimated Costs by Task

| Task | Description | Fund Source | FFY2025 | FFY2026 | Activity Type | | |
|--|--|-----------------|---------------------|---------------------|----------------|------------------|-------------------|
| | | | | | Metro Planning | Transit Planning | TIP Project/Grant |
| Required Plans & Programs | | | | | | | |
| 100(a) | Unified Planning Work Program | PL/STP | \$ 50,000 | \$ 60,000 | X | | |
| 100(b) | Metropolitan Transportation Plan ¹ | PL/STP | \$ 500,000 | \$ 100,000 | X | | X |
| | Travel Demand Model Update | pL ² | \$ 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) | | | |
| | TOTAL | | \$ 1,339,195 | \$ 805,390 | | | |
| Public Transit System Planning | | | | | | | |
| 200 | Transit Planning | FTA 5303 | \$ 130,000 | \$ 140,000 | | X | |
| | Subtotal | | \$ 130,000 | \$ 140,000 | | | |
| | Less 6.35% ICAP | | \$ (8,255) | \$ (8,890) | | | |
| | TOTAL | | \$ 121,745 | \$ 131,110 | | | |
| Supplemental Plans & Projects | | | | | | | |
| 300(a) | Advanced Project Definition ³ | 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 ¹ | CRP | \$ 180,800 | \$ 150,000 | | | X |
| 300(e) | Geist/Chena Pump Road Corridor Study ¹ | STP | \$ 300,000 | \$ - | | | X |
| | Subtotal | | \$ 660,800 | \$ 150,000 | | | |
| | Less 6.35% ICAP | | \$ (41,961) | \$ (9,525) | | | |
| | TOTAL | | \$ 618,839 | \$ 140,475 | | | |
| Contingency Plans & Projects | | | | | | | |
| 400(a) | Local Safety Action Plan ¹ | Federal Grant | \$ 150,000 | \$ 50,000 | | | X |
| 400(b) | Driver's Education Program | State Grant | \$ - | \$ 150,000 | | | X |
| 400(c) | Housing Coordination Plan ¹ | Federal Grant | \$ - | \$ 300,000 | | | X |
| 400(d) | Resilience Improvement Plan ¹ | Federal Grant | \$ 150,000 | \$ 50,000 | | | X |
| 400(e) | Peger Road/Airport Way Intersection Study ¹ | STP | \$ 300,000 | \$ - | | | X |
| 400(f) | Richardson Highway Corridor Study ¹ | STP | \$ - | \$ 1,000,000 | | | X |
| 400(g) | FTWW/EAFB/FNSB Joint Land Use Study ¹ | Federal Grant | \$ 500,000 | \$ 100,000 | | | X |
| | Subtotal | | \$ 1,100,000 | \$ 1,650,000 | | | |
| | Less 6.35% ICAP | | \$ (69,850) | \$ (104,775) | | | |
| | TOTAL | | \$ 1,030,150 | \$ 1,545,225 | | | |

¹ Assumes use of a Consultant for plan development² Unobligated PL funds carried forward from previous years³ Funds obligated in FFY2025 for FFY2025-27

Table 5. Funding Availability & Estimated Cost Comparison

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

Table 6. Metropolitan & Transit Planning Fund Distribution

| Metropolitan Planning Funds | FFY2025 | FFY2026 |
|--|-------------------|-------------------|
| 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 ¹ | \$ 59,223 | \$ 9,926 |
| Subtotal | \$ 655,843 | \$ 109,926 |
| Less 6.35% ICAP ² | \$ (41,646) | \$ (6,980) |
| TOTAL | \$ 614,197 | \$ 102,946 |
| | | |
| Transit Planning (FTA 5303) Funds | | |
| FAST Planning | \$ 123,858 | \$ 127,574 |
| 9.03% Match ² | \$ 12,295 | \$ 12,663 |
| Subtotal | \$ 136,153 | \$ 140,237 |
| Less 6.35% ICAP ² | \$ (8,646) | \$ (8,905) |
| TOTAL | \$ 127,507 | \$ 131,332 |

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

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

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

| Budgeted Expenditures | Amount |
|------------------------------|-------------------|
| Personnel ¹ | \$ 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 |
| TOTAL¹ | \$ 807,210 |

| Revenue | Amount |
|--------------------------|-------------------|
| PL Fund Distribution | \$ 547,000 |
| 9.03% Match | \$ 54,297 |
| Supplemental STP Funds | \$ 150,000 |
| 9.03% Match | \$ 14,890 |
| TOTAL¹ | \$ 766,187 |

¹ *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 | |



❖ POLICY BOARD ❖

Action Items

07.17.2024

Motion: To approve the amended UPWP [FFY2025-26 Unified Planning Work Program] as presented (Crass/Olds).

Amendment: On Task 300(b) eliminate verbiage regarding the [Complete Streets] Prioritization Plan – “...development of Complete Streets Prioritization Plan...”, “...but has not yet developed a Complete Streets Prioritization Plan.”, and “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.” (Cleworth/Kemp). Three in favor (Cleworth, Pruhs, Kemp). Three opposed (Ward, Olds, Crass). Motion failed.

Amendment: Add the City of Fairbanks and City of North Pole to the existing staff resources line (Crass/Cleworth). None opposed. Approved.

Amendment: Include language that staff may also use time to work on advertising for transit options (Olds/Cleworth). None opposed. Approved.

Amended Motion: To approve the amended UPWP [FFY2025-26 Unified Planning Work Program] as presented, add the City of Fairbanks and City of North Pole to the existing staff resources line, and include language that staff may also use time to work on advertising for transit options. Five in favor. One opposed (Cleworth).

Motion: To refer this [Draft FFY2024-27 Statewide Transportation Improvement Program Amendment #1 Comment Letter] to a special meeting of the Technical Committee and back to the Policy Board (Crass/Pruhs). None opposed. Approved.



Motion: To approve the storage room agreement [Office Leave Amendment #5] for \$72 per month for 380 square feet for storage of bicycle helmets (Crass/Kemp). None opposed. Approved.

Bryce J. Ward
Bryce J. Ward (Jul 18, 2024 16:39 AKDT)

Bryce Ward, FNSB Mayor
Chair, Policy Board

Jul 18, 2024

Date

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 https://dot.alaska.gov/nreg/badger . 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 |

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| 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. |