POLICY BOARD

Meeting Agenda

Wednesday, November 20, 2024, 12:00 – 2:00 PM

100 Cushman Street, Suite 215 (Key Bank Building)

To join the Zoom Meeting via computer, go to: www.fastplanning.us/keepup/zoom

Zoom Meeting Phone Number: 1 (253) 215-8782, enter Meeting ID: 814-6938-1735

1. Call to Order
2. Introduction of Members & Attendees
3. Approval of November 20, 2024 Agenda
4. Approval of October 10, 2024 Meeting Minutes Pg 2-6
5. Staff/Working Group/Chair Report Pg 7-13
6. Updates from Alaska DOT&PF on Statewide Transportation Improvement Program (STIP) Pg 14-54
7. Public Comment Period
8. Old Business Pg 55-237
   a. MACS Transit Plan Update & Coordinated Human Services Transportation Plan **(Action Item)**
      - Review of public comments received, corresponding revisions to documents, and consideration of adoption of Final Plans
   b. Fairbanks & North Pole Electric Vehicle Infrastructure Implementation Plan Pg 238-248
      - Review of public comments received through end of 30-day public comment period; consideration of Plan adoption scheduled for December following completion of revisions
9. New Business
   a. FAST Improvement Program FFY2025 Construction Projects **(Action Item)** Pg 249-256
      - Review of current approved project list, funding availability, and consideration of amendments/additions to project list
   b. Election of Chair & Vice Chair **(Action Item)** Pg 257
   c. FAST Planning Authorized Check Signers **(Action Item)** Pg 258
   d. FAST Planning 2025 Meeting Calendar **(Action Item)** Pg 259
10. Informational Items – Obligations & Offsets Pg 260-263
11. Other Issues
12. Policy Board Member Comments
13. Adjournment

Next Scheduled Policy Board Meeting: Wednesday, December 18, 2024 | 12:00 - 2:00 PM

POLICY BOARD

Meeting Minutes

October 10, 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: 812-2494-0925

1. **Call to Order**

   Mayor Bryce Ward, Chair, called the meeting to order at 12:02 p.m.

2. **Introduction of Members and Attendees**

Attendee	Representative Organization
*Bryce Ward, **Chair**	Mayor, Fairbanks North Star Borough
*Jerry Cleworth, **Vice Chair**	Fairbanks City Council
*Chandra Clack	Mayor, City of North Pole
*Scott Crass	FNSB Assembly
*Katherine Keith (absent)	Acting Director, DOT&PF Northern Region
*Jason Olds	Director, DEC Air Quality
*David Pruhs (absent)	Mayor, City of Fairbanks
**Corey DiRutigliano	FAST Planning
**Jackson Fox	FAST Planning
**Olivia Lunsford	FAST Planning
**Deborah Todd	FAST Planning
**Randi Bailey	DOT&PF Planning
**Don Galligan	FNSB Community Planning
+Kellen Spillman	FNSB Community Planning
+Brett Nelson	DOT&PF Planning
Ben White	DOT&PF Planning
Marie Heidemann	FHWA
Ned Conroy	FTA
Jack Barnwell	Fairbanks Daily News-Miner
Jeff Kupko	Michael Baker International
Van Le	R & M Consultants

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

3. **Approval of the October 10, 2024 Agenda**

   Motion: To approve the October 10, 2024 Agenda. (Cleworth/Crass).
   Discussion: No discussion.

Vote on Motion: None opposed.

4. **Approval of the September 18, 2024 Meeting Minutes**

Motion: To approve the September 18, 2024 Meeting Minutes. (Cleworth/Crass).
Discussion: No discussion.
Vote on Motion: None opposed. Approved.

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

- FAST Planning held the second stakeholder advisory committee meeting for the High School Access and Circulation Study at West Valley and Hutchison High Schools. DOT&PF presented four different options for traffic control.
- FAST Planning met with DEC and DOT&PF staff regarding the Cowles Street Reconstruction project level conformity review for air quality.
- FAST Planning met with DOT&PF on FAST Planning area project updates. DOT has created a project database with updated information that Mr. Fox is able to access to find out the status of projects in the TIP and STIP.
- FAST Planning received a letter from the DOT Commissioner's Office requesting formal action on the proposed edits to FAST Planning's Operating Agreement.
- The Indirect Cost Rate (IDCR) audit for FFY24 was completed by Alaska DOT&PF Internal Review.
- FAST Planning held a three-day employee retreat in Girdwood, Alaska.
- FAST Planning hosted Transit Plan Updates open house event and advertised and posted the draft documents to the FAST Planning website for a 30-day public review.
- Mr. Fox provided a guest presentation to Alaska Energy Authority Electric Vehicle (EV) Working Group on Fairbanks and North Pole EV Infrastructure Implementation Plan.
- FAST Planning received approval from FHWA and FTA for the FFY2025-26 Unified Planning Work Program.
- At the **October 2, 2024** meeting, the **Technical Committee:**
  - Recommended approval of the Scope of Work for the Metropolitan Transportation Plan.
  - Recommended release of the Fairbanks & North Pole EV Infrastructure Implementation Plan for 30-day public comment.

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

Ben White of DOT&PF explained that DOT received partial approval of Statewide Transportation Improvement Program (STIP) Amendment #1 from FHWA. DOT is currently working to address the corrective items listed in the partial approval. The deadline for the action plan to address the findings from the STIP and STIP Amendment #1 is due to FHWA by the first week of December.

7. Public Comment Period (Non-Action Items)

No public comment.

8. Old Business

No old business.

9. New Business

a. Metropolitan Transportation Plan (MTP) Update—Scope of Work (Action Item)

- ***Consideration of Approval of Scope of Work for a Request for Proposals***

Mr. Fox explained that every four years the long-range transportation plan, also called the Metropolitan Transportation Plan, must be updated.

Public Comment: No public comment.

Motion: To approve the Scope of Work [for the Metropolitan Transportation Plan Update]. (Crass/Cleworth).

Discussion:

Mr. Cleworth asked Mr. Fox who the consultant was for this last time.

Mr. Fox stated that Kittelson & Associates was the consultant who had done it in the past, but they no longer had an office in Alaska. They may submit a proposal, but he expected proposals from other firms in Alaska.

Mr. Crass commented that he appreciated the staff's work on this. He hates to see us leaving money on the table because of the boundary issue but it looks like we are going to continue to do what we can to address that issue.

Mayor Ward commented that he thinks it is unfortunate that we do not have an approval of the boundary yet. There was some discussion with Mr. Kemp when he was here about the need to amend other documents associated with the MPO in order to get that approved. He thinks that the practice in the past has been that we have always gone through this process, we went through the public process, we went through the regulations, and we have updated the boundary. It really should be an exercise in administrative function that the Governor signs this. He thinks that unfortunately one of the projects that is in this letter that we got from FHWA regarding the Chena Flood Control Project is part of the reason this was not approved. His hope is that this has been called out in the Plan and his request would be to the Administration that they sign this document and allow the MPO to move forward. We went through a process last year to talk about adding this project into the MTP. It sounds like we have an opportunity to do that now. The project has been delayed anyway. Mayor Ward commented that he is still supportive of this project and thinks the bridge should be replaced. It is almost 50 years old. It needs to be done. It could be done in the MTP, but that is a long process. The other thing that he thought we should consider, as a Policy Board, he does not know if we should be footing the bill to pay for this because the State was

delaying it. His thought would be that we should request that DOT cover the additional cost to the MTP development of the areas that are not within our boundary. That is $25,000-$50,000 that could be used for projects. Whether they be enhancement projects or brick and mortar projects. This is a delay on DOT's part, the Administration's part. He thought they should foot the bill. Two other things he would like to see included are: rhe Capital Improvement Program (CIP) for the Borough is one of the largest infrastructure programs that the Borough has. Whether it be alteration or changes to public facilities, there could be some good input to the MTP. Mayor Ward commented that he thought there were opportunities there for coordination with the CIP. The other one is that because Eielson is in the boundary for the Regional Growth Plan, he thinks there are still lots of good things that we are seeing that could be of benefit to the MTP.

Mr. Cleworth commented that perhaps the Governor is not expanding the boundary because of that bridge in the fear that we at FAST Planning will say that we don't really support that project.

Mayor Ward commented that they had tried to include those projects into our transportation plan, and things kind of blew up in our face. There were lots of public comments. He thought there was certainly concern that they could kill the project, so that is definitely a possibility.

Amendment to the Motion: To ask DOT to cover the cost of the work that is outside our current boundary, but within the new boundary that the Governor has not approved. (Cleworth/Crass).

Mr. Crass commented that he appreciated the thought there. He thought it was fair to ask. If this lack of administrative action is going to affect other projects, he thought it was fair to ask DOT to cover that.

Mayor Ward commented that it is not meant to be a slight at DOT or anything. He thinks it is just a ramification of the delay in the approval of the boundary. So, he would appreciate it if DOT could help with that. He thought the best thing would be is that if we get the boundary approved, and then make it eligible for the Federal Highway funding. His understanding is that if it is approved quickly, then we could potentially move forward to include that in the project. But, if there is further delay, he thinks DOT should help pay for that.

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

Discussion: Mr. Crass commented that Mayor Ward talked about incorporating additional language regarding the Borough structural process in the STIP and asked what that would look like to him.

Mayor Ward commented that the CIP and Regional Growth Plan should be included in the bulleted list in the Scope of Work.

Amended Motion: To approve the Scope of Work [for the Metropolitan Transportation Plan Update] and to ask DOT to cover the cost of the work that is outside our current boundary, but within the new boundary that the Governor has not approved.

Vote on Amended Motion: None opposed. Approved.

b. Fairbanks & North Pole Electric Vehicle Infrastructure Implementation Plan (Action Item)

- ***Consideration of Releasing Draft Plan for 30-Day Public Comment Period***

Mr. Fox introduced Jeff Kupko, Project Manager from Michael Baker International, to provide a presentation of the EV Infrastructure Implementation Plan.

Public Comment: No public comment.

Motion: To release the Draft Plan [Fairbanks & North Pole Electric Vehicle Infrastructure Implementation Plan] for a 30-day public comment period. (Crass/Olds).

Discussion: **Mr. Crass** commented that he thought they would get great input.

Mr. Cleworth commented that he thought it would be helpful to define the three types of chargers.

Mr. Fox explained that there was a graphic for that included on the website.

Vote on Motion: Four in favor. None opposed. Mayor Clack absent for roll call. Approved.

10. Informational Items

a. Obligations and Offsets

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

11. Other Issues

No other issues.

12. Policy Board Member Comments

- Mr. Crass thanked Mayor Ward for all his years of work on behalf of FAST Planning.
- Mayor Ward commented that this was his last meeting, and it had been an honor to work with everyone.

13. Adjournment

The meeting was adjourned at **1:32 p.m**. The next Policy Board Meeting is scheduled for **Wednesday, November 20, 2024**.

Approved: _____ Date: _____

Jerry Cleworth, Vice Chair
FAST Planning Policy Board

STAFF REPORT

November 14, 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 DOT&PF Northern Region Preconstruction & Planning Meeting
  - Monthly Alaska Transportation Working Group Meeting
  - Monthly Active Transportation Coalition Meeting

Project/Planning Meetings

- Alaska DOT&PF Statewide Functional Classification Update and Virtual Public Meeting
- Cowles Street Reconstruction meeting with Alaska DOT&PF and ADEC staff on project level conformity review for air quality
- Alaska DOT&PF meetings (X2) on FAST Planning area project updates
- Alaska Peer Exchange on STIP/TIP Coordination planning meetings (X2)
- Alaska DOT&PF Fed-Aid Discussion meeting with MPOs
- Complete Streets Policy Update meeting
- Fairbanks & North Pole Electric Vehicle (EV) Infrastructure Implementation Plan Steering Committee Meeting #2
- FNSB Regional Comprehensive Plan Advisory Committee Meeting #1
- Monthly coordination meetings with consultant teams working on Local EV Plan and Transit Plan Updates

Correspondence & Communication

- Received letter from EPA Region 10 notifying FAST Planning of the end of Transportation Conformity Requirements following 20 years of maintenance for the Fairbanks Carbon Monoxide (CO) Maintenance Area

Organization

- Submitted monthly invoices to DOT&PF for October 2024
- Initiated annual CPA audit and tax return preparation with Alliance CPAs

Public Outreach

- Prepared Comment Response Summary for Transit Plan Updates following close of Public Comment Period, and revised Plans in response to comments received
- Hosted open house event for Fairbanks & North Pole EV Infrastructure Implementation Plan, and prepared Comment Response Summary following close of Comment Period
- Volunteered for KUAC fundraising phone bank

Submittals/Reports

- Submitted final quarterly report for FFY2023-24 Unified Planning Work Program to Alaska DOT&PF

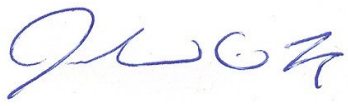
Funding

- Prepared FFY2025 Obligation Report template, including FFY2024 carryovers

Training

- FHWA Resilience Peer Exchange for Inland MPOs

Submitted by:



November 14, 2024

Jackson C. Fox Date

REGION 10
SEATTLE, WA 98101

October 28, 2024

Jackson Fox
Executive Director
Fairbanks Area Surface Transportation (FAST)
100 Cushman Street
Suite 205
Fairbanks, Alaska 99701

Re: End of Transportation Conformity Requirements Following 20 years of Maintenance for the Fairbanks CO Maintenance Area

Dear Jackson Fox:

Our records indicate that the Fairbanks area has reached the end of the 20-year maintenance period for the carbon monoxide (CO) National Ambient Air Quality Standard. Congratulations on reaching this milestone; this represents the culmination of efforts to reduce CO in the Fairbanks area to healthy levels, and to maintain those levels for more than 20 years. The purpose of this letter is to provide information regarding transportation conformity requirements for a maintenance area that has achieved 20 years of maintenance.

The Clean Air Act requires that with redesignation to attainment, a maintenance plan must be submitted to the EPA that demonstrates maintenance for 10 years, after redesignation, for the applicable NAAQS. See CAA section 175A(a). In addition, after eight years into the first 10-year maintenance period, a second 10-year maintenance plan is to be submitted to the EPA that demonstrates continued maintenance for a second 10-year period. See CAA section 175A(b).

Once the total of 20 years of maintenance has been achieved, the requirements for a transportation conformity determination as provided in CAA section 176(c) and 40 CFR part 93 no longer apply to the maintenance area unless the applicable implementation plan specifies otherwise. *See* 40 CFR 93.102(b)(4).

Additional information regarding the end of 20 years of maintenance is also presented in our Office of Transportation and Air Quality's guidance document titled "Transportation Conformity Guidance for Areas Reaching the End of the Maintenance Period; EPA-420-B-14-093, October 2014." available at http://nepis.epa.gov/Exe/ZyPDF.cgi/P100KPP0.PDF?Dockey=P100KPP0.PDF.

Regarding the Fairbanks CO maintenance area, the EPA approved the first 10-year maintenance plan on July 27, 2004 (69 FR 44601) with an effective date of September 27, 2004. We approved the second 10-year Limited Maintenance Plan on August 9, 2013 (78 FR 48611) with an effective date of October 8, 2013. The approved maintenance plan for the Fairbanks CO area did not extend the maintenance period beyond 20 years from redesignation. The Fairbanks CO maintenance period spanned from September 27, 2004 through September 27, 2024. Therefore, as of September 27, 2024, Fairbanks Area Surface Transportation (FAST) is no longer required to address the transportation conformity requirements of 40 CFR part 93 for the Fairbanks CO area. However, as Fairbanks is still in non-attainment with the 2006 24-hour PM2.5 NAAQS standard, the transportation conformity requirements of 40 CFR part 93 must still be complied with for the 2006 24-hour PM2.5 NAAQS.

Finally, we note that the other provisions of the second 10-year maintenance plan continue to remain in effect and all measures and requirements contained in the plan must be complied with until the state submits, and the EPA approves, a revision to the State Implementation Plan consistent with the anti-backsliding requirements of CAA section 110(l) and CAA section 193, if applicable. Furthermore, the maintenance requirement in CAA section 110(a)(1) remains in place for all areas, including attainment areas.

If there are any questions regarding transportation conformity or the Fairbanks CO maintenance plan, please have your staff contact Tess Bloom, of my staff, at (206) 553-6362 or bloom.tess@epa.gov.

Sincerely,

KRISHNASWAMY VISWANATHAN Digitally signed by KRISHNASWAMY VISWANATHAN
Date: 2024.10.28 11:20:42 -07'00'

Krishna Viswanathan
Director
Air and Radiation Division

cc: Christina Mounce
Federal Highway Administration

Leigh Oesterling
Federal Highway Administration

Ned Conroy
Federal Transit Administration

Jason Olds
Alaska Department of Environmental Conservation

Nick Czarnecki
Alaska Department of Environmental Conservation

Adeyemi Alimi
Alaska Department of Environmental Conservation

Adam Moser
Alaska Department of Transportation and Public Facilities

Jackson Fox

From: Olivia Lunsford
Sent: Tuesday, October 29, 2024 4:29 PM
To: Jackson Fox
Subject: Fw: College Rd

Olivia K. Lunsford (she/her/hers)
Transportation Planner
FAST Planning
call/text (907) 251-7248

From: Evee Rynish <evee.rynish58@gmail.com>
Sent: Thursday, October 24, 2024 7:51 AM
To: Olivia Lunsford <olivia.lunsford@fastplanning.us>
Subject: College Rd

Hi Olivia,

I have a comment I'd like highlighted at BPAC and the board and technical committees.

College Road sidewalk, and others, are currently unrideable and challenging to walk leading to folks walking and riding in the road. It is time to consider other options then pushing bikes onto sidewalks and not having those sidewalks plowed with the same priority as the road.
The routes to get to work using active transportation deserve as much attention as those of cars.

Thank you,
-Evee Rynish

TECHNICAL COMMITTEE

Action Items

11.06.2024

Motion: To recommend to the Policy Board to adopt the Transit Plan Updates in consideration of the revisions being made in response to public comments received. (Denton/Pristash). None opposed. Approved.

Motion: To postpone Item 8a to the December meeting with the hope of acquiring statistics for the FAST Planning area. (Spillman/Pristash). None opposed. Approved.

Motion: To recommend to the Policy Board to adopt the new project priorities as edited and increase the FAST Improvement Program funding for 2025 to $2 million. (Netardus/Denton). None opposed. Approved.

Motion: To nominate Jackson Fox as Chair. (Netardus).
Motion: To nominate Olivia Lunsford as Vice Chair. (Netardus).
Motion: To nominate Corey DiRutigliano as Vice Chair. (Pristash).

Vote on Nominations: Mr. Fox selected as Chair, and Ms. Lunsford as Vice Chair.

Motion: To recommend to the Policy Board to approve the 2025 FAST Planning Meeting Calendar. (Spillman/Ringstad). None opposed. Approved.

Jackson C. Fox
Chair, Technical Committee

11/12/2024
Date

THE STATE of ALASKA
GOVERNOR MIKE DUNLEAVY

Department of Transportation and Public Facilities

OFFICE OF THE COMMISSIONER
Ryan Anderson, P.E., Commissioner

PO Box 112500
Juneau, Alaska 99811-2500
Main: 907.465.3900
dot.alaska.gov

October 15, 2024

Sandra A. Garcia-Aline
Division Administrator
Federal Highway Administration

Susan Fletcher
Regional Administrator
Federal Transit Administration

SUBJECT: Statewide Transportation Improvement Program (STIP) Amendment #1 Federal Planning Findings, Response and Requests for More Information

Ms. Garcia-Aline and Ms. Fletcher,

Please find enclosed the Alaska Department of Transportation and Public Facilities' (DOT&PF) formal response to the Federal Planning Findings issued on September 26, 2024, regarding the 2024-2027 Statewide Transportation Improvement Program (STIP) Amendment #1. We summarize our overall disposition of the findings, corrective actions, and recommendations in this letter, while providing detail regarding the individual responses in Attachment A, which we will use as a basis for the "Action Plan" requested.

Out of the fourteen corrective actions identified in the March 27, 2024 Tier 2 Federal Planning Findings, (FHWA) and the Federal Transit Administration (FTA) (hereinafter referred to collectively as "the Federal Agencies") DOT&PF considers ten resolved. DOT&PF believes the remaining four corrective actions outlined below have been resolved and disagrees with their characterization.

- **23 CFR 450.208** – Documentation of 3C Projects
- **23 CFR 450.210** – Disposition of Public Comments
- **23 CFR 415.218(m)** – Fiscal Constraint Demonstration Including All Fund Sources
- **23 CFR 415.218(q)** – Transportation Performance Management

The Federal Agencies also included three recommendations from the March 27, 2024, Federal Planning Findings, two of which are listed as "Not Addressed." Recommendations are areas that meet statutory and regulatory requirements but may represent opportunities to improve the transportation planning processes. DOT&PF requests the following recommendations be removed from the September 26, 2024 findings as they have already been resolved or are now redundant and should not be carried forward:

- **23 CFR 450.210** – Public Process Prior to Adoption of Final STIP
- **23CFR 450.218(p)** – Coordination on STIP and TIP Procedures

The 2024-2027 STIP Amendment #1 submission, which encompasses 310 projects and programs totaling $6.63 billion (including formula funds programmed through MPO Transportation Improvement Programs (TIPs) and

awarded discretionary grants), received a new Federal Planning Finding with many similar findings as in the original 2024-2027 STIP Federal Planning Findings dated March 27th, 2024.

The 2024-2027 STIP Amendment #1 Federal Planning Finding rejected 21 discretionary grant projects:

- 1 Federal Rail Administration (FRA) discretionary grant award;
- 1 PROTECT Program discretionary grant award, and
- 19 Tribal High Priority and construction-related Tribal Transportation Safety Fund discretionary grant awards.

Two FHWA National Highway System (NHS) formula-funded projects were also rejected:

- 34130 Richards Highway Milepost 346 Northbound Chena Bridge Replacement, and
- 12641 Seward Highway Milepost 98.5 to 118 Bird Flats to Rabbit Creek [Parent and Final Construction]

Five planning findings were issued with Amendment #1 partial approval, that included eight corrective actions, and ten recommendations. As part of these findings, 15 additional projects were flagged for potentially containing ineligible elements, though no specific details regarding the ineligible elements were provided in the findings.

DOT&PF contests all five findings, six of the eight corrective actions, all ten recommendations, and seven narrative statements. In general, we dispute the narrative sections, which contain unsubstantiated claims that are vague and lack sufficient evidence or support. Below is a summary of the specific findings being contested.

Regulation	Finding/Narrative Contested	Corrective Actions Contested	Recommendations Contested
23 CFR 450.218 Development and Content of the STIP	STIP Development	A – Urban Area Boundaries	A – STIP Format B – Abridged Publicly Available Amendment
23 CFR 450.208 Coordination of Planning Process Activities	Revised Planning Boundaries	C – 3C Process	C – Inclusion of MTPs as Informational Documents
23 CFR 450.210 Interested Parties, Public Involvement, and Consultation	Public Engagement	None	D – Documentation of Public Process E – Disposition of Comments
23 CFR 450.218(m) Fiscal Constraint	Discrepancies in Advance Construction (AC) Figures; Discrepancies in Fiscal Constraint Demonstration; and MPO TIP Programming	E – Project Eligibility F – Programming for the Safer Seward Highway G – Advance Construction STIP Procedures	F – State's Authority to Determine AC Balance G – Documentation of AC and ACC Transactions H – Listing of Projects in Program Groups
23 CFR 450.218(q) & 23 CFR 450.206(c) TPM and Performance-Based Planning and Programming	Performance Management	H – Transparency in Project Selection	J – Performance Management

To resolve two of the corrective actions, DOT&PF requests further clarification on:

- **Corrective Action B** – Discretionary Grants
- **Corrective Action F** – Programming for the Safer Seward Highway (Milepost 98.5-118)

Given our differences concerning the Federal Planning Findings dated September 26, 2024, DOT&PF formally requests that the Federal Agencies provide detailed written responses, including actionable steps to ensure clear implementation, for the specific items outlined below as part of the required Action Plan (Attachment A). This

information is essential to ensure regulatory compliance and the effective execution of federally funded projects across the state.

- **Clarification on Authority** – DOT&PF requests clarification on the specific authority FHWA is relying on to reject or restrict the State of Alaska's statutory right to manage its financial resources by leveraging Advance Construction (AC), a federally permitted financial tool, particularly when the current and projected balances are well within the historical previously approved range of AC usage.
- **Richardson Highway Project** – Based on the established facts regarding the Richardson Highway Milepost 346 Northbound Chena Bridge Replacement Project's location relative to the FAST Metropolitan Planning Area (MPA) boundary, and in accordance with 23 CFR 450.312(j), DOT&PF believes further delays imposed by FHWA are unwarranted and requests the project be removed from the Federal Planning Findings.
- **Discretionary Grant Programs** – To ensure no community risks losing its discretionary grant award and to prevent delays in grant-funded projects, DOT&PF requests written guidance along with a comprehensive list of all USDOT discretionary grant programs that are and are not required to be included in the STIP or Transportation Improvement Programs (TIP).
- **FHWA TIP Incorporation**– DOT&PF requests that FHWA, as the authority approving the Western Federal Lands Highway Division TIP and the Tribal TIPs (which are submitted to BIA for inclusion in the Tribal Transportation Program TIP), ensure these TIPs are provided to DOT&PF in a complete state when requested for subsequent STIP documents.
- **MPO Statements** – DOT&PF requests that any Federal Planning Findings based on statements from MPO Executive Directors be redacted as they are individual opinions, not policy board statements. We also request that the Federal Agencies review minutes and materials from the MPO Policy Boards, which accurately reflect the official positions and decisions of the MPOs.
- **Public Engagement Comment Response** – DOT&PF requests specific details and clarification regarding the statement on public engagement that "some comments were not responded to," as DOT&PF applied a thorough and methodical approach to reviewing, considering, and responding to all public comments that included contact information.
- **Compliance with Public Comment Regulations** – DOT&PF firmly believes that it fully complies with all applicable regulations and has established a new norm for best practices in STIP communications. Therefore, DOT&PF requests specific details regarding any deficiencies that must be addressed to ensure compliance with regulations related to the disposition of public comments in final documents.
- **Fiscal Constraint Clarification** – Considering the calculation errors in the only example provided by the Federal Agencies, DOT&PF requests a detailed breakdown with precise explanations supporting the statement that the accuracy of the fiscal constraint demonstration tables is in question.
- **Demonstration of Fiscal Constraint** – If the demonstration of fiscal constraint does not comply with the Federal Agencies' guidelines, as outlined in 23 CFR 450.218, DOT&PF requests the detailed and specific information necessary to facilitate productive progress.
- **Advance Notification of Changes to Procedures** – DOT&PF requests that Federal Agencies provide formal written documentation in advance of changes to procedures and allow for a grace period to enable adjustments to programming cycles. Written guidance ensures clear expectations and helps prevent misinterpretation of guidance.
- **TIP/STIP Misalignment** – DOT&PF requests that the Federal Agencies provide specific examples of the referenced TIP/STIP misalignment, allowing DOT&PF and its MPO partners to effectively address the concerns and respond to the Federal Agencies' remarks.
- **Alaska Railroad Corporation (ARRC) Programming** – DOT&PF requests detailed guidance on expectations for programming of ARRC programs in the STIP and TIPs.
- **Illustrative Projects**: DOT&PF requests that the Federal Agencies allow illustrative projects back into the STIP to improve transparency with the public as allowed by 49 USC 5304 (g)(5)(F)(ii).
- **Program Rejection Clarification** – Given the strength and clarity of our rationale for programming these projects, DOT&PF requests clarification on the basis for considering 15 programs and projects

ineligible, particularly in the absence of detailed explanations regarding potential eligibility issues. Several of these projects represent long-standing programs, have been included in FHWA-approved plans, or have already been approved in the 2024-2027 STIP.

- **Parent/Child Project Clarification** – DOT&PF requests clarification on which additional projects are being referenced in the statement that "some parent projects extend into an MPA," as only one example is provided, and DOT&PF is not aware of any others.
- **Safer Seward Highway Corridor** – DOT&PF has sought guidance from FHWA on the technical programming of the Safer Seward Highway Corridor (Milepost 98.5-118) without success; we request specific written instruction on how to best program this unique parent/child project in the STIP and TIP.
- **Performance Targets** – Based on the latest Performance Score Card and Transportation Performance Management Plan (TAMP) Consistency Determination, DOT&PF is meeting all federal performance targets. We request specific details regarding which federal performance targets the FHWA is referencing as not being met.
- **Project Selection and Programming** – DOT&PF's project selection and programming processes align with 23 CFR Part 450 and support both state and federal goals. Given our compliance and success in meeting federal performance targets, we seek specific details regarding any areas requiring improvement.

Moving forward, Director Dom Pannone and Chief Engineer Lauren Little will lead the efforts to develop a Joint Action Plan. To foster transparency and maintain a spirit of collaboration, we request that all in-person or virtual meetings be well-documented, with meeting notes or recordings made available to the public to ensure accountability and clarity. While DOT&PF maintains that it is in full compliance with all applicable federal regulations governing transportation planning and programming, this Action Plan reflects our commitment to resolving the concerns raised in a manner that supports the shared goal of delivering transportation projects efficiently and transparently.

As DOT&PF is not aware of any specific regulations or guidance pertaining to the development of such an Action Plan, we anticipate further instructions from FHWA/FTA to guide this process. Meanwhile, to maintain our December 6th, 2024 deadline, DOT&PF requests the Federal Agencies to respond to all information requests, detailed in Attachment A, by November 1st, 2024.

Sincerely,

Ryan Anderson, P.E.
Commissioner
Department of Transportation and Public Facilities
Enclosures: Attachment A (Action Plan)

Statewide Transportation Improvement Program (STIP) Joint Agency Action Plan DRAFT

Alaska Department of Transportation and Public Facilities, Federal Highways Administration, and Federal Transit Administration

The Alaska Department of Transportation and Public Facilities (DOT&PF) presents this draft Action Plan in response to the Federal Planning Findings issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on September 26, 2024. This plan outlines how DOT&PF will engage in a collaborative effort with FHWA and FTA to consider the findings, recommendations, and corrective actions associated with the 2024-2027 Statewide Transportation Improvement Program (STIP) Amendment #1.

While DOT&PF maintains that it is in full compliance with all applicable federal regulations governing transportation planning and programming, this Action Plan reflects our commitment to resolving the concerns raised in a manner that supports the shared goal of delivering transportation projects efficiently and transparently. We recognize the importance of open dialogue with FHWA and FTA and aim to provide clarity on the processes that underpin DOT&PF's management of Advance Construction (AC) funds, project selection, public process, and fiscal constraint.

Purpose of the Action Plan

The objectives of this Action Plan are to:

- **Ensure continuous collaboration** – The plan is designed to promote ongoing collaboration between DOT&PF, FHWA, and FTA. Our goal is to resolve any outstanding questions or concerns in a constructive manner while preserving the integrity and flexibility of Alaska's transportation program.
- **Address concerns with clarity and detail** – While DOT&PF believes that all applicable regulations have been fully adhered to, this plan will provide further clarification on processes related to project funding, eligibility, and compliance. It will ensure that all parties are providing the necessary documentation and explanations to align perspectives on these matters.
- **Maintain project delivery schedules** – By addressing the concerns outlined in the Federal Planning Findings, the joint agencies will ensure that project delivery continues without unnecessary delays, while prioritizing the safety, efficiency, and economic vitality of Alaska's transportation infrastructure.

Scope of the Action Plan

The Action Plan focuses on several key areas that will guide the resolution of identified findings and recommendations:

1. **Clarification of Corrective Actions** – The joint agencies will address each corrective action raised in the findings to clarify each issue. DOT&PF will demonstrate that all procedures and processes are in full compliance with federal regulations.
2. **Fiscal Constraint Documentation** – DOT&PF will reaffirm that its fiscal constraint demonstration complies with 23 CFR 450.218. The Action Plan will address any perceived discrepancies and

provide additional context to confirm that funding sources are accurately reflected in all documentation.

3. **Coordination with MPOs and Stakeholders** – This plan will reaffirm DOT&PF's commitment to working collaboratively with Metropolitan Planning Organizations (MPOs), tribal governments, and other local stakeholders to ensure effective coordination in the development of transportation improvement programs.
4. **Public Engagement and Comment Disposition** – DOT&PF is fully committed to public engagement and transparency. This Action Plan will detail our ongoing efforts to improve communication and responsiveness to public comments, ensuring compliance with the requirements of 23 CFR 450.210.

DOT&PF remains fully confident in its compliance with federal regulations governing transportation planning and programming, and this Action Plan reflects our commitment to continuous improvement and collaboration. Our goal is to ensure that Alaska's transportation program remains transparent, flexible, and aligned with both state and federal objectives, and we look forward to working closely with FHWA and FTA to resolve outstanding concerns.

The attached Action Plan outlines specific responses, timelines, and next steps for each finding, recommendation, and corrective action, and we invite continued dialogue with the Federal Agencies to support the successful implementation of the 2024-2027 STIP Amendment #1.

23 CFR 450.218 Development and Content of The Statewide Transportation Improvement Program (STIP) – NARRATIVE

FINDING – STIP DEVELOPMENT: DOT&PF CONTESTS THIS FINDING

Federal Highways Administration and Federal Transit Administration Comments
"Unfortunately, information is inconsistent between various tables and resources (as is noted below). Errors appear to be common, creating confusion about the information presented for some projects."

DOT&PF Response
DOT&PF appreciates the recognition of our dynamic and modern approach to providing information to the public, and a recognition of DOT&PF's focus on transparency. We would appreciate more details on statements made in the narrative section. "*Unfortunately, information is inconsistent between various tables and resources (as is noted below). Errors appear to be common, creating confusion about the information presented for some projects.* [FHWA/FTA]." This assertion, which is repeated in subsequent paragraphs questioning our ability to serve the public interest, lacks specific examples to substantiate the claims.

The only specific example cited concerns discrepancies in Advance Construction (AC) balances between the Fiscal Constraint Demonstration tables and the Deep Dive pages, as referenced in 23 CFR 450.218(m). Upon reviewing the example provided, we found that FHWA/FTA inaccurately portrays and miscalculates the AC balances. For instance, in the Federal Planning Finding, the middle column of the table on the right shows a total of $(149,351,366), which is neither the sum nor the difference of the

two figures above it. FIGURE 1, from page nine of the Federal Planning Findings appears to inaccurately portray and inaccurately calculate AC balances. See comparison in **FIGURE 1**.

DOT&PF Review

	Fiscal Constraint Demonstration Detail (Narrative)	Consolidated from Deep Dive Pages (Volume 1)
Revenue	$ 944,611,694	$ 944,611,694
Programmed	$ 955,461,768	$ 935,590,773
Total	$ (10,850,074)	$ 9,020,921

FHWA Provided

4. 23 CFR 450.218(m) Fiscal Constraint

STIP Amendment #1 Findings:

The Alaska DOT&PF STIP Amendment #1, Narrative provides significant improvements to the Fiscal Constraint Demonstration Detail. Funding sources are clearly labeled by year and include the local match and State funds anticipated throughout the life of the STIP. Definitions for funding sources are clearly identified in the Funding Sources and Revenue Forecast section. However, the funding amounts documented and funding source titles or abbreviations for fiscal constraint do not align with the funds identified and programmed in the Deep Dive pages in Alaska DOT&PF STIP Amendment #1, Volume 1. For example, there is a significant discrepancy of Advance Construction (AC) between the Fiscal Constraint Demonstration Detail table in the Narrative and projects identifying AC in the Deep Dive pages in Volume 1, as compared below:

	Fiscal Constraint Demonstration Detail (Narrative)	Consolidated from Deep Dive Pages (Volume 1)
Revenue*	$944,611,694	$944,611,694
Programmed	$955,491,768	$806,140,402
Total	$(149,351,366)	$138,471,292

*Assumed the amount of revenue available is constant as documented in the Fiscal Constraint Demonstration Detail shown in Alaska DOT&PF STIP Amendment #1, Narrative.

Additionally, funds identified in the MPO TIPs do not align with the amount programmed. The discrepancies between the funding programmed and documented in the Deep Dive pages and the funding identified in the Fiscal Constraint Demonstration Detail raise questions whether the table in the Fiscal Constraint Demonstration Detail accurately reflects the State, local and Federal funds programmed in the STIP. The Fiscal Constraint Demonstration Detail also identifies funding for Federal Transit Administration funding identified for the Alaska Railroad. In Federal Fiscal Years (FFY) 2025, 2026, and

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FIGURE 1: EXCERPT FROM FHWA FEDERAL PLANNING FINDINGS PAGE 9

A manual review of AC amounts consolidated from the Deep Dive pages yields a total of $935,590,773 of AC programmed in Amendment #1, not $806,140,402 as shown in the table from the finding. We've also highlighted what appears to be computational errors, though it remains unclear how these numbers were derived. Please see TABLE 1 for manually collected and calculated STIP IDs from Volume 1 of the Deep Dive pages.

TABLE 1: MANUAL REVIEW OF ADVANCE CONSTRUCTION

Consolidated from STIP Deep Dive Project Pages							
2024		2025		2026		2027	
34302	$ 15,554,741	6234	$ 245,080	19217	$ 6,492,210	2670	$ 39,083,692
33241	$ 6,952,500	12641	$ 23,350,000	23455	$ 16,456,088	22322	$ 53,538,585
33962	$ 725,598	24596	$ 36,402,219	26156	$ 15,270,725	22335	$ 47,613,153
18923	$ 19,666,113	26085	$ 20,013,400	30189	$ 79,525,218	29973	$ 18,141,465
33965	$ 5,921,056	26156	$ 909,700	31469	$ 8,290,300	32638	$ 16,556,540
		33720	$ 1,364,550	32639	$ 16,920,420	32721	$ 6,094,080
		34302	$ 80,241,195	34200	$ 1,234,258	32724	$ 17,158,267
		34433	$ 15,019,057	34302	$ 33,182,036	33921	$ 14,567,701
		34434	$ 30,719,975	34447	$ 22,829,474	34165	$ 140,226,128
		34461	$ 12,293,733	34462	$ 64,913,000	34206	$ 12,379,557
		34637	$ 3,183,950			34232	$ 8,640,469
						34243	$ 3,638,800
						34302	$ 3,892,043
						34342	$ 4,912,380
						34349	$ 11,471,317
SubTotal	**$ 48,820,008**		**$ 223,742,859**		**$ 265,113,729**		**$ 397,914,177**
Total	**$ 935,590,773**						

Overall, the AC numbers are thoroughly documented in the Fiscal Constraint Demonstration section of the narrative, which clearly shows how revenue sources are constrained by year, while also listing each project that utilizes a specific fund source by year, an excerpt provided for example is shown in

Its regrettable that FHWA did not directly reach out to DOT&PF during its multi-week review period to request clarification or assistance in understanding these details.

TABLE 2. These tables demonstrate that some AC amounts will be reflected in the project pages, while others may appear in the TIPS which are incorporated by reference.

It's regrettable that FHWA did not directly reach out to DOT&PF during its multi-week review period to request clarification or assistance in understanding these details.

TABLE 2: FISCAL CONSTRAINT DEMONSTRATION TABLE OF FHWA AC

FHWA AC		**$**	**62,831,601**
Statewide Planning and Research Advance Construction		**$**	**12,471,893**
AWP [Ledger]	Annual Planning Work Program	$	12,471,893
Surface Transportation Block Grant: FLEX Advance Construction		**$**	**48,820,008**
18923	Pavement and Bridge Preservation Program: Northern Region	$	19,666,113
33241	Cape Blossom Road [Parent and Final Construction]	$	6,952,500
33962	Ice Roads, Seasonal Roads, and Winter Trails Program	$	725,598
33965	Rock Slope Stabilization Program	$	5,921,056
34302	Pavement and Bridge Preservation Program	$	15,554,741
Surface Transportation Block Grant: Population 50-200K (FAST) Advance Construction		**$**	**1,539,700**
17662	Community-Driven Transportation Projects [FAST]	$	1,539,700

DOT&PF also has concerns regarding the removal of the language about AC conversions, which was done without providing reason or context. It appears that FHWA may have conflated administrative actions with administrative modifications.

As a reminder, DOT&PF maintains its authority under Title 49 U.S.C. 5304(g)(9) to reprioritize projects within the STIP without requiring federal approval, as stated: *"Modifications to project priority. Notwithstanding any other provision of law, action by the Secretary shall not be required to advance a project included in the approved transportation improvement program in place of another project in the program."*

The removal of language regarding AC from the narrative also appears to conflict with 23 CFR 630.709(a), which clearly provides*: "The State Department of Transportation may submit a written request to the FHWA that a project be converted to a regular Federal-aid project at any time provided that sufficient Federal-aid funds and obligation authority are available."*

Additionally, the federal planning finding suggests that the use of AC at historic levels introduces risks to the delivery of our program. While we appreciate the acknowledgment of potential risks, it is important to clarify that the current proportion of AC is not unprecedented. Our records indicate that AC balances, relative to our Formula Limitation, are below the high-water mark reached in 2006, when AC balances were 189% of the Formula Limitation. Moreover, restrictions on a state's use of AC were removed in 1995, the former restrictions allowing states to leverage expected apportionments plus an additional year of apportionment.

DOT&PF firmly believes that leveraging AC within this amendment serves the best interests of the state, providing both flexibility and a strategy to ensure the timely and effective delivery of transportation projects for the traveling public.

DOT&PF requests clarification on the specific authority FHWA is relying on to reject or restrict the State of Alaska's statutory right to manage its financial resources by leveraging Advance Construction (AC), a federally permitted financial tool, particularly when the current and projected balances are well within the historical previously approved range of AC usage.

23 CFR 450.218 Development and Content of The Statewide Transportation Improvement Program (STIP) – CORRECTIVE ACTIONS

CORRECTIVE ACTION A –URBAN AREA BOUNDARIES: DOT&PF CONTESTS THIS CORRECTIVE ACTION

Federal Highways Administration and Federal Transit Administration Comments

"The following projects are excluded from approval of STIP Amendment #1. Any project located within an MPO's approved Urban Area Boundary or Metropolitan Planning Area Boundary, must be included in the MPO TIP. Once amended into the MPO TIP, the TIP amendment can be amended into the AK DOT&PF's STIP without modification. Excluded MPO projects include:

- *34545 Chena River Railroad Bridge Replacement – ARRC*
- *34547 City of North Pole: Alaska, Drainage Project - City of North Pole*
- *34130 Richardson Highway Milepost 346 Northbound Chena Bridge Replacement "*

DOT&PF Comment

We are in receipt of our October 15, 2024 email rejecting our request for reconsideration of the exclusion of the Richardson Highway Milepost 346 Northbound Chena Bridge Replacement Project (STIP ID 34130) from approval in STIP Amendment #1. We continue to contest this decision and request further detailed discussions with our State attorney as part of the proposed action plan.

The Richardson Highway Milepost 346 Northbound Chena Bridge Replacement Project is not located within the MPO's Metropolitan Planning Area (MPA) Boundary. Although the U.S. Census Bureau's 2020 census urbanized boundary for Fairbanks now includes the Chena Flood Control Area, 23 CFR 450.312(a) and 450.312(j) explicitly state that any changes to the MPA boundary must receive Governor's approval. The final MPA boundary approved by the MPO and Governor might be identical to, and might be smaller than, the Census Bureau's 2020 urban area boundary. Either way, once the boundary adjustments have been approved by the MPO and the Governor, the official boundary descriptions will be transmitted to FHWA and FTA.

Additionally, 23 CFR 450.326(e) plainly requires that "The TIP shall include capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the metropolitan planning area ...". There is no additional requirement for inclusion of projects within the U.S. Census Bureau's urban area in FHWA's regulations. Thus, for a second reason, the FPF requirement is inconsistent with federal regulations.

Furthermore, FHWA has authorized other projects within the new urbanized boundary for FY24, despite not being included in the TIP or MTP. For example, the Chena Ridge Resurfacing Project (NFHWY00838)

received construction authorization and local planning approval which, at this time, is the only planning authorization required (outside of the STIP) for the project to advance to construction. This demonstrates that it is possible to proceed without inclusion in the TIP. This highlights an inconsistency in the application of project exclusion.

Information provided by FHWA staff indicated that the MPA expansion does not need to be approved or agreed upon until either the next MTP update (which has not yet begun) or four years from the designation. There is no current requirement for updated MTPs and TIPs to incorporate projects within the newly designated boundaries until 2026. This is consistent with the approach taken for the Matanuska-Susitna Valley Planning (MVP) MPO, where FHWA is not objecting to existing DOT&PF planned projects within the MVP boundary, even in the absence of an updated MTP or TIP.

DOT&PF is prepared to obligate and begin construction on this critical Interstate Highway bridge replacement project, which will help mitigate risks associated with potential load restrictions, earthquakes, and floods, all of which threaten the cost of living and transportation efficiency in the Fairbanks area.

We have reviewed the Chena River Railroad Bridge Replacement (STIP ID 34545) and confirmed that it will be funded through a discretionary grant administered by the Federal Railroad Administration (FRA). Therefore, this project will be removed from the STIP and will not require incorporation into the TIP.

The City of North Pole: Alaska Drainage Project (STIP ID 34547) falls within the existing FAST MPA and is funded through the PROTECT program grant. As such, it will be removed from the STIP and will be required to be included in the FAST TIP.



Based on the established facts regarding the Richardson Highway Milepost 346 Northbound Chena Bridge Replacement Project's location relative to the FAST MPA boundary, and in accordance with 23 CFR 450.312 regulations, DOT&PF believes that further delays imposed by FHWA are unwarranted and requests the project be removed from the Federal Planning Findings.

CORRECTIVE ACTION B – DISCRETIONARY GRANT: MORE INFORMATION NEEDED

Federal Highways Administration and Federal Transit Administration Comments
"The following projects are excluded from approval of STIP Amendment #1. Any project funded with Tribal funds must be included in the Tribal Transportation Improvement Program (TTIP). The TTIP is included into the STIP by reference and without modification. This includes all projects funded through Tribal program dollars. Excluded Tribal projects include:

34564 - Fast End Roads Design Refresh - Nome Eskimo Community
34567 - High Ridge Road Phase Two - Igiugig Village
34578 - Manokotak First, Second, Third Street Rehabilitation Road Project - Manokotak Village
34583 - Minto Community Street Improvement - Native Village of Minto
34587 - Old John Lake Trail -Arctic Village Council
34590 - Pedro Bay Landfill Access Road - Pedro Bay Village
34608 - Tribal Way Road Improvement- Sitka Tribe of Alaska
34625 - White Mountain Community Streets - Native Village of White Mountain

34562 - Ekwok Road Spot Safety Improvements Preliminary Engineering - Native Village of Ekwok
34568 - Hillcrest Drive and Bayou Loop Road Safety Improvements Design Project - Native Village of Clarks Point
34569 - Huslia Streetlight Illumination Project - Huslia Village
34571 - Kasaan Access Road Killer Hill Realignment- Organized Village of Kasaan
34577 - Main Street Spot Safety Improvements Preliminary Engineering - Native Village of New Stuyahok
34582 - Mile Post 111.5 Richardson Highway Turn Lanes Project - Native Village of Gakona
34584 - Naknek Pedestrian Path Construction Project - Naknek Native Village Council
34586 - Nerka Infrastructure Safety Improvements - Curyung Tribal Council
34591 - Pilot Point Brush Cutting & Signs Program Startup - Native Village of Pilot Point
34593 - Preliminary Engineering for Safety Improvements on Walden Point Road and Airport Road - Metlakatla Indian Community
34605 - Systemic Application of Roadway Departure Countermeasures - Native Village of Noatak"

DOT&PF Comments
In the March 27th, 2024 Federal Planning Findings, the FHWA and FTA stipulated that as part of Tier 2 requirements, any *"awarded Discretionary Grants must be included in the fiscal constraint documentation."* During follow-up meetings, FHWA clarified that DOT&PF is required to include discretionary grants awarded to any entity within the State of Alaska funded under Title 23 and Title 49. The Fiscal Constraint Demonstration tables must reflect the awards for each individual grant program, clearly itemized and broken down by fiscal year to ensure accurate tracking and compliance with funding allocations for each grant. However, there is an important exception: projects may be excluded from the STIP if the specific Notice of Funding Opportunity (NOFO) for the grant explicitly exempts them.

Additionally, discretionary grants awarded to tribes or located within the FAST or AMATS MPA must be included in the TIPs. This requirement does not extend to the MVP MPA, which currently lacks an established TIP.

DOT&PF was unable to identify any specific exclusions in the NOFO for the Tribal Transportation discretionary grants (both High-Priority and Safety Programs) of which FHWA and FTA rejected. The Safety Program NOFO states that these Tribal discretionary grants are funded under 25 CFR Part 170, with Section 170.124 specifying that, in order to expend any federal transportation funds, a tribe must ensure that the eligible project or program is listed on an FHWA-approved TIP or STIP.

To comply with 25 CFR Part 170 and 23 CFR Part 450, the FHWA approved Tribal Transportation Improvement Program (TTIP) must be included without further action into the state's STIP. DOT&PF chose to include the Bureau of Indian Affairs (BIA) approved Tribal Transportation Program Transportation Improvement Program (TTPTIP), the compilation of TTIPs from over 200 federally recognized tribes, which is fully compliant with 23 CFR 450.218(e).

However, to ensure that newly added discretionary grant awards from individual TTIPs are included in the STIP without unnecessary delays, DOT&PF may consider the logistically challenging incorporation of individual TTIPs into the STIP. Once projects are incorporated into the TTPTIP, they will be removed from the STIP to avoid duplication, ensuring smoother coordination between the TTPTIP and STIP processes.

Many Tribal Transportation Safety Program projects were awarded for the development of safety plans and conducting safety data assessments, which are not required to be included in the STIP due to specific exceptions outlined in 23 CFR 450.218.

To ensure no community risks losing its discretionary grant award and to prevent delays in grant-funded projects, DOT&PF requests written guidance along with a comprehensive list of all USDOT discretionary grant programs that are and are not required to be included in the STIP or TIPs.

DOT&PF requests that FHWA, as the common authority responsible for the approval of TTIPs prior to their inclusion in the BIA TTPTIP and the approval of the WFLHD TIP, clearly take ownership of the responsibility for these TIPs. FHWA should also ensure that these TIPs are provided to DOT&PF in a complete state when requested for subsequent STIP amendments.

Additionally, FHWA should provide DOT&PF with specific guidance on how Alaska should incorporate by reference or include, without further action, the aforementioned TIPs. The state should not be required to infer responsibilities that are clearly within the purview of FHWA.

DOT&PF seeks a complete package from FHWA on the most current versions of the WFLHD TIP, TTPTIP, and, where applicable, individual TTIPs, when requested for future STIP amendments.

DOT&PF requests that FHWA, as the authority approving the WFLHD TIP and the TTIPs (which are submitted to BIA for inclusion in the TTPTIP), ensure these TIPs are provided to DOT&PF in a complete state when requested for subsequent STIP documents.

23 CFR 450.218 Development and Content of The Statewide Transportation Improvement Program (STIP) – RECOMMENDATIONS

RECOMMENDATION A – STIP FORMAT: DOT&PF CONTESTS THIS RECOMMENDATION

Federal Highways Administration and Federal Transit Administration Comments
"a) Due to the voluminous nature of Alaska DOT&PF's STIP Amendment #1, and the inconsistencies found among the various tables and data sets, we recommend significant simplification of the STIP to ensure requirements are met and to ensure information remains transparent but is easy to access and use."

DOT&PF Comments
While DOT&PF understands the intent behind the recommendation to simplify the STIP for ease of access and transparency, DOT&PF believes that providing comprehensive and detailed information is essential to ensuring transparency, accountability, and full disclosure of the state's transportation planning efforts.

The detailed nature of the STIP is designed to offer multiple ways for different users to view and understand project data—by project title, location, fund source, and other critical attributes—allowing different stakeholders to access the information in the manner most useful to them. Reducing the amount of data and simplifying the presentation could risk omitting important details necessary for stakeholders to understand the full scope and complexity of the program.

We remain committed to refining our internal processes to ensure accuracy while preserving the robust, detailed data presentation that meets both federal requirements and the needs of the public.

RECOMMENDATION B – ABRIDGED PUBLICLY AVAILABLE AMENDMENT: DOT&PF CONTESTS THIS RECOMMENDATION

Federal Highways Administration and Federal Transit Administration Comments
"b) To support an expedited review process and provide clarity to all stakeholders, in the future any proposed STIP amendment should only include those projects that are being amended along with the fiscal constraint demonstration to support the amendment."

DOT&PF Comments
While DOT&PF understands the intent behind the recommendation to limit future STIP amendments solely to the projects being amended, we respectfully decline to adopt this approach. DOT&PF maintains that a comprehensive view of all projects—amended and non-amended—is essential for ensuring transparency, proper coordination, and a full understanding of the fiscal constraint across the program. The inclusion of the broader context of all projects, even those not being amended, provides stakeholders with a more accurate picture of how changes affect the overall program.

23 CFR 450.208 Coordination of Planning Process Activities – NARRATIVE

FINDING –REVISED PLANNING BOUNDARIES: DOT&PF CONTESTS THIS FINDING

Federal Highways Administration and Federal Transit Administration Comments
"DOT&PF has not taken action on the Fairbanks Area Surface Transportation MPO's revised Metropolitan Area Planning boundaries, which is critical to the MPO's ability to update their Metropolitan Transportation Plan (MTP). "

DOT&PF Comments
The assertion that DOT&PF has not acted on the FAST MPO's revised MPA boundaries is incorrect. When the original boundary extension request was submitted to DOT&PF, the request lacked a boundary description that was legally sufficient. At that time, it was determined that since this is the second change to the MPA since the operating agreement was signed, and due to change in practices in how projects are incorporated into the TIP, an updated operating agreement was warranted in accordance with 23 CFR 450.314(b).

At the June 19, 2024, FAST Planning Policy Board meeting, DOT&PF presented a proposed updated version of the operating agreement to the Policy Board for discussion. The agenda and supporting materials, including the proposed agreement, are available on the FAST Planning website. DOT&PF continues to collaborate with the MPO to finalize the agreement and anticipates securing the Governor's approval of an updated operating agreement in the coming months, in accordance with state law and federal planning requirements.

Likewise, DOT&PF is currently reviewing the AMATS operating agreement following a request for a boundary extension. The current agreement, dated October 16, 2002, will be revised to reflect updated practices and regulatory requirements.

Federal Highways Administration and Federal Transit Administration Comments
"FTA received several comments from Alaska MPO's executive directors indicating a lack of coordination in the development of the draft STIP amendment #1, which resulted in continued errors documented in the public facing draft."

DOT&PF Comments
DOT&PF has been actively collaborating with MPOs, FHWA, and FTA in accordance with the directives outlined in the February 9, 2024, Federal Planning Findings for the 2024-2027 STIP, specifically addressing Tier 2, Corrective Action 1a. As required by 23 CFR 450.208, DOT&PF has worked diligently to develop processes and procedures that ensure coordinated planning activities between the state and its respective MPOs. These procedures have been reviewed by the respective MPO Policy Boards, which have provided positive feedback.

While DOT&PF has made significant progress in aligning with federal planning requirements, it is regrettable that recent FHWA corrective action findings appear to be based on statements from staff MPO executive directors rather than from the official governing bodies of the MPOs, namely the MPO Policy Boards, which have been confirmed as the authorized voice of the MPOs in all decision-making processes. During MPO Policy Board Meetings and MPO Quarterly Meetings with the executive directors, we have consistently received positive feedback regarding the 3C processes and procedures. Should FHWA require formal resolutions of support from each MPO, DOT&PF is prepared to provide the necessary documentation upon request.

DOT&PF requests that any federal planning findings based on statements from MPO executive directors be redacted as they are individual opinions, not policy board statements. We also request that FHWA and FTA review minutes and materials from the MPO Policy Boards, which accurately reflect the official positions and decisions of the MPOs.

23 CFR 450.208 Coordination of Planning Process Activities – CORRECTIVE ACTIONS

CORRECTIVE ACTION C – 3C PROCESS: DOT&PF CONTESTS THIS CORRECTIVE ACTION

Federal Highways Administration and Federal Transit Administration Comments
"The DOT&PF must develop and implement processes and procedures for a continuing, cooperative, and comprehensive planning process that meets the requirements of 23 CFR 450.208. These documented procedures should result in a tangible demonstration of coordination among the MPOs and the DOT&PF such that information is coordinated among the agencies in the development of documents including the STIP and STIP amendments. In addition, this coordination must provide for timely resolution of differences to ensure MPO processes are supported and before draft documents are released for public review."

DOT&PF Comments
DOT&PF has developed and implemented the 3C processes and procedures, which clearly outline the roles and responsibilities of DOT&PF in relation to MPO coordination, as required by 23 CFR 450.208 and

23 CFR 450.316. This reflects DOT&PF's strong commitment to the 3C process and collaboration with our MPO partners, as evidenced by our continuous engagement in developing these procedures, which are summarized below. The finalized 3C Processes and Procedures document was formally transmitted to FHWA and FTA on September 2, 2024, as a result of many ongoing engagements detailed in **TABLE 3**.

On June 11, 2024, DOT&PF and FHWA met to discuss the Tier 2 findings and resolution. At this meeting, Lauren Little, DOT&PF Chief Engineer, reviewed and received concurrence from Julie Jenkins and Theresa Hutchins of FHWA that the 3C document did not require formal approval by the MPOs. As the document is specific to DOT&PF's internal processes and procedures and does not impose requirements on the MPOs, it was determined that MPO approval would not be necessary. However, DOT&PF committed to developing the document collaboratively, which is reflected in the engagement summary provided below. This agreement was further confirmed during the August 26, 2024, MPO Quarterly Meeting, where FHWA partners Marie Heidemann, Julie Jenkins, and Sandra Grace-Aline were present.

DOT&PF is unclear as to why FHWA does not consider this matter resolved regarding the federal planning findings on the STIP. DOT&PF fully recognizes that the 3C process is inherently continuous and, as such, the processes and procedures will continue to be refined and adjusted as needed, in collaboration with our MPO partners.

In addition to the 3C document and associated MPO Operating Agreements, DOT&PF is advancing a broader planning manual effort. This manual will not only incorporate the 3C document but will also address broader STIP development and coordination procedures to ensure comprehensive planning and compliance.

It is also important to note that, based on the FHWA/FTA Narrative that FHWA and FTA may be basing their findings on conversations with individual MPO executive directors, without fully considering the actions taken by the MPO Policy Boards or the substantial efforts of the DOT&PF team. DOT&PF is committed to transparency and collaboration, and we recommend that FHWA and FTA take into account the collective input and formal actions of all involved stakeholders when assessing the effectiveness of our processes.

TABLE 3: 3C ENGAGEMENT SUMMARY FOR STIP AMENDMENT #1

Date 2024	Event	Participants	Action	Outcome
5/29	MPO Quarterly Meeting	MPO Executive Directors, DOT&PF Staff	Worked collaboratively on the draft 3C document.	75% of the document was completed in real time.
6/5	FAST Planning TAC	FAST TAC Members	Shared the draft 3C document and captured comments in the meeting minutes.	Moved to Policy for further review.
6/6	AMATS TAC	AMATS TAC Members	Shared the draft 3C document and captured comments in the meeting minutes.	Moved to Policy for further review.
6/11	MVP TAC	MVP TAC Members	Shared the draft 3C document and captured	Moved to Policy for further review.

			comments in the meeting minutes.	
6/18	MVP Policy Meeting	MVP Policy Board	Discussed the draft 3C document and gathered comments.	Comments provided for incorporation.
6/19	FAST Planning Policy Meeting	FAST Planning Policy Members	Discussed the draft 3C document and gathered comments.	Comments provided for incorporation.
6/20	AMATS Policy Meeting	AMATS Policy Members	Discussed the draft 3C document and gathered comments.	Comments provided for incorporation.
6/24	Email to MPO Planners	DOT&PF MPO Planners, Brett Nelsen, Judy Chapman	Sent updated draft 3C document incorporating MPO comments.	Sought additional comments, feedback, and recommendations.
6/27	Email from J. Fox to B. White	FAST Planning TAC	Follow-up on the status of the 3C document and requested a copy for FAST Planning TAC.	Status update provided.
6/28	Email to MPO Executive Directors	MPO Executive Directors	Sent the most current version of the draft 3C document and updated on current status.	Provided MPOs with the latest document for further review.
8/26	MPO Quarterly Meeting	FHWA, MPO Executive Directors, DOT&PF Staff	Reviewed and completed the entire draft 3C document, with remaining items being minor verbiage adjustments.	Final document review completed; minor adjustments needed.
9/4	FAST Planning TAC	FAST TAC Members	Shared the revised draft 3C document with the technical advisory committee (not an action item).	Moved to Policy for further review.
9/5	AMATS TAC	AMATS TAC Members	Shared the revised draft 3C document with the technical advisory committee (not an action item).	Moved to Policy for further review.
9/10	MVP TAC	MVP TAC Members	Shared the revised draft 3C document with the technical advisory committee (not an action item).	Moved to Policy for further review.
9/17	MVP Policy Meeting	MVP Policy Board	Shared the revised draft 3C document with the Policy Board (not an action item).	Final document review completed by the MVP Policy Board.
9/18	FAST Planning Policy Meeting	FAST Planning Policy Members	Shared the revised draft 3C document with the Policy Board (not an action item).	Final document review completed by FAST Policy Board.

9/19	AMATS Policy Meeting	AMATS Policy Members	Shared the revised draft 3C document with the Policy Board (not an action item).	Final document review completed by AMATS Policy Board.

23 CFR 450.208 Coordination of Planning Process Activities – RECOMMENDATIONS

RECOMMENDATION C –REVISED PLANNING BOUNDARIES: DOT&PF CONTESTS THIS RECOMMENDATION

Federal Highways Administration and Federal Transit Administration Comments
"The inclusion of the MPO's MTPs in the STIP, it gives the appearance that Alaska DOT &PF and/or FHWA and FTA are by extension providing approval of the MPO MTPs through the approval of the STIP or STIP Amendments."

DOT&PF Comments
The inclusion of the MPO's Metropolitan Transportation Plans (MTPs) in the STIP is clearly labeled as "*Included for informational purposes*", which should make it evident that DOT&PF is not conferring any formal approval by referencing them. The use of these words explicitly clarifies that the inclusion of the MTPs in the STIP is meant solely as a reference for stakeholders, and neither DOT&PF, FHWA, nor FTA is implying formal approval of the MTPs through the STIP or STIP Amendments. This approach supports transparency and ensures ease of access for those seeking comprehensive transportation information in one location.

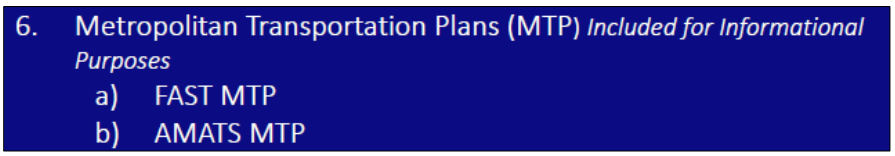


FIGURE 2: STIP AMENDMENT #1 VOLUME 2: TABLE OF CONTENTS

23 CFR 450.210 Interested Parties, Public Involvement, and Consultation – NARRATIVE

FINDING – PUBLIC ENGAGEMENT: DOT&PF CONTESTS THIS FINDING

Federal Highways Administration and Federal Transit Administration Comments
"The public was not given the opportunity to comment on the final STIP Amendment #1 prior to submittal for Federal approval."

DOT&PF Comments
Changes were made between the Draft STIP Amendment #1 and the Final STIP Amendment #1 based on public comments, as well as the July 31, 2024, joint FHWA and FTA comment letter. All public comments were responded to formally and documented in STIP Amendment #1 Volume 3. The joint FHWA FTA review letter was responded to in detail. In cases where no contact information was

provided, or the comments solely consisted of disrespectful or abusive commentary, responses were not issued; those comments were still recorded and considered as part of the public engagement process.



DOT&PF requests specific details and clarification regarding the statement on public engagement that "some comments were not responded to," as DOT&PF applied a thorough and methodical approach to reviewing, considering, and responding to all public comments that included contact information.

23 CFR 450.210 Interested Parties, Public Involvement, and Consultation – CORRECTIVE ACTIONS

No Corrective Actions

23 CFR 450.210 Interested Parties, Public Involvement, and Consultation – RECOMMENDATIONS

RECOMMENDATIONS D AND E – PUBLIC PROCESS: DOT&PF CONTESTS THIS RECOMMENDATION

Federal Highways Administration and Federal Transit Administration Comments

"d. The public participation process should document processes to engage the public when significant changes are made to Federal documents such as the STIP and STIP Amendments and how the disposition of public comments are made available."

"e. The disposition of comments should address the comments received and the public should be able to find their comment and understand how it was considered for the final document. Therefore, the disposition of their comments should address their specific comment."

DOT&PF Comments

DOT&PF fully acknowledges the importance of public participation in the STIP process and is committed to transparency in addressing public comments. Public engagement plays a critical role in the STIP process, and every effort was made to ensure that the final document accurately reflected the input from the public and stakeholders, as well as the guidance provided from FHWA and FTA.

All public comments received were recorded for public and agency review, were fully considered by DOT&PF, and documented in STIP Amendment #1, Volume 3. In addition, the detailed responses to the joint FHWA/FTA review letter were incorporated, ensuring that federal guidance was fully addressed. DOT&PF recognizes that meaningful public participation is essential, and every comment that included an email address, phone number, mailing address, or other contact information was given an individualized response. In cases where no contact information was provided, or the comments were deemed disrespectful or abusive, responses were not issued. However, such comments were still recorded and considered as part of the public engagement process.

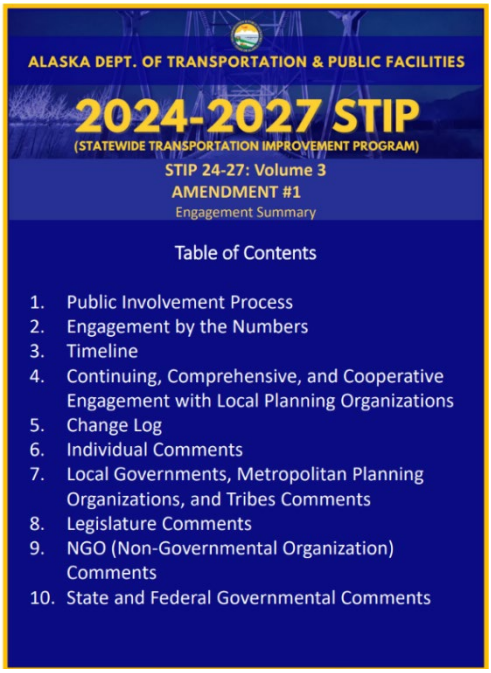


FIGURE 3: STIP AMENDMENT #1 ENGAGEMENT SUMMARY TABLE OF CONTENTS

The STIP Team takes immense pride in its engagement efforts (**FIGURE 3**), prioritizing personalized responses to every comment that allowed for returned communication. Whether a comment was received via email, phone, letter, or other means, our team ensured that each individual or organization received a thoughtful and specific reply. DOT&PF values the public's role in shaping Alaska's transportation priorities and remains committed to transparency and responsiveness throughout the entire STIP process.

Accessibility and Civil Rights Compliance. DOT&PF is committed to ensuring that the public participation process is fully accessible, in compliance with ADA requirements, and that all members of the public have the opportunity to engage. Public comments and responses are provided in accessible formats upon request, ensuring that individuals with disabilities have equal access to the STIP review and feedback process. Additionally, language access services, such as translation and interpretation, are available to ensure that individuals with limited English proficiency can meaningfully participate in the process. These services align with Title VI of the Civil Rights Act and federal regulations regarding language accessibility in public documents and processes.



FIGURE 4 :STIP AMENDMENT #1: ENGAGEMENT BY THE NUMBERS

Public Engagement Process. When significant changes are made to federal documents, including the STIP and STIP Amendments, DOT&PF engages the public through established public participation channels, as required under 23 CFR 450.210. Our process includes public notifications, accessible public meetings, and online comment submission options. This process is documented and regularly updated to ensure full public engagement.

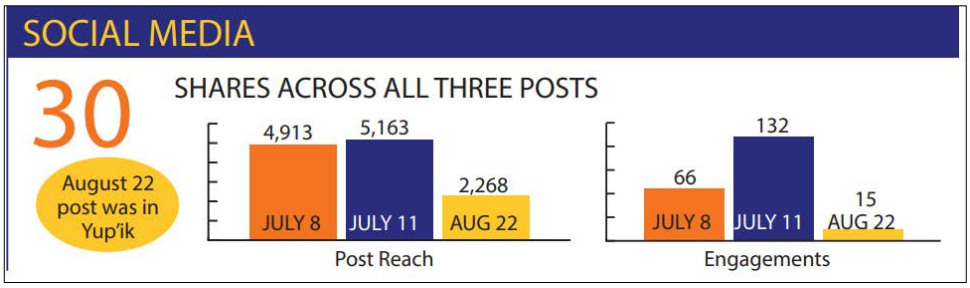


FIGURE 5: STIP AMENDMENT #1: SOCIAL MEDIA BY THE NUMBERS

Disposition of Comments. The disposition of comments follows an organized and transparent system. Comments received from stakeholders are categorized by individual or organization, and the disposition of each comment is documented clearly. Each original comment is followed by the corresponding response, whether via email or letter, and is arranged in alphabetical order by stakeholder. Additionally, the table of contents is clearly identified, allowing easy navigation through the document. Our system ensures that the public can locate their comment and understand how it was addressed in the final STIP or amendment. This approach aligns with the federal requirements under 23 CFR 450.210, and that our process supports timely and efficient project delivery while fully considering public input.

DOT&PF firmly believes that it fully complies with all applicable regulations and has established a national standard for best practices in STIP communications. Therefore, DOT&PF requests specific details regarding any deficiencies that must be addressed to ensure compliance with regulations related to the disposition of public comments in final documents.

23 CFR 450.218(m) Fiscal Constraint – NARRATIVE

FINDING – DISCREPANCIES IN ADVANCE CONSTRUCTION (AC) FIGURES: DOT&PF CONTESTS THIS FINDING

Federal Highways Administration and Federal Transit Administration Comments
"There is a significant discrepancy of Advance Construction (AC) between the Fiscal Constraint Demonstration Detail table in the Narrative and projects identifying AC in the Deep Dive pages in Volume 1."

DOT&PF Response
The figures provided in the table provided by FHWA under "*Fiscal Constraint Demonstration Detail (Narrative)*" and the "*Consolidated from Deep Dive Pages (Volume 1)*" appear to be incorrectly

calculated. The figures provided by FHWA in the "Narrative" section indicate a negative total of -$149,351,366, while the "Deep Dive Pages" section shows a positive total of $138,471,292. It's unclear and puzzling as to how the first negative total was arrived at, and unclear as to which deep dive pages were "consolidated" and whether this is inclusive of both project and program deep dives, regardless, a manual check of our figures from the amendment document suggests the FHWA figures are inaccurate. We request clarification on how these figures were calculated and as stated prior and in numerous meetings, we are happy to make our staff available to assist FHWA in reviewing our STIP.

Table 4: FHWA/FTA Table from Page 9

FHWA Provided

	Fiscal Constraint Demonstration Detail (Narrative)	Consolidated from Deep Dive Pages (Volume 1)
Revenue*	$944,611,694	$944,611,694
Programmed	$955,491,768	$806,140,402
Total	$(149,351,366)	$138,471,292

*Assumed the amount of revenue available is constant as documented in the Fiscal Constraint Demonstration Detail shown in Alaska DOT&PF STIP Amendment #1, Narrative.

In future correspondence, DOT&PF requests professional detailed breakdowns that support findings and corrective actions in lieu of speculative and suggestive statements such as:

"The discrepancies between the funding programmed and documented in the Deep Dive pages and the funding identified in the Fiscal Constraint Demonstration Detail raise questions about whether the table in the Fiscal Constraint Demonstration Detail accurately reflects the State, local, and Federal funds programmed in the STIP [FHWA/FTA],"

and

"It appears that some of the issues are simply errors; however, some issues are significant enough to question the validity of the Fiscal Constraint Demonstration Detail [FHWA/FTA]."

Providing specific details will ensure productive dialogue and facilitate timely and accurate responses to concerns; without such details, these comments are unproductive.

Considering the calculation errors in the only example provided by FHWA and FTA, DOT&PF requires that detailed breakdown be provided with precise explanations that supports the statement that the validity of the Fiscal Constraint Demonstration tables are in question.

Finding – Discrepancies in Fiscal Constrain Demonstration: DOT&PF Contests This Finding

Federal Highways Administration and Federal Transit Administration Comments
"FHWA notes a significant discrepancy between the fiscal constraint demonstration detail in the narrative and the figures shown in the "Deep Dive" pages. Specifically, the programmed amounts between the two tables do not align."

DOT&PF Response

Per FHWA's guidelines, projects within an MPA are required to be programmed within the TIP for that area, as stipulated under 23 CFR 450.326. However, DOT&PF is also mandated by FHWA to demonstrate fiscal constraint for Alaska's MPOs, in accordance with 23 CFR 450.218. This requirement means that the Fiscal Constraint Demonstration tables must reflect financial planning not only for state-managed projects but also for FAST TIP, AMATS TIP, and WFLHD TIP.

As a result, the funds reflected in our Fiscal Constraint Demonstration tables will not be derived by simply tallying the amounts in the Deep Dive Pages. The Fiscal Constraint Demonstration tables encompass funding for all Alaska MPO TIPs, whereas the Deep Dive Pages focus solely on projects programmed by DOT&PF. This distinction accounts for the differences in totals, which are a direct consequence of FHWA's requirements to include MPO-managed projects in the Fiscal Constraint Demonstration tables. Specifically, the summary of Advance Construction (AC) programming is presented in **TABLE 5.**

TABLE 5: AC PROGRAMMING IN STIP AMENDMENT #1

Source	AC Programmed Amount
FAST TIP	$5,379,600
WFLHD TIP	$2,049,503
Statewide Planning and Research Funds	$12,471,893
AC Programmed in Project Deep Dives	$935,590,772
AC Programmed in Fiscal Constraint Demonstration Tables	$955,491,768

The Fiscal Constraint Demonstration in **TABLE 6**, shows a total of $955,491,768 programmed in AC, , in compliance with federal guidelines, regardless of whether projects are programmed in the TIP or STIP. DOT&PF notes that **TABLE 6** indicates a fiscal constraint value of $10,880,074 for STBG Flex in FY25 and FY27. DOT&PF iteratively increases the revenue values to balance the programming of AC, which serve as a cash management tool rather than a funding source. A further adjustment is needed to balance out the AC from $10,880,074 back to zero, but this is not a mathematical error.

TABLE 6: DEMONSTRATION OF FISCAL CONSTRAINT AC AT HIGH-LEVEL

The FAST TIP includes $5,379,600 programmed in AC, which is accurately reflected in the TIP for the Fairbanks area MPA. The WFHLD TIP lists a project (Keku Road Resurfacing) funded through formula allocations to the State of Alaska, with $2,049,503 in AC. These projects, as presented in TABLE 7, are programmed in the TIP and not the STIP, and therefore will not have Project Deep Dives. Additionally, the Annual Work Program, which utilizes Statewide Planning and Research Funds and includes $12,471,893 in AC, is also not required to have a Deep Dive in the STIP, as shown in TABLE 7.

Fund Source	Revenue	Programmed	Fiscal Constraint
FY24	$ 62,831,601	$ 62,831,601	$ -
FHWA AC	$ 62,831,601	$ 62,831,601	$ -
SPR AC-AC; FY24	$ 12,471,893	$ 12,471,893	$ -
STBG AC-FAST, 50-200k; FY24	$ 1,539,700	$ 1,539,700	$ -
STBG AC-Flex; FY24	$ 48,820,008	$ 48,820,008	$ -
FY25	$ 222,044,260	$ 225,763,259	$ 3,718,999
FHWA AC	$ 222,044,260	$ 225,763,259	$ 3,718,999
NHPP AC-; FY25	$ 95,020,694	$ 95,020,694	$ -
STBG AC-<5k; FY25	$ 20,923,100	$ 20,923,100	$ -
STBG AC-FAST, 50-200k; FY25	$ 2,020,400	$ 2,020,400	$ -
STBG AC-Flex; FY25	$ 104,080,066	$ 107,799,065	$ 3,718,999
FY26	$ 268,982,732	$ 268,982,732	$ -
FHWA AC	$ 268,982,732	$ 268,982,732	$ -
Bridge AC-AC; FY26	$ 8,290,300	$ 8,290,300	$ -
HSIP AC-; FY26	$ 6,492,210	$ 6,492,210	$ -
NHPP AC-AC; FY26	$ 183,723,780	$ 183,723,780	$ -
STBG AC-<5k; FY26	$ 18,554,486	$ 18,554,486	$ -
STBG AC-FAST, 50-200k; FY26	$ 1,819,500	$ 1,819,500	$ -
STBG AC-Flex; FY26	$ 50,102,456	$ 50,102,456	$ -
FY27	$ 390,753,101	$ 397,914,176	$ 7,161,075
FHWA AC	$ 390,753,101	$ 397,914,176	$ 7,161,075
NHPP AC-AC; FY27	$ 298,603,023	$ 298,603,023	$ -
STBG AC-<5k; FY27	$ 11,471,317	$ 11,471,317	$ -
STBG AC-Flex; FY27	$ 80,678,761	$ 87,839,836	$ 7,161,075
Grand Total	**$ 944,611,694**	**$ 955,491,768**	**$ 10,880,074**

TABLE 7: FISCAL CONSTRAINT DEMONSTRATION FOR AC PROGRAMMED NOT IN DEEP DIVES

STIP ID	STIP Name	Funds Programmed
FY24		$ 14,011,593
FHWA AC		**$ 14,011,593**
Statewide Planning and Research Advance Construction		**$ 12,471,893**
AWP [Ledger]	Annual Planning Work Program	$ 12,471,893
Surface Transportation Block Grant: Population 50-200K (FAST) Advance Construction		**$ 1,539,700**
17662	Community-Driven Transportation Projects [FAST]	$ 1,539,700
FY25		$ 2,020,400
FHWA AC		**$ 2,020,400**
Surface Transportation Block Grant: Population 50-200K (FAST) Advance Construction		**$ 2,020,400**
17662	Community-Driven Transportation Projects [FAST]	$ 1,747,500
34686	Transportation Plans and Studies [FAST]	$ 272,900
FY26		$ 3,869,003
FHWA AC		**$ 3,869,003**
Surface Transportation Block Grant: Population <5K Advance Construction		**$ 2,049,503**
33218	Keku Road Resurfacing: Kake to Seal Point [WFLHD]	$ 2,049,503
Surface Transportation Block Grant: Population 50-200K (FAST) Advance Construction		**$ 1,819,500**
17662	Community-Driven Transportation Projects [FAST]	$ 1,819,500
Grand Total		**$ 19,900,996**

The AC totals from the Project Deep Dive pages are listed in TABLE 8 for reference, showing a total of $935,590,773 programmed in AC.

The difference between the Project Deep Dives and the Fiscal Constraint Demonstration tables is due to the exclusion of MPO projects in the STIP while needing to include them in the fiscal constraint demonstration tables as requested by FHWA. This also would have been an easy explanation to provide with a simple inquiry from FHWA.

If the demonstration of fiscal constraint does not comply with FHWA and FTA guidelines, as outlined in 23 CFR 450.218, DOT&PF requests the detailed and specific information, necessary to facilitate productive progress, to be provided.

Table 9 consolidates all projects programmed in the STIP, TIP, and Annual Work Program, in the same format as the Fiscal Constraint tables published in the STIP Narrative.

TABLE 8: FISCAL CONSTRAINT DEMONSTRATION FOR AC PROGRAMMED WITH DEEP DIVES PAGES

STIP ID	STIP Name	Funds Programmed
FY24		$ 48,820,008
FHWA AC		**$ 48,820,008**
Surface Transportation Block Grant: FLEX Advance Construction		**$ 48,820,008**
18923	Pavement and Bridge Preservation Program: Northern Region	$ 19,666,113
33241	Cape Blossom Road [Parent and Final Construction]	$ 6,952,500
33962	Ice Roads, Seasonal Roads, and Winter Trails Program	$ 725,598
33965	Rock Slope Stabilization Program	$ 5,921,056
34302	Pavement and Bridge Preservation Program	$ 15,554,741
FY25		$ 223,742,859
FHWA AC		**$ 223,742,859**
National Highway Performance Program Advance Construction		**$ 95,020,694**
12641	Seward Highway Milepost 98.5 to 118 Bird Flats to Rabbit Creek [Parent and Final Construction]	$ 23,350,000
24596	Knik Goose Bay Road Reconstruction: Centaur Avenue to Settler's Bay [Parent and Final Construction]	$ 36,402,219
33720	Richardson Highway Milepost 275-295 Rehabilitation	$ 1,364,550
34434	Sterling Highway Milepost 157-169 Reconstruction Anchor Point To Baycrest Hill [Stage 1]	$ 30,719,975
34637	Parks Highway Milepost 234-238 Reconstruction and Railroad Realignment	$ 3,183,950
Surface Transportation Block Grant: FLEX Advance Construction		**$ 107,799,065**
6234	Palmer-Fishhook Separated Pathway: Trunk Road to Edgerton Parks Road [TAP Award 2023]	$ 245,080
34302	Pavement and Bridge Preservation Program	$ 80,241,195
34433	Fairview Loop Road Rehabilitation and Pathway [Stage 1]	$ 15,019,057
34461	West Susitna Access Road [Stage 1]	$ 12,293,733
Surface Transportation Block Grant: Population <5K Advance Construction		**$ 20,923,100**
26085	Seppala Drive Rehabilitation and Realignment	$ 20,013,400
26156	Center Creek Road Rehabilitation	$ 909,700
FY26		$ 265,113,729
FHWA AC		**$ 265,113,729**
Highway Infrastructure Bridge Replacement Advance Construction		**$ 8,290,300**
31469	Ward Creek Bridge Replacement	$ 8,290,300
Highway Safety Improvement Program (HSIP) Advance Construction		**$ 6,492,210**
19217	Highway Safety Improvement Program	$ 6,492,210
National Highway Performance Program Advance Construction		**$ 183,723,780**
23455	South Tongass Highway Saxman to Surf Street Reconstruction	$ 16,456,088
30189	M/V Tustumena Replacement Vessel	$ 79,525,218
34447	Alaska Highway Milepost 1393 Gerstle River Bridge Replacement [Stage 1]	$ 22,829,474
34462	Sterling Highway Milepost 82.5-94 Safety Corridor Improvements [Stage 1]	$ 64,913,000
Surface Transportation Block Grant: FLEX Advance Construction		**$ 50,102,456**
32639	Chiniak Highway Milepost 15-31 Rehabilitation [Stage 1]	$ 16,920,420
34302	Pavement and Bridge Preservation Program	$ 33,182,036
Surface Transportation Block Grant: Population <5K Advance Construction		**$ 16,504,983**
26156	Center Creek Road Rehabilitation	$ 15,270,725
34200	Transportation Workforce Development and Training	$ 1,234,258
FY27		$ 397,914,177
FHWA AC		**$ 397,914,177**
National Highway Performance Program Advance Construction		**$ 298,603,023**
2670	Sterling Highway Milepost 157-169 Reconstruction Anchor Point to Baycrest Hill [Parent and Final Cor	$ 39,083,692
22322	Alaska Highway Milepost 1393 Gerstle River Bridge Replacement [Parent and Final Construction]	$ 53,538,585
22335	Parks Highway Milepost 315-325 Reconstruction [Parent and Final Construction]	$ 47,613,153
29973	Richardson Highway Milepost 65-80 Rehabilitation	$ 18,141,465
34165	Seward Highway Milepost 98.5 to 118 Bird Flats to Rabbit Creek [Stage 2]	$ 140,226,128
Surface Transportation Block Grant: FLEX Advance Construction		**$ 87,839,837**
32638	Chiniak Highway Milepost 15-31 Rehabilitation [Stage 2]	$ 16,556,540
32721	Hemmer Road Upgrade and Extension [CTP Award 2019]	$ 6,094,080
32724	Seldon Road Extension [Stage 2]: Windy Bottom/Beverly Lakes Road to Pittman [CTP Award]	$ 17,158,267
33921	Fairview Loop Road Rehabilitation and Pathway [Parent and Final Construction]	$ 14,567,701
34206	West Susitna Access Road [Parent and Final Construction]	$ 12,379,557
34232	Akutan Harbor Access Road [CTP Award 2023]	$ 8,640,469
34243	Seldon Road Reconstruction: Wasilla-Fishhook Road to Lucille Street [Parent] [CTP Award 2023]	$ 3,638,800
34302	Pavement and Bridge Preservation Program	$ 3,892,043
34342	Bogard Road Safety and Capacity Improvements [Parent] [CTP Award 2023]	$ 4,912,380
Surface Transportation Block Grant: Population <5K Advance Construction		**$ 11,471,317**
34349	Captain's Bay Road [CTP Award 2023]	$ 11,471,317
Grand Total		**$ 935,590,773**

The difference between the Project Deep Dives and the Fiscal Constraint Demonstration tables is due to the exclusion of MPO projects in the STIP while needing to include them in the fiscal constraint demonstration tables as requested by FHWA. This also would have been an easy explanation to provide with a simple inquiry from FHWA.

If the demonstration of fiscal constraint does not comply with FHWA and FTA guidelines, as outlined in 23 CFR 450.218, DOT&PF requests the detailed and specific information, necessary to facilitate productive progress, to be provided.

TABLE 9:FISCAL CONSTRAINT DEMONSTRATION AC - ENTIRE PROGRAM

STIP ID	STIP Name	Funds Programmed
FY24		$ 62,831,601
FHWA AC		$ 62,831,601
Statewide Planning and Research Advance Construction		$ 12,471,893
AWP [Ledger]	Annual Planning Work Program	$ 12,471,893
Surface Transportation Block Grant: FLEX Advance Construction		$ 48,820,008
18923	Pavement and Bridge Preservation Program: Northern Region	$ 19,666,113
33241	Cape Blossom Road [Parent and Final Construction]	$ 6,952,500
33962	Ice Roads, Seasonal Roads, and Winter Trails Program	$ 725,598
33965	Rock Slope Stabilization Program	$ 5,921,056
34302	Pavement and Bridge Preservation Program	$ 15,554,741
Surface Transportation Block Grant: Population 50-200K (FAST) Advance Construction		$ 1,539,700
17662	Community-Driven Transportation Projects [FAST]	$ 1,539,700
FY25		$ 225,763,259
FHWA AC		$ 225,763,259
National Highway Performance Program Advance Construction		$ 95,020,694
12641	Seward Highway Milepost 98.5 to 118 Bird Flats to Rabbit Creek [Parent and Final Construction]	$ 23,350,000
24596	Knik Goose Bay Road Reconstruction: Centaur Avenue to Settler's Bay [Parent and Final Construction]	$ 36,402,219
33720	Richardson Highway Milepost 275-295 Rehabilitation	$ 1,364,550
34434	Sterling Highway Milepost 157-169 Reconstruction Anchor Point To Baycrest Hill [Stage 1]	$ 30,719,975
34637	Parks Highway Milepost 234-238 Reconstruction and Railroad Realignment	$ 3,183,950
Surface Transportation Block Grant: FLEX Advance Construction		$ 107,799,065
6234	Palmer-Fishhook Separated Pathway: Trunk Road to Edgerton Parks Road [TAP Award 2023]	$ 245,080
34302	Pavement and Bridge Preservation Program	$ 80,241,195
34433	Fairview Loop Road Rehabilitation and Pathway [Stage 1]	$ 15,019,057
34461	West Susitna Access Road [Stage 1]	$ 12,293,733
Surface Transportation Block Grant: Population <5K Advance Construction		$ 20,923,100
26085	Seppala Drive Rehabilitation and Realignment	$ 20,013,400
26156	Center Creek Road Rehabilitation	$ 909,700
Surface Transportation Block Grant: Population 50-200K (FAST) Advance Construction		$ 2,020,400
17662	Community-Driven Transportation Projects [FAST]	$ 1,747,500
34686	Transportation Plans and Studies [FAST]	$ 272,900
FY26		$ 268,982,732
FHWA AC		$ 268,982,732
Highway Infrastructure Bridge Replacement Advance Construction		$ 8,290,300
31469	Ward Creek Bridge Replacement	$ 8,290,300
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26156	Center Creek Road Rehabilitation	$ 15,270,725
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34200	Transportation Workforce Development and Training	$ 1,234,258
Surface Transportation Block Grant: Population 50-200K (FAST) Advance Construction		$ 1,819,500
17662	Community-Driven Transportation Projects [FAST]	$ 1,819,500
FY27		$ 397,914,177
FHWA AC		$ 397,914,177
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2670	Sterling Highway Milepost 157-169 Reconstruction Anchor Point to Baycrest Hill [Parent and Final Construction]	$ 39,083,692
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34232	Akutan Harbor Access Road [CTP Award 2023]	$ 8,640,469
34243	Seldon Road Reconstruction: Wasilla-Fishhook Road to Lucille Street [Parent] [CTP Award 2023]	$ 3,638,800
34302	Pavement and Bridge Preservation Program	$ 3,892,043
34342	Bogard Road Safety and Capacity Improvements [Parent] [CTP Award 2023]	$ 4,912,380
Surface Transportation Block Grant: Population <5K Advance Construction		$ 11,471,317
34349	Captain's Bay Road [CTP Award 2023]	$ 11,471,317
Grand Total		$ 955,491,769

FINDING – MPO TIP PROGRAMMING: DOT&PF OBJECTS TO THIS FINDING

Federal Highways Administration and Federal Transit Administration Comments
"Funds identified in the MPO TIPs do not align with the amount programmed."

DOT&PF Response
DOT&PF is surprised at this remark, as the situation should have been apparent to FHWA and FTA. Under 23 CFR 450.326, MPO TIPs and the STIP are developed and submitted independently. The amount of funds programmed in the STIP is based on updated project estimates and schedules. During STIP preparation, DOT&PF closely coordinates with the MPOs to update the TIPs as necessary. However, 23 CFR 450.326 clearly stipulates that TIPs cannot program projects that exceed their available revenue until DOT&PF has programmed the required funds within the MPA through the STIP.

To demonstrate fiscal constraint, DOT&PF must first program the necessary funds into the TIP, as required by 23 CFR 450.218(l). This regulation emphasizes that the TIP cannot program projects in advance of the revenue being programmed within the MPA. Consequently, DOT&PF must ensure fiscal constraint is demonstrated in the STIP before the MPOs can finalize their respective TIPs.

Now that Amendment #1 has been approved, the MPOs are in the process of preparing TIP amendments to align with any changes. This process is both natural and necessary. However, aligning the schedules for STIP and TIP amendments, as encouraged by FHWA and FTA, requires time to implement fully. The amendment process, governed by 23 CFR 450.328, demands significant time and effort due to the complexity and length of the submission process.

Regrettably, these new practices have resulted in delays to critical safety projects within the AMATS and FAST MPAs. FHWA rejected essential Highway Safety Improvement Projects (HSIP)—specifically, the Richardson Highway Milepost 341-362 Variable Speed Limit Signs, Seward Highway Rockfall Mitigation Milepost 113.2, and Pease Avenue Railroad Crossing Surface and Signal Upgrades—on the grounds that they were not listed in the TIP. Prior to these rejections, the TIP and STIP had both included a general "Highway Safety Improvement Program" category, which permitted projects to be added without the need for a discrete listing in the STIP or TIP.

This new requirement, which was not communicated in advance, led to the withholding and subsequent delay of similar safety projects for a full year. Such delays are particularly troubling given the urgent need for pedestrian and vehicular safety improvements in these regions. Therefore, DOT&PF requests that FHWA provide a grace period for the implementation of this new practice, allowing the TIP and STIP to incorporate such changes without further delaying safety projects.



DOT&PF requests that FHWA and FTA provide formal written documentation in advance of changes to procedures and allow for a grace period to enable adjustments to programming cycles. Written guidance ensures clear expectations and helps prevent misinterpretation of guidance.



DOT&PF requests that the FHWA and FTA provide specific examples of the referenced TIP/STIP misalignment, allowing DOT&PF and its MPO partners to effectively address the concerns and respond to their remarks.

FINDING – ARRC PROGRAMMING: DOT&PF SEEKS MORE INFORMATION

Federal Highways Administration and Federal Transit Administration Comments
"In Federal Fiscal Years (FFY) 2025, 2026, and 2027, Alaska Railroad expenditures significantly exceed the amount of Federal Transit Administration funding anticipated."

DOT&PF Response
The Alaska Railroad Corporation (ARRC) is a direct recipient of FTA Section 5307 "Urbanized Area Formula" and Section 5337 "State of Good Repair" funding. These funds do not pass through DOT&PF. As such, the role of DOT&PF, along with AMATS and FAST, is limited to receiving project details from ARRC and programming those projects into the STIP and TIPs, as required by federal regulations.

It is important to note that ARRC carries over significant unspent funds from previous years, which they utilize to balance project expenditures across multiple fiscal years. This carryover provides ARRC with the financial flexibility necessary to manage its capital projects, even when annual expenditures appear to exceed the FTA funds allocated for a particular fiscal year. This is not an uncommon practice for large transit operators managing long-term capital programs.

Historically, ARRC has not been required to break out the specific amounts of funding allocated within the AMATS and FAST Metropolitan Planning Areas (MPAs), given that its rail operations and capital projects extend well beyond MPA boundaries. In discussions with FTA, this issue was acknowledged, and some degree of over-programming was deemed acceptable, particularly in light of ARRC's management of funding at the program level, rather than the project level. This flexibility allowed ARRC to operate effectively across fiscal years while maintaining overall fiscal constraint at the program level.

For Amendment #1, programming with ARRC was refined, with efforts to more clearly define project expenditures within the MPAs. ARRC has taken steps to improve the delineation of its expenditures across regions to better align with federal requirements.

Given the recent remarks by FHWA/FTA, it is now clear that the previous level of flexibility in programming is no longer an option. Moving forward, DOT&PF will work closely with FTA, ARRC, and the MPOs to ensure that fund sources are balanced by fiscal year. While this process will require more detailed coordination, it may inadvertently limit ARRC's ability to maintain its critical mission of providing safe and reliable rail service across the Railbelt. We urge that any adjustments to this process account for the operational challenges ARRC faces in managing long-term capital projects while adhering to the updated fiscal constraint requirements.



DOT&PF requests detailed guidance on expectations for programming ARRC programs in the STIP and TIPs.

FINDING – PROCESS EXPLANATION FOR PARENT/CHILD PROJECTS: DOT&PF SEEKS MORE INFORMATION

Federal Highways Administration and Federal Transit Administration Comments
"Beyond the Deep Dive pages, the conceptual relationship of 'Parent' to 'Child' and the use of this concept within the STIP is not clarified or documented. This lack of clear documentation may confuse

how Parent-Child projects move through the Amendment and Administrative Modification processes and, in some cases, the project design phase."

DOT&PF Response
This is the first time FHWA has brought this comment to DOT&PF's attention. The Parent-Child project relationship has been a long-standing practice, familiar to FHWA, and used consistently in prior STIP submissions. In fact, DOT&PF worked closely with FHWA staff to ensure that the formatting and presentation of Parent-Child project pages met federal expectations and was fully acceptable.

The use of parent-child project relationships in transportation projects is a common practice across many state Departments of Transportation (DOTs). It allows for the clear phasing of large projects into manageable components (phases), such as pre-construction, right-of-way acquisition, and construction, while maintaining oversight over each component's budget, timeline, and jurisdiction.

It appears from the comment that FHWA is requesting a more explicit explanation of this programming method within the STIP narrative. DOT&PF will comply with this request and will include a section in future STIP documents that clearly outlines the Parent-Child relationship, its function in programming, and how it is handled in the Amendment and Administrative Modification processes.

FINDING – ELIGIBILITY OF PROJECTS AND FUNDING SOURCES

Federal Highways Administration and Federal Transit Administration Comments
"All projects included in the STIP must be eligible for the funding sources to which they are programmed. The following projects appear to include ineligible elements. This could include the work type or activity associated with a specific funding source or other characteristics not allowed for Federal funding."

DOT&PF Comments
It is important to note that all projects are thoroughly reviewed for eligibility at the time Federal-Aid agreements are submitted to FHWA. The Federal-Aid management process involves frequent and detailed discussions between FHWA, the DOT&PF Federal-Aid team, project managers, and other relevant stakeholders. This collaborative review process ensures that any potential eligibility concerns are addressed and resolved when close to obligation of federal funds.

The funding sources programmed within the STIP are selected based on the best available information at the time of programming. DOT&PF and FHWA works together to finalize eligibility details during the project development and obligation phases. If any adjustments to funding sources or project elements are necessary, they are typically identified and resolved during these ongoing reviews.

Given the established practice of detailed coordination between DOT&PF and FHWA to ensure eligibility, we are confident that the programming of funding sources aligns with Federal-Aid requirements.

Should FHWA have specific concerns regarding any project, we welcome further dialogue to address those concerns and make any necessary adjustments to ensure compliance.

23 CFR 450.218(m) Fiscal Constraint – CORRECTIVE ACTIONS

CORRECTIVE ACTION D – FISCAL CONSTRAINT DEMONSTRATION: DOT&PF CONTESTS THIS CORRECTIVE ACTION

Federal Highways Administration and Federal Transit Administration Comments
The fiscal constraint demonstration in the STIP must accurately reflect the full funding anticipated for programming throughout the four years of the STIP to include state, local, and Federal funding sources. The fiscal constraint demonstration must also support the funds and resources programmed through the MPO TIPs and use the same funding source titles or abbreviations consistently throughout the document."

DOT&PF Comments
23 CFR 450.218(l**)** states *"The STIP may include a financial plan that demonstrates how the approved STIP can be implemented, indicates resources from public and private sources that are reasonably expected to be available to carry out the STIP… In addition, for illustrative purposes, the financial plan may include additional projects that would be included in the adopted STIP if reasonable additional resources beyond those identified in the financial plan were to become available."*

DOT&PF's fiscal constraint demonstration far exceeds the requirements outlined in 23 CFR 450.218(l). The CFR specifies that the STIP must include a financial plan that demonstrates how the STIP can be implemented with resources that are "reasonably expected to be available." We have complied with this requirement by developing a financial plan that accurately identifies and allocates state, local, and federal funding sources, with a high degree of certainty regarding the availability of these resources.

Our STIP financial plan does not merely indicate the expected resources; it also provides a comprehensive demonstration of how these funds will be allocated across projects over the four-year STIP period. Furthermore, we have gone beyond the basic requirements by ensuring that the fiscal constraint demonstration integrates both state-managed projects and those programmed through the MPO TIPs (AMATS, FAST, and WFLHD), aligning funding sources, project timelines, and resources across multiple regions.

While 49 USC 5304(g)(5)(F)(ii) and 23 CFR 450.218(l) permit the inclusion of "illustrative" projects that could proceed if additional resources beyond those identified in the financial plan became available, FHWA and FTA have disallowed this practice. Although incorporating illustrative projects would be advantageous, DOT&PF is adhering to FHWA's new practice by including only projects with secured funding in the STIP or those utilizing Advance Construction. This approach is consistent with FHWA and FTA's expectations for fiscal constraint and reinforces our commitment to maintaining a fiscally sound and transparent transportation program.

In light of these efforts, we are confident that our Fiscal Constraint Demonstration tables not only meets but exceeds the requirements of 23 CFR 450.218. If FHWA or FTA has specific concerns, we are open to discussing them further, but based on the current information, we believe our financial plan provides the necessary certainty to implement the STIP effectively.

DOT&PF requests that FHWA and FTA allow illustrative projects back into the STIP to improve transparency with the public.

Corrective Action E –Project Eligibility: DOT&PF Contests This Corrective Action

Federal Highways Administration and Federal Transit Administration Comments
All projects included in the STIP must be eligible for the funding sources to which they are programmed. The following projects appear to include ineligible elements. This could include the work type or activity associated with a specific funding source or other characteristics not allowed for Federal funding.

DOT&PF Comments
FHWA and FTA project eligibility reviews are expected and understood as a necessary part of the process. However, over the past year, a significant number of projects have been rejected or flagged for eligibility concerns for reasons that we have not encountered in the past. DOT&PF has made thoughtful, deliberate fund source choices based on a comprehensive understanding of the eligibility guidelines outlined in 23 U.S.C. and 23 CFR. Each project has been carefully matched to its respective fund source based on scope, location, and regulatory alignment, ensuring eligibility under federal programs. The lack of specific reasoning behind recent rejections has created uncertainty and delayed project delivery, which undermines our shared goal of improving Alaska's transportation infrastructure.

Given the strength and clarity of our rationale for programming these projects, DOT&PF requests clarification on the basis for considering 15 programs and projects ineligible, particularly in the absence of detailed explanations regarding potential eligibility issues. Several of these projects represent long-standing programs, have been included in FHWA-approved plans, or have already been approved in the 2024-2027 STIP.

DOT&PF stands ready to work closely with FHWA and FTA to align project expectations and expedite project approvals, but this requires a clearer understanding of the agencies' reasoning when dismissing projects that Alaskan's are counting on. Rather than a bulleted list with no explanation, DOT&PF staff require clear and precise reasons for each disapproval to fully understand FHWA's reasoning. This level of transparency is essential for DOT&PF to make the necessary adjustments in a timely manner and avoid delays in the project delivery process, which impacts the people of Alaska.

The following projects in **Table 10**, flagged as questionable by FHWA, raise significant concern for both DOT&PF and external stakeholders who are depending on and expecting the timely delivery of these critical transportation projects.

TABLE 10: PROJECTS CONSIDERED BY FHWA TO MAY BE INELIGIBLE

STIP ID	Project Name	Fund Source	Additional Information
34244	Knik River Wayside Gold Star Families Memorial	TAP <5k	Knik and Knik River both have populations <5,000. Projects that honor veterans or other significant groups, such as the Gold Star Families Memorial, can be eligible under TAP as community improvement projects, particularly when they enhance the transportation experience for pedestrians or cyclists, provide safe access, or create spaces of public value along transportation corridors.
30729	Inter-Island Ferry Authority Ferry Refurbishments	FBF and STBG Flex AC	Ferry Boat Formula (FBF) Funds are eligible for the rehabilitation and refurbishment of ferry boats under 23 U.S.C. 129(c) and 23 U.S.C. 147. These funds, provided through the FHWA's Ferry Boat Program (FBP), support ferry-related improvements, including the construction and rehabilitation of ferry boats, terminals, and facilities. The FBF Program does not restrict funds exclusively to the Alaska Marine Highway System (AMHS). Governed by 23 U.S.C. 129(c), it allocates federal funds to eligible ferry services across the U.S. The IFA has historically received federal funding for infrastructure and vessel refurbishments. The AMHS and South Tongass Avenue in Ketchikan are designated components of the NHS. Under 23 U.S.C. 103(b), intermodal connectors, such as ferry routes, may be included in the NHS when they link major transportation facilities or stranded components of the NHS. As IFA's routes connect these components, IFA is eligible for FBF Funds.
33241	Cape Blossom Road [Parent and Final Construction]	HIP Bridge, HIP Bridge – Off System; STBG, STBG <5k; CDS	The Highway Bridge Program (HBP) and the Bridge Formula Program (BFP) administered by the FHWA provide funding for both on-system and off-system bridge projects, including new construction in remote locations like Kotzebue, Alaska. According to 23 U.S.C. 144, funding from these programs can be used for the construction, rehabilitation, or replacement of bridges on public roads. This applies whether the bridge is on the National Bridge Inventory (NBI) or a new bridge that will be added to the NBI upon completion. Recently, the Tribal Transportation Priority Bridge Program has further expanded the funding pool for eligible projects. This grant will likely alter the funding composition for the Kotzebue bridge project in the upcoming STIP. However, likely a portion of HIP Bridge

			funds will remain for construction of the bridge approach. A bridge funded by Tribal/BIA funds can still be added to the National Bridge Inventory (NBI), provided it meets the necessary requirements outlined by FHWA. The key criteria for inclusion in the NBI are that the bridge must be on a public road and meet minimum structural length requirements (20 feet or more). Whether the bridge is funded by Tribal Transportation Program (TTP) funds or BIA funding, as long as it serves a public transportation need and is inspected under the National Bridge Inspection Standards (NBIS), it is eligible for inclusion in the NBI.
34302	Pavement and Bridge Preservation Program	NHPP, HIP Bridge, STBG Flex, STBG 5-49k, PROTECT, STBG 50-200k, STBG Off-system Bridge	FHWA's concerns about ineligibility are surprising, especially considering the broad funding eligibility provided under 23 U.S.C. and 23 CFR.A wide variety of fund sources were programmed to accommodate the repair, preservation, and construction of roads and bridges, whether they are part of the National Highway System (NHS) or classified as off-system (non-NHS).
34197	Data Modernization and Innovation	STBG Flex, CMAQ, NHPP, CRP <5k, CRP 5-49k	The inclusion of program leveraging these funding sources is both appropriate and fully compliant with FHWA regulations. Flagging this project for ineligibility is perplexing as it is clearly eligible for the programmed funds due to its focus on modernizing transportation infrastructure and systems that align with the goals of each fund program.
34313	State-owned Shipyard Repairs	FBF	IIJA, Section 11117. Toll Roads, Bridges, Tunnels, and Ferries states "Section 129(c) of title 23, United States Code, is amended in the matter preceding paragraph (1) by striking "the construction of ferry boats and ferry terminal facilities, whether toll or free," and inserting "the construction of ferry boats and ferry terminal facilities (including ferry maintenance facilities,) whether toll or free, and the procurement of transit vehicles used exclusively as an integral part of an intermodal ferry trip." Our interpretation of the law is that State owned shipyard repairs associated with ferry maintenance facilities are eligible. Furthermore, Memorandum "Implementation Guidance for the Ferry Boat Program (FBP) as Revised by the Bipartisan Infrastructure Law" dated 4/21/23 Section E.5 (page 12) defines Terminal Facility as "A ferry terminal facility includes the structures and amenities that directly

			serve the ferry boat operation. These include passenger parking, ticketing, waiting area, boarding and disembarking facilities, docks, slips, dolphins and shore improvements necessary for docking, administrative space specifically for on-site ferry administration and vessel crew, and ferry vessel maintenance facilities."
28810	Herring Cove Bridge Rehabilitation	STBG Off-System Bridge	This project will replace the existing bridge with a structure that accommodates both vehicular and pedestrian traffic. The new bridge will include ADA-accessible pedestrian sidewalks on each side, enhancing safety and accessibility for both pedestrians and vehicles. As an off-system bridge, it is eligible for Surface Transportation Block Grant (STBG) - Off-System Bridge funding. This funding is specifically aimed at bridges not on the federal-aid highway system, but which serve important public transportation needs.
34461	West Susitna Access Road	STBG Flex AC; INFRA Bridge; HIP Off-System Bridge	The scope of the West Susitna Access project in the 2024-2027 STIP is: *"Construct a new road connecting the contiguous highway system to State recreation lands west of the Susitna River. Construct a boat launch facility accessing the Susitna River."* This scope implied bridge construction by stating accessing recreations lands west of the Susitna River (which requires a bridge).
34442	Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement [SOGR 2018] Stage 1	Discretionary Grants, NHPP	This project is funded through an FY23 Areas of Persistent Poverty Grant with supplemental funds through the NHPP. As this project is on the NHS and has an awarded grant, the reason for considering this project potentially ineligible is unclear.
34443	Parks Highway Milepost 99-163 Improvements and Railroad Creek Bridge Replacement [SOGR 2018] Stage 2	Discretionary Grants	This project is funded through an FY23 Areas of Persistent Poverty Grant As this project has an awarded grant, the reason for considering this project potentially ineligible is unclear.
32723	Redoubt Avenue and Smith Way Rehabilitation [CTP Award 2019]	STBG Flex, STBG <5k	The population of Soldotna, Alaska as of 2024 is approximately 4,651. Since the population is under 5,000, Soldotna would be considered eligible for STBG <5000 population funding.
32299	Takotna River Bridge Replacement	HIP Bridge, INFRA Bridge	These funding sources are appropriate for the project due to its scope, which involves the full replacement of an existing bridge that serves critical transportation

			needs in a rural and remote area of Alaska. HIP Bridge funds are specifically designed for the construction, replacement, or rehabilitation of highway bridges. INFRA funds are awarded to projects that improve transportation infrastructure, including bridges, with a focus on enhancing freight movement, safety, and infrastructure resiliency.
33242	Sterling Highway Milepost 45-60 [Stage 2]	INFRA Bridge, HIP Bridge, NHPP,	This STIP ID has already been approved with $176m obligated prior to FY24. A cost increase of $5m was needed in FY24. The only remaining item is the AC conversions, which total $118 million. The Juneau Creek Bridge is eligible for funding under all three sources listed (INFRA Bridge, HIP Bridge, and NHPP), fully aligning with the bridge construction scope. Currently, the work type is listed as pavement reconstruction due to the multiple components included under this STIP ID, such as road realignment, wildlife crossings, and bridge construction. However, FHWA may prefer the work type to be changed to new bridge construction given the significance of the Juneau Creek Bridge in this project. Although the scope of work already includes constructing the highway bridge over Juneau Creek, DOT&PF is willing to update the work type classification if that facilitates the conversion of the outstanding $118 million AC balance.

The project in **TABLE 11** are included in the DOT&PF Transportation Carbon Reduction Strategy, establishing their eligibility for carbon reduction fund types. Let us know if you'd like further modifications.

TABLE 11: PROJECTS APPROVED IN CARBON REDUCTION STRATEGY THAT NOW MAY BE INELIGIBLE

Project ID	Project Name	Eligibility
34455	Construction Material Waste	In Carbon Reduction Strategy - Eligible for funds
34452	Rural Dust Mitigation Program	In Carbon Reduction Strategy - Eligible for funds

CORRECTIVE ACTION F – SAFER SEWARD HIGHWAY (MP 98.5-118): MORE INFORMATION IS NEEDED

Federal Highways Administration and Federal Transit Administration Comments
"Some "Parent" projects extend into MPO Metropolitan Planning Areas (MPA)."

"The "Parent" project cannot include final design, ROW or construction for a child project that is located in an MPO's Metropolitan Planning Area boundary (MPA) if the child project located in that MPA is not included in the MPO TIP. The following project is excluded from STIP Amendment #1 approval:
12641 - Seward Highway Milepost 98.5 to 118 Bird Flats to Rabbit Creek [Parent and Final Construction]"

"One project, the Seward Highway Milepost 98.5 to 118 Bird Flats to Rabbit Creek [Parent and Final Construction], extends into the Anchorage MPO's MPA and the "Child" portions, Stage 1 and Stage 6, of the project are not included in the MPO's TIP…. The "Parent" project does program ROW (P3) and Final Design (P2b) for the full project including those areas located in the MPA under Stage 1 and Stage 6."

DOT&PF Comments
DOT&PF would have appreciated feedback from FHWA much earlier—back in July 2023, when the Seward Highway Safety Corridor project was added to the STIP. Then again in March 2024, when FHWA rejected the project due to a technicality arising from a variance between the project name in the AMATS MTP and the TIP. Clarification at these points would have greatly helped DOT&PF to properly program this major NHS project in both the STIP and TIP.

Programming a major project that spans both within and outside a MPA and is on the National Highway System (NHS) requires adherence to multiple federal regulations. This ensure that the project is included in both the STIP and the TIP, and that it complies with fiscal constraint and planning processes for both the State and MPO.

It is common practice for DOT&PF to program pre-construction phases under a single parent project, with subsequent child projects broken out for construction once the necessary details are confirmed, especially when managing a project spanning both MPA and non-MPA boundaries. It should be noted that this process aligns with federal regulations under 23 CFR 450.324 and 450.218, which permit phased programming and the use of parent-child project structures to manage complex transportation projects.

In this round of findings, it appears that FHWA is indicating that the pre-construction funds should be split between the STIP and TIP. DOT&PF is committed to resolving any issues through coordination with the MPO and FHWA to ensure that this Safety Corridor project can be programmed in compliance with both STIP and TIP requirements.

DOT&PF requests clarification on which additional projects are being referenced in the statement that "*some parent projects extend into an MPA,*" as only one example is provided, and DOT&PF is not aware of any others.

DOT&PF has sought guidance from FHWA on the technical programming of the Safer Seward Highway Corridor (Milepost 98.5-118) without success; we request specific instruction as to how to best program this unique parent/child project in the STIP and TIP.

CORRECTIVE ACTION G – ADVANCE CONSTRUCTION STIP PROCEDURES: DOT&PF CONTESTS TO THIS CORRECTIVE ACTION

Federal Highways Administration and Federal Transit Administration Comments
"The statement in STIP Narrative, Advance Construction section, stating, "Payback of advance construction may be considered through administrative actions versus STIP amendments." must be removed from the STIP."

DOT&PF Comments
Regardless of FHWA's interpretation, DOT&PF maintains that it has the legal authority, as provided under 49 U.S.C. 5304(g)(9), to reprioritize projects within the STIP. Specifically, 49 U.S.C. 5304(g)(9) states: *"Modifications to project priority.—Notwithstanding any other provision of law, action by the Secretary shall not be required to advance a project included in the approved transportation improvement program in place of another project in the program."*

This statutory authority allows DOT&PF to adjust project priorities within the approved STIP without requiring federal action, provided that the projects are within the framework of the existing program.

The removal of this language seems counter to allowances in federal regulations, specifically 23 CFR 630.709(a), which states: "*The State Department of Transportation may submit a written request to the FHWA that a project be converted to a regular Federal-aid project at any time provided that sufficient Federal-aid funds and obligation authority are available."*

This regulation clearly allows for the conversion of AC to regular Federal-aid projects without necessitating a full STIP amendment, provided that the federal funding and obligation authority are in place. Thus, DOT&PF's original statement in the STIP Narrative is consistent with the flexibility provided to states under 23 CFR 630.709(a), and the state's authority to manage project priorities as outlined in 49 U.S.C. 5304(g)(9). This mandate to remove the phase, *"Payback of advance construction may be considered through administrative actions versus STIP amendments,"* which pertains solely to fund management, appears to overreach the state's statutory discretion in managing Advance Construction conversions and project prioritization without clear regulatory justification.

DOT&PF requests a written legal opinion from FHWA identifying the specific regulation or statute that grants them authority to remove the state's ability to convert AC .

23 CFR 450.218(m) Fiscal Constraint – RECOMMENDATIONS

RECOMMENDATIONS F, G, H, & I– FISCAL CONSTRAINT: DOT&PF CONTESTS THE RECOMMENDATIONS

Federal Highways Administration and Federal Transit Administration Comments
"f. The conceptual use of "Parent" and "Child" in the STIP should be clearly documented. This includes defining the terminology, the programming processes and any special considerations given to projects captured in this concept. In addition, the concept description should consider how final design is programed for the Parent vs. for the Child projects; how STIP revisions are determined; and the relationship of Parent and Child projects to the NEPA process and NEPA decisions.

g. The risk associated with the historic levels of AC should be clarified and the consequences of not receiving these funds should be documented so that the public will have the opportunity to understand the decisions that may be made if State funding is not available for the projects programmed for AC.
h. The STIP should document how the Alaska DOT&PF uses AC and ACC and the processes by which these funds may be applied to projects programmed in the STIP during project authorization and obligation.
i. Project groupings included in the STIP should be limited to a single work type. In addition, the list of individual projects intended for any group listed in the STIP should be made available whenever it is requested."

DOT&PF Comments
DOT&PF contests Recommendations F, G, H, and I, as they are closely connected to the corrective actions outlined in the Federal Planning Findings. These recommendations have been thoroughly addressed in previous sections, and we maintain that our current processes are fully compliant with federal regulations. Therefore, we disagree with these recommendations and dispute their inclusion on the same grounds.

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

FINDING – PERFORMANCE MANAGEMENT: DOT&PF CONTESTS THIS FINDING

Federal Highways Administration and Federal Transit Administration Comments
"However, the data is showing that some targets are not currently being met or likely to be met as required. Appendix C also provides a detailed listing of potential actions the DOT&PF may take for those targets that are not being met. However, it is not clear what actions the DOT&PF is currently taking to address those targets that are underperforming."

DOT&PF Comments
Based on DOT&PF's records and the latest Performance Score Card and TAMP Consistency Determination, which can be accessed via the links below, DOT&PF is currently meeting all federal performance targets. Additionally, we fully expect to continue meeting these targets with our current selection of projects.

- https://statics.teams.cdn.office.net/evergreen-assets/safelinks/1/atp-safelinks.html
- https://dot.alaska.gov/stwddes/asset_mgmt/assets/fhwa_consistency_tamp.pdf



Based the latest Performance Score Card and TAMP Consistency Determination, DOT&PF is meeting all federal performance targets. We request specific details regarding which federal performance targets FHWA is referencing as not being met.

23 CFR 450.218(q) Transportation Performance Management (TPM) and 23 CFR 450.206(c) Performance-Based Planning and Programming – CORRECTIVE ACTION

CORRECTIVE ACTION H – TRANSPARENCY IN PROJECT SELECTION: DOT&PF CONTESTS THIS CORRECTIVE ACTION

Federal Highways Administration and Federal Transit Administration Comments
"The STIP must clarify the performance-based planning processes and the project selection processes that support the investment priorities programmed in the STIP. This includes identifying not only the final list of prioritized projects but how projects are selected and programmed into the STIP."

DOT&PF Comments
DOT&PF takes great pride in ensuring a transparent and structured process for the selection and allocation of funding for projects included in the STIP. Contrary to FHWA's concerns regarding transparency, DOT&PF has developed a comprehensive section in the STIP narrative titled "Project Selection and Funding Allocation," which clearly outlines the procedures and criteria used for project identification and prioritization.

The Project Selection and Funding Allocation process is driven by data-informed decision-making and includes input from local agencies, stakeholders, and regional planning organizations. DOT&PF utilizes performance metrics and socioeconomic analysis to identify critical infrastructure needs and targets projects that align with both state and federal goals. This process ensures that the projects selected for inclusion in the STIP are based on thorough assessments of existing conditions, funding availability, and statewide priorities.

To further enhance transparency, DOT&PF incorporates a competitive process through the Project Evaluation Board (PEB), which evaluates, scores, and ranks project proposals. The PEB's criteria for evaluation are based on key factors such as strategic alignment with long-term transportation goals, project readiness, cost-effectiveness, public benefit, and financial feasibility. Each project undergoes a rigorous scoring process, which is publicly available, ensuring that the project selection process is transparent and aligned with the state's transportation strategy.

For projects that arise under unique or urgent circumstances, Expedited Priority Projects may be added to the STIP. These projects, though outside the standard selection process, are added transparently based on their timeliness and critical need.

DOT&PF regularly updates and refines its processes to ensure the Project Selection and Funding Allocation section remains accurate, transparent, and aligned with federal regulations. Through data-driven decision-making, stakeholder collaboration, public engagement, and thorough documentation of the project selection process, DOT&PF remains committed to maintaining full transparency within the STIP.

Given our documented compliance and continued success in meeting federal performance targets, as well as the clear and structured project selection processes outlined in our documentation, we are unclear as to the basis for this corrective action. The STIP already reflects a robust and transparent process that prioritizes and programs projects in accordance with FHWA/FTA guidelines. Furthermore, our current project selection process supports the investment priorities needed to meet and maintain our federal performance targets. DOT&PF is committed to ensuring transparency and compliance with federal requirements, but the existing processes and records demonstrate our full alignment with these expectations.



DOT&PF'S project selection and programming processes align with 23 CFR Part 450 and support both state and federal goals. Given our compliance and success in meeting federal performance targets, we seek specific details regarding any areas requiring improvement.

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

RECOMMENDATION J: PERFORMANCE MANAGEMENT TARGETS: DOT&PF CONTESTS THIS RECOMMENDATION

Federal Highways Administration and Federal Transit Administration Comments

For Federal transportation performance management targets that are under performing or for those that are not meeting their targets, the DOT&PF should document the actions currently underway to improve the State's ability to meet those targets.

DOT&PF Comments

DOT&PF contests Recommendation J, which suggests documenting actions for addressing underperforming federal transportation performance management targets. DOT&PF maintains that our current processes fully address the actions necessary to meet these targets, as previously stated. Therefore, we dispute the inclusion of this recommendation on the same grounds and consider it adequately addressed.

U.S. DEPARTMENT OF TRANSPORTATION

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October 23, 2024

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

Subject: Statewide Transportation Improvement Program (STIP) Amendment #1 Federal Planning Finding

Dear Mr. Anderson:

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) received the Alaska Department of Transportation and Public Facilities (DOT&PF) response to FHWA and FTA's September 26, 2024, STIP Amendment #1 partial approval and Federal Planning Finding. We appreciate your interest in resolving the issues outlined in the Federal Planning Finding and look forward to continuing to work with you. We believe the best way to address your comments is to meet with DOT&PF staff to clarify expectations, resolve areas of disagreement, and begin development of an action plan to support resolution of the corrective actions.

In addition, the upcoming Transportation Capacity Building Program Peer Exchange is an opportunity to share best practices and lessons learned from other State DOTs and MPOs about STIP management and MPO coordination. This exchange should provide ideas for improvement to the DOT&PF STIP management processes.

We appreciate the DOT&PF's engagement and look forward to the advancement of projects in Alaska.

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

Sincerely,

SANDRA A GARCIA-ALINE
Digitally signed by SANDRA A GARCIA-ALINE
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Sandra A. Garcia-Aline
Division Administrator
Federal Highway Administration
Alaska Division

SUSAN KAY FLETCHER
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Date: 2024.10.23 15:06:01 -07'00'

Susan Fletcher, P.E.
Regional Administrator
Federal Transit Administration
Region 10

Electronically cc:

Katherine Keith, Deputy Commissioner, DOT&PF
Dom Pannone, Director, Program Management and Administration, DOT&PF
Ned Conroy, FTA, Senior Community Planner
Aaron Jongenelen, AMATS, Planning Manager and MPO Coordinator
Jackson Fox, FAST Planning, Executive Director
Kim Sollien, MatSu MVP, MPO Coordinator

MEMORANDUM

Date: November 15, 2024

To: **Policy Board**

Subject: Item 8a: MACS Transit Plan Update & Coordinated Human Services Transportation Plan Update

Action Requested

Consideration of adopting final, revised Plan Updates.

Technical Committee Motion: To recommend to the Policy Board to adopt the Transit Plan Updates in consideration of the revisions being made in response to public comments received. (Denton/Pristash). None opposed. Approved.

Background

The 30-day public comment period for the Plan Updates was September 20 to October 20, 2024. Go to https://fastplanning.us/transit/. A public Open House was also held on September 18th. A total of 62 public comments were received from the Open House event and public comment period. The consultant team and staff reviewed all comments and prepared a response summary, including specific details on how each Plan will be revised and updated in consideration of these comments. The Technical Committee reviewed these revisions and advanced the Plans to the Policy Board for adoption. All revisions have been completed and the final, revised Plan Updates are included in the meeting packet.

Attached

- Final, revised Transit Plan Update
- Final, revised Coordinated Human Services Transportation Plan Update
- Collated public comments, responses, and revisions made to plans



2024

FAIRBANKS TRANSIT PLAN

Prepared for
FAST PLANNING

Prepared by
R&M CONSULTANTS

In cooperation with
ALTA PLANNING + DESIGN, INC.

SEPTEMBER 2024

2024 Fairbanks Transit Plan

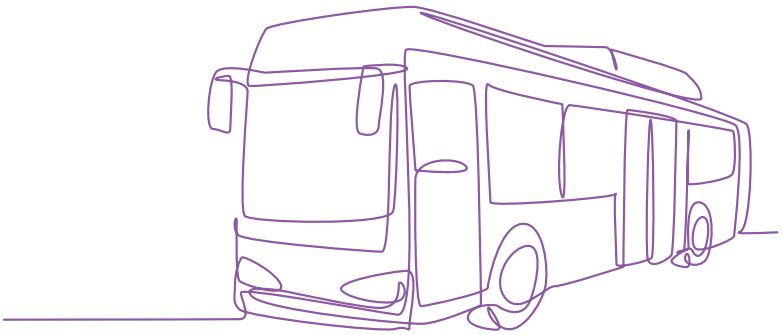


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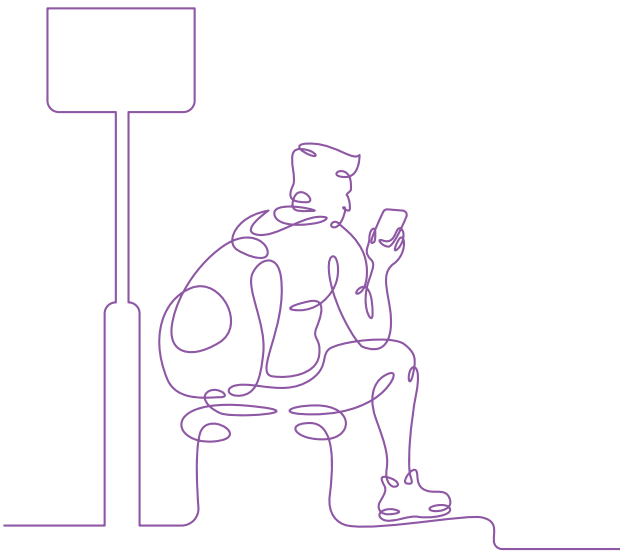
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GLOSSARY

Accessibility: Often used to refer to how accessible something is for people with disabilities, in this document it is also used to discuss how easily "accessible" (or physically navigable) a bus stop or roadway is for people on foot or bike.

Active Transportation: Bicycle or pedestrian travel, or other primarily human-powered means of transportation.

Adjusted Connectivity Ratio: How well-connected a bus stop is to surrounding streets that considers (or is "adjusted" by) the Level of Traffic Stress (LTS).

Bidirectional Service: Public transportation service provided in both directions on a route, rather than in only one direction.

Demand Response: Unlike fixed route service, "demand response" public transportation service picks up riders from and drops off riders at specific requested locations at specific times.

Environmental Justice: The fair treatment and meaningful involvement of all people, regardless of income, race, color, national origin, Tribal affiliation, or disability, in public transportation decisions.

Fixed Route Service: Public transportation service operating on fixed routes with predetermined schedules.

Frequency: See "Headways."

General Transit Feed Specification (GTFS): A standard data format that public transportation agencies use to distribute route, stop, and timetable information to third-party users. For example, Google Maps uses GTFS to provide public transportation directions.

Headways: The time between vehicles moving in the same direction on a particular route, measured in minutes. Or in other words, the amount of time between buses.

Interlining: A fixed route public transportation scheduling practice that involves a transit vehicle from one route continuing on to serve a different route after arriving at the terminus of the first route.

Level of Traffic Stress (LTS): A measure of how comfortable it is for bicyclists or pedestrians to travel along a roadway, usually measured on a 1 to 4 scale.

Paratransit: See Demand Response.

Productivity: How well-used or "busy" a public transportation route is, as measured by the average annual unlinked trips divided by average annual revenue service hours. This gives an indication of how productive a route is, as measured by how many riders use the route per revenue service hour on average.

Radial Network: A public transportation system that prioritizes one-seat rides (i.e., rides not requiring a transfer). This type of network is often accompanied by circuitous routes that cover more area but result in more out of direction travel and longer headways.

Revenue Service Hours: The number of hours that a public transportation vehicle is available for "revenue service," or when the vehicle

can be boarded by fare-paying passengers.

Ridership: The number of riders that board public transportation vehicles within a specified time. This can be considered at multiple levels, such as systemwide, on routes, or at individual stops.

Route Deviation: Out-of-direction travel that a public transportation vehicle undertakes to serve specific neighborhoods or locations.

Service Coverage: The amount of area that a public transportation network reaches (or "covers") with its fixed route system.

Service Quality: A subjective measure that refers to the "amount" of transit service provided when considering service span and headways (or service frequency).

Service Span: The amount of time or hours during the day a public transportation route or system is in operation.

Timepoints: Important stops with scheduled arrival and departure times that help public transportation vehicle operators stay on schedule.

Timetable: A public transportation schedule that shows service times. These are often organized by "timepoints," or important stops with scheduled arrival and departure times that help public transportation vehicle operators stay on schedule.

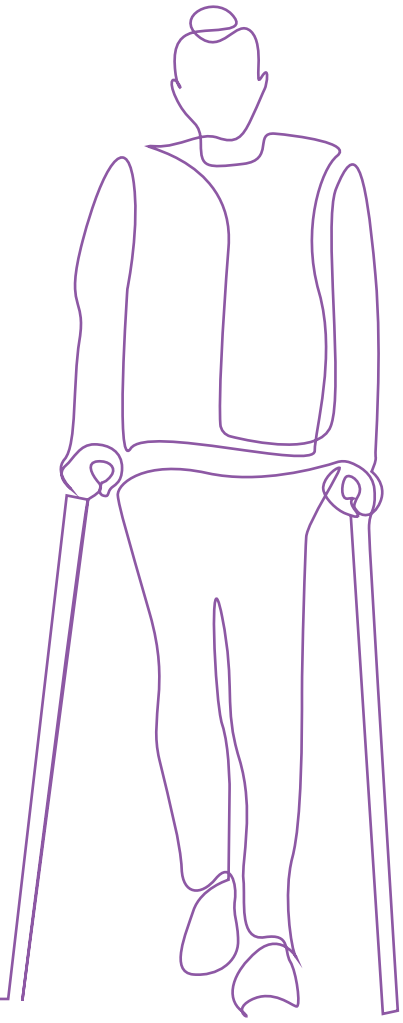
Title VI: Title VI of the Civil Rights Act of 1964 protects people from discrimination based on race, color, and national origin in programs and activities receiving federal financial assistance, including public transportation services.

Transit Corridor: A roadway that at least one fixed route public transportation service operates on.

Unadjusted Connectivity Ratio: How well-connected a bus stop is to surrounding streets without regard to the Level of Traffic Stress (LTS).

Unlinked Trips: A standard Federal Transit Administration (FTA) measure that counts the total number of trips (boardings) without considering transfers. For example, someone who boarded a bus and then transferred to another bus to complete their journey would count as two unlinked trips.

Winter Maintenance: The clearance of snow and ice from roads, bus stops, sidewalks, and other transportation infrastructure.





1. Executive Summary

Purpose

The Fairbanks Area Surface Transportation (FAST) Planning partnered with the Fairbanks North Star Borough (FNSB) to update the 2013 Short- and Long-Term Transit Plan for the Metropolitan Area Commuter System (MACS) and update the 2015 Coordinated Human Services Transportation Plan (CHSTP) to improve transit and coordination between providers in the Borough. This document consists only of the 2024 Transit Plan. The 2024 CHSTP is available as a separate document.

Each of these plans impacts the other. They were updated at the same time for more efficient and effective public engagement, to use the most current transportation data, and to develop transit plans that are informed by rider and provider needs in the FNSB.

Updating these plans fulfills federal requirements for the FNSB to receive the grant funding necessary to provide transit service. It is also an essential step in continuing to provide transit services that meet the needs of the FNSB.

Vision & Goals

The vision and goals for the Transit Plan shape the plan's recommendations and were developed in coordination with MACS Transit, FAST Planning, and the project's Steering Committee.

Vision

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

Goals

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

Needs & Opportunities

After analyzing existing conditions and receiving feedback from stakeholders and the community, the project team identified a range of transit needs and opportunities that the Transit Plan can address in its recommendations.

1. Staff recruitment and retention
2. Bus stop inventory and data collection
3. Funding levels
4. Fare options
5. Service needs:
   - ★ Weekend service
   - ★ Service frequency
   - ★ Transfer points
   - ★ Rural connector routes
   - ★ Route changes (Brown, Red, Blue, Orange, Purple, and Yellow)
   - ★ Potential new fixed route services (Fort Wainwright and Alaska Railroad)
6. Van Tran enhancements:
   - ★ Expand capacity
   - ★ Simplify application process
7. Hire Human Services Transportation Coordinator
8. System wide accessibility improvements
   - ★ Bus stop connectivity
   - ★ Winter maintenance improvements
9. Roadway improvements to enhance connections to transit



Figure 1: Makeshift seat at bus stop



Figure 2: Token Machine

Recommendations

The following are recommendations that FAST Planning, MACS Transit and partner agencies can pursue to address the needs and goals identified above.

These Transit Plan recommendations are categorized as either "constrained" or "unconstrained." For the "constrained" scenario, the constraining factor is continued operator and administrative staffing limitations at MACS Transit and Van Tran. In the "unconstrained" scenario, improved staffing and resource levels are assumed.

Please see the full Transit Plan document for a table of recommendations that includes priorities and expected timeframes for implementation.

Constrained Recommendations

1. Continue to pursue federal funding programs to provide increased capacity.

2. Work with FAST Planning and the Fairbanks North Star Borough to increase local funding for transit.
3. Implement a new, comprehensive Software as a Service (SaaS) platform that includes:
    - ★ Electronic fare payment options
    - ★ Fare capping
    - ★ Real-time bus tracking and trip planning
    - ★ Pre-trip and post-trip reports and incident reporting
    - ★ Driver scheduling and bidding processes
    - ★ New process for inventorying MACS Transit bus stops and updating the system's General Transit Feed Specification (GTFS)
4. Incentivize recruitment and staff retention.
5. Consolidate and reduce route deviations along the Red and Blue Lines.
6. Simplify the Van Tran application process or provide even more application support

Un-Constrained Recommendations

1. Expand capacity for "B" and "C" service categories for Van Tran.
2. Reinstitute Saturday fixed route service and add Sunday fixed route service.
3. Increase service span on the MACS transit fixed-route system to offer earlier and later trips.
4. Improve the frequency of the Red and Blue lines so they run every 15 minutes or better during peak weekday periods.
5. Provide bidirectional service on the Brown and Purple Lines and improve service to every 15 minutes or better for during peak weekday periods.
6. Extend the Orange Line east to Easy Street and west to Chena Pump Road.
7. Reroute the Purple Line to serve only neighborhoods north of the Parks Highway.
8. Reroute the Yellow Line to focus on service between the Fairbanks International Airport and Downtown Fairbanks and increase its frequency to 15 minutes or better during peak weekday and weekend periods.
9. Consider opportunities to improve access for populations with high need and ridership potential.
10. Identify MACS Transit bus stops for improved rider amenities such as shelters.

Fast Planning & Partner Agency Recommendations

These recommendations will improve transit service and address the needs and goals identified in this plan, but require significant involvement and leadership from agencies besides MACS Transit and Van Tran.

1. Work with the FNSB, AKDOT&PF, and MACS Transit to construct pedestrian crossing treatments at high ridership bus stops that currently lack marked crosswalks.
2. Work with the FNSB, AKDOT&PF, and MACS Transit to construct sidewalks, bike lanes, or other active transportation facilities on corridors with low pedestrian connectivity scores on the MACS Transit network, where applicable.
3. Work with the FNSB, AKDOT&PF, and MACS Transit to create new, formalized public transfer points for the fixed route system.
4. Work with the FNSB, AKDOT&PF, and MACS Transit to perform road diets, intersection, and bus stop accessibility improvements and other development on select corridors

with high active transportation and transit ridership potential.

5. Develop a transportation provider "clearinghouse" and create a Human Services Transportation Coordinator role independent of any of the local agencies to help riders navigate multiple providers.

Winter Maintenance Recommendations

These recommendations focus on winter maintenance that pertains to all agencies (not just MACS Transit) involved in winter maintenance.

1. Pursue FTA Flex Funding for use as a snow removal program.
2. Institute adopt-a-sidewalk or adopt-a-stop program to promote a collective spirit around snow removal.
3. Determine a "core" set of MACS Transit bus routes for priority snow removal that can be published on the MACS Transit website and channels.
4. Invest in new equipment and technology dedicated to removing snow from active transportation facilities.

Looking Ahead And Conclusions

While this plan looks ahead approximately 20 years, it is recommended to review and update every five years to respond to community and resource changes and inform the ongoing transportation planning processes at FAST Planning and AKDOT. Funding sources, projects, and priorities may be updated and should be informed by continued public feedback. Assuming adequate resources, successful implementation of this plan's recommendations will meet objectives and achieve goals for the Fairbanks transit system.



2. Introduction and Background

The Fairbanks North Star Borough (FNSB), Fairbanks Area Surface Transportation (FAST) Planning, and the Alaska Department of Transportation & Public Facilities (DOT&PF) partnered to update the Fairbanks area 2013 Short- and Long-Range Transit Plan and 2015 Coordinated Human Services Transportation Plan (CHSTP) concurrently. The objective of combining the two plans under a single effort was to increase coordination among transportation providers, develop recommendations in an environment of greater understanding of community needs and available resources, and create efficiencies through the consolidation of certain tasks.

The 2024 Transit Plan update (this document) addresses the current and future public transportation needs of all residents of the greater Fairbanks community. The Plan considers short-term needs and goals related to operations, finances and capital improvements, and long-term issues that could affect how transit is provided such as forecasted changes in population or infrastructure.

The Process

The plan process was guided by a project management team of agency planners and representatives and planning consultants, a steering committee of transportation and human services providers, FAST Planning advisory committees and Policy Board, and feedback from the public including transit riders. Staff representatives from the FNSB Transportation Department, who operates the Metropolitan Area Commuter System (MACS) Transit fixed-route bus service and Van Tran paratransit demand-response service (for eligible riders with qualifying needs and disabilities) were consulted at every major milestone.

The plan process included:

1. Developing a shared vision and set of goals for local transit services;
2. Assessing the status of the Fairbanks community and the public transportation system with respect to those goals;
3. Analyzing the top needs and opportunities for improving transit service; and
4. Recommending strategies for the FNSB and partners to implement to improve the system and maximize local transit investments.

Findings from each of these efforts are included in this plan and its appendices.



Figure 3: Bus Stop

Why a Transit Plan

The hallmark of a livable community is how well it provides for its residents, regardless of socio-economic status and mobility needs. Access to transportation is a critical benchmark for livability. For some, public transit or on-demand transportation services are essential to be able to travel and truly participate as a member of the community. For others, using public transportation is a choice that provides financial freedom from automobile ownership and maintenance. Continued investment in local public transit and paratransit (transit for persons whose disabilities prevent them from using the regular bus system) is necessary to support economic and population growth as well as access to jobs, schools, parks, and essential human services.

The population within the Fairbanks Metropolitan Planning Area (MPA, or the jurisdictional boundary for FAST Planning) is growing and changing and public transportation must respond to new needs. For example, as the Fairbanks community continues its aging trend and driving abilities change, coordinated efforts to provide public transportation for seniors will be essential to keeping residents in our community after retirement and maintaining our economy and quality of life. Fortunately, transportation access and accessibility are two solvable challenges the community faces that can be addressed through planning and coordination. This plan looks at these and other population trends to determine areas of greatest need and make recommendations for the transit system and its partners.

This plan update falls under FAST Planning's obligation to meet the Federal Transit Administration (FTA) mandate for locally driven transit service and coordinated transportation to access essential human and social services. An updated Transit Plan specifically fulfills eligibility requirements to receive federal transit funds set forth in the Bipartisan Infrastructure Law, Infrastructure Investment and Jobs Act, and Enhanced Mobility for Seniors and Individuals with Disabilities Program (U.S. Code: Title 49 Section 5310).





3. Stakeholder & Public Engagement

Public engagement and participation in both the Transit Plan update and CHSTP update occurred simultaneously, and shared a project management team, steering committee, public outreach efforts, workshops, and adoption process.

Project Management Team

The project management team consisted of FAST Planning staff, planning consultants, and focused engagement from FNSB Transportation and Community Planning Departments staff. As FAST Planning and the FNSB Transportation Department are responsible for much of the implementation of transit planning recommendations, including operation of the MACS Transit and Van Tran paratransit services, their frequent and intense engagement and review of planning milestones was critical.

Stakeholder Steering Committee

Membership

Stakeholders for the plan include those organizations whose constituents rely on public transportation or transportation assistance as well as those who provide transportation or help people access transportation resources.

The project management team identified public transit service providers, human health service entities who also provide transportation assistance to their clients, and private transportation services as stakeholders and potential Steering Committee members.

Leaders of non-profit advocacy groups and human service providers were chosen to represent the needs of target populations in need of transit and transportation support: those experiencing low-income, disabilities, people on public assistance who need to work, senior citizens, and beneficiaries of the Alaska Mental Health Trust who are the mentally ill, sufferers of chronic alcoholism and mental illness, people afflicted with Alzheimer's or other dementias, and those who are developmentally disabled have also been identified as stakeholders.

A Stakeholder Contact List was continually updated throughout the entire planning process as providers and constituents and their roles in the transportation and human services community were discovered by or introduced to the project team.

Those contacts who were willing and able to commit to participating in a more intensive role as a Steering Committee member are listed in Table 1.

Meeting Schedule

Steering committee members were instrumental in the generation and review of planning milestones such as the vision and goals for the transit system, needs and gaps in the system, and recommendations and plan implementation strategies.

Public Workshops

Public Workshops were conducted to reach the broader public and generate ideas and feedback for the planning effort.

Table 2: Meeting Schedule

Date	Meeting Topic
9/19/2023	Discovery & Foundations: Get to know committee members and planning team, introduce the project, and identify issues and opportunities for transportation providers and transit riders.
10/17/2023	Foundations part 2: Plan Vision, Goals and Objectives workshopping to establish foundational elements that will inform the rest of the plan update and process.
3/7/2024	Analyze needs and identify action alternatives to address them.
9/5/2024	Review Draft Plans, Recommendations & Strategies.

Table 1: Steering Committee Members

Name	Organization	Role/Position	Representing
Michelle Denton	FNSB Transportation Department	Director	MACS Transit and Van-Tran
Dey Johnson	FNSB Transportation Department	Transportation Manager	MACS Transit and Van-Tran
Darlene Supplee	North Star Council on Aging (Fairbanks Senior Center)	Executive Director	Senior Citizens and Senior Services Providers
Emily Ennis	Fairbanks Resource Agency (FRA)	Executive Director	Persons with Disabilities
Bear Edison	University of Alaska Fairbanks	Campus Operations Manager	University Students
Ryan Hinton	FNSB School District	Transportation Manager	K-12 Students
Angi Thomas	Fairbanks Native Association	Family Wellness Coordinator	Fairbanks Area Native Alaskan Families
Carol Anthony	Foundation Health Partners	Community Partnerships Manager	Healthcare Providers and Recipients
Denise Daniello	FNSB Senior Citizens Commission	Chair	Senior Citizens
Michelle Leonard	FNSB Parks & Recreation	Recreation Specialist?	Senior and Adaptive Recreation Programs
Lt. Mark Richardson	US Army Garrison Ft. Wainwright	Installation Transportation Officer	Fort Wainwright soldiers and families
Lisa Slaba	Fairbanks Economic Development Corporation	Project Manager, Military Affairs	Service men & women and their families

Workshop #1

The first public workshop was hosted on Tuesday, October 17th, 2023 at the Pioneer Park Centennial Center Exhibition Hall from 5:00pm-7:00pm. The purpose of the workshop was:

1. Present and get feedback on the draft vision and goals for the transit system and for coordinated human services transportation.
2. Provide an opportunity for the community to share their transit-related needs and wishes.
3. Field questions about the planning process, local transit and paratransit systems and other transportation options.

Several interactive stations were available for attendees to read about the plan process, evaluate current routes, describe their transit and transportation patterns, provide ideas for how to improve the system, and enjoy a slice of free pizza. Attendees could also tour an off-duty MACS transit bus in the parking lot. A total of 30 attended this workshop.



Figure 4: Workshop #1

Workshop #2 (in progress)

The second public workshop is scheduled for Wednesday, September 18th, 2024 at the Noel Wein Library Auditorium from 5:30pm-7:30pm. The purpose of this workshop will be to:

1. Present and get feedback on the draft Transit Plan update and the draft Coordinated Human Services Transportation Plan update.
2. Provide additional opportunity for the community to share their transit-related needs and wishes and respond to planning recommendations.
3. Field questions about the planning process, local transit and paratransit systems and other transportation options.

This section will be updated upon completion of the second public workshop.

Transit Rider & Staff Surveys

On-Board and Online Rider Surveys

FAST Planning and R&M Consultants conducted a Rider Survey for riders of the Metropolitan Area Commuter Systems (MACS) Transit. The survey was distributed in person while riding on bus routes and online through self-selective sampling. The purpose of the survey was to:

- ★ Understand ridership behaviors, preferences and desired improvements;
- ★ Supplement data analysis; and
- ★ Guide improvements to the MACS System.

The full rider survey report can be found in Appendix D.

Rider Surveys Executive Summary

A total of 255 people responded to the survey about riding transit, including 63 (25%) who never ride transit. The analysis benefited from revealing differences between those who use local transit and those who do not.

Overall riders are positive about their experience using the local bus system, with one criticism: lack of service on certain days and times, primarily weekends.

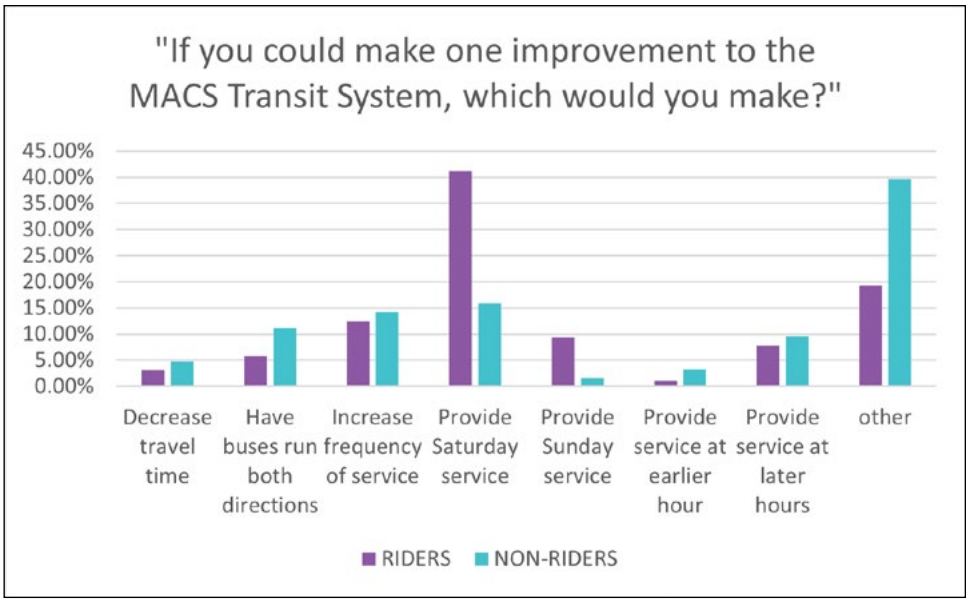


Figure 5: Suggested Improvements

Non-riders were supportive of providing transit service, but less positive about using it. Many felt the bus is not convenient or close enough to access, desiring broader coverage to residential areas outside the current system.

Respondents had many opportunities to make recommendations and suggest improvements throughout the survey. The preferred means of improving current service include upgrading technologies (including cashless or mobile payment options and better or more accurate real-time bus location tracking) and maintaining and improving bus stops to be safer and more accessible.

If resources are available to expand service and increase ridership, riders and potential riders prefer adding Saturday service to Blue and Red lines and expanding service in outlying areas of Goldstream Valley, Chena Ridge and Chena Pump Road, North Pole, Fort Wainwright and the airport.

Recommendations for further research include specific outreach to paratransit users, specific outreach to military communities at Fort Wainwright and Eielson Air Force Base, and investigating potential demand for transit to and from the areas of West Fairbanks/ Chena Pump, the Goldstream Valley, and throughout North Pole.

Staff Surveys

FAST Planning and R&M Consultants conducted a Staff Survey for drivers, dispatchers, and supervisors, and an interview with maintenance employees serving Metropolitan Area Commuter Systems (MACS) Transit and Van-Tran systems. The purpose of the study was to understand the experiences, needs, and issues faced by staff on the front lines of operating and servicing Fairbanks's transit systems. The full staff survey report can be found in Appendix A: Public Involvement Record.

Staff Surveys Executive Summary

The planning team conducted two efforts to study staff needs and experiences. Seven (7) complete questionnaires from drivers, dispatchers, and supervisors and a group interview with ten (10) maintenance staff gave insight into the daily struggles of the people who keep Fairbanks transit systems moving. Issues identified and/or reinforced include:

- ★ Limited staff capacity for driving and maintenance.

- ★ The importance of recruitment and retention efforts.
- ★ The costs, inefficiency, and risk associated with keeping a vehicle fleet past its lifespan and of not having adequate space.
- ★ A shared concern among drivers about safety from unruly passengers and the need for training and support to manage that risk.

Other Outreach

The planning team also took advantage of opportunities to engage community groups in the planning process through presentations.

Table 3: Outreach Events

Date	Organization/Audience	Outcomes
Jan 12, 2024	Fairbanks Chamber of Commerce: Military Affairs Committee	Greater understanding of Military Service family transportation needs and available transportation on posts. Contacts for transportation providers on Fort Wainwright (Shuttle Service and Armed Forces YMCA).
Feb 8, 2024	FNSB Senior Citizens Advisory Commission	Engagement with senior citizen representatives.
Mar 8, 2024	Foundation Health Partners Community Health Improvement Plan (CHIP): Senior & Elder Care Team	Introduced to the CHIP effort and stakeholders.

Fast Planning Committees Review & Adoption Process

FAST Committees

Policy Board

The FAST Planning Policy Board creates, reviews and approves plans and policies for the Fairbanks Metropolitan Planning Area. Guided by the Technical Committee and adopted plans, the Policy Board creates policy and plans to improve the community's quality of life while supporting economic progress and environmental protection. The Policy Board membership includes the mayors from the Borough, City of Fairbanks and City of North Pole, representation from the City Council and Borough Assembly, and state of Alaska DOT and DEC regional and division directors. The Policy Board is responsible for adopting the updated Transit Plan.

Technical Committee

The Technical Committee is a guiding body for FAST Planning. Made up of local technical experts at the city, state and borough levels, the Technical Committee reviews draft decisions being made for the FAST Planning area before going to the Policy Board. The Technical Committee will review this Transit Plan update and provide recommendations to the Policy Board regarding its adoption.

Bicycle and Pedestrian Advisory Committee

The FAST Planning Bicycle and Pedestrian Advisory Committee (BPAC) promotes active transportation in the Fairbanks Metropolitan Planning Area. The BPAC follows policies and plans as they are updated or created, advising the Technical Committee on project-specific opportunities, deficiencies, and future needs, as well as innovation, safety, and best practices for bicycle and pedestrian users. While the BPAC is not formally part of the adoption process, it was kept apprised of progress throughout the planning effort to solicit their advocacy and feedback.

FAST Committee/Board Review and Adoption Schedule

FAST Planning Committees were kept informed about the Transit Plan updates throughout the process and given the following opportunities to review and weigh in on recommendations:

Table 4: FAST Committee/Board Review and Adoption Schedule

Date	Committee/Board	Action
February 29, 2024	Bike and Pedestrian Advisory Committee	Presentation/No action.
March 6, 2024	Technical Committee	Presentation/No action.
March 27 2024	Policy Board	Vision Goals and Objectives
March 28, 2024	Bike and Pedestrian Advisory Committee	TPU Update Presentation/ No action.
July 25, 2024	Bike and Pedestrian Advisory Committee	TPU Update Presentation/ No action.
September 4, 2024	Technical Committee	Recommendation to release draft plan for 30-day public comment period.
September 18, 2024	Policy Board	Authorize release of plan for 30-day public comment period.
November 6, 2024	Technical Committee	Review Public Comment Response Summary and final plan draft. Recommendation to Policy Board to adopt plan.
November 20, 2024	Policy Board	Review Public Comment Response Summary and final plan draft. Adoption of Transit Plan Update.



4. Existing Conditions

Community characteristics, existing conditions of the transit and paratransit systems, and the transportation network collectively inform the level and types of transit and mobility needs in the greater Fairbanks community. This chapter covers highlights from the Existing Conditions report. The full report, which also includes a review of relevant existing plans, studies, and reports, can be read in Appendix B.

Community Characteristics

Fairbanks North Star Borough Regional Overview

The Fairbanks North Star Borough is in the interior region of Alaska. It was incorporated in January 1964 as a second-class borough. It encompasses 7,361 square miles. FNSB is the third most populated borough in Alaska, with 95,655 residents in 2020. Within the FNSB are the incorporated cities of Fairbanks and North Pole. The 2020 population of the City of Fairbanks was 32,515 and North Pole was 2,243. Approximately one-fifth of the FNSB's population consists of military personnel and their families posted at US Army Garrison Fort Wainwright and Eielson Airforce Base. Additionally, FNSB is home to the University of Alaska Fairbanks (UAF), which employs approximately 3,000 full and part time faculty and staff and had 7,425 students in Fall 2022.

As a second-class borough, the FNSB does not have area-wide road powers. Road maintenance and street light maintenance are accomplished through service areas. The FNSB has a transportation department that is responsible for monitoring air quality and operating a fixed route bus service (MACS Transit) and a paratransit demand response service for eligible riders (Van Tran). In 2002 the area surrounding Fairbanks and North Pole qualified as an Urbanized Area and the Fairbanks Metropolitan Planning Organization, originally named the Fairbanks Metropolitan Area Transportation System, was established in 2003. In 2018 the MPO transitioned to an independent non-profit organization, FAST Planning. FAST Planning is responsible for transportation planning within the urbanized area.

Demographic Overview

Understanding the demographics of Fairbanks will help shape transit services to effectively serve those most dependent on transit and expand ridership. The Alaska Department of Labor (DOL) notes that FNSB's population had declined about 1% per year since 2012, but in 2019 an influx of new military personnel and their families began to arrive. The Alaska Department of Labor & Workforce Development (DOL&WD) is forecasting

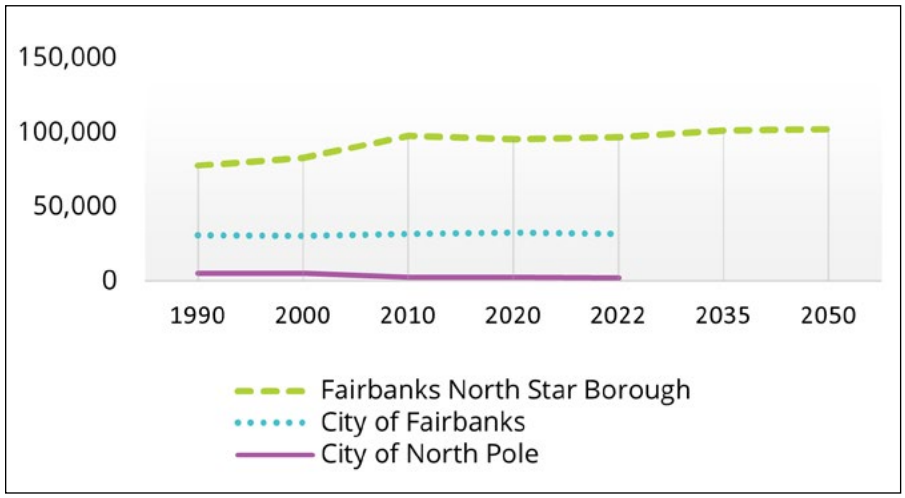


Figure 6: Population Trend

a 4.6 percent increase in population within the FNSB by 2050, compared with 4 percent statewide.[1] The FNSB's population is expected to grow to 101,136 by 2035, and to 102,013 by 2050. The FNSB is the only area in the interior region of Alaska projected to grow.

Fairbanks, on average, is a young community. In the City of North Pole nearly one third of the

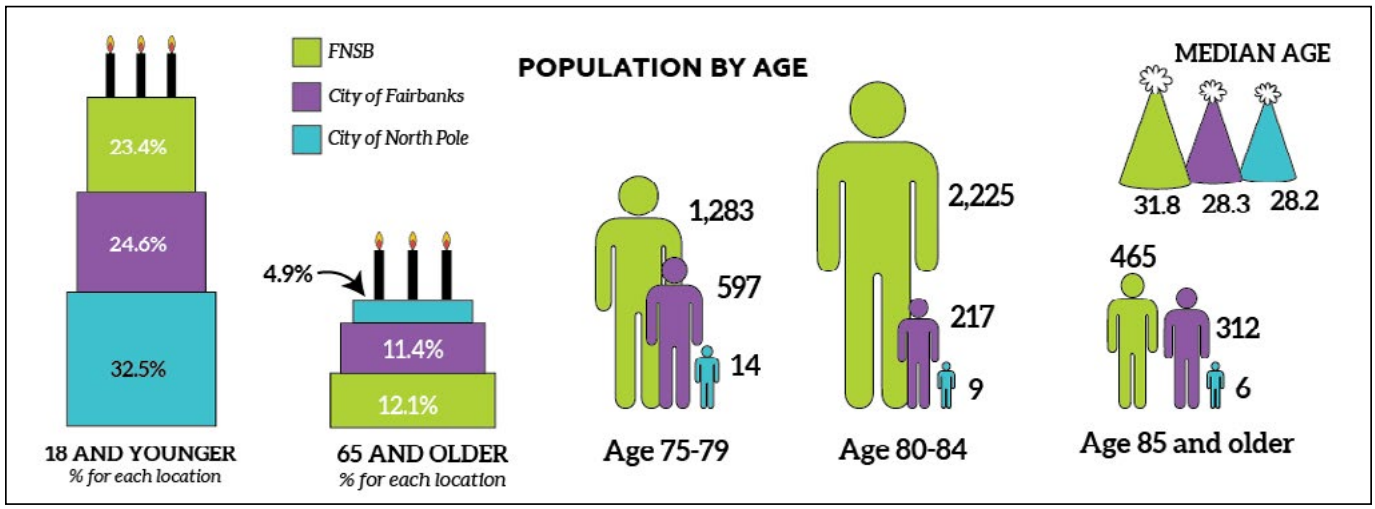


Figure 7: Population by Age

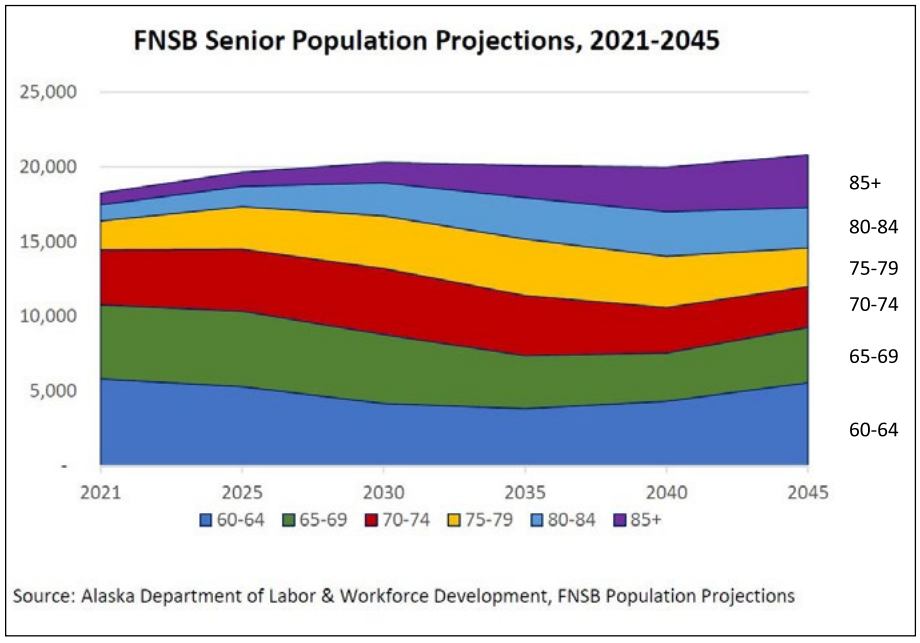


Figure 8: Senior Population Projections

population is 18 years old or younger. An aging population is a national trend, and it is reasonable to expect FNSB to experience an increase in residents aged 65 and older. According the 2023 North Star Borough Senior Needs Transportation Report and Alaska Department of Labor and Workforce Development, the population of senior citizens is expected to grow substantially over the next decades. The age distribution among seniors is also expected to become older, with the 80+ population expected to

1 – ADOL&WD, Alaska Population Estimates, 2021, https://live.laborstats.alaska.gov/pop/index.cfm

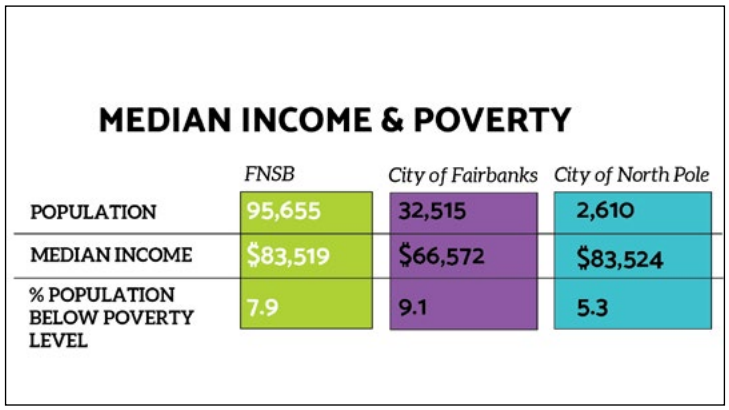


Figure 9: Median income and poverty

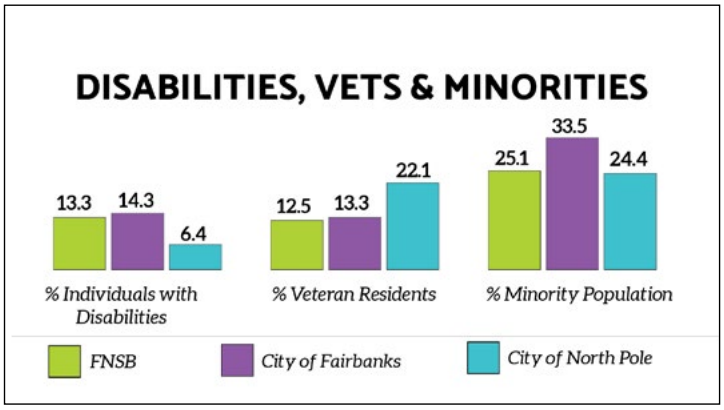


Figure 10: Disabilities, Vets and Minorities

triple over the next 20-30 years (see Figure 8). As people age, they may experience changes in vision, mobility, and health that prevent them from driving a personal vehicle.

The City of North Pole has a median income slightly higher than the FNSB's median income. The City of Fairbanks has both a lower median income and higher percentage of those living below the poverty level.

Individuals with disabilities, veterans and minority populations typically make up a higher percentage of transit users. Additionally, persons whose disabilities make them unable to use MACS may apply to use Van Tran, the demand-response paratransit service.

Households & Employment

The median household size throughout the FNSB is slightly more than two and one half. The City of North Pole's median household size is larger than both the City of Fairbanks and the FNSB. This is likely related to the greater number of residents aged 18 years and under. Households that are "rent burdened" or paying more than 30 percent of their income on rent are more likely to be reliant on public transit to travel to work, medical appointments, shopping, and errands. Nearly 25% of households are rent burdened.

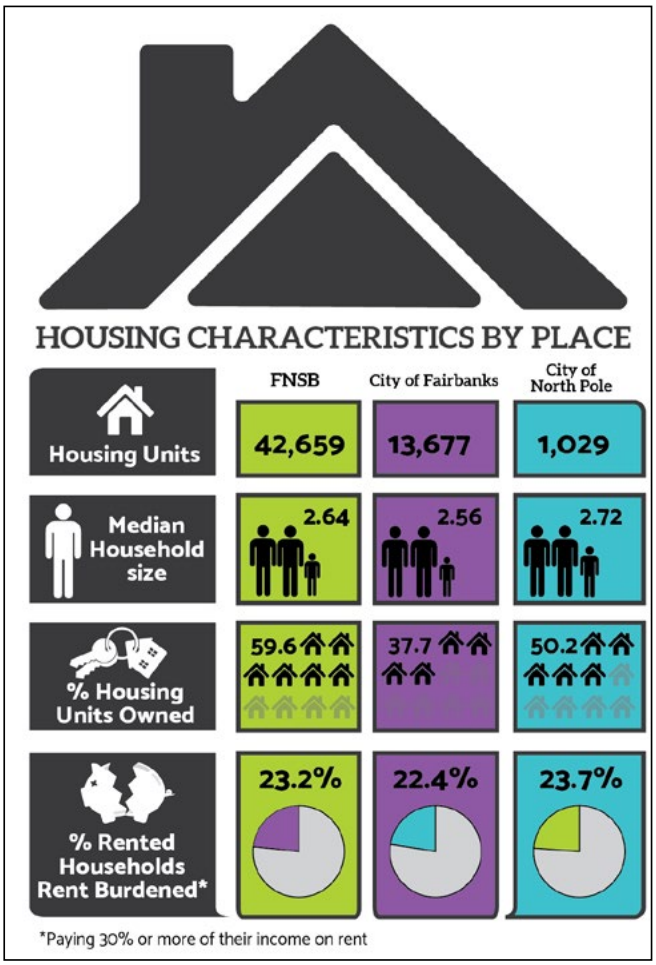


Figure 11: Housing Characteristics

Workers in the City of Fairbanks spend less time traveling to work than their neighbors. Fairbanks workers, on average spend less time traveling to work than the national average of almost 27 minutes. Additionally, most workers have access to a vehicle.

Most workers travel to work alone in a personal vehicle. Workers living in the City of Fairbanks are more likely to walk or bike to work compared to residents of other parts of the FNSB.

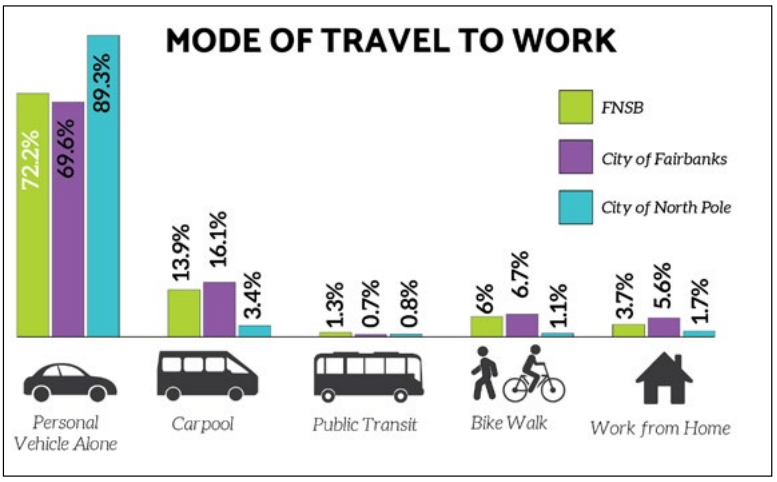


Figure 12: Mode of travel to work

Table 5: Employment & Travel to Work by Place

Location	% Employed	% Zero Vehicle Workers	Zero Vehicle Households	Average Travel Time to Work
Fairbanks North Star Borough	53.3	2.1	1653	19.5 Minutes
City of Fairbanks	47.2	2.9	980	15 Minutes
City of North Pole	66.3	1.9	42	20.9 Minutes

Fixed Route System

Service Overview

The MACS Transit service currently operates eight fixed-route bus lines that serve the FNSB, including the City of Fairbanks and the City of North Pole. MACS also operates a supplementary paratransit service called Van Tran. Figure 13 - MACS Routes & Stops provides an overview of the fixed-route bus system and the associated Van Tran demand-response service area. Analysis of Van Tran is addressed in Section 3.

The MACS fixed-route system consists of two types of fixed route bus lines:

- ★ **Regular:** Bus lines that provide service at varying intervals for most of the system's regular span of service. These lines are intended for all-day use for many different types of trips.
- ★ **Limited:** Bus lines that only provide service that is mostly aligned with traditional morning and evening peaks. These lines are oriented towards serving traditional commuter needs.

Table 6 – *Service Details by Line*, shows the service span, peak frequency (or headway, displayed in minutes between transit arrivals), operating days, type of service, average annual unlinked trips[1], and average annual productivity[2] for each MACS fixed route bus line. Generally, the regular bus lines operate every 30 to 60 minutes on weekdays between about 6am and 10pm, while the limited bus

1 Unlinked trips are a standard Federal Transit Administration (FTA) measure that counts the total number of trips (boardings) without considering transfers. For example, someone who boarded a bus and then transferred to another bus to complete their journey would count as two unlinked trips.

2 "Productivity" is the average annual unlinked trips divided by average annual revenue service hours. This gives an indication of how productive a route is, as measured by how many riders use the route per revenue service hour on average.

lines operate every 60 to 90 minutes on weekdays during select morning and afternoon/early evening commuting hours. There is currently no weekend service, with Saturday service having been eliminated in 2021 due to a shortage of bus operators.

Please see the next section, The Importance of Headways, for a description of the peak headway column shown in Table 6.

Table 6: Services Details by Line (FY2019-FY2023)

Line	Peak Headway	Days	Service Span	Type of Service	Average Annual Unlinked Trips	Average Annual Productivity
Blue	30 minutes	M-F	6:60AM-9:45PM	Regular	88,519	14.8
Brown	30 minutes	M-F	7:00AM-9:10PM	Regular	28,940	13.7
Green	90 minutes	M-F	6:00AM-8:52PM	Limited	25,406	8.3
Grey	60 minutes	M-F	6:45AM-6:40PM	Limited	7,158	5.7
Orange	60 minutes	M-F	6:30AM-6:00PM	Limited	15,959	5.8 m
Purple	30 minutes	M-F	6:30AM-9:44PM	Regular	53,651	19.9
Red	30 minutes	M-F	6:15AM-9:45PM	Regular	77,877	14.0
Yellow	75 minutes	M-F	7:15AM-6:59PM	Limited	10,930	4.3

Total system-wide averages for annual unlinked trips is 308,441. The system-wide average for annual productivity is 10.8

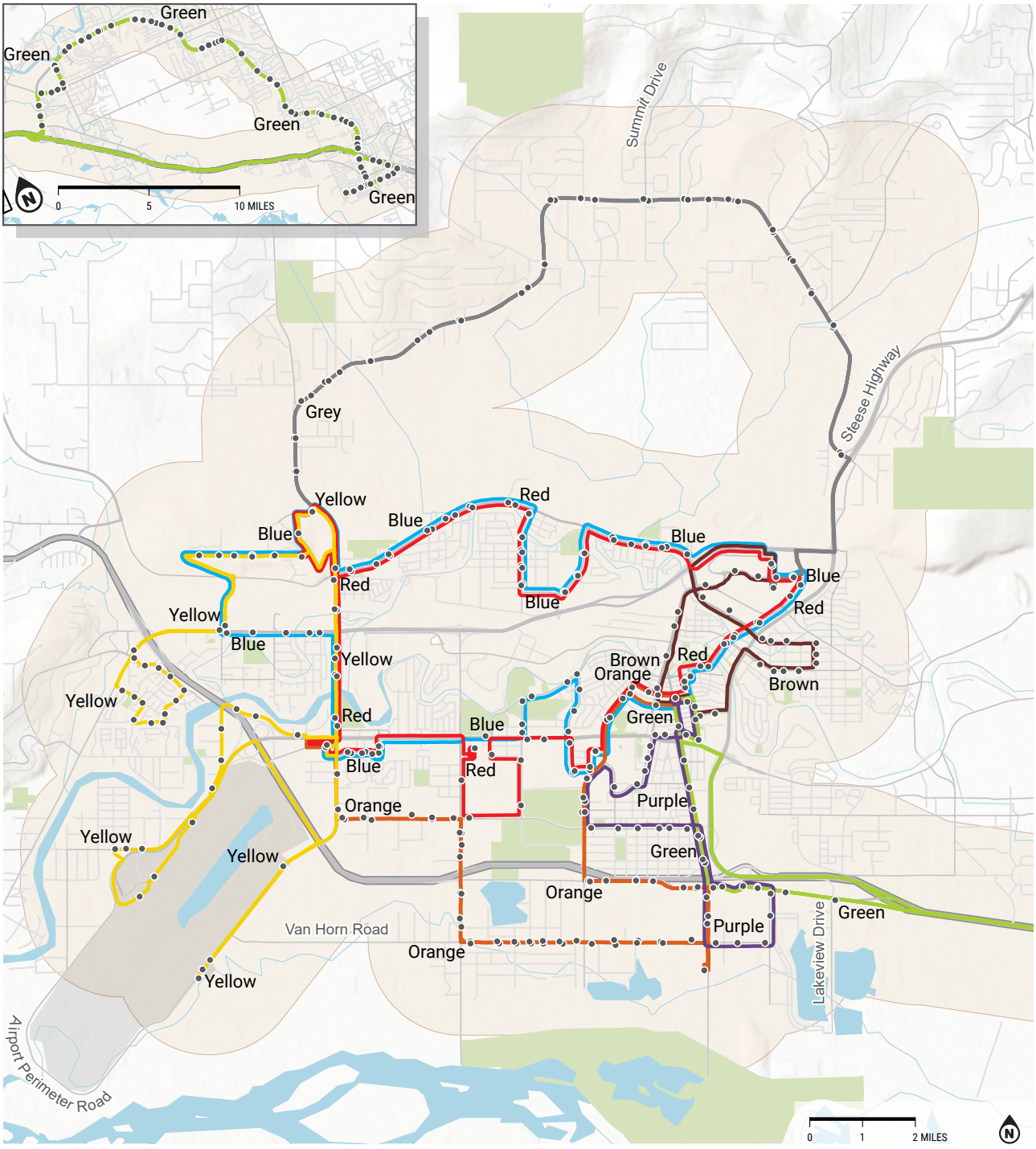
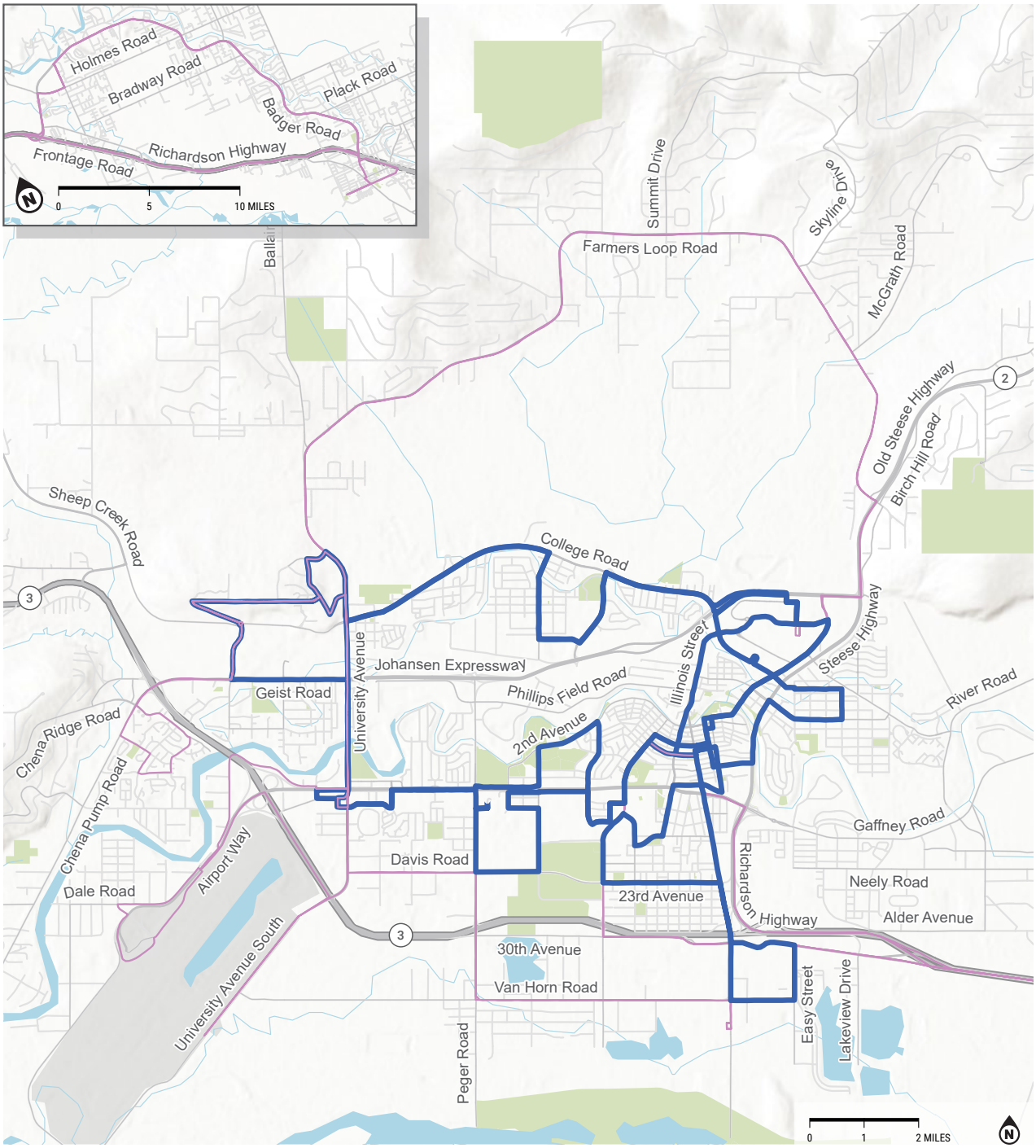


Figure 13: MACS Routes and Stops



METROPOLITAN AREA COMMUTER SYSTEM (MACS) SYSTEM

Peak Frequencies

30 Minutes

AM and PM peak only

Figure 14: MACS Routes by Peak Headway

The Importance of Headways

In addition to knowing where each bus route travels, it is important to visualize each route's frequency at peak operating times, also known as a route's peak headway. A "headway" is the time between vehicles moving in the same direction on a particular route, measured in minutes.[1] Or in other words, the amount of time between buses. Figure 15 shows each MACS bus route by peak headway. Generally, a bus that arrives every 15 or 30 minutes will be more useful for a wider variety of trips than a bus that arrives every 60 minutes. This also means that buses with shorter headways (buses that come more often) will also allow a rider to be less dependent on the bus schedule in planning his or her day.

Shorter headways also make transfers easier. For example, barely missing a connection to a bus with a 60-minute headway can result in almost an hour wait until the next bus, while the same missed connection for a bus with a 15-minute headway might mean a wait of just over 10 minutes.

Ultimately, shorter headways make bus routes more useful for more people by allowing them to access a greater number of destinations in less time. Shorter headways also use more resources in many respects, both in operator time and the number of buses that must be in operation on a route at any given time to achieve that headway.

Network Characteristics

Radial Network, Coverage Focus

Five of the eight MACS bus routes provide service to the Downtown Transit Center in Fairbanks. In this respect, the MACS system operates what is primarily a radial network with a focus on providing one-seat rides (rides not requiring a transfer) with long headways to and from downtown Fairbanks. Service focused on providing one-seat rides is also known as coverage-focused service because it usually consists of indirect routes that make detours from trunkline segments to serve pockets of demand or provide equitable access.[2] However, two MACS bus lines do not stop at the Transit Center (the Yellow and Grey lines), instead focusing on other activity centers that also function as transfer points for riders that may need to travel further:

- ★ Fred Meyer East
- ★ Fred Meyer West
- ★ University of Alaska Fairbanks

These hubs outside of downtown Fairbanks mean that although the MACS system is a radial network focused on downtown, it also attempts to accommodate other activity centers with high passenger demand. Scheduling methods should make transfers at all these hubs easier and more reliable than they would be at other stops. In practice, headways of 30 minutes or greater can still result in long wait times that deter riders from transferring from one bus to another. For example, if a rider misses their connection to a bus route with a 30-minute headway by just a few minutes, that translates into about a 25-minute wait for the next bus.



Figure 15: Riders waiting for the Blue Line at Fred Meyer West

1 FTA National Transit Database Glossary (2017)

2 "Trunkline segments" are segments of bus lines that provide fast and direct service between destinations, such as arterial roadways, and are often where multiple bus lines overlap.

However, a radial network with a coverage focus, like the MACS fixed-route system has, is usually not intended or able to facilitate easy transfers. Instead, such a system relies on providing one-seat rides with the occasional transfer between lines for longer trips.

Several factors likely contributed to the establishment of this type of network in Fairbanks:

- **A disconnected street grid** with few parallel roadways outside of downtown makes it difficult for buses to provide direct service outside of trunkline segments without making significant detours.
- **Incomplete streets with inadequate pedestrian infrastructure that make it difficult to walk very far to a bus stop** outside of downtown, especially for people with disabilities. This makes it more necessary for bus lines to make time-intensive (and costly) detours from trunkline segments to reach those riders.
- **Relatively long headways** that make transferring from one bus line to another impractical in most circumstances outside of the Transit Center and a few activity centers.



Figure 16: MACS bus stop with schedule and route information.

A radial network with a coverage focus can provide essential public transportation services to the areas it serves, but it is a type of network that is not usually very useful for a broad range of people and trip types, due to long headways and out-of-direction travel.

This type of network also lends itself to **interlining**, a scheduling practice that involves a bus from one route continuing on to serve another route after arriving at the terminus of the first route. For example, in the MACS system the bus serving the Purple Line immediately proceeds to serve the Brown Line after arriving at the Transit Center. While the decision to interline buses results in a relatively complex scheduling process, it can also improve the efficiency of short routes with long headways by maximizing the use of in-service vehicles.

Despite its limitations, a radial network with a coverage focus may continue to meet the needs of the FNSB depending on the agency's transit goals.

Loop vs. Bi-Directional

About half of the existing MACS bus lines operate as **loops**, or lines that travel in one direction only, including the Blue Line, Brown Line, Purple Line, and Red Line. These are also the most productive lines, as shown in Table 6 - Service Details by Line.

It is important to note that the Blue Line and the Red Line travel in a mostly complementary fashion where the Blue Line provides clockwise service, and the Red Line provides counterclockwise service. They are not completely complementary, however, as each route diverges to cover different neighborhoods.

The remaining bus lines are bi-directional, or lines that provide service in both directions, including the Green Line, Grey Line, Orange Line, and Yellow Line. However, some of these bi-directional routes such as the Yellow Line include divergent loop service to cover neighborhoods off the main route.

While loop service may make it easier to provide service along a route with fewer resources, it is also less useful for riders than bi-directional service due to the potential for significant out-of-direction travel. For example, if a rider wishes to travel to a destination a half mile to the east on a westbound loop, then the rider may also have to ride the entire loop before arriving at their stop. In addition, such a trip may be even more time-intensive if the loop involves a layover at the line's origin/terminus such as the downtown Transit Center. All of this means that while loop routes may be an cost effective way to provide transit coverage, the resulting out-of-direction travel makes them inconvenient for many riders.

Bicycle Accommodations

There is a self-service bike rack on the front of each MACS fixed route bus. Every bike rack can accommodate up to three bikes. Currently, these racks cannot accommodate the larger tire size of fat tire bikes; however, at the time of this report, MACS is investigating adding new bike racks to all buses with that capability due to popular demand.



Figure 17: Integrated Transit in Fairbanks

Fares

Currently, MACS fixed-route riders use cash to pay for a single fare on the bus, or to obtain single-ride tokens from vending machines. They can also purchase day, month, or pro-rated partial-month passes directly from operators when boarding the bus. Exact change is required for each fare purchase. Seniors aged 60 and over and children 5 years or younger ride free.

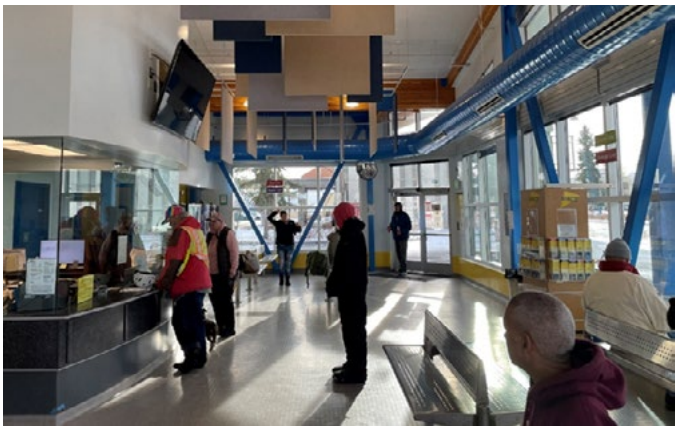


Figure 18: The Transit Center in downtown Fairbanks

Cash should always be accepted for fares in any bus system to facilitate equitable access. However, in a world where non-cash fare options such as mobile ticketing are increasingly common, a lack of alternative fare payment methods may represent a barrier to entry for some people. Fare categories and prices, as of October 2023, are shown in the table below.

System Metrics

See Appendix B, Existing Conditions

Table 7: Fare Categories

Fare Category	Adult	Reduced	Seniors & Children
Single Ride	$1.50	$0.75	Ride Free
Day Pass	$3.00	$2.00	Ride Free
Half Month Pass	$20.00	$20.00	Ride Free
Monthly Pass	$40.00	$20.00	Ride Free

Adult = Ages 19 to 59

Reduced = Ages 6 to18, people with Medicare or Medicaid Cards, active military and dependents, those with qualifying disabilities

Seniors & Children = Ages 60 and over or 5 and under

Ridership Data

Another important performance metric for a fixed route bus system is stop-level ridership, as measured in boardings. A "boarding" is counted when any rider boards the bus. Having detailed information about how many people use each of the bus stops can help MACS recognize where it can deploy resources to best serve its riders. It is also very important information to consider alongside stop-level connectivity ratios, which are introduced and discussed in the Connectivity section.

Boarding information is best visualized using maps to show how where MACS bus lines may have more or less ridership activity. This section provides a brief description of how ridership numbers were ascertained from RouteMatch data and contains maps that visualize the data (see Figure 21 through Figure 29).

Methodology

A third-party vendor called RouteMatch collects a variety of data for MACS, including stop-level boardings through automatic passenger counters (APCs). This analysis examines the past 5 years of this data between July 2018 and June 2023.

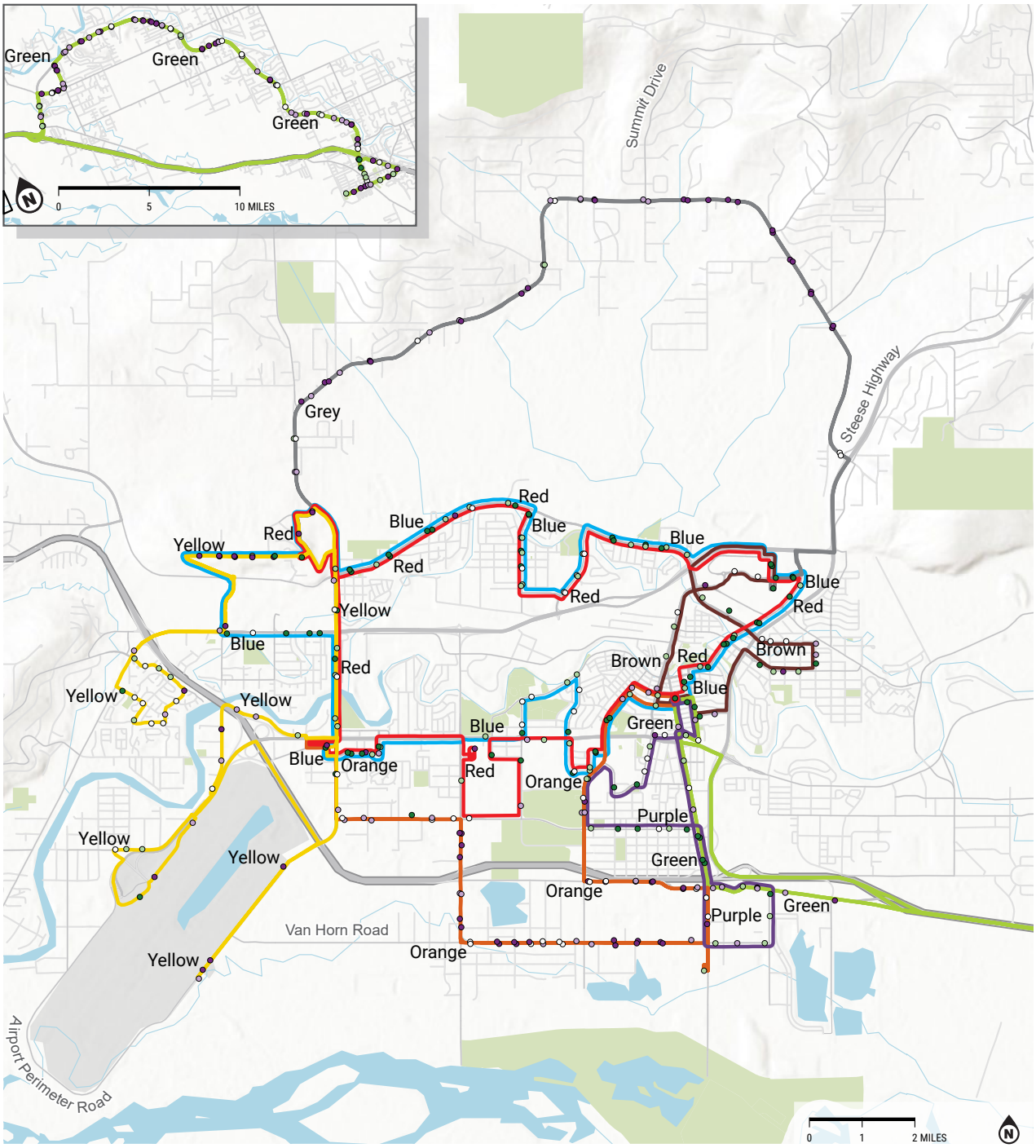
While the data is mostly complete, there are sporadic gaps in data for certain time periods and bus lines due to RouteMatch system outages. For example, stop-level data between November 2022 and March 2023 is completely absent and data for the Grey Line and the Orange Line are missing during several time spans. To get a better idea of what typical ridership looks like for each stop and minimize the data impact caused by these



Figure 19: MACS Bus Shelter

RouteMatch outages, the project team used median monthly boardings for the last 5-year period. The median value removes distortions caused by unusually high or low boardings and takes into account that some stops will have more data points over time than others. This analysis reports the median monthly boarding value between July 2018 and June 2023 for each transit stop on the MACS system. This value is visualized spatially in the following ways in the section below:

- ★ Systemwide ridership by stop
- ★ Line ridership by stop
- ★ Systemwide ridership by stop before and after March 2020 (to show ridership pre- and post-pandemic)



METROPOLITAN AREA COMMUTER SYSTEM (MACS) SYSTEM

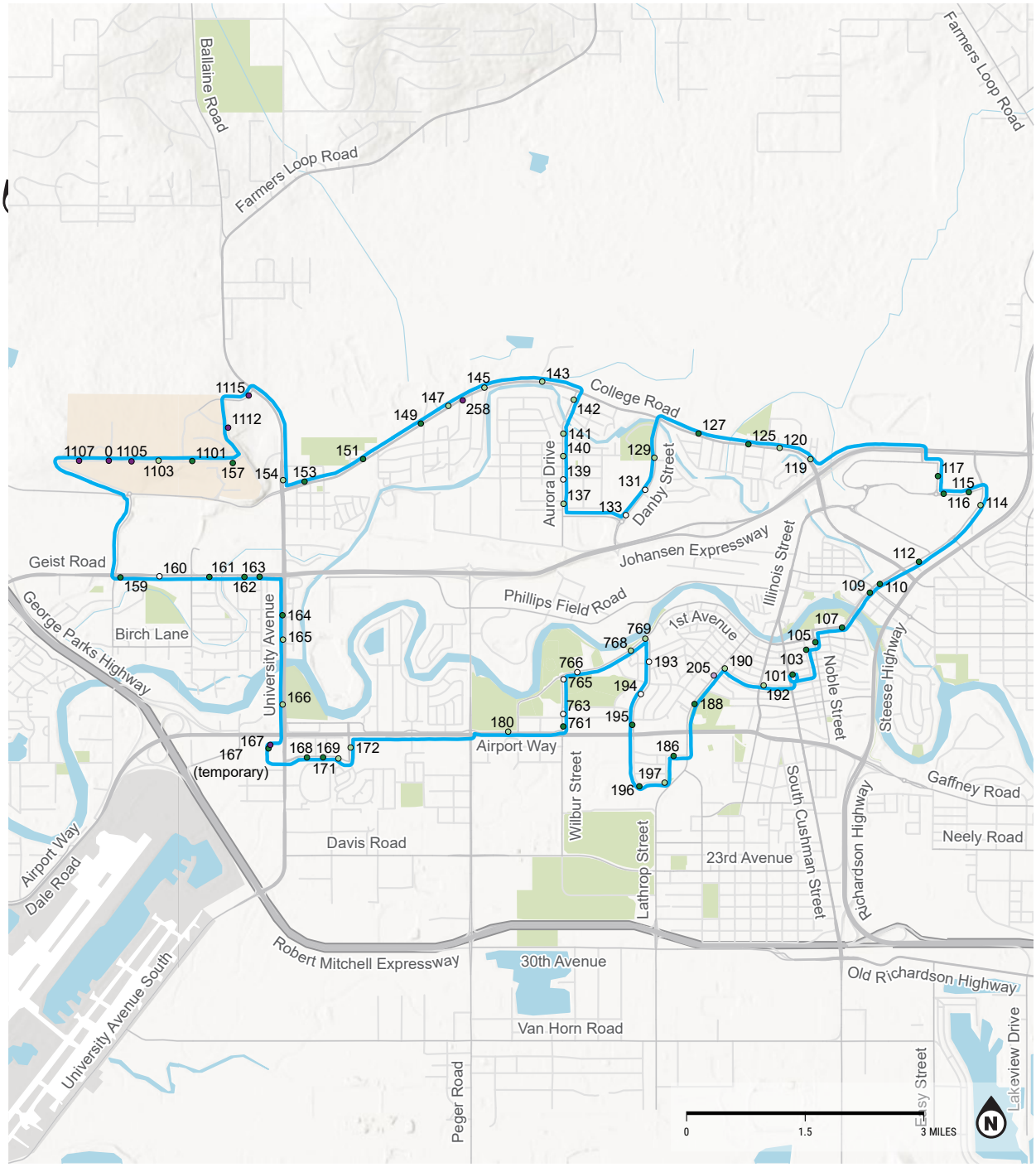
- Blue Line
- Orange Line
- Brown Line
- Purple Line
- Green Line
- Red Line
- Grey Line
- Yellow Line

5-Year Median Monthly Boardings

- 0 - 2
- 2 - 5
- 5 - 11
- 11 - 39
- 39 - 1446

Stop-level boarding information is incomplete due to intermittent RouteMatch data collection software outages. For that reason, this stop-level information is provided for general planning purposes only and should not be relied upon for detailed reporting.

Figure 20: MACS Systemwide Stop-Level Ridership



Blue Line Ridership

5-Year Median Monthly Boardings

- 0 - 2
- 2 - 5
- 5 - 11
- 11 - 39
- 39 - 1446

Stop-level boarding information is incomplete due to intermittent RouteMatch data collection software outages. For that reason, this stop-level information is provided for general planning purposes only and should not be relied upon for detailed reporting. The numbers displayed beside each stop point are the stops' identification number.

Figure 21: MACS Blue Line Stop-Level Ridership

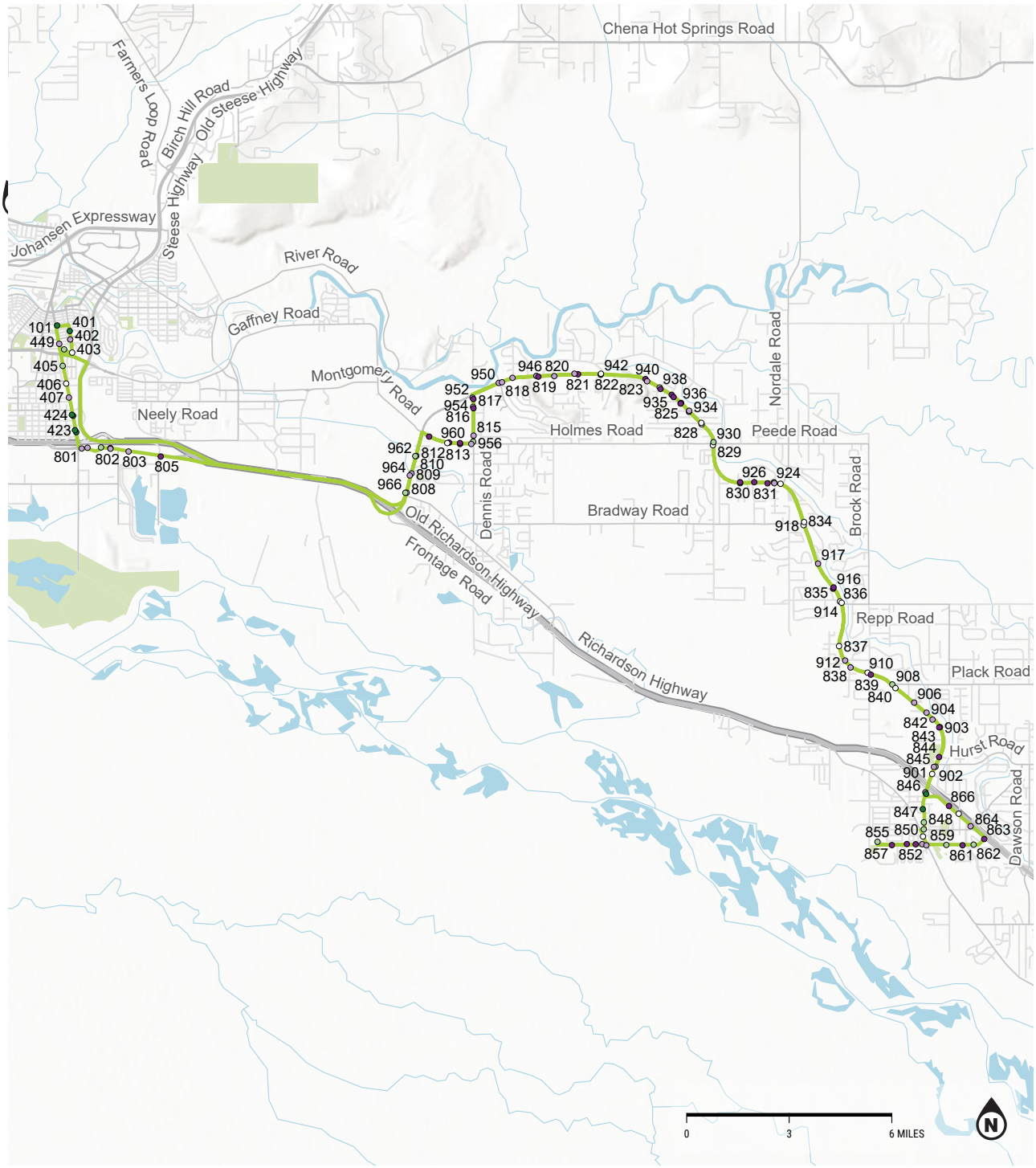


Brown Line Ridership
5-Year Median Monthly Boardings

- 0 - 2
- 2 - 5
- 5 - 11
- 11 - 39
- 39 - 1446

Stop-level boarding information is incomplete due to intermittent RouteMatch data collection software outages. For that reason, this stop-level information is provided for general planning purposes only and should not be relied upon for detailed reporting. The numbers displayed beside each stop point are the stops' identification number.

Figure 22: MACS Brown Line Stop-Level Ridership



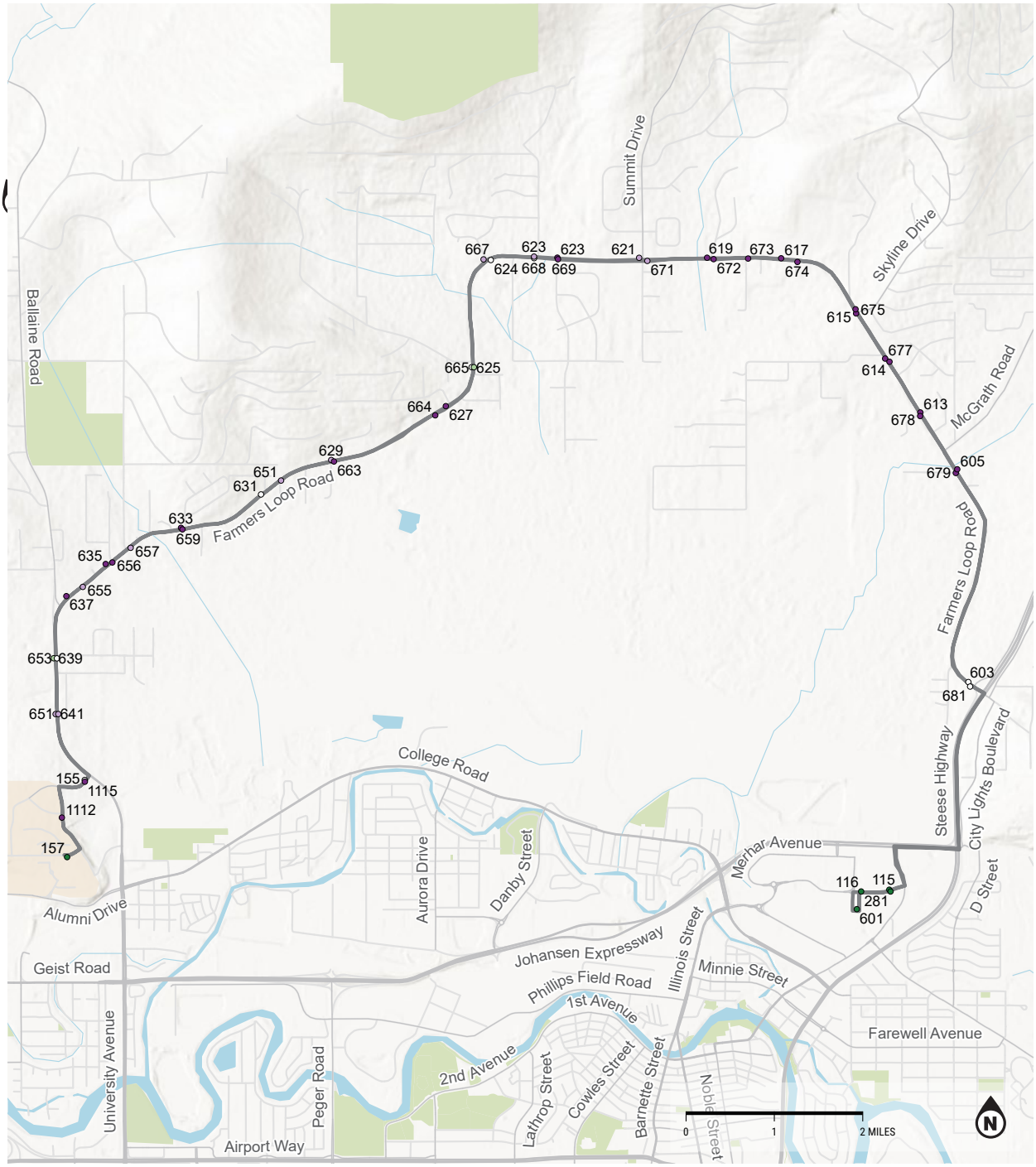
Green Line Ridership

5-Year Median Monthly Boardings

- 0 - 2
- 2 - 5
- 5 - 11
- 11 - 39
- 39 - 1446

Stop-level boarding information is incomplete due to intermittent RouteMatch data collection software outages. For that reason, this stop-level information is provided for general planning purposes only and should not be relied upon for detailed reporting. The numbers displayed beside each stop point are the stops' identification number.

Figure 23: MACS Green Line Stop-Level Ridership



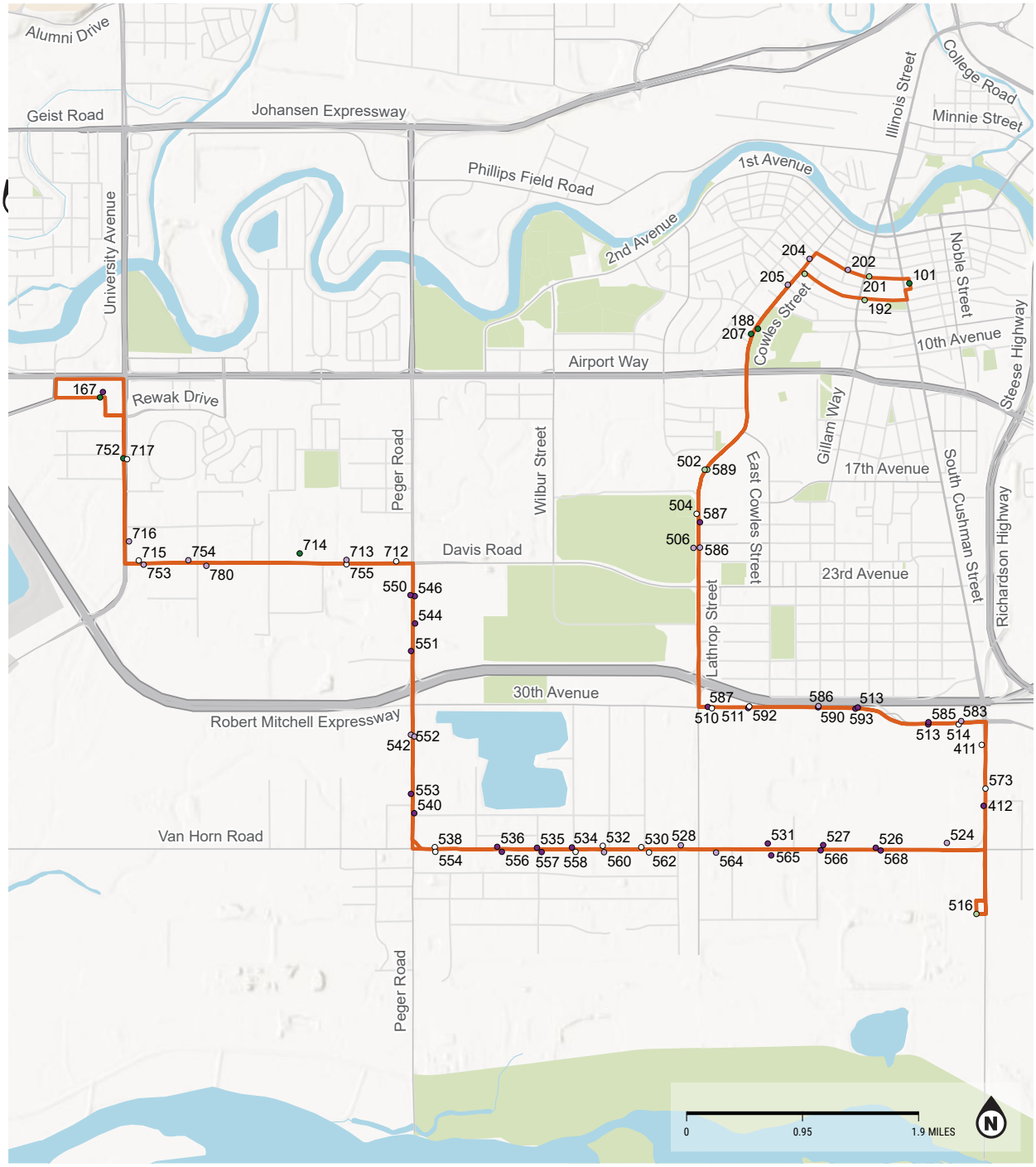
Grey Line Ridership

5-Year Median Monthly Boardings

- 0 - 2
- 2 - 5
- 5 - 11
- 11 - 39
- 39 - 1446

Stop-level boarding information is incomplete due to intermittent RouteMatch data collection software outages. For that reason, this stop-level information is provided for general planning purposes only and should not be relied upon for detailed reporting. The numbers displayed beside each stop point are the stops' identification number.

Figure 24: MACS Grey Line Stop-Level Ridership

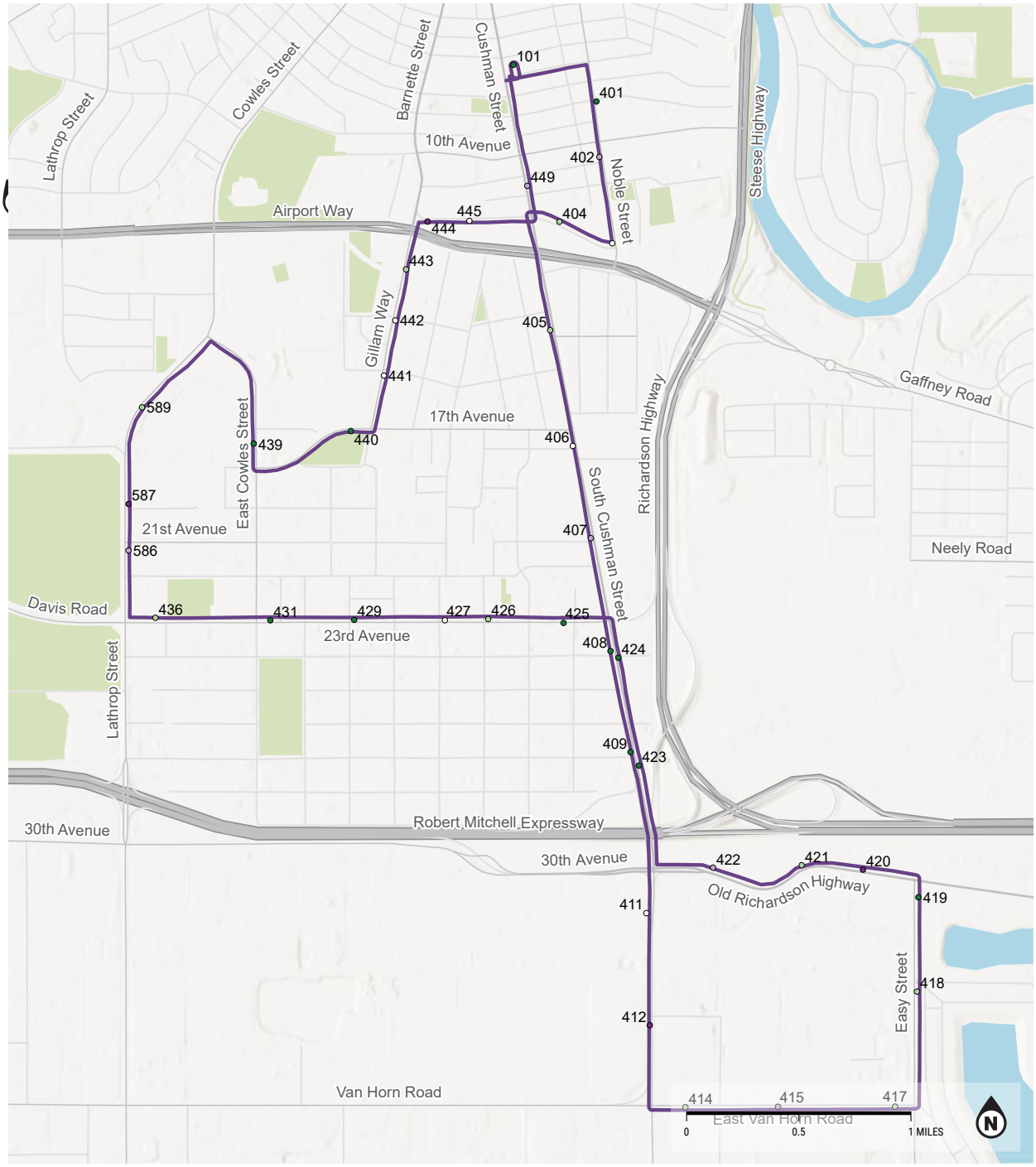


Orange Line Ridership
5-Year Median Monthly Boardings

- 0 - 2
- 2 - 5
- 5 - 11
- 11 - 39
- 39 - 1446

Stop-level boarding information is incomplete due to intermittent RouteMatch data collection software outages. For that reason, this stop-level information is provided for general planning purposes only and should not be relied upon for detailed reporting. The numbers displayed beside each stop point are the stops' identification number.

Figure 25: MACS Orange Line Stop-Level Ridership



Purple Line Ridership

5-Year Median Monthly Boardings

- 0 - 2
- 2 - 5
- 5 - 11
- 11 - 39
- 39 - 1446

Stop-level boarding information is incomplete due to intermittent RouteMatch data collection software outages. For that reason, this stop-level information is provided for general planning purposes only and should not be relied upon for detailed reporting. The numbers displayed beside each stop point are the stops' identification number.

Figure 26: MACS Purple Line Stop-Level Ridership



Red Line Ridership

5-Year Median Monthly Boardings

- 0 - 2
- 2 - 5
- 5 - 11
- 11 - 39
- 39 - 1446

Stop-level boarding information is incomplete due to intermittent RouteMatch data collection software outages. For that reason, this stop-level information is provided for general planning purposes only and should not be relied upon for detailed reporting. The numbers displayed beside each stop point are the stops' identification number.

Figure 27: MACS Red Line Stop-Level Ridership



Yellow Line Ridership
5-Year Median Monthly Boardings

- 0 - 2
- 2 - 5
- 5 - 11
- 11 - 39
- 39 - 1446

Stop-level boarding information is incomplete due to intermittent RouteMatch data collection software outages. For that reason, this stop-level information is provided for general planning purposes only and should not be relied upon for detailed reporting. The numbers displayed beside each stop point are the stops' identification number.

Figure 28: MACS Yellow Line Stop-Level Ridership

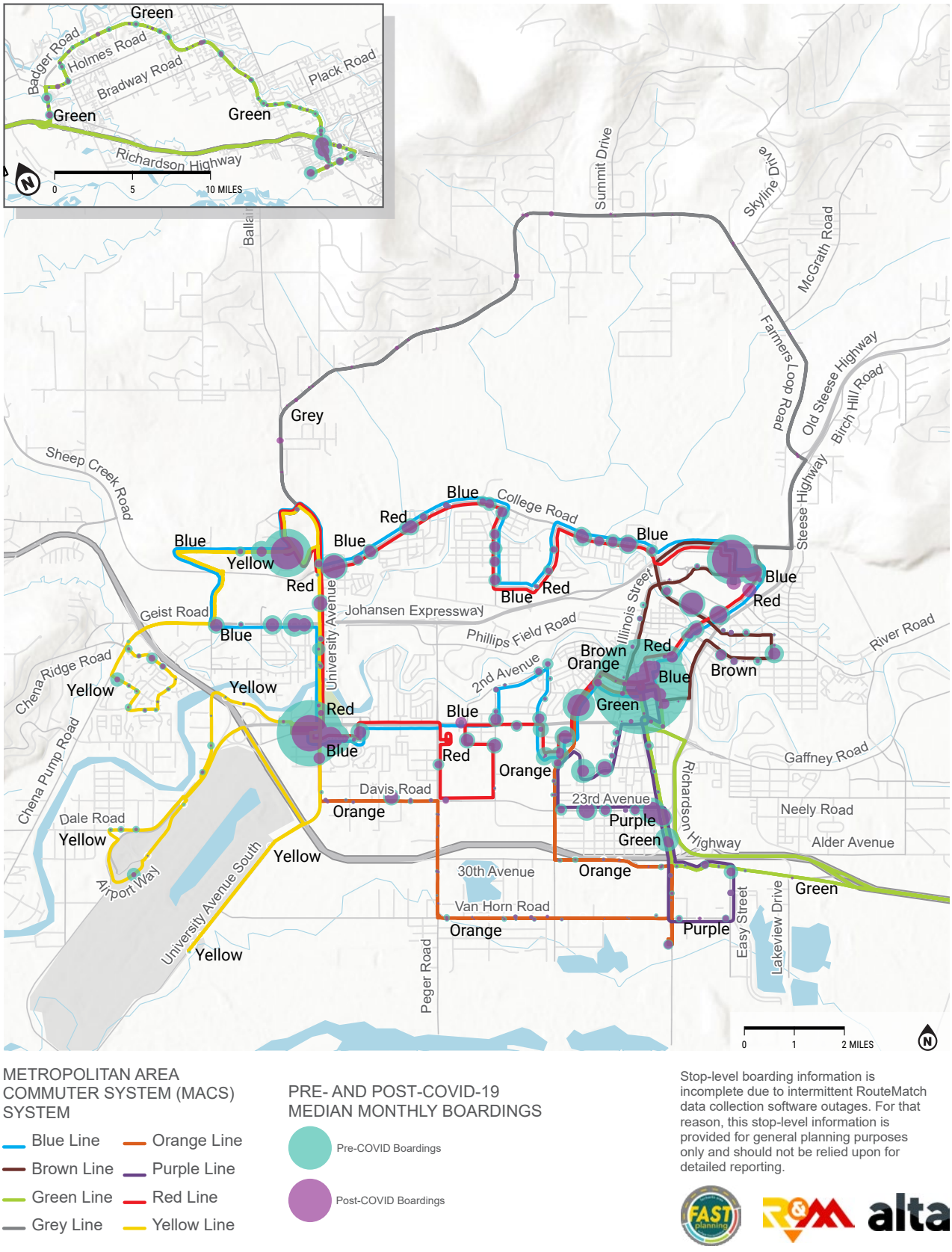


Figure 29: MACS Systemwide Stop-Level Proportional Ridership Before and After COVID-19

Demand & Equity

Demand and equity measures help measure locations of greatest transit demand and need. While the two factors are often related, it is important to consider each separately. Equity considerations highlight where the need for public transportation services may be highest, and analyzing demand can help determine locations that may have the greatest potential for high levels of ridership.

Demand measures population density and job density, and then shows where their combined density is highest. Identifying these areas shows where there might be a relatively high density of both homes and businesses, which can help predict the potential for "all day" demand for fixed route public transportation trips. When quality service (see discussion in "Service Quality" below) is provided in such areas, it often results in higher ridership and higher productivity than service in areas with lower demand measures.

Demand can also show where the origins and destinations of demand response trips may be highest, especially when they coincide with certain equity factors.

Equity, on the other hand, is analyzed here using factors that suggest need:

- ★ Low-income households
- ★ Racial or ethnic minorities
- ★ People with disabilities
- ★ Youth and seniors
- ★ People with limited English proficiency
- ★ People without access to vehicles

These are factors that are prominent in Title VI and Environmental Justice considerations, and some may also result in increased demand for transit. However, it is important to consider equity separately from demand to assess how well both fixed route and demand response services are meeting the needs of the FNSB's most vulnerable populations.

The results of the demand and equity analyses highlighted in Appendix B, Existing Conditions are two important inputs that should be considered side-by-side when determining recommendations for the future of both fixed route and paratransit services in the FNSB.

Connectivity

The usefulness of any fixed route bus network is contingent upon how accessible and connected its bus stops are to riders. All stops must be accessible to riders of all ages and abilities for the network to maximize its return on service investments.

This report does not comprehensively examine accessibility for people with disabilities and related requirements under the Americans with Disabilities Act (ADA). However, it does provide a thorough connectivity analysis that measures the connectivity of each bus stop in the MACS fixed route network. In this case, "connectivity" is considered the degree to which each stop is reachable by pedestrians and bicyclists. This connectivity analysis also incorporates a Level of Traffic Stress (LTS) analysis to refine its results. LTS is a measure of how comfortable it is for bicyclists or pedestrians to travel along a roadway.

Appendix B outlines the methodology and results of both the LTS analysis and the connectivity analysis. Ultimately, the results helped identify gaps and needs which were in turn used to inform recommendations.

Gaps

The Transit Plans Update will ultimately provide recommendations to inform the future of MACS and coordinated human services transportation throughout the FNSB. As a step in that direction, this report identifies some potential high-level "gaps" based on the Existing Conditions analysis that are explored further in the Needs Analysis section. These gaps are organized and dis-

cussed by category: coverage, service quality, and connectivity.

Coverage

"Coverage" describes where public transportation service is provided. As noted in the Existing Conditions analysis, about 45,000 and 50,000 people live within a ten-minute walk of a MACS fixed route bus stop. This amounts to just over half of the FNSB's population. The Van Tran demand-response paratransit service extends an additional ¾-mile radius beyond the MACS fixed-route corridor.

★ **MACS provides good coverage of high demand areas,** but there is room for some improvement. As discussed in the Existing Conditions analysis, the MACS Transit fixed route system currently provides at least some service in most of the areas highlighted in the Demand Analysis. Still, an example of an area of high demand that currently lacks coverage are the neighborhoods bounded by Airport Way to the south, Washington Drive to the west, and Peger Road to the east.

★ **There is potential for improved coverage of high-need equity areas.** The Existing Conditions analysis shows that some areas that scored high in the Equity Analysis may not be receiving adequate MACS Transit coverage.

Service Quality

There are many ways to measure service quality. However, in this report "service quality" refers to the amount of transit service provided. In many cases, service quality can be even more important than coverage due to the potential for the quality of transit service in an area to be inadequate to meet need or demand.

★ **Even the shortest headways on the MACS Transit fixed route bus system can result in long waits for riders.** Peak headways on even the most productive MACS bus lines (Blue, Brown, Purple, and Red) are 30 minutes, which can still result in significant wait times. See the "Service Overview" section for discussion and definition of bus line productivity.

★ **Headways on some MACS Transit bus lines increase significantly in the mornings and evenings.** Headways are generally longer outside of peak midday hours, up to 60 or even 90 minutes even on the most productive MACS bus lines. This makes it more difficult for riders to use the MACS system outside of relatively short timeframes when headways are at their peak.

★ **Some high demand and high equity need areas are served by bus lines with long headways and/or limited spans with large breaks in service.** For example, the area around the Yellow and Grey Lines provide only limited service at 60-minute headways and large gaps in service.

★ **Loop routes and deviations result in less direct travel and increased travel times.** The four most productive MACS bus lines (Blue, Brown, Purple, and Red) operate as loops. This can significantly impact travel times, especially on the Brown and Purple Lines that do not have complementary loop service as seen with the Red and Blue lines.

★ **Some MACS bus lines include deviations that result in indirect travel and increase travel times.** Some of these deviations may be necessary to serve pockets of demand and provide equitable access and may at times represent the best use of current MACS resources. However, deviations on some lines may be worth examining for efficiency and potential improvements.

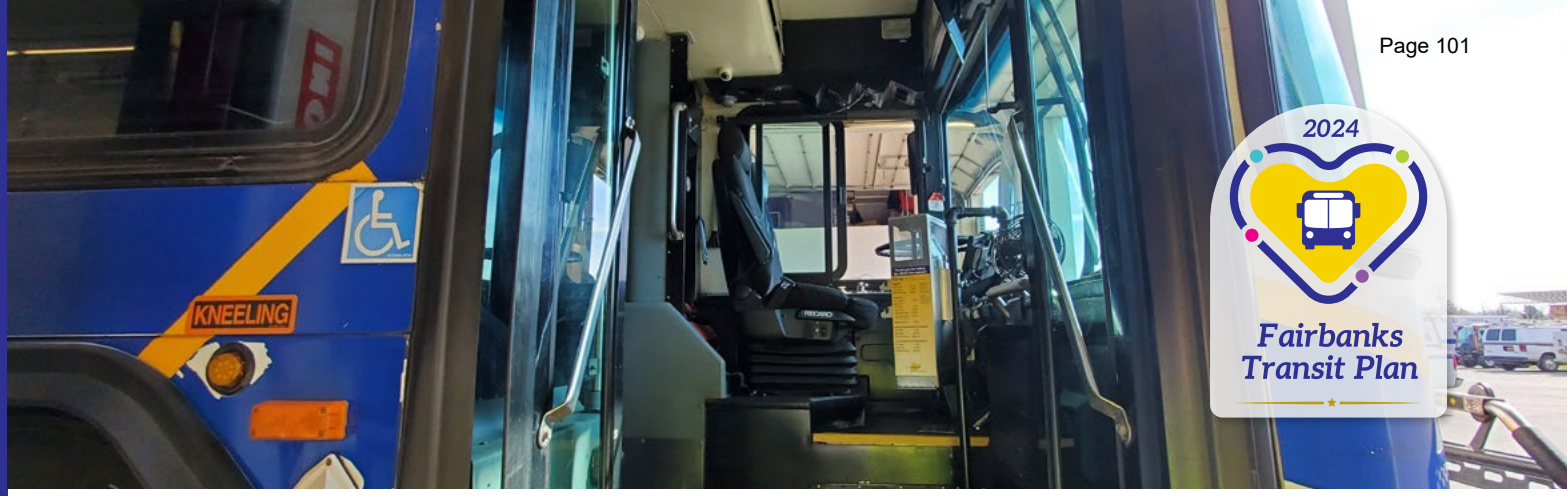
★ **Weekend service is not currently provided.** Weekend service is vital for reliable access to jobs and services, especially at employment locations such as retail establishments that tend to be busy on weekends.

- **Service spans may not run late enough for some trip types.** Like weekend service, operating bus service early enough and late enough is essential to providing viable transportation to jobs and services.
- **The convenience of Van Tran's scheduling, eligibility, and service timing may be improved.** Van Tran provides service to those not able to use the fixed route system, and although it operates on an on-demand basis the service quality of those trips may need to be assessed for potential improvements.

Connectivity

As discussed in the Connectivity section, riders need to be able to reach bus stops safely and comfortably. Connectivity can be improved through efforts such as safer and more comfortable bike and pedestrian infrastructure and crossings (including ADA enhancements), improved lighting, bus stop amenities, snow removal practices that prioritize bus stop accessibility, and thoughtful bus stop placements that allow the bus system to reach as many people as possible.

- **Many bus stops are difficult or uncomfortable to reach under current roadway conditions, even those that receive relatively high service quality.** As shown in the pedestrian connectivity maps in the Existing Conditions Report, many bus stops may be well-connected to the street network (shown as high "unadjusted connectivity ratios") but are not easily or comfortably reachable on foot (shown as stops with low "LTS-adjusted connectivity ratios"). This suggests a need for pedestrian connectivity improvements to these stops bus stops to improve accessibility, especially outside of downtown.
- **Some bus stops are not well-connected to the surrounding street network.** Bus stops that have low "LTS-adjusted connectivity ratios" scores are stops that would be difficult to access even if roadway conditions were improved. In some cases, this may be due to a disconnected street network. These bus stops may benefit from being re-assessed to make sure that they are in the best possible locations for connectivity purposes.
- **Large arterials are a connectivity barrier in the FNSB.** The Level of Traffic Stress (LTS) analysis highlights that large arterial roadways are uncomfortable for pedestrian and bicycle travel in the FNSB. Considering improvements to pedestrian and bicycle crossings along these arterials, especially in the vicinity of bus stops, may improve connectivity to and from the MACS fixed route bus network.



5. Transit Needs and Opportunities

The Needs Analysis expands upon the gaps identified in the Existing Conditions report and considers feedback from the community and stakeholders. The result is a list of needs and opportunities that directly inform the Transit Plan Update's final recommendations.

Findings from the Needs Analysis are briefly discussed below, with more details in the full Needs Analysis report in Appendix C.

Needs

This Needs Analysis examines specific needs for the MACS Transit fixed route system and Van Tran demand-response service and explores potential solutions that could help meet those needs. The results of this analysis are how the services of these agencies could look if current operator shortage and funding gaps are resolved, issues which emerged in part during the COVID-19 pandemic. This report also considers winter maintenance and pedestrian and bicycle access to MACS Transit facilities.

The needs and findings in this analysis are derived from the results of the Rider Survey, the Existing Conditions Report, and the plan's Vision, Goals, and Objectives. In particular, the Gaps section of the Existing Conditions Report informed many of the needs identified in this report.

The needs identified in this report are divided into the following categories:

1. Operational Needs
2. Fixed Route Service Needs
3. Demand Response Needs
4. Transit Corridor Needs

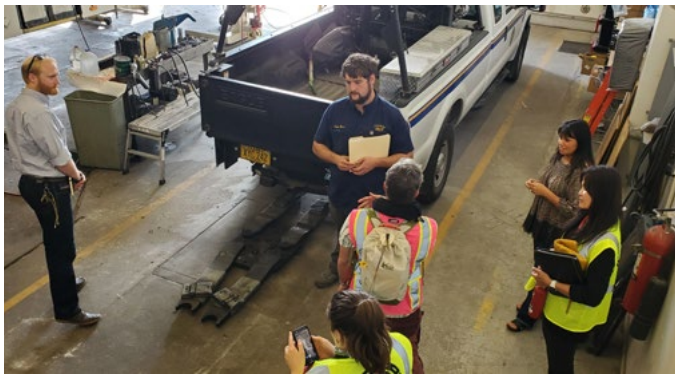


Figure 30: Planning team speaks with MACS employees

This report also considers and references the results of the Winter Maintenance and Access to Transit studies, which are analyzed in the Special Studies section. The resulting recommendations are summarized below after the four needs categories.

Operational Needs

Staff Recruitment and Retention

MACS Transit faces challenges recruiting and retaining drivers which has resulted in reduced service levels, hampers its ability to reliably service its routes, and can dampen morale among existing drivers.

Stop Inventory and Data Collection

- ★ Comprehensively analyze existing resource utilization and scheduling.
- ★ Enhance transit system data collection and analysis technology and practices.
- ★ Develop a method to regularly inventory MACS Transit bus stops and update the system's General Transit Feed Specification (GTFS).
- ★ Develop a System for Real Time Bus Tracking.

Funding

- ★ Collaborate with the FNSB and other localities to identify additional local funding.
- ★ Some federal funding programs may provide increased capacity. MACS Transit could continue to investigate the following Federal funding opportunities:
  - Flexible Funding for Transit and Highway Improvements
  - Access and Mobility Partnership Grants
  - Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities (Formula Funds)
  - Formula Grants for Rural Areas
  - Grants for Buses and Bus Facilities Program
  - Low or No Emissions Program
- ★ FAST Planning may be able to assist with targeted funding for different vehicle types.

Fare Systems

Fare Options

- ★ Consider providing weekly and annual pass options.
- ★ Continue to pursue electronic fare payment options.
- ★ Consider fare capping.
- ★ Investigate expanding free fares to specific groups.

Fixed Route Service Needs

General Systemwide Needs

Weekend Service

Lack of weekend service can leave travelers with few options on Saturdays and Sundays.

Service Frequency

Existing service levels on the MACS Transit fixed-route system often do not accommodate varying rider schedules.

Service Span

Existing service span on the MACS transit fixed-route system often does not include early, midday, or late trips, which limits travelers who want to travel for work, to study, or for other reasons at times outside peak periods. This also tends to provide more service to conventional "9 to 5" commuters with fewer resources devoted to non-work trips and shift workers, which can be an equity issue.

Transfer Points

Transfer points outside of the downtown Transit Center are owned privately, which means MACS Transit has limited ability to improve or alter those facilities to support their operations.

Fixed Route System

Rural Connector Routes

Beyond the current fixed route system, there may be opportunities for MACS Transit to increase fixed route coverage to areas beyond the Cities of Fairbanks and North Pole.

Brown Line

The Brown Line provides essential coverage to Fairbanks neighborhoods north of the Chena River; however, the route is circuitous and provided as a one-way loop, which limits its utility and complicates travel planning.

Red and Blue Lines

- ★ The Red and Blue Lines provide indirect service.
- ★ Combine the services: consider consolidating Red Line and Blue Line services.
- ★ Reconsider route deviations: route deviations may confuse riders and make their journeys longer and less predictable.

Orange Line

Consider extending the Orange Line further east to allow the Purple Line to focus on the areas around downtown.

Purple Line

Consider shortening the Purple Line and provide bidirectional service to reduce out of direction travel.

Yellow Line

The existing service on the Yellow Line provides coverage to many destinations west of Fairbanks, including the airport and the university, but this service is infrequent and circuitous.

New Fixed Route Services

- ★ Rethink service to Fort Wainwright through Steering Committee consultations.
- ★ Provide a connection to the Alaska Railroad Fairbanks Depot.



Figure 31: Max C. Lyon Transit Center

Demand Response Needs

- ★ Expand capacity for "B" & "C" service categories.
- ★ Simplify the Van Tran application process or provide even more application support.
- ★ Develop a "clearinghouse" and create a Human Services Transportation Coordinator role to help riders navigate multiple providers.

Transit Corridor Needs

Systemwide Accessibility Improvements

- ★ Focus on improving pedestrian and bicycle connections to high need MACS Transit bus stops.
- ★ Upgrade select high-ridership MACS Transit bus stops with amenities that enhance the ridership experience. High ridership stops with connectivity needs can be viewed in Table 10.
- ★ Improve winter maintenance practices to provide year-round bus stop accessibility.

Corridors

Corridor-level improvements on the roadways below could increase accessibility more broadly and efficiently for some MACS Transit lines.

- ★ Farmers Loop Road between Steese Highway and Alumni Drive
- ★ Airport Way between Fairbanks International Airport and Steese Highway
- ★ Badger Road between Richardson Highway and North Pole City Limits
- ★ Danby Street between Wembley Avenue and College Road
- ★ College Road between University Avenue and Johansen Expressway
- ★ 30th Avenue between Lathrop Street and Cushman Street
- ★ University Avenue between College Road and Davis Road



6. Special Studies

Winter Maintenance

MACS Transit

MACS transit provides transit service throughout the winter and must have vehicles ready for heavy snowfall conditions. The agency recognizes that there are several challenges facing the agency during periods of heavy snowfall:

1. Bus stops can become covered in snow and ice until the snow is removed by the City of Fairbanks or Alaska DOT&PF. MACS Transit has a designated employee who removes snow from bus shelters and boarding pad. This employee also plows the parking lot at the transportation garage and the Downtown Fairbanks Transit Center. If necessary, other employees can help with snow removal; however, this would require them to be pulled away from their regular duties.
2. Fat tire bikes are not currently accommodated on bus bike racks, but the agency is working to accommodate them in the future.

Van Tran

Van Tran operates a demand-response service that provides rides to residents throughout the FNSB, making it particularly susceptible to service disruptions during periods of heavy snowfall. Accordingly, Van Tran reported they cannot provide service to certain areas during periods of heavy snowfall.

Winter Maintenance Recommendations

1. Regional Coordination of Snow Removal.
2. Removal of Snow on Active Transportation Facilities
3. Van Tran Service
   - ★ Map the locations of the address points for internal use and share another map without the addresses but with information on which routes need to be cleared. This could take the form of a heat map or similar.
4. Behavior Change
   - ★ "Adopt-A-Sidewalk" program could improve connections to transit.
5. FTA Flex Funding Use for Snow Removal Program

Transit Stop Accessibility Assessments

As part of the existing conditions report, the project team performed an accessibility and connectivity analysis of bus stops in the MACS transit system. Each bus stop on the MACS system was analyzed in comparison to the surrounding street network to find out the areas reachable by a person walking 10 minutes along the street network.

Median monthly ridership over a 5-year period for each bus stop was also calculated as part of the existing conditions report, providing insight into which stops may be most important for MACS riders. These metrics can be combined to understand where improvements can be prioritized to benefit the most travelers in terms of connectivity, accessibility, and ridership. See the Appendix B: Existing Conditions, Chapter 8 Connectivity, pages 82-97 for methodology, maps, and additional discussion on metrics associated with connectivity that were used to evaluate ho accessible are MACS transit stops and corridors.

High Pedestrian Need Bus Stops

The project team analyzed the pedestrian connectivity ratios for bus stops with high ridership. The factors that produce low pedestrian connectivity scores may include a disconnected street grid, a high number of vehicle lanes on adjacent roadways, or the absence of active (bicycle or pedestrian) transportation facilities. Considering that while a low accessibility score may be partially attributed to one or more of these factors, this may not be the complete picture. See Table 8 for a list of high pedestrian need stops.

High Bicycle Need Bus Stops

Similar to high pedestrian need bus stops, there are several bus stops throughout the FNSB that demonstrate high needs for people traveling by bicycle. The project team analyzed the bicycle connectivity ratios for bus stops with high ridership. Factors that may contribute to low connectivity for people traveling by bicycle are similar to those that inform the pedestrian scores but differ in several ways. For one, bicyclists can travel a greater distance to reach bus stops, which expands the travel shed. See Table 9 for a list of High Bicycle Need stops.

High Need Corridors

Examining accessibility at the corridor level may give FAST Planning the opportunity to identify where improvements can be made along roadways to make walking and biking to transit stops easier. The project team observed bus stops with low connectivity ratios along the following roadway corridors along with high pedestrian level of traffic stress scores (least comfortable).

1. Danby Street between Wembley Avenue and College Road
2. University Avenue between College Road and Davis Road
3. 30th Avenue between Lathrop Street and Cushman Street
4. Badger Road between Dennis Road and Bradway Road
5. College Road between University Avenue and Aurora Drive

Notably, Airport Way is another corridor with an elevated Level of Traffice Stress (LTS) score for both bicyclists and pedestrians. There are no MACS transit stops on this corridor; however, many stops are located on adjacent frontage roads. The corridor serves as a major east-west conduit for travel within Fairbanks, but also acts as a barrier for pedestrian and bicyclist travel and bus stop access.

Table 8: Top 20 High Pedestrian Need Stops

Transit Stop Location with High Pedestrian Need	Stop #	Disconnected Street Grid / Long Blocks	HIGH Number of Vehicle Travel Lanes	Absence of Active Transport Facilities	Ped Connectivity Score	High Bicycle Need Stop	Median Monthly Ridership	Notes
Airport	728	Yes	No	Yes	0.021	Yes	46	
Old Steese @ Safeway Gas	284	Yes	Yes	Yes	0.021	Yes	110	
College Rd. @ Aurora Motel	262	Yes	Yes	No	0.022	Yes	47	
Bentley Mall parking lot	475	No	Yes	No	0.022	Yes	206	
Old Steese @ Cornerstone Mall	112	No	Yes	No	0.022	Yes	87	
University Ave @ Holiday Apts	164	Yes	Yes	Yes	0.032	No	54	Lacks marked pedestrian crossing of University Avenue
Herb Miller Rd Eastside - (Walmart/Lowes)	117	Yes	No	No	0.034	Yes	446	
Herb Miller Rd Westside - (Walmart/Lowes)	279	Yes	No	No	0.034	Yes	625	
College Rd @ Geraldo's Rest.	275	No	Yes	Yes	0.037	Yes	100	
Old Steese @ Timberland (Gavora Mall)	110	Yes	No	No	0.042	Yes	86	
College Rd. @ Hayes Ave	153	No	Yes	Yes	0.048	Yes	76	Lacks marked pedestrian crossing of College Rd
College Rd. @ Mike's Chevron	254	No	Yes	Yes	0.050		61	Lacks marked pedestrian crossing of College Rd
College Rd. @ Creamer's Field	127	Yes	Yes	Yes	0.051	Yes	53	
Davis Rd @ Jillian Square Apts	714	Yes	Yes	Yes	0.051	Yes	84	Serves a large apartment complex. Lacks marked pedestrian crossing of Davis Rd.
Fred Meyer West	167	Yes	No	No	0.053	No	1446	
College Rd. @ Kathryn	271	Yes	No	No	0.055	Yes	71	Lacks marked pedestrian crossing of College Rd
University Ave @ Sandvik	240	Yes	No	No	0.056	No	71	Lacks marked pedestrian crossing of University Ave
Aurora Dr. @ Tamarack St.	263	No	No	No	0.066	Yes	48	
College Rd. @ Westwood Way	256	Yes	Yes	No	0.066	Yes	91	Lacks marked pedestrian crossing of College Rd
Cowles St @ Fbks Mem. Hospital	439	Yes	No	No	0.069	No	78	

Table 9: Top 20 High Bicycle Need Stops

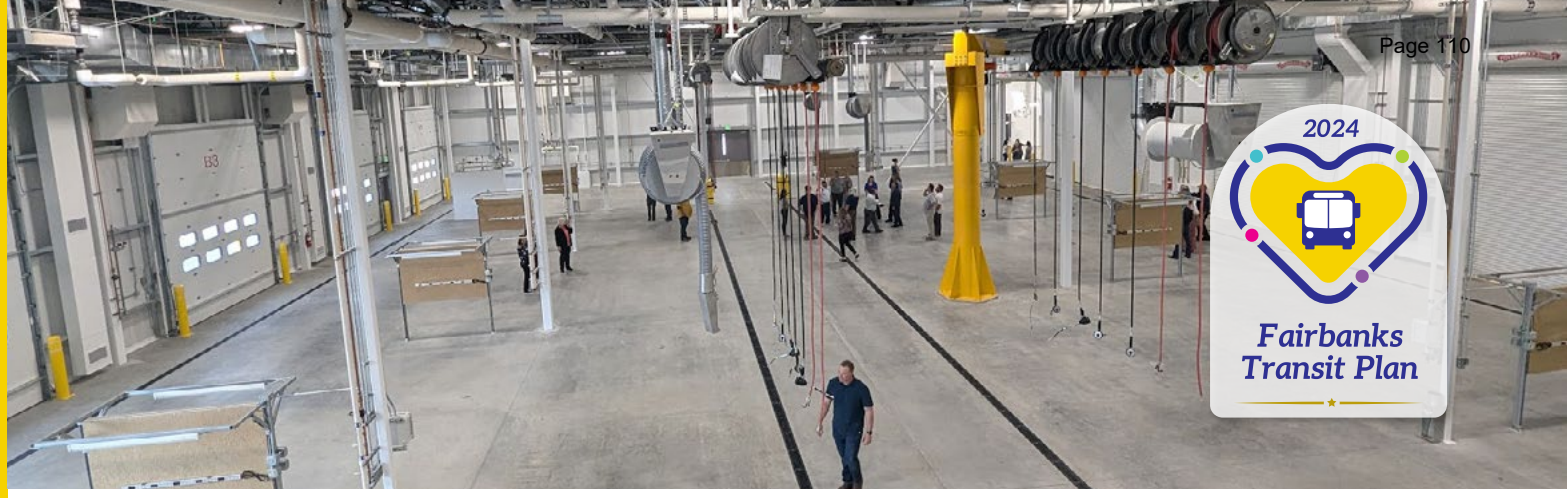
Transit Stop Location with High Bicycle Need	Stop #	Unconnected Street Grid / Long Blocks	Number of Vehicle Travel Lanes	Absence of Active Transport Facilities	Bike Connectivity Score	High Pedestrian Need Stop	Median Monthly Ridership	Notes
Airport	728	Yes	No	Yes	0.028	Yes	46	
Bentley Mall parking lot	475	No	Yes	No	0.037	Yes	206	
College Rd @ Geraldo's Rest.	275	No	Yes	Yes	0.060	Yes	100	
Herb Miller Rd Eastside - (Walmart/Lowes)	117	No	No	No	0.071	Yes	446	
Herb Miller Rd Westside - (Walmart/Lowes)	279	Yes	No	No	0.071	Yes	625	
College Rd. @ Kathryn	271	Yes	No	No	0.080	Yes	71	Lacks marked pedestrian crossing of College Rd
College Rd. @ Creamer's Field	127	Yes	Yes	Yes	0.080	Yes	53	
Davis Rd @ Jillian Square Apts	714	Yes	Yes	Yes	0.081	Yes	84	Serves a large apartment complex. Lacks marked pedestrian crossing of Davis Rd.
Aurora Dr. @ Tamarack St.	263	No	No	No	0.100	Yes	48	
College Rd. @ Aurora Motel	262	Yes	Yes	No	0.104	Yes	47	
College Rd. @ Hayes Ave	153	No	Yes	Yes	0.124	Yes	76	
College Rd. @ Westwood Way	256	Yes	Yes	No	0.130	Yes	91	Lacks marked pedestrian crossing of College Rd
University Ave. @ Sophie Plaza	752	No	Yes	Yes	0.135	No	71	No pedestrian crossing until Rewak Dr
Old Steese @ Safeway Gas	284	Yes	Yes	Yes	0.152	Yes	110	
Washington @ Bank	228	Yes	No	No	0.156		72	
Old Steese @ Cornerstone Mall	112	No	Yes	No	0.157	Yes	87	
Helmericks Ave @ Mt McKinley Bank	115	Yes	No	Yes	0.159	No	98	
Helmericks Ave (Mt McKinley Bank)	281	Yes	No	Yes	0.160	No	150	
College Rd. @ Hess St.	250	Yes	Yes	No	0.161	No	217	No pedestrian crossing of College Rd
Old Steese @ Timberland (Gavora Mall)	110	Yes	No	No	0.167	Yes	86	

Table 10: Top 5 Highest Ridership Stops

Transit Stop Location with High Ridership	Stop #	Monthly Median Ridership	Pedestrian Connectivity Score	Bike Connectivity Score
Fred Meyer West	167	1446	0.053	0.193
Transit Center	101	1090	0.381	0.244
Herb Miller Rd Westside - (Walmart/Lowes)	279	625	0.034	0.071
Lacey St @ Parking Garage	103	498	0.417	0.251
Herb Miller Rd Eastside - (Walmart/Lowes)	117	445.5	0.034	0.071



Figure 32: MACS Bus in service



7. Vision, Goals & Objectives

A vision for the transit system laid the foundation for the plan, guided the goals and objectives, and provide a tool for prioritizing future transit funding needs. Several meetings with the internal project management team, FNSB Transportation staff, the Steering Committee, and feedback from Public Workshop #1 were instrumental in crafting and refining the vision statement and goals and objectives for the transit system.

Transit Vision

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

Transit Goals & Objectives

Goal 1

Maximize transit system efficiency.

Objective 1A
Ensure adequate funding to maintain and rehabilitate existing transit infrastructure, equipment, and assets to facilitate year-round access.

Objective 1B
Continually evaluate system performance to ensure effective, efficient, and dependable service delivery.

Objective 1C
Provide service levels adequate to meet transit system goals and objectives and evaluate those service levels on a route-by-route basis. For example, routes with limited service or infrequent service may be evaluated through different service standards than routes with regular (all day) or frequent service.

Objective 1D
Provide complementary paratransit services to maintain federal funding eligibility by complying with the Americans with Disabilities Act (ADA).

Goal 2

Provide accessible, equitable service in all seasons.

Objective 2A
Continuously identify opportunities to improve the accessibility of the system for people of all ages and all abilities.

Objective 2B
Consult relevant equity-related demographic measures to provide service and amenities where they are needed most.

Objective 2C
Continue year-round system accountability in the Borough's subarctic climate.

Objective 2D
Maintain current fare policy to avoid burdening vulnerable populations.

Objective 2E
Ensure that underrepresented groups, including Limited English Proficiency (LEP) populations, are included in transit planning processes and decision-making considerations.

Goal 3

Connect the MACS system to destinations through the wider transportation network.

Objective 3A
Improve MACS and transit-supporting infrastructure in accordance with Americans with Disabilities Act (ADA) requirements and Universal Design best practices to increase connectivity for people with disabilities.

Objective 3B
Promote bicycle and pedestrian connections to bus stops to improve access for all riders.

Objective 3C
Strategize and implement ways to maximize connectivity within the MACS network through efficient transfers on higher frequency routes or reliable one-seat rides on routes with limited service.

Objective 3D
Coordinate transportation changes at UAF, Airport, railroad terminal, Wainwright, hospital, educational centers/schools, grocery stores, recreation destinations, etc.

Goal 4

Connect riders with economic opportunities and continue to bring economic benefits to the Borough.

Objective 4A
Provide a level of service in areas with high populations and job densities that effectively connect people to employment.

Objective 4B
Increase access to essential services such as healthcare and education that improves lives and benefits the regional economy.

Objective 4C
Provide a feasible mobility option for visitors and tourists that contribute to the Borough's economy.

Objective 4D
Make the Borough more affordable for a variety of workforce income levels by reducing the cost of transportation through practical transit commuting options.

Objective 4E
Invest in MACS Transit as the economic opportunity it is, including providing jobs supporting MACS maintenance and operations and capital project construction.

Goal 5

Coordinate transit decisions with local and regional planning priorities.

Objective 5A
Coordinate land use planning and roadway improvements with transit service, ensuring transit needs are integrated in planning and design of transit-oriented streets and roads.

Objective 5B
Encourage transit-supportive development to expand transportation options, improve access to bus stops, encourage transit use, improve pedes-

trian, and bicycle travel, and promote affordable housing along transit routes.

Objective 5C
Ensure transit needs are integrated into regional funding decisions, such as through the State Transportation Improvement Program (STIP), local TIP and Unified Planning Working Program (UPWP).

Goal 6

Protect the environment, improve air quality, and promote alternate fuels.

Objective 6A
Increase transit ridership to help improve air quality, attainment of National Air Quality Standards (NAAQS) and reduce greenhouse gas emissions.

Objective 6B
Improve climate change resiliency by providing additional mobility options and reducing the amount of land necessary to accommodate the Borough's growing population.

Objective 6C
Protect the Borough's natural environment by considering and reducing potential negative impacts of transit vehicles and supporting facilities as practical.

Goal 7

Develop a plan for Communication, Education, and Awareness

Objective 7A
Provide necessary staffing to implement SAS (Statistical Analysis System) Technology and communication, education, and awareness efforts.

Objective 7B
Establish a marketing campaign to increase awareness of transportation resources in the Borough.

Objective 7C
Support access to community services through education and awareness (host meetings, travel training, webinars, info distribution materials, etc.).

Objective 7D
Develop education materials on all mobility options, including partners.

Objective 7E
Centralize and develop consistent information about transportation and transit services.

Goal 8

Provide a level of service so that MACS Transit is dependable, welcoming, consistent, and preferred transportation.

Objective 8A
Proactively address safety issues to ensure the transit system is welcoming and can be used comfortably by all.

Objective 8B
Continue to minimize service interruptions and meet advertised schedules.

Objective 8C
Identify strategies to ease personal transportation during inclement weather and road conditions.

Objective 8D
Develop safe and comfortable bus stops and facilities that consider factors such as pedestrian-scale lighting, adequate sight lines, and climate exposure.

Objective 8E
Incorporate the needs of transit riders into street design to promote safe and comfortable access between bus stops and surrounding destinations.

Objective 8F
Buses and shelters are clean, comfortable, and well-maintained.



8. Recommendations & Implementation Strategies

Recommendations for the 2024 Transit Plan

The following sections outline recommendations that FAST Planning, MACS Transit & Van Tran, and partner agencies can pursue to address the needs outlined in the needs analysis.

MACS Transit & Van Tran recommendations are categorized as either "constrained" or "unconstrained." For the "constrained" scenario, the constraining factor is continued operator and administrative staffing limitations at MACS Transit and Van Tran. In the "unconstrained" scenario, improved staffing and resource levels are assumed.

Recommendations come from a variety of sources throughout the project which may include the rider survey, the existing conditions report, the operator survey, and the Needs Analysis.

MACS Transit & Van Tran

Constrained Recommendations

1. **Continue to pursue federal funding programs to provide increased capacity.** MACS Transit can strategically pursue funding opportunities that, if awarded, would help the agency achieve other recommendations within this list. Relevant funding opportunities include the Flexible Funding for Transit and Highway Improvements program, Access to Mobility Partnership Grants, Section 5310 Formula Funds, Formula Grants for Rural Areas, Grants for Buses and Bus Facilities Program, and the Low or No Emissions Program. Additional funding can be used to increase investment in the transit system which will support future development and density increases. This recommendation is discussed in the Needs Analysis. Please see the Potential Funding Sources for Implementation section of this chapter for a list of relevant funding opportunities.
2. **Work with FAST Planning and the Fairbanks North Star Borough to increase local funding for transit.** Increasing local funding for MACS Transit and Van Tran (beyond matching funds) may increase the system's flexibility and allow it to better respond to rider needs without an over-reliance on State of Alaska or federal funding sources. Increased local funding could be particularly useful if used to improve or sustain transit service levels, since federal funding sources often focus on capital improvements. This recommendation is discussed in the Needs Analysis.

3. **Implement a new, comprehensive Software as a Service (SaaS) platform.** Access to an updated SaaS platform will allow MACS Transit and Van Tran to track, analyze, and share system-related data more efficiently and effectively. Capabilities of the new platform should include the items listed below, which were identified as priorities in the Needs Analysis.
   - ★ Electronic fare payment options. Providing electronic fare payment options increases the accessibility of the MACS Transit system, may increase the efficiency of passenger boarding, and allows for fare capping. This issue was brought up in the rider survey and discussed in the Needs Analysis.
   - ★ Fare capping. Set a limit after which passengers will no longer be charged at certain intervals, such as daily, weekly, or monthly travel. This change has the potential to reduce cost burdens on frequent riders and is a tool used by other transit agencies. This recommendation comes from the Needs Analysis.
   - ★ Pre-trip and post-trip reports and incident reporting. Drivers currently log many routine processes on paper forms which decreases efficiency and increases administrative burden. Bringing these processes into an electronic system can save time and staff resources that can be deployed elsewhere.
   - ★ Driver scheduling and bidding processes. Having a comprehensive software service that can automate aspects of schedule development and drive bidding for both MACS Transit and VanTran can help increase operational efficiency, and may help if the agencies ever needed to balance drivers between the two agencies.
   - ★ New process for inventorying MACS Transit bus stops and updating the system's General Transit Feed Specification (GTFS). High quality data can give MACS Transit and other agencies the tools they need to make decisions that impact service and operations of their agencies. MACS Transit may choose to install new software and consider what similar sized American transit operators are doing for data collection. Installing such software can help increase the efficiency of operations and help unburden existing staff. Additionally, an electronic comment system can be developed that allows transit users to submit present issues around the transit system which may include reporting on shelter condition, cleanliness of buses, etc. This recommendation comes from the Needs Analysis.
4. **Incentivize recruitment and staff retention.** Interviews with staff at MACS Transit and Van Tran have revealed that the agency struggles to recruit and retain drivers. Refer to the Needs Analysis which describes in detail strategies that can be used to bolster recruitment and retention. Examples of strategies include narrowing the current pay gap between bus and demand-response vehicle drivers.
5. **Consolidate and reduce route deviations along the Red and Blue Lines.** The Red and Blue lines provide complementary service in clockwise and counterclockwise directions; however, having them branded as two distinct lines can confuse travelers. Furthermore, route deviations that stray significantly from the routes of the two lines can make round trips complicated. This recommendation comes from the findings of the rider survey, existing conditions report, and discussed in the Needs Analysis. The recommended route alignment shown on page 56 assumes the eventual construction and use of Eagan Avenue ROW between Peger Rd & Wilbur St and implementation of the AKDOT&PF and FAST

Planning's 2018 Airport Way Design Toolkit & Site-Specific Recommendations. While these two developments may be longer-term pursuits and require significant investment and involvement from other agencies, other changes shown for the Red and Blue Lines can be implemented incrementally in the short- or mid-term under a constrained scenario. See Figures 33 (p. 55) and 34 (p. 56) for maps of suggested route changes.

6. **Simplify the Van Tran application process or provide even more application support.** Simplify the application form and advertise FNSB Transportation's ability to provide application assistance. Refer to the Needs Analysis for more information.

Unconstrained Recommendations

1. **Expand capacity for "B" and "C" service categories for Van Tran.** Expanding category "B" and "C" Van Tran coverage to improve accessibility for people living outside the minimum ¾ mile service radius and for people without disabilities that are over 60 years old. Refer to the Needs Analysis for more information.
2. **Reinstitute Saturday fixed route service and add Sunday fixed route service.** This could start with relatively productive and busy lines such as the Red, Blue, Brown, and Purple lines, followed by other lines that experience less usage. The lack of weekend service was a major concern brought up in the Rider Survey and is addressed in the Needs Analysis.
3. **Increase service span on the MACS transit fixed-route system to offer earlier and later trips.** Some routes, particularly the Yellow, Orange, and Grey Lines, operate on a limited schedule that limits rider mobility. Others do not offer service later in the evening. Extend service spans to avoid large gaps in service and provide later trips for the Blue, Brown, Purple, and Red Lines. This recommendation does not apply to the Green Line. Refer to the Needs Analysis for additional details about this proposal.
4. **Improve the frequency of the Red and Blue lines so they run every 15 minutes or better during peak weekday periods.** Increased frequency provides travel options to transit riders which in turn increases the value of the transit system. It also increases the ability of travelers to make connections between transit lines with minimal waiting time. Refer to the Needs Analysis for additional details about this proposal.
5. **Provide bidirectional service on the Brown and Purple Lines and improve service to every 15 minutes or better for during peak weekday periods.** The Brown and Purple Lines are two of the most productive MACS Transit routes and are currently served by one interlining bus. These two routes used to be composed of a single route. Combining these lines and providing bidirectional service could improve frequencies and greatly reduce out of direction travel. Service on one line may increase efficiency of the line by allowing for a shorter layover time at the Transit Center. See Figures 33 (p. 55) and 35 (p. 57) for maps of suggested route changes.
6. **Extend the Orange Line east to Easy Street and west to Chena Pump Road.** This change would decrease out of direction travel and, along with the other route changes on this list, reduce redundancies with the Purple Line. Refer to the Needs Analysis for additional details about this proposal. This recommendation originates from findings from the existing conditions report and the needs analysis. Realignment of the Orange Line is intended to occur simultaneously with realignment of the Yellow Line as described in Unconstrained Recommendation 8. See Figures 33 (p. 55) and 36 (p. 58) for maps of suggested route changes.

7. **Reroute the Purple Line to serve only neighborhoods north of the Parks Highway.** This change would decrease out of direction travel and, along with other changes on this list, reduce redundancies with the Orange Line. Refer to the Needs Analysis for additional details about this proposal. See Figures 33 (p. 55) and 36 (p. 58) for maps of suggested route changes.
8. **Reroute the Yellow Line to focus on service between the Fairbanks International Airport and Downtown Fairbanks and increase its frequency to 15 minutes or better during peak weekday and weekend periods.** There used to be Yellow Line service between the airport and Downtown Fairbanks; however, this was discontinued. In coordination with the addition of Orange Line service to Chena Pump Road, this change would decrease out of direction travel and reduce redundancies with the Red and Blue Lines while offering greater mobility for airport employees and passengers. Refer to the Needs Analysis for additional details about this proposal. Changes to the Orange Line as described in Unconstrained Recommendation 6 are a pre-requisite to Yellow Line realignment. If implemented, improved frequency of Red and Blue Lines (Unconstrained Recommendation 4) reduce some travel time impacts associated with the loss Yellow Line's circulation through the UAF campus.
9. **Consider opportunities to improve access for populations with high need and ridership potential.** Strategically providing complimentary transit passes on a limited basis to groups such as seniors, people with disabilities, students, and people attending special events, such as World Eskimo Indian Olympics or the Alaska Federation of Natives Convention, will likely directly benefit these groups and increase ridership. Additionally, MACS Transit could work directly with large employers such as Fairbanks International Airport, University of Alaska Fairbanks, and Fairbanks Memorial Hospital to distribute transit passes to their employees. Improving accessibility for some groups may also contribute to future the system's future relevance and ridership potential by increasing awareness and providing an enhanced base of support. Note that this action may require mayoral, assembly, and grant program support for completion.
10. **Identify MACS Transit bus stops for improved rider amenities such as shelters.** To provide increased comfort and weather protection at select bus stops, improve amenities at high-need bus stops throughout the system. These high-need bus stops are identified in the Needs Analysis. Additionally, the agency can continue efforts to install fat bike racks on their bike fleet.

FAST Planning & Partnering Agencies

1. **Work with the FNSB, AKDOT&PF, and MACS Transit to construct pedestrian crossing treatments at high ridership bus stops that currently lack marked crosswalks.** In the near term, improvements at the following locations have the potential to make the greatest impact to riders:
   - ★ Stop 153 – College Rd @ Hayes Ave
   - ★ Stop 164 – University Ave @ Holiday Apts
   - ★ Stop 254 – College Rd @ Mike's Chevron
   - ★ Stop 256 – College Rd @ Westwood Rd
   - ★ Stop 271 – College Rd @ Kathryn
   - ★ Stop 714 – Davis Rd @ Jillian Square Apts
   - ★ Stop 752 – University Ave. @ Sophie Plaza

   These stops were among the top ten bicycle or pedestrian high-need high-ridership stops without marked pedestrian crossings of the major roadway, an analysis documented in the Needs Analysis.

2. **Work with the FNSB, AKDOT&PF, and MACS Transit to construct sidewalks, bike lanes, or other active transportation facilities on corridors with low pedestrian connectivity scores on the MACS Transit network, where applicable.** Make improvements along University Ave between College Rd and Davis Road, 30th Ave between Lathrop Street and Cushman St, Badger Rd between Dennis Rd and Bradway Rd, and College Rd between University Ave and Aurora Dr. This recommendation comes from the Transit Stop Accessibility Assessments portion of the Needs Analysis. Improvements may also be needed in the vicinity of Eagan Ave in the event of realignment of Red and Blue Lines.
3. **Work with the FNSB, AKDOT&PF, and MACS Transit to create new, formalized public transfer points for the fixed route system.** Except for the Downtown Transit Center and UAF, the current transfer points for the MACS Transit network are all located on private property. Creating new transfer points with dedicated transit facilities located on publicly owned facilities will remove uncertainty around these facilities and allow for improvement of the rider experience. Examples of such facilities could be well-designed intersections or off-street facilities depending on system needs and opportunities. This recommendation comes from the Transit Stop Accessibility Assessments portion of the Needs Analysis.
4. **Work with the FNSB, AKDOT&PF, and MACS Transit to perform road diets, intersection and bus stop accessibility improvements, and other development on select corridors with high active transportation and transit ridership potential.** College Rd between University Ave and Johansen Expy is a corridor that should be considered for a road diet, while Old Steese Hwy between Chena River and Johansen Expy, Airport Wy between Parks Hwy and Richardson Hwy should be considered for intersection crossing and bus stop accessibility improvements. This recommendation originates from the Transit Stop Accessibility Assessments portion of the Needs Analysis. Pursue construction of Eagan Avenue ROW between Peger Rd and Wilbur Street for Red and Blue Line transit service to high-need locations. Implement AKDOT&PF and FAST Planning's 2018 Airport Way Design Toolkit & Site-Specific Recommendations.
5. **Develop a transportation provider "clearinghouse" and create a Human Services Transportation Coordinator role independent of any of the local agencies to help riders navigate multiple providers.** The Human Services Transportation Coordinator could keep track of transportation providers throughout the FNSB, which could enable agencies operating within the FNSB to provide a virtual and/or telephonic clearinghouse serving as a "one-stop" website or phone number for transportation information. More information provided in the Needs Analysis.

Winter Maintenance Recommendations

The following section includes recommendations for winter maintenance that pertain to all agencies (not just MACS Transit) that are involved with winter maintenance in the transit service area in the Fairbanks North Star Borough.

1. **Pursue FTA Flex Funding for use as a snow removal program. Leveraging this funding source can help agencies in the Fairbanks area increase their funding options for snow removal targeted to improve bus stop accessibility.** Note that snow removal activities may not be used on areas where Van Tran currently operates, but the FNSB does not have roadway authority. This recommendation comes from the Winter Maintenance portion of the Needs Analysis.

2. **Institute adopt-a-sidewalk or adopt-a-stop program to promote a collective spirit around snow removal.** Such programs may be effective in increasing awareness and involvement in snow removal, especially in the case of broader adopt-a-sidewalk programs which facilitate accessibility benefits to bus stops and other destinations. This recommendation comes from the Winter Maintenance portion of the Needs Analysis but the program could be implemented for year-round maintenance.
3. **Determine a "core" set of MACS Transit bus routes for priority snow removal that can be published on the MACS Transit website and channels.** The most productive MACS Transit routes should be considered for priority snow removal to make the system accessible for as many riders as possible following a major snow event. This could be expanded to Van Tran as well by prioritizing snow removal in high need or high ridership areas. Having guidelines such as these in place would increase reliability and allow travelers to know what to expect when inclement weather occurs. This determination should coordinate with Borough-wide active transportation and vehicle snow removal priorities and is discussed further in the Needs Analysis.
4. **Invest in new equipment and technology dedicated to removing snow from active transportation facilities.** Investing in new snow removal equipment will increase the ability of the region to clear active transportation facilities. This recommendation comes from the Winter Maintenance portion of the Needs Analysis.

Maps of Proposed MACS Bus Route Changes

Figures 33 to 38 on pages 55 to 60 show maps of service changes related to route realignments.

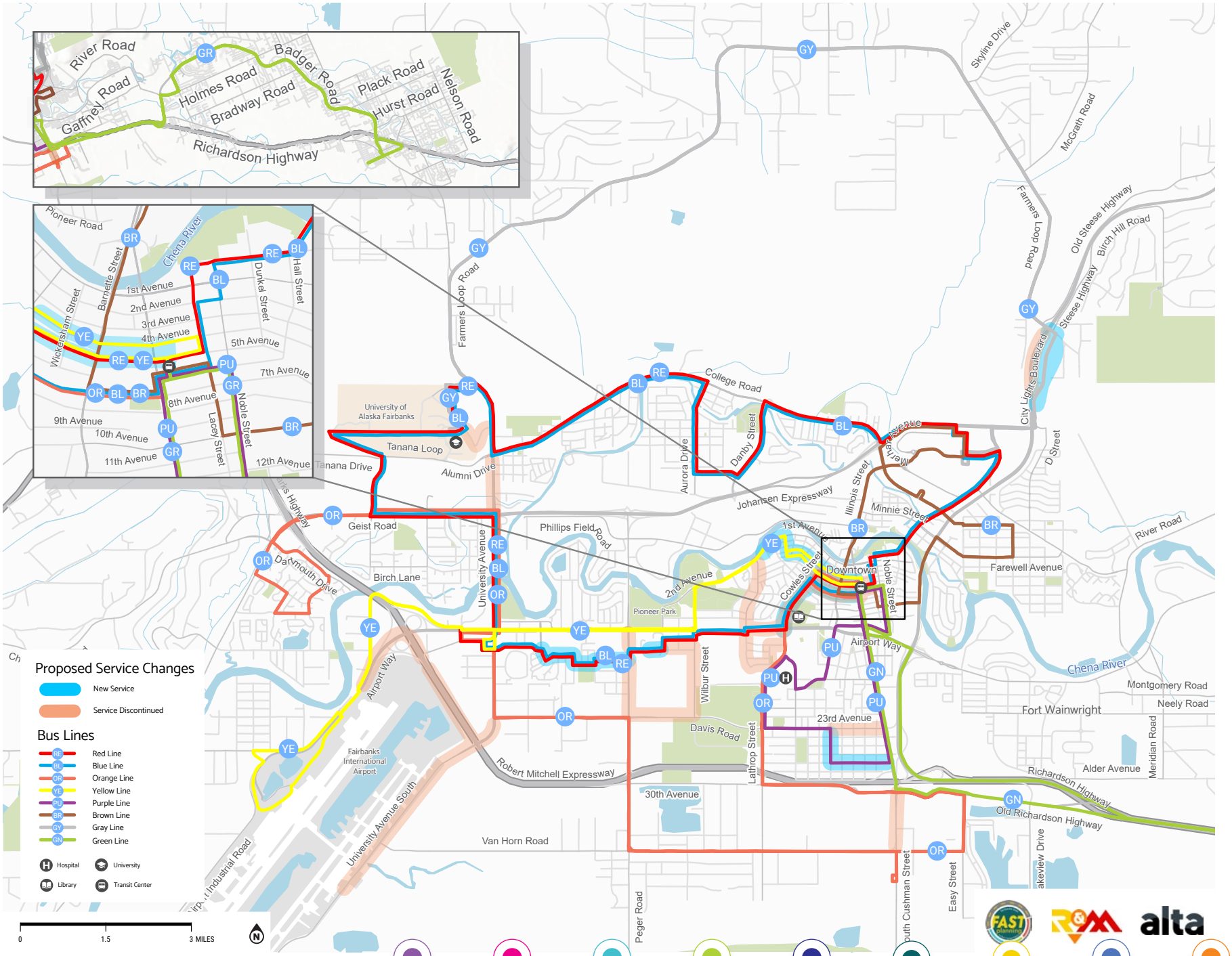


Figure 33: Proposed Route Changes Overview

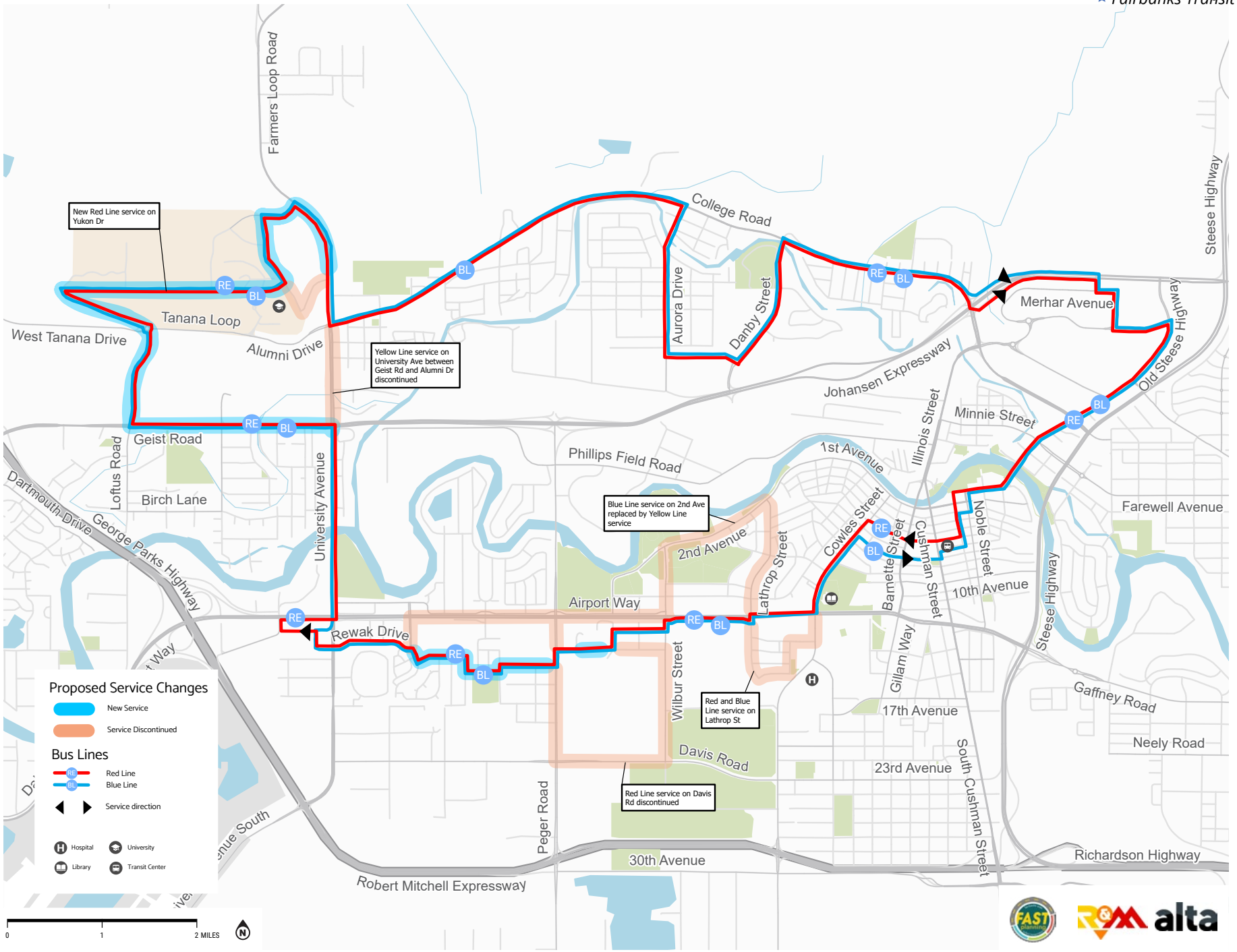
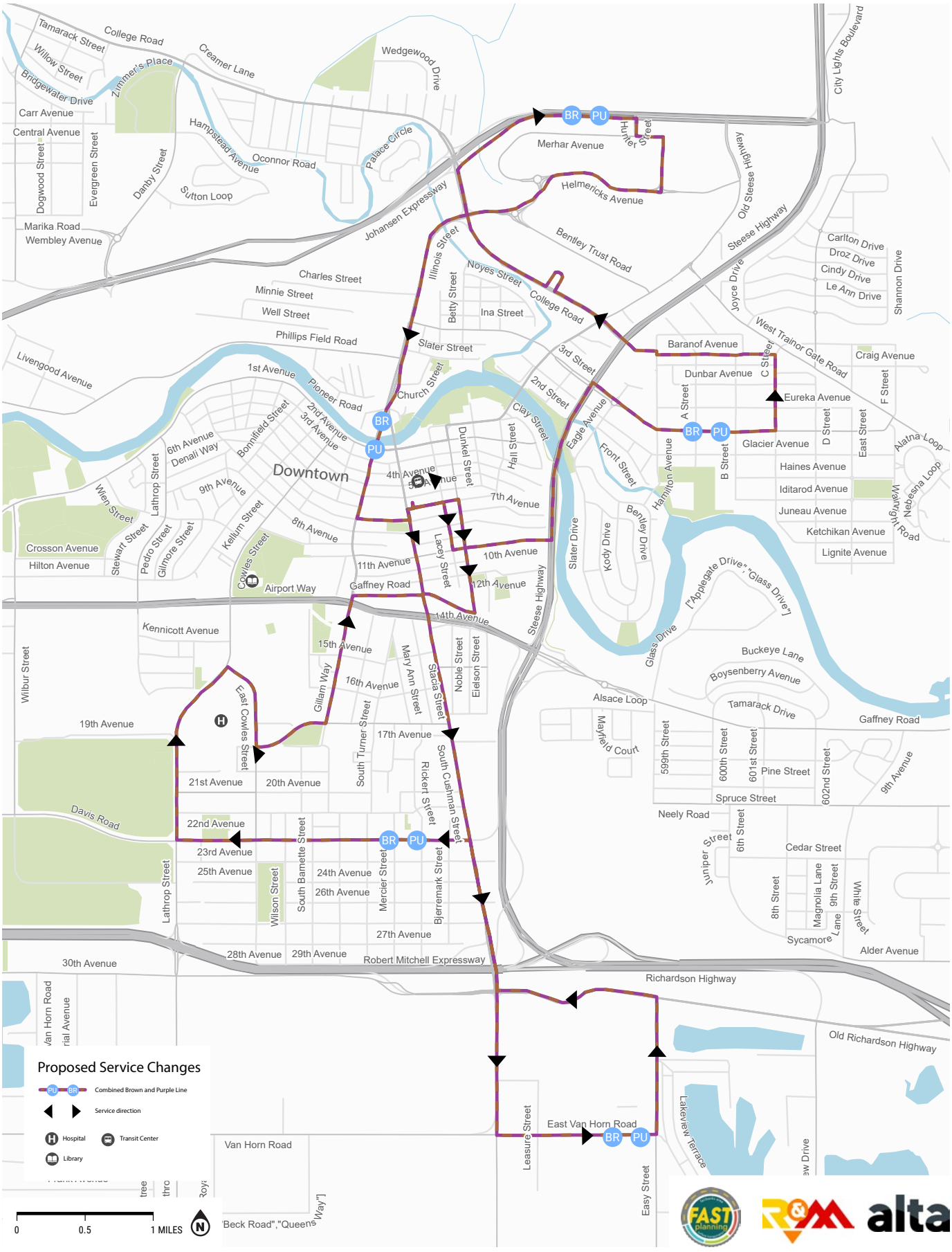


Figure 34: Proposed Route Changes for Red and Blue Line


Proposed Service Changes
Combined Brown and Purple Line
Service direction
Hospital
Transit Center
Library
0
0.5
1 MILES
Downtown
College Road
Tamarack Street
Willow Street
Bridgewater Drive
Zimmer's Place
Creamer Lane
Wedgewood Drive
Carr Avenue
Central Avenue
Hampstead Avenue
Oconnor Road
Palace Circle
Dogwood Street
Evergreen Street
Danby Street
Sutton Loop
Marika Road
Wembley Avenue
Johansen Expressway
Merhar Avenue
Hunter Street
Helmericks Avenue
Old Steese Highway
Steese Highway
City Lights Boulevard
Bentley Trust Road
Illinois Street
Noyes Street
College Road
Charles Street
Minnie Street
Well Street
Betty Street
Ina Street
Phillips Field Road
Slater Street
Livengood Avenue
1st Avenue
Pioneer Road
Church Street
2nd Street
3rd Street
Clay Street
Eagle Avenue
Front Street
Hall Street
Dunkel Street
Bonnifield Street
2nd Avenue
3rd Avenue
4th Avenue
5th Avenue
6th Avenue
Denali Way
Lathrop Street
9th Avenue
7th Avenue
8th Avenue
Wien Street
Stewart Street
Pedro Street
Gilmore Street
Kellum Street
Cowles Street
Crosson Avenue
Hilton Avenue
Airport Way
Gaffney Road
Lacey Street
10th Avenue
11th Avenue
12th Avenue
14th Avenue
Kennicott Avenue
Wilbur Street
15th Avenue
16th Avenue
17th Avenue
19th Avenue
21st Avenue
20th Avenue
East Cowles Street
Gillam Way
Mary Ann Street
Stacia Street
Noble Street
Eielson Street
South Turner Street
Rickert Street
South Cushman Street
Davis Road
22nd Avenue
23rd Avenue
25th Avenue
24th Avenue
26th Avenue
Wilson Street
South Barnette Street
Mercier Street
Bjerremark Street
Lathrop Street
27th Avenue
28th Avenue
29th Avenue
30th Avenue
Robert Mitchell Expressway
Richardson Highway
Old Richardson Highway
Van Horn Road
East Van Horn Road
Leasure Street
Easy Street
Lakeview Terrace
Baranof Avenue
Dunbar Avenue
C Street
A Street
B Street
D Street
East Street
F Street
Craig Avenue
Eureka Avenue
Glacier Avenue
Haines Avenue
Iditarod Avenue
Juneau Avenue
Ketchikan Avenue
Lignite Avenue
Alatna Loop
Nebesna Loop
Wainwright Road
Hamilton Avenue
Benjamin Drive
Kody Drive
Slater Drive
Glass Drive
["Applegate Drive","Glass Drive"]
Alsace Loop
Buckeye Lane
Boysenberry Avenue
Tamarack Drive
Gaffney Road
Mayfield Court
599th Street
600th Street
601st Street
602nd Street
Pine Street
Spruce Street
9th Avenue
Neely Road
Juniper Street
6th Street
Cedar Street
8th Street
Magnolia Lane
9th Street Lane
White Street
Sycamore
Alder Avenue
Carlton Drive
Droz Drive
Cindy Drive
Le Ann Drive
Joyce Drive
Shannon Drive
West Trainor Gate Road
Sleese Highway
Old Steese Highway
Hunter Street
Merhar Avenue
Helmericks Avenue
Bentley Trust Road
Noyes Street
College Road
Slater Street
Church Street
2nd Street
3rd Street
Clay Street
Eagle Avenue
Front Street
Baranof Avenue
Dunbar Avenue
C Street
A Street
B Street
D Street
East Street
F Street
Craig Avenue
Eureka Avenue
Glacier Avenue
Haines Avenue
Iditarod Avenue
Juneau Avenue
Ketchikan Avenue
Lignite Avenue
Alatna Loop
Nebesna Loop
Wainwright Road
Hamilton Avenue
Benjamin Drive
Kody Drive
Slater Drive
Glass Drive
["Applegate Drive","Glass Drive"]
Alsace Loop
Buckeye Lane
Boysenberry Avenue
Tamarack Drive
Gaffney Road
Mayfield Court
599th Street
600th Street
601st Street
602nd Street
Pine Street
Spruce Street
9th Avenue
Neely Road
Juniper Street
6th Street
Cedar Street
8th Street
Magnolia Lane
9th Street Lane
White Street
Sycamore
Alder Avenue
Richardson Highway
Old Richardson Highway
Van Horn Road
East Van Horn Road
Leasure Street
Easy Street
Lakeview Terrace
Kennicott Avenue
Wilbur Street
19th Avenue
21st Avenue
20th Avenue
East Cowles Street
Gillam Way
Mary Ann Street
Stacia Street
Noble Street
Eielson Street
South Turner Street
Rickert Street
South Cushman Street
Davis Road
22nd Avenue
23rd Avenue
25th Avenue
24th Avenue
26th Avenue
Wilson Street
South Barnette Street
Mercier Street
Bjerremark Street
Lathrop Street
27th Avenue
28th Avenue
29th Avenue
30th Avenue
Robert Mitchell Expressway
Van Horn Road
East Van Horn Road
Leasure Street
Easy Street
Lakeview Terrace
Crosson Avenue
Hilton Avenue
Airport Way
Gaffney Road
Lacey Street
10th Avenue
11th Avenue
12th Avenue
14th Avenue
Steese Highway
Livengood Avenue
1st Avenue
Pioneer Road
Church Street
Slater Street
Phillips Field Road
Minnie Street
Well Street
Charles Street
Johansen Expressway
Danby Street
Sutton Loop
Marika Road
Wembley Avenue
Dogwood Street
Evergreen Street
Central Avenue
Carr Avenue
Bridgewater Drive
Willow Street
Tamarack Street
College Road
Creamer Lane
Wedgewood Drive
Hampstead Avenue
Oconnor Road
Palace Circle
City Lights Boulevard
Steese Highway
Old Steese Highway
Merhar Avenue
Hunter Street
Helmericks Avenue
Bentley Trust Road
Illinois Street
Noyes Street
College Road
Carlton Drive
Droz Drive
Cindy Drive
Le Ann Drive
Joyce Drive
Shannon Drive
West Trainor Gate Road
Baranof Avenue
Dunbar Avenue
C Street
Craig Avenue
Eureka Avenue
A Street
B Street
D Street
East Street
F Street
Glacier Avenue
Haines Avenue
Iditarod Avenue
Juneau Avenue
Ketchikan Avenue
Lignite Avenue
Alatna Loop
Nebesna Loop
Wainwright Road
Hamilton Avenue
Benjamin Drive
Kody Drive
Slater Drive
Glass Drive
["Applegate Drive","Glass Drive"]
Alsace Loop
Buckeye Lane
Boysenberry Avenue
Tamarack Drive
Gaffney Road
Mayfield Court
599th Street
600th Street
601st Street
602nd Street
Pine Street
Spruce Street
9th Avenue
Neely Road
Juniper Street
6th Street
Cedar Street
8th Street
Magnolia Lane
9th Street Lane
White Street
Sycamore
Alder Avenue
Richardson Highway
Old Richardson Highway
Van Horn Road
East Van Horn Road
Leasure Street
Easy Street
Lakeview Terrace
Kennicott Avenue
Wilbur Street
19th Avenue
21st Avenue
20th Avenue
East Cowles Street
Gillam Way
Mary Ann Street
Stacia Street
Noble Street
Eielson Street
South Turner Street
Rickert Street
South Cushman Street
Davis Road
22nd Avenue
23rd Avenue
25th Avenue
24th Avenue
26th Avenue
Wilson Street
South Barnette Street
Mercier Street
Bjerremark Street
Lathrop Street
27th Avenue
28th Avenue
29th Avenue
30th Avenue
Robert Mitchell Expressway
Van Horn Road
East Van Horn Road
Leasure Street
Easy Street
Lakeview Terrace
Crosson Avenue
Hilton Avenue
Airport Way
Gaffney Road
Lacey Street
10th Avenue
11th Avenue
12th Avenue
14th Avenue
Steese Highway
Livengood Avenue
1st Avenue
Pioneer Road
Church Street
Slater Street
Phillips Field Road
Minnie Street
Well Street
Charles Street
Johansen Expressway
Danby Street
Sutton Loop
Marika Road
Wembley Avenue
Dogwood Street
Evergreen Street
Central Avenue
Carr Avenue
Bridgewater Drive
Willow Street
Tamarack Street
College Road
Creamer Lane
Wedgewood Drive
Hampstead Avenue
Oconnor Road
Palace Circle
City Lights Boulevard
Steese Highway
Old Steese Highway
Merhar Avenue
Hunter Street
Helmericks Avenue
Bentley Trust Road
Illinois Street
Noyes Street
College Road
Carlton Drive
Droz Drive
Cindy Drive
Le Ann Drive
Joyce Drive
Shannon Drive
West Trainor Gate Road
Baranof Avenue
Dunbar Avenue
C Street
A Street
B Street
D Street
East Street
F Street
Craig Avenue
Eureka Avenue

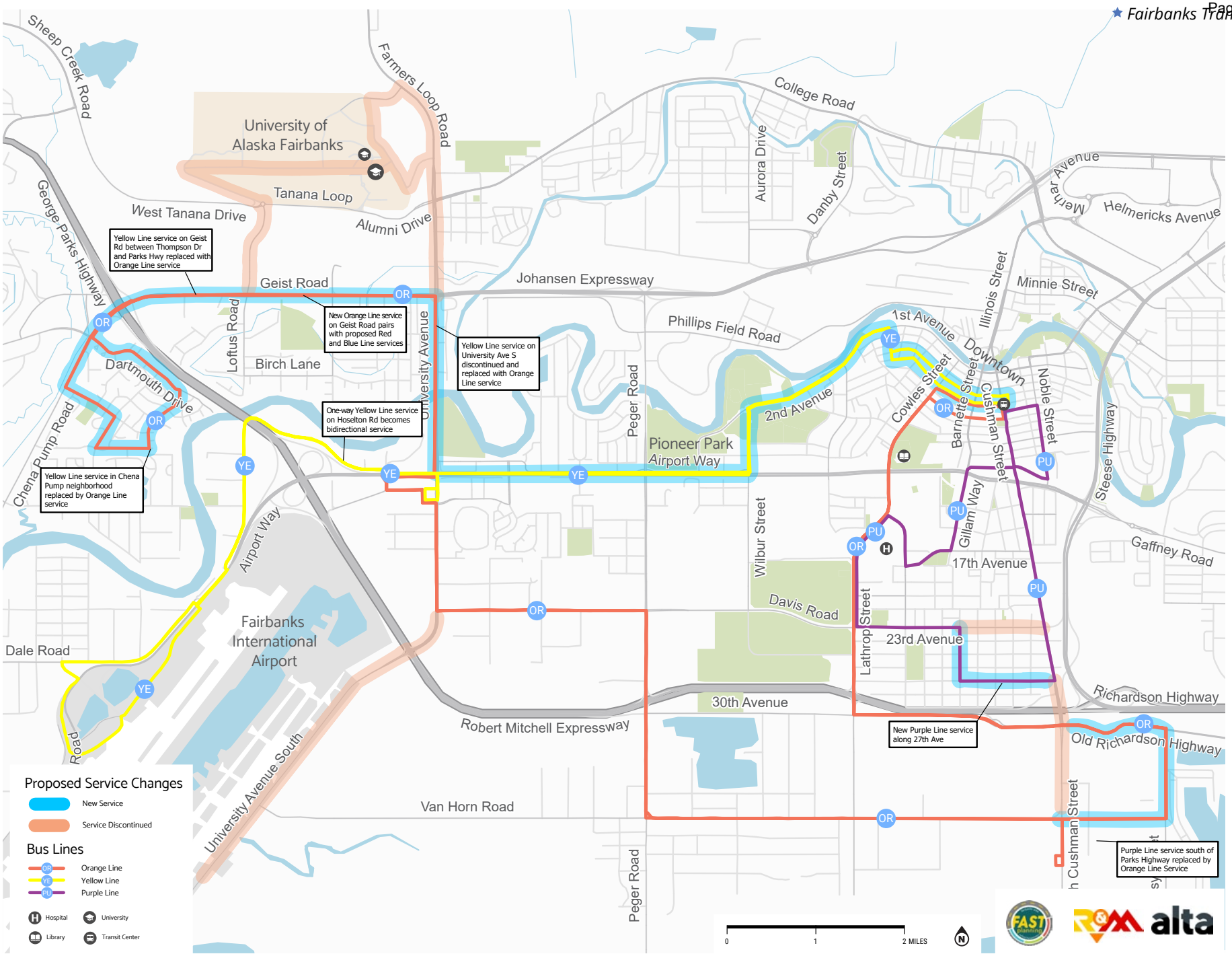


Figure 36: Proposed Route Changes for Yellow, Orange and Purple

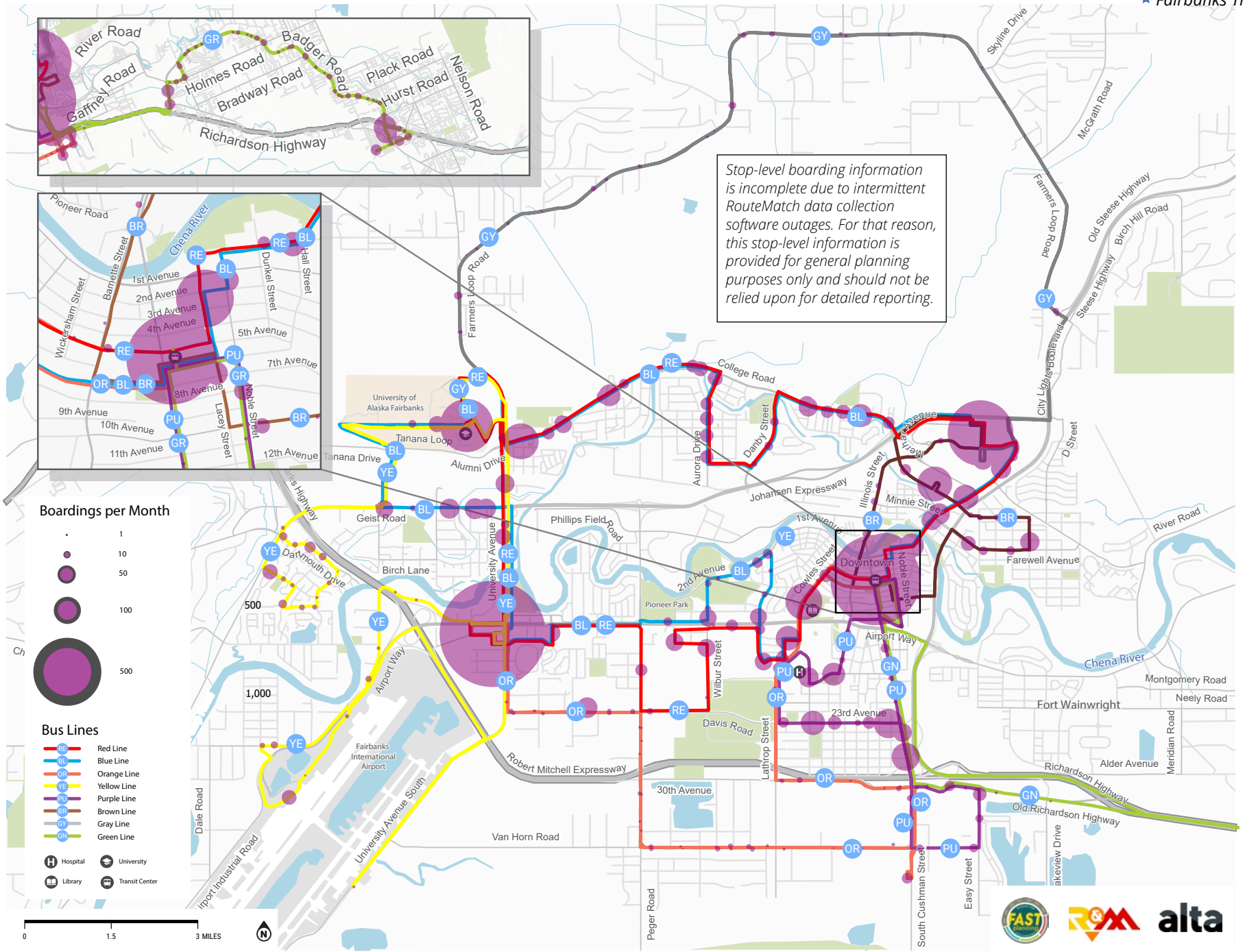


Figure 37: Current MACS Bus Routes and Stop-Level Ridership

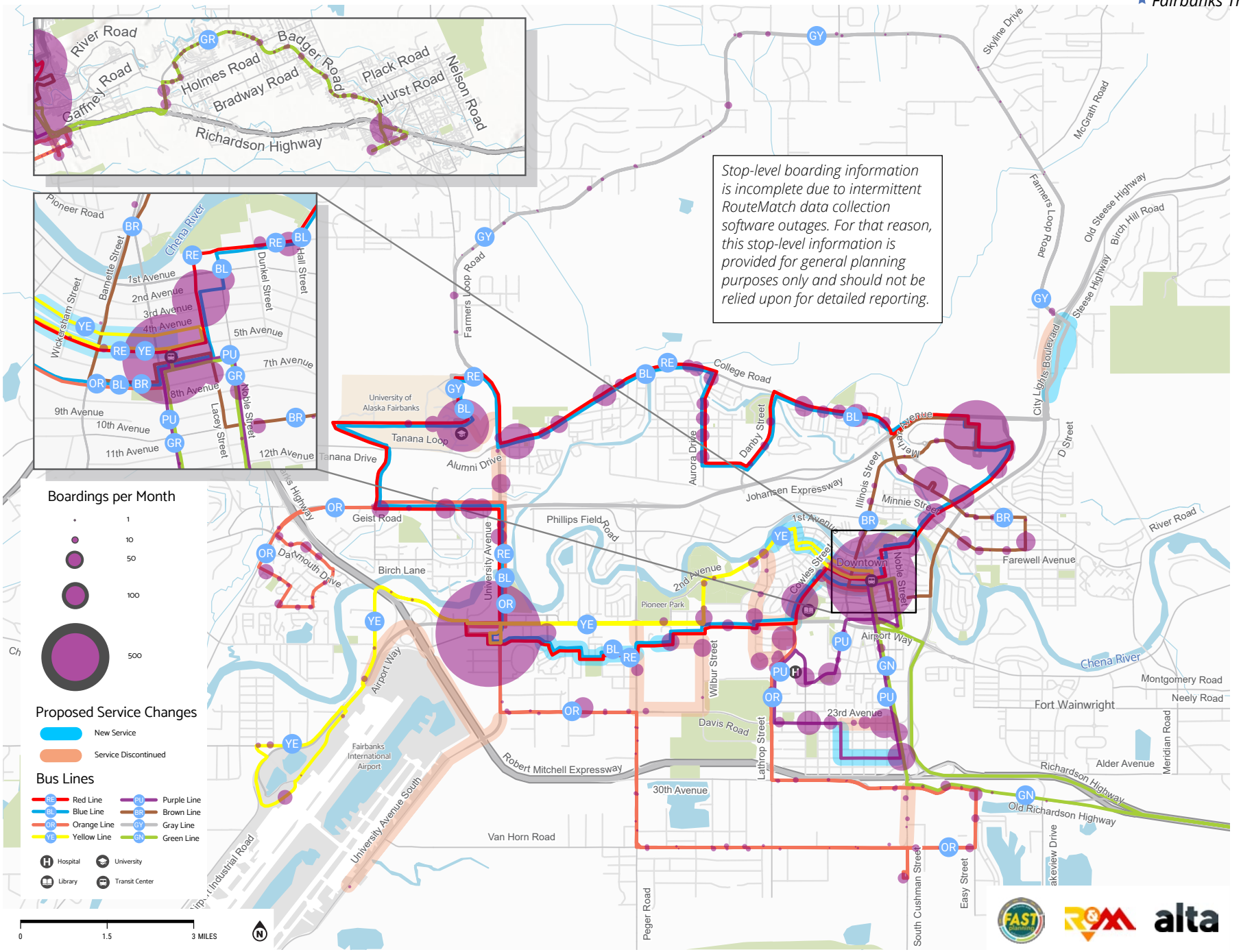


Figure 38: Proposed MACS Bus Routes and Stop-Level Ridership

Prioritized Strategies and Plan Implementation

The following tables list the recommendations described above, regrouped into these five categories: 1. Funding & Staff, 2. Technology & Fares, 3. Van Tran, 4. Fixed Route Service, 5. Infrastructure & Winter Maintenance. The tables describe each recommendation's relative priority or timeframe for implementation; who is responsible; and estimated levels of effort, capital cost, and operational cost.

1. Funding & Staff

Table 11a: Category 1 - Funding and Staff

Recommendation	Priority or Timeframe	Responsible Entity	Effort	Capital Costs	Operating/ Staff Costs
A. Continue to pursue federal funding programs to provide increased capacity.	**IMMEDIATE** 6 to 12 Months	Lead: MACS Transit **(Unconstrained)**	**Moderate**	**Low**	**Moderate**
B. Work with FAST Planning and the Fairbanks North Star Borough to increase local funding for transit.	**SHORT-TERM** 1-3 years	Lead MACS Transit **(Unconstrained)**	**Moderate**	**Low**	**Moderate**
C. Incentivize recruitment and staff retention.	**LONG-TERM/ ONGOING** 1-5 years	Lead MACS Transit **(Unconstrained)**	**Moderate**	**Low**	**Moderate**

2. Technology and Fares

Table 11b: Category 2 - Technology and Fares

Recommendation	Priority or Timeframe	Responsible Entity	Effort	Capital Costs	Operating/ Staff Costs
A. Implement a new, comprehensive Software as a Service (SaaS) platform that includes these capabilities: • Electronic fare payment options • Fare capping • Pre- and Post-trip reports and incident reporting • Driver scheduling and bidding processes • New process for inventorying MACS Transit bus stops and updating the system's General Transit Feed Specification (GTFS).	**IMMEDIATE** 6 to 12 Months	Lead: MACS Transit **(Unconstrained)**	**Moderate**	**Low**	**Low**
B. Consider opportunities to improve access for populations with high need and ridership potential.	**IMMEDIATE** 6 to 12 Months	Lead MACS Transit **(Constrained)**	**Low**	**Moderate**	**Low**

3. Van Tran

Table 11c: Category 3 - Van Tran

Recommendation	Priority or Timeframe	Responsible Entity	Effort	Capital Costs	Operating/ Staff Costs
A. Simplify the Van Tran application process or provide even more application support.	**IMMEDIATE** 6 to 12 Months	Lead: Van Tran **(Unconstrained)**	**Low**	**Low**	**Low**
B. Expand capacity for "B" and "C" service categories for Van Tran.	**MID-TERM** 2-4 years	Lead Van Tran **(Constrained)**	**Moderate**	**Low**	**High**
C. Develop a transportation provider "clearinghouse" and create a Human Services Transportation Coordinator role independent of any of the local agencies to help riders navigate multiple providers.	**MID-TERM** 2-4 years	Lead Van Tran **(Constrained)**	**Moderate**	**Low**	**Moderate**

4. Fixed Route Service

Table 11d: Category 4 - Fixed Route Service

Recommendation	Priority or Timeframe	Responsible Entity	Effort	Capital Costs	Operating/ Staff Costs
A. Reinstitute Saturday fixed route service and add Sunday fixed route service.	**LONG-TERM/ ONGOING** 1-5 years	Lead MACS Transit **(Constrained)**	**Moderate**	**Low**	**High**
B. Increase service span on the MACS transit fixed-route system to offer earlier and later trips.	**SHORT-TERM** 1-3 years	Lead MACS Transit **(Constrained)**	**High**	**Moderate**	**High**
C. Consolidate and reduce route deviations along the Red and Blue Lines.	**MID-TERM** 2-4 years	Lead MACS Transit **(Unconstrained)**	**Moderate**	**Low**	**Low**
D. Improve the frequency of the Red and Blue lines so they run every 15 minutes or better during peak weekday periods.	**MID-TERM** 2-4 years	Lead MACS Transit **(Constrained)**	**High**	**Low**	**High**
E. Provide bidirectional service on the Brown and Purple Lines and improve service to every 15 minutes or better for during peak weekday periods.	**LONG-TERM/ ONGOING** 1-5 years	Lead MACS Transit **(Constrained)**	**High**	**Moderate**	**High**
F. Reroute the Purple Line to serve only neighborhoods north of the Parks Highway.	**LONG-TERM/ ONGOING** 1-5 years	Lead MACS Transit **(Constrained)**	**High**	**Moderate**	**High**
G. Extend the Orange Line east to Easy Street and west to Chena Pump Road.	**LONG-TERM/ ONGOING** 1-5 years	Lead MACS Transit **(Constrained)**	**High**	**Moderate**	**High**
H. Reroute the Yellow Line to focus on service between the Fairbanks International Airport and Downtown Fairbanks and increase its frequency to 15 minutes or better during peak weekday and weekend periods.	**LONG-TERM/ ONGOING** 1-5 years	Lead MACS Transit **(Constrained)**	**High**	**Low**	**High**
I. Create new, formalized transfer points for the fixed route system.	**LONG-TERM/ ONGOING** 1-5 years	Lead MACS Transit **(Constrained)**	**Moderate**	**Low**	**Low**

5. Infrastructure and Winter Maintenance

Table 11e: Category 5 - Infrastructure & Winter Maintenance

Recommendation	Priority or Timeframe	Responsible Entity	Effort	Capital Costs	Operating Staff Costs
A. Identify MACS Transit bus stops for improved rider amenities such as shelters.	**SHORT-TERM** 1-3 years	Lead MACS Transit **(Constrained)**	**Moderate**	**Moderate**	**Low**
B. Transit to construct pedestrian crossing treatments at high ridership bus stops that currently lack marked crosswalks.	**LONG-TERM/ ONGOING** 3-5 years	Lead AKDOT&PF, FNSB, FAST Support MACS Transit	**Moderate**	**Moderate**	**Low**
C. Construct sidewalks, bike lanes, or other active transportation facilities on corridors with low pedestrian connectivity scores on the MACS Transit network, where applicable.	**LONG-TERM/ ONGOING** 3-5 years	Lead AKDOT&PF, FNSB, FAST	**High**	**High**	**Low**
D. Implement road diets, intersection, and bus stop accessibility improvements and other development on select corridors with high active transportation and transit ridership potential.	**LONG-TERM/ ONGOING** 3-5 years	Lead AKDOT&PF, FNSB, FAST	**High**	**High**	**Low**
E. Pursue FTA Flex Funding for use as a snow removal program.	**SHORT-TERM** 1-3 years	Lead AKDOT&PF, FNSB, FAST Support MACS Transit	**Low**	**Low**	**Low**
F. Institute adopt-a-sidewalk or adopt-a-stop program to promote a collective spirit around snow removal.	**SHORT-TERM** 1-3 years	Lead AKDOT&PF, FNSB, FAST Support MACS Transit	**Low**	**Low**	**Moderate**
G. Determine a "core" set of MACS Transit bus routes for priority snow removal that can be published on the MACS Transit website and channels.	**SHORT-TERM** 1-3 years	Lead AKDOT&PF, FNSB, FAST Support MACS Transit	**Low**	**Low**	**Moderate**
H. Invest in new equipment and technology dedicated to removing snow from active transportation facilities.	**MID-TERM** 2-4 years	Lead AKDOT&PF, FNSB, FAST Support MACS Transit	**Moderate**	**High**	**Low**

Benefits & Impacts of Transit Improvements

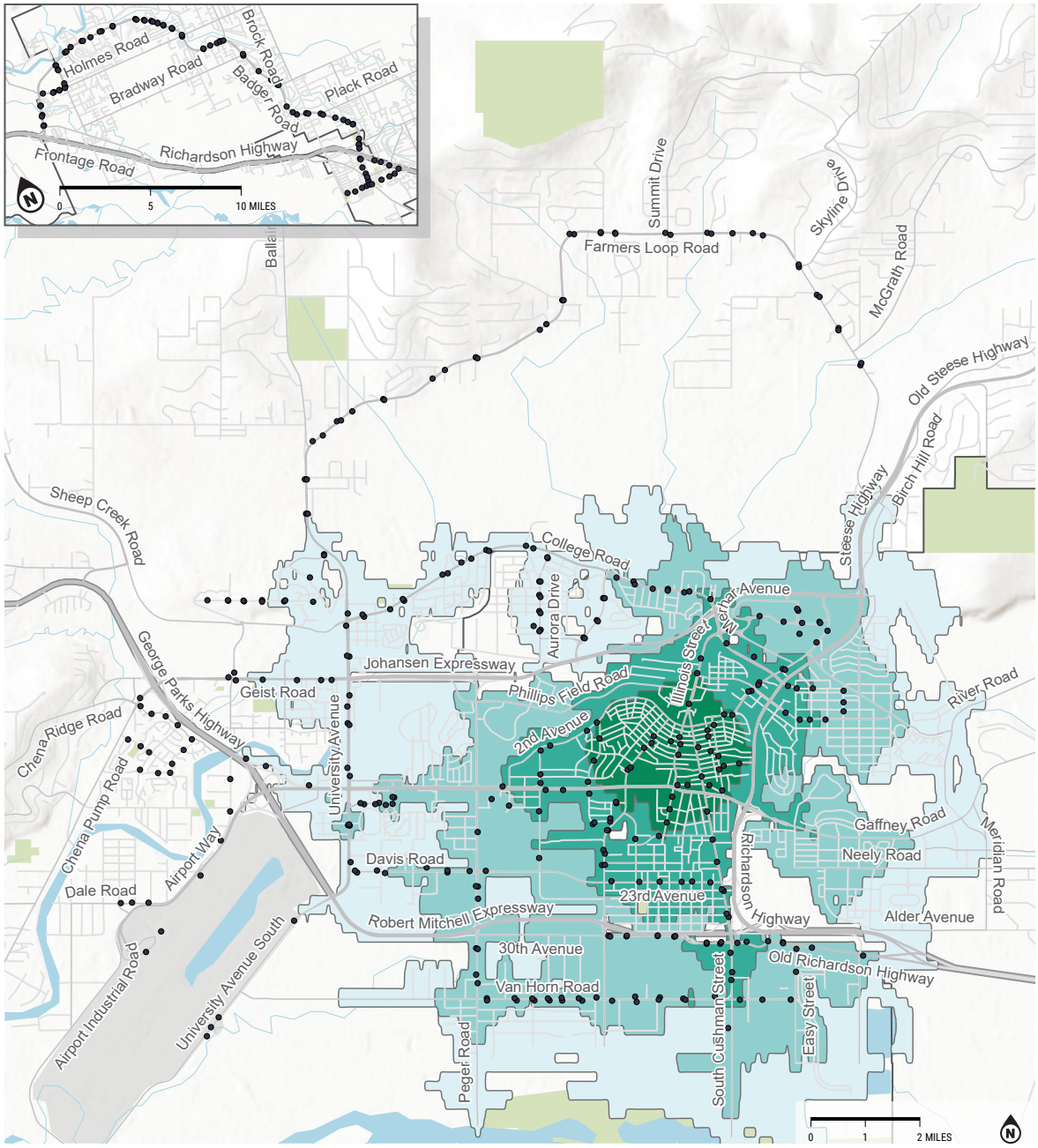
To illustrate the anticipated benefits of implementing plan recommendations, a Benefits and Impacts of Transit Improvements Analysis was conducted for several indicators of transit service quality.

Two map sets show how travel times for the average trip across the transit network could improve as a result of implementing recommendations in the unconstrained resource scenario. The "before" images show the current baseline travel times, each image showing a "transit shed" (or areas reachable by riders) relative to a different point of origin: the downtown Transit Center or the UAF Campus. The "after" images show the transit shed expansion and travel time improvements under future conditions after implementing recommendations under unconstrained resource scenarios.

A benefits summary table follows the transit shed maps, which shows the estimated increase in accessibility that riders would experience if the unconstrained recommendations were implemented.

Benefits & Impacts from the Downtown Transit Center

Baseline Condition

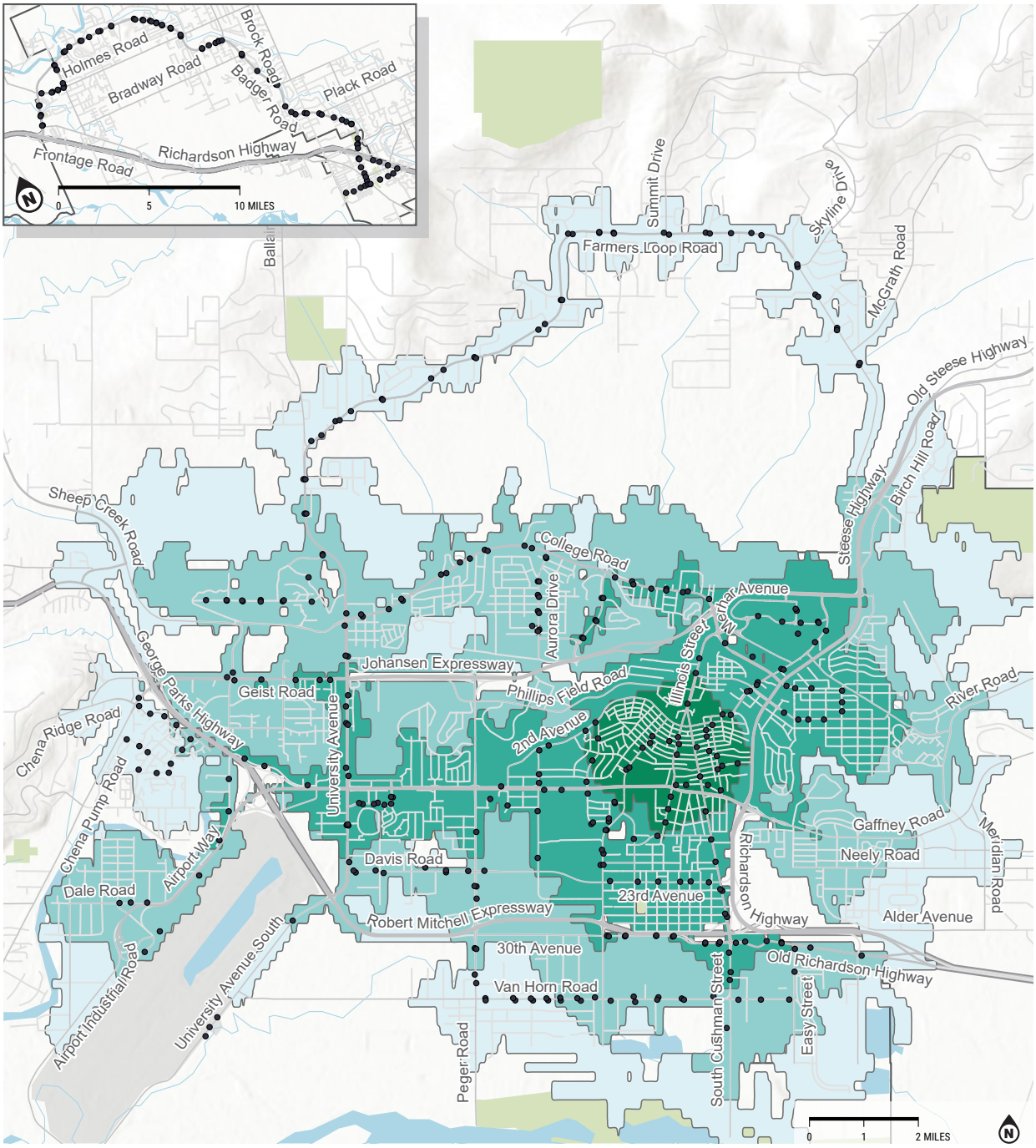


AREAS WITHIN REACH BY THE MEDIAN OF TRANSIT TRIPS FROM DOWNTOWN FAIRBANKS: BASELINE CONDITION

- 0 - 15 Minutes
- 15 - 30 Minutes
- 30 - 45 Minutes
- 45 - 60 Minutes

Figure 39: Areas within reach by the median of transit trips from downtown Fairbanks - baseline condition

Future condition



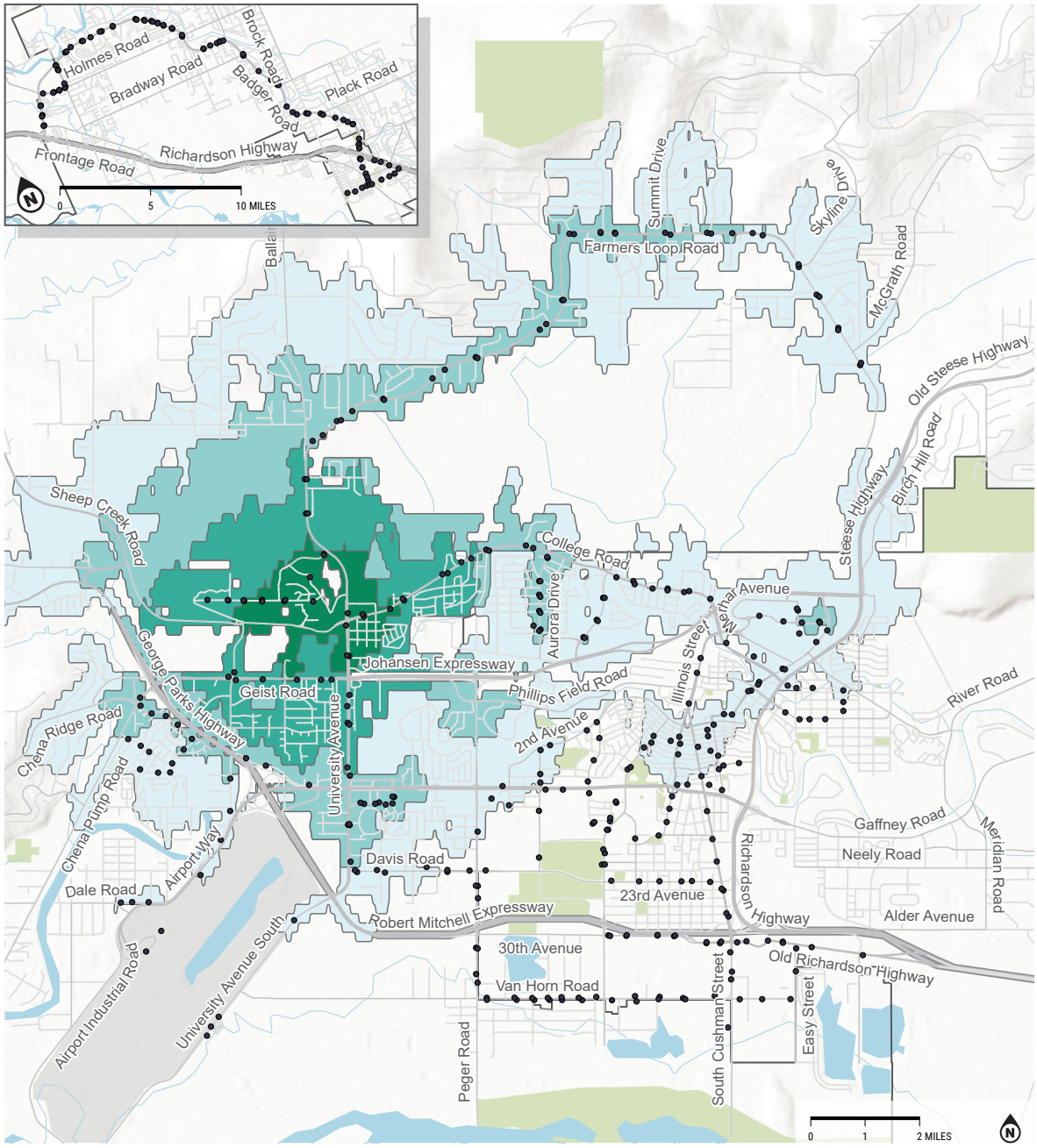
AREAS WITHIN REACH BY THE MEDIAN OF TRANSIT TRIPS FROM DOWNTOWN FAIRBANKS: FUTURE CONDITION

- 0 - 15 Minutes
- 15 - 30 Minutes
- 30 - 45 Minutes
- 45 - 60 Minutes

Figure 40: Areas within reach by the median of transit trips from downtown Fairbanks - future condition

Benefits & Impacts from the UAF Campus

Baseline Condition

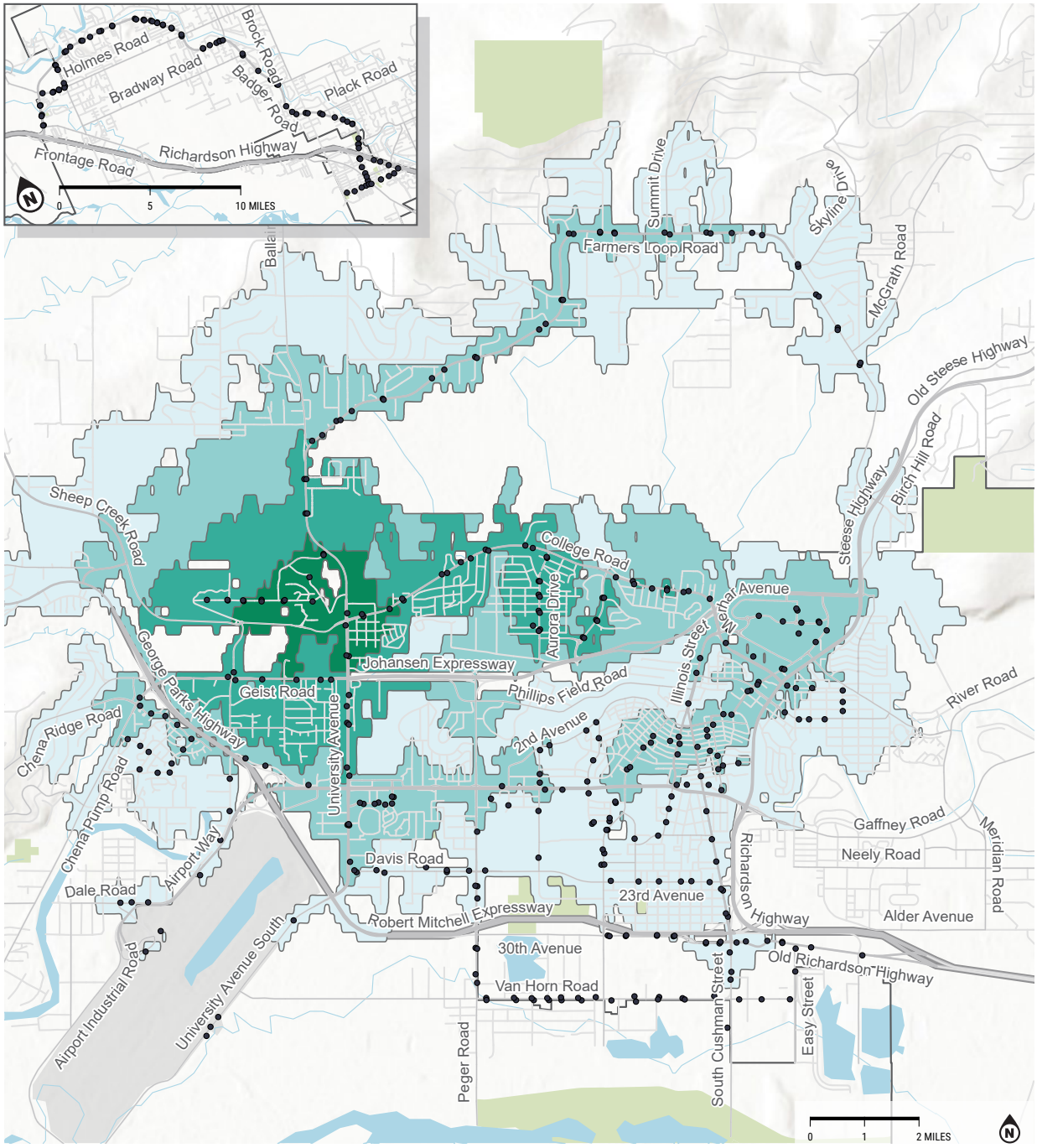


AREAS WITHIN REACH BY THE MEDIAN OF TRANSIT TRIPS FROM UNIVERSITY OF ALASKA FAIRBANKS: BASELINE CONDITION

- 0 - 15 Minutes
- 15 - 30 Minutes
- 30 - 45 Minutes
- 45 - 60 Minutes

Figure 41: Areas within reach by the median of transit trips from University of Alaska Fairbanks - baseline condition

Future Condition



AREAS WITHIN REACH BY THE MEDIAN OF TRANSIT TRIPS FROM UNIVERSITY OF ALASKA FAIRBANKS: FUTURE CONDITION

- 0 - 15 Minutes
- 15 - 30 Minutes
- 30 - 45 Minutes
- 45 - 60 Minutes

Figure 42: Areas within reach by the median of transit trips from University of Alaska Fairbanks - future condition

Improved Access to Key Destinations

Implementing the unconstrained recommendations would improve mobility for riders and allow them to reach a variety of destinations more quickly and easily than is possible under the current MACS Transit fixed route system. To quantify these mobility benefits, the project team analyzed "before and after" access to several types of destinations:

- ★ Health Services
- ★ Jobs
- ★ Parks & Recreation
- ★ Public & Social Services
- ★ Retail & Restaurants
- ★ Schools & Education

Measuring access to these destinations helps illustrate the benefits that further investment in the MACS Transit system would bring to the average rider.

Methodology

The "before" access scenario was based on today's MACS Transit fixed route system. The "after" (or with improvements) scenario was analyzed with holistic service improvement assumptions listed below, which are in line with the unconstrained recommendations described in the Recommendations section. The project team developed a General Transit Feed Specification (GTFS) for both the "before" and "after" scenarios that formed the basis of the analysis.

It is important to note that only a specific time period was analyzed for both scenarios, which in this case was a typical weekday from 3:30pm to 5:30pm. This means that not all the improved service assumptions impacted the results.

Assumed Improvements for:

- ★ All Routes & Times
  - Route and alignment changes described in the Recommendations section are in effect.
- ★ Weekdays
  - Red/Blue, Purple/Brown, and Yellow Lines: 15-minute headways from 8am to 7pm. From 6am to 8am and 7pm to 11:30pm, headways drop to 30 minutes.
  - Grey Line: All day weekday service with 60-minute headways (midday service gap removed).
  - Orange: All day weekday service with 60-minute headways (midday service gap removed).
  - Green Line: Unchanged
- ★ Weekends
  - Yellow Line: 15-minute headways on weekends from 8am to 7pm. From 7pm to 10pm, headways drop to 30 minutes.
  - Red/Blue Line: 75-minute headways from 8am to 10pm to match existing weekday headways.
  - Purple/Brown Line: 60-minute headways from 8am to 10pm to match existing weekday headways.
  - Green Line: 120-minute headways from 7am to 7pm to match existing weekday headways and span.
  - Grey Line: 60-minute headways from 7am to 6pm to match the new weekday headways and span.
  - Orange Line: 60-minute headways from 7am to 6pm to match the new weekday headways and span.

With these assumptions, the project team measured before and after access to the destination categories listed above. Each category included many individual destinations that were determined through consultation with FAST Planning and third-party data available via Overture Maps Foundation. The staff-identified destinations were given a higher weight to reflect their importance.

Results

Tables 12a and 12b below highlight the results of the analysis, organized by destination and travel time. It shows both absolute and percent change in access gains for each category, which ultimately reflects the degree to which new destinations and opportunities would be available to riders if the unconstrained recommendations were implemented.

Key Findings

Tables 12a and 12b provide detailed findings for each destination category and travel times and Figure 43 shows the increase in number of jobs accessible to the average rider within 30 minutes.

However, there are a few key findings that highlight some of the gains:

Across all analyzed destinations, there is an average 51% increase in the number of people that can access these destinations in 15 to 60 minutes.

The 30- and 45-minute travel times saw the greatest access gains for all destination categories, with average increases of about 63% and 83%, respectively, in the number of people that can access these destinations within those travel times.

There was an average increase of about 64% in the number of jobs accessible to the average rider within 30 to 60 minutes.

Definitions for tables 12a and 12b below:

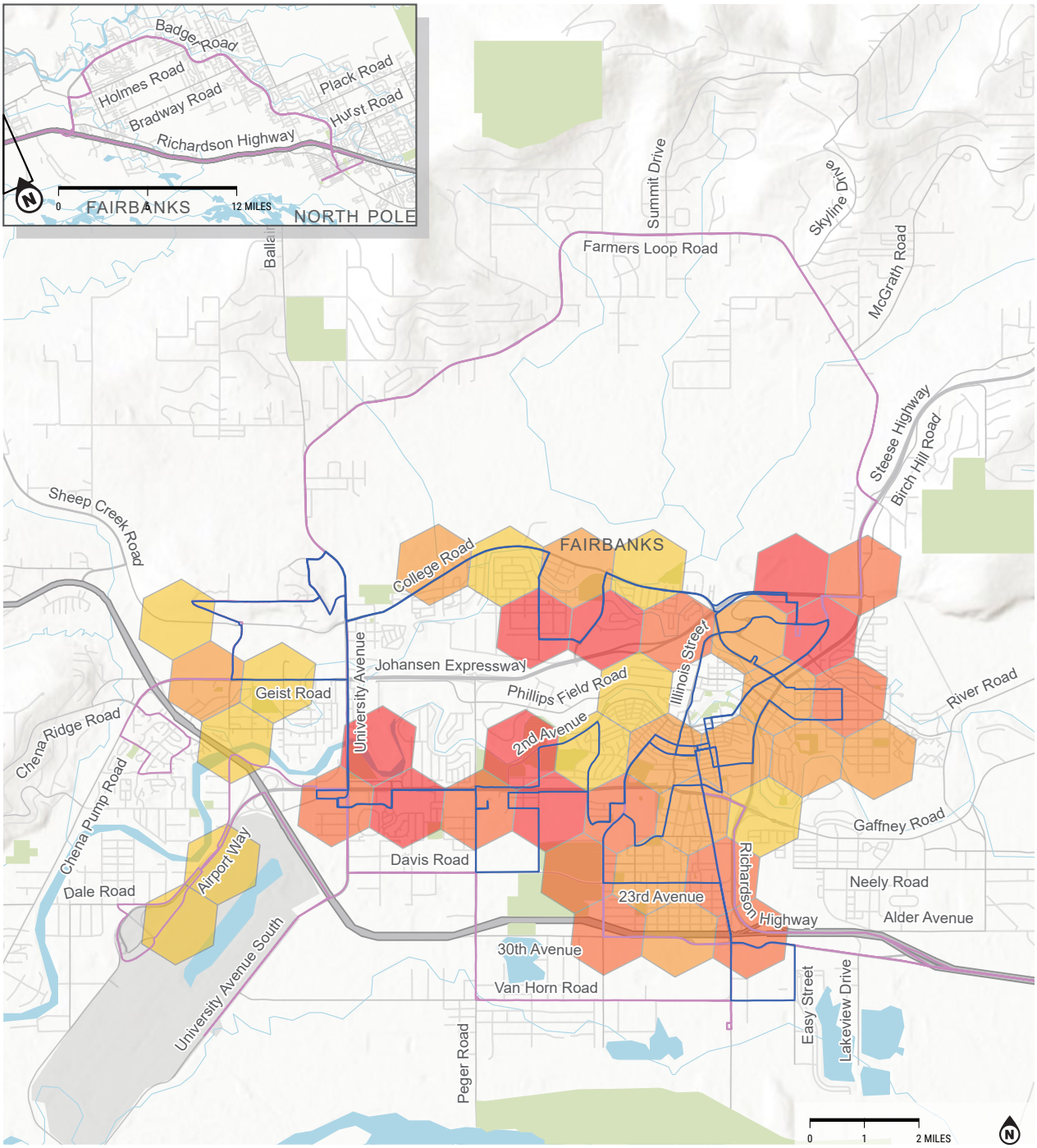
Baseline Access: *Number of people that can access a destination category under today's conditions*
Weighted Change in Access: *The Increase in number of people who would have access to a destination category*
Future Access: *Number of people that could access destination category in the future*
Percentage Change in Access: *Average % increase in number of people that can access a destination category*

Table 12a: Destinations Access

Destination	Travel Time	Baseline Access	Weighted Increase in Access	Future Access	Percentage Increase in Access
Health Services	15 minutes	1,987	220	2,207	11.07
Health Services	30 minutes	6,573	4,458	11,031	67.82
Health Services	45 minutes	11,958	9,765	21,723	81.66
Health Services	60 minutes	19,708	9,124	28,832	46.3
Parks and Recreation	15 minutes	1,476	68	1,544	4.61
Parks and Recreation	30 minutes	4,717	2,884	7,601	61.14
Parks and Recreation	45 minutes	9,103	7,594	16,697	83.42
Parks and Recreation	60 minutes	15,448	8,234	23,682	53.3
Public and Social Services	15 minutes	2,003	141	2,144	7.04
Public and Social Services	30 minutes	6,071	3713	9,784	61.16
Public and Social Services	45 minutes	10,794	8,326	19,120	77.14
Public and Social Services	60 minutes	17,537	8,376	25,913	47.76
Retail and Restaurants	15 minutes	1,905	171	2,076	8.98
Retail and Restaurants	30 minutes	6,039	4,103	10,142	67.94
Retail and Restaurants	45 minutes	10,935	8,825	19,760	80.7
Retail and Restaurants	60 minutes	1,8111	8,811	26,922	48.65
Schools and Education	15 minutes	1,292	81	1,373	6.27
Schools and Education	30 minutes	4,023	2,377	6,400	59.09
Schools and Education	45 minutes	8,466	7,595	16,061	89.71
Schools and Education	60 minutes	15,647	8,671	24,318	55.42

Table 12b: Jobs Access

Destination	Travel Time	Baseline Access	Weighted Increase in Access	Future Access	Percentage Increase in Access
Jobs	15 minutes	881	27	908	3.06
Jobs	30 minutes	3,183	2,194	5,377	68.93
Jobs	45 minutes	6,376	4,838	11,214	75.88
Jobs	60 minutes	10,380	4,866	15,246	46.88



METROPOLITAN AREA COMMUTER SYSTEM (MACS) SYSTEM

by Peak Headway

— 30 Minutes

— Limited

Increase in number of jobs accessible to the average transit rider within 30 minutes

- 695 - 2806
- 2807 - 5119
- 5120 - 7712
- 7713 - 10062

Figure 43: Jobs access map

Potential Funding Sources for Implementation

Several federal grant programs are available for eligible communities and organizations to receive funds for transit and transportation programs and infrastructure to improve access to transit. Below lists key programs, eligibility requirements, and how they are applied to a community transportation system.

Congestion Mitigation and Air Quality (CMAQ) and Carbon ResFunds

Congestion Mitigation and Air Quality Improvement Program (CMAQ) to provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

Bipartisan Infrastructure Law - Congestion Mitigation and Air Quality (CMAQ) Improvement Program Fact Sheet | Federal Highway Administration (dot.gov)

Eligibility

- ★ Electric Vehicles and charging stations
- ★ Diesel engine replacements and retrofits, or medium-duty or heavy-duty zero emission vehicles and related charging equipment
- ★ Transit improvements
- ★ Bicycle and pedestrian facilities
- ★ Shared micromobility, including bikesharing and shared scooter systems

Application

CMAQ provides funding to areas in nonattainment or maintenance for ozone, carbon monoxide, and/or particulate matter. This is a formula funded grant. CMAQ typically requires a 20 percent local match. State funds, donations from non-federal third parties, or in-kind donations from local governments may be used to satisfy the local match.

Section 5339 Bus and Bus Facilities Formula Grants

Grants for Buses and Bus Facilities program, which makes funding available to states, designated recipients, and local governmental entities that operate fixed route bus service to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low- or no- emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. Two sub-programs provide competitive grants for buses and bus facility projects, including one that supports low and zero-emission vehicles.

Grants for Buses and Bus Facilities Formula Program - 5339(a) | FTA (dot.gov)

Eligibility

Eligible recipients include designated recipients that operate fixed route bus service or that allocate funding to fixed route bus operators; and state or local governmental entities that operate fixed route bus service that are eligible to receive direct grants under the Urbanized Area Formula (Section 5307) and Rural Formula (Section 5311) programs.

Subrecipients: An eligible recipient that receives a grant under the formula or competitive programs may allocate amounts from the grant to subrecipients that are public agencies or private nonprofit organizations engaged in public transportation, except that nonprofit organizations are not eligible

subrecipients under the Low or No Emission Grants program.

Application

Funding is through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. In addition to the formula allocation, the Grants for Buses and Bus Facilities program (49 U.S.C. 5339) includes two competitive components: the *Bus and Bus Facilities Competitive Program* and the *Low or No Emissions Bus Vehicle Program*. Please see the program *fact sheet* for additional information.

Section 5307 and 5340 Urbanized Area Formula Grants

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance and for transportation related planning in urbanized areas. An urbanized area is a Census-designated area with a population of 50,000 or more as determined by the U.S. Department of Commerce, Bureau of the Census.

Urbanized Area Formula Grants - 5307 | FTA (dot.gov)

Eligibility

Funding is made available to designated recipients, which must be public bodies with the legal authority to receive and dispense Federal funds. Governors, responsible local officials, and publicly owned operators of transit services are required to designate a recipient to apply for, receive, and dispense funds for urbanized areas pursuant to 49 U.S.C. 5307(a)(2). The Governor or Governor's designee is the designated recipient for urbanized areas between 50,000 and 200,000.

Application

The Federal share is not to exceed 80 percent of the net project cost. The Federal share may be 90 percent for the cost of vehicle-related equipment attributable to compliance with the Americans with Disabilities Act and the Clean Air Act. The Federal share may also be 90 percent for projects or portions of projects related to bicycles. The Federal share may not exceed 50 percent of the net project cost of operating assistance. Funding is apportioned on the basis of legislative formulas. For areas of 50,000 to 199,999 in population, the formula is based on population and population density.

Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities

The program aims to improve mobility for older adults and people with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the transportation needs of older adults and people with disabilities in all areas – large urbanized (over 200,000), small urbanized (50,000-200,000), and rural (under 50,000). The funding can be used for "traditional" or "nontraditional" projects. "Traditional" projects are capital projects as defined in 49 U.S.C. 5302(3). "Nontraditional" projects are capital and/or operating projects that go beyond the scope of the Americans with Disabilities Act (ADA) complementary paratransit services or public transportation alternatives designed to assist older adults and people with disabilities.

Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310 | FTA (dot.gov)

Eligibility

States, local government authorities, and designated recipients are direct recipients; Eligible subrecipients include private nonprofit organizations, states or local government authorities, and operators of public transportation. Operators of public transportation are entities that provide regular continuing shared-ride surface transportation services that are

open to the general public or open to a segment of the general public defined by age, disability, or low-income. Operators of public transportation are eligible as subrecipients for nontraditional Section 5310 projects.

Application

This program provides formula funding to states and designated recipients to meet the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs.

Section 1122 Transportation Alternatives

The Transportation Alternatives Program (TAP) was authorized under Section 1122 of the Moving Ahead for Progress in the 21st Century Act (MAP-21) and is reauthorized under the Fixing America's Surface Transportation (FAST) Act. In 2022 the Bipartisan Infrastructure Law replaced the FAST Act and re authorized TAP. Each state develops rules to administer their program according to its priorities.

The federally funded TAP provides opportunities to expand transportation choices and enhance the transportation experience through categories of activities related to the surface transportation system. The TAP focuses on non-traditional transportation projects.

TAP Program Information, Alaska Transportation Alternatives Program (ATAP), Program Development, Transportation & Public Facilities

Eligibility

The entities eligible to receive TA Set-Aside funds are:

- ★ A local government.
- ★ A regional transportation authority.
- ★ A transit agency.
- ★ A natural resource or public land agency.
- ★ A school district, local education agency, or school.
- ★ A Tribal government.
- ★ A metropolitan planning organization that serves an urbanized area with a population of 200,000 or fewer.
- ★ A nonprofit entity.
- ★ Any other local or regional governmental entity with responsibility for or oversight of transportation or recreational trails.
- ★ A State, at the request of an eligible entity listed above.

Application

ADOT&PF administers the Alaska Transportation Alternatives Program. Projects are submitted an evaluated by a Program Evaluation Board.

Accelerating Innovative Mobility (AIM)

TA's Accelerating Innovative Mobility (AIM) Initiative highlights FTA's commitment to support and advance innovation in the transit industry. AIM will drive innovation by promoting forward-thinking approaches to improve transit financing, planning, system design and service. The AIM Initiative also supports innovative approaches to advance strategies that promote accessibility, including equitable and equivalent accessibility for all travelers.

The goals of AIM are to:

- ★ Identify, test, and prove out new approaches, technologies and service models
- ★ Promote the most promising mobility innovations that can be implemented more broadly through FTA's capital programs
- ★ Establish a national network of transit stakeholders that are incorporating innovative approaches and business models to improve mobility.

https://www.transit.dot.gov/AIM

Eligibility

Eligible recipients include providers of public transportation, including public transportation agencies, state/local government DOTs, and federally recognized Indian tribes. Eligible applicants may identify one or more strategic project partner(s) with a substantial interest and involvement in the project.

Eligible project partners under the AIM Initiative include, but are not limited to:

- ★ Private for-profit and not-for-profit organizations, including shared-use mobility providers, technology system suppliers and integrators, automated vehicle technology providers, property managers and developers, and others
- ★ Private operators of transportation services, such as employee shuttle services, airport connector services, university transportation systems, or parking and tolling or airports authorities
- ★ Other operators of public transportation, including public transportation agencies, State/local government DOTs, and Federally recognized Indian tribes
- ★ Bus or vehicle manufacturers or suppliers
- ★ Banking or financial institutions
- ★ State or local government entities, including multi-jurisdictional partnerships, and organizations, such as a Metropolitan Planning Organization

Other organizations including research consortia or not-for-profit industry organizations, institutions of higher education, and other.

Application

AIM is a competitive grant program announced through a NOFO. The federal share of project costs under this program is limited to 80 percent. Proposers may seek a lower federal contribution. The applicant must provide the local share of the net project cost in cash, or in-kind, and must document in its application the source of the local match.

Capital Investment Grants (CIG) – 5309

This FTA discretionary grant program funds transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. Federal transit law requires transit agencies seeking CIG funding to complete a series of steps over several years.

Capital Investment Grants - 5309 | FTA (dot.gov)

Eligibility

New Starts:

- ★ Total project cost is equal to or greater than $400 million or total New Starts funding sought equals or exceeds $150 million
- ★ New fixed guideway system (light rail, commuter rail, etc.)
- ★ Extension to existing system
- ★ Fixed guideway BRT system

Small Starts:

- ★ Total project cost is less than $400 million and total Small Starts funding sought is less than $150 million
- ★ New fixed guideway systems (light rail, commuter rail, etc.)
- ★ Extension to existing system
- ★ Fixed guideway BRT system
- ★ Corridor-based BRT system
- ★ Core Capacity
- ★ Substantial corridor-based investment in existing fixed guideway system

Project must:

- ★ Be located in a corridor that is at or over capacity or will be in ten years
- ★ Increase capacity by 10%
- ★ "Not include project elements designated to maintain a state of good repair"

Bundling

- ★ BIL establishes a process for bundling of projects to allow sponsors to move multiple

projects through the CIG pipeline simultaneously.

Application

- ★ Discretionary & Competitive Federal Grant Program
- ★ Authorized up to $4.6 billion per year, subject to Congressional appropriations

Enhancing Mobility Innovation

FTA's Enhancing Mobility Innovation program advances a vision of mobility for all – safe, reliable, equitable, and accessible services that support complete trips. The program promotes technology projects that focus on the traveler experience and encourage people to get on board, such as integrated fare payment systems and user-friendly software for demand-response public transportation.

Enhancing Mobility Innovation | FTA (dot.gov)

Eligibility

Eligible applicants include:

- ★ Providers of public transportation, including public transportation agencies, state or local government DOTs, and federally recognized Indian tribes
- ★ Private for-profit and not-for-profit organizations incorporated in a jurisdiction of the United States, including shared-use mobility providers, private operators of transportation services, technology system suppliers and integrators, bus or vehicle manufacturers or suppliers, software and technology developers, financial institutions, consultants, research consortia, and industry organizations
- ★ State, city, or local government entities, including multi-jurisdictional partnerships, and organizations such as Metropolitan Planning Organizations
- ★ Institutions of higher education including large research universities, technical and community colleges, particularly those with Minority Serving Institution status

Eligible applicants are encouraged to identify one or more project partners with a substantial interest and involvement in the project to participate in the implementation of the project.

Application

Funding opportunities are announced through a NOFO. This is a competitive grant, and up to 80% of project costs can be funded by the grant.

Grants for Buses and Bus Facilities Program

The purpose of the Buses and Bus Facilities Competitive Program is to assist in the financing of buses and bus facilities capital projects, including replacing, rehabilitating, purchasing or leasing buses or related equipment, and rehabilitating, purchasing, constructing or leasing bus-related facilities. Additionally, recipients are permitted to use up to 0.5 percent of their requested grant award for workforce development activities eligible under federal public transportation law (49 U.S.C. 5314(b)) and an additional 0.5 percent for costs associated with training at the National Transit Institute. For applicants proposing projects related to zero-emission vehicles for either program, 5 percent of the requested federal award must be used for workforce development activities.

Grants for Buses and Bus Facilities Program | FTA (dot.gov)

Eligibility

Eligible recipients include designated recipients that operate fixed route bus service or that allocate funding to fixed route bus operators; and state or local governmental entities that operate fixed route bus service that are eligible to receive direct grants

under the Urbanized Area Formula (Section 5307) and Rural Formula (Section 5311) programs.

Subrecipients: An eligible recipient that receives a grant under the formula or competitive programs may allocate amounts from the grant to subrecipients that are public agencies or private nonprofit organizations engaged in public transportation, except that nonprofit organizations are not eligible subrecipients under the Low or No Emission Grants program.

Application

Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities. Additionally, 0.5% of a request may be for workforce development training, and an additional 0.5% may be for training at the National Transit Institute. Applicants proposing any project related to zero-emission vehicles must also spend 5% of their award on workforce development and training as outlined in their Zero-Emission Transition Plan, unless the applicant certifies that their financial need is less.

Integrated Mobility Innovation (IMI)

The goals of IMI are to:

- ★ Explore new business approaches and technology solutions that support mobility
- ★ Enable communities to adopt innovative mobility solutions that enhance transportation efficiency and effectiveness
- ★ Facilitate the widespread deployment of proven mobility solutions that expand personal mobility

Integrated Mobility Innovation | FTA (dot.gov)

Eligibility

Eligible applicants are providers of public transportation, including public transportation agencies, state/local government DOTs, and federally recognized Indian tribes.

Application

This competitive grant program is announced though a NOFO.

Metropolitan & Statewide Planning and Non-Metropolitan Transportation Planning - 5303, 5304, 5305

Provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states. Planning needs to be cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs reflecting transportation investment priorities.

Metropolitan & Statewide Planning and NonMetropolitan Transportation Planning - 5303, 5304, 5305 | FTA (dot.gov)

Eligibility

State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs). Federal planning funds are first apportioned to State DOTs. State DOTs then allocate planning funding to MPOs.

Application

A formula-based grant. Federal funds will cover up to 80% of the project costs. Funds are available for four years.

Public Transportation Innovation – 5312

Provides funding to develop innovative products and services assisting transit agencies in better meeting the needs of their customers.

Public Transportation Innovation - 5312 | FTA (dot.gov)

Eligibility

Eligible recipients are determined for each competition, and may include: universities, public

transportation systems, state DOTs, non-profit and for-profit entities, amongst others.

Application

Funds may be allocated on a discretionary basis. Grant opportunities are posted on http://www.grants.gov/ under the CFDA Number 20.514. Interested parties may subscribe on that website to receive notification of all FTA research opportunities by entering 20.514 where it requests the CFDA Number.

Flexible Funding for Transit and Highway Improvements

Federal law (23 U.S.C. § 104(f); 49 U.S.C. § 5334(i)(1)) allows Federal-Aid Highway Program funding made available for public transportation projects to be flexed (or transferred) to be administered by FTA for public transportation projects.

Eligibility

FHWA programs that are potentially eligible for flexible funding include:

- ★ Congestion Mitigation and Air Quality (CMAQ) program,
- ★ Surface Transportation Block Grant (STBG)
- ★ Tribal Transportation Program
- ★ Flexible Funding for Transit Access

Process

To transfer the funds, the state department of transportation sends a request that the funds be transferred, with the concurrence of the MPO if the project is within a metropolitan planning area, to the FHWA Division Office.

https://www.gao.gov/assets/gao-13-19r.pdf

Application

Many State DOT's are not able to use Federal-Aid Highway Programs for projects that enhance access to transit due to processes and requirements that are more suitable to large-scale highway projects

The FTA Flex program facilitates federal investments at the local level for projects that improve access to transit, especially for underserved groups. Projects can include pedestrian access, bicycle access, and enhanced access for persons with disabilities to public transportation. Refer to the FTA website on the program for a full list of eligible uses.

Projects must have de facto functional relationship to public transportation and be within ½ mile of transit stop for pedestrian improvements or 3 miles of transit stop for bicycle improvements.

Clearing sidewalks and bicycle facilities in the vicinity of transit stops will improve access to transit for pedestrians, bicyclists, or persons with disabilities and may provide preventative maintenance and thus may meet the legal nexus required for this funding mechanism. The Governmental Accountability Office describes preventive maintenance as "All maintenance costs related to vehicles and non-vehicles such as the activities, supplies, labor, services, and associated costs to preserve or extend the functionality of the asset." In this case, the asset would be the active transportation facilities such as sidewalks and bike lanes. Snow removal activities can preserve the functionality of these facilities as they are unfunctional when covered in snow.

There are many examples of where FLEX Funding has been used in creative ways to fund transit, such as the use of FTA Flex funding for Transportation Demand Management Activities in Portland, Oregon and the use of FTA Flex funding for preventative maintenance to free up funds for operating expenses in Pittsburgh, Pennsylvania.

To be eligible for funding, the project must be a project within the Alaska Statewide Transportation Improvement Program (STIP) list or the FAST Planning Transportation Improvement Program (TIP).



9. Looking Ahead & Conclusions

While this plan looks ahead approximately 20 years, it is recommended to review and update every five years to respond to community and resource changes and inform the ongoing transportation planning processes FAST Planning and AKDOT. Funding sources, projects, and priorities may be updated and should be informed by continued public feedback. Assuming adequate resources, successful implementation of this plan's recommendations will meet objectives and achieve goals for the Fairbanks transit system. The following tables connect each category of need, recommendations, and goals that can be achieved upon implementation.

Recommended Strategies to Achieve Transit Goals

1. Funding and Staff

Table 13a - Category 1: Funding and Staff

Recommendations	Goals
A. Continue to pursue federal funding programs to provide increased capacity.	Transit Plan Goals 4 and 5, Coordinated Human Services Transportation Plan Goal 2.
B. Work with FAST Planning and the Fairbanks North Star Borough to increase local funding for transit.	Transit Plan Goals 4 and 5, Coordinated Human Services Transportation Plan Goal 2.
C. Incentivize recruitment and staff retention.	Transit Plan Goal 1

2. Technology & Fares

Table 13b - Category 2: Technology & Fares

Recommendations	Goals
A. Implement a new, comprehensive Software as a Service (SaaS) platform.	Transit Plan Goal 1 and Coordinated Human Services Transportation Plan Goal 3
B. Consider opportunities to improve access for populations with high need and ridership potential.	Transit Plan Goals 1 and 2

Table 13c - Category 3: Van Tran

Recommendations	Goals
A. Simplify the Van Tran application process or provide even more application support.	Coordinated Human Services Transportation Plan Goals 1, 3, and 4
B. Expand capacity for "B" and "C" service categories for Van Tran.	Coordinated Human Services Transportation Plan Goal 4
C. Develop a transportation provider "clearinghouse" and create a Human Services Transportation Coordinator role independent of any of the local agencies to help riders navigate multiple providers.	Coordinated Human Services Transportation Plan Goals 1, 3, 4, and 5

4. Fixed Route Service

Table 13d - Category 4: Fixed Route Service

Recommendations	Goals
A. Reinstitute Saturday fixed route service and add Sunday fixed route service.	Transit Plan Goals 2, 4, and 8
B. Increase service span on the MACS transit fixed-route system to offer earlier and later trips.	Transit Plan Goals 1, 2, 3, 4, and 8
C. Consolidate and reduce route deviations along the Red and Blue Lines.	Transit Plan Goal 1
D. Improve the frequency of the Red and Blue lines so they run every 15 minutes or better during peak weekday periods.	Transit Plan Goals 1, 2, 3, 4, and 8
E. Provide bidirectional service on the Brown and Purple Lines and improve service to every 15 minutes or better for during peak weekday periods.	Transit Plan Goals 1, 3, and 8
F. Reroute the Purple Line to serve only neighborhoods north of the Parks Highway.	Transit Plan Goals 1, 3, and 8
G. Extend the Orange Line east to Easy Street and west to Chena Pump Road.	Transit Plan Goals 1, 3, and 8
H. Reroute the Yellow Line to focus on service between the Fairbanks International Airport and Downtown Fairbanks and increase its frequency to 15 minutes or better during peak weekday and weekend periods.	Transit Plan Goals 1, 3, and 8
I. Create new, formalized transfer points for the fixed route system.	Transit Plan Goals 1, 2, 3, 4, and 8

5. Infrastructure & Winter Maintenance

Table 13e - Category 5: Infrastructure & Winter Maintenance

Recommendations	Goals
A. Identify MACS Transit bus stops for improved rider amenities such as shelters.	Transit Plan Goals 1, 2, 3 and 8
B. Transit to construct pedestrian crossing treatments at high ridership bus stops that currently lack marked crosswalks.	Transit Plan Goals 1, 2, 3 and 8
C. Construct sidewalks, bike lanes, or other active transportation facilities on corridors with low pedestrian connectivity scores on the MACS Transit network, where applicable.	Transit Plan Goals 1, 2, 3, and 5
D. Implement road diets, intersection, and bus stop accessibility improvements and other developments on select corridors with high active transportation and transit ridership potential.	Transit Plan Goals 1, 2, 3, and 5
E. Pursue FTA Flex Funding for use as a snow removal program.	Transit Plan Goals 1, 2, 3, and 8 and Coordinated Human Services Transportation Plan Goal 5
F. Institute adopt-a-sidewalk or adopt-a-stop program to promote a collective spirit around snow removal.	Transit Plan Goals 1, 2, 3, and 8 and Coordinated Human Services Transportation Plan Goal 5
G. Determine a "core" set of MACS Transit bus routes for priority snow removal that can be published on the MACS Transit website and channels.	Transit Plan Goals 1, 2, 3, and 8 and Coordinated Human Services Transportation Plan Goal 5
H. Invest in new equipment and technology dedicated to removing snow from active transportation facilities.	Transit Plan Goals 1, 2, 3, and 8 and Coordinated Human Services Transportation Plan Goal 5

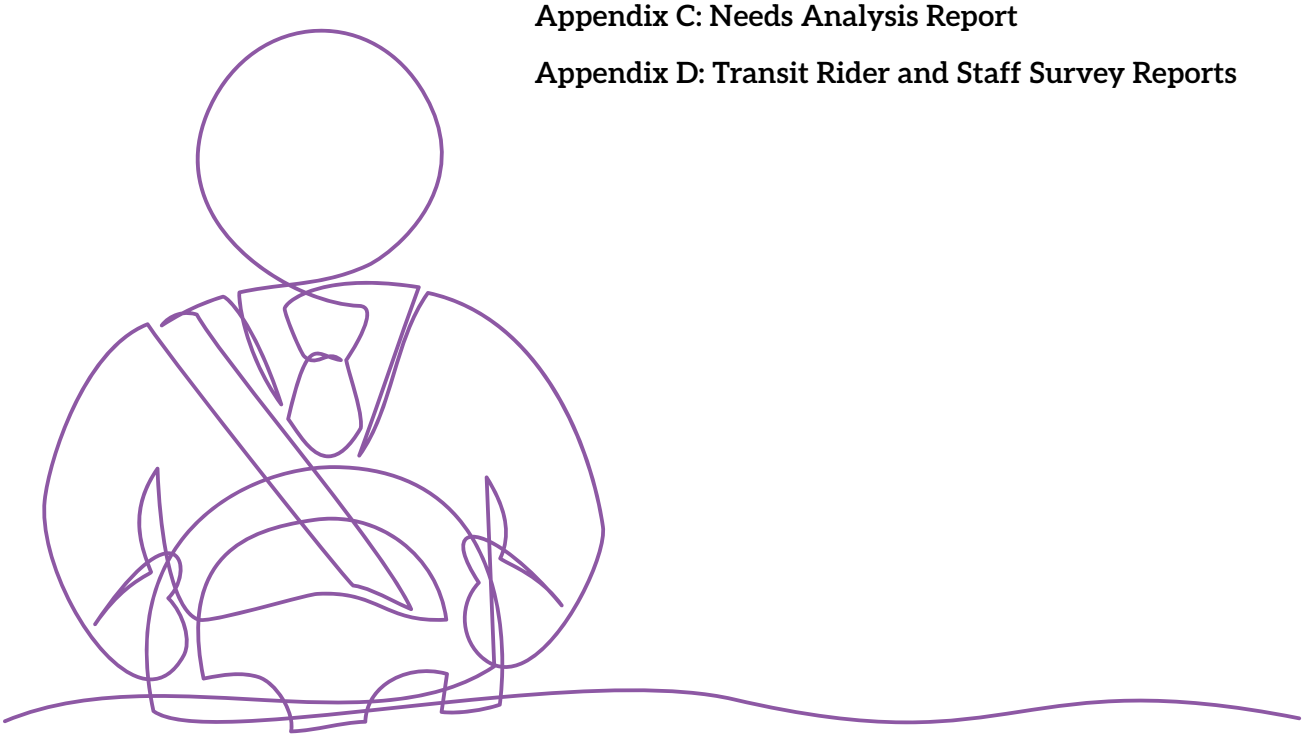
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Appendix A: Public Involvement Record

Appendix B: Existing Conditions Report

Appendix C: Needs Analysis Report

Appendix D: Transit Rider and Staff Survey Reports





2024

FAIRBANKS COORDINATED HUMAN SERVICES TRANSPORTATION PLAN

Prepared for
FAST PLANNING

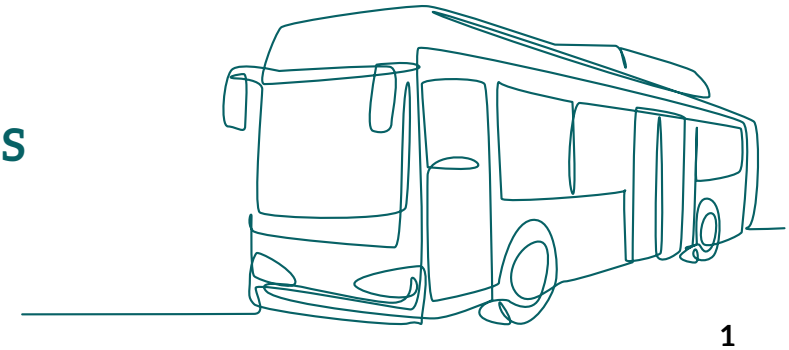
Prepared by
R&M CONSULTANTS

In cooperation with
ALTA PLANNING + DESIGN, INC.

SEPTEMBER 2024

2024
Fairbanks
Coordinated
Human Services
Transportation Plan

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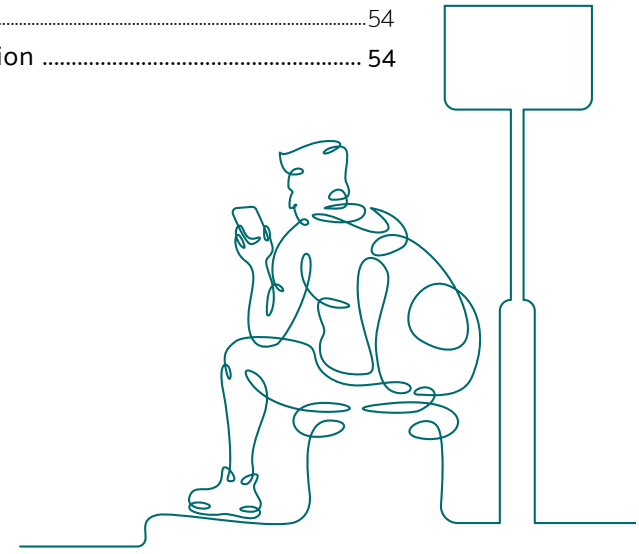
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GLOSSARY

Accessibility: Often used to refer to how accessible something is for people with disabilities, in this document it is also used to discuss how easily "accessible" (or physically navigable) a bus stop or roadway is for people on foot or bike.

Active Transportation: Bicycle or pedestrian travel, or other primarily human-powered means of transportation.

Adjusted Connectivity Ratio: How well-connected a bus stop is to surrounding streets that considers (or is "adjusted" by) the Level of Traffic Stress (LTS).

Bidirectional Service: Public transportation service provided in both directions on a route, rather than in only one direction.

Demand Response: Unlike fixed route service, "demand response" public transportation service picks up riders from and drops off riders at specific requested locations at specific times.

Environmental Justice: The fair treatment and meaningful involvement of all people, regardless of income, race, color, national origin, Tribal affiliation, or disability, in public transportation decisions.

Fixed Route Service: Public transportation service operating on fixed routes with predetermined schedules.

Frequency: See "Headways."

General Transit Feed Specification (GTFS): A standard data format that public transportation agencies use to distribute route, stop, and timetable information to third-party users. For example, Google Maps uses GTFS to provide public transportation directions.

Headways: The time between vehicles moving in the same direction on a particular route, measured in minutes. Or in other words, the amount of time between buses.

Interlining: A fixed route public transportation scheduling practice that involves a transit vehicle from one route continuing on to serve a different route after arriving at the terminus of the first route.

Level of Traffic Stress (LTS): A measure of how comfortable it is for bicyclists or pedestrians to travel along a roadway, usually measured on a 1 to 4 scale.

Paratransit: See Demand Response.

Productivity: How well-used or "busy" a public transportation route is, as measured by the average annual unlinked trips divided by average annual revenue service hours. This gives an indication of how productive a route is, as measured by how many riders use the route per revenue service hour on average.

Radial Network: A public transportation system that prioritizes one-seat rides (i.e., rides not requiring a transfer). This type of network is often accompanied by circuitous routes that cover more area but result in more out of direction travel and longer headways.

Revenue Service Hours: The number of hours that a public transportation vehicle is available for "revenue service," or when the vehicle can be boarded by fare-paying passengers.

Ridership: The number of riders that board public transportation vehicles within a specified time. This can be considered at multiple levels, such as systemwide, on routes, or at individual stops.

Route Deviation: Out-of-direction travel that a public transportation vehicle undertakes to serve specific neighborhoods or locations.

Service Coverage: The amount of area that a public transportation network reaches (or "covers") with its fixed route system.

Service Quality: A subjective measure that refers to the "amount" of transit service provided when considering service span and headways (or service frequency).

Service Span: The amount of time or hours during the day a public transportation route or system is in operation.

Timepoints: Important stops with scheduled arrival and departure times that help public transportation vehicle operators stay on schedule.

Timetable: A public transportation schedule that shows service times. These are often organized by "timepoints," or important stops with scheduled arrival and departure times that help public transportation vehicle operators stay on schedule.

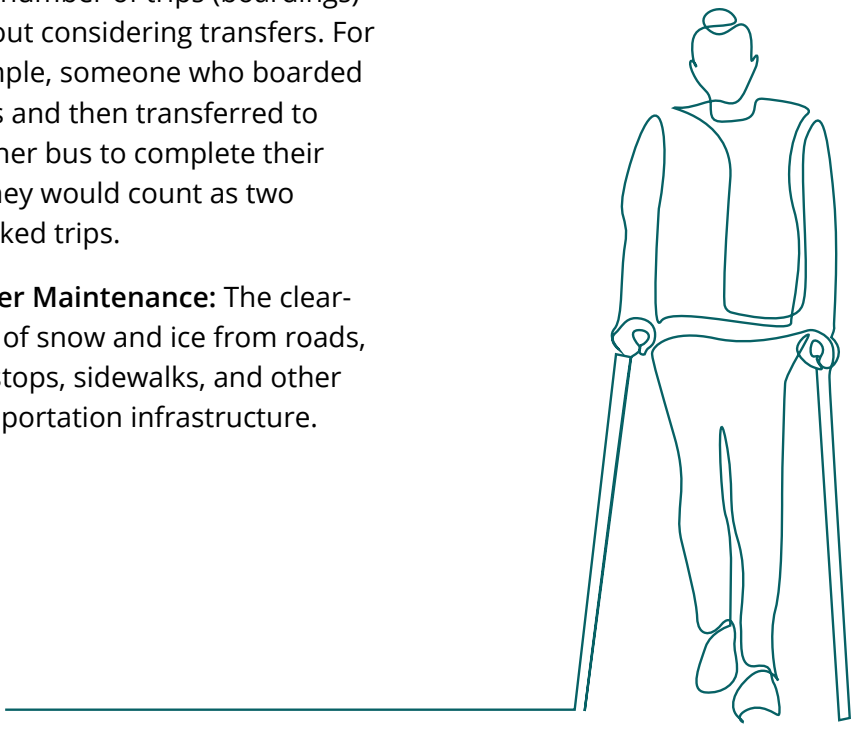
Title VI: Title VI of the Civil Rights Act of 1964 protects people from discrimination based on race, color, and national origin in programs and activities receiving federal financial assistance, including public transportation services.

Transit Corridor: A roadway that at least one fixed route public transportation service operates on.

Unadjusted Connectivity Ratio: How well-connected a bus stop is to surrounding streets without regard to the Level of Traffic Stress (LTS).

Unlinked Trips: A standard Federal Transit Administration (FTA) measure that counts the total number of trips (boardings) without considering transfers. For example, someone who boarded a bus and then transferred to another bus to complete their journey would count as two unlinked trips.

Winter Maintenance: The clearance of snow and ice from roads, bus stops, sidewalks, and other transportation infrastructure.





1. Executive Summary

Purpose

The Fairbanks Area Surface Transportation (FAST) Planning partnered with the Fairbanks North Star Borough (FNSB) to update the 2013 Short- and Long-Term Transit Plan for the Metropolitan Area Commuter System (MACS) and update the 2015 Coordinated Human Services Transportation Plan (CHSTP) to improve transit and coordination between providers in the Borough. This document consists only of the 2024 Coordinated Humans Services Transportation Plan. The 2024 Transit Plan is available as a separate document.

Each of these plans impacts the other. They were updated at the same time for more efficient and effective public engagement, to use the most current transportation data, and to develop transit plans that are informed by rider and provider needs in the FNSB.

Updating these plans fulfills federal requirements for the FNSB and partners to receive grant funding for transit and coordinated transportation services. It is also an essential step in coordinating efforts to be more efficient and effective.

Vision & Goals

The vision and goals for the Coordinated Human Services Transportation Plan shape the plan's recommendations and were developed in coordination with MACS Transit, FAST Planning, and the project's Steering Committee.

VISION

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

GOALS

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

Needs And Opportunities

After analyzing existing conditions, receiving feedback from stakeholders and the community, and interviewing dozens of human service transportation providers, the project team identified a range of high-priority transportation needs, service gaps, and redundancies that could be addressed with better coordination among providers and partners.

Need # 1

Formalized Transportation Coordination.

Need # 2

Expanded Services and Coverage.

Need # 3

Workforce Development, Recruitment & Retention.

Need # 4

Education & Awareness.

Need # 5

Year-Round Walkability.

Need # 6

Respond to Changing Demographics and Transportation Patterns and Needs.

Need # 7

Data Collection & Management.

Recommendations and Strategies

The following are recommendations that FAST Planning, MACS Transit and partner agencies can pursue to address the needs and goals identified above.

These Transit Plan recommendations are categorized as either "constrained" or "unconstrained." For the "constrained" scenario, the constraining factor is continued operator and administrative staffing limitations at MACS Transit and Van Tran. In the "unconstrained" scenario, improved staffing and resource levels are assumed.

The following are recommendations that FAST Planning, MACS Transit human services transportation providers, and partner agencies can pursue to address the needs and goals identified above.

Please see the Chapter 8 of the full Coordinated Human Services Transportation Plan document for a table of implementation strategies that includes priorities, provider roles, and expected timeframes for implementation.

PRIORITY NEED #1: Formalized Transportation Coordination

Strategy A. Establish a Borough-wide Mobility Coordination Committee (MCC).

Strategy B. Establish Borough-wide Mobility Management Program: Fairbanks Area Mobility Management (FAMM).

Strategy C. Formalize partnerships to leverage funding opportunities.

PRIORITY NEED #2: Expanded Services and Coverage

Strategy A. Grow and expand a coordinated Volunteer Driver Network.

Strategy B. Investigate and evaluate partnerships and models to increase connections between rural areas and the transit network.

Strategy C. Increase partnerships with Transportation Network Companies (TNC) like Uber and Lyft to provide first- and last-mile coverage and connections to the transit system.

PRIORITY NEED #3: Workforce Development, Recruitment & Retention

Strategy A. Partner across organizations and agencies for a cohesive, cooperative, coordinated outreach campaign to recruit drivers and personal care service staff.

Strategy B. Share driver training resources.

Strategy C. Partner with UAF to grow educational/vocational programs to grow workforce necessary to take care of aging population.

PRIORITY NEED #4: Education and Awareness

Strategy A. Establish a formal marketing campaign to educate about transportation resources and encourage use of public transportation.

Strategy B. Design and develop a Travel Training and Outreach Program.

PRIORITY NEED #5: Year-Round Walkability

Strategy A. Improve transit accessibility at the corridor level.

Strategy B. Incorporate access to human services providers as a criteria for prioritizing vehicular and active transportation projects.

PRIORITY NEED #6: Respond to Pending Changes in Demographics and Transportation Patterns and Needs

Strategy A. Ensure the transportation needs of seniors, disabled, and low-income community members are considered in ongoing, relevant planning processes.

Strategy B. Support current investment in transit system with appropriate land use and development planning.

Strategy C. Complete needed community planning processes and highlight the role of transportation in community development.

PRIORITY NEED #7 Data Collection & Management

Strategy A. Establish a Data Collection and Management Plan.

Strategy B. Collect information about need.

Strategy C. Collect information about available resources.

Strategy D. Collect evaluative information about perceptions/satisfaction.

Implementation Leaders

Lead agencies may evolve over time. To build momentum and achieve consistency, established organizations may be best equipped to lead coordination efforts after this plan is adopted. Pending their acceptance of a leadership role, suggested organizations to tackle the top three short-term actions include:

1. Establish a Borough-Wide Mobility Coordination Committee
   - ★ Lead: Fairbanks Resource Agency
   - ★ Support: FAST Planning, FNSB Transportation and Community Planning
2. Coordinated Outreach Campaign to Recruit Drivers and Personal Care Service Staff
   - ★ Lead: FNSB
   - ★ Support: FAST Planning, Fairbanks Resource Agency
3. Establish a Data Collection Management Plan
   - ★ Lead: FAST Planning
   - ★ Support FNSB and Fairbanks Resource Agency



2. Introduction and Background

The Fairbanks North Star Borough (FNSB), Fairbanks Area Surface Transportation (FAST) Planning, and the Alaska Department of Transportation & Public Facilities (DOT&PF) partnered to update the Fairbanks area 2013 Short- and Long-Range Transit Plan and 2015 Coordinated Human Services Transportation Plan (CHSTP) concurrently. The objective of combining the two plans under a single effort was to increase coordination among transportation providers, develop recommendations in an environment of greater understanding of community needs and available resources, and create efficiencies through the consolidation of certain tasks.

The 2024 Coordinated Human Services Transportation Plan (this document) creates a systematic approach for the community to collaborate and communicate across human service organizations and transportation providers, with the purpose of improving access, efficiency, and effectiveness of community transportation systems to meet the needs of persons with disabilities or mobility challenges, older adults and low-income households.

The plan process was guided by a project management team of agency planners and representatives and planning consultants, a steering committee of transportation and human services providers, FAST Planning advisory committees and Policy Board, and feedback from the public including transit riders. Staff representatives from the FNSB Transportation Department, who operates the Metropolitan Area Commuter System (MACS) Transit fixed-route bus service and Van Tran paratransit demand-response service (for eligible riders with qualifying needs and disabilities) were consulted at every major milestone.

The plan process included:

1. Developing a shared vision and set of goals for local transportation services;
2. Assessing the status of the Fairbanks community and available transportation services with respect to those goals;
3. Analyzing the top needs and opportunities for improving access to transportation by means of better coordination; and
4. Recommending strategies for the FNS, other transportation providers and partners to implement to improve coordination and maximize local and federal investments in transit, transportation, and human services.

Findings from each of these efforts are included in this plan and its appendices.

This chapter explains why this plan is important, who it serves, and sets the stage for later chapters.

Why A Coordinated Plan?

The hallmark of a livable community is how well it provides for its residents, regardless of socio-economic status and mobility needs. Access to transportation is a critical benchmark for livability, and the public transit and paratransit (transit for persons whose disabilities prevent them from using the regular bus system) investments are essential ingredients.

However, the efficiencies of a fixed-route transit system are partly due to its limited nature; transit risks losing efficiency and effectiveness if it expands its coverage and services too far. For this and other reasons, there will be many who still require additional or different transportation services, such as different schedules, assistance getting on and off the bus, and access from more distant or rural areas. Coordination among the many providers within a community's transportation ecosystem is key to filling gaps in the transit system, supporting economic and population growth, and providing access to jobs, schools, parks, and essential human services.

The CHSTP will identify goals and strategies to increase coordination, decrease duplication, address gaps in service, and provide better transportation options for our community. The outcome will be better access to basic needs like healthcare, jobs, and food for those who cannot drive or choose not to do so.

The CHSTP is also required for projects to receive federal funding under the Federal Transit Administration's (FTA) Section 5310 Enhanced Mobility for Individual and Individuals with Disabilities Program or Alaska Mental Health Trust funds through the AKDOT&PF Community Transit office.

Transportation projects selected for 5310 funding or funded through the Alaska Mental Health Trust (AMHT) must be derived from a coordinated public transit or coordinated human services transportation plan.

Coordinated plans are required to have specific elements to meet FTA requirements. The State does not approve a community's CHSTP, it only certifies to FTA that all required elements are in the plan.

Coordinated plans must be locally developed, with demonstrated public participation by seniors, individuals with disabilities, representatives of the public, private, non-profit, and human services transportation providers, and other members of the public. CHSTP must be updated every five years.



Figure 1: Bus Stop

Who Does This Plan Serve?

The primary focus of the FAST Planning CHSTP is to improve transportation options and access to services for the following target population groups:

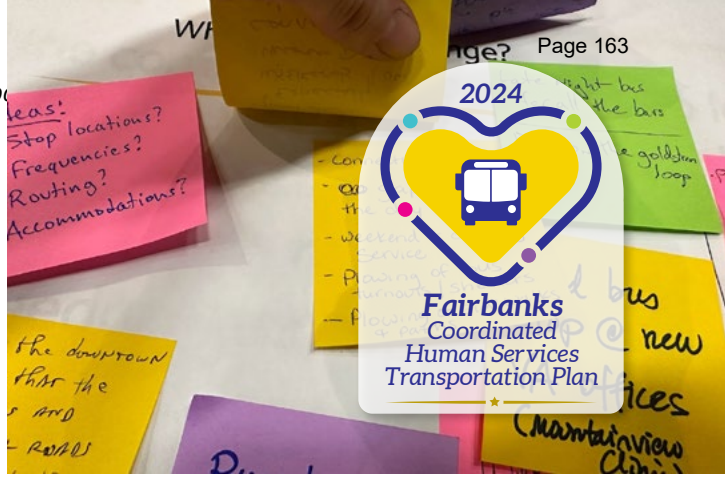
- ★ Older Adults (aged 65 and older)
- ★ Indigenous persons
- ★ Youth (ages 10-17)
- ★ Veterans
- ★ Individuals who are:
  - Living with disabilities
  - Living in poverty
  - Limited English proficiency

Historically, these population groups have higher rates of transit dependency and lower access to personal vehicles and are therefore the populations targeted for transit funding by the FTA. Additionally, households without personal vehicles and unhoused individuals struggle with limited access to transportation and may have limited means to pay for transit. Without access to transit these persons rely on rides from family and friends. These conditions make mobility a challenge, especially in areas without access to public transit services and in rural areas. When transit services are designed to provide access to government services, employment and food these individuals experience significant benefits. Projects funded through this federal program as well as Alaska Mental Health Trust (AMHT) are required to be derived from a locally developed, coordinated plan.



Figure 2: Van Tran vehicles





3. Stakeholder & Public Engagement

Public engagement and participation in both the Transit Plan update and CHSTP update occurred simultaneously, and shared a project management team, steering committee, public outreach efforts, workshops, and adoption process.

Project Management Team

The project management team consisted of FAST Planning staff, planning consultants, and focused engagement from FNSB Transportation and Community Planning Departments staff. As FAST Planning and the FNSB Transportation Department are responsible for much of the implementation of transit planning recommendations, including operation of the MACS Transit and Van Tran paratransit services, their frequent and intense engagement and review of planning milestones was critical.

Stakeholder Steering Committee

Membership

Stakeholders for the plan include those organizations whose constituents rely on public transportation or transportation assistance as well as those who provide transportation or help people access transportation resources.

The project management team identified public transit service providers, human health service entities who also provide transportation assistance to their clients, and private transportation services as stakeholders and potential Steering Committee members.

Leaders of non-profit advocacy groups and human service providers were chosen to represent the needs of target populations in need of transit and transportation support: those experiencing low-income, disabilities, people on public assistance who need to work, senior citizens, and beneficiaries of the Alaska Mental Health Trust who are the mentally ill, sufferers of chronic alcoholism and mental illness, people afflicted with Alzheimer's or other dementias, and those who are developmentally disabled have also been identified as stakeholders.

A Stakeholder Contact List was continually updated throughout the entire planning process as providers and constituents and their roles in the transportation and human services community were discovered by or introduced to the project team.

Those contacts who were willing and able to commit to participating in a more intensive role as a Steering Committee member are listed in Table 1.

Meeting Schedule

Steering committee members were instrumental in the generation and review of planning milestones such as the vision and goals for the transit system, needs and gaps in the system, and recommendations and plan implementation strategies.

Public Workshops

Public Workshops were conducted to reach the broader public and generate ideas and feedback for the planning effort.

Table 2: Meeting Schedule

Date	Meeting Topic
9/19/2023	Discovery & Foundations: Get to know committee members and planning team, introduce the project, and identify issues and opportunities for transportation providers and transit riders.
10/17/2023	Foundations part 2: Plan Vision, Goals and Objectives workshopping to establish foundational elements that will inform the rest of the plan update and process.
3/7/2024	Analyze needs and identify action alternatives to address them.
9/5/2024	Review Draft Plans, Recommendations & Strategies.

Table 1: Steering Committee Members

Name	Organization	Role/Position	Representing
Michelle Denton	FNSB Transportation Department	Director	MACS Transit and Van-Tran
Dey Johnson	FNSB Transportation Department	Transportation Manager	MACS Transit and Van-Tran
Darlene Supplee	North Star Council on Aging (Fairbanks Senior Center)	Executive Director	Senior Citizens and Senior Services Providers
Emily Ennis	Fairbanks Resource Agency (FRA)	Executive Director	Persons with Disabilities
Bear Edison	University of Alaska Fairbanks	Campus Operations Manager	University Students
Ryan Hinton	FNSB School District	Transportation Manager	K-12 Students
Angi Thomas	Fairbanks Native Association	Family Wellness Coordinator	Fairbanks Area Native Alaskan Families
Carol Anthony	Foundation Health Partners	Community Partnerships Manager	Healthcare Providers and Recipients
Denise Daniello	FNSB Senior Citizens Commission	Chair	Senior Citizens
Michelle Leonard	FNSB Parks & Recreation	Recreation Specialist?	Senior and Adaptive Recreation Programs
Lt. Mark Richardson	US Army Garrison Ft. Wainwright	Installation Transportation Officer	Fort Wainwright soldiers and families
Lisa Slaba	Fairbanks Economic Development Corporation	Project Manager, Military Affairs	Service men & women and their families

Workshop #1

The first public workshop was hosted on Tuesday, October 17th, 2023 at the Pioneer Park Centennial Center Exhibition Hall from 5:00pm-7:00pm. The purpose of the workshop was:

1. Present and get feedback on the draft vision and goals for the transit system and for coordinated human services transportation.
2. Provide an opportunity for the community to share their transit-related needs and wishes.
3. Field questions about the planning process, local transit and paratransit systems and other transportation options.

Several interactive stations were available for attendees to read about the plan process, evaluate current routes, describe their transit and transportation patterns, provide ideas for how to improve the system, and enjoy a slice of free pizza. Attendees could also tour an off-duty MACS transit bus in the parking lot. A total of 30 attended this workshop.



Figure 3: Workshop #1

Workshop #2 (in progress)

The second public workshop is scheduled for Wednesday, September 18th, 2024 at the Noel Wein Library Auditorium from 5:30pm-7:30pm. The purpose of this workshop will be to:

1. Present and get feedback on the draft Transit Plan update and the draft Coordinated Human Services Transportation Plan update.
2. Provide additional opportunity for the community to share their transit-related needs and wishes and respond to planning recommendations.
3. Field questions about the planning process, local transit and paratransit systems and other transportation options.

This section will be updated upon completion of the second public workshop.

Transit Rider & Staff Surveys

On-Board and Online Rider Surveys

FAST Planning and R&M Consultants conducted a Rider Survey for riders of the Metropolitan Area Commuter Systems (MACS) Transit. The survey was distributed in person while riding on bus routes and online through self-selective sampling. The purpose of the survey was to:

- ★ Understand ridership behaviors, preferences and desired improvements;
- ★ Supplement data analysis; and
- ★ Guide improvements to the MACS System.

The full rider survey report can be found in Appendix D.

Rider Surveys Executive Summary

A total of 255 people responded to the survey about riding transit, including 63 (25%) who never ride transit. The analysis benefited from revealing differences between those who use local transit and those who do not.

Overall riders are positive about their experience using the local bus system, with one criticism: lack of service on certain days and times, primarily weekends.

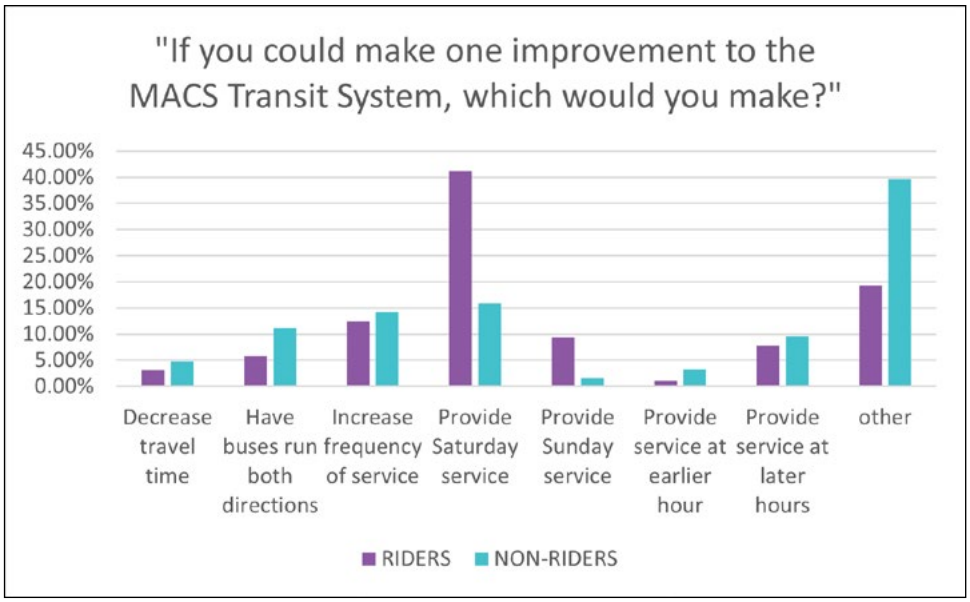


Figure 4: Suggested Improvements

Non-riders were supportive of providing transit service, but less positive about using it. Many felt the bus is not convenient or close enough to access, desiring broader coverage to residential areas outside the current system.

Respondents had many opportunities to make recommendations and suggest improvements throughout the survey. The preferred means of improving current service include upgrading technologies (including cashless or mobile payment options and better or more accurate real-time bus location tracking) and maintaining and improving bus stops to be safer and more accessible.

If resources are available to expand service and increase ridership, riders and potential riders prefer adding Saturday service to Blue and Red lines and expanding service in outlying areas of Goldstream Valley, Chena Ridge and Chena Pump Road, North Pole, Fort Wainwright and the airport.

Recommendations for further research include specific outreach to paratransit users, specific outreach to military communities at Fort Wainwright and Eielson Air Force Base, and investigating potential demand for transit to and from the areas of West Fairbanks/Chena Pump, the Goldstream Valley, and throughout North Pole.

Staff Surveys

FAST Planning and R&M Consultants conducted a Staff Survey for drivers, dispatchers, and supervisors, and an interview with maintenance employees serving Metropolitan Area Commuter Systems (MACS) Transit and Van-Tran systems. The purpose of the study was to understand the experiences, needs, and issues faced by staff on the front lines of operating and servicing Fairbanks's transit systems. The full staff survey report can be found in Appendix A: Public Involvement Record.

Staff Surveys Executive Summary

The planning team conducted two efforts to study staff needs and experiences. Seven (7) complete questionnaires from drivers, dispatchers, and supervisors and a group interview with ten (10) maintenance staff gave insight into the daily struggles of the people who keep Fairbanks transit systems moving. Issues identified and/or reinforced include:

- ★ Limited staff capacity for driving and maintenance.

- ★ The importance of recruitment and retention efforts.
- ★ The costs, inefficiency, and risk associated with keeping a vehicle fleet past its lifespan and of not having adequate space.
- ★ A shared concern among drivers about safety from unruly passengers and the need for training and support to manage that risk.

Other Outreach

The planning team also took advantage of opportunities to engage community groups in the planning process through presentations.

Table 3: Outreach Events

Date	Organization/Audience	Outcomes
Jan 12, 2024	Fairbanks Chamber of Commerce: Military Affairs Committee	Greater understanding of Military Service family transportation needs and available transportation on posts. Contacts for transportation providers on Fort Wainwright (Shuttle Service and Armed Forces YMCA).
Feb 8, 2024	FNSB Senior Citizens Advisory Commission	Engagement with senior citizen representatives.
Mar 8, 2024	Foundation Health Partners Community Health Improvement Plan (CHIP): Senior & Elder Care Team	Introduced to the CHIP effort and stakeholders.

Fast Planning Committees Review & Adoption Process

FAST Committees

Policy Board

The FAST Planning Policy Board creates, reviews and approves plans and policies for the Fairbanks Metropolitan Planning Area. Guided by the Technical Committee and adopted plans, the Policy Board creates policy and plans to improve the community's quality of life while supporting economic progress and environmental protection. The Policy Board membership includes the mayors from the Borough, City of Fairbanks and City of North Pole, representation from the City Council and Borough Assembly, and state of Alaska DOT and DEC regional and division directors. The Policy Board is responsible for adopting the updated Transit Plan.

Technical Committee

The Technical Committee is a guiding body for FAST Planning. Made up of local technical experts at the city, state and borough levels, the Technical Committee reviews draft decisions being made for the FAST Planning area before going to the Policy Board. The Technical Committee will review this Transit Plan update and provide recommendations to the Policy Board regarding its adoption.

Bicycle and Pedestrian Advisory Committee

The FAST Planning Bicycle and Pedestrian Advisory Committee (BPAC) promotes active transportation in the Fairbanks Metropolitan Planning Area. The BPAC follows policies and plans as they are updated or created, advising the Technical Committee on project-specific opportunities, deficiencies, and future needs, as well as innovation, safety, and best practices for bicycle and pedestrian users. While the BPAC is not formally part of the adoption process, it was kept apprised of progress throughout the planning effort to solicit their advocacy and feedback.

FAST Committee/Board Review and Adoption Schedule

FAST Planning Committees were kept informed about the Transit Plan updates throughout the process and given the following opportunities to review and weigh in on recommendations:

Table 4: FAST Committee/Board Review and Adoption Schedule

Date	Committee/Board	Action
February 29, 2024	Bike and Pedestrian Advisory Committee	Presentation/No action.
March 6, 2024	Technical Committee	Presentation/No action.
March 27 2024	Policy Board	Vision Goals and Objectives
March 28, 2024	Bike and Pedestrian Advisory Committee	TPU Update Presentation/ No action.
July 25, 2024	Bike and Pedestrian Advisory Committee	TPU Update Presentation/ No action.
September 4, 2024	Technical Committee	Recommendation to release draft plan for 30-day public comment period.
September 18, 2024	Policy Board	Authorize release of plan for 30-day public comment period.
November 6, 2024	Technical Committee	Review Public Comment Response Summary and final plan draft. Recommendation to Policy Board to adopt plan.
November 20, 2024	Policy Board	Review Public Comment Response Summary and final plan draft. Adoption of Transit Plan Update.

Transportation & Human Service Provider Engagement

Data Requests & Interviews

To inventory and assess current existing transportation resources and services, a contact list of likely transportation providers was generated based on those in the 2015 CHSTP, knowledge within the planning team and steering committee, and internet research. A data request survey was emailed to more than a dozen suspected transportation providers to ask about their operations, types of service, available resources (vehicles, staff, facilities, etc.), service schedules, eligibilities, and more. Planners made follow up phone calls throughout the winter to ensure the correct point of contact and solicit responses.

After only six surveys were completed (not including data from MACS and VanTran), planners continued phone calls and emails to find additional contacts and informally interview staff to try and understand what, if any, transportation assistance these organizations provide their clients. Follow up phone calls soliciting information revealed:

- ★ Some organizations are no longer in Fairbanks (e.g. LOVE, Inc) or no longer provide transportation (Boys and Girls Club, Fairbanks).

- ★ Information about transportation was hard to come by from staff: Many just did not know what transportation services their organization offered or who to contact to assist customers who need help accessing their services.
- ★ Employee turnover was common within the nearly 10 years since the last plan, increasing the challenge of contacting someone with institutional knowledge of past transportation services or familiarity with the concept of a Coordinated Human Services Transportation Plan.
- ★ Some organizations wanted a centralized transportation coordinator or similar resource.
- ★ Many did not characterize themselves as a "transportation provider" and the survey sent to them did not feel applicable: They were providing transportation assistance via Medicaid, Medicare or other taxicab vouchers rather than actual rides.

To address this, a new Human Services Provider form was created and filled out by planners during phone interviews. This was more successful and resulted in interviews with or information from 28 different organizations that either directly provide transportation or help the customers access transportation in some other way.

Outcomes and insights from this effort are summarized in Chapters 4 and 5.

The Transportation Provider Data Request form and Human Services Provider Survey can be found in Appendix A Public Involvement Record.



4. Existing Conditions

Community characteristics, existing conditions of the transit and paratransit systems, and the transportation network collectively inform the level and types of transit and mobility needs in the greater Fairbanks community. This chapter covers highlights from the Existing Conditions report. The full report, which also includes a review of relevant existing plans, studies, and reports, can be read in Appendix B.

Community Characteristics

Fairbanks North Star Borough Regional Overview

The Fairbanks North Star Borough is in the interior region of Alaska. It was incorporated in January 1964 as a second-class borough. It encompasses 7,361 square miles. FNSB is the third most populated borough in Alaska, with 95,655 residents in 2020. Within the FNSB are the incorporated cities of Fairbanks and North Pole. The 2020 population of the City of Fairbanks was 32,515 and North Pole was 2,243. Approximately one-fifth of the FNSB's population consists of military personnel and their families posted at US Army Garrison Fort Wainwright and Eielson Airforce Base. Additionally, FNSB is home to the University of Alaska Fairbanks (UAF), which employs approximately 3,000 full and part time faculty and staff and had 7,425 students in Fall 2022.

As a second-class borough, the FNSB does not have area-wide road powers. Road maintenance and street light maintenance are accomplished through service areas. The FNSB has a transportation department that is responsible for monitoring air quality and operating a fixed route bus service (MACS Transit) and a paratransit demand response service for eligible riders (Van Tran). In 2002 the area surrounding Fairbanks and North Pole qualified as an Urbanized Area and the Fairbanks Metropolitan Planning Organization, originally named the Fairbanks Metropolitan Area Transportation System, was established in 2003. In 2018 the MPO transitioned to an independent non-profit organization, FAST Planning. FAST Planning is responsible for transportation planning within the urbanized area.

Demographic Overview

Understanding the demographics of Fairbanks will help shape transit services to effectively serve those most dependent on transit and expand ridership. The Alaska Department of Labor (DOL) notes that FNSB's population had declined about 1% per year since 2012, but in 2019 an influx of new military personnel and their families began to arrive. The Alaska Department of Labor & Workforce Development (DOL&WD) is forecasting a 4.6

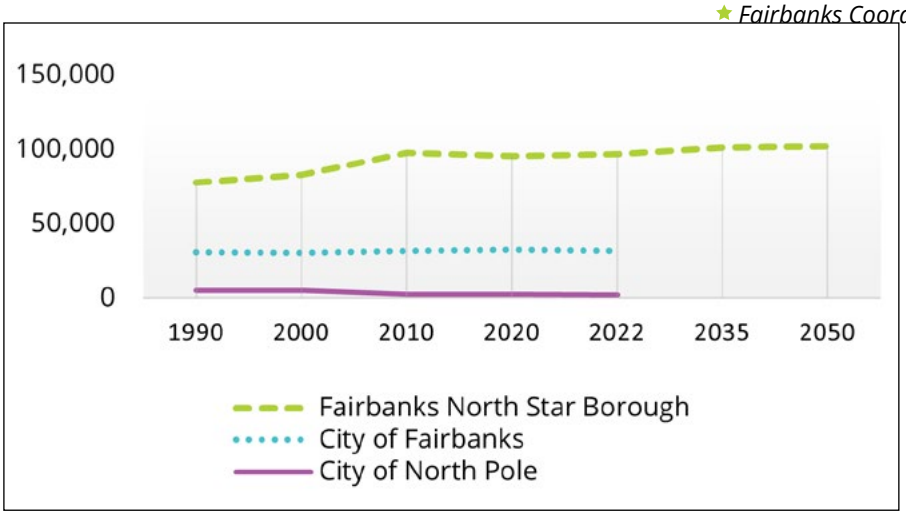


Figure 5: Population Trend

percent increase in population within the FNSB by 2050, compared with 4 percent statewide[1]. The FNSB's population is expected to grow to 101,136 by 2035, and to 102,013 by 2050. The FNSB is the only area in the interior region of Alaska projected to grow.

Fairbanks, on average, is a young community. In the City of North Pole nearly one third of the population is 18 years old or

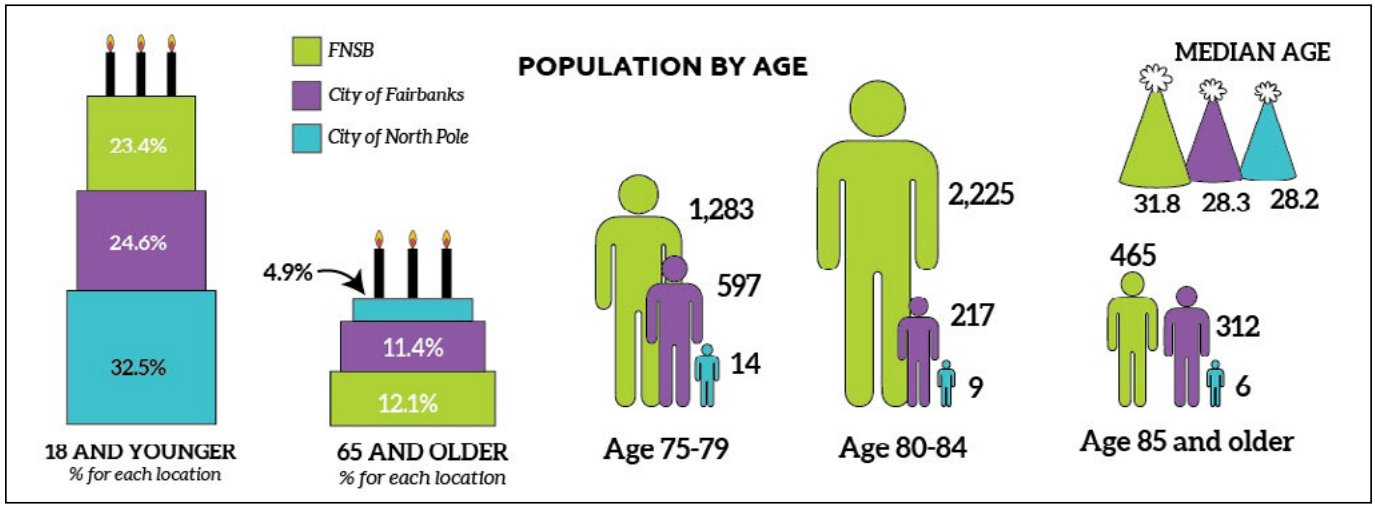


Figure 6: Population by Age

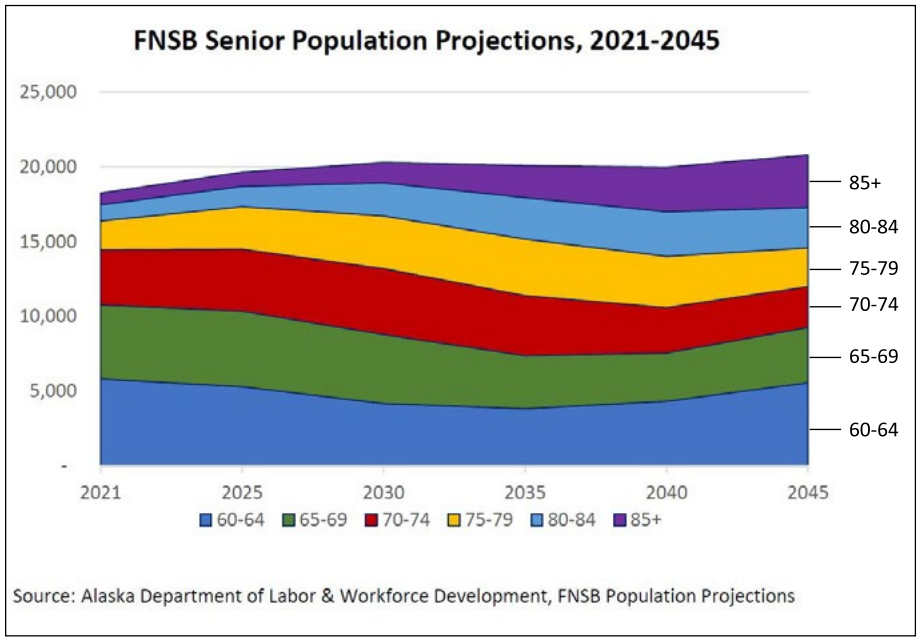


Figure 7: Senior Population Projections

younger. An aging population is a national trend, and it is reasonable to expect FNSB to experience an increase in residents aged 65 and older. According the 2023 North Star Borough Senior Needs Transportation Report and Alaska Department of Labor and Workforce Development, the population of senior citizens is expected to grow substantially over the next decades. The age distribution among seniors is also expected to become older, with

1 – ADOL&WD, Alaska Population Estimates, 2021, https://live.laborstats.alaska.gov/pop/index.cfm

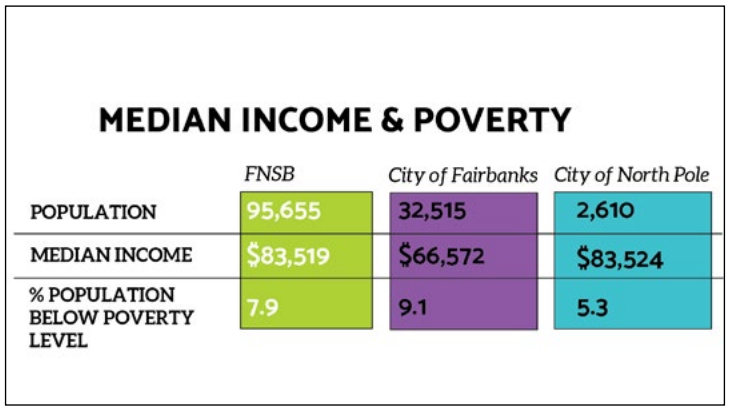


Figure 8: Median income and poverty

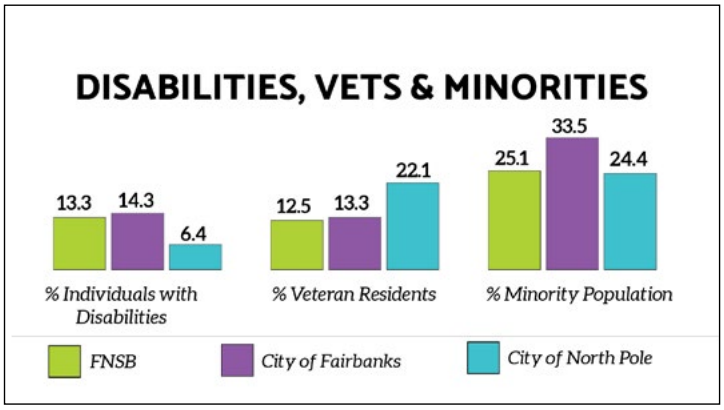


Figure 9: Disabilities, Vets and Minorities

the 80+ population expected to triple over the next 20-30 years (see Figure 7). As people age, they may experience changes in vision, mobility, and health that prevent them from driving a personal vehicle.

The City of North Pole has a median income slightly higher than the FNSB's median income. The City of Fairbanks has both a lower median income and higher percentage of those living below the poverty level.

Individuals with disabilities, veterans and minority populations typically make up a higher percentage of transit users. Additionally, persons whose disabilities make them unable to use MACS may apply to use Van Tran, the demand-response paratransit service.

Households & Employment

The median household size throughout the FNSB is slightly more than two and one half. The City of North Pole's median household size is larger than both the City of Fairbanks and the FNSB. This is likely related to the greater number of residents aged 18 years and under. Households that are "rent burdened" or paying more than 30 percent of their income on rent are more likely to be reliant on public transit to travel to work, medical appointments, shopping, and errands. Nearly 25% of households are rent burdened.

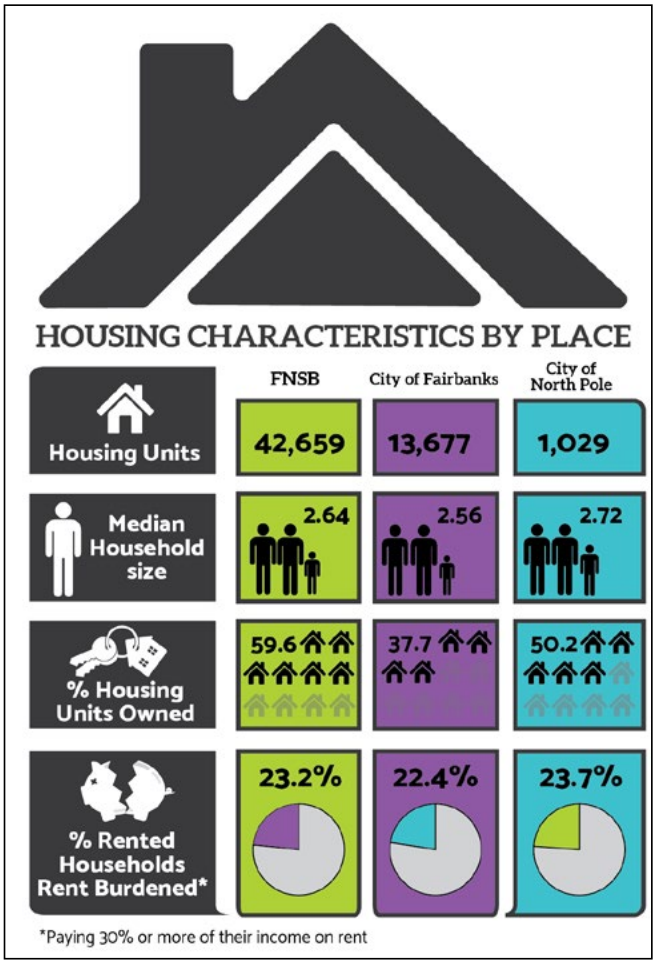


Figure 10: Housing Characteristics

Workers in the City of Fairbanks spend less time traveling to work than their neighbors. Fairbanks workers, on average spend less time traveling to work than the national average of almost 27 minutes. Additionally, most workers have access to a vehicle.

Most workers travel to work alone in a personal vehicle. Workers living in the City of Fairbanks are more likely to walk or bike to work compared to residents of other parts of the FNSB.

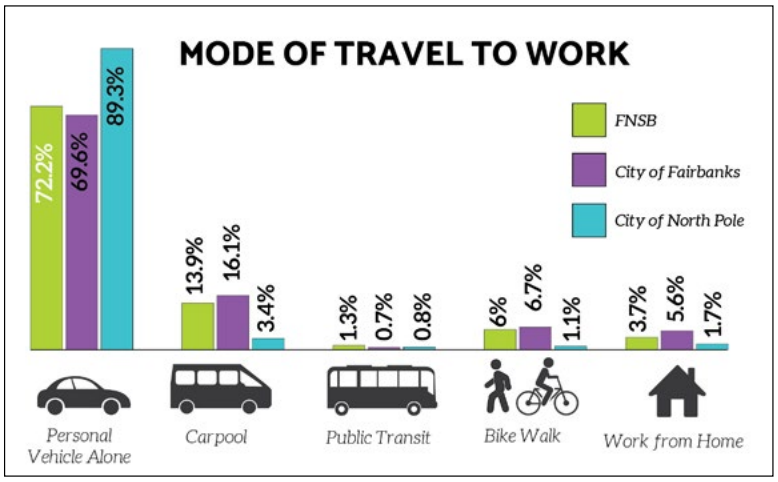


Figure 11: Mode of travel to work

Table 5: Employment & Travel to Work by Place

Location	% Employed	% Zero Vehicle Workers	Zero Vehicle Households	Average Travel Time to Work
Fairbanks North Star Borough	53.3	2.1	1653	19.5 Minutes
City of Fairbanks	47.2	2.9	980	15 Minutes
City of North Pole	66.3	1.9	42	20.9 Minutes

Current Transportation Resources & Services

Human Services Transportation

According to the Federal Transit Administration (FTA), human services transportation "includes a broad range of transportation service options designed to meet the needs of transportation disadvantaged populations including older adults, disabled persons and/or those with lower income."[1] These services could include any transportation that helps meet the needs of transportation disadvantaged populations, from paratransit services like MACS Van Tran to shuttle services provided by Fairbanks Memorial Hospital or the University of Alaska Fairbanks. It also includes MACS fixed route bus services, given the system's ability to serve people with disabilities and provide low-cost transportation for other transportation disadvantaged populations.

This section draws from the Existing Conditions Report and identifies existing human services transportation providers in the FNSB. Due to Van Tran's importance in providing mobility services to transportation disadvantaged populations in the FNSB and data availability, the Existing Conditions report also provides an analysis of Van Tran service metrics in relation to several peer agencies. This section includes highlights from that report.

FNSB MACS Transit Fixed Route System

Service Overview

The MACS Transit service currently operates eight fixed-route bus lines that serve the FNSB, including the City of Fairbanks and the City of North Pole. MACS also operates a supplementary paratransit

1 https://www.transit.dot.gov/what-human-service-transportation, accessed 10/31/2023.

service called Van Tran. Figure 12 - MACS Routes & Stops provides an overview of the fixed-route bus system and the associated Van Tran demand-response service area. Analysis of Van Tran is addressed in Section 3.

The MACS fixed-route system consists of two types of fixed route bus lines:

Regular: Bus lines that provide service at varying intervals for most of the system's regular span of service. These lines are intended for all-day use for many different types of trips.

Limited: Bus lines that only provide service that is mostly aligned with traditional morning and evening peaks. These lines are oriented towards serving traditional commuter needs.

Table 6: Services Details by Line (FY2019-FY2023)

Line	Peak Headway	Days	Service Span	Type of Service	Average Annual Unlinked Trips	Average Annual Productivity
Blue	30 minutes	M-F	6:60AM-9:45PM	Regular	88,519	14.8
Brown	30 minutes	M-F	7:00AM-9:10PM	Regular	28,940	13.7
Green	90 minutes	M-F	6:00AM-8:52PM	Limited	25,406	8.3
Grey	60 minutes	M-F	6:45AM-6:40PM	Limited	7,158	5.7
Orange	60 minutes	M-F	6:30AM-6:00PM	Limited	15,959	5.8 m
Purple	30 minutes	M-F	6:30AM-9:44PM	Regular	53,651	19.9
Red	30 minutes	M-F	6:15AM-9:45PM	Regular	77,877	14.0
Yellow	75 minutes	M-F	7:15AM-6:59PM	Limited	10,930	4.3

Total system-wide averages for annual unlinked trips is 308,441. The system-wide average for annual productivity is 10.8

Table 6 -Service Details by Line, shows the service span, peak frequency (or headway, displayed in minutes between transit arrivals), operating days, type of service, average annual unlinked trips,and average annual productivity for each MACS fixed route bus line.[1,2] Generally, the regular bus lines operate every 30 to 60 minutes on weekdays between about 6am and 10pm, while the limited bus lines operate every 60 to 90 minutes on weekdays during select morning and afternoon/early evening commuting hours. There is currently no weekend service, with Saturday service having been eliminated in 2021 due to a shortage of bus operators.

1 Unlinked trips are a standard Federal Transit Administration (FTA) measure that counts the total number of trips (boardings) without considering transfers. For example, someone who boarded a bus and then transferred to another bus to complete their journey would count as two unlinked trips.

2 "Productivity" is the average annual unlinked trips divided by average annual revenue service hours. This gives an indication of how productive a route is, as measured by how many riders use the route per revenue service hour on average.

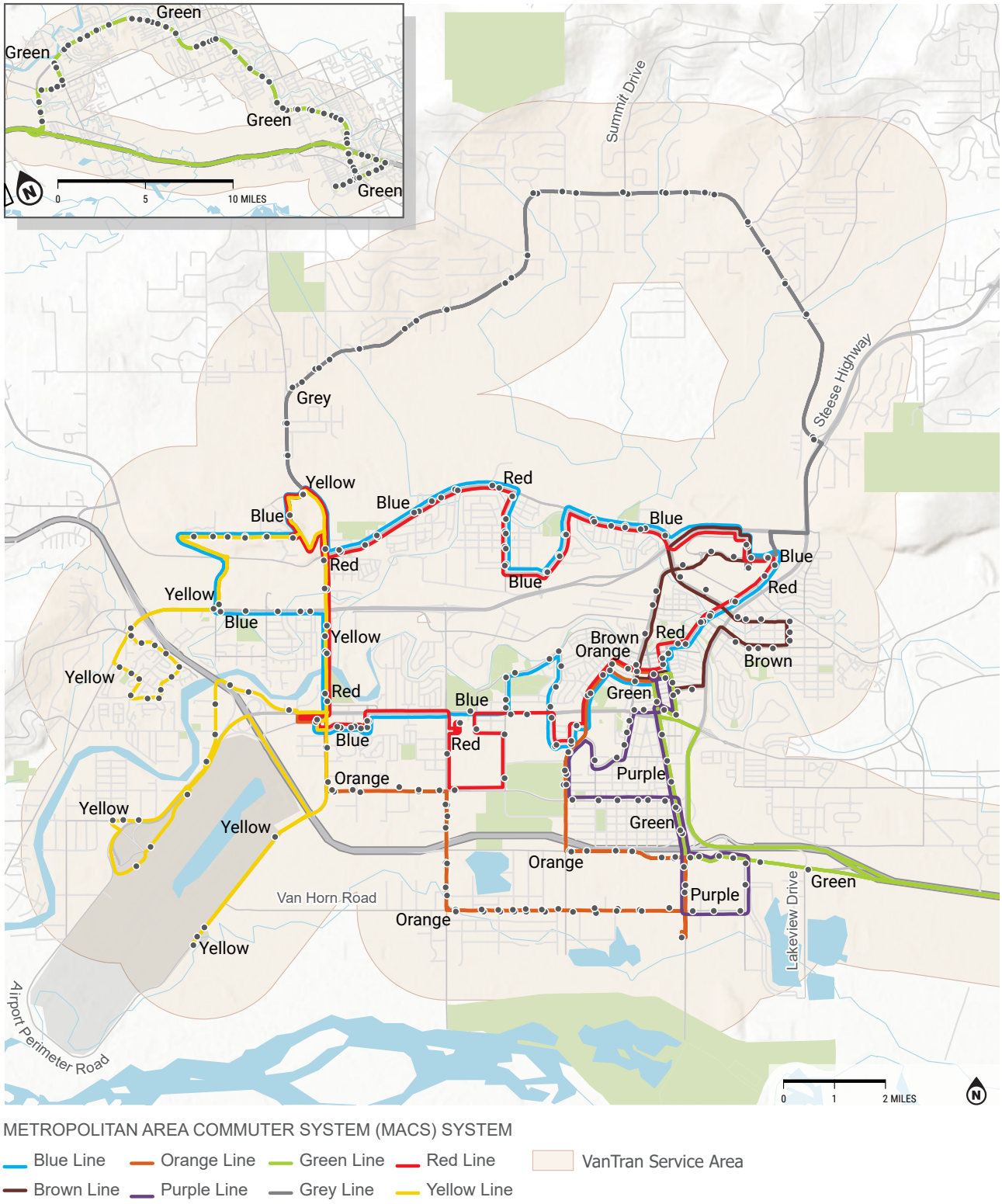


Figure 12: MACS Routes and Stops

FNSB Van Tran Demand-Response Paratransit Service

Service Overview

Van Tran is a paratransit service run by MACS. Paratransit is door-to-door transportation service that is provided to people who are not able to use the fixed route bus system due to a qualifying disability. Whether or not a disability qualifies an individual for Van Tran service is determined through an application process that requires input from a medical provider in addition to an interview and assessment with MACS staff. If an individual is determined eligible for Van Tran service, the application process results in one of the following eligibility determinations:

Unconditional Eligibility: There will be no restrictions to Van Tran service within the program guidelines.

Temporary Eligibility: Van Tran service will be provided to people who are determined capable of using accessible MACS Transit bus service but have a temporary need for Van Tran.

Conditional Eligibility: Van Tran service will be provided for certain trips for which it is determined that the person's disability prevents him or her from using MACS Transit independently." [1]

Anyone who is determined to be ineligible for Van Tran service may appeal the decision or reapply if there is a significant change in their condition related to eligibility.

1 All eligibility language quoted from Fairbanks North Star Borough Van Tran Application.

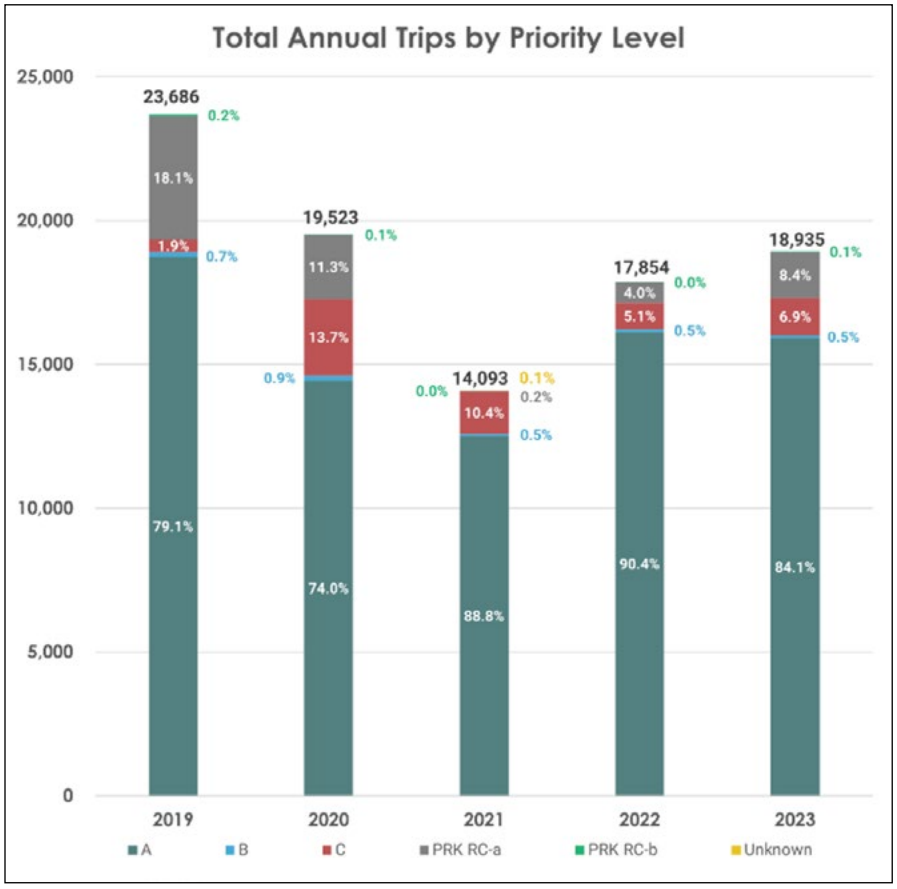


Figure 13: Total annual trips by priority level

For qualifying individuals, Van Tran service is typically provided anywhere within the Van Tran service area, which is 3/4 of a mile on each side of MACS fixed route lines. This is the minimum service area required for systems receiving FTA funding, and the extent of that service area is shown on Figure 12: MACS Routes and Stops.

Van Tran may also provide rides outside the minimum service area and to seniors older than 60 years of age who do not meet Van Tran eligibility criteria related to disabilities. Such riders are assigned a lower priority than rides within the minimum service area for people that meet eligibility requirements. A description of Van Tran ride priority levels is provided in Table 7- Van Tran Priority Levels.

Riders must generally request demand trips by 5:30pm on the business day preceding the trip, although riders may also request same-day rides subject to availability via a standby list.[1] Pickups are scheduled for a 30-minute window, from 15 minutes before the requested time to 15 minutes after the requested time.

One-way fares for all rides are $2.00, and a $20.00 ten ride "punch card" is available for convenience.

Table 7: Van Tran Priority Levels

Priority Category	Priority Level	Area Served
A	1	Patrons with qualifying disabilities wanting to travel (both origin and destination) within ¾ mile of a fixed bus route
B	2	Patrons with qualifying disabilities wanting to travel (either origin or destination) beyond ¾ mile of a fixed bus route.
C	3	Patrons over 60 years of age who do not meet the criteria identified in priority category A or B.

Key Transit Service Assessments

Transportation services were assessed to see how equipped they are to meet the needs of individuals in the FNSB who rely on others for transportation.

Service Metrics

Similar to the fixed route system, the MACS Van Tran paratransit system reports performance statistics to the FTA. However, because paratransit operates based on demand (if people need the service and choose to use it), direct comparisons cannot be made to MACS fixed route service, which has a consistent schedule. The analysis in the Existing Conditions report compares Van Tran to the paratransit systems of peer agencies in Pocatello, ID; Dubuque, IA; and Josephine County, OR. As with the fixed route analysis, this analysis relies on data from the NTD between 2013 and 2021.

The report analyzes seven service metrics: investment, relevance, productivity, operating expenses per vehicle revenue hour and per vehicle unlinked trip, average fare, and ridership by priority level.

Key findings show:

- ★ Local investment in paratransit is relatively low in terms of revenue hours per capita and number of vehicles.
- ★ Van Tran service is relatively less relevant as measured by number of trips provided per capita, but productivity is average as measured by number or trips per vehicle revenue hour.

1 A "demand trip" is a single trip. Trips may also be requested through a "subscription service" that accommodates trips that occur one or more times a week.

- ★ Van Tran operating expenses per vehicle hour and per trip (around $100 per vehicle trip) are nearly double the average of peers, and growing, while average fares are similar to peers (around $2 per passenger trip).
- ★ Ridership may be rebounding since the COVID-19 pandemic.

Demand & Equity

Purpose & Importance

Is the transit network located where people are most likely to use it?

Is the transit network located near the people who are most vulnerable and may need it the most?

Demand and equity measures help identify locations that have the greatest potential for high ridership and those where the need for public transportation services may be highest. These assessments also highlight important gaps in transit services that may currently be or need to be filled by other transportation providers through coordinated efforts.

In this analysis, **demand** measures population density and job density, and then shows where their combined density is highest. When quality service is provided in such areas, it often results in higher ridership and higher productivity than service in areas with lower demand measures.

Equity, on the other hand, is analyzed here using factors that suggest need:

- ★ Low-income households
- ★ Racial or ethnic minorities
- ★ People with disabilities
- ★ Youth and seniors
- ★ People with limited English proficiency
- ★ People without access to vehicles

These are factors that are prominent in Title VI and Environmental Justice considerations, and used to assess how well both fixed route and demand response services are meeting the needs of the FNSB's most vulnerable populations.

The results of the demand and equity analyses are two important inputs that should be considered side-by-side when determining recommendations for the future of both fixed route and paratransit services in the FNSB, and identifying gaps that are most important to fill with human services transportation providers.

The following sections highlight results of each analysis. The full analysis can be found in the Existing Conditions Report.

Demand

Methodology and data sources for the demand analysis are discussed in detail in the Existing Conditions report

Population Density

Figure 14, *Map of Population Density*, visualizes population density by the number of people per square mile. Population density is generally highest around the routes in the MACS fixed route system with the shortest peak headways, in addition to a notable area of relatively high population density along the Yellow Line west of Chena Pump Road and south of the Parks Highway. The highest population densities are around and to the south of downtown Fairbanks. The City of North Pole has some pockets of relatively high population densities near the terminus of the Green Line.

Job Density

The highest job densities shown in Figure 15, *Map of Job Density,* also correspond with the MACS fixed route lines with the shortest peak headways. The highest job densities, however, are even more concentrated in and around downtown Fairbanks. .

Demand

Figure 16, *Map of Demand,* shows the results of this demand analysis by combining population density and job density to highlight areas where the density of both factors overlap. Areas with the highest

density of both population and jobs may have higher demand for public transportation services due to a relatively high density of a wide variety of trip types

The results suggest areas of high demand generally corresponding with routes that currently have the highest peak headways in the MACS system, with the highest demand occurring around and the south of downtown Fairbanks. These results generally correspond with the service areas of MACS' most productive fixed route bus lines.

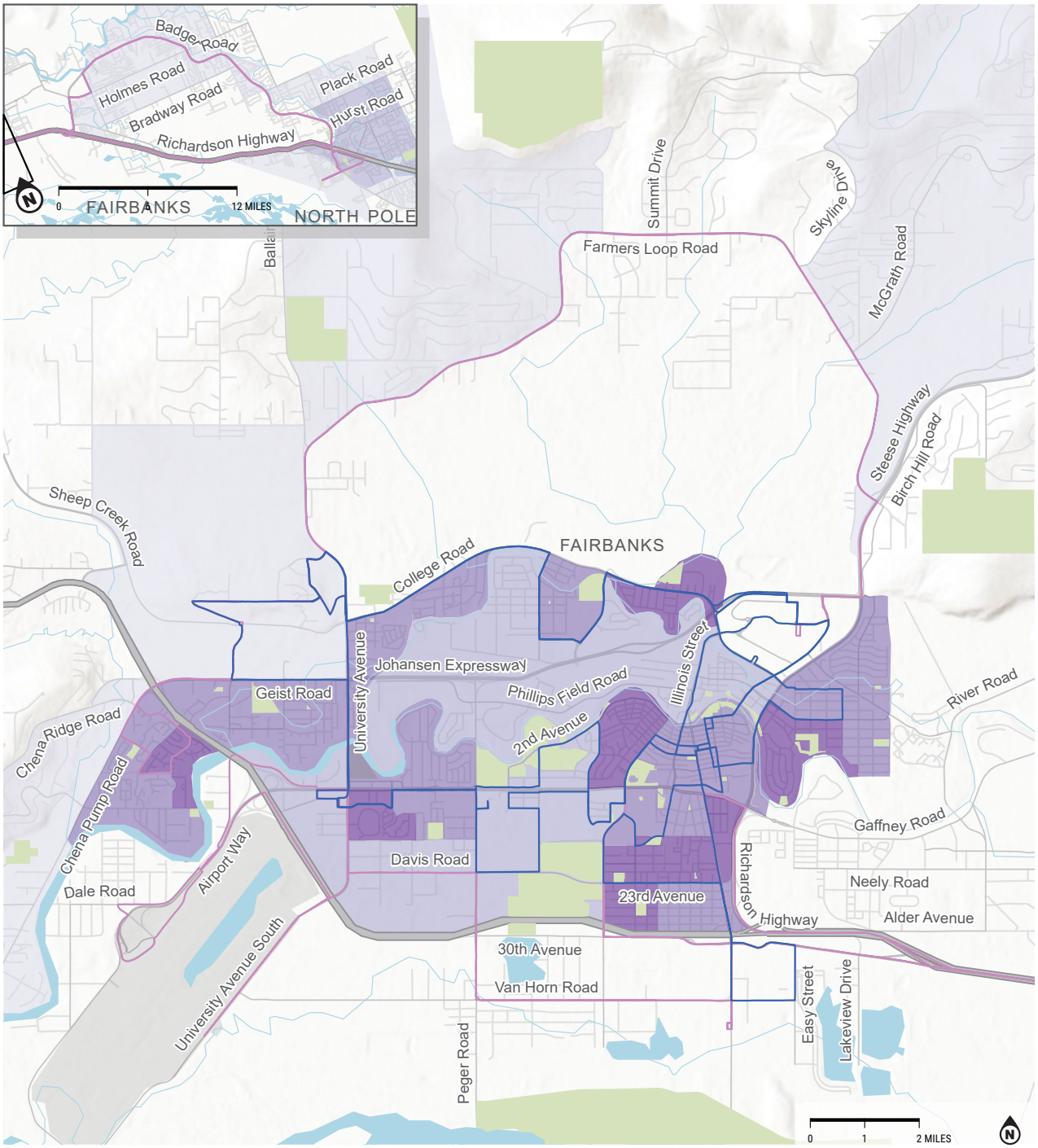


Figure 14: Population Density

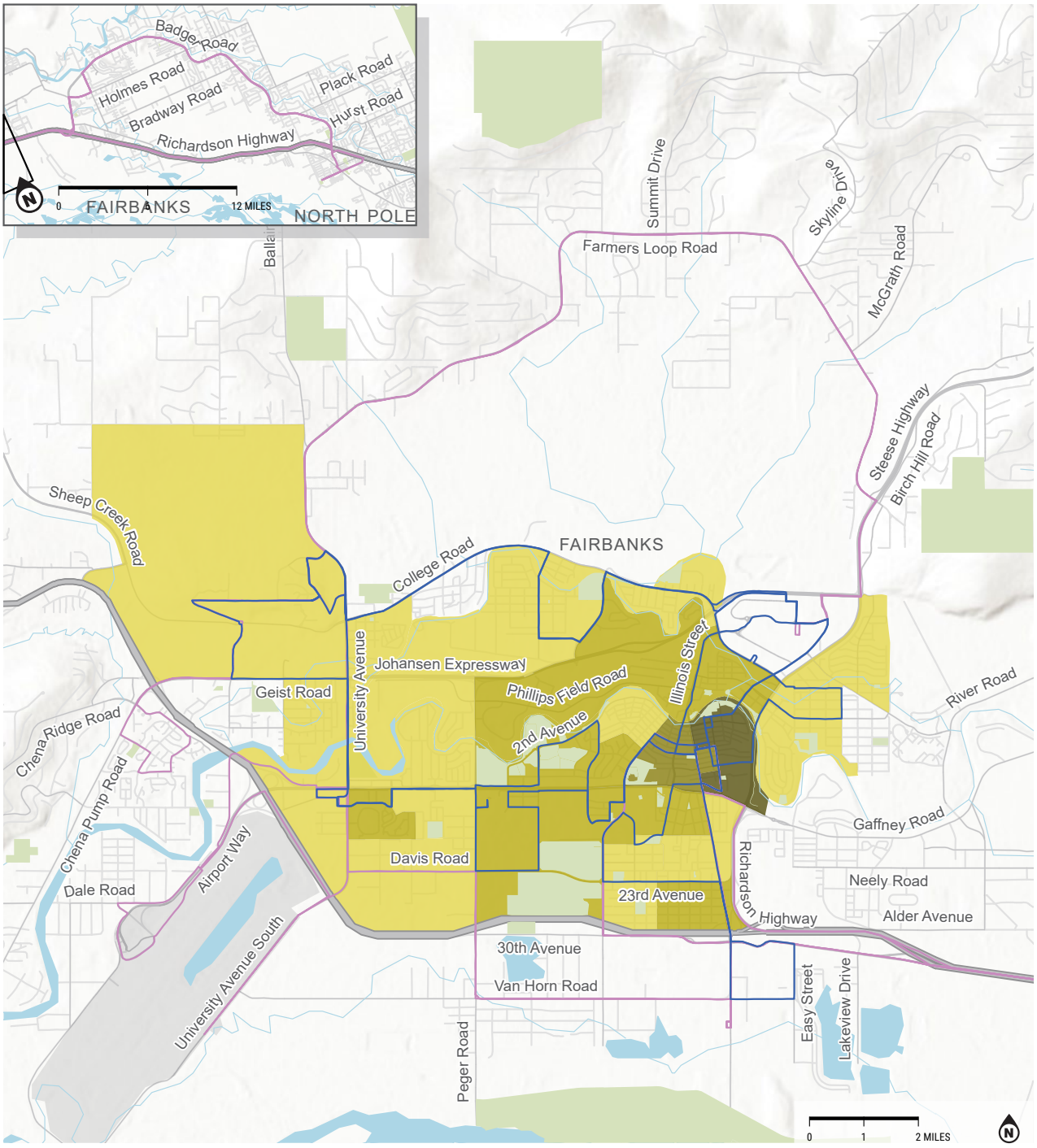


Figure 15: Job Density

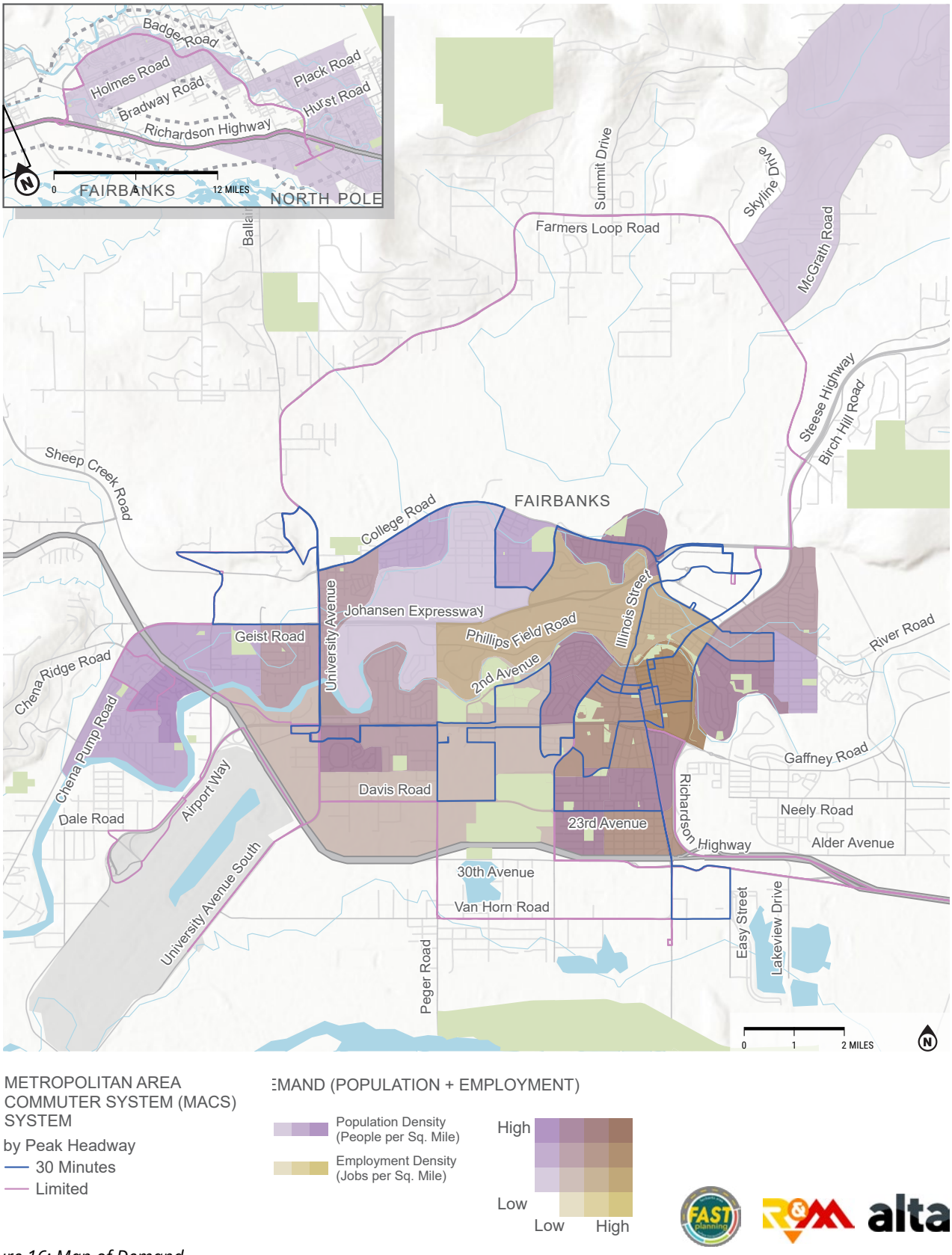


Figure 16: Map of Demand

Equity

Methodology

The project team gathered Census Tract-level data from the 2012 American Community Survey 5-Year Estimates for Fairbanks North Star Borough on the six-equity metrics. Each tract was assigned a percentage rank based on the highest and lowest percentages within the FNSB. The equity metrics were ranked as follows (detailed methodology available in the Existing Conditions report):

- ★ Low-income households.
  - Weight = 25%
- ★ Racial or ethnic minorities.
  - Weight = 20%
- ★ People with disabilities.
  - Weight = 20%
- ★ Youth and seniors.
  - Weight = 15%
- ★ People with limited English proficiency.
  - Weight = 10%
- ★ People without access to vehicles.
  - Weight = 10%

Percentile ranks are used to generate a weighted "Equity" score for the census tract.

Data Limitations: The ACS 5-Year Estimates provide estimates at the Census Tract level, which in some areas of the FNSB represents small geographies while others are much larger. The larger size of the Census Tracts may obscure spatial differences, which are especially important when planning for public transportation. In general, smaller tracts are located within Fairbanks and North Pole, while larger tracts are in the surrounding rural areas, especially to the north and east.

Results: The Existing Conditions report details the composite score for each metric as well as a combined composite score. Highlights from these results that pertain to populations targeted in the coordinated human services planning framework include:

Poverty Status: Low-income households (households with incomes below 150% of the federally defined poverty level) are likely to be more burdened with travel-related costs and may benefit from the provision of transit service.

Figure 17, *Map of Poverty Status,* shows parts of the FNSB with higher rates of households below 150% of the Federal Poverty Level include Census Tract 7 in west Fairbanks, the location of the Fred Meyer hub, as well as Census Tract 9800, which includes the military base and rural parts of the FNSB. Census Tract 14.01 is another area with elevated poverty outside of Fairbanks.

People with Disabilities: The US Census Bureau provides estimates on numbers of individuals in Fairbanks North Star Borough with disabilities of different kinds: those with hearing difficulty, a vision difficulty, a cognitive difficulty, an ambulatory difficulty, a self-care difficulty, and/or an independent living difficulty. The "people with disabilities" metric in this equity analysis combines these disability types into one measure for comparison across the FNSB. Van Tran is provided to travelers whose physical, cognitive, or sensory disabilities prevent them from using MACS fixed route services. Given Van Tran's operational objectives as a demand response ADA service, it is important for the agency to understand where people with disabilities are living in the FNSB. Figure 18, *Map of People with Disabilities*, conveys that the areas with major concentrations of people with disabilities are in Fairbanks and largely within Van Tran's service area. However, there are several areas that exist outside of Van Tran's service area that have elevated proportions of people with disabilities, including:

- ★ Areas east of North Pole and east of Mistletoe Drive
- ★ Large rural areas of Fairbanks North Star Borough east of Fairbanks and North Pole

Youth and Senior: Areas of Fairbanks North Star Borough with higher concentrations of proportions of Youth and Seniors include Census Tract 10 in Fairbanks as well as Census Tract 14.01 in the community of Badger. Census Tracts 12 and 13 north of Fairbanks also have elevated proportions of youths and seniors. These results are visible in Figure 19 - *Map of Youth & Senior*.

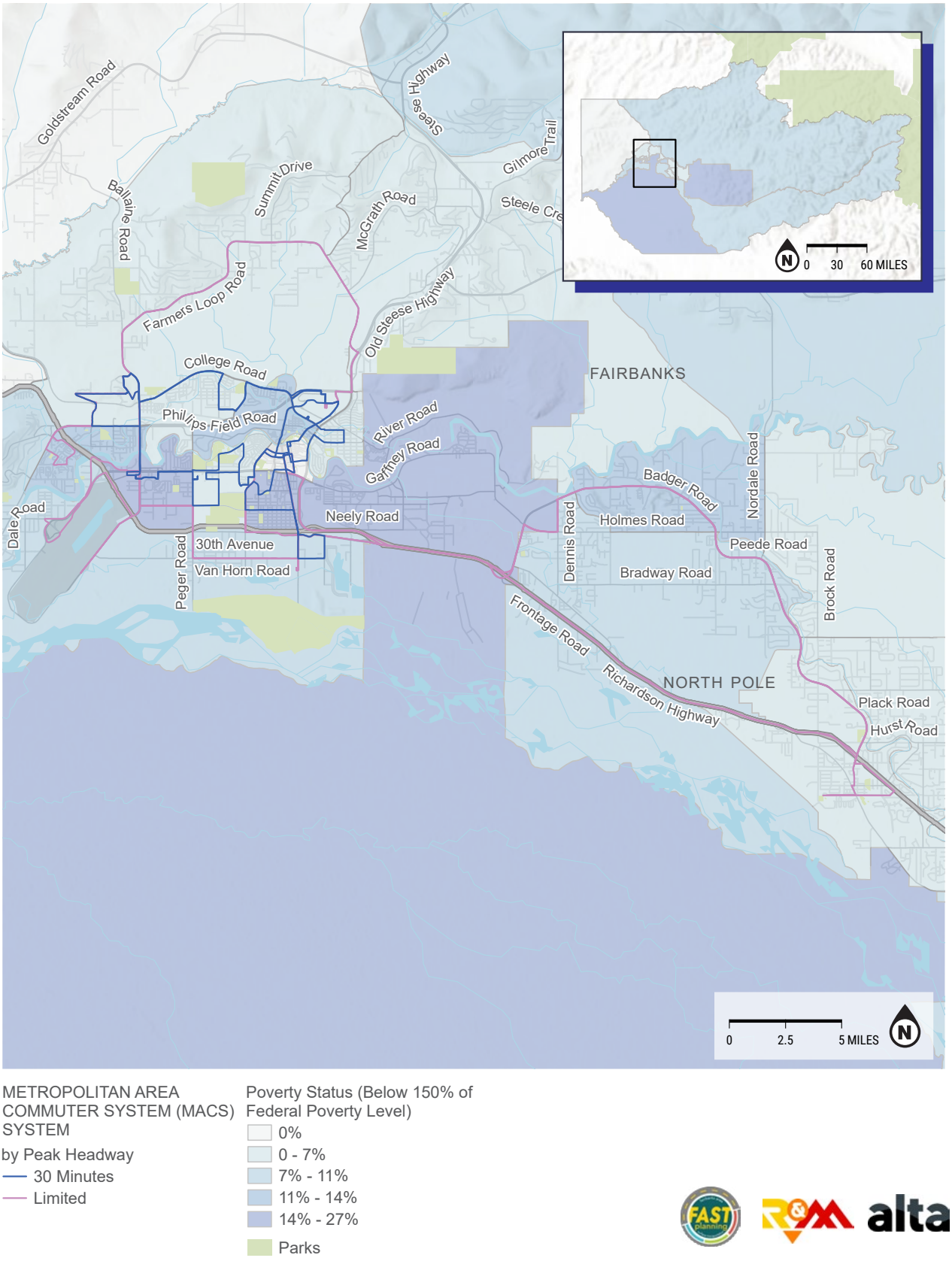


Figure 17: FNSB Equity Profile Poverty Status

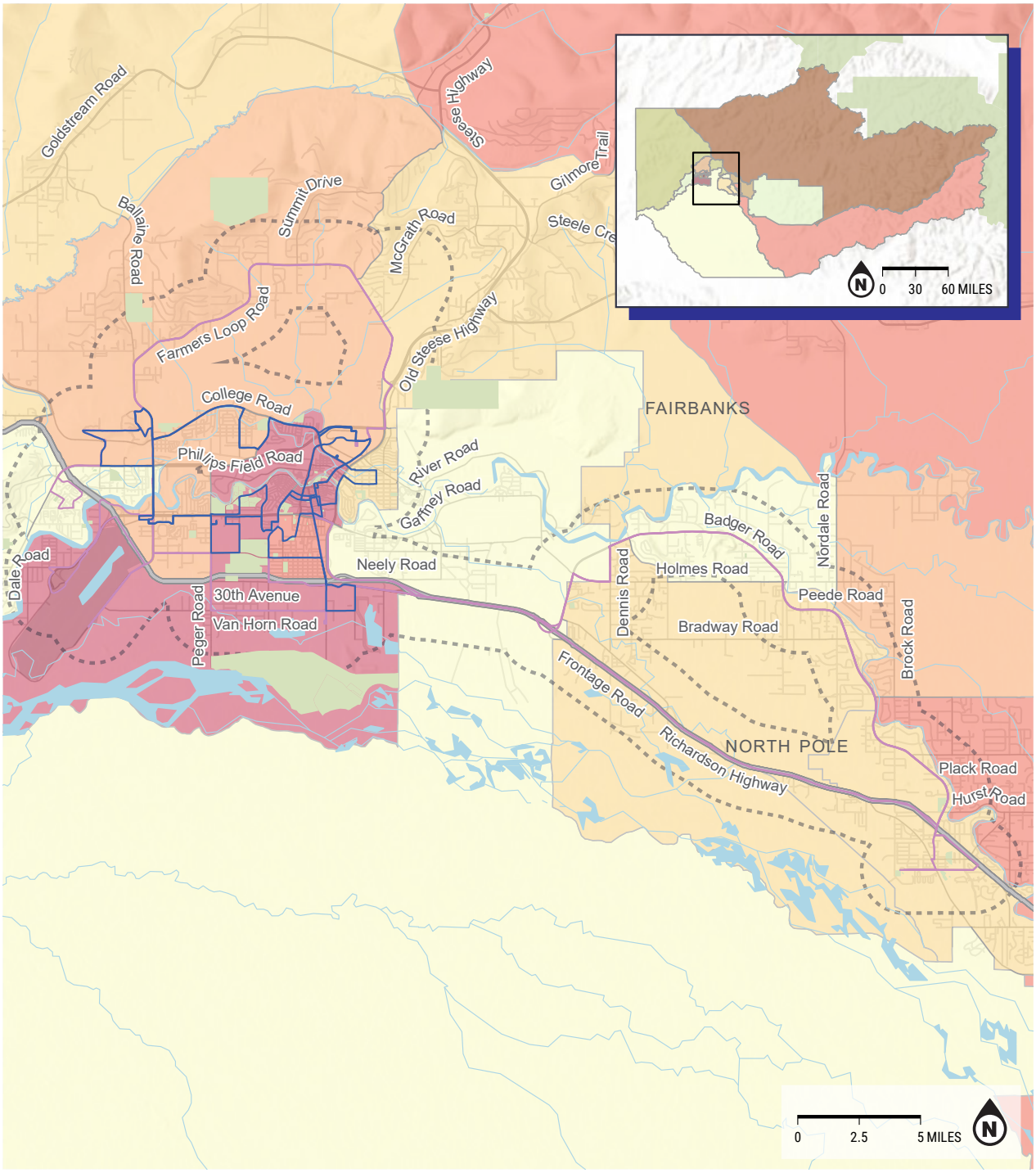


Figure 18: FNSB Disability Equity Profile

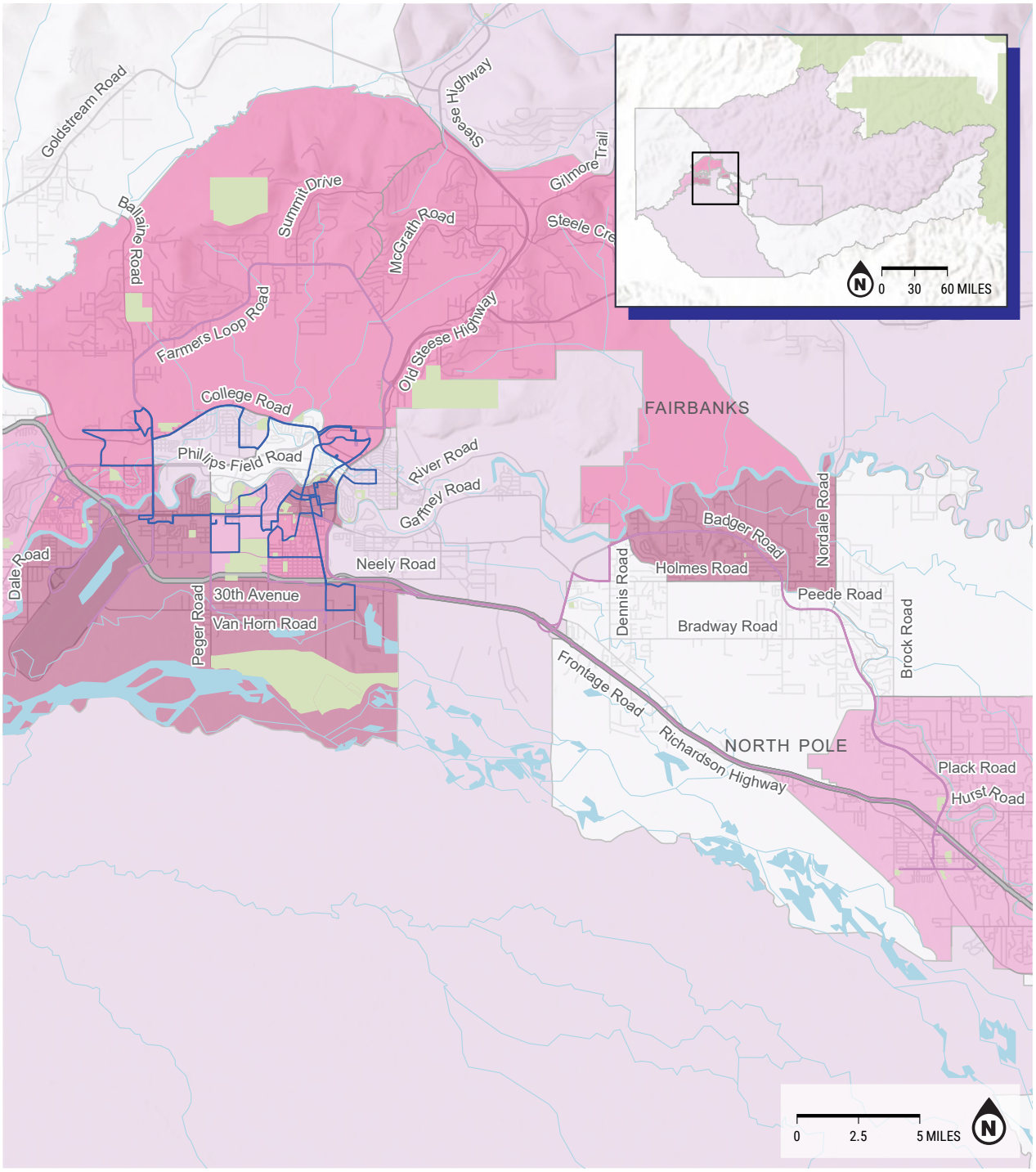


Figure 19: FNSB Youth and Senior Equity Profile

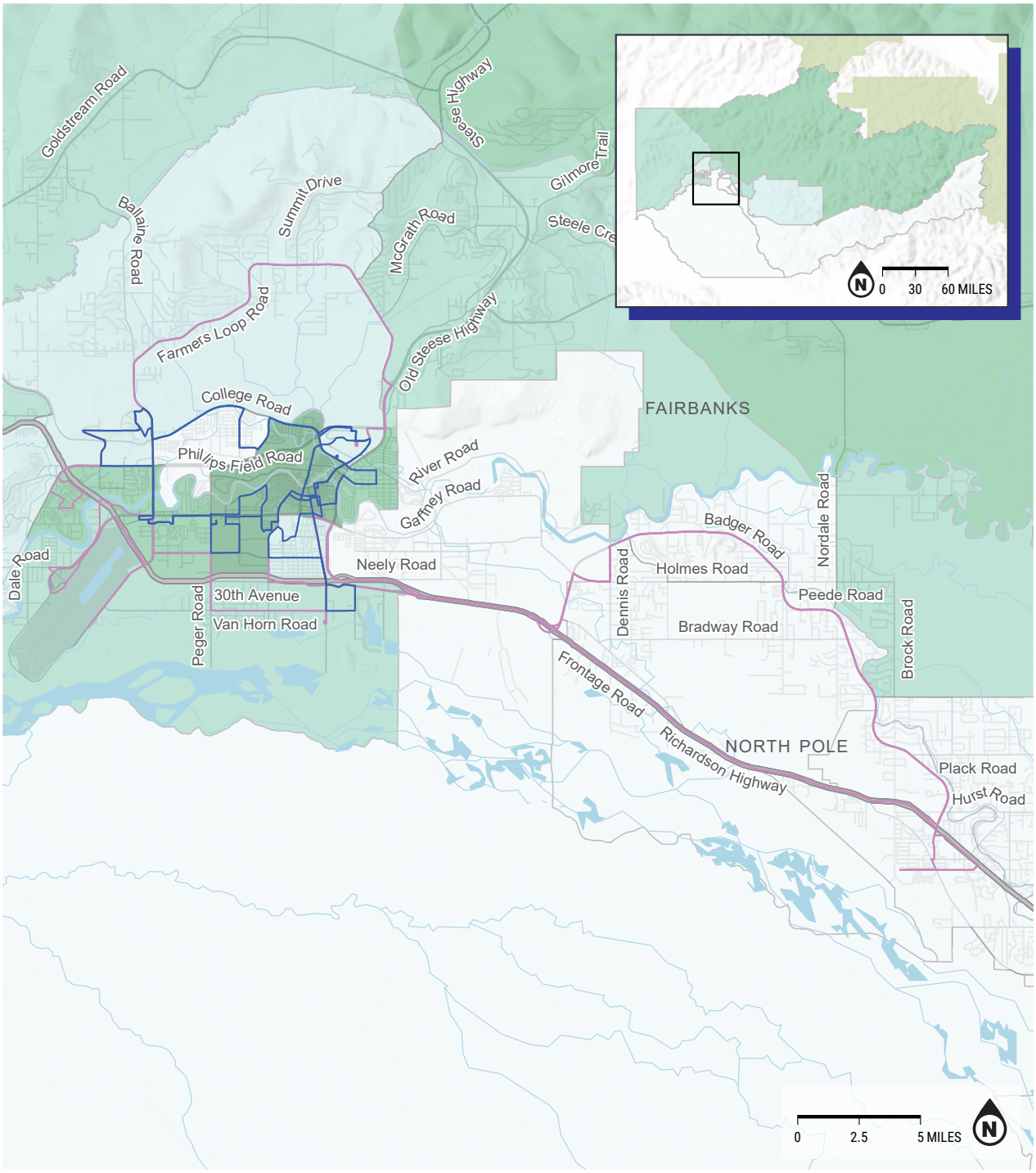


Figure 20: FNSB No Vehicle Access for Workers over 16 Equity Profile

Connectivity

Purpose & Importance

Can people who need transportation access or connect to the transit network?

The usefulness of any fixed route bus network is contingent upon how accessible and connected its bus stops are to riders. All stops must be accessible to riders of all ages and abilities for the network to maximize its return on service investments. Accessibility and connectivity is also important for paratransit services, although the door-to-door nature of paratransit means that it can more effectively bridge accessibility and connectivity gaps. In fact, paratransit services often bear an increased burden when the fixed route network is less accessible and connected because that may force some riders with disabilities to abandon fixed route service in favor of door-to-door paratransit rides.

The Existing Conditions report's connectivity analysis measures the connectivity of each bus stop in the MACS fixed route network, where "connectivity" is considered the degree to which each stop is reachable by pedestrians and bicyclists.

Ultimately, the results will help identify gaps and needs which inform plan recommendations. Detailed methods and analysis can be found in the Existing Conditions report.

Walkshed Metrics

The project team also calculated characteristics of the populations that live within the adjusted and unadjusted walksheds of all bus stops in the FNSB.

As shown below in Table 8, *Walkshed Metrics*, just over half (51%) of the FNSB's population of lives in the 10-minute raw walkshed of a bus stop. People living within the walkshed are more likely to be people of color, live below the poverty line, and to not own a car when compared to the population characteristics of the entire FNSB.

The project team also evaluated the degree to which various human and social services destinations are located within and accessible from the bus stop walksheds. Figures 21-25 Bus Stop Access and Destinations show the locations of local destinations that could be categorized as medical services, educational services, government services, other social services, and grocery stores. The maps show that with few exceptions, a large majority of these services are located within the transit walkshed. A notable exception if the growing complex of medical facilities just west of the Phillips Field Road and Peger Road intersection.

This development includes the relatively new location of the Fairbanks Veterans Affairs (VA) Clinic. This corner is not served by transit and is outside the adjusted 10-minute walkshed of any stop, making it hard for veterans to access care. While other communities offer Disabled American Veterans (DAV) van service, this is not available in Fairbanks. Further exacerbating this connectivity gap is the fact that the next closest veteran's health care facility is Bassett Community Hospital on Fort Wainwright, which is also not served directly by the transit system.

Table 8: Walkshed Metrics

Area	Population[a*]	Percent People of Color[b*]	Number of Jobs[c*]	Percent no vehicle[d*]	Percent Low Income[e*]
Unadjusted walkshed	49,407	36.5%	19,904	6.7%	7.2%
LTS-adjusted walkshed	44,601	36.8%	16,851	7.2%	7.8%
Fairbanks North Star Borough	97,149	31.1%	33,200	4.3%	7.0%

[*a] American Community Survey 5-Year Estimates, 2021
[*b] Ibid.
[*c] Smart Location Database, 2021
[*d] Ibid.
[*e] Defined as the percentage of households with incomes below the federal poverty line (ACS, 2021).

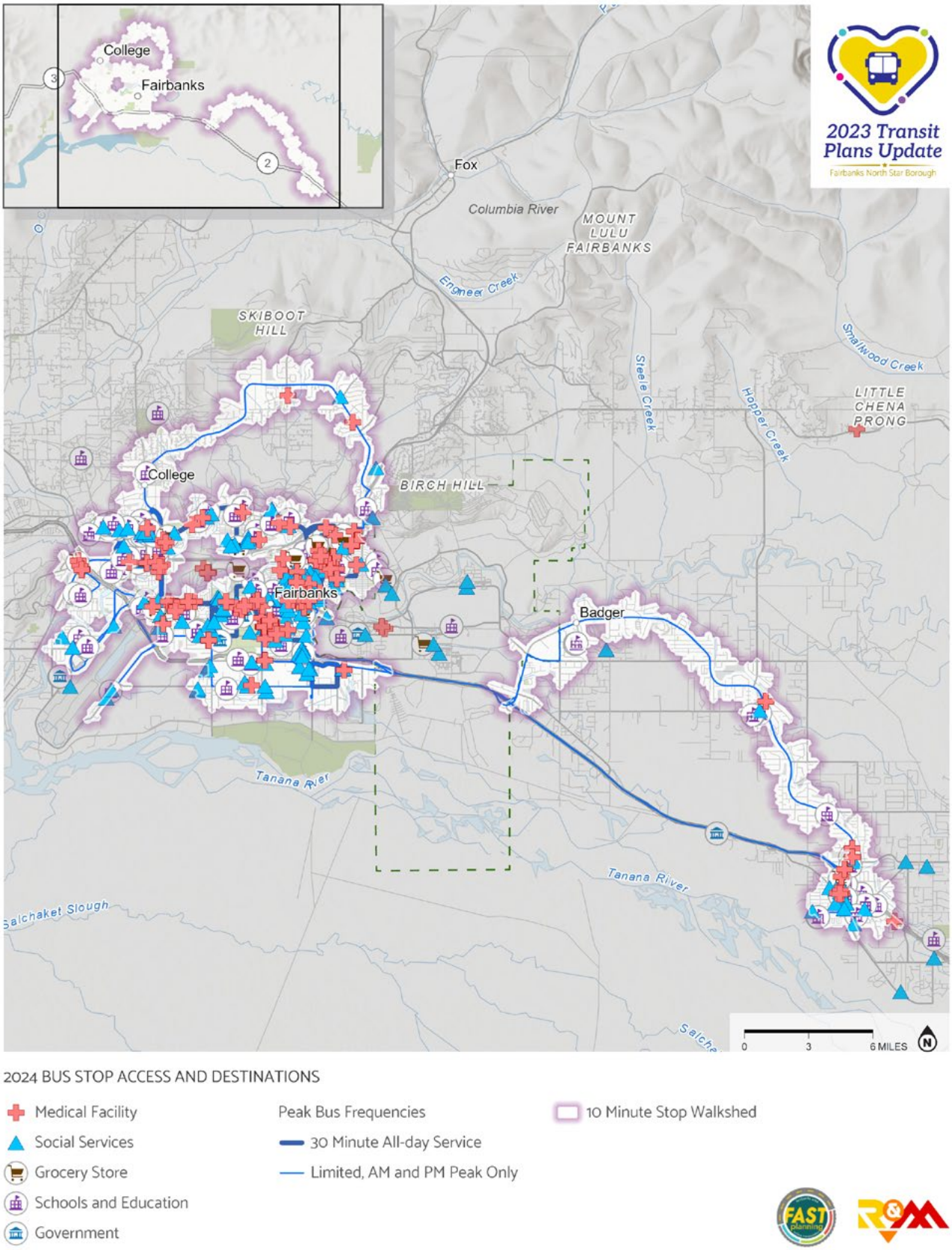


Figure 21: Bus Stop Access and Human & Social Services Destination: FNSB Transit-Shed Overview

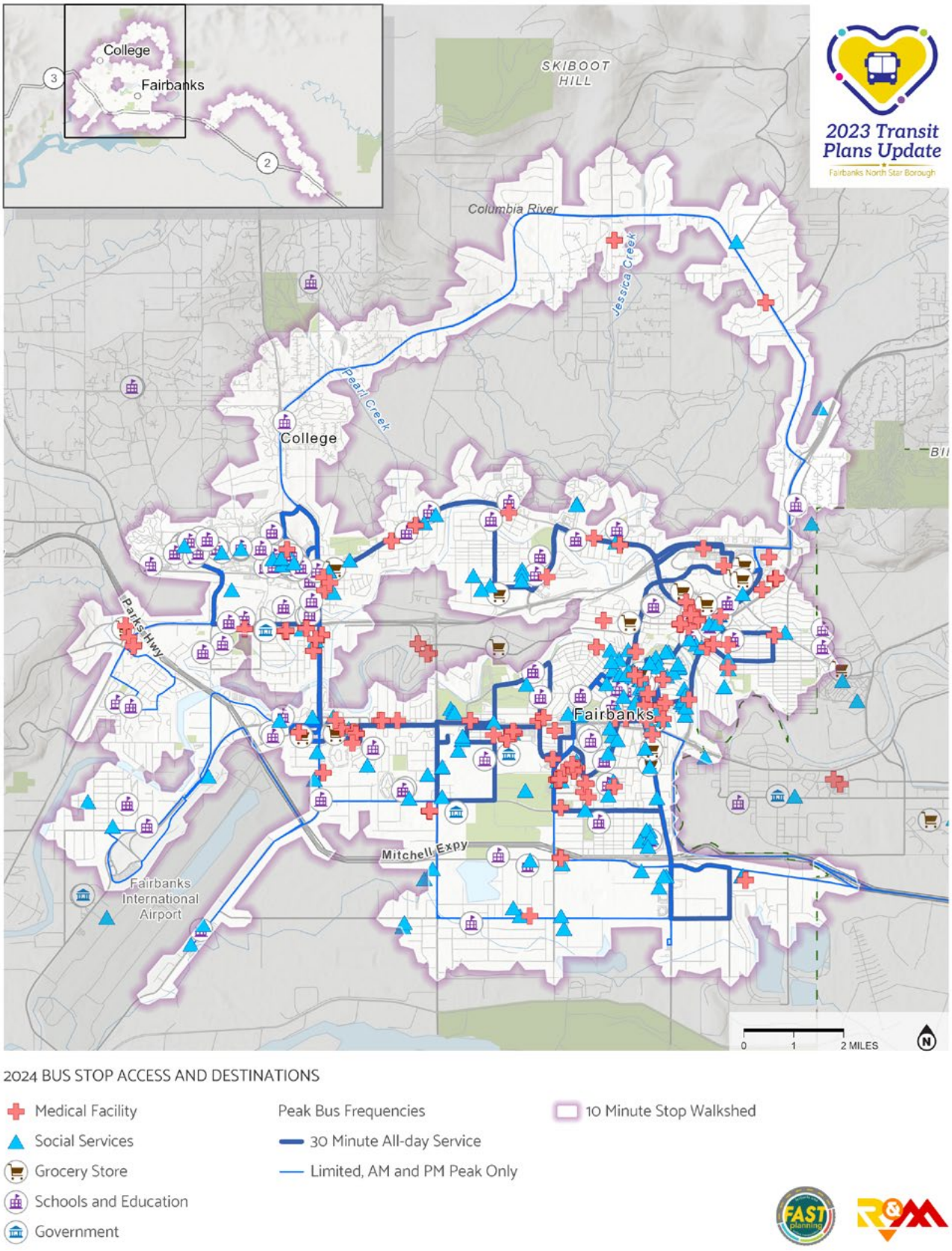


Figure 22: Bus Stop Access and Human & Social Services Destinations: City of Fairbanks

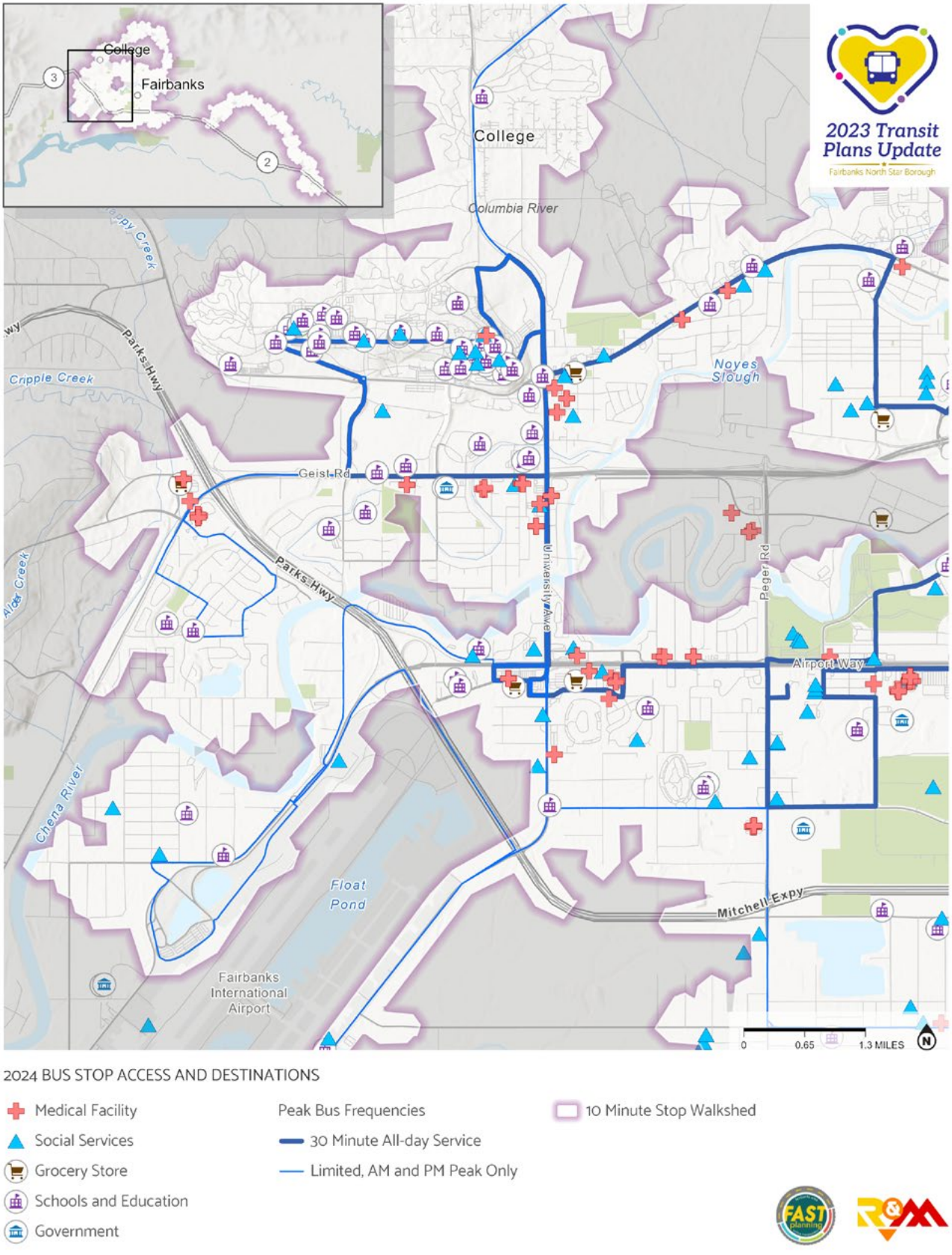


Figure 23: Bus Stop Access and Human & Social Services Destinations: West Fairbanks

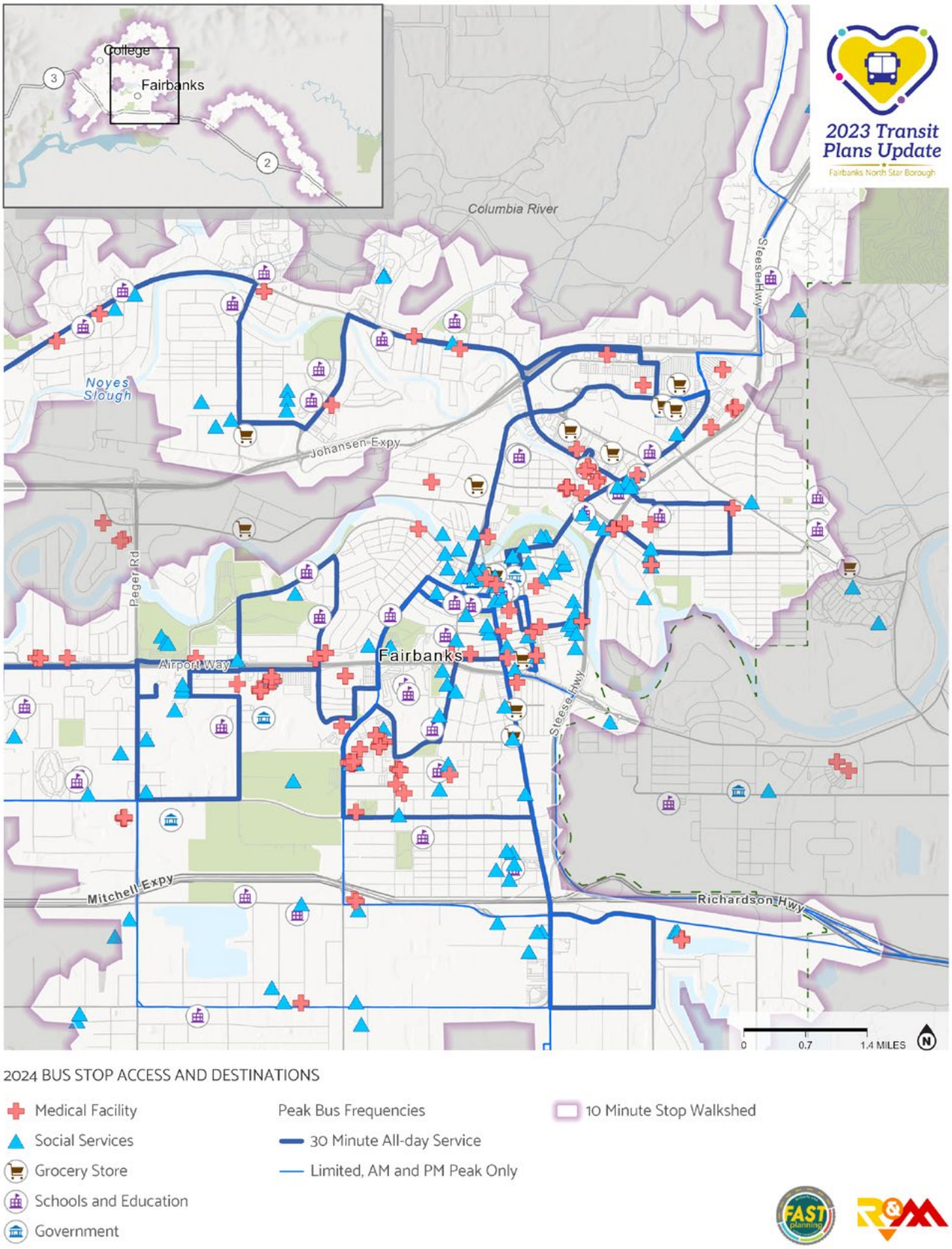


Figure 24: Bus Stop Access and Human & Social Services Destinations: Downtown Fairbanks

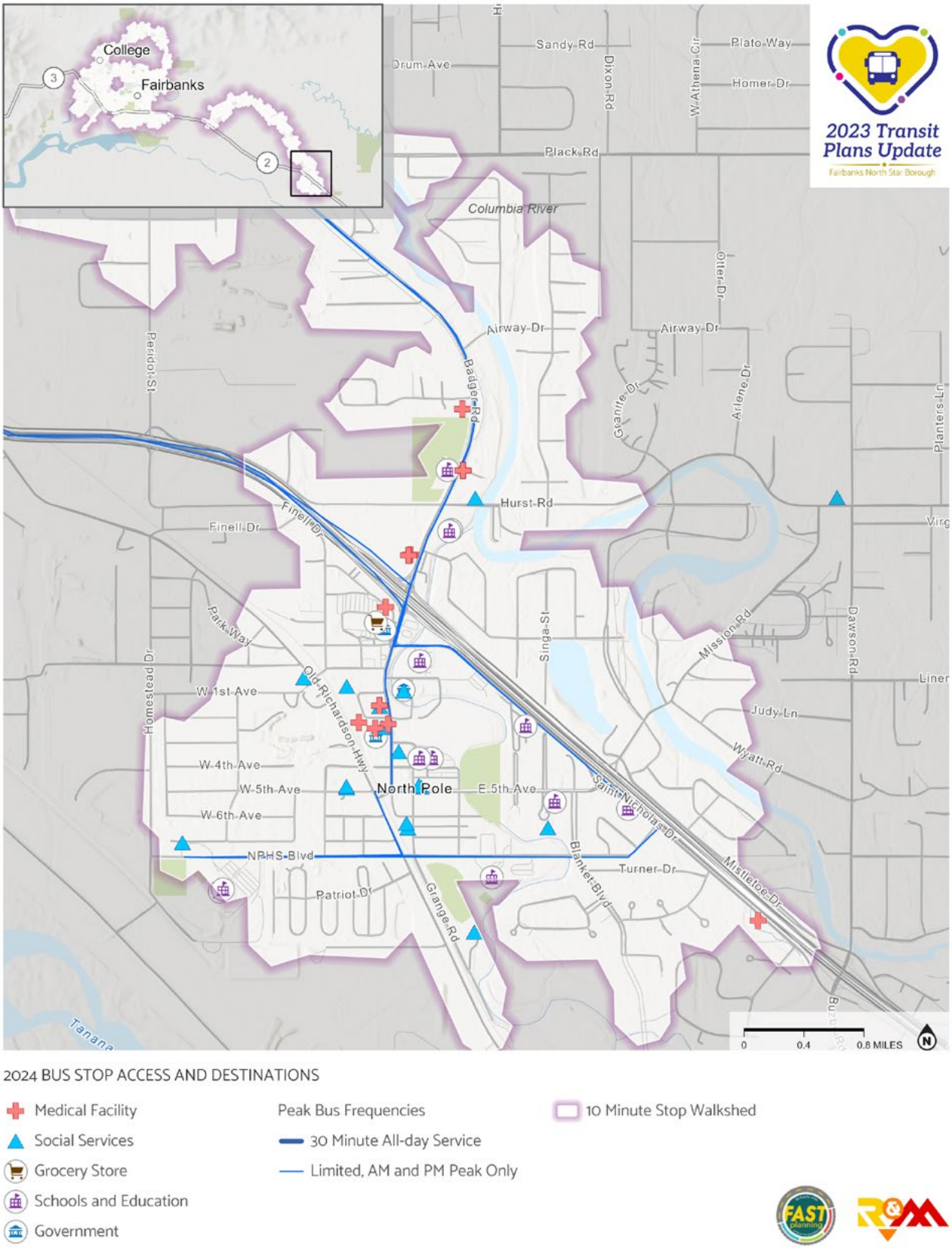


Figure 25: Bus Stop Access and Human & Social Services Destinations: North Pole

Other Transportation Service Providers

Many other organizations in the FNSB provide transportation or transportation assistance to ensure their customers have access to essential human services. These organizations cater to the specific needs of their clientele or beneficiaries and often fill in service gaps not addressed by the transit system. Brief descriptions of each organization are followed by tables comparing their services in terms of service types, eligibility, available resources, and schedules.

Access Alaska

Access Alaska serves persons with any type of physical or mental impairment that significantly impacts their ability to live independently in the home and community. They focus on removing barriers to independent living, such as by making modifications to homes. There are direct service providers that help with daily living. They also assist with pre-employment for youth, helping them with cooking, budgeting, and getting ready for before and after school. They also loan out medical equipment. Access Alaska supports access to their and other services by occasionally providing rides or funding bus tokens or cab rides. Aging at Home Fairbanks

Aging at Home Fairbanks

Aging At Home Fairbanks (AAHF) is a member-ship-based volunteer service where senior citizens in the community can request limited assistance from participating volunteers. Among other services like house chores, yardwork and meal deliveries, volunteer rides are one of the most popular services.

Arctic Medical Transport

Arctic Medical Transport is a private commercial business that specializes in non-emergent medical transportation services, offering wheelchair transportation, ambulatory transportation, and specialized services for elderly patients. Their goal is to ensure that all individuals have access to timely and efficient transportation to medical appointments, procedures, and healthcare facilities.

Chief Andrew Isaac Health Center

The Chief Andrew Isaac Health Center provides comprehensive outpatient services to the Alaska Native and American Indian population in Interior Alaska. The Health Center is owned by Tanana Chiefs Conference (TCC) and operates a shuttle to assist Alaska Native patients who are traveling from out of town, usually remote villages, to access care in Fairbanks. Flights are arranged through TCC Transportation. The Health Center on-demand service picks travelers up from the airport and takes them to TCC-owned hotels. The fixed route shuttles takes patients between the hotels, the Health Center, and Fairbanks Memorial Hospital.

Denali Center, Fairbanks Memorial Hospital

The Denali Center is a 90-bed comprehensive skilled nursing facility located next to Fairbanks Memorial Hospital, The Denali Center provides short- and long-term care for terminally ill patients.

Fairbanks Native Association

The mission of the Fairbanks Native Association (FNA) is “to improve the quality of life for individuals and families by promoting justice, healing and wellness in our community.” FNA provides an array of programs and support services for local Alaska Natives and their families including behavioral health, educational, justice and community services. FNA provides or supports transportation to several programs including the Elders program, Street Outreach Advocacy Program Basic Center, Family Health & Wellness, and New Hope treatment program.

Fairbanks North Star Borough Parks & Recreation

FNSB Parks & Recreation offers programs for Seniors and Adaptive programs for persons with intellectual disabilities. Eligible participants can use Van Tran to receive rides to these programs.

Fairbanks North Star Borough School District Transportation

The FNSB School District contracts with Durham School Services to bus k-12 students to schools.

Fairbanks Pioneer Home

The The Fairbanks Pioneer Home is one of six Alaska Pioneer Homes accommodating resident elders of the state of Alaska. It is an Eden Alternative® Registered Home and is dedicated to ensuring quality of life for elders and staff. The Pioneer Home is located next to the local senior center and accommodates 91 elders.

Fairbanks Resource Agency

Fairbanks Resource Agency (FRA) provides support for individuals with developmental/physical disabilities including children, adults, and seniors who experience Alzheimer's disease and related dementias and/or other disabling conditions. FRA owns and operates supported residences; provides educational, job training or activity programs; and employs disabled individuals through federal contracts in the community or at Eielson Air Force Base.

Fairbanks Taxi Services (Alaska Cab, King Cab, Arctic Cab)

Fairbanks Taxi Services operates the largest taxi cab business in the interior. With the very recent closure of Fairbanks' Eagle Cab/Yellow Cab, Fairbanks Taxi Services is now the only large scale taxi service in the Fairbanks area. Arctic Cab works with several human service providers under contract to provide rides through various voucher programs (Medicaid ride vouchers or other).

Fort Wainwright Shuttle Service

The Fort Wainwright Shuttle Service began in 2020 in response to morale issues among soldiers on post. A weekday shuttle circulates within the post to provide access to FWW services and destinations. An on-demand ride service will take service men and women to necessary medical appointments off post.

Interior Alaska Bus Line

Interior Alaska Bus Line is a public transit service based in Tok, Alaska. The operation is partially funded through Section 5311 grants. It offers service between Tok and Fairbanks (to the Fairbanks Transit Center) and between Tok and Anchorage. The bus makes one round trip per day on Mondays, Wednesdays, and Fridays, starting and ending in Tok.

North Star Council of Aging (Fairbanks Senior Center)

Fairbanks Senior Center is under the umbrella of the North Star Center for Aging, which supports Fairbanks area senior citizens in their efforts to access services they need, commune with others, and maintain quality of life in advanced age. The Senior Center is a community space for events and activities, supports Aging At Home Fairbanks, operates Meals on Wheels, and houses the Aging and Disability Resource Center. The Senior Center offers rides for any reason, scheduled every half hour during operating hours, and subject to availability.

Timber Creek Senior Living

Timber Creek Senior Living is the newest senior residence in Fairbanks. It offers a weekly group shuttle to destinations based on resident demand.

University of Alaska Fairbanks

The University of Alaska Fairbanks (UAF) offers a campus shuttle service to help students, staff and visitors travel around campus and to major Fairbanks destinations like Fred Meyer and Downtown. UAF hosts a shared bus stop transfer location with the MACS Transit Red, Blue and Yellow Lines to improve campus-community connections.

Service Types, Eligibility, and Ridership

Table 9: Service types and eligibility for other transportation providers

Organization	Transportation Type(s)	Passenger Eligibility	Eligible Destinations or Trip Purpose
Access Alaska	Demand Response	Persons with physical or mental impairment	For access to programs and independent living access
Aging At Home Fairbanks	Demand Response.	Seniors 60+ who are paying members of Aging at Home Fairbanks	Anywhere, any purpose.
Arctic Medical Transport	Demand Response NEMT; door-to-door	NEMT trips for the elderly, ambulatory disabled, or wheelchair-bound clients. Accepts Medicaid. ADA-accessible.	Anywhere. Medical purposes if Medicaid/Medicare trip.
Chief Andrew Isaac Health Center	Fixed route; Demand Response	Indian Health Service beneficiaries from outside of Fairbanks who are visiting for medical reasons.	Chief Andrew Isaac Health Center or other medical facility. Airport and hotels.
Denali Center	Demand response	Terminally ill residents of Denali Center.	Medical appointments; limited non-medical appointments.
Fairbanks Natives Association (various programs)	Shuttles to programs (locations may vary)	Fairbanks area Alaska Native (specific eligibility varies by program)	FNA Programs
Fairbanks Resource Agency	Fixed Route; Demand Response; Other (Limited individualized services)	Individuals with developmental/physical disabilities (all ages).	Fixed Routes Transport employees to contract locations. Demand response to access FRA facilities or sponsored trainings and activities.
FNSB Parks & Recreation	Demand Response	Van Tran eligible Senior and Adaptive Program Participants	Access to FNSB Adaptive and Senior Programs
FNSB School District	Fixed Route	FNSB School District Students	Access to FNSB Schools
FNSB Transportation - MACS	Fixed Route	General Public	Fixed Route bus stops
FNSB Transportation – Van Tran	Demand Response paratransit	Persons with Disabilities	Destinations withing ¾ mile of MACS fixed route.
Fort Wainwright Shuttle	Fixed route and limited demand response	Soldiers or FWW residents	Fixed route shuttle on FWW Post. Demand response van limited to limited medically necessary appointments off post.
Interior Alaska Bus Line	Fixed Route	General Public	Fixed route bus along the Richardson &AK Highway (Tok to Fairbanks)
King Cab	Demand Response	General Public	Anywhere, any reason.
North Star Council on Aging	Demand Response	Seniors age 60+	Anywhere, any reason.

Organization	Transportation Type(s)	Passenger Eligibility	Eligible Destinations or Trip Purpose
Pioneer Home	Prearranged client access, shuttle	Pioneer Home residents (Seniors 60+)	Medical appointments by reservation. Shuttles for Pioneer Home field trip events.
Timber Creek Senior Living	Shuttle	Timber Creek residents (Seniors 60+)	Excursion destinations determined by residents.
UAF	Fixed Route	UAF Students & Staff, Campus Visitors	Access around UAF Campus and between Campus and Fairbanks.

Resources & Ridership

Table 10: Resources for transportation providers

Organization	Vehicle Type(s)	Total Fleet Vehicles	Wheelchair Accessible Vehicles	Drivers	Admin Staff	Average Trips/month (approx.)
Access Alaska	Van, car	2	No	4	6	Unknown
Aging At Home Fairbanks	Volunteer personal vehicles (varies)	0	No	12-16 volunteer drivers	1.5 (total organization)	30
Arctic Medical Transport	Minivans	6	1	5	3	300
Chief Andrew Isaac Health Center	Vans	5	1	5	1	Information not provided.
Denali Center	Bus, van	2	2	3	10	100
Fairbanks Natives Association	No info.	No info.	No info.	No info.	No info.	Information not provided.
Fairbanks Resource Agency	Vans, minivans, cars, SUVs, trucks	32	Unknown	80	1 fleet manager, 5 program directors	3,233
FNSB Parks & Recreation	Uses Van Tran	Uses Van Tran	Uses Van Tran	Uses Van Tran	Uses Van Tran	Information not provided.
FNSB School District	No info.	No info.	No info.	No info.	No info.	Information not provided.
FNSB Transportation - MACS	Bus	15	12	27	2	25,700
FNSB Transportation – Van Tran	Transit Van	9	9	6	2	1,600
Fort Wainwright Shuttle	Van, bus	4	Unknown	4	Unknown	Shuttle: 603 On-Call: 6,194 Total: 6,765
Interior Alaska Bus Line	Transit Van, minivan, buses	5	4	2	2	Information not provided.

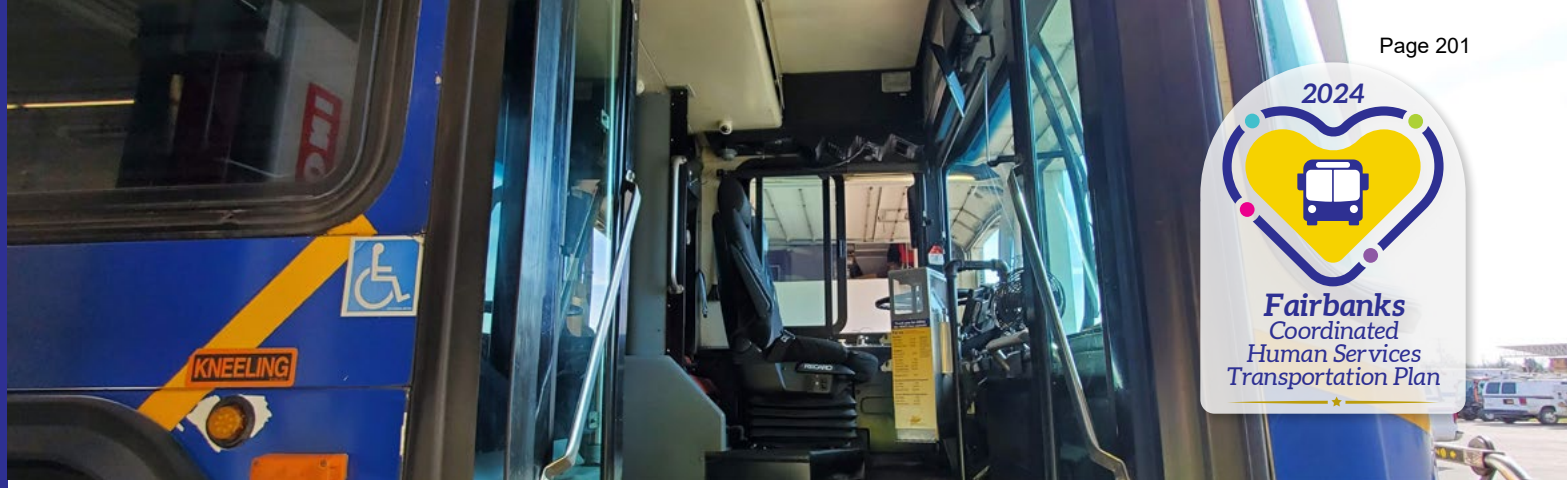
Organization	Vehicle Type(s)	Total Fleet Vehicles	Wheelchair Accessible Vehicles	Drivers	Admin Staff	Average Trips/month (approx.)
King Cab	Sedans, Mini-vans, SUVs	24	No	0 (Drivers are contracted)	1 book-keeper, 5 dispatchers	18,000
North Star Council on Aging	Minivan, Van	2	1	1	1	180
Pioneer Home	No info.	No info.	No information	No info.	No info.	Information not provided.
Timber Creek Senior Living	No info.	No info.	No info.	No info.	No info.	Information not provided.
UAF	Bus, van	7	Unknown	6	1	6,000

Schedules and Availability

Table 11: Schedule for other transportation

Organization	Monday - Friday	Saturday	Sununday
Access Alaska	8am-5pm	NO SERVICE	NO SERVICE
Aging At Home Fairbanks	24/7 (subject to volunteer availability)	24/7 (subject to volunteer availability)	24/7 (subject to volunteer availability)
Arctic Medical Transport	7am-4pm	NO SERVICE	NO SERVICE
Chief Andrew Isaac Shuttle	7:30am-6pm	8AM-8PM	8AM-8PM
Chief Andrew Isaac Airport pickup	5:30AM-8PM	6:30-8PM	8am-6pm
Denali Center	8am-4:30pm (after hours service by request based on availability)	NO SERVICE	NO SERVICE
FNA	Information not provided	Information not provided	Information not provided
FRA Residential, Respite On-Demand, and Federal Employment Shuttle	24/7	24/7	24/7
FRA Senior Services & Family Support	9am-5pm	9am-5pm	9am-5pm
FNSB Parks & Recreation	6:30am-10:00pm (for programs during Van Tran hours)	NO SERVICE	NO SERVICE
FNSB School District	6-9:30am; 3-5pm	NO SERVICE	NO SERVICE
FNSB Transportation - MACS	6:30am-10:00pm	NO SERVICE	NO SERVICE
FNSB Transportation – Van Tran	6:30am-10:00pm	NO SERVICE	NO SERVICE
Fort Wainwright Fixed Route Shuttle	7:45am-6:45pm	NO SERVICE	NO SERVICE
Fort Wainwright On Demand	5:15am-9pm	9am-9pm	9am-9pm

Organization	Monday - Friday	Saturday	Sununday
Interior Alaska Bus Line	MWF Only: 7am-11am Tok-Fairbanks 12pm-4pm Fairbanks to Tok	**NO SERVICE**	**NO SERVICE**
King Cab	24/7	24/7	24/7
North Star Council on Aging	7:30am-1:00pm	**NO SERVICE**	**NO SERVICE**
Pioneer Home	Information not provided	Information not provided	Information not provided
Timber Creek Senior Living	Information not provided	Information not provided	Information not provided
UAF	7am-10pm	**NO SERVICE**	**NO SERVICE**



5. Transportation Needs and Gaps

The 2024 Coordinated Human Services Plan provides recommendations to improve services through better coordination among transit and transportation providers throughout the FNSB.

This chapter highlights a list of priority needs and gaps based on findings in the Existing Conditions Report, insight from the Project Management Team and Steering Committee, feedback from Public Workshop #1, and interviews with and data from human services and transportation providers

Needs and gaps are organized and discussed in seven broad categories:

Need 1: Formalized Transportation Coordination
Need 2: Expanded Services and Coverage
Need 3: Workforce Development, Recruitment & Retention
Need 4: Education & Awareness
Need 5: Year-Round Walkability
Need 6: Respond to Changing Demographics and Transportation Patterns and Needs
Need 7: Data Collection & Management

Need 1: Formalized Transportation Coordination

While there are many examples of effective coordination among transportation providers, almost all other needs could be addressed more efficiently and effectively with more frequent and formal coordination.

Notable gaps in coordination include:

Lack of a centralized effort or leader to focus solely on addressing local transit and transportation needs.

Need 2: Expanded Services And Coverage

Coverage

★ The Existing Conditions report shows that MACS and Van Tran coverage area is accessible to the people who are most likely to use and benefit from public transit and paratransit. But significant gaps exist that could be addressed by other providers and programs, both existing and yet to be.

- ★ Rural areas of the Borough have sizeable populations, but the sparseness makes them poor candidates for transit. Organizations farther from Fairbanks, like the Santa's Senior in North Pole and Salcha Senior Center also do not have vehicles of their own or money to purchase them.
- ★ For a community so dependent on large military installations to maintain its economy and population, there is surprisingly little connection between the service men and women and the civilian environment. The failed experiment of offering a MACS Transit Black Line and Gold Line to Eielson and FWW should inform the community that this was not an efficient use of the transit system. But there may still be opportunity for solutions through better coordination with other providers.
- ★ Feedback from bus riders and an evaluation of walkshed maps highlighted an oddly centralize coverage gap at Phillips Field Road and the VA that unfortunately leaves a cluster of medical facilities, including most notably the VA clinic, inaccessible for many.
- ★ Van Tran service is not able to go beyond the ¾ miles minimum distance from the transit route. While this is due in part to needing drivers, additional resources necessary to expand Van Tran service beyond this minimum are a dedicated Van Tran supervisor, scheduling and dispatching software, and more vans or paratransit vehicles. And though USC Title 49 Sec 5311 funding would help fund a greater service area, the size of the FNSB make this additional population too costly to serve and keep track of.

Schedule

- ★ Reinstituting Saturday service and beginning Sunday service were the most-requested improvements by a landslide. In the meantime, there are few other services that offer flexible weekend schedules or during early or late hours.
- ★ Only Taxi Cabs (expensive without a Medicaid voucher) and Volunteers (hard to secure a ride) have an open schedule that includes all ours and weekends.
- ★ Schedule, like coverage, is dependent on having funds for working vehicles. Some organizations, like FRA and Senior Center, struggle to keep up a high-mileage fleet due to the cost of replacing vehicles.

Service Types and Eligibility

- ★ Many established transportation services are only for client access or medical purposes, or for a specific population (seniors, persons with disabilities).
- ★ Those that are flexible and affordable maybe offer limited trips or only for certain population (AAHF, Seniors).
- ★ Most services are curb-to-curb and some are door-to-door. There is little "door-through-door," where a trained driver or care provider can help someone with the belongings and groceries into their home. If the senior population trend continues, this need will only increase.
- ★ Van Tran's eligibility application is notoriously onerous to complete, but federal requirements may prevent some simplifications. The frustrating application combined with a low probability of getting a ride that is not Priority Level A dampen motivation for would-be riders, and many opt for an alternate option.
- ★ Vehicle cost is a limiting factor for many organizations, especially ADA-accessible vehicles, resulting in relatively few vehicles with wheelchair lifts and less overall ADA -accessible service.

Need 3: Workforce Development, Recruitment & Retention

Capacity

★ Nearly every organization that directly provides transportation mentioned having trouble filling positions. Many added that human capacity (more so than funding or other issues) was often the limiting factor in whether they could provide a service.

★ As Baby-Boomers are retiring and leaving the workforce, demand for these services only increase as available pool of people to take care of the aging generation is fewer.

★ Organizations may be spending resources on Redundant problem-solving and hiring efforts that could be more efficiently addressed with a coordinated recruitment approach.

★ Van Tran's Trips by priority level show that only a small percentage of those eligible class B and C riders can get a ride, presumably because of driver shortages.

★ Transportation providers and spoke out about redundant trainings for drivers and personal care providers.

Need 4: Education & Awareness

Education and training for new riders

★ Staff of human services organizations (particularly those serving senior and persons seeking employment) of many kinds assist customers with finding and filing for aid programs. Many are duplicating efforts helping people sign up for Medicaid or Van Tran. There is a general lack of awareness in the community about these programs, who is eligible, and how to apply. Few people become transit-dependent and give up mobility freedom voluntarily: it may take ageing, inability to drive, or a lost job to force one to learn a new transportation system. A lack of a centralized or coordinated education and awareness program or resource allows this barrier to persist.

Education & Training for Community

★ Having rarely or never relied on transit, the public and elected leaders may not understand the essential benefits of well-funded and coordinated transit system. As public transportation is a cornerstone of the economy, education and advocacy for system investments is necessary to keep the community mobile and working.

★ New case managers or human services providers may need training in programs like Medicaid, Medicare, Van Tran eligibility, and about local transportation options to help clients access their services.

Need 5: Year-Round Walkability

Winter Maintenance

★ The 10-minute walkshed used in Chapter 4, while adjusted for traffic stress and accessibility, does not account for Fairbanks winter conditions. According to several service providers, the added burden, discomfort,

and risk associated with getting to a bus stop through snow drifts in the cold and dark is practically unthinkable. This is especially true for many seniors and for persons with limited mobility.

- ★ Needed is an approach to addressing snow clearing more rapidly after weather events, and more strategically to prioritize corridors and stops based on highest need.

Need 6: Respond To Changing Demographics and Transportation Patterns and Needs

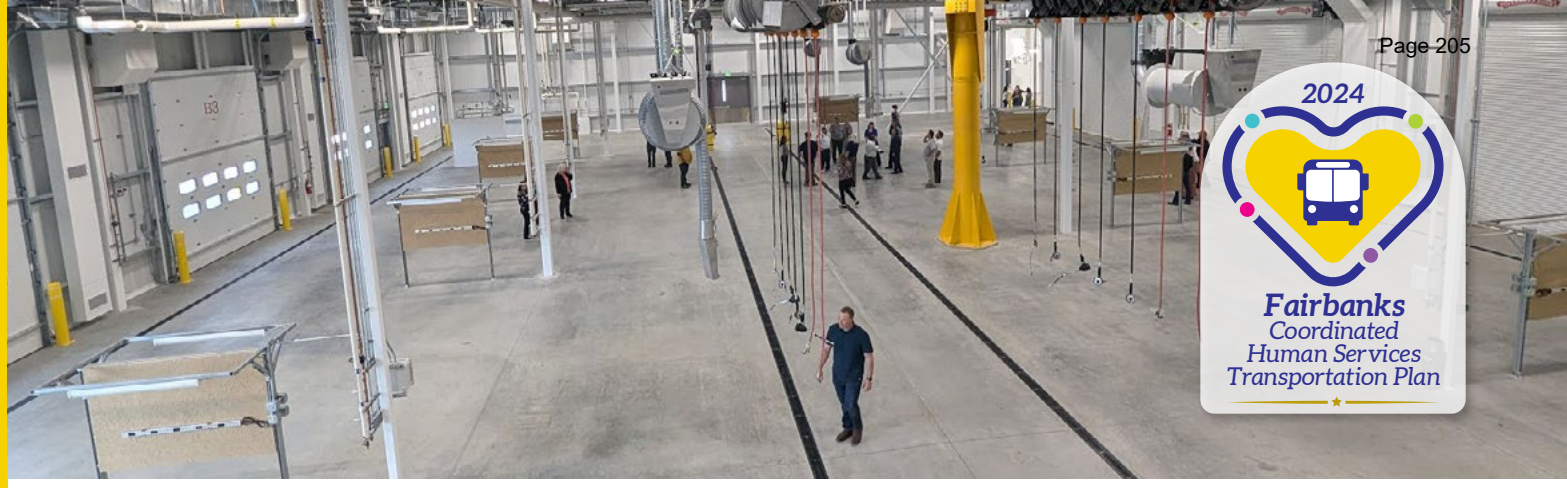
Growing Senior population

- ★ According the 2023 North Star Borough Senior Needs Transportation Report, the population of senior citizens is expected to grow substantially over the next decades.
- ★ With these population demographic changes, the community will need to address many new challenges, such as how to care for and house Alaska's pioneers and ensure our community can age healthfully.
- ★ Safe and comfortable and dependable access to transportation services will be essential for quality life at advanced ages. Transportation access will need to have more influence on personal housing choices and in land use planning and development.
- ★ In the Alaska Commission on Aging Fairbanks North Star Borough 2018 Provider Survey Results Key Findings, "transportation" was listed second among the "Most important services missing/insufficient in the continuum." The same report listed "afternoon transport, better coordination between transport providers, accessible taxis, need to use better vans."
- ★ Transit and coordinated human services transportation will need to be considered in any strategies or plans that attempt to address this change.

Need 7: Data Collection & Management

Redundant efforts

- ★ A common area of effort duplication among service providers appears to be in collecting and managing data about transportation services, resources and needs.
- ★ Transportation providers need consistent methods to manage and share information in order to effectively share resources and report to grantors and partners.
- ★ Address redundant and time-intensive methods of scheduling and dispatching.



6. Vision, Goals & Objectives

A vision for a coordinated transportation system laid the foundation for the plan, guided the goals and objectives, and provide a tool for prioritizing actions and investments. Several meetings with the internal project management team, FNSB Transportation staff, the Steering Committee, and feedback from Public Workshop #1 were instrumental in crafting and refining the vision statement and goals and objectives for the coordinated transportation system.

Vision Statement

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

Goals and Objectives

Goal 1

Expand Communication, Education, and Awareness

Objective 1A
Effectively market transportation resources in the Borough.

Objective 1B
Support access to community services through education and awareness (host meetings, webinars, info distribution materials, etc.)

Objective 1C
Develop education materials and deliver consistent information about all mobility options, including transit services, providers, and partners.

Goal 2

Strengthen provider resources and ensure consistent and reliable funding for services and programs.

Objective 2A
Increase resources for local match.

Objective 2B
Develop a system to identify and promote funding opportunities for regional providers and programs.

Objective 2C
Explore transit pass partnership with Medicaid.

Goal 3

Collect data consistently and coordinate information sharing to enhance transit equity and service delivery.

Objective 3A

Combine and coordinate efforts to analyze travel patterns and regional demographics to better understand gaps in service areas.

Objective 3B

Reduce barriers to transit ridership including fare burdens on the population that needs transit mobility options the most including youth, college students, low income, minority, disabled, service members, and seniors.

Objective 3C

Ensure impacted communities are involved in transit decisions by bringing engagement opportunities to them.

Goal 4

Expand service availability through ongoing coordination, collaboration, and partnerships.

Objective 4A

Communicate Van Tran service availability and eligibility to partners.

Objective 4B

Improve medical transportation through tools such as transit passes and building relationships with providers and agency programs.

Objective 4C

Identify and leverage partnerships to expand geographic reach and improve service availability in rural areas.

Goal 5

Plan and coordinate safe, affordable, and accessible services for Borough residents.

Objective 5A

Develop and support Borough-wide technology measures for customers and providers.

Objective 5B

Ensure scheduling methods and software are accessible.

Objective 5C

Educate and empower riders to schedule their own trips.

Objective 5D

Upgrade facilities, bus stops, and transfer stations.

Objective 5E

Address winter maintenance to reduce mobility challenges from snow and ice.

Objective 5F

Simplify fares and scheduling for older adults and individuals with disabilities.



7. Recommendations & Implementation Strategies for Coordinated Transportation

Recommendations for the 2024 Transportation Plan

The following sections outline recommendations that human services, transportation providers (including MACS Transit & Van Tran, non-profits, and commercial providers), FAST Planning, and partner agencies can pursue to address the needs through coordinated efforts.

Strategies are organized to address each of the seven Priority Needs areas for coordinated transportation outlined in the Transportation Needs and Gaps Needs chapter.

Recommendations come from a variety of sources throughout the project which include adopted plans, the rider survey, the existing conditions report, the operator survey, the needs analysis, steering committee feedback, and data from and interviews with local human service and transportation providers.

Priority Need #1: Formalized Transportation Coordination

Strategy A

Establish a Borough-wide Mobility Coordination Committee (MCC)

Awareness of other organizations and their resources, issues experienced, and strategies to address transportation needs of their clientele is essential for coordinating services. Coordination and capacity building through regular meeting and sharing ideas is lacking across the broader group of transportation providers. Regular communication among providers is a necessary first step for nearly all other strategies and recommendations. Staff come and go often, available resources change, and organizations emerge and bust. A MCC is an important means to preserve institutional knowledge, maintain and grow the thread of coordination spun during this plan, and carry progress through the next planning effort.

The makeup of such a committee will include specific non-profits, agencies, and private operators that have a role in coordinating transportation, each with their own missions, budgets, and bottom lines. Motivating continued participation will be important and challenging. For these reasons, it will be imperative to ensure that, however the group is organized and led, all participating members who are offering their time clearly stand to benefit in time and financial savings and service improvements for their customers. Having specific, prioritized, and unifying goals that benefit all parties and their customers

and beneficiaries will keep a group focused and more likely to see success and build momentum. It is recommended that, if possible, past members of prior iterations of this proposed committee — the Fairbanks Transportation Partnership Group (FTPG; responsible for the 2015 CHSTP update) and/or the Fairbanks Mobility Coalition — be members of the MCC. If formally organized, such a group can become a pass-through for FTA 5310 grants.

Options for organizing and their relative advantages and challenges include:

Table 12: Options for Organization

Organization Option	Advantages	Challenges
No formal organization	Flexibility and low investment are the primary advantages. May be best during interim startup phase to determine focus, roles, commitment levels, and future.	Less structure, possibly less motivation to participate, fewer access to funding resources, less indicative of a unified voice and therefore advocacy hold less weight. Not recommended as a long-term solution.
Form as a separate 501c3 or similar non-profit	Formally organized, represents a unified voice and holds more weight. Can access more funding programs than if unorganized. Can eventually have a dedicated staff (See strategy 1.B.). Can set own policies and bylaws. Can determine own membership. Can accept 5311 funds where FAST Planning MPO cannot.	More administrative responsibility and costs,
Form under an existing organization. Leaders to consider: FRA, Access Alaska, Tanana Chiefs Conference, or FNA.	Utilize existing resources and organizational capacity. Can eventually hire staff (See strategy 1.B.). May be eligible as a pass-through entity for 5310 and 5311 funds. Leadership considerations: FRA has a large vehicle fleet, a fleet manager, previous experience coordinating with the FNSB, and serves multiple populations in need. Access Alaska helped lead the previous "Fairbanks Mobility Coalition" and hosted the Transit Navigator position (both defunct prior to 2020). Tanana Chiefs Conference and FNA may be eligible to receive more resources through the 5311 rural and Tribal Transit programs.	Burden falls on one entity. Parent organization may have less incentive to support operations that don't directly benefit its constituents.
Form as a FNSB Advisory Commission	Closest coordination with FNSB Transportation and transit services. Capitalize on FNSB staff resources. Can establish membership constitution in code. May influence creation of Mobility Management Program under FNSB (see strategy 1.B.).	Narrow jurisdiction. Less flexibility. Passive role advises the FNSB Mayor only: recommendations must be politically approved. Subject to Open Meetings act. Would require Assembly to codify the commission.
Form as an advisory committee under FAST Planning	Capitalize on staff resources, knowledge of funding programs and planning engagement, and connections to agencies. Can designate committee seats for specific types of organizations. May influence creation of Mobility Management Program and staff under FAST (see strategy 1.B.).	Narrow jurisdiction (MPO). Less flexibility. May not be eligible as a pass-through entity for 5311 funds for rural areas of the Borough.

Strategy B

Establish Borough-wide Mobility Management Program: Fairbanks Area Mobility Management (FAMM)

The Mobility Management Program carries forward the primary recommendation from the 2011 Mobility Management Plan and 2015 CHSTP. Staff positions are meant to implement the 2023 Transit Plan recommendation to establish a Transportation Coordinator position.

A common reason for lack of coordination is a lack of capacity, specifically to dedicate time away from each organization's primary services. Coordination capacity can improve by investing in staff positions dedicated to executing the coordinated plan's recommendations, including bringing in more resources. Such a position can be funded in full or partially through grant programs to which they apply. A team of two is recommended which could include one executive coordinator role (Mobility Manager or Transportation Coordinator) and one educational and outreach role (Transportation Navigator or Trave Trainer). The previous FTPG leveraged their resources to fund an AmeriCorps VISTA Volunteer position to support coordination, a model that could work well again.

Under what organizational umbrella these positions exist poses similar considerations as for the MCC. A Mobility Management Program and its staff should work closely with the MCC, but would not necessarily need to be governed, managed, or employed by them. Moreso than for the MCC, it is critical that the positions are employed under a stable organization.

Strategy C

Formalize partnerships to leverage funding opportunities

A mutually beneficial focus of coordinating will be to identify and educate providers on funding streams, understand common expenses that could be shared, and building relationships to form agreements.

A hybrid Joint-Use/Brokerage agreement for transportation provision and scheduling, described in detail in the 2015 CHSTP, maintains the same advantages as before. Ideally the scheduling will become a responsibility of a new Mobility Manager position (Strategy 1B) rather than place more responsibility on existing FNSB Transportation dispatchers. The short-term actions of transportation providers preparing for agreements should be to 1) identify potential agreement participants and customers, 2) establish common service rate structure, 3) standardize reporting methods (National Transportation Database model is recommended), 4) establish and agree to shared performance measures, 5) determine method and frequency of monitoring and evaluating performance.

Priority Need #2: Expanded Services and Coverage

Strategy A

Grow and expand a coordinated Volunteer Driver Network.

Aging At Home Fairbanks (AAHF) has established a successful volunteer driver program for senior citizen members but is limited by staff capacity to coordinate rides, membership dues, volunteer driver numbers, and reliance on personal vehicles. The first step to expanding this program, currently based mostly in Fairbanks, is to connect with Santa's Seniors in North Pole and the Salcha Senior Center in Salcha to increase membership and volunteer base. A Mobility Manager position can add capacity and reduce redundant efforts by centralizing scheduling. The goal will be to grow the volunteer program beyond AAHF to increase overall rides and be able to serve more than just seniors. Another step will be to find funding to procure vehicles for properly trained and registered volunteer drivers to use.

Strategy B

Investigate and evaluate partnerships and models to increase connections between the transit network and underserved and rural areas.

Carpool, Vanpool, and other Rideshare programs have been successful at connecting rural commuters to the fixed route system. They can start at small scales, build off a successful volunteer driver program, and partner with businesses or non-profits for access to vehicles and training. Better coordination can lead to opportunities for qualified human services transportation providers to access pass-through funding for vehicle needs. For example, FAST Planning could act as a pass through for an organization like FRA or the Senior Center to purchase or rent vehicles to start a rideshare or vanpool program to fulfill a particular commuting need. Vans with electric wheelchair lifts are a need in the community's collective fleet, but are cost prohibitive for many organizations, including taxi cabs. Affording this important resource may only be feasible through federal grant programs or by sharing among other providers to increase its productivity.

The MCC should investigate opportunities to develop fixed route shuttle programs, partnering with agencies or companies whose employees or constituents are commuting on regular route at regular times. For example, FRA shuttles their employees to Fort Wainwright and Eielson Air Force Base for contract labor. Rather than return to Fairbanks with empty vans, FRA could take commuting service men/women to Fairbanks.

Encourage FWW and Eielson Posts to streamline access through entrance gates for transportation providers.

This plan also supports evaluating demand for and options to improve connections between the transit system and other underserved destinations, notably the UAF Campus and the VA Clinic. If Orange and Yellow lines are realigned (see Transit Plan Unconstrained Recommendations 6 and 8), direct service between campus and Chena Pump area for commuters could be lost. UAF campus shuttle could restore and improve this service by expanding operations along established MACS stops as needed during peak service times or significant gaps in MACS Orange Line service. The Veteran's Affairs Clinic on Phillips Field Rd and Peger Rd is also outside the current and proposed transit system walkshed. Support the VA in determining whether to establish Disabled American Veteran (DAV) van service, something offered in other communities but not Fairbanks.

Strategy C

Increase partnerships with Transportation Network Companies (TNC) like Uber and Lyft to provide first- and last-mile coverage and connections to the transit system.

Lyft and Uber are growing their NEMT services (Lyft Healthcare, Uber Health) nationwide. Coordinating with these companies and local drivers and building off their established technology and institutional frameworks in other states can improve on-demand service capacity. Instituting technology that simplifies scheduling between transit and TNCs or other coordinated services will be important to reduce the coordination burden on riders and providers.

Priority Need #3: Workforce Development, Recruitment & Retention

Strategy A

Partner across organizations and agencies for a cohesive, cooperative, coordinated outreach campaign to recruit drivers and personal care service staff.

Strategy B

Share driver training resources.

Strategy C

Partner with UAF to grow educational/vocational programs to grow workforce necessary to take care

of aging population.

The COVID-19 pandemic era of baby-boomer mass retirement and resulting workforce shortages have affected nearly every industry. Workforce shortages among drivers and personal care providers is the primary limiter to most organizations' abilities to provide rides and addressing this should be an immediate focus of MCC. A combined, coordinated, and cooperative (rather than competitive) effort to recruit and retain drivers and personal care providers is necessary to fill this gap. Investing in funding formal, professional marketing campaign and recruitment strategy is recommended and necessary to maximize the community's current investment in the transit system. This should include outreach to younger generations to understand their desires and increase awareness around and attractiveness of the positions. Coordination with the University of Alaska system and the Teamsters Union to increase educational opportunities and vocational training in Fairbanks is recommended.

Priority Need #4: Education and Awareness

Strategy A

Establish a formal marketing campaign to educate about transportation resources and encourage use of public transportation.

To increase the number of choice riders and improve awareness for those who are or will become transit-dependent, the plan recommends an investment in advertising the benefits of using transit and normalize using transit. Educating about the economic benefits and necessity of having transit and coordinated transportation can help generate support among community and political leaders. The DOTP&F May 2022 publication "The Economic Value of Public Transit in Alaska" is a resource that should be used and continually updated.

Strategy B

Design and develop a Travel Training and Outreach Program.

The need for a centralize source of information about navigating transit and transportation options, as well as a mobile, "we come to you" outreach resource is recommended. Interviews with human services providers noted the preference for many clients for travel training to be delivered to their residential or community spaces. This can be delivered directly to potential riders and indirectly through case managers and service coordinators. This is an appropriate responsibility of a Transportation Navigator or similar position.

Strategy C

Implement a new, comprehensive Software as a Service (SasS) platform.

Access to an updated SaaS platform will allow MACS Transit and Van Tran to track, analyze, and share system-related data more efficiently and effectively, such as providing better real-time location tracking to riders. This recommendation mirrors the Transit Plan MACS and Van Tran Constrained Recommendation #3.

Priority Need #5: Year-Round Walkability

Strategy A

Improve transit accessibility at the corridor level.

This strategy parallels those in the 2023 Transit Plan Update where coordination can assist with accessibility. The MCC and partners should advocate for prioritizing snow removal along core bus routes and access routes to them. Partners can also spearhead an "adopt-a-sidewalk" program to encourage business and volunteer maintenance of sidewalks to high-use bus stops,

Strategy B

Incorporate access to human services providers as a criteria for prioritizing vehicular and active transportation projects.

Prioritize transportation projects that improve transit access, accessibility and walkability near human/social service provider locations and nearby stops. Work with DOTP&F and FAST Planning,

and FNSB on scoring criteria for grant program applications and infrastructure projects. Review criteria for Transportation Alternatives Program projects, Transportation Improvement Programs, and Capital Improvement Programs.

Priority Need #6: Responding to Changing Demographics and Transportation Patterns and Needs

Strategy A

Ensure the transportation needs of seniors, disabled, and low-income community members are considered in ongoing, relevant planning processes.
Continue to engage seniors, persons with disabilities, and low-income households in local planning to ensure local development considers community transportation needs and access to the transit system. A role of the MCC should be to learn about and stay involved in regular local planning efforts including Transportation Improvement Programs and Capital Improvement Programs, Regional Long Range Transportation Planning, Metropolitan Transportation Planning, FNSB Regional Comprehensive Plan and other areawide and land use plans, Community Economic Development Plans, and zoning changes.

Strategy B

Support current investment in transit system with appropriate land use and development planning.
Discourage expanding transit service to "chase" new high-density development outside the current network or adding coverage in rural areas that would yield low ridership. Instead, encourage dense land uses and transit-supportive road and pedestrian improvements along existing transit corridors and the most frequent and productive routes.

Strategy C

Complete needed community planning processes and highlight the role of transportation in community development.
Local demographic changes, particularly the growing senior population, are highlighting the Fairbanks area's deficiencies in planning for essential resources. The MCC and partners should advocate for the community's investment in generating a Housing Action Plan or similar, a Healthy Aging Plan or similar, and a Coordinated Housing/Supportive Services Plan or similar. These community functions affect and are affected by transit and transportation services.

Within the FNSB is the FAST Planning Metropolitan Planning Organization (MPO) that covers transportation planning for the cities of Fairbanks and North Pole and some extensions. Beyond those jurisdictional boundaries and surrounding this metropolitan core are many rural communities such as Ester, Two Rivers and Pleasant Valley, Salcha, and Goldstream do not benefit from FAST Planning's resources and abilities to fund transportation projects. A Rural Transportation Planning Organization (RTPO), if established, could organize coordination efforts and bring in new funding sources (FTA 5311) for transit and transportation improvements for these communities. The MCC and partners should encourage FAST, FNSB and DOTP&F to strongly consider developing a RTPO for the rural FNSB as a means of funding and facilitating this plan's strategies to meet the many needs of rural residents.

Priority Need #7 Data Collection & Management

Strategy A

Establish a Data Collection and Management Plan.
Redundant efforts can be streamlined by establishing and promote consistent collection and reporting methods for resource and ride data. MCC partners can create a shared, centralized database and assist in the annual collection of provider and community transportation data. The database could be managed by the Mobility Coordinator or their parent organization.

Strategy B

Collect information about need.

The recent Senior Transportation Needs Assessment is an excellent example of the benefits of researching and documenting the needs of transportation-dependent persons. This effort should be repeated, perhaps semi-annually or every 5 years, and similar assessments should be conducted for other transportation-dependent populations.

The American Community Survey is a useful tool to monitor population demographic trends at the census block level. However, a few of the FNSB census blocks are extremely large, adding to the challenge of determining the specific needs of a sub-community or neighborhood. Efforts to understand transportation needs at a more granular level may be necessary to understand where transportation-dependent individuals reside and their travel patterns.

Strategy C

Collect information about available resources.

A challenge of this and every CHST planning effort is attempting to inventory available transportation resources such as vehicles quantities and conditions, finances, facilities, and staff. As this information is subject to frequent change, a shared database among MCC members and partners is recommended.

Strategy D

Collect evaluative information about perceptions/ satisfaction

Regular assessments are necessary for monitoring progress. Various entities have helpful assessments that can and should be applied to the Fairbanks community. These include the FTA's "Framework for Action" Coordinated Transportation System Self-Assessment Tool, the National Center for Mobility Management's Community Self-Assessment Tools (multiple), and the American Association of Retired Persons Age-Friendly Community Assessments. These and other assessments can be performed at the city and Borough levels.

Prioritized Strategies and Plan Implementation

Formalized Transportation Coordination

Table 13a: Timeline & Responsible Party for Priority Need #1 Formalized Transportation Coordination

Coordinated Strategies	Implementation Actions	Priority or Timeframe	Responsible Entity
A. Establish a Borough-wide Mobility Coordination Committee (MCC)	Host initial meeting to discuss membership and charter. ▪ Establish membership consisting of human services and transportation providers ▪ Determine lead agency or individual ▪ Establish charter (bylaws, articles of incorporation, purpose, etc.) ▪ Set next meeting Forge partnerships with agencies providing and supporting transportation and human services Establish a unified voice to advise on, advocate for and prioritize policies, projects and programs affecting transportation opportunities	**IMMEDIATE** 6 to 12 Months	**FAST Planning, FNSB, FRA, NSCA**
B. Establish Borough-wide Mobility Management Program: Fairbanks Area Mobility Management (FAMM)	Create a Mobility Manager or Human Services Transportation Coordinator Position. ▪ Secure funding ▪ Develop a job description ▪ Hire and train Create a Transportation Navigator/Travel Trainer position ▪ Secure funding ▪ Develop a job description ▪ Hire and train Develop a plan for future of Mobility Management program or organization ▪ Establish roles and responsibilities of partner organization	**SHORT-TERM** 1 to 3 years	**MCC, FAST, FNSB**
C. Formalize partnerships to leverage funding opportunities.	Form brokerage agreements between providers. Identify pass-through funding streams between DOT, FNSB, FAST and human services transportation providers. Collectively approach common costs, such as training, maintenance, and insurance to reduce rates and operational or administrative expenses.	**LONG-TERM/ ONGOING** 1-5 years	**Lead: FAST, MCC** Partners: FNSB, DOT

Expanded Services and Coverage

Table 13b: Timeline & Responsible Party for Priority Need #2 Expanded Services and Coverage

Coordinated Strategies	Implementation Actions	Priority or Timeframe	Responsible Entity
A. Grow and expand a coordinated Volunteer Driver Network.	Expand Aging at Home Fairbanks membership and volunteer pool to the North Pole and Salcha Areas by engaging with the Santa's Seniors and Salcha Seniors organizations. Centralize volunteer scheduling. Standardize driver requirements. Provide incentives for volunteering such as mileage reimbursements.	**SHORT-TERM** 1 to 3 years	**Lead: MCC, FAMM** Partners: FAST, FNSB, AAHF, NSCA
B. Investigate and evaluate partnerships and models to increase connections between the transit network and underserved and rural areas..	Evaluate feasibility of Community Ride Share/ Van Pool program. Investigate demand for and options to improve connections between the transit system and underserved destinations (specifically including FWW/Eielson AFB, VA Clinic on Phillips Field & Peger, and UAF Campus from Chena Pump Road)..	**LONG-TERM/ ONGOING** 1-5 years	**Lead: MCC, FAMM** Partners: FAST, DOD, DOT
C. Increase partnerships with Transportation Network Companies (TNC) like Uber and Lyft to provide first- and last-mile coverage and connections to the transit system.	Establish single-fare and scheduling system for multi-segment trips. Encourage partnership between Fairbanks Uber/Lyft drivers and AK DOH Medicaid & Medicare programs. Incentivize TNC participation in NEMT provision.	**MID-TERM** 2-4 years	**Lead: FNSB** Partners: MCC, FAMM, TNCs

Workforce Development, Recruitment and Retention

Table 13c: Timeline & Responsible Party for Priority Need #3 Workforce Development, Recruitment & Retention

Coordinated Strategies	Implementation Actions	Priority or Timeframe	Responsible Entity
A. Partner across organizations and agencies for a cohesive, cooperative, coordinated outreach campaign to recruit drivers and personal care service staff.	Hire marketing firm to generate a marketing plan to communicate the benefits of becoming a driver or personal caretaker. Establish hiring incentives and benefits across all providers.	**IMMEDIATE** 6 to 12 Months	Lead: MCC, FAMM Partners: FNSB, AKDOH, AKDOT
B. Share driver training resources.	Create a shared training calendar. Increase Passenger Assistance Training opportunities. Achieve driver and organizational compliance with FTA policies and procedures to be eligible to receive pass-through funding.	**SHORT-TERM** 1 to 3 years	Lead: MCC, FAMM Partners: FNSB
C. Partner with UAF to grow educational/vocational programs to grow workforce necessary to take care of aging population.	Advocate for resources to grow vocational programs to prepare students for employment opportunities that serve the growing senior and disabled populations. Find funding for a position to hire interim professors to teach currently unavailable classes. Partner with other universities to provide distance-learning for UAF credits through UAF tuition.	**MID-TERM** 2-4 years	Lead: UAF Partners: FEDC, FHP

Education and Awareness

Table 13d: Timeline & Responsible Party for Priority Need #4 Workforce Development, Recruitment & Retention

Coordinated Strategies	Implementation Actions	Priority or Timeframe	Responsible Entity
A. Establish a formal marketing campaign to educate about transportation resources and encourage use of public transportation.	Engage local government leaders by communicating return-on-investment information and the economic value of public transit in Fairbanks and Alaska. Hire marketing firm to develop media and outreach campaign.	**SHORT-TERM** 1 to 3 years	Lead: MCC, FAMM
B. Design and develop a Travel Training and Outreach Program.	Include consistent online resources, info about all mobility options (public, private, and non-profit), and utilize all available media (e.g. leave-behind print materials). Ease application processes: Van Tran, Medicaid, Medicare, etc.	**MID-TERM** 2-4 years	Lead: MCC, FAMM
C. Implement a new, comprehensive Software as a Service (SasS) platform	Encourage technology coordination between MACS, Van Tran and other transportation providers. Ensure platform includes rider-friendly features such as electronic fare payment, fare capping, rider feedback, real-time tracking, and route planning.	**IMMEDIATE** 6-12 Months	Lead: MACS Transit. Partners: FAST, MCC, FAMM

Year-Round Walkability

Table 13e: Timeline & Responsible Party for Priority Need #5 Year-Round Walkability

Coordinated Strategies	Implementation Actions	Priority or Timeframe	Responsible Entity
A. Improve transit accessibility at the corridor level.	Improve winter maintenance, prioritizing high-need stops along the transit corridor and stops near human services. Implement AKDOT&PF and FAST Planning's 2018 Airport Way Design Toolkit & Site-Specific Recommendations.	**LONG-TERM/ ONGOING** 1-5 years	Lead: FAST Partners: DOT
B. Incorporate access to human services providers as a criteria for prioritizing vehicular and active transportation projects	Prioritize transportation projects that improve transit access, accessibility and walkability near human/social service provider locations and nearby stops. Invest in upgrading winter walkability, accessibility, and connections between campuses of Fairbanks Senior Center, Pioneer Home, Moore Street Apartments, AK Behavioral Health, and transit stops. Construct Eagan Avenue ROW between Peger Rd and Wilbur Street for better eventual Red and Blue Line transit service to high-need locations.	**IMMEDIATE** 6 to 12 Months	Lead: FAST, DOT

Respond to Changing Demographics and Transportation Patterns and Needs

Table 13f: Timeline & Responsible Party for Priority Need #6 Respond to Changing Demographics and Transportation Patterns and Needs

Coordinated Strategies	Implementation Actions	Priority or Timeframe	Responsible Entity
A. Ensure the transportation needs of seniors, disabled, and low-income community members are considered in ongoing, relevant planning processes.	Participate in ongoing planning processes to ensure local development considers community transportation needs and access to the transit system: ▪ STIP, TIP, Areawide and Land Use Plans, Zoning changes, CEDS, Regional LRTP, MTP, Regional Comp Plan... Engage seniors, persons with disabilities, and low-income households in local planning.	**IMMEDIATE** 6 to 13 Months	Lead: MCC
B. Support current investment in transit system with appropriate land use and development planning.	Encourage dense land uses along existing transit corridors and most frequent and productive routes. Discourage transit service changes that "chase" new high-density development outside the current network.	**LONG-TERM/ ONGOING** 1-5 years	Lead: MCC, FNSB
C. Complete the following planning processes and highlight the role of transportation in community development	Housing Action Plan or Housing Development Plan Aging in Place, Healthy Aging, Action Plan on Aging or similar plan Coordinated Housing and Supportive Services planning Fund and establish a Rural Transportation Planning Organization	**MID-TERM** 2-4 years	Leads: FNSB, FEDC, NSCA

Data Collection and Management

Table 13g: Timeline & Responsible Party for Priority Need #7 Data Collection and Management

Coordinated Strategies	Implementation Actions	Priority or Timeframe	Responsible Entity
A. Establish a Data Collection and Management Plan.	Establish and promote consistent collection and reporting methods. Create a shared, centralized database and assist in the annual collection of provider and community transportation data.	**IMMEDIATE** 6 to 12 Months	Lead: MCC, FAMM Partners: FAST, FNSB
B. Collect information about need.	Monitor population demographic trends at the census block and more granular levels to understand where transportation-dependent individuals reside. Study travel patterns of transportation-dependent individuals. Continue Senior Needs Assessment and needs assessments for other transportation-dependent populations.	**LONG-TERM/ ONGOING** 1-5 years	Lead: FAMM Partners: NSCA, FNSB
C. Collect information about available resources.	Vehicles Finances Facilities Staff Independent, assisted living Unit inventory (# beds, waitlists, etc.)	**SHORT-TERM** 1 to 3 years	Lead: FAMM, MCC Partners: FAST, FRA
D. Collect evaluative information about perceptions/satisfaction	Perform Community Coordination Assessment. Perform regular AARP Age-friendly community assessments at City and Borough levels.	**MID-TERM** 2-4 years	Lead: FAMM, NSCA

Potential Funding Sources for Implementation

Several federal grant programs are available for eligible communities and organizations to receive funds for transit and transportation programs, including coordination, and infrastructure to improve access to transit. The table below lists key programs, eligibility requirements, and how they are applied to a coordinated community transportation system.

Accelerating Innovative Mobility (AIM)

Program Goals

- ★ Identify, test, and prove out new approaches, technologies and service models.
- ★ Promote the most promising mobility innovations that can be implemented more broadly through FTA's capital programs.
- ★ Establish a national network of transit stakeholders that are incorporating innovative approaches and business models to improve mobility.

The federal share of project costs under this program is limited to 80 percent. Proposers may seek a lower federal contribution. The applicant must provide the local share of the net project cost in cash, or in-kind, and must document in its application the source of the local match. *(https://www.transit.dot.gov/AIM)*

Eligibility

Eligible activities include all activities leading to the development and/or testing of new approaches and tools for improving mobility.

Projects that develop novel operational concepts and/or demonstrate innovations that improve mobility and enhance the rider experience, focused on innovative service delivery models, creative financing, novel partnerships, and integrated payment solutions, or other innovative solutions.

Eligible activities may include all activities leading to uncovering the next iteration of promising technologies, practices and strategies that accelerate innovations in mobility for transit, including, but not limited to, technology scanning and feasibility analysis, engagement and outreach, planning, acquiring essential equipment or services, project implementation, modeling forecast of climate and equity impacts of proposed novel concepts, and evaluating project results.

Projects that develop software to facilitate demand-response public transportation that dispatches transit vehicles through riders' mobile devices or other advanced means.

Eligible activities may include establishing user needs; defining system requirements; development, validation, and verification of the software; modeling and simulation; and/or pilot implementation, with a software solution.

Application

Application opportunities are posted in the form of a Notice of Funding Opportunity (NOFO) *(https://www.transit.dot.gov/notices-funding/fiscal-year-2024-enhancing-mobility-innovation-notice-funding)*

The NOFO makes $1,936,000 available under the Public Transportation Innovation Program. Project proposals are due August 30, 2024.

Capital Investment Grants (CIG) – 5309

(https://www.transit.dot.gov/capital-investment-grants-5309)

Discretionary grant program funds transit capital investments, including heavy rail, commuter rail, light rail, streetcars and bus rapid transit. Fiscal years 2022-26 each have $3 billion in authorized funding subject to appropriation, with additional $1.6 billion per year in advanced appropriations.

(https://www.transportation.gov/rural/grant-toolkit/capital-investment-grants)

Eligibility

The Fixing America's Surface Transportation Act (FAST) requires projects fall under 1 of 3 categories:

New Starts and Small Starts: Design and construction of new fixed-guideways or extensions to fixed guideways (projects that operate on a separate right-of-way exclusively for public transportation, or that include a rail or a catenary system).

Small Starts: Design and construction of corridor-based bus rapid transit projects operating in mixed traffic that represent a substantial investment in the corridor and emulate the features of rail.

Core Capacity: Design and construction of a corridor-based investment in an existing fixed guideway system that improves capacity not less than 10 percent in a corridor that is at capacity today or will be in 10 years. The project may not include elements designed to maintain a state of good repair.

Joint intercity rail/public transportation project: Design and construction elements attributable to the public transportation portion of the total project cost based on projected use of the new segment or expanded capacity of the project corridor, not including elements designed to achieve a state of good repair.

Application

Federal transit law requires transit agencies seeking CIG funding to complete a series of steps over several years New Starts and Core Capacity projects require completion of two phases in advance of receipt of a construction grant agreement.

Project Development and Engineering. Small Starts projects require completion of one phase in advance of receipt of a construction grant agreement.

Project Development. Projects must also be rated by FTA at various points in the process according to statutory criteria evaluating project justification and local financial commitment.

Enhancing Mobility Innovation

Promotes technology projects that center the passenger experience and encourage people to get on board, such as integrated fare payment systems and user-friendly software for demand-response public transportation. The federal share of project costs under this program is limited to 80%.

(https://www.transit.dot.gov/research-innovation/enhancing-mobility-innovation)

Eligibility

Eligible projects fit under one of two topical areas:

1. Develop novel operational concepts and/or demonstrate innovations that improve mobility and enhance the rider experience, focused on innovative service delivery models, creative financing, novel partnerships, and integrated payment solutions, or other innovative solutions.

   This includes all activities leading to uncovering the next iteration of promising technologies, practices and strategies that accelerate innovations in mobility for transit, including, but not limited to, technology scanning and feasibility analysis, stakeholder engagement and outreach, planning, acquiring essential equipment or services, project implementation, modeling forecast of climate and equity impacts of proposed novel concepts and evaluating project results.

2. Develops software to facilitate demand-response public transportation that dispatches transit vehicles through riders' mobile devices or other means.

Eligible activities may include:

- ★ establishing user needs
- ★ defining system requirements
- ★ development, validation and verification of the software
- ★ modeling and simulation
- ★ pilot implementation, with a software solution

Application

Enhancing Mobility Innovation *(https://www.transit.dot.gov/research-innovation/enhancing-mobility-innovation)* Promotes technology projects that center the passenger experience and encourage people to get on board, such as integrated fare payment systems and user-friendly software for demand-response public transportation. The federal share of project costs under this program is limited to 80%.

Grants for Buses and Bus Facilities Program

To assist in the financing of buses and bus facilities capital projects, including replacing, rehabilitating, purchasing or leasing buses or related equipment, and rehabilitating, purchasing, constructing or leasing bus-related facilities.

(https://www.transit.dot.gov/bus-program)

Eligibility

Eligible Activities: Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities. Additionally, 0.5% of a request may be for workforce development training, and an additional 0.5% may be for training at the *National Transit Institute.* Applicants proposing any project related to zero-emission vehicles must also spend 5% of their award on workforce development and training as outlined in their Zero-Emission Transition Plan, unless the applicant certifies that their financial need is less.

Application

The Federal Transit Administration (FTA) posts all competitive grant and cooperative agreement opportunities on Grants.gov, the comprehensive government-wide website for announcing competitive grant opportunities. Grants.gov is the single, secure Federal website unifying 1,000 grant programs from 26 Federal grant-making agencies.

FTA's Transit Award Management System (TrAMS) is FTA's system for awarding and managing grants and cooperative agreements. To access the system, you need to be employed by an organization that has been established in TrAMS to receive funding from FTA and have a user account established in TrAMS by FTA headquarters or one of FTA's regional offices.

TrAMS is scheduled to close for FTAs 2024 fiscal year-end financial reconciliation at 8 pm (EDT) on Monday, September 23, 2024.

(https://www.transit.dot.gov/funding/grants/applying/applying-fta-funding)

Innovative Coordinated Access and Mobility Grants (ICAM)

(https://www.transit.dot.gov/funding/grants/grant-programs/access-and-mobility-partnership-grants)

To support innovative projects for the transportation disadvantaged that will improve the coordination of transportation services and non-emergency medical transportation services.

Eligibility

Eligible Activities: The ICAM Pilot Program awards funds competitively to finance innovative capital projects for the transportation disadvantaged that improve the coordination of non-emergency medical transportation services.

Application

There is no minimum or maximum grant award amount; however, FTA intends to fund as many

meritorious projects as possible. Due to funding limitations, projects selected for funding may receive less than the amount requested. In those cases, applicants must be able to demonstrate that the proposed projects are still viable and can be completed with the amount awarded.

(https://www.transit.dot.gov/funding/grants/applying/applying-fta-funding)

Integrated Mobility Innovation (IMI)

Program goals are

- ★ Enhance transit industry preparedness for IMI.
- ★ Assist the transit industry to develop the ability to integrate IMI practices with existing public transit service.
- ★ Validate the technical and institutional feasibility of IMI business models, and document IMI best practices that may emerge from the demonstrations.
- ★ Measure the impacts of IMI on travelers and transportation systems.
- ★ Examine relevant public sector and Federal requirements, regulations, and policies that may support or hamper the public transit sector's adoption of IM *(https://www.transit.dot.gov/IMI)*

Eligibility

Eligible Activities fall under three research focus areas: Planning and developing business models, obtaining equipment and service, acquiring, or developing software and hardware interfaces to implement the project, operating the demonstration, and providing data to support performance measurement and evaluation.

Application

In 2020, $20.3 million in funding was granted to 25 projects in 23 states (press release link) FTA last announced a Notice of Funding Opportunity due December 6, 2021 (link)

Metropolitan & Statewide Planning and Non-Metropolitan Transportation Planning - 5303, 5304, 5305

Provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states. Planning needs to be cooperative, continuous, and comprehensive, resulting in long range plans and short-range programs reflecting transportation investment priorities.

Eligibility

Eligible planning activities: The development of transportation plans and programs; the planning, engineering, designing and evaluation of a public transportation project; and technical studies relating to public transportation planning to increase mobility through expanded access to reliable public transportation in areas with a lower population density or a lower average income than surrounding areas. The proposed planning activity must be included in the current Unified Planning Work Program (UPWP) or the Statewide Planning Work Program as appropriate.

Application

This toolkit provides information about developing grant applications for planning grants with increased Federal support. FTA is increasing support for planning activities that help communities with lower population densities or lower average incomes expand access to public transportation. The toolkit explains eligibility, allowable activities and provides examples of potential projects.

(https://www.transit.dot.gov/regulations-and-programs/transportation-planning/fta-toolkit-applying-increased-federal-share)

Capital Investment Grants (CIG)

Fourteen large transit projects in 11 states receive nearly $4 billion in federal support for construction as part of the Biden-Harris Administration's Fiscal Year (FY) 2025 Budget Request to Congress.

(https://www.transit.dot.gov/about/news/biden-harris-administration-announces-nearly-4-billion-support-14-major-transit)

Eligibility

New Starts and Small Starts: Design and construction of new fixed-guideways or extensions to fixed guideways (projects that operate on a separate right-of-way exclusively for public transportation, or that include a rail or a catenary system).

Small Starts: Design and construction of corridor-based bus rapid transit projects operating in mixed traffic that represent a substantial investment in the corridor and emulate the features of rail.

Core Capacity: Design and construction of a corridor-based investment in an existing fixed guideway system that improves capacity not less than 10 percent in a corridor that is at capacity today or will be in 10 years. The project may not include elements designed to maintain a state of good repair.

Joint intercity rail/public transportation project: Design and construction elements attributable to the public transportation portion of the total project cost based on projected use of the new segment or expanded capacity of the project corridor, not including elements designed to achieve a state of good repair.

Application

https://www.transit.dot.gov/funding/grant-programs/capital-investments/how-apply

Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities

The program aims to improve mobility for older adults and people with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the transportation needs of older adults and people with disabilities in all areas – large urbanized (over 200,000), small urbanized (50,000-200,000), and rural (under 50,000). The funding can be used for "traditional" or "nontraditional" projects. "Traditional" projects are capital projects as defined in 49 U.S.C. 5302(3). "Nontraditional" projects are capital and/or operating projects that go beyond the scope of the Americans with Disabilities Act (ADA) complementary paratransit services or public transportation alternatives designed to assist older adults and people with disabilities.

Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310 | FTA (dot.gov)

Eligibility

States, local government authorities, and designated recipients are direct recipients; Eligible subrecipients include private nonprofit organizations, states or local government authorities, and operators of public transportation. Operators of public transportation are entities that provide regular continuing shared-ride surface transportation services that are open to the general public or open to a segment of the general public defined by age, disability, or low-income. Operators of public transportation are eligible as subrecipients for nontraditional Section 5310 projects.

Application

This program provides formula funding to states and designated recipients to meet the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs

Formula Grants for Rural Areas (5311)

The program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000, where many residents often rely on public transit to reach their destinations. The program also provides funding for state and

national training and technical assistance through the Rural Transportation Assistance Program.

Eligibility

Eligible recipients include states and federally recognized Indian Tribes. Subrecipients may include state or local government authorities, nonprofit organizations, and operators of public transportation or intercity bus service.

Eligible activities include planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services.

Application

The federal share is 80 percent for capital projects, 50 percent for operating assistance, and 80 percent for Americans with Disabilities Act (ADA) non-fixed route paratransit service. Section 5311 funds are available to the States during the fiscal year of apportionment plus two additional years (total of three years). Funds are apportioned to States based on a legislative formula that includes land area, population, revenue vehicle miles, and low-income individuals in rural areas.



8. Looking Ahead and Conclusions

The planning process highlighted that, while many transportation services are available, there is still opportunity to improve coordination due to staff capacities, organization turnover, and lack of awareness of potential funding and capacity-building resources. Continued coordination among long-term partners and invitation of new partners can produce a more efficient and effective network of transportation option for human services.

It is recommended to review and update every five years to respond to community and resource changes and inform the ongoing transportation planning processes FAST Planning and AKDOT. Funding sources, projects, and priorities may be updated and should be informed by continued public feedback. Assuming commitment from partners and adequate resources, successful implementation of this plan's recommended strategies and action items will meet objectives and achieve goals for the community's coordinated transportation system. The following tables connect each category of need, implementation strategies, and goals that can be achieved upon implementation.

Recommended Strategies to Achieve Transportation Goals

1. Formalized Transportation Coordination

Table 14a: Goals Addressed by Implementing Need #1 Formalized Transportation Coordination

Coordinated Strategies	Implementation Actions	Goals Addressed
A. Establish a Borough-wide Mobility Coordination Committee (MCC)	Host initial meeting to discuss membership and charter Forge partnerships with agencies providing and supporting transportation and human services Establish a unified voice to advise on, advocate for and prioritize policies, projects and programs affecting transportation opportunities	2A, 2B
B. Establish Borough-wide Mobility Management Program: Fairbanks Area Mobility Management (FAMM)	Create a Mobility Manager or Human Services Transportation Coordinator Position Create a Transportation Navigator/Travel Trainer position Develop a plan for future of Mobility Management program or organization	1A, 1B, 1C, 5A, 5F
C. Formalize partnerships to leverage funding opportunities.	Form brokerage agreements between providers Identify pass-through funding streams between DOT, FNSB, FAST and human services transportation providers. Collectively approach common costs, such as training, maintenance, and insurance to reduce rates and operational or administrative expenses	2A, 2B

Expanded Services and Coverage

Table 14b: Goals Addressed by Implementing Priority Need #2 Expanded Services and Coverage

Coordinated Strategies	Implementation Actions	Goals Addressed
A. Grow and expand a coordinated Volunteer Driver Network.	Expand Aging at Home Fairbanks membership and volunteer pool to the North Pole and Salcha Areas by engaging with the Santa's Seniors and Salcha Seniors organizations. Centralize volunteer scheduling. Standardize driver requirements. Provide incentives for volunteering such as mileage reimbursements.	4C, 5B, 5F
B. Investigate and evaluate partnerships and models to increase connections between the transit network and underserved and rural areas..	Evaluate feasibility of Community Ride Share/Van Pool program. Investigate demand for and options to improve connections between the transit system and underserved destinations (specifically including FWW/ Eielson AFB, VA Clinic on Phillips Field & Peger, and UAF Campus from Chena Pump Road).	4C
C. Increase partnerships with Transportation Network Companies (TNC) like Uber and Lyft to provide first- and last-mile coverage and connections to the transit system.	Establish single-fare and scheduling system for multi-segment trips. Encourage partnership between Fairbanks Uber/Lyft drivers and AK DOH Medicaid & Medicare programs. Incentivize TNC participation in NEMT provision.	2C, 4C, 5B, 5F

Workforce Development, Recruitment and Retention

Table 14c: Goals Addressed by Implementing Priority Need #3 Workforce Development, Recruitment & Retention

Coordinated Strategies	Implementation Actions	Goals Addressed
A. Partner across organizations and agencies for a cohesive, cooperative, coordinated outreach campaign to recruit drivers and personal care service staff.	Hire marketing firm to generate a marketing plan to communicate the benefits of becoming a driver or personal caretaker. Establish hiring incentives and benefits across all providers.	1A, 1C
B. Share driver training resources.	Create a shared training calendar. Increase Passenger Assistance Training opportunities. Achieve driver and organizational compliance with FTA policies and procedures to be eligible to receive pass-through funding.	1A, 1C
C. Partner with UAF to grow educational/vocational programs to grow workforce necessary to take care of aging population.	Advocate for resources to grow vocational programs to prepare students for employment opportunities that serve the growing senior and disabled populations. Find funding for a position to hire interim professors to teach currently unavailable classes. Partner with other universities to provide distance-learning for UAF credits through UAF tuition.	2B

Education and Awareness

Table 14d: Goals Addressed by Implementing Priority Need #4 Workforce Development, Recruitment & Retention

Coordinated Strategies	Implementation Actions	Goals Addressed
A. Establish a formal marketing campaign to educate about transportation resources and encourage use of public transportation.	Engage local government leaders by communicating return-on-investment information and the economic value of public transit in Fairbanks and Alaska. Hire marketing firm to develop media and outreach campaign.	4A, 4B
B. Design and develop a Travel Training and Outreach Program.	Include consistent online resources, info about all mobility options (public, private, and non-profit), and utilize all available media (e.g. leave-behind print materials). Ease application processes: Van Tran, Medicaid, Medicare, etc.	4A, 4B, 5C
C. Implement a new, comprehensive Software as a Service (SasS) platform	Encourage technology coordination between MACS, Van Tran and other transportation providers. Ensure platform includes rider-friendly features such as electronic fare payment, fare capping, rider feedback, real-time tracking, and route planning.	1C, 3A, 3B, 5A, 5B, 5C, 5F

Year-Round Walkability

Table 14e: Goals Addressed by Implementing Priority Need #5 Year-Round Walkability

Coordinated Strategies	Implementation Actions	Goals Addressed
A. Improve transit accessibility at the corridor level.	Improve winter maintenance, prioritizing high-need stops along the transit corridor and stops near human services. Implement AKDOT&PF and FAST Planning's 2018 Airport Way Design Toolkit & Site-Specific Recommendations	5E
B. Incorporate access to human services providers as a criteria for prioritizing vehicular and active transportation projects	Prioritize transportation projects that improve transit access, accessibility and walkability near human/social ser-vice provider locations and nearby stops. Invest in upgrading winter walkability, accessibility, and connections between campuses of Fairbanks Senior Center, Pioneer Home, Moore Street Apartments, AK Behavioral Health, and transit stops. Construct Eagan Avenue ROW between Peger Rd and Wilbur Street for better eventual Red and Blue Line transit service to high-need locations	5D, 5E

Respond to Pending Changes in Demographics and Transportation Patterns and Needs

Table 14f: Goals Addressed by Implementing Priority Need #6 Respond to pending changes in demographics and transportation patterns and needs

Coordinated Strategies	Implementation Actions	Goals Addressed
A. Ensure the transportation needs of seniors, disabled, and low-income community members are considered in ongoing, relevant planning processes.	Participate in ongoing planning processes to ensure local development considers community transportation needs and access to the transit system: Engage seniors, persons with disabilities, and low-income households in local planning.	3B, 3C
B. Support current investment in transit system with appropriate land use and development planning.	Encourage dense land uses along existing transit corridors and most frequent and productive routes. Discourage transit service changes that "chase" new high-density development outside the current network.	1B, 3C
C. Complete the following planning processes and highlight the role of transportation in community development	Housing Action Plan or Housing Development Plan Aging in Place, Healthy Aging, Action Plan on Aging or similar plan Coordinated Housing and Supportive Services planning Fund and establish a Rural Transportation Planning Organization	3C

Data Collection and Management

Table 14g: Goals Addressed by Implementing Data Collection and Management

Coordinated Strategies	Implementation Actions	Goals Addressed
A. Establish a Data Collection and Management Plan.	Establish and promote consistent collection and reporting methods. Create a shared, centralized database and assist in the annual collection of provider and community transportation data.	3A
B. Collect information about need.	Monitor population demographic trends at the census block and more granular levels to understand where transportation-dependent individuals reside. Study travel patterns of transportation-dependent individuals. Continue Senior Needs Assessment and needs assessments for other transportation-dependent populations.	3A
C. Collect information about available resources.	Vehicles Finances Facilities Staff Independent, assisted living Unit inventory (# beds, waitlists, etc.)	3A
D. Collect evaluative information about perceptions/satisfaction	Perform Community Coordination Assessment. Perform regular AARP Age-friendly community assessments at City and Borough levels.	NA

Annual Reporting on The Coordinated Plan

The Coordinated Human Services Plan should be updated at least every 5 years. It is recommended to report on annually on progress toward implementing plan strategies and actions.

Lead Agencies for Implementation

Lead agencies may evolve over time. To build momentum and achieve consistency, established organizations may be best equipped to lead coordination efforts after this plan is adopted. Pending their acceptance of a leadership role, suggested organizations to tackle the top three short-term actions include:

1. Establish a Borough-Wide Mobility Coordination Committee

★ Lead: Fairbanks Resource Agency

★ Support: FAST Planning, FNSB Transportation and Community Planning

2. Coordinated Outreach Campaign to Recruit Drivers and Personal Care Service Staff

★ Lead: FNSB

★ Support: FAST Planning, Fairbanks Resource Agency

3. Establish a Data Collection Management Plan

★ Lead: FAST Planning

★ Support FNSB and Fairbanks Resource Agency

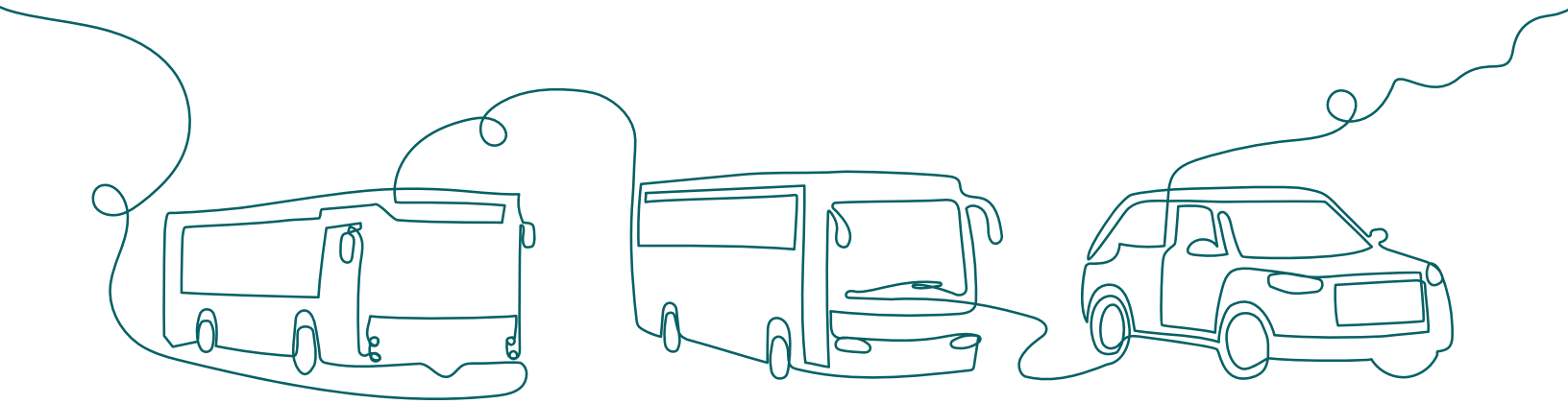
Appendices

Appendix A: Public Involvement Record

Appendix B: Existing Conditions Report

Appendix C: Needs Analysis Report

Appendix D: Transit Rider and Staff Survey Reports



OG Plan Topic	Issue Identified & Source	Transit Plan Change	CHSTP Change
Yellow Line removing west Fairbanks loop. Orange Line picks up loop.	• PUBLIC: UAF access from Chena Pump/Wood River will take more time. • PUBLIC: UAF access from Chena Pump/Wood River will require a transfer and not be a "one-seat" trip.	**TPU Change: Page 51**, Recommendation 6: **Add sentence to end. "Realignment of the Orange Line is intended to occur simultaneously with realignment of the Yellow Line as described in Unconstrained Recommendation 8."* **TPU Change: Page 51,** Recommendation 8: **Add sentence to end. "Changes to the Orange Line as described in Unconstrained Recommendation 6 are a pre-requisite to Yellow Line realignment. If implemented, improved frequency of Red and Blue Lines (Unconstrained Recommendation 4) reduce some travel time impacts associated with the loss Yellow Line's circulation through the UAF campus."* **TPU Change (Map change only):** New recommended Orange Line route alignment changes means of connecting Chena Pump and Airport Way: Instead of using Parks Highway, follow Geist Road and University Avenue. Transfer stop remains at Fred Meyer's West. This adds function to the Orange line and can minimize travel time for West Fairbanks-to-UAF commuters who can transfer earlier at shared stops on Geist Road.	***CHSTP Change: Pages 54, 58, 69**, Need #2 Strategy B: *Change wording of Strategy B to read "Investigate and evaluate partnerships and models to increase connections between the transit network and underserved and rural areas."* * **CHSTP Change: Page 54** Need #2 Strategy B: Add to the end of description: "Encourage FWW and Eielson Posts to streamline access through entrance gates for transportation providers. This plan also supports evaluating demand for and options to improve connections between the transit system and other underserved destinations, notably the UAF Campus and the VA Clinic. If Orange and Yellow lines are realigned (see Transit Plan Unconstrained Recommendations 6 and 8), direct service between campus and Chena Pump area for commuters could be lost. UAF campus shuttle could restore and improve this service by expanding operations along established MACS stops as needed during peak service times or significant gaps in MACS Orange Line service. The Veteran's Affairs Clinic on Phillips Field Rd and Peger Rd is also outside the current and proposed transit system walkshed. Support the VA in determining whether to establish Disabled American Veteran (DAV) van service, something offered in other communities but not Fairbanks." * **CHSTP Change: Pages 58 & 69** Need #2 Strategy B: Change the second Implementation Action to read "Investigate demand for and options to improve connections between the transit system and underserved destinations (specifically including FWW/Eielson AFB, VA
Route Alignment and	• PUBLIC: VA Clinic not accessible	No Change.	

OG Plan Topic	Issue Identified & Source	Transit Plan Change	CHSTP Change
Underserved Areas	along transit system • PUBLIC: Challenges accessing FWW and Eielson Post.		Clinic on Phillips Field & Peger, and UAF Campus from Chena Pump Road)."
Red Line Changes	• PUBLIC: Eliminate Wilbur & Peger Deviation: Lost stops at AKBH, Pioneer Home, Senior Center; lost proximity to FCC and Fairbanks Youth Facility.	**TPU CHANGE to Page 50**, Constrained Recommendation 5: *Add to end of recommendation description: "The recommended route alignment shown on page 56 assumes ~~Pursue~~ the eventual construction and use of Eagan Avenue ROW between Peger Rd & Wilbur St ~~for eventual route.~~ and implementation of the AKDOT&PF and FAST Planning's 2018 Airport Way Design Toolkit & Site-Specific Recommendations. While these two developments may be longer-term pursuits and require significant investment and involvement from other agencies, other changes shown for the Red and Blue Lines can be implemented incrementally in the short- or mid-term under a constrained scenario." **TPU CHANGE to Pages 3, 53, 56, 75**, FAST Planning & Partner Agency Recommendation #4: *Change recommendation to read "Work with the FNSB, AKDOT&PF, and MACS Transit to perform road diets, intersection and bus stop accessibility improvements, and other	**CHSTP Pages 3, 55, 60, 70** *Change Priority Need #5 Year-Round Walkability Strategy B to read "Incorporate access to human services providers as a criteria for prioritizing vehicular and active transportation projects." *Change first sentence of description to read "Prioritize transportation projects that improve transit access, accessibility and walkability near human/social service provider locations and nearby stops." **CHSTP Pages 60 & 70:** Priority Need #5 Strategy A – *Add implementation action "Implement AKDOT&PF and FAST Planning's 2018 Airport Way Design Toolkit & Site-Specific Recommendations." **CHSTP Pages 60 &70:** Priority Need #5 Strategy B – *Change first implementation action to read "Prioritize transportation projects that improve transit access, accessibility and walkability near human/social service provider locations and nearby stops." *Add implementation action "Invest in upgrading winter walkability, accessibility, and connections between campuses of Fairbanks Senior Center, Pioneer Home, Moore Street Apartments, AK Behavioral Health, and transit stops."

OG Plan Topic	Issue Identified & Source	Transit Plan Change	CHSTP Change
		development on select corridors with high active transportation and transit ridership potential." **TPU CHANGE to Page 53** *Add to text under recommendation "Pursue construction of Eagan Avenue ROW between Peger Rd and Wilbur Street for Red and Blue Line transit service to high-need locations. Implement AKDOT&PF and FAST Planning's 2018 Airport Way Design Toolkit & Site-Specific Recommendations." **TPU CHANGE Page 52**, FAST Planning & Partner Agency Recommendation #2: *Add text under recommendation to read "Improvements may also be needed in the vicinity of Eagan Ave in the event of realignment of Red and Blue Lines."	*Add implementation action: "Construct Eagan Avenue ROW between Peger Rd and Wilbur Street for better eventual Red and Blue Line transit service to high-need locations."
	• PUBLIC: Eliminate Lathrop Street & 16th Ave Deviation: Lost service to CAI and FMH.	No Change	No Change
Transit Plan Route Change Maps	• PUBLIC: Full Route Change Maps not shown in Plan Body (only in appendices).	**TPU ADD** full series of route change maps after current draft page 53 (after "Recommendations for the 2024 Transit Plan section and before Prioritized Strategies and Plan Implementation)	No Change

OG Plan Topic	Issue Identified & Source	Transit Plan Change	CHSTP Change
	• PROJECT TEAM: Van Tran Service Limit clarification	**TPU Add** note to maps or plan to clarify that Van Tran ¾ mile buffer is the minimum required service.	No Change
	• PROJECT TEAM: Red Line maps show route on Airport Way instead of Airport Frontage Rd	**TPU Change MAPS:** Realign Red line off Airport Way and onto Lathrop, Airport Frontage Rd, Wilbur, McCullam, Moore, Egan Ave to reflect current route. Co-align proposed Blue Route. Continue proposed Red/Blue Route west through Eagan Avenue's unconstructed right-of-way to Peger Road. Connect Peger Road west to Washington Drive through Kiana Park via 17th Ave and Adams Drive instead of Airport Way. This adds coverage to major neighborhoods without a time intensive deviation, whereas this segment of Airport Way does not have good pedestrian access or any current stops.	No Change
Maintenance	• PUBLIC: Make Adopt-a-Stop program year round rather than just for winter maintenance.	**Page 53:** Add language at end to include year-round relevance of recommendation: "…but the program could be implemented for year-round maintenance."	No Change
Funding	• PUBLIC: Encourage Army/Air Force and other Federal Staff to take	~~Add Federal Mass Transportation Benefits Program details to Transit Plan Chapter 8, Potential Funding Sources for Implementation section.~~ Not added as a funding program as it is not yet clear if or how this program can be used by MACS in Fairbanks.	~~Add Federal Mass Transportation Benefits Program details to CHSTP Chapter 7, Potential Funding Sources for Implementation section.~~ Not added as a funding program as it is not yet clear if or how this program can be used by MACS in Fairbanks.

OG Plan Topic	Issue Identified & Source	Transit Plan Change	CHSTP Change
	transit. Ensure Fairbanks has a "qualified means of transportation system."		
SAAS for Mobility Management	• PUBLIC: Comment from Steering Committee at 9/4/24 meeting RE need for better bus tracking and fare payment options.	No Change.	**Pages 55, 59, 70:** Add to Need #4 Education & Awareness: New "Strategy C: Implement a new, comprehensive Software as a Service (SaaS) platform." Add as a description of this strategy "Access to an updated SaaS platform will allow MACS Transit and Van Tran to track, analyze, and share system-related data more efficiently and effectively, such as providing better real-time location tracking to riders. This recommendation mirrors the Transit Plan MACS and Van Tran Constrained Recommendation #3." **Add to Pages 59 & 70** table Need #4 Strategy Cand the following associated with the new strategy: *Implementation actions: "Encourage technology coordination between MACS, Van Tran and other transportation providers. Ensure platform includes rider-friendly features such as electronic fare payment, fare capping, rider feedback, real-time tracking, and route planning." *Priority or Timeframe: "IMMEDIATE 6-12 Months" *Responsible Entity: "Lead: MACS Transit. Partners: FAST, MCC, FAMM"

OG Plan Topic	Issue Identified & Source	Transit Plan Change	CHSTP Change
Clerical	• PROJECT TEAM: CHSTP Chapter 8 tables: "Priority or Timeframe" column needs to be relabeled "Goals Addressed"	No Change	*Pages 68-71: Change far right column label to read "Goals Addressed" instead of "Priority or Timeframe"
	• PUBLIC: Clerical changes	**Various Clerical Changes**	**Various Clerical Changes**

MEMORANDUM

Date: November 15, 2024

To: **Policy Board**

Subject: Item 8b: Fairbanks & North Pole Electric Vehicle Infrastructure Implementation Plan

Action Requested

This is an informational update; no action is requested at this meeting. Go to https://fastplanning.us/evplan/ to view the Draft Plan.

Background

The 30-day public comment period was open October 13 to November 12, 2024. An Open House event was also held for the Draft Plan on November 7th from 5 to 7pm at the Morris Thompson Cultural & Visitors Center in downtown Fairbanks.

Seventeen (17) public comments were received during comment period, which were reviewed with the project's Steering Committee on November 14th. During this meeting, draft responses to each comment were drafted and final revisions to the plan were discussed. Our consultant team is currently working on finalizing the comment responses and making the final revisions to the plan to be delivered to FAST Planning by the end of November. The Final Plan will be presented to the Technical Committee and Policy Board at their December meetings for consideration of adoption.

Attached

- Newspaper Advertisement for 30-day Public Comment Period
- Flyers for the public comment period and Open House event
- Public comments received during comment period

Draft Fairbanks & North Pole Electric Vehicle Infrastructure Implementation Plan
30-Day Public Comment Period
October 13 – November 12, 2024

FAST Planning is pleased to announce opening the 30-day Public Comment Period for the Draft Fairbanks & North Pole Electric Vehicle Infrastructure Implementation Plan! Find the draft plan & comment form online at www.fastplanning.us/evplan. If you prefer a physical copy or face-to-face conversation, stop by the office at 100 Cushman Street, Suite 205 to read the plan(s) & submit feedback, or call/text Olivia at (907) 251-7248 to get a personal copy to mark-up & return to us. There are options & we are happy to accommodate any need. The 30-Day Public Comment Period will run from October 13 to November 12, 2024. Follow @fbxroads on Instagram or FAST Planning Facebook for regular reminders.

To view the document and submit comments online, please go to:
https://www.fastplanning.us/evplan

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. 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.

00078365

COMMENT OPPORTUNITY

FAIRBANKS & NORTH POLE

Electric Vehicle Infrastructure Deployment Plan

PUBLIC COMMENT PERIOD

OPEN NOW THRU 11/12/24

SCAN TO READ THE PLAN

or go to fastplanning.us/evplan

SCAN ME





FAST planning

Michael Baker INTERNATIONAL

QUESTIONS? COMMENTS?

CALL OR **TEXT** OLIVIA @ (907) 251-7248

EMAIL US @ OLIVIA.LUNSFORD@FASTPLANNING.US

STOP BY **OUR OFFICE** @ 100 CUSHMAN STREET, SUITE 205

USE THE **COMMENT FORM** @ WWW.FASTPLANNING.US/EVPLAN

EVENT

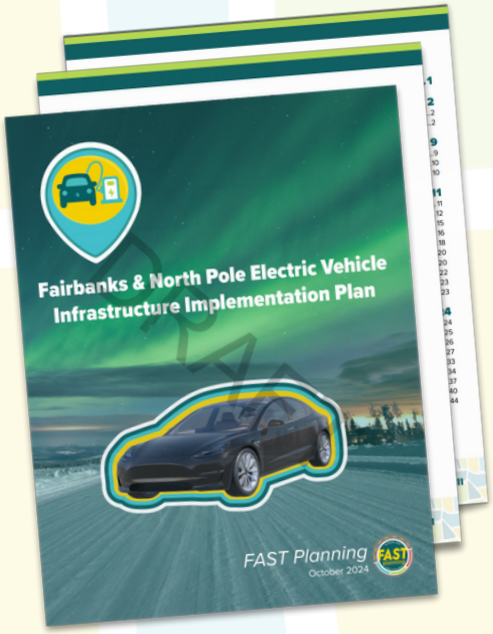


Michael Baker INTERNATIONAL

MORRIS THOMPSON CULTURAL AND VISITORS CENTER

PLANNING FOR EVs
OPEN HOUSE

Thursday, November 7th, 2024 | 5 - 7 PM
@ Morris Thompson Cultural & Visitors Center
101 DUNKEL STREET, DOWNTOWN FAIRBANKS





Come **provide feedback** on the *Draft Fairbanks & North Pole Electric Vehicle Infrastructure Deployment Plan*, chat with the planners & learn about electric vehicles in the interior!

we've got dinner covered | sandwiches, pizza & drinks provided

NEED MORE INFO?

CALL OR **TEXT** OLIVIA @ (907) 251-7248

EMAIL US @ OLIVIA.LUNSFORD@FASTPLANNING.US

STOP BY **OUR OFFICE** @ 100 CUSHMAN STREET, SUITE 205

SCAN ME

PUBLIC COMMENT PERIOD

Draft Fairbanks & North Pole EV Infrastructure Deployment Plan

OPEN NOW THRU 11/12/24

FAST Planning - Draft Fairbanks & North Pole Electric Vehicle (EV) Infrastructure Deployment Plan

Public Comment Period: October 13 - November 12, 2024 | Comment Response Summary

#	Source	Comment
1	Virgina Famer, Fairbanks Daily News-Miner [email]	The Fairbanks Daily News-Miner is extremely interested and supports the possibility of an EV Charging station located at the back corner of our building where our current gasoline tank and pumps are located. We have started the decommissioning process of that gas tank and an EV Charging station would be an excellent replacement. We would make sure it is available to the public and advertised. We have limited resources and the grant that is currently being offered would make it possible for this vital resource be available to the public within walking distance of downtown Fairbanks. Please feel free to contact me if you have any questions or need further information. Thank you in advance for your consideration for this project.
2	Anonymous [email]	There is no reason EV infrastructure should be built in the interior of Alaska. The money that this plan uses could be put to better use.
3	Chris W [email]	I think 1 large station in North Pole [accommodate up to 5+ at a time] 2 xl stations in Fairbanks [accommodate up to 10+ at a time] with one on northeast side and one on southwest side Fairbanks to cover the 2 main highways that surround Fairbanks, and then 1 small station[no more than 4 charge ports] at every 50 miles along each highway that the FNSB covers would be structurally sound, provide range stress remedy as well as encourage EV drivers to travel with their EV more over using ICE vehicles. The issue is security - given most of these stations use copper connections, there’s been too many damages/thefts in more remote areas for the materials. So upkeep could be costly.
4	Anonymous [email]	I'm sure electric vehicles have a place; however, their place is not here. In theory, electric vehicles sound nice, but they're far from being the solution for "going green." Where is the power they're using coming from? Where are the parts coming from? How reliable are they in a cold environment? At the end of the day, this is a concept that will not help anyone, nor will it be the green solution they are being advertised as. Sorry, but this is just a bad idea, and spending money we don't have is an even worse idea.

5	Pamela Samash [email]	I have some concerns about electric cars: -During the recent hurricane devastation, electric cars were worthless. -Electric cars can crash the electrical system in communities during times of high use -People traveling in these cars in the winter will freeze to death as soon as there is any kind of a traffic jam on one of our long highways. It will be catastrophic and could wipe out entire families and furthermore small children and seniors are at the highest risk for death and injury in these situations. -This could seriously hurt the gas car industry and the fact is, we absolutely need gas powered vehicles in our state. Conclusion: Electric cars are deadly for Alaska and should not be sold here for the safety of the public.
6	Anonymous [email]	Really appreciate the in-depth plan. I am a Tesla owner living in Anchorage, but appreciate your vision and expanded access to charging. I'm not sure how far you can go, but anything closer to Denali Park would be appreciated.
7	Anonymous [email]	Great read. I am happy to see 150kw chargers coming on scene but I think more consideration must be given to a few 270kw to 350kw chargers. I say this for several reasons. First battery packs are already going over 200kw, and secondly several of the smaller batteries in the largest sales demographic are currently operating in the low 300 volt area. Charger KW rating is at 400 volts so a 150kw charger won't be able to supply 150kw to many vehicles due to the amps being insufficient. The increased amps that the 270s and 350s operate at would be able to push the 150kw into vehicles that are limited at 150 and also be able to supply 270 to 350 to the larger vehicles cutting charging time in half. A 150kw charger will supply 150kw to 400/800 volt charging systems but only 75 to 80 kw to 300ish volt systems. Currently the equinox, blazer, bolt, Kona, Leaf and several others won't be able to take full advantage of the 150kw chargers. Their onboard chargers may be capable of 150kw but amp restrictions will cause a de-rate in charge delivery (the equinox ev is the best example of this situation). Since these are the most common EVs in the world it would be nice if they could fully benefit. I currently drive an EV that can make it to Anchorage or Valdez non stop summer or winter, so there will also be people coming into Fairbanks with the same vehicles. They will need to take on upwards of 200kw when they get here. Having a few 270 to 350 capable sites available will be very much appreciated by these people. The reduced charge times may also make it possible to reduce the number of sites required reducing land use issues. One last point on the higher rated chargers is most non EV people think it takes over 4 hours to charge a vehicle, when they hear 15 to 20 minutes they are in disbelief and many start considering this as an option. Lastly I really appreciate the work that is being done here and ask that someone call down to Valdez and get them moving in some direction (wishful thinking). Once again thank you for you work on this.

8	Tim Ryan [email]	Public level 3 chargers are a must, but these need to be capable of charging at a minimum of 150kW with 250 or 350kW chargers ideal. The current 50kW chargers at GVEA and 3 Bears in Healy take 2 hours to charge my EV. This is far too slow and make EV ownership anything but a burden. Public level 2 chargers only make sense at locations where there is something to do, such as stores, restaurants and theaters. A gas station or industrial park is a poor choice for these. The current model of installing two level 2 chargers next to two level 3 charges (3 Bears Healy), if done to qualify for federal funding, is a waste of money by and large, as the level 2 chargers are not useful on transit corridors.
9	Christin Swearingen [email]	Hi! Responding to some prompts on the display board at the library: If Fairbanks had an EV charging network, I would use it. Especially at grocery stores and restaurants. My question for elected officials is what are you doing to implement the Fairbanks Climate Action Plan? I would spend more time in downtown Fairbanks if they had a pedestrians-only walking avenue or square, like in Ithaca NY and European or Mexican cities. I like the idea of 2nd Ave having trees and outdoor seating. Thanks!
10	Philip Wight [email]	Overall this report is excellent. Thank you for your hard work to bring equitable and pervasive charging infrastructure to Interior Alaska. In pursuit of objective #4, I recommend FAST Planning and aligned agencies target the largest transit fleets in Fairbanks. This might include: FedEx, UPS, USPS, NPS, FWS, BLM, USAF/ US Army and FNSB fleets (including school buses). This would speed up electrification and provide an enormous amount of valuable data. It would also be testing EVs at work, not simply driving around (which many EV testers currently do). For the survey, when you ask participants about what would discourage EV purchases, I'd recommend making clear that "cold weather performance" does NOT include range (a separate consideration). I highly suspect that many survey participants are thinking of range as a major part of this consideration. Not including range, EV winter performance tends to be excellent. I fully agree with your goal to clarify the zoning issues with EV chargers, and to promote the proliferation of private chargers. Companies like Itselectric could provide exceptional L2 charging for downtown Fairbanks: https://www.volts.wtf/p/ev-charging-for-urban-neighborhoods

11	Stephanie Wight [email]	I am an EV owner and feel excited about the expansion of facilities outlined in this plan. It covers additional charges in many places that would be convenient. It is really helpful to have a charger close to a public accessible bathroom like a grocery store. I support the efforts to increase Fairbanks as a cold weather EV testing city. I have already seen several Teslas testing on our roads. I have been able to talk to the drivers at the Ev charger at GVEA. I did not see mention of Tesla as one of the businesses to expand cold weather testing. Maybe it's because they don't have a dealership in town. I have already noticed a significant increase in EV users and the use of the fast chargers at chena Hot springs, GVEA, and Healy. I also have people ask me about owning an EV regularly. Ownership of hybrids has increased dramatically in our community and EVs are headed in that direction. It is wise for us to stay ahead by planning infrastructure. One challenge in Healy has been maintenance of the chargers. It really affects plans when a charger is down or malfunctioning. Thank you for all of your work into this!
12	Kirby Hobley [email]	I live in Fairbanks and am a student at UAF and drive an ev but don't have an ev charger at my rented apartment, so i rely on the Flo charging station at GVEA. I would love another station in town. i would love it to be close enough to a place i could walk to spend time while i wait for my car to charge. i don't have anything more helpful than that to say though.
13	Anonymous [email]	I am a local EV owner, and just found out about this plan! I would love to be better informed as this is my only vehicle and while I have been working with GM for seven months (in vain) trying to get a level 2 charger installed at home, the problem being no local electricians are certified, and attempts to get them certified end in being ghosted. For public stations, I would love to see chargers installed at Fred Meyers as everyone needs to grocery shop. I am happy so see at least four on the NEVI plan for Fred's West. What about Fred's East? I think that would serve the community much better than FNSB admin building where most of us only rarely have business. One other proposed location I saw, UAF, requires everyone to pay for parking, and while it is a location convenient for some, less so for those that do not work there. Libraries are good, public locations where individuals and families spend sufficient time for a charge. Grocery stores are places everyone needs to visit regularly, and time spent shopping is about right for a fast charge. I am also glad to see you are thinking about fast chargers on highway corridors. For those of us that would like to see more of the state by EV, additional charging stations are critical. I will finish reading the details of the draft plan, and I look forward to this expansion of services!
14	Lisa Kahlow [Facebook]	This is great to see. I will be reading it. There is a severe lack of charging options both on base and off base near North Pole/Eielson. Our daughter is plugging into a 110-outlet when it's -10 or below on base just to keep her battery temp up and to be able to use her vehicle. She's only ever driven an EV. It's working but not ideal.

15	Mark Kelliher [Facebook]	Great product! Read it here at lunch! I drove up from Anchorage and only having GVEA was iffy, but fortunate for me a buddy ofered a 240v wall outlet at his house as my plan b. Fortunately GVEA FLO chargers were spot on and worked great. Locations identified will work great for visitors and military. It would be helpful for the team to reach out to the military installation community partnership groups to discuss charging opportunities for their service members when in Fairbanks...from the report it appears you do, but I just wanted to make sure it was considered. My only other comment I have pertains to Pioneer Park and level 2. That location isn't used as much as the Walmart/Sportsmans area, and some of the other malls. Having a few level 2s there would be nice but it seems out of the normal go to places (shopping, dining, etc.) for the off season (Sept-May). I also believe outreach to hotels for level 2 is important -- when Westmark gets chargers I'm only going to stay there. A level 2 charge overnight is epic vs a DCFC if you're here for a week. I was in Fairbanks with my cybertruck and had to take time out f my day (every other day) to hit the Flo at GVEA. If my hotel would have had level 2 the awesomeness of EVs would have been a reality!
16	Tim Stallard [Facebook]	Thanks for working on this! I look forward to reviewing it. I also just used the Flo chargers at GVEA. Not super fast, but they work great. They are a decent walk from places a visitor or local Might want to go while waiting 0.5-2 hours for your EV to charge. We walked to the Crepery, Big Rays, and Morris Thompson Center and then Costco during a seperate charge stop. Locating chargers directly downtown and by shopping centers, the Library, UAF, etc. would make the time spent charging painless.
17	Lisa & Keith Kahlow [telephone]	See Word document attached for summary of comments from telephone conversation.

Telephone Comments from parents of an EV Owner in Fairbanks/North Pole

Lisa & Keith Kahlow

Daughter lives in North Pole/EAFB.

She has a 2022 or 2023 Chevy Bolt and was raised in a family that only has EVs as their household vehicles for over a decade.

Family has had EVs for over 10 years now. Their first EV is still in possession, but has degraded in efficiency over time (70%).

When she is charging on the base, she can plug in at -10F or colder; drives from dorm to workplace. **For the DC Fast Charger – drives to Fairbanks. Almost 30 miles; makes sure she has 45 miles of range.**

Economically, Level 2's are easier; The charge isn't very fast, but it is more accessible for people.

Solar installer/EV Charging Station installers in Wisconsin.

At their house, 6 chargers and almost 50,000 watts of solar; net positive to the grid; goes in reverse in the winter

- 3 EVs; lightning, 2 bolts, and a ford e-transit van; last utility bill was $22
- Fuel cost from 9600 to 4400 in one year
- Ford Lightning

Put solar up first; charger

- 3 year payback cycle on solar

This daughter has grown up with electric vehicles; accessibility

- Eielson Air Force Base
- Level 2 Chargers in North Pole Area;

Concern is making it accessible for her. Looking at site plans.

In the plan, they had a hard time identifying the chargers for Three Bears and maybe the Santa Claus House? Is there an inconsistency between North Pole Location names; Three Bears, Santa Claus House?

What are the laws regarding dual utilities here? New law that passed in Wisconsin; you can't have solar and EV chargers in the same utility, or it needs to be free charging that is solar powered.

Every state is different. I don't think our plan has anything that addresses this? The combo of solar and EVs?

Put in the infrastructure, the company would assume responsibility for energy cost.

Someone was stalking her and unplugging her car; he said her car would shut down the power grid; They helped her put together all the facts and got it passed that she can plug her vehicle in.

Lisa reached out to two Staff Sargeants who are also EV owners; usually people who have the houses. Not allowed to “plug in”;

Initially, when she was getting stationed, Lisa filled out paperwork. Military shipped her vehicle up, knowing full well (due to paperwork), that it was an EV. After she’d been here for a year, a fella started messing with her car. **There was something in the works in-real time about EVs not being allowed to be plugged in on military bases. This is interesting and should maybe be explored more. .** The reasoning was shutting down the grid. No different than a block heater, 900 watts. ICE vehicles are more of a strain on the grid.

You can put a dryer outlet in. Level 2 charger plugged in vs. hardwiring. The base is federally funded, and no one pays for power. Grid controller? No utility bill for anyone who lives on base.

They are looking to the parking lot model. Portable charging station. Battery bank. Pop-up EV charger.

She doesn’t to become a target (as an EV driver….).

This last winter. EVs were having trouble charging in Chicago. Super cold, 100’s of people weren’t able to charge their cars. Uber expansion taking up all of the spots, then Hertz car rentals. They weren’t knowledgeable.

-50 F- customers are on both sides of the aisle; solar was more swayed one way

Broad Spectrum

~~Marissa**~~ do not list due to safety concerns

Lisa Kahlow

Keith Kahlow

Company: Allsky Energy, allskyenergy.com

Investment Tax Credit of 30%; amendment to include EV chargers;
Prediction is that Trump and Elon Musk will part ways in 6-months; two very powerful people.

China is driving the charge. If things keep going the way that they are, no one is going to have a choice eventually. Parts suppliers are switching gears to make EV parts, EV drivetrains, etc. Supply/demand is changing; on a long enough timeline, EV prices go down, prices on everything else go down. It isn’t the US Government forcing them, they’re just doing damage control.

Natural for things progressing; the industry responding to the problem. You have to crash and burn. Its good for awhile, more people buy EVs, and then buy more. Similar to when gas vehicles became.

Oh, also Lisa said that her daughter does not store her vehicle in a garage and can start it at -50 without issue. and she drives to Fairbanks once a week for a full charge.

MEMORANDUM

Date: November 15, 2024

To: **Policy Board**

Subject: Item 9a: FAST Improvement Program FFY25 Construction Projects

Action Requested

Consider adding projects to the FAST Improvement Program for 2025 construction and increasing the amount of programmed funding from $1 to $2 million.

Technical Committee Motion: To recommend to the Policy Board to adopt the new project priorities as edited and increase the FAST Improvement Program funding for 2025 to $2 million. (Netardus/Denton). None opposed. Approved.

Background

The current priorities for FFY25 construction for the FAST Improvement Program were approved by the Technical Committee and Policy Board in October 2023. The TIP provides approximately $1 million for FFY25 construction; however, there is an additional $1+ million available of unprogrammed funds in the TIP to potentially add to the program. The Alaska DOT&PF Project Manager presented options to the Technical Committee for potential project additions to the FFY25 construction program. The Technical Committee accepted the proposed project additions and recommended the Policy Board approve the revised project list for FFY25 construction.

If the Policy Board approves the revised project list and increased funding amount, FAST Planning staff will include the funding increase in the next Amendment to the Transportation Improvement Program (TIP) that is currently under development.

Attached

- FAST Improvement Program FFY25 Priorities approved by Policy Board
- Page 3 of TIP showing construction funding programmed in FFY25 & FFY26
- Summary of available, unprogrammed funds in TIP to program/obligate in FFY25
- Proposed project addition list, including estimated costs, and project location maps

FAST Improvement Program FFY23

FNSB Rural Services	Aztec Road Service Area (all roads)	$ 2,000,000	Repave all paved roads and pave gravel roads
FNSB Parks & Rec	2nd Avenue Dog Park	$ 105,000	Pave gravel access road and repave adjacent asphalt path (Chena Riverwalk)
Alaska DOT&PF	College Road Crosswalk at Farmer's Market	$ 230,000	Install crosswalk at Caribou Way with RRFB
	Total	**$ 2,335,000**	

FAST Improvement Program FFY25 Priorities

Policy Board Approved - October 25, 2023

UAF/Community	West Tanana Drive	$ 748,000	Repave road from Sheep Creek Extension to Tanana Loop roundabout
City of Fairbanks	8th Avenue	$ 186,000	Repave road from Perry to Barnette Street
City of Fairbanks/MACS Transit	Tesoro Avenue	$ 65,000	Pave gravel road to support new MACS Transit maintenance Facility
City of North Pole	E & W 4th Avenue	$ 27,000	Road repairs and section resurfacing
FNSB Parks & Rec	CLRA South Lake Loop & Peninsula Trails	$ 157,000	Pave gravel trails
FNSB Parks & Rec	Chena Riverwalk	$ 75,000	Southside path spot repairs
	Total	**$ 1,258,000**	

FAST Improvement Program FFY26 Priorities

Policy Board Approved - October 25, 2023

City of Fairbanks	Joyce Drive	$ 454,000	Repave entire length
City of Fairbanks	Shannon Drive	$ 252,000	Repave approx. 1,000 feet
City of Fairbanks/FNSB School District	Schaible Street	$ 116,000	Repave entire length
City of North Pole	Cary Avenue	$ 95,000	Repave section of road
FNSB Parks & Rec	Birch Hill Recreation Area Access Road	$ 107,000	Pave gravel road to parking area
City of Fairbanks	Gaffney Road Sidewalk	$ 139,000	Replace sidewalk (ADA curb ramps already installed)
City of North Pole	8th Avenue Path	$ 41,000	Repave southside path
UAF	Taku Parking Lot Paths	$ 67,000	Pave gravel paths along University Avenue
	Total	**$ 1,271,000**	

FAST Improvement Program FFY25/26 Contingency Projects

(Should additional funding become available)

Policy Board Approved - October 25, 2023

DOT&PF/BPAC	Davis Road Path	$ 23,000	Repave/spot repairs; soccer field parking lot entrance east to Lathrop Street
DOT&PF/BPAC	Farmers Loop Path	$ 10,000	Repave/spot repairs; Taku Drive to Ballaine Road
DOT&PF/BPAC	Ballaine Road – Skarland Trail Winter Access	TBD	Provide barrier to protect trail access from snow berms from roadway plowing
DOT&PF	Mitchell Expressway Path	$ 232,000	Repave and replace fence; Geist to Loftus to Steelhead Road
City of North Pole	Andrea Drive	$ 78,000	Pave gravel road section
City of Fairbanks	Doyon Estates	$ 161,000	Repave all subdivision roads
	Total	**$ 504,000**	

FAST Planning FFY2023-2027 TRANSPORTATION IMPROVEMENT PROGRAM
Administrative Modification #4 - Approved 07.31.2024

NID	IRIS	Project Description	Fund Code	Phase	FFY23	FFY24	FFY25	FFY26	FFY27	Beyond
38471	Z622070000	**Cushman Street Bridge Rehabilitation**	STP	Construction	4,134.1					
		Rehabilitate the Cushman Street Bridge and Cushman Street between the First Avenue and Terminal Street intersections. Project work will include bridge work, roadside hardware, ADA sidewalk and curb ramp improvements.	CMAQ		727.8					
			ACC		-4,861.9					
		Project Total			**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
34122	NFHWY00815	**Doughchee Avenue/Beaver Springs Bridge**	STP	Design	127.4	84.6				
		Reconstruct Doughchee Avenue to improve drainage, resurface roadway, and maintain accessibility to the local neighborhood by addressing erosion at bridge abutments. *Project is planned to be bundled with FFY25 FAST Improvement Program for bid advertisement.*	3PF		12.6	8.4				
			STP	Right-of-Way						
			3PF							
			STP	Utilities						
			3PF							
			STP	Construction				357.5		
			AC				357.5			
			ACC					-357.5		
			3PF				35.5			
		Project Total			**140.0**	**93.0**	**393.0**	**0.0**	**0.0**	**0.0**
19096	NFHWY00633 NFHWY00881 NFHWY00913 NFHWY00914	**FAST Improvement Program**	STP	Design			191.7	181.9		
		Perform gravel or asphalt surface maintenance and preservation activities on roads, sidewalks and pathways. Work may also include new or upgraded illumination, signing and striping, storm drains and intersection improvements including nonmotorized crossings, as well as ADA upgrades to sidewalks and curb ramps. *State pays design match and local governments pay construction match, per agreement.* *FFY23 construction includes Aztec Subdivision, 2nd Ave dog park, and College Road pedestrian crossing. FFY25 and FFY26 construction project locations to be determined.*	AC			191.7	181.9			
			ACC				-191.7	-181.9		
			SM			19.0	18.1			
			STP	Utilities						
			SM							
			STP	Construction	1,694.6	261.1		1,943.5		
			AC		261.1		909.7			
			ACC			-261.1		-909.7		
			SM		20.8					
			3PF		173.4		90.3	93.7		
		Project Total			**2,149.9**	**210.7**	**1,200.0**	**1,127.5**	**0.0**	**0.0**
34346 34348	HFHWY00289 NFHWY00830	**FAST Planning Office**	STP	Planning	100.0	150.0	150.0	150.0	150.0	
		Funding for the FAST Planning office which supports delivery of the FAST Planning's programs.	MPL		432.4	426.7	444.1	462.0	480.5	
			TPL		140.3	121.6	123.9	127.6	131.4	
			FM		66.8	69.3	71.3	73.4	75.6	
		Project Total			**739.5**	**767.6**	**789.2**	**813.0**	**837.5**	**0.0**

FAST Planning - Available Funds to Program/Obligate

FFY23-27 TIP Administrative Modification #4 - October 31, 2024

		FFY25
STP (including match)	$	1,331,835
TAP*	$	575,912
CMAQ	$	-
CRP	$	-
	$	**1,907,747**
Offset (federal)	$	-
Match	$	-
	$	**-**
TOTAL	**$**	**1,907,747**

**Must be awarded to project(s) that went through competitive scoring process*

November 2024 Update

FAST Improvement Program FFY25 Priorities

UAF/Community	West Tanana Drive	$	625,275.00	Repave road from 1500 south of Sheep Creek Extension to Tanana Loop roundabout,
City of Fairbanks	8th Avenue	$	248,942.00	Repave road from Perry to Barnette Street
City of Fairbanks/MACS Transit	Tesoro Avenue	$	294,019.00	Pave gravel road to support new MACS Transit maintenance Facility. Increased to include entire loop of St. Philomena and Standard Ave to Lathrop St.
City of North Pole	E ~~& W~~ 4th Avenue	$	22,140.00	Road repairs and section resurfacing. W 4th Ave repair completed summer 2024, removed from estimate
FNSB Parks & Rec	CLRA South Lake Loop & Peninsula Trails	$	230,246.00	Pave gravel Peninsula trail and repave South Lake Loop
FNSB Parks & Rec	Chena Riverwalk	$	48,283.00	Southside path spot repairs to 2nd Ave Dog Park work completed
City of North Pole	NPHS Blvd	$	27,605.00	Repave section of road West of NP Branch Library entrance around speed hump
City of Fairbanks	Doyon Estates	$	171,223.00	Moved from contingency: Repave Chief Thomas Dr and Chief William Dr ending at Chief Evan Dr
DOT&PF	Mitchell Expressway Path	$	312,024.00	Moved from Contingency: Repave and replace fence; Geist to Loftus to Steelhead Road
	Total	$	1,979,757.00	

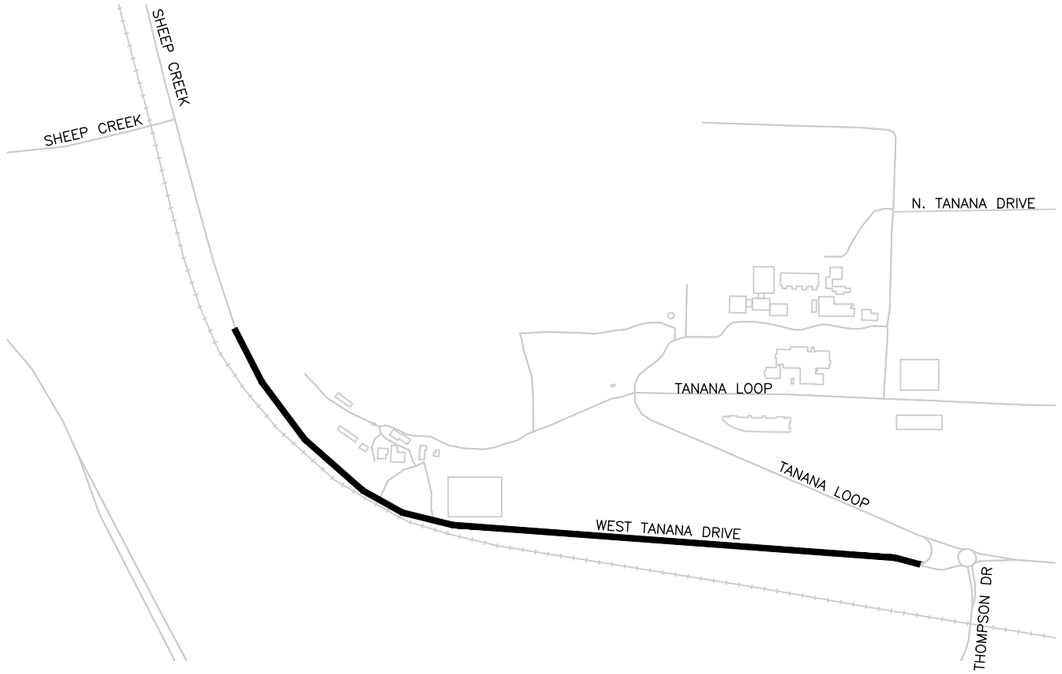
FAST Improvement Program FFY26 Priorities

City of Fairbanks	Joyce Drive	$	454,000.00	Repave entire length
City of Fairbanks	Shannon Drive	$	252,000.00	Repave approx. 1,000 feet
~~**City of Fairbanks/FNSB School District**~~	~~Schaible Street~~			Repave entire length. Street Repaved summer 2024, removed from estimate
City of North Pole	Cary Avenue	$	95,000.00	Repave section of road
FNSB Parks & Rec	Birch Hill Recreation Area Access Road	$	107,000.00	Pave gravel road to parking area
City of Fairbanks	Gaffney Road Sidewalk	$	139,000.00	Replace sidewalk (ADA curb ramps already installed)
City of North Pole	8th Avenue Path	$	41,000.00	Repave southside path
UAF	Taku Parking Lot Paths	$	67,000.00	Pave gravel paths along University Avenue
	Total	$	1,155,000.00	

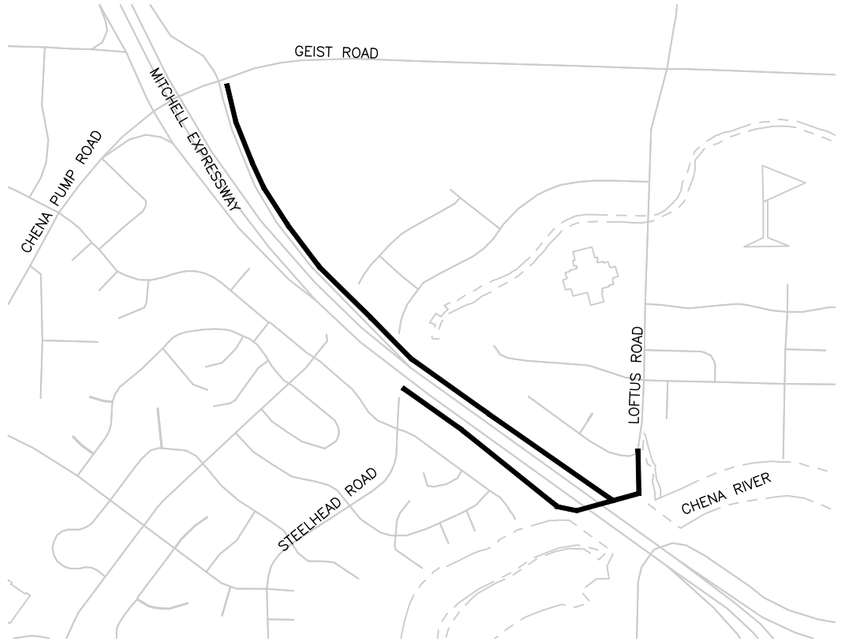
FAST Improvement Program FFY25/26 Contingency Projects

DOT&PF/BPAC	Davis Road Path	$	23,000.00	Repave/spot repairs; soccer field parking lot entrance east to Lathrop Street
DOT&PF/BPAC	Farmers Loop Path	$	10,000.00	Repave/spot repairs; Taku Drive to Ballaine Road
DOT&PF/BPAC	Ballaine Road – Skarland Trail Winter Access	TBD		Provide barrier to protect trail access from snow berms from roadway plowing
City of North Pole	Andrea Drive	$	78,000.00	Pave gravel road section
DOT&PF	Old Airport Way	$	116,000.00	Added to contingency list summer 2024. Add paved shoulder width for pedestrian use
FNSB RSA	Summit Drive	$	522,000.00	Added to contingency list summer 2024. Repave from Farmers Loop to Lancaster Dr.
	Total	$	749,000.00	

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	PENDING/NFHWY00913	2024	A3	14



VICINITY MAP
W. TANANA DRIVE (SHEEP CREEK TO ROUNDABOUT)



VICINITY MAP
MITCHELL EXPRESSWAY PATH TO LOFTUS RD, STEELHEAD RD AND GEIST RD



VICINITY MAP
8TH AVENUE (PERRY STREET TO BARNETTE STREET)



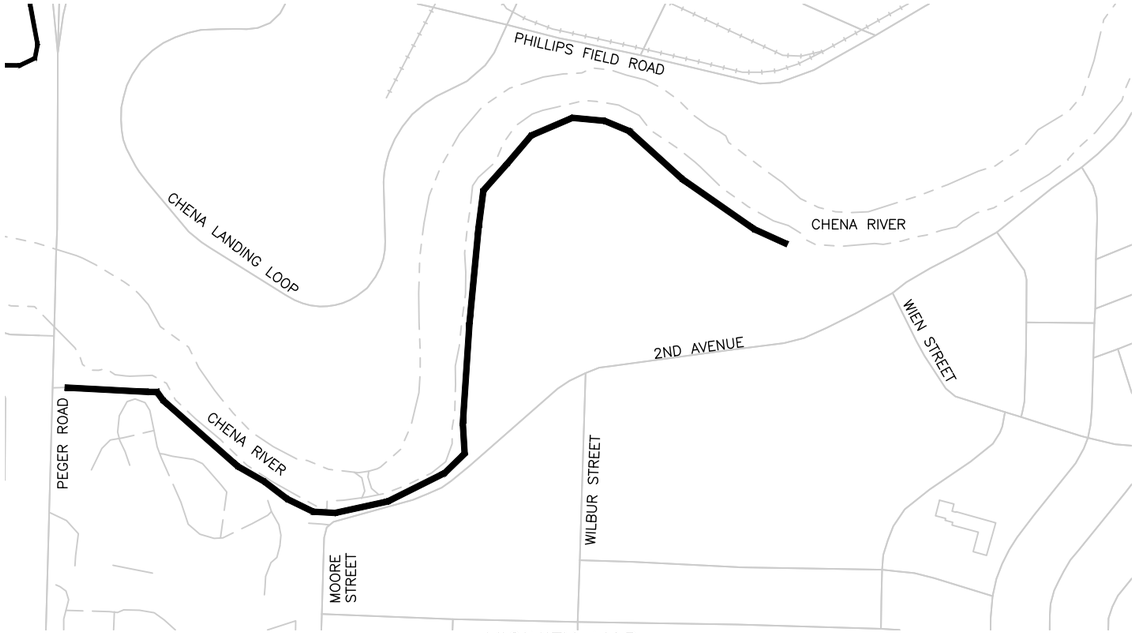
VICINITY MAP
TESORO AVENUE TO SAINT PHILOMENA STREET TO STANDARD AVENUE

VICINITY MAP 1

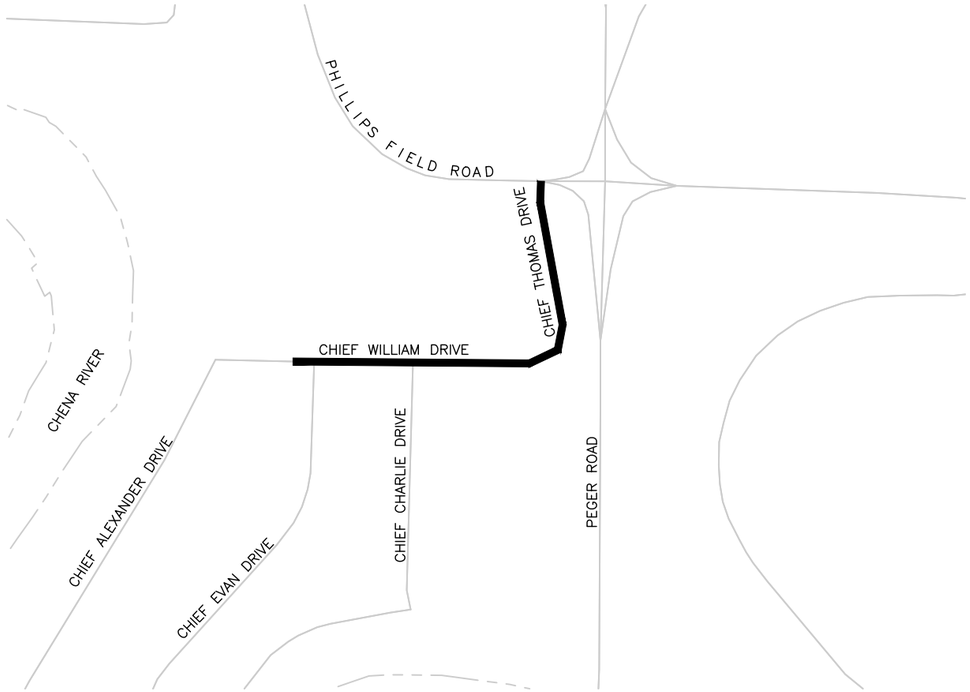
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PLANS DEVELOPED BY: STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES, NORTHERN REGION, 2301 PEGER ROAD, FAIRBANKS, AK 99709 (907)451-2200
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STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	PENDING/NFHWY00913	2024	A4	14



VICINITY MAP
CHENA RIVERWALK PATH (PEGER RD TO 2ND AVENUE)



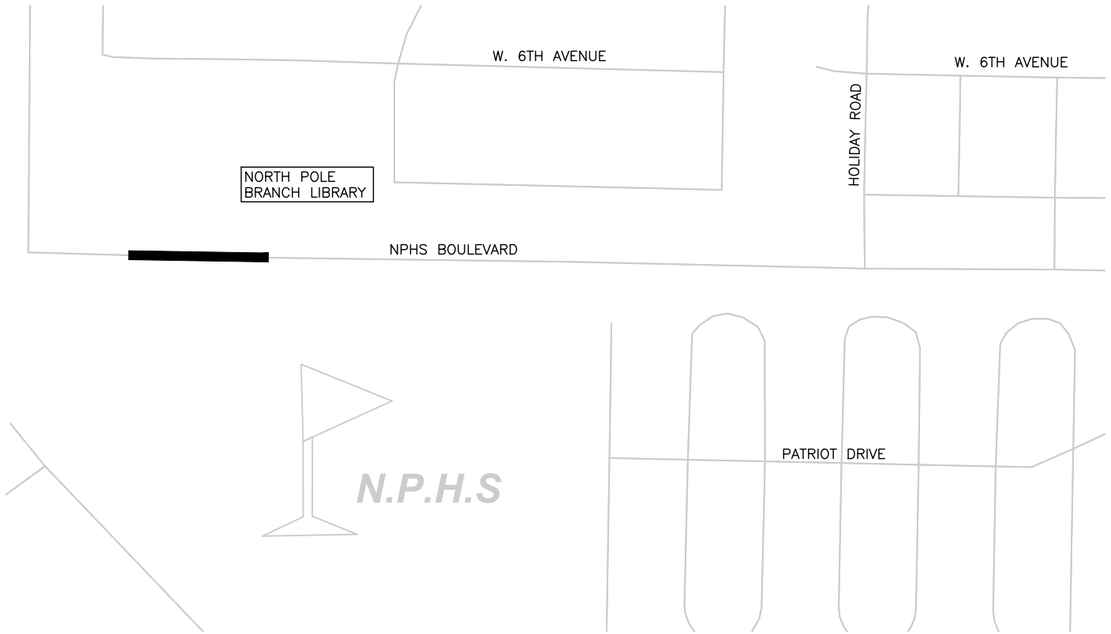
VICINITY MAP
DOYON ESTATES SUBDIVISION

VICINITY MAP 2

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PLANS DEVELOPED BY: STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES, NORTHERN REGION, 2301 PEGER ROAD, FAIRBANKS, AK 99709 (907)451-2200
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STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	PENDING/NFHWY00913	2024	A5	14



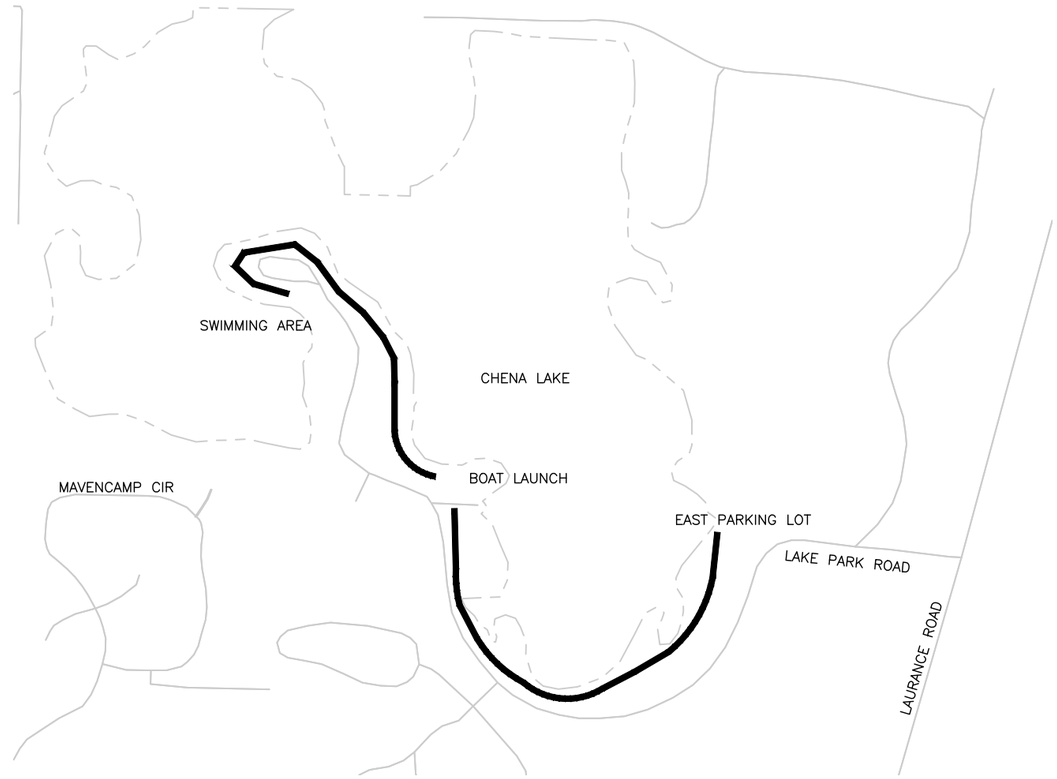
VICINITY MAP

NPHS BOULEVARD, WEST OF NORTH POLE BRANCH LIBRARY ENTRACE AROUND SPEED HUMP



VICINITY MAP

E. 4TH AVENUE (TO SANTA CLAUS LANE)



VICINITY MAP

CHENA LAKE RECREATION AREA SOUTH LAKE LOOP AND PENINSULA TRAILS

VICINITY MAP 3

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PLANS DEVELOPED BY: STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES, NORTHERN REGION, 2301 PEGER ROAD, FAIRBANKS, AK 99709 (907)451-2200
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FAST PLANNING POLICY BOARD
BYLAWS

ARTICLE I

Metropolitan Planning Organization

SECTION 1 The Fairbanks Area Surface Transportation Planning (FAST Planning) Policy Board is designated to be the Metropolitan Planning Organization (MPO) for the Fairbanks Metropolitan Planning Area (MPA) by the Governor of the State of Alaska. As the MPO, the Policy Board is responsible for carrying out the transportation planning process in the metropolitan planning area and to serve as the Board of Directors for FAST Planning. The MPO Coordinator shall serve as the Executive Director of the MPO.

SECTION 2 FAST Planning board and committee meetings are subject to AS 44.62.310 Government Meetings Public.

ARTICLE II

Members and Officers

SECTION 1 In accordance with Section 5 of the FAST Planning Inter-Governmental Operating Agreement and Memorandum of Understanding for Transportation and Air Quality Planning, the FAST Planning Policy Board, hereafter referred to as the "Policy Board", shall have as voting members the Northern Region Director of the State of Alaska Department of Transportation and Public Facilities (DOT&PF), the Fairbanks North Star Borough (FNSB) Mayor, the Mayor of the City of Fairbanks, the Mayor of the City of North Pole, a representative of the State of Alaska Department of Environmental Conservation (Air Quality Division), a designated representative of the FNSB Assembly, and a designated representative of the Fairbanks City Council. Each member is authorized one vote.

SECTION 2 The Policy Board shall elect a board Chair and Vice-Chair from its members annually at its regularly scheduled meeting no later than the end of December.

SECTION 3 The Policy Board shall appoint an Executive Director, who shall serve as Secretary of the Policy Board and perform other duties as described by these Bylaws or directed by the Policy Board. The Secretary shall provide all administrative support for the Policy Board. The Transportation Planner/Assistant of FAST Planning is designated as Assistant Secretary to serve in the absence of

FISCAL POLICY

Policy Statement

The purpose of this policy is to detail the accounting procedures for FAST Planning and to ensure that; financial records and statements conform to generally accepted accounting principles, assets are safeguarded, and finances are managed with accuracy, efficiency, and transparency.

Division of Responsibilities

The following individuals have fiscal and accounting responsibilities:

Current Authorized Signers
Bryce Ward
Michael Welch
Dvaid Pruhs
Jerry Cleworth
& Jackson Fox

Policy Board

a. Reviews and approves the annual budget
b. Reviews quarterly and annual financial statements
c. Four members of the board will be appointed by the board to be authorized signers on the bank account
    i. All checks must have two signatures
d. Reviews and approves all contracts over $25,000
e. Reviews and approves all individual expenditures over $5,000
f. Selects an independent Certified Public Accountant (CPA) to conduct an annual audit of all revenues and expenditures of FAST Planning

FAST Planning Staff

a. Executive Director
    i. Reviews and approves all financial reports and manages cash flow
    ii. Develops and monitors annual budget
    iii. Reviews and approves all expenditures
    iv. Serves as an authorized signer on the bank account
    v. Reviews and approves all contracts under $25,000
    vi. Opens all bank statements, reviews for any irregularities, and reviews completed monthly bank reconciliations
    vii. Reviews all payrolls and is responsible for all personnel files

FAST Planning 2025 Meeting Dates

	Technical Committee	Policy Board	Bicycle & Pedestrian Advisory Committee	Project Enhancement Committee
Meeting Timing*	1st Wednesday 12 - 2pm	3rd Wednesday 12 - 2pm	Last Thursday 5 - 7pm	1st Thursday 11am - 1pm
January	8*	15	30	9*
February	5	19	27	
March	5	19	27	
April	9*	16	24	10*
May	7	21	- -	
June	4	18	26	
July	2	16	24	3
August	6	20	28	
September	3	24*	25	
October	1	22*	30	2
November	5	19	20*	
December	3	17	18*	

All meetings will be hybrid unless otherwise specified. You can attend in-person at FAST Planning's office located in the KeyBank Building at 100 Cushman Street, Suite 215, Fairbanks, Alaska. To attend via computer/tablet/smartphone and/or join via phone, go to https://www.fastplanning.us/calendar the day of the meeting for login/call-in info.

*Meeting dates/timing may vary due to holidays, conferences, etc. | See website for details

FAST Planning FFY2023-27 TIP Admin Mod #4: FFY25 OBLIGATION STATUS REPORT (as of October 30, 2024)

ALLOCATION TOTALS (Federal Share)

ALLOCATIONS	PHASE		AMOUNT	FFY25 OBLIGATIONS	PERCENT OBLIGATED
STP	All		$8,483.1	$0.0	0%
STP AC	All		$2,020.4	$0.0	0%
PL (Metropolitan + Transit)	All		$568.0	$0.0	0%
TAP (Transportation Alternatives)	All		$760.0	$0.0	0%
CMAQ	All		$4,828.3	$0.0	0%
CRP (Carbon Reduction)	All		$1,279.0	$0.0	0%
OFFSET	All		$0.0	$0.0	0%
TOTAL			**$17,938.7**	**$0.0**	**0%**

STP FUNDS (Federal Share)

IRIS	STP	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY25 OBLIGATIONS	PERCENT OBLIGATED	COMMENTS
N/A	4th Avenue Reconstruction	Design		$272.9		0%	To be removed from TIP
NFHWY00648	Advanced Project Definition	Planning		$91.0		0%	
NFHWY00126	Cowles Street Reconstruction	Design		$454.9		0%	FFY24 Carryforward
NFHWY00815	Doughchee Ave/Beaver Springs Bridge	Construction		$357.5		0%	FFY26 AC; delayed to FFY26?
NFHWY00881 NFWHY00913	FAST Improvement Program	Design		$181.9		0%	FFY26 AC
		Construction		$909.7		0%	FFY26 AC
HFHWY00830	FAST Planning Office	Planning		$150.0		0%	
TBD	Geist/Chena Pump Road Corridor Study	Planning		$272.9		0%	FFY26 AC
NFHWY00816	Holmes Road Reconstruction	Design		$298.4		0%	FFY26 AC
TBD	Lacey Street Planning Study	Planning		$136.5		0%	Change location to Barnette St?
TBD	Metropolitan Transportation Plan Update	Planning		$454.9		0%	
NFHWY00509	Minnie Street Upgrade	Design		$796.0		0%	
NFHWY00891	Pioneer Park North Parking Lot & Boat Launch	Design		$213.8		0%	
NFHWY00139	Yankovich/Miller Hill Road Reconstruction	Construction		$5,913.1		0%	
	TOTAL			**$10,503.5**	**$0.0**	**0%**	

PL FUNDS (Federal Share)

IRIS	PL	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY25 OBLIGATIONS	Percent Obligated	COMMENTS
HFHWY00830	FAST Planning Office - Metro PL	Planning		$444.1		0%	
HFHWY00830	FAST Planning Office - Transit PL	Planning		$123.9		0%	
	TOTAL			**$568.0**	**$0.0**	**0%**	

TAP FUNDS (Federal Share)

IRIS	TAP	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY25 OBLIGATIONS	Percent Obligated	COMMENTS
NFHWY00835	Fairbanks Bike Lane Signing & Striping	Construction		$454.9		0%	
NFHWY00280	Chena Riverwalk Stage III	Construction		$305.1		0%	Delayed to FFY26?
	TOTAL			**$760.0**	**$0.0**	**0%**	

CMAQ FUNDS (Federal Share)							
IRIS	**CMAQ**	**PHASE**	**OBLIGATION DATE**	**TIP AMOUNT**	**FFY25 OBLIGATIONS**	**Percent Obligated**	**COMMENTS**
TBD	Borough Hybrid Fleet Vehicle Pilot Program	Equipment		$227.4		0%	FFY23 Carryforward
NFHWY00280	Chena Riverwalk Stage III	Construction		$1,275.1		0%	Delayed to FFY26?
NFHWY00922	Morris Thompson Center & Lavery Transportation Center Improvements	Design		$181.9		0%	
NFHWY00555	Motor Vehicle Plugins	Operation		$227.4		0%	FFY24 Carryforward
NFHWY00911	Northern Region Signal Interconnect	Design		$187.2		0%	SW-CMAQ; FFY24 Carryforward
		Design		$436.8		0%	SW-CMAQ
NFHWY00902	Sheep Creek Road & West Tanana Drive Roundabout	Design		$272.9		0%	SW-CMAQ
NFHWY00612	University Avenue South Bicycle & Pedestrian Path	Construction		$2,019.5		0%	SW-CMAQ
	TOTAL			**$4,828.3**	**$0.0**	**0%**	

CRP FUNDS (Federal Share)							
IRIS	**CRP**	**PHASE**	**OBLIGATION DATE**	**TIP AMOUNT**	**FFY25 OBLIGATIONS**	**Percent Obligated**	**COMMENTS**
NFHWY00845	Airport Area Wayfinding Signage	Construction		$91.0		0%	Delayed to FFY26?
NFHWY00862	Chena Lakes Recreation Area Access via Plack Road	Design		$200.1		0%	
TBD	Electric Vehicle Charging Stations	Design		$272.9		0%	
NFHWY00844	High School Access & Ciculation Study - North Pole	Planning		$136.5		0%	
NFHWY00891	Peger Road Bicycle & Pedestrian Path	Design		$101.0		0%	
		Utilities		$68.2		0%	
TBD	Sidewalk Snow Removal Equipment	Equipment		$409.4		0%	FFY23 Carryforward
	TOTAL			**$1,279.0**	**$0.0**	**0%**	

OFFSET FUNDS (Federal Share)							
IRIS	**OFFSET**	**PHASE**	**AMOUNT**		**FFY25 OBLIGATIONS**	**OBLIGATION DATE**	**PROJECT**
	TOTAL		**$0.0**		**$0.0**	**Percent Obligated**	**#DIV/0!**

FAST Planning FFY25 Offsets

October 30, 2024

PROJECT OFFSETS	Federal	Total w/ Match
Total	**$0**	**$0**

COMMITTED OFFSETS

Total	**$0**	**$0**

Remaining Funds to be Obligated	**$0**	**$0**

Pending Deobligations from Project Closures

October 30, 2024

IRIS	Project	Construction Year	Estimated Federal Deobligation	Notes
NFHWY00633	FAST Improvement Program FFY23	2023/24	TBD	Pending construction closeout
NFHWY00448	Woll Road Resurfacing & Widening	2024	TBD	Pending construction closeout
		TOTAL	**TBD**	