POLICY ASSESSMENT & PEER CITIES REVIEW

APRIL 2026

FAST Planning 2050 MTP Update

Fairbanks Area Surface Transportation Planning

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FAST Planning 2050 MTP Policy Assessment

Introduction

FAST Planning, as a designated Metropolitan Planning Organization (MPO), oversees planning and programming of Federal Highway Trust Funds designated for the Fairbanks Metropolitan Planning Area.

To remain eligible for these funds, local transportation planning and programming must meet federal requirements, including maintaining a core list of plans and policies that address federal priorities for surface transportation investments. A MTP is the primary planning tool that a MPO uses to plan for the local long-range transportation needs and recommend solutions based on anticipated funding availability over a minimum 20-year horizon. In addition to federally required plans and policies, MPOs can electively adopt supplemental (not federally required) plans, programs, and policies to better guide the MPO and its partners to serve the unique transportation needs of its constituent communities.

This document describes how FAST Planning and the 2050 MTP update conforms with applicable federal requirements and the supplementary plans, policies and programs that have been adopted. In addition, FAST Planning is compared to two other MPOs from peer communities—Fargo-Moorhead Council of Governments (COG) and St. Cloud Area Planning Organization (APO)—to highlight similarities and differences between their plans, programs, policies, organizational operations, and characteristics of the communities they serve.

Federal Planning Requirements

Federal legislation guides regional transportation planning by providing the framework, funding and generalized priorities for surface transportation investments. The current federal transportation funding legislation, the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), was enacted in November 2021 and expires at the end of 2026. Federal requirements associated with the 2050 MTP update are that it complies with planning and programming requirements described in 23 CFR 450, Subpart C; that it

encompasses a minimum 20-year planning horizon; and that it addresses ten (10) planning factors established by the U.S. Department of Transportation.

MTP Ten Planning Factors

The ten planning factors represent the federal government's priorities and objectives for the MTP process. All ten must be considered in the development of the MTP. Listed below are each planning factor along with a description of how it has been considered through the FAST Planning 2050 MTP planning process.

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

For more information about the USDOT planning factors visit www.ecfr.gov or follow eCFR :: 23 CFR Part 450 -- Planning Assistance and Standards

National Goals

Congress has established seven national Federal-aid Highway Program performance goals in 23 USC 150(b). These will be incorporated into the 2050 MTP.

1. Safety- to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

2. Infrastructure condition – to maintain the highway infrastructure asset system in a state of good repair.
3. Congestion reduction – to achieve a significant reduction in congestion on the National Highway System.
4. System reliability – to improve the efficiency of the surface transportation system.
5. Freight movement & economic vitality – to improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. Environmental sustainability – to enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. Reduced project delivery delays – to reduce project costs, promote jobs and the economy and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies work practices.

Compliance Checklist

The MTP review checklist is an important tool for the MPO to ensure the MTP meets federal and state requirements. The checklist is found in Appendix A.

Peer Review

To learn more about policies and practices for winter MPOs the project team reviewed two peer MPOs - Fargo-Moorhead Metro Council of Governments, North Dakota/Minnesota; and St. Cloud Area Planning Organization, located in Stearns County, Minnesota. The two MPOs were share a similar winter climate to the FAST-Planning MPO. The purpose of this review is to compare committee structures, policies and supplemental plans and to gain a sense of how Metropolitan Planning Organizations (MPOs) are addressing winter-specific challenges.

MPO Comparative Overview

The table below provides an "at a glance" comparison of the three planning organizations' plans and policies. More detailed information about each plan and policy is found in the MPO Structure, Policies, & Plans section of this report.

MPO	FAST	Fargo-Moorehead Council of Governments (COG)	St. Cloud Area Planning Organization (APO)
Population	97,327 (FNSB)	267,793	139,645
Weblink	*FAST Planning – moving & improving Fairbanks*	*Home :: Fargo-Moorhead Metro COG*	*Saint Cloud Area Planning Organization*
Required Plans & Policies	• Metropolitan Transportation Plan • Transportation Improvement Plan • Public Participation Policy • Unified Planning Network Policy	• Metropolitan Transportation Plan • Transportation Improvement Plan • Public Participation Policy • Unified Planning Network Policy	• Metropolitan Transportation Plan • Transportation Improvement Plan • Public Participation Policy • Unified Planning Network Policy
Supplemental Plans & Studies	• Corridor Studies • Transit Plan • Coordinated Human Services Transportation Plan • Fairbanks City Street Bike Lane Network • Non-Motorized Plan • Freight Mobility • Safe Routes to School • Electric Vehicles Plan	• Corridor Studies • Transit Plan • Bike & Ped Plans (x5) • Electric Vehicle Readiness Study • Freight Plans (x3) • West Fargo Traffic Calming Study • Red River Greenway Study • Comp Safety Action Plan	• Corridor Studies (x13) • Regional Infrastructure Investment Plan • Regional Active Transportation Plan • Transportation Performance Monitoring Report • Safe Routes to School (x10) • Urban Belt Line Corridor Plans (x6)

	• Road/Rail Crossing Study		
Supplemental Policies	• Complete Streets • Green Streets • Landscape Policy	• Complete Streets • Intelligent Transportation Systems Deployment Strategy	• Downtown Streetscape and Urban Design Plan • ROI Performance Measures

MPO Community Characteristics

The following tables provide a general comparison of community characteristics of the three MPOs for context.

Average Annual Snow, Rainfall, Temperature

	FAST Planning	Fargo COG (Fargo)	St. Cloud APO
Average Annual Snow	65 inches	51 inches	41.9 inches
Average Annual Rain	12.57 inches	23.95 inches	28.5 inches
Average Summer Temperature	71° F	79° F	78° F
Average Winter Temperature	-6° F	9° F	11° F

Demographics

	FAST Planning	Fargo COG	St. Cloud APO
Median Age	34	34.2	39.2
Bachelor's Degree or higher %	33.8	25	34.8
Speak a language other than English at home %	14.2	8.3	6.5
Foreign Born %	6.5	6.8	13.9

Race

	FAST Planning	Fargo COG	St. Cloud APO
White	75%	86.8%	76.7%
Black or African American	5%	8.3%	12.1%
Native American or Alaskan Native	8%	2.4%	0.4%
Asian	3%	4%	2.6%
Native Hawaiian and Other Pacific Islander	1%	Na	0.1%
Two or More Races	7%	3.9%	3.9%

Workforce Profile

	FAST Planning	Fargo COG	St. Cloud APO
Employed Population (16 years and older) %	53.1	73.7	67
Education/health care/social services %	24.3	25.3	26.8
Retail %	13	13.3	17.7
Transportation/warehousing/utilities %	9.5	5.7	11.5
Construction %	8.5	4.3	3.8
Arts/entertainment/recreation/accommodation %	8.1	8.6	5.7
Professional/scientific/management %	7.8	11.2	7.9
Manufacturing %	2.6	9.5	12.7
Finance/insurance/real estate %	6.1	6.3	4.9
Agriculture/forestry/fishing/mining %	4.8	na	na

Housing

	FAST Planning	Fargo COG	St. Cloud APO
Median Value	$329,200	$333,705	$251,715
Total Housing Units	42,722	67,310	53,767
Homeownership %	64.7	53.4	59
Median Rent	$1,499	$1,203	$942
Renter %	32	56	40.9
Vacancy %	14.9	9.6	7.13

Household Income

	FAST Planning	Fargo COG	St. Cloud APO
Median Household Income	92,121	65,479	66,580
Poverty Rate %	5	12.6	19.6

MPO Structure, Policies & Plans

Fairbanks Area Surface Transportation Planning, AK

The FAST-Planning area was expanded after the 2020 census and includes the incorporated cities of Fairbanks and North Pole, as well as the unincorporated communities of Badger, College, Steele Creek, Chena Ridge, Farmers Loop, and Eielson Air Force Base.

FAST Planning Committees

FAST Planning utilizes the following committees to ensure FAST Planning is meeting the needs of the community.

Policy Board – is the primary decision-making body for the MPO. The board reviews recommendations from the Technical Committee, makes budgetary and planning decisions to guide the MPO. The Policy Board has the final authority to approve the MTP and supplemental materials. Key approvals during the MTP process include:

- Public Involvement Plan
- Guiding Principles
- Goals, Objectives, Performance Measures and Targets
- Financial Plan
- Project Scoring Criteria
- Recommended Projects and Strategies
- Air Quality Conformity Determination
- Full MTP

Technical Committee – is typically the first group to see FAST Planning projects, programs, plans and more. The role of the Technical Committee is to serve as the advisory body to the Policy Board. This committee is typically the first to review and consider projects, programs and plans with the goal of ensuring informed decision-making processes.

Walk, Ride & Roll Advisory Committee – advocates for and promotes modes of active transportation in the MPA.

Project Enhancement Committee – this committee works closely with transportation agencies and project managers to ensure transportation projects meet the needs of the community and are designed to be both functional and aesthetically pleasing.

Policy Documents & Adopted Plans

FAST Planning's adopted plans and policies are published on their website and are reviewed generally in the October 2025 Existing Conditions Report. The Existing Conditions Report does not review the following founding documents, agreements, and policies and procedures under which FAST Planning currently operates:

- FAST Planning Articles of Incorporation (June 2018) and Bylaws, as amended (July 2025)
- Memorandum of Understanding for the Operation of the FAST-Planning Office (March 2019)
- FAST Planning Policies & Procedures, as amended (May 2023)
- FAST Planning Title VI [Non-Discrimination] Plan (December 2023)
- Intergovernmental Operating Agreement & Memorandum of Understanding for Transportation & Air Quality Planning in the Fairbanks Metropolitan Planning Area (April 2019)
- Memorandum of Agreement for the Selection & Funding of CMAQ Projects within the Fairbanks PM2.5 Non-attainment Area, as amended (August 2019)
- Memorandum of Understanding & Performance Planning Target Setting Procedures [between Alaska DOT&PF, AMATS, & FAST Planning to support a performance-based approach to the metropolitan transportation planning and programming process] (May 2018)

FAST Planning Policies & Procedures

FAST Planning publishes their adopted policies and procedures. The policies exist to help and guide the operations of FAST Planning and ensure compliance with federal requirements. The most recent update to the Policies and Procedures manual was May 2023. Policies and procedures are reviewed and updated by the Policy Board.

Administrative Policy – includes operational policies for safety and risk management, record keeping, public records requests, web site and social media. Last updated, June 2018.

Personnel Policy – policies intended to establish a system of personnel administration based on equitable merit principles and professional methods including employment practices, standards

of employee conduct, payroll practices, employee pay, employee benefits, time off and leaves of absence. Last updated August 2019.

Fiscal Policy – policies for accounting procedures to ensure financial records and statements conform to generally accepted accounting principles, assets are safe guarded, and finances are managed with accuracy, efficiency, and transparency. Last updated, February 2023.

Transportation Improvement Program (TIP) – polices that establish the TIP scoring process, modifications and amendments. Last updated, May 2020.

TIP Funding Table – establishes that 80% of the FAST-Planning STP allocation is to be used for roads and associated appurtenances and 20% should fund non-motorized projects, averaged over four years. The programs and projects are identified. Last updated, August 2021.

Maintenance – establishes the policy for maintenance agreements and their approval process. Last updated, July 2015.

Scope and Funding Changes – establishes policies for project scope changes and funding changes, and approval authority. Last updated, August 2019.

Air Quality Conformity – establishes policies for air quality conformity including interagency coordination and project level conformity. Last updated, July 2015.

Complete Streets – establishes policies to promote the principles of complete streets at all phases of planning and project development to ensure transportation projects account for the needs of everyone using the road right-of-way as early as practicable and throughout the process. This policy was adopted October 15, 2015, and is currently in the process of being revised, with adoption anticipated in 2026.

Green Streets – establishes policies for best practices for stormwater management to enhance the aesthetic of the street and protect water quality of natural water bodies. Last updated, June 2016.

Landscape Policy – these policies encourage landscaping in support of the Greet Street and Complete Streets policies. Last updated, September 2017.

Fargo-Moorhead COG

The Fargo-Moorhead Metropolitan Council of Governments (COG) provides both surface transportation and community planning services to an area that spans the border of North Dakota and Minnesota and is currently comprised of approximately 1,073 square miles (687,000 acres), across two states, two counties, 14 cities, and 30 townships. Each state DOT has an ex-officio member on the Policy Board, but the other seats are made of representatives from the smaller jurisdictions. The COG runs several other committees and working groups.

In addition to the three main guiding documents of the COG (MPT, TIP, and UPWP) the organization has produced numerous other transportation plans including corridor studies, transit-specific plans, bicycle and pedestrian plans, freight plans, ITS plans, and traffic counts. The six regional comprehensive plans that the area has produced also touch on transportation needs. Although the winter weather is mentioned in a few plans, there were no specific strategies or solutions outlined for dealing with winter weather.

Fargo Metro COG Planning Committees

Policy Board –The Metro COG is comprised of 16 voting members who represent the MPA and establish overall policy direction for all aspects of the area wide planning program. The Policy Board consists of at least three quarters elected officials, and each jurisdiction's voting power is based on its approximate share of the area's population.

Transportation Technical Committee (TCC) – the TCC advises the Policy Board on technical matters associated with the Metro COG's work activities, mission and specific transportation planning issues. The committee is made up of engineering, planning, and transit staff from local jurisdictions, and representatives form North Dakota Department of Transportation and Minnesota Department of Transportation.

Metropolitan Bicycle & Pedestrian Committee – is tasked with discussing issues and needs of the walking and biking public. This committee is involved in planning and implementing improvements to bicycle and pedestrian facilities that improve safety and quality of life. The committee consists of representatives from local law enforcement, health organizations, park districts, planning and engineering departments and more.

GIS Committee – this committee is made up of GIS specialists from local units of government and public institutions. The committee discusses GIS data needs, sharing, and standardization throughout the MPA.

Traffic Operations Working Group – is a group of traffic experts from local units of governments that meet to discuss local traffic related issues, exchange traffic related information, and oversee traffic related plans and studies. This group also acts as the steering committee for the Metro COG's Intelligent Transportation Systems (ITS) Deployment Plan that is updated as needed. The group meets on an as-needed basis, typically between one and four times a year.

Freight Advisory Committee – this committee is made up of local planning partners and private sector freight enterprises from producer and carrier industries. The committee considers Metro COG's plans and programs targeting regional freight transport, economic and workforce issues, and state and national freight related legislation.

MATBUS Coordination Committee – is a technical and administrative group tasked with making day-to-day decisions and recommendations in support of the operation of MATBUS. MATBUS is the public transportation system serving Fargo, West Fargo, North Dakota, Moorhead and Dilworth Minnesota. The committee makes non-binding budgetary and staffing recommendations to the City of Fargo and City of Moorhead. It also serves as a citizen advisory forum and holds all necessary public hearings and meetings to support state and federal funding requirements of MATBUS.

Cass Clay Food Commission – this commission is tasked with identifying ways to improve access to safe, nutritious, affordable, and culturally-based food for residents in the Fargo-Moorhead metropolitan area.

Fargo Metro COG Planning Policies

Articles of Association – establish the COG, its purpose, membership, functions, geographic limits, procedures for changing the geographic limits, voting powers, terms of office, code of ethics and more. Amended May 2019

Policy Board Bylaws – the authority for the bylaws is derived from the Articles of Association. The purpose of the bylaws is to provide organizational structure for the affairs of the board. The bylaws govern the way the board functions and the roles and responsibilities of the officers, provide a list of voting members, quorum responsibilities, the outline the day-to-day details of how the board conducts business. Amended April 2024

Transportation Technical Committee Bylaws and Policies and Procedures for the Bicycle and Pedestrian Committee – this document establishes the bylaws of the Transportation Technical Committee (TTC). It provides the organizational structure for the TCC and establishes how the

board conducts business. The document also provides policies and procedures for the Bicycle and Pedestrian Committee, which is a subcommittee of the TCC. (amended September 2025)

Complete Streets Policy – the policy statement is a guidance document for the planning, design, building and operating of streets so they routinely and safely accommodate all modes of local and regional travel. November 2010

Transportation Improvement Program – The Transportation Improvement Program (TIP) is a compilation of significant surface transportation improvements scheduled for implementation in the Fargo-Moorhead metropolitan area during the next four fiscal years. The Metro COG develops the TIP annually in cooperation with the COG planning partners. The TIP provides a staged, multiyear, intermodal program of transportation projects, which is consistent with the most current Metro COG Metropolitan Transportation Plan (MTP).

Unified Planning Work Program – The UPWP outlines details on specific work tasks in support of the overall goals established in the LRTP and the current federal transportation authorization bill. It covers a 24-month period. The UPWP contains a range of transportation and community planning activities including data collection, public outreach, and development of programs to coordinate the expenditure of federal surface transportation funds. The development of the UPWP is done in consultation with the general public, identified interested persons, relevant stakeholders, and the Transportation Technical Committee and is approved by the Metro COG Policy Board.

Public Participation Plan – the Public Participation Plan (PPP) identifies opportunities for the public to get involved in transportation planning process for the Metro COG region. The plan includes methods to increase public awareness and understanding, as well as policies to provide complete and timely information to the public and transportation stakeholders.

Limited English Proficiency Plan – The *Limited English Proficiency Plan* outlines the policies and procedures Metro COG uses to address the needs of individuals with limited English proficiency (LEP) that wish to access or participate in Metro COG's programs and planning activities. The plan has been prepared in accordance with Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d, et seq., and its implementing regulations, which state that no person shall be subjected to discrimination on the basis of race, color or national origin.

Title VI Nondiscrimination Plan – this plan is intended to ensure that no person, or groups(s) of persons shall, on the grounds of race, color, national origin, sex, age, disability/handicap, and income status, as provided by Title VI, be excluded from participation in, denied benefits of, or otherwise be subjected to discrimination by the services and facilities provided by the Metro COG.

St. Cloud Area Planning Organization (APO)

The St. Cloud Area Planning Organization (APO) is an association of townships, cities, and counties in the Saint Cloud urban area. The APO provides surface transportation planning within the APO boundaries. The APO Policy Board is comprised of elected officials from nine local government jurisdictions and the Saint Cloud Metropolitan Transit Commission. Local government membership is comprised of three counties (Benton, Sherburne, and Stearns), five cities (Saint Cloud, Saint Joseph, Sartell, Sauk Rapids, and Waite Park), and one township (LeSauk). Other cities and townships located within the APO boundary include the townships of Brockway, Haven, Minden, Saint Joseph, Saint Wendel, Sauk Rapids, and Watab, and the cities of Rockville, Saint Augusta, and Saint Stephen. These organizations choose not to participate as voting members on the APO Policy Board and are represented through their respective counties.

The APO's MTP was last updated in October 2024. The APO maintains current TIP, Regional Infrastructure Plan, Unified Planning Work Program, Stakeholder Engagement Plan, Regional Active Transportation Plan, and Transportation Performance Monitoring Report.

St. Cloud APO Planning Committees

Policy Board – The Policy Board is the decision-making body of the APO. It is responsible for adopting regional transportation plans, projects, and policies and directing staff.

Technical Advisory Committee (TAC) - is a committee of planners and engineers representing local member governments and relevant agencies which is responsible for providing technical advice and guidance to the Policy Board and APO staff.

Active Transportation Advisory Committee – is a subcommittee of the TAC. It focuses on identifying and addressing the needs of active transportation nodes such as bicycling and walking. The ATAC does not have a formal membership. Any person with an interest in active transportation may attend the meetings. This committee provides input and recommendations to the TAC.

St. Cloud APO Planning Policies

Joint Powers Agreement – establishes the APO and sets out the terms and conditions for how it operates. A jurisdiction can become a member of the APO by approving the Joint Powers Agreement.

By-laws for the St. Cloud Area Planning Organization's Technical Advisory Committee.

Stakeholder Engagement Plan – the Stakeholder Engagement Plan combines three federally required plans into one document. It includes the Public Participation Plan (PPP), the Title VI Plan, and the Limited English Proficiency Plan (LEP). The PPP outlines the processes for creating opportunities for public involvement, participation, and consultation, particularly the

Metropolitan Transportation Plan and the Transportation Improvement Plan. The Title VI plan describes how the APO avoids discrimination in providing public service and assistance. The LEP plan examines the services provided by the APO and identifies any needs for services to those with limited English proficiency, and develops and implements a system, and/or plan to provide those services wo LEP persons can having meaningful access to them.

Social Media Policy – is a component of the SEP, ensures all content shared on social media is written in clear, easy to understand language to support wide accessibility.

Transportation Improvement Program (TIP) – is a programing document that lists transportation projects that will be undertaken by the APO's participating agencies or jurisdictions. It is a short term, four-year implementation program of surface transportation projects for public transit, highway and active transportation projects.

Regional Infrastructure Investment Plan (RIIP) – is an informational document that combines the Capital Improvement Plan of the APO's member jurisdictions into one document and maps those projects so that the general public, policy makers, planners and engineers in each jurisdiction can see the location of each of the projects.

Unified Planning Work Program – describes and programs funding for planning studies and tasks to be undertaken by the APO and describes and programs the budgetary and staffing requirements of the APO. It shows two years of funding and is updated annually.

Safe Streets & Roads for All Plan - examines crash data to determine the worst locations on the transportation networks in terms of safety, regardless of mode. It prioritizes those locations and - for a few chosen locations - it proposes possible mitigation measures to help improve the safety environment. A location being identified in the plan makes that location eligible for Safe Streets & Roads for All safety-improvement construction dollars. 2025.

The Regional Active Transportation Plan - the plan identifies specific projects or policies that will help improve the active transportation environment throughout the region and facilitate convenient and safe active transportation trips for all needs and purposes. 2022

Bicycle (On-Road) Facilities Report – a report intended to facilitate bicycle connectivity across the metropolitan area for average citizen bicycle use. The report focuses on improving on-road bicycle amenities to identify where improvement projects may encourage on-road bicycle travel. 2016

ADA Transition Plan (Benton County and Stearns County) – county self-evaluation of facilities within public rights-of-way and detailing how the county(s) will ensure all the facilities are accessible to all individuals. 2017 & 2019

Regional Transportation Coordinating Council Operational Implementation Plan - the plan's purpose was to outline the mission, goals and objectives for the RTCC to increase and improve

coordination between transportation providers, identify and fill transportation gaps, streamline access to transportation, and provide all individuals more options of where and when they can travel. 2019

Regional Freight Framework – provides an assessment of freight activity in the MPA, a summary of existing freight frameworks and a proposed network of local roads to be designed as key links in the regional fright network. 2018

Future Functionally Classified Roadways – provides a series of technical memorandums presenting a vision for future functionally classified roadways and corridors with the MPA. 2024

City of St. Cloud Downtown Streetscape & Urban Design Plan Update – establishes a consistent design and character for public design elements to support continued downtown vibrancy and economic vitality. 2016

Safe Routes to Schools Plans – sixteen SRTS plans based on the "Six Es" to improve walking and bicycling safety to schools.

A complete summary of the three MPOs and links to their policies and plans is found in Appendix B.

Notable Practices – Comparing Three Communities

The three MPO communities compared in this review face unique challenges associated with maintaining the transportation network during seasonal extremes, coordination with utilities and stormwater infrastructure, and adopting and adhering to winter-specific policies. Each MPO community approaches these challenges in their own way. Details and similarities and differences between the communities are highlighted in this section.

Seasonal Maintenance

Fairbanks North Star Borough

Roads within FNSB are owned and managed by the following entities:

- State of Alaska DOT&PF is the state highway transportation agency that manages the National Highway System (NHS) and most of the higher traffic volume routes. Routine road maintenance such as pothole patching, brush clearing, and snow and ice control on roads, paths, and sidewalks are funded through the state general fund's operating budget. The state imposes a $0.08/gallon motor vehicle tax which may be allocated to highway maintenance and construction funds. This tax amount has been the same since 1970 and as a result, has significantly reduced purchasing power.
- Fairbanks North Star Borough maintains subdivision roads through Rural Service Areas (RSAs) funded through property taxes from area residents. As a second-class borough, FNSB may only exercise road powers through a majority of voters in an established RSA.[1]
- City of Fairbanks maintains select roads within city boundaries and assesses a general mill rate to residents for general city services that include road maintenance.
- City of North Pole manages select roads within city boundaries. They assess a mill rate to residents for general city services. North Pole also imposes a 5.5% sales tax, up to $16.50 per transaction, to help fund city services including road maintenance.
- Fort Wainwright and Eielson Air Force Base maintain roads within their boundaries.
- University of Alaska Fairbanks maintains roads within its campus.
- Other state and federal government agencies own some roads, which may have limited or no maintenance.

[1] AS 29.35.490

The City of Fairbanks Public Works Department publishes their snow removal policies on their webpage. They practice two stage snow removal, immediate plowing during storms and subsequent widening of roads by removing snow berms. Factors like storm timing, temperatures, and equipment availability can affect the speed of operations. Roads are sanded with fine rock chips, with main roads, emergency routes and public areas receiving priority. Summer maintenance is primarily sweeping detritus from the winter and repairing and patching pavement.

The City of North Pole also publishes snow removal information on their website. The city uses a private contractor to plow city streets. Depending upon conditions, the threshold for plowing City streets is a snowfall of 3 inches or greater. The city will also have the streets plowed after a series of small snowfalls that result in an excessive accumulation of hardpacked snow on the streets. The city will not typically begin to plow streets until snowfall has ceased. As part of snow plowing, the city does not provide custom plowing services; for example, plowing the length of a private driveway or clearing snow from private property. Because of the expense, the city does not haul snow as part of snow plowing. Depending upon conditions, plowing of the 18 miles of City streets requires 16 to 18 hours or longer.

The State of Alaska uses a priority system with levels 1-5. Priority level 1 roads are cleared of snow first and priority level 5 roads are designated as "no winter maintenance". Priority level 1 are high-volume, high-speed highways, expressways, minor highways, all safety corridors and other major urban and community routes and may take up to 12 hours to clear after a storm. Priority level 2 include major highways and arterials and may take up to 18 hours after a storm. Priority level 3 include major local and collector roads and may take up to 24 hours to be cleared after a storm. Priority level 4 include minor local roads that provide residential or recreational access and may take up to 30 hours to clear after a winter storm.

Fargo

The City of Hawley, MN Comprehensive Plan has a table outlining snow removal responsibilities for all regional cities.[2] Like FAST Planning, communities and agencies within the Fargo COG MPO area coordinate winter maintenance through a complex division of responsibilities and priorities.

[2] **Page 44,** Comp Plan

Table 5 – Existing Snow Removal and Sweeping Policies of Regional Cities

City of West Fargo		
Sidewalk (snow)	Owner	No snow or ice shall not be allowed to remain on sidewalks. If neglected after 48 hours, the owner will be subject to penalties. (Ord. 2-0121)
Shared use paths (snow)	City	The City of West Fargo clears snow from all shared use paths within City roadway right-of-way. Shared use paths located on City park property are not cleared of snow in the winter.
Streets (snow)	City	The City of West Fargo plows Snow Emergency Routes first followed by the remainder of the streets.
Sweeping	City	The City of West Fargo contracts-out a city-wide sweeping effort twice a year (spring and fall). Also, the City uses its two sweepers to sweep roadways throughout the summer (typically collector and arterial roadways)
City of Fargo		
Sidewalk (snow)	Owner	Snow and ice must be cleared by 9:00 pm of each day or snow/ice will be removed by the city and the owner will be billed. (Ord. 18-0301)
Shared use paths (snow)	City	The City of Fargo clears snow from all shared use paths within City roadway right-of-way. Shared use paths located on City park property are cleared by Fargo Parks.
Streets (snow)	City	The City of Fargo plows primary then secondary snow routes before conducting city-wide plowing. The goal of the City is to have all streets cleared within 24 hours after a snowfall.
Sweeping	City	The City of Fargo sweeps streets on a continuous basis throughout spring, summer and fall. The arterial roadways take priority followed by the rest of the city streets. Downtown and the core neighborhoods (where large trees are present) also get swept more often.
City of Moorhead		
Sidewalk (snow)	Owner	Snow and ice must be cleared by 9:00 pm of each day or snow/ice may be removed by the city and the owner will be billed. (Ord. 3-3-10)
Shared use paths (snow)	City	The City of Moorhead Maintenance crews remove snow from all city and park shared use paths preferably within 24 hours of a snowfall event.
Streets (snow)	City	Snow emergency primary and secondary routes and main thoroughfares are plowed first, followed by residential streets. First pass is made 1 – 2 feet from curb. Second pass (made next scheduled day) is made as close to the curb as possible.
Sweeping	City	The City of Moorhead has three street sweepers which operate throughout the spring, summer, and fall. The intent is to have all streets swept every two or three weeks.
City of Dilworth		
Sidewalk (snow)	Citizens	The City of Dilworth does not have an ordinance detailing snow removal, however in 2014, the City of Dilworth, in cooperation with PartnerSHIP 4 Health, launched the "Shovel Dilworth" initiative. Residents are encouraged to clear snow off their sidewalks, help neighbors shovel theirs or adopt a section of sidewalk, bus stop, or fire hydrant. The program has seen community participation and continues to this day.
Shared use paths (snow)	City	All shared use paths are cleared by the City. Shared use paths located in-front of residences are often voluntarily cleared by residents.
Streets (snow)	City	The City of Dilworth Maintenance Department is responsible for street snow plowing.
Sweeping	City	The City of Dilworth contract street sweeping which occurs approximately two or three times per year. All streets are swept.
City of Pelican Rapids		
Sidewalks (snow)	Citizens	The owner/occupant of any property adjacent to a public sidewalk must keep it safe for pedestrians. Snow must be removed within 12 hours after it is deposited.
Streets (snow)	City	The city will remove snow from all public streets and right-of-ways as soon as possible beginning 24 hours after snow has ceased to fall or, in the case of a public hazard, may do so immediately.
Sweeping	City	The city will remove debris from street as soon as possible beginning 24 hours after debris has been deposited, or immediately if debris causes a traffic hazard. The City Clerk will keep record and charge offending citizens if it is determined that they deposited any debris or snow on a public street.
City of Mapleton		
Sidewalks (snow)	Citizens	The owner/occupant of properties adjacent to sidewalks must clear the sidewalk of snow or ice within 48 hours after a snowfall.
Clay County		
Shared use paths (snow)	Owner	Clay County does not own any shared use paths.
Roadways (snow)	County	Clay County plows snow on roadways on a priority basis. The priorities are as follows: (1) high volume paved highways, (2) low volume paved highways, (3) high volume gravel roadways and subdivisions, (4) low volume gravel roadways.
Sweeping	County	Clay County sweeps roadways upon request.

St. Cloud

The city of St. Cloud provides snow and ice control for the city using both city employees and private contractors. Snow and ice control is provided through their Public Works Department Street Division. Their website has a page dedicated to snow removal, including policies and procedures, sidewalk and ice removal, winter parking restrictions, snow emergencies and tips for shoveling driveways.

The city generally begins snow removal when 2 inches or more of snow has accumulated. Snow removal is prioritized, with arterials and streets in the central business district being plowed first, followed by residential streets, city parking lots, certain alleys, and specified sidewalks and pedestrian facilities. After removal, salt and/or sand may be applied based on priority where conditions require. Once snow and ice control are completed, the city begins hauling snow in the Central Business District, parking lots, and on specified arterial streets.

Sidewalk snow and ice removal is governed by city ordinance. Property owners are responsible for snow and ice removal on sidewalks on all sides of their property. In this case, snow is to be stored on private property.

St. Cloud institutes winter parking restrictions in the city between November 1 through April 1. Under necessary weather conditions, the city can declare a snow emergency during which snow removal equipment is deployed and parking regulations are enforced.

Snow Removal | St. Cloud, MN - Official Website

Utilities & Stormwater Drainage

Fairbanks North Star Borough

Golden Valley Electric Association[3] (GVEA) is the electric utility for the Fairbanks North Star Borough and surrounding area including Cantwell and Delta Junction.

Water and sewer service is generally limited to the city limits of Fairbanks and North Pole and within the military bases. The discovery of Per- and Polyfluoroalkyl Substances (PFAS) groundwater contamination in the vicinities of Fairbanks International Airport, a former firefighting training center in South Fairbanks, Eielson Air Force Base, and the North Pole refinery have led to extensions of water service outside city limits operated by the nearest municipal entity. Expansion ability for water and sewer drives land use particularly due to the 40,000 square foot minimum lot size needs for properties with onsite water and septic systems.

Fargo

The City of Fargo provides water, sewer and storm water and garbage service to residents within the city. Mosquito control, street lighting, and forestry services such as planting and replacing trees, brush pickup, pruning, and tree inspections are also provided by the City of Fargo. Cass County Electric Cooperative services parts of Fargo with electricity. Two coal power plants provide 58 percent of the power, wind turbines power 33 percent, and a dam on the Missouri river provides seven percent of their electric supply. Biomass and solar make up the remaining two percent. Xcel Energy also provides electricity and additionally supplies natural gas to customers in Fargo, operating in several other states including Colorado, Michigan, Minnesota, New Mexico, South Dakota, Texas, and Wisconsin.

The City of Fargo - Utility Billing Rates

Energy Sources & Environment | Cass County Electric Cooperative.

North Dakota Service Area | Corporate | Xcel Energy

St. Cloud

The City of St. Cloud Department of Public Utilities oversees drinking water, waste water, stormwater, hydroelectric utilities and energy services. Energy services include Electric Vehicle charging stations, a “food waste to energy” pilot program, and future pilot programs – renewable natural gas and green hydrogen.

[3] All information in this section from GVEA’s website, GVEA.com, February 2025

Public Utilities | St. Cloud, MN - Official Website

The City of St. Cloud manages stormwater through the Stormwater Utility Division of the Public Utilities Department. Most of the city's stormwater runoff is directly discharged to the Mississippi River, Sauk River or wetlands; some runoff is routed through treatment systems including stormwater ponds and rain gardens. St. Cloud complies with federal stormwater management requirements by maintaining a Minnesota General National Pollution Discharge Elimination Permit by implementing a Stormwater Pollution Prevention Program (SWPPP) which includes best management practices designed to reduce negative impacts on water quality. The SWPP is consistent with the St. Cloud Stormwater Management Plan (2011).

ci.stcloud.mn.us/DocumentCenter/View/23518/2021-SWPPP?bidId=

St-Cloud-SWMP_Final-Report-2

Winter City Policies

The World Winter Cities Association for Mayors (WWCAM) defines a winter city as one that faces harsh winter climatic conditions, including heavy snowfalls and colder temperatures (wwcam.org/en/about). Many winter cities adopt policies and guidelines intended to encourage transportation systems, buildings, and recreation projects to be planned and designed so that the infrastructure will be used during all four seasons and not just summer and fall. None of the three MPO communities compared have adopted a Winter Cities Policy or plan by name, but they do incorporate recommendations in line with winter cities best practices in various plans, policies and programs.

Fairbanks North Star Borough

The FNSB and cities of Fairbanks and North Pole do not have specific winter city policies or design guidelines. The 2024 Downtown Fairbanks Area Plan and the 2005 FNSB Regional Comprehensive Plan do however include the concept of a winter city and the need to acknowledge the climate and needs of the community. Both plans recommend incorporating winter city policies into design and construction. Numerous strategies and actions specifically address winter conditions.

The borough is currently updating the comprehensive plan. The current plan, adopted in 2005, recommend promoting guidelines to encourage solar access, including winter city design guidelines. The plan also encourages year-round multi-use trails and decorative winter lighting.

Fargo

The city of Fargo has an adopted Winter Warming Plan to address the needs of the city's unhoused population during the winter season. Additionally, the city's comprehensive plan addresses green infrastructure for addressing storm water management, encourages energy efficient building design and the use of solar power. None of these recommendations and policies are specifically targeted towards a winter climate.

The comprehensive plan does recommend winter programing, such as festivals, fitness programs and ice sculptures. The plan suggests that green infrastructure (discussed above) could be used for cross country skiing in the winter. Furthermore, the plan recommends an "all season city-wide trail loop" to encourage recreation and active transportation throughout the city all year. The plan also includes several case studies from other communities to be used for winter programing. The plan mentions winter storms in the discussion of safety.

The City of Fargo - Comprehensive Plan: Go2030

Fargo also publishes information about winter safety and seasonal parking restrictions on their website.

St. Cloud

The city of St. Cloud has published winter parking regulations.

Winter Parking Regulations | St. Cloud, MN - Official Website

The city of St. Cloud is currently updating their comprehensive plan. The current plan was adopted in 2015.

| St. Cloud, MN - Official Website

A review of the current comprehensive plan does not reveal a discussion of winter cities, policies or recommendations specifically targeted towards winter design.

The St. Cloud 2022 Regional Active Transportation Plan identifies the lack of snow removal on sidewalks and ramps is a problem for active transportation. The plan states within the APO it is the property owner's responsibility to clear sidewalks of snow and ice. The reason for this policy is that clearing sidewalks would be prohibitively expensive for the city to clear every sidewalk after every snowfall. The plan notes the disparity of quick and routine snow clearing for streets and not sidewalks. The plan identifies six "lessons" cities should consider during the winter:

- Plow with care - leaving pedestrian walkway clear and not use sidewalks for snow storage
- Define priority areas for people who walk – designate priority pedestrian routes and keep them clear
- Follow plows with a smaller machine – to clear barriers created by the larger plows
- Clear the pathway from bus stops to the street
- Change policies to reflect reality – recognizing that property owners typically use a shovel, and this may be insufficient if plows leave heavier snow on the sidewalk
- Dedicate a percentage of resources to ensuring pedestrian access – devote a set aside for snow management for active users.

The plan includes snow clearing policies examples from Burlington, VT and Halifax, Novia Scotia, Canada. The plan also provides links to additional resources:

- Snow Removal Policy Toolkit
- Planning for Complete Communities in Delaware

The plan also recommends that on-road maintenance include clearing, sweeping, vegetation removal, and snow removal of the edges of roadways.

Appendix A

Compliance Check List

MTP Review Checklist - Alaska MPOs		
Required Items	Response (Y/N/NA/Follow Up)	Comments
MTP Planning Horizon 23 CFR 450.324 (a)		
The MTP ("the plan") addresses no less than a 20-year planning horizon as of the effective date. In nonattainment and maintenance areas, the effective date of the plan shall be the date of a conformity determination issued by FHWA & FTA. In attainment areas, the effective date of the plan shall be the date of adoption by the MPO.		
MTP Updates 23 CFR 450.324 (c); 23 CFR 450.324 (c)		
The plan has been updated at least every 4 years in air quality nonattainment and maintenance areas, and at least every 5 years in attainment areas. The plan update is based on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. The MPO has approved the plan and any revisions. Copies must be provided to FHWA and FTA.		
Plan Scope 23 CFR 450.324 (b); 23 CFR 450.324 (f) (1-10; 12); 23 CFR 450.306(b)(1-10)		
The plan includes both long-range and short-range strategies/actions providing for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods.		
The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors:		
1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency		
2. Increase the safety of the transportation system for motorized and non-motorized users		

MTP Review Checklist - Alaska MPOs		
Required Items	**Response (Y/N/NA/Follow Up)**	**Comments**
3. Increase the security of the transportation system for motorized and non-motorized users		
4. Increase accessibility and mobility of people and freight		
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns		
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight		
7. Promote efficient system management and operation		
8. Emphasize the preservation of the existing transportation system		
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation		
10. Enhance travel and tourism		
Performance Based Planning 23 CFR 450.306(d); 23 CFR 450.324(f)(4)		
An MPO shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. chapter 53 by providers of public transportation, required as part of a performance-based program including:		
The State asset management plan for the NHS, as defined in 23 U.S.C. 119(e) and the Transit Asset Management Plan, as discussed in 49 U.S.C. 5326		
Applicable portions of the HSIP, including the SHSP, as specified in 23 U.S.C. 148		
The Public Transportation Agency Safety Plan in 49 U.S.C. 5329(d)		
Other safety and security planning and review processes, plans, and programs, as appropriate		

MTP Review Checklist - Alaska MPOs		
Required Items	**Response (Y/N/NA/Follow Up)**	**Comments**
The Congestion Mitigation and Air Quality Improvement Program performance plan in 23 U.S.C. 149(l), as applicable		
Appropriate (metropolitan) portions of the State Freight Plan (MAP-21 section 1118)		
The congestion management process, as defined in 23 CFR 450.322, if applicable		
Other State transportation plans and transportation processes required as part of a performance-based program		
The plan includes a description of the performance measures and targets used in assessing the performance of the transportation system in accordance with 23 CFR 450.306 (d). The plan includes a system performance report and subsequent updates evaluating condition/performance of transportation system-including progress achieved by MPO in meeting targets in comparison with previous reports and baseline data. Must include PM1, PM2, PM3 and transit. For MPOs that elected to develop scenarios-an analysis of how the preferred scenario improved conditions and performance of the transportation system.		
System Performance Report that evaluates the condition and performance of the transportation system and has the following for all required performance measures: Baseline conditions, targets, progress achieved, trend analysis on progress since previous report.		
Facilities 23 CFR 450.324(f)(2)		
The plan includes existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities (e.g. pedestrian walkways and bicycle facilities), and intermodal connectors.		
Demand 23 CFR 450.324(f)(1)		
The plan includes current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan.		
Operational and Management Strategies 23 CFR 450.324(f)(5)		

MTP Review Checklist - Alaska MPOs		
Required Items	**Response (Y/N/NA/Follow Up)**	**Comments**
The plan includes operational and management strategies to improve the performance of existing transportation facilities to relieve congestion and maximize safety and mobility.		
Congestion Management Process (only for TMAs) 23 CFR 450.324(f)(6)		
The plan includes consideration of the congestion management process in TMAs, including the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide.		
Safety Plan Integration 23 CFR 450.324 (h)		
The plan integrates the priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the Highway Safety Improvement Program (HSIP), including the State Highway Safety Plan (SHSP), the Public Transportation Agency Safety Plan, and may incorporate or reference applicable emergency relief and disaster preparedness plans and strategies and policies that support homeland security, as appropriate, to safeguard the personal security of all motorized and non-motorized users.		
Freight 23 CFR 450.306(a)(b); 23 CFR 450.324(f)(5); 23 CFR 450.316(a)		
The plan incorporates the goals, objectives, performance measures and targets of the State's Freight Plan into the MTP directly or by reference.		
The plan incorporates freight needs and project the freight demands in the MTP to support National Highway Freight Program funding.		
Development of the plan included freight shippers and providers of freight transportation services into stakeholder outreach for the MTP to address the demand of goods transportation on the network or makes a concerted effort to incorporate freight stakeholders and strategies into the MTP.		
System Preservation 23 CFR 450.324(f)(7)		

MTP Review Checklist - Alaska MPOs		
Required Items	Response (Y/N/NA/Follow Up)	Comments
The plan includes an assessment of capital investments and other strategies to preserve existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases, and reduce vulnerability of existing infrastructure to natural disasters. The MTP may consider projects and strategies that address areas or corridors where current or projected congestion threatens the efficient functioning of key elements of the metro area's transportation system.		
Transportation/Transit Enhancement 23 CFR 450.324(f)(8)		
The plan includes transportation and transit enhancement activities, including consideration of the role transit vehicles may plan in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that are privately owned and operated, and including transportation alternatives.		
Environmental Mitigation 23 CFR 450.324(f)(10); 23 CFR 324(g)		
The plan includes a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities and opportunities.		
The discussion is at a system-eide level to identify areas where mitigation may be undertaken (perhaps illustrated on a map) and the kind of mitigation strategies, policies and/or programs may be used.		
The plan demonstrates MPO consultation with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation (as appropriate).		
Project Information 23 CFR 450.324(a); 23 CFR 450.324(f)(9)		
Lists all projects and project funding for the entire time period covered by the MTP, from the adoption date to the horizon year.		
The plan includes project descriptions described in sufficient detail to develop cost estimates. In nonattainment and maintenance areas, the plan includes design concept and		

MTP Review Checklist - Alaska MPOs		
Required Items	**Response (Y/N/NA/Follow Up)**	**Comments**
scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source.		
Financial Plan 23 CFR 450.324(f)(11)		
The MTP includes a financial plan that demonstrates how the adopted plan can be implemented; the plan is fiscally constrained.		
The financial plan includes system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain the federal-aid highways and public transportation.		
The financial plan includes cooperatively developed (by the MPOs, public transportation operators, and State) estimates of funds that will be available to support plan implementation; all necessary financial resources from public and private sources that are reasonably expected shall be identified.		
The financial plan includes recommendations on any additional financing strategies to fund projects and programs included in the MTP; for new funding sources, strategies for ensuring their availability shall be identified		
The financial plan includes an inflation rate for revenue and cost estimates (cooperatively developed by MPOs, public transportation operators, and the State) that reflects "year of expenditure dollars" based on reasonable financial principles and information.		
For MPO areas in nonattainment or maintenance the financial plan shall address the specific financial strategies required to ensure the implementation of TCMs in the applicable SIP.		
For the outer years of the metropolitan transportation plan (i.e., beyond the first 10 years), the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands (optional).		
For illustrative purposes, the financial plan may include additional projects that would be included in the adopted transportation plan if additional resources beyond those		

MTP Review Checklist - Alaska MPOs		
Required Items	**Response (Y/N/NA/Follow Up)**	**Comments**
identified in the financial plan were to become available (optional).		
Air Quality 23 CFR 450.324(f)(9)		
For MPO areas in nonattainment for ozone or carbon monoxide the MPO shall coordinate the development of the MTP with the process for developing transportation control measures (TCMs) in a State Implementation Plan (SIP); In nonattainment and maintenance areas for transportation-related pollutants, the MPO, as well as the FHWA/FTA must make a conformity determination on any updated or amended transportation plan in accordance with the Clean Air Act and the EPA transportation conformity regulations (40 CFR part 93, subpart A).		
In non-attainment and maintenance areas, projects must be described sufficiently to be accurately included in a conformity determination regardless of funding source.		
Public Involvement 23 CFR 450.316(a); 23 CFR 450.324(k)		
The MPO shall provide individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cashout program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan using the participation plan developed under §450.316(a).		
The MPO provided adequate public notice of activities and a reasonable opportunity to comment on the proposed MTP.		
The MTP employs visualization techniques , 2)The MTP participation process is outlined in the MPO participation plan, 3) The MPO published or otherwise made readily available the MTP for public review, including (to the maximum extent		

MTP Review Checklist - Alaska MPOs		
Required Items	**Response (Y/N/NA/Follow Up)**	**Comments**
practicable) in electronically accessible formats and means, such as the World Wide Web.		
The MPO held any public meetings at convenient and accessible locations and times, 2)In nonattainment TMA areas the MPO provided at least one formal public meeting during MTP development process which is addressed in the MPO participation plan.		
The MTP demonstrates explicit consideration and response to public input received during the development of the plan.		
The participation plan outlines a process to seek out and consider the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services		
The MTP contains a summary, analysis, and report on the disposition of any significant written and oral comments are received on the draft plan as a result of the participation process or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR 93).		
Scenario Planning (optional) 23 CFR 450.324(i)		
An MPO may, while fitting the needs and complexity, voluntarily elect to develop multiple scenario for consideration as part of the development of the metropolitan plan. An MPO that chooses to develop multiple scenarios under this paragraph is encouraged to consider:		
Potential regional investment strategies for the planning horizon		
Assumed distribution of population and employment;		
A scenario that, to the maximum extent practicable, maintains baseline conditions for the performance areas identified in §450.306(d) and measures identified in §450.306(d) as possible		
Revenue constrained scenarios based on the total revenues expected to be available over the forecast period of the plan		

MTP Review Checklist - Alaska MPOs		
Required Items	**Response (Y/N/NA/Follow Up)**	**Comments**
Estimated costs and potential revenues available to support each scenario		
Note: In addition to the performance areas identified in 23 U.S.C. 150(c), 49 U.S.C. 5326(c), and 5329(d), and the measures established under 23 CFR part 490, MPOs may evaluate scenarios developed under this paragraph using locally developed measures. 23 CFR 450.324(i)(2)		

Appendix B

Plan and Policy Table - References

	Fairbanks Area Surface Transportation Planning (FAST-Planning) MPO	Fargo-Moorehead Council of Governments (COG)	St. Cloud Area Planning Organization (APO)
Population	97,327 (FNSB)	267,793	139,645
Organization type/description	• Surface Transportation Planning within the Metropolitan Planning Area • Includes incorporated cities of North Pole and Fairbanks • Includes unincorporated communities of Badger, College, Steele Creek, Chena Ridge, Farmers Loop, Eielson Airforce Base	• Provides both surface transportation and community planning services • Across two states (Dakota/Minnesota) • Includes 2 counties, 14 cities, 30 townships	• Surface transportation planning within the APO • Includes 3 counties, 5 cities, 1 township
Board membership/constituents	• Policy Board; 7 members, including representatives from City of Fairbanks, FNSB, City of North Pole, AKDOT&PF, ADEC Division of Air Quality • Technical Committee; 16 members, including representatives from City of Fairbanks, FNSB, City of North Pole, MACS Transit, AKDOT&PF Planning, AKDOT&PF Pre-Construction, ADEC Air Quality, Fort Wainwright, Fairbanks International Airport, Freight Industry, AK Railroad, Public Safety, FNSB Rural Services and Tribal Representative. • Walk, Ride & Roll Advisory Committee; 7 members, representatives from FNSB, City of Fairbanks, City of North Pole, FAST Planning, AKDOT&PF • Project Enhancement Committee; 10 members, including representatives from City of Fairbanks, City of North Pole, FNSB, State of AK, and FAST Planning	• Policy Board; 16 members, including representatives from Clay County, West Fargo City • Moorehead City, Fargo City, Horace City, Dilworth City, Cass County, NDDOT, MnDOT, MATBUS • Transportation Technical Committee; 21 members, including representatives from City of Moorehead Engineering, City of West Fargo Engineering, MATBUS, City of West Fargo Planning, City of Fargo Planning, City of Fargo Engineering, Greater Fargo Moorehead Economic Development Corporation, MnDOT, Cass County Planning, Cass County Engineering, City of Horace Planning, City of Moorehead Planning, North Dakota State University, Clay County Planning, MATBUS, Freight Representative, City of Dilworth Community Development, Bicycle/Pedestrian Representative, Minnesota University Representative • Metropolitan Bicycle & Pedestrian Committee; 23 members, including representatives from Metro COG, Fargo Police Department, Fargo Park District, City of Moorehead Engineering, Citizen Representative, MnDOT, City of Dilworth, City of Moorehead Planning, NDDOT, City of Fargo Planning, Cass County, West Fargo Park District, Moorehead Parks & Recreation, City of Fargo Engineering, North Dakota State University, River	• Policy Board; 12 members, including representatives from, City of Saint Cloud, City of Saint Joseph, City of Sartell, City of Sauk Rapids, City of Waite Park, Lesauk Township, Benton County, Serburne County, Stearns County, Metro Bus • Technical Advisory Committee; 12 members plus 8 Ex-Officio members; including representatives from City of Sartell, Benton County, Metro Bus, City of Saint Cloud, City of Sauk Rapids, City of Waite Park, MnDOT District 3, City of Saint Joseph, Sherburne County, LeSauk Township, ex-officio includes representatives from EPA Region 5, FHA, FTA, Minnesota Pollution Control Agency, MnDOT Statewide Multimodal Planning, MnDot District 3 State Aid Engineer, Active Transportation Advisory Committee Representative • Active Transportation Advisory Committee; is a subcommittee of the TAC without formal membership. Any person with interest in active transportation may attend meetings.

	Fairbanks Area Surface Transportation Planning (FAST-Planning) MPO	Fargo-Moorehead Council of Governments (COG)	St. Cloud Area Planning Organization (APO)
		Keepers, Fargo Cass Public Health, PernerSHIP4 Health, City of West Fargo Engineering, MATBUS, Clay County • GIS Committee; 14 members, consists of GIS specialists from local units of government and public institutions. The committee discusses GIS data needs, sharing, and standardization throughout the Fargo-Moorhead Metropolitan Area. • Traffic Operations Working Group; 8 members, representing traffic experts from local units of governments that meet to discuss local traffic-related issues, exchange traffic-related information, and oversee traffic-related plans & studies. The Group also acts as the steering committee for Metro COG's Intelligent Transportation Systems (ITS) Deployment Plan that is updated as-needed. • Freight Advisory Committee; 25 members consisting of local planning partners and private sector freight enterprises from producer and carrier industries. The committee discusses Metro COG's plans and programs targeting freight transport in the region, economic and workforce issues, and state and national freight-related legislation.	
		Metro COG staff participate in the following committees, but the COG does not operate the committees. • MATBUS Coordination Committee - The MATBUS Coordination Committee (formerly the MAT Coordinating Board) is responsible for providing a coordinated public transit system within the Fargo-Moorhead Metropolitan Area. • Cass Clay Food Commission - The Cass Clay Food Commission meets bi-monthly and is tasked with identifying ways to improve access to healthy, safe, local, and affordable	

	Fairbanks Area Surface Transportation Planning (FAST-Planning) MPO	Fargo-Moorehead Council of Governments (COG)	St. Cloud Area Planning Organization (APO)
		food for residents in the Fargo-Moorhead Metropolitan Area.	
Guiding Documents (list)	• Certificate of Incorporation • Bylaws • Operating Agreement • Policy & Procedures • Office MOU • IRS 501(c)(3) Determination • Annual Tax Return • FFY23 Federal Funds Obligations List operating documents – FAST Planning	• Articles of Association Microsoft Word - Metro COG Articles of Association as Amended May 2019 with Signature Pages • Policy Board Bylaws Policy_Board_Bylaws_04182024.pdf • Technical Committee Bylaws Bylaws	• Joint Powers Agreement JOINT POWERS AGREEMENT BETWEEN GOVERNMENTAL UNITS • Technical Committee Bylaws APO_Letterhead
	○ Certificate of Incorporation establishes the Fairbanks Area Surface Transportation Planning as an Alaskan Nonprofit Corporation ○ Purpose is to coordinate transportation planning, programs and projects among governmental entities and private organizations to fulfil the federal requirements of a MPO. ○ Establishes a Board of Directors ○ Establishes tax exempt status ○ Establishes dissolution process ○ Establishes amendment process ○ Establishes membership	○ Article of Association establish the Metro Council of Governments ○ Purpose is to conduct and coordinate technical assistance, planning studies, and special projects to address transportation and non-transportation problems and issues that are of metropolitan significance or where member jurisdictions request assistance. ○ Is designated as the MPO to fulfil federal requirements ○ Establishes membership ○ Establishes functions ○ Establishes organizational structure ○ Policy Board Operations ○ Establishes powers and duties ○ Establishes code of ethics ○	○ Joint Powers Agreement establishes the St. Cloud APO. ○ General purpose is to fulfill federal requirements of a MPO. ○ Establishes powers and duties of APO. ○ Establishes organizational structure ○ Establishes planning area ○ Establishes Staff ○ Financial matters ○ Amendment process ○ All governmental jurisdictions signing the agreement are voting members. Non-member jurisdictions are represented through their respective counties.
Unique policies (comparative list)	• Complete Streets Complete_Streets_Policy_Update.pdf • Green Streets Policy Green_Streets_Policy_Update.pdf	• Complete Streets Microsoft Word - Final Complete Streets Policy November 18, 2010 • ITS Deployment Strategy Microsoft Word - Final ITS Deployment Strategy	• City of Saint Cloud Downtown Streetscape & Urban Design Plan stcloudapo.org/wp-content/uploads/2019/12/StCloud_FinalReport_hi-res__01.05.17.pdf

	Fairbanks Area Surface Transportation Planning (FAST-Planning) MPO	Fargo-Moorehead Council of Governments (COG)	St. Cloud Area Planning Organization (APO)
	• Landscape Policy Landscape_Policy_Update.pdf	• Electric Vehicle Readiness Study https://www.fmmetrocog.org/projects-rfps/electric-vehicle-readiness-study • West Fargo Traffic Calming Study	• Return on Investment Performance Measure Microsoft Word - Final SCAPO ROI Report August 2019.docx
Required Plans (list)	• Metropolitan Transportation Plan metropolitan transportation plan – FAST Planning • Transportation Improvement Plan TIP – FAST Planning • Public Participation Plan public participation plan – FAST Planning • Unified Planning Work Program UPWP – FAST Planning	• Metropolitan Transportation Plan Metropolitan Transportation Plan :: Fargo-Moorhead Metro COG • Transportation Improvement Plan Transportation Improvement Program :: Fargo-Moorhead Metro COG • Unified Planning Work Program Unified Planning Work Program :: Fargo-Moorhead Metro COG • Public participation Plan Public Participation Plan :: Fargo-Moorhead Metro COG	• Metropolitan Transportation Plan METROPOLITAN TRANSPORTATION PLAN | Saint Cloud Area Planning Organization • Transportation Improvement Plan TRANSPORTATION IMPROVEMENT PROGRAM | Saint Cloud Area Planning Organization • Stakeholder Engagement Plan STAKEHOLDER ENGAGEMENT PLAN | Saint Cloud Area Planning Organization • Unified Planning Work Program CURRENT UPWP | Saint Cloud Area Planning Organization
Supplemental plans (list)	• Transit Plan fastplanning.us/wp-content/uploads/2024/12/2024_Fairbanks-Transit-Plan_FAST-Planning.pdf • Coordinated Human Services Transportation Plan fastplanning.us/wp-content/uploads/2024/12/2024_Coordinated-Human-Services-Transportation-Plan_FAST-Planning.pdf • Fairbanks City Street Bike Lane Network (V1 & V2) bicycle & pedestrian planning – FAST Planning • Non-motorized Plan fastplanning.us/wp-content/uploads/2021/05/Connect-Fairbanks-Plan-Final.pdf • Freight Mobility Plan freight-mobility-plan-for-approval.pdf • Safe Routes to School safe routes to school – FAST Planning	• Corridor Studies (11) Corridor Studies :: Fargo-Moorhead Metro COG • Transit Plans (3) Transit Planning :: Fargo-Moorhead Metro COG • Bicycle & Pedestrian Plans (5 including Complete Streets Policy) Bicycle/Pedestrian Planning :: Fargo-Moorhead Metro COG • Freight Planning (3) Freight Planning :: Fargo-Moorhead Metro COG • Electric Vehicle Readiness Study https://www.fmmetrocog.org/projects-rfps/electric-vehicle-readiness-study • West Fargo Traffic Calming Study https://www.fmmetrocog.org/WF-Traffic-Study • Red River Greenway Study https://www.fmmetrocog.org/RedRiverGreenway • Comprehensive Safety Action Plan https://www.fmmetrocog.org/projects-rfps/regional-comprehensive-safety-action-plan	• Regional Infrastructure Investment Plan REGIONAL INFRASTRUCTURE INVESTMENT PLAN | Saint Cloud Area Planning Organization • Regional Active Transportation Plan REGIONAL ACTIVE TRANSPORTATION PLAN | Saint Cloud Area Planning Organization • Transportation Performance Monitoring Report TRANSPORTATION PERFORMANCE MONITORING REPORT | Saint Cloud Area Planning Organization • Corridor Studies (13) DOCUMENTS & RESOURCES | Saint Cloud Area Planning Organization • Safe Routes to School (10) Safe Routes to School | Saint Cloud Area Planning Organization • Urban Belt Line Corridor Plans (6) URBAN BELT LINE CORRIDOR PLANS | Saint Cloud Area Planning Organization

	Fairbanks Area Surface Transportation Planning (FAST-Planning) MPO	Fargo-Moorehead Council of Governments (COG)	St. Cloud Area Planning Organization (APO)
		MetroCOG also conducts community planning • Comprehensive & Transportation Plans • Food Commission • Demographic Forecasts • Land Use/Zoning Ordinance Development • Land Use Map & Inventory Development	