



POLICY COMMITTEE MEETING

Wednesday, December 19, 2012 10:00 am – 12:00 pm
State of Alaska DOT & PF, 2301 Peger Road, Main Conference Room

1. Call to Order
2. Introduction of Members and Attendees
3. Public Comment Period (3 minute limit)
4. Approval of the December 19, 2012 Agenda
5. Approval of the November 21, 2012 Minutes
6. Committee Reports
 - a. Coordinator's Office Report and Technical Committee Action Items
 - b. FMATS Art Selection Update
 - c. Boundary Subcommittee Recommendations
 - d. UPWP Subcommittee Report
7. Old Business
 - a. Illinois Street Reconstruction Update
8. New Business
 - a. Limited Maintenance Plan for Carbon Monoxide (Action Item)
 - b. STIP Comments – Closes January 7, 2013
 - c. MAP-21 Allocation and Breakdown
 - d. Shoreway Park Path Extension
 - e. College Road Corridor Study
9. Public Comment Period (3 minute limit)
10. Other Issues
11. Informational Items
 - a. Obligations/Offset List
 - b. Air Quality Update
 - c. North Pole Road/Rail Crossing Reduction Project FONSI
12. Policy Committee Comments
13. Adjourn

Next Scheduled Policy Committee Meeting, 10:00 am, Wednesday, January 16, 2013 at DOT&PF Main Conference Room.

**Fairbanks Metropolitan Area Transportation System
POLICY COMMITTEE**

**800 Cushman Street, City Council Chambers
City Hall, Fairbanks, Alaska**

Meeting Minutes – November 21, 2012

1. Call to Order

Chair Steve Titus called the meeting to order at 10:00 am.

2. Introduction of Members and Attendees

Attendee

*Mayor Bryce Ward

*Mayor Jerry Cleworth

*Cindy Heil (for Alice Edwards)

*Mayor Luke Hopkins

*Guy Sattley

*Perry Walley

*Steve Titus, Chair

**⁺ Donna Gardino

**Jessica Smith

⁺ Joan Hardesty

**Margaret Carpenter

Linda Mahlen

⁺⁺ Sue Sprinkle

⁺⁺ Ron Inouye

⁺⁺ George Lounsbury

⁺⁺ Kelley Hegarty-Lammers

Robert Worley

⁺ Bernardo Hernandez

**Kellen Spillman

Russ Johnson

Mary Ann Nickles

Barry Hooper

Hannah Blankenship

⁺ Michael Schmetzer

Dermot Cole

Thor Bergstrom

⁺⁺ June Rogers

Michael Vandermeer & Cheryl Hamilton (by phone)

Kris Riesenber (by phone)

**FMATS Policy Committee Members, **FMATS Staff Members*

⁺FMATS Technical Committee Members, ⁺⁺FMATS Art Selection Advisory Committee

Representative Organization

City of North Pole

Mayor, City of Fairbanks

Director, Division of Air Quality

Mayor, Fairbanks North Star Borough

Member, FNSB Assembly

City of Fairbanks

DOT & PF

MPO Coordinator, FMATS

Transportation Planner/Assistant, FMATS

Division of Air Quality

DOT & PF Planning

DOT & PF Planning

Graphic Designer

Historical Society

Pioneers of Alaska

Chena Riverfront Commission

Volunteer, Food Bank

FNSB, Community Planning

FNSB, Community Planning

DOT&PF

Public

DOT&PF

DOT&PF

City of Fairbanks

Fairbanks Daily News-Miner

DOT&PF

Fairbanks Art Association

ie Creative

FHWA

3. Public Comment

Sue Sprinkle: Ms. Sprinkle thanked the Policy Committee to allow for the process to select the artwork. She said there was a lot of time and effort involved, and everyone brought to the table their different backgrounds to contribute. Ms. Sprinkle thanked Donna Gardino, Jessica Smith, and Kellen Spillman. She noted that Ms. Gardino's team fostered the committee and appreciated their work on this project. Ms. Sprinkle alluded to the long and hard work of the FMATS Art Selection Advisory Committee in the presented recommendation. Ms. Sprinkle hopes the Policy Committee finds the recommendation enjoyable; she is excited and honored to be a part of this process.

Mary Ann Nickles: As a long-time follower of the art project, Ms. Nickles was excited to see Dermot Cole's piece in the newspaper.

George Lounsbury: Mr. Lounsbury noted the long process of the Art Selection Advisory committee, and echoed Ms. Sprinkle's comments. He thanked Ms. Smith and Ms. Gardino for facilitating the committee. He presented the committee with a quartz crystal from Nolan Creek, which is what inspires his support of the selected artwork. He thanked the committee for their time.

Ron Inouye: Mr. Inouye noted the valuable process of the Art Selection Advisory Committee, and its value to the community. He said that he learned a lot, and believes the process developed has really educated the committee by connecting with others around the state. There is now a good infrastructure [in this process] to have a better understanding of what public art is in this community. Mr. Inouye asked the Policy Committee to endorse the recommendation from the Art Selection Advisory Committee.

Kelley Hegarty-Lammers: Ms. Hegarty-Lammers reminded the committee of her background in city planning, with a specialty in public involvement, and noted the Art Selection Advisory Committee's diligence in extensive, community-wide involvement through a survey which asked what the community what it would like to see represented in this space. She noted the committee's diligence to stay in tune to the community's desires when making the presented recommendation. Ms. Hegarty-Lammers thanked the Policy Committee for the project opportunity, and thanked Donna Gardino for keeping the committee on track with schedule and process. Mr. Hegarty-Lammers asked the Policy Committee to please consider approving the recommended choice, as the committee all compromised their own opinions to make the provided recommendation.

4. Approval of November 21, 2012 Agenda.

- **Motion:** To approve the November 21, 2012 agenda. (Walley/Hopkins).
- **Discussion:** Mayor Hopkins asked to add "railroad crossings" under item 10.
- **Vote on the motion:** None opposed. Approved.

5. Approval of October 17, 2012 Minutes.

- **Motion:** To approve the October 17, 2012 Minutes. (Hopkins/Sattley).
- **Vote on the motion:** None opposed. Approved.
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6. Committee Reports

a. Coordinator's Office Report and Technical Committee Action Items

Ms. Gardino provided an update on FMATS' activities and a copy of the Technical Committee Action Items from November 7, 2012, details of which are included in the Coordinator's Report in the meeting packet. Ms. Gardino noted that the FMATS advertising budget may increase significantly due to the fact the state Civil Rights office requires new, additional language in each advertisement. Ms. Gardino noted that she is working to save advertisement space by re-wording the required statements for compliance. Mayor Cleworth suggested directing readers to the website with full language or using the legal ads. Ms. Gardino noted the suggestions.

Mayor Hopkins asked if the federal funding allocation has been defined. Ms. Gardino said she has not received the final funding amounts. Mr. Titus and Ms. Gardino noted that the TIP and STIP have some amendments that will need to be completed before final funding allocations can be stated. Mayor Hopkins also asked if the discussion about consultation between FMATS and the State, and if there is any further information regarding consultation definition. Ms. Gardino said she had not. Mr. Riesenbergsaid that the information needed from FHWA has been slow in coming, and in the last few days more information has been received by Headquarters. He noted that this could have been the reason for Headquarters not yet knowing the allocation amounts. Mayor Hopkins asked if MPOs are also included in that distribution. Mr. Riesenbergsaid that FHWA works through the DOT with the allocations, after which the DOT will work with the sub-recipients, such as FMATS. Mr. Titus believes by the next Policy Committee meeting, the DOT should know the allocations.

b. FMATS Art Selection Advisory Committee Recommendations (Action Item)

Ms. Gardino provided a presentation on the FMATS Art Selection Advisory Committee's process and the five finalists and their concepts from the Art Selection Advisory Committee's Request for Proposals (RFPs). Ms. Gardino walked the committee through each of the finalists and their response to the RFP. The finalist recommended by the Art Selection Advisory Committee for the Illinois Street Reconstruction Project's new downtown greenspace was the artist team ie Creative out of Vancouver, British Columbia, Canada. The team consists of Cheryl Hamilton and Michael Vandermeer, who were present by phone at this meeting for any questions or concerns of the committee. The finalist's concept was named "Polaris" by the artists.

Ms. Gardino and the artist team described the concept, as well as provided the Policy Committee with the model of the concept supplied by the artist.

- **Motion:** To accept the FMATS Art Selection Committee's recommendation of Polaris. (Sattley/Hopkins).
- **Discussion:** Mr. Sattley asked the artist team for further clarification of the placement of the lighting in the sculpture, as well as the robustness of the lights. Mr. Vandermeer explained that the spires with lighting were approximately 6 feet off the ground, which provides adequate height so as the lights are not covered by snow in the winter. He also explained that the lights are covered with thick, wired glass which is very resistant. The lights themselves are Phillips

models which can be easily replaced. Mr. Sattley asked if access to the lights would be hidden from the public. Ms. Hamilton said the access would be discrete, so as to encourage vandalism to the lighting fixtures. Mr. Sattley asked for a clarification of the LED lighting costs. Mr. Vandermeer said that each of the three spires which hold the LED lights has an entire module, which consists of approximately 20 LED lights, which are individually replaceable. The entire module replacement would cost approximately \$2,000. There is also a control unit. The total cost of the lighting assembly is approximately \$2,500. Mr. Sattley noted that he liked the stainless steel look. Mr. Vandermeer said the artist team was using a surgical-grade steel that will certainly outlast the lifetime of the team members!

Mayor Hopkins asked if there was any discussion of tempered glass instead of the wired glass for the LED windows. Ms. Hamilton said the team would be happy to use a tempered glass instead of a wired glass if that is more suitable for the fixtures. Wired glass was selected because it is so robust. Mayor Hopkins asked if there should be a recommendation for this glass selection. Ms. Gardino said this was a design detail, which she would look to the engineers to make that recommendation.

Mr. Vandermeer noted the artist team was open to the advice of the local experts.

Mayor Hopkins asked how the maintenance of the walk way around the sculpture to avoid trampled grass. Ms. Gardino said this was discussed with John Haas during the interviews. Mayor Hopkins noted his discussion with Mr. Schmetzer for a reasonable area for benches or other additives to the area. Mr. Titus asked if a washed gravel base would be of some effect to the artists' sculpture. Mr. Vandermeer noted that the team wanted the sculpture to look good, so they would work to make that happen and use washed aggregate or other material as needed. Ms. Hamilton noted the team's observation of the arctic webcam, from which there are natural pathways through the greenspace already, which could help determine appropriate areas for pathways through the greenspace.

Mayor Hopkins asked if the stainless will have coating, or just the polished finish. Ms. Hamilton noted that the finish is hand-polished steel, which is done for two reasons: 1) to blend in to the environment and 2) for longevity of the sculpture. The polishing takes many months to complete. Mayor Cleworth asked if the artist team has experience with removal of graffiti and re-polishing the surface. Ms. Hamilton said yes, the material is easy to maintain and clean, of which the team will provide a demonstration of this maintenance. Mr. Titus asked if oils from touching with hands will detract from the finish. Mr. Vandermeer and Ms. Hamilton said the mirror finish is like silverware in our homes or Skygate ("the Bean") in Chicago. Of all materials they have experienced, the work put into the smoothness of the material makes for longevity. Ms. Gardino also added that the finish makes the sculpture harder to climb.

Mayor Hopkins asked if the artists had any experience with outdoor installations with the stainless steel. Mr. Vandermeer noted that their sculpture "Shine" in Ottawa is outdoors and includes this finish.

Mayor Hopkins asked if there should be a motion regarding the ground surface treatment for the sculpture, as he would like to weigh in on what the community will be receiving in this area. Mr. Titus reminded Mayor Hopkins that Ms. Gardino will need to receive submittals on what an appropriate ground cover will be, and he has full confidence that Ms. Gardino is well aware of the maintenance concerns, and will report back to the committee. Mr. Titus does not believe there needs to be a motion on that topic, as Ms. Gardino will be able to handle the final approach. The committee agreed this is the best way to resolve this issue.

Ms. Gardino added that one of the spires will be pointing true North.

- **Vote on the motion:** Roll call vote. None opposed. Approved.

c. Boundary Subcommittee Report (Action Item)

- **Motion:** To approve the draft boundary maps for public review, as presented. (Cleworth/Ward).
- **Discussion:** Ms. Gardino noted the reason for the revision of the Metropolitan Planning Area (MPA) boundary: The 2010 Census dictates updating the MPA boundary every 10 years if urbanized areas are changed. Ms. Gardino described the map alternatives (included in the meeting packet).
 - Option A: This option is the minimum MPA Boundary as required by federal guidelines in addition to the boundaries of the Cities of Fairbanks and North Pole.
 - Option B: A smoothed MPA Boundary as developed by the FMATS MPA Boundary Subcommittee.

Ms. Gardino pointed out that although some areas that were urban in 2000 are no longer urban, and vice-versa, both options include less road mileage than the previous MPA. Mr. Sattley asked for clarification of the North Pole area; Mr. Spillman noted the subcommittee's inclusion of these areas as a part of the smoothing process with respect to decreased funding expectations.

Mayor Ward and Mayor Hopkins asked that a small area in the FNSB in the greater North Pole area be included in the MPA, as indicated during the meeting, due to his observation of growth in this area. Ms. Heil recommended additional map options, which resulted in the following amendment to the above motion:

- **Amendment to the Above Motion:** To create a map with an overlay of the existing boundaries and the proposed deletions and to develop a third map that includes the area that Mayor Ward and Mayor Hopkins indicated (south area with the two triangles). (Heil/Walley). None opposed. Approved.
- **Amended Motion:** To approve the draft boundary maps for public review, as presented, and to create a map with an overlay of the existing boundaries and the proposed deletions and to develop a third map that includes the area that Mayor Ward and Mayor Hopkins indicated (south area with the two triangles). None opposed. Approved.

d. UPWP Subcommittee Report

The subcommittee met and concluded the best way to discuss and assess the PL Funding allocation is to ask each agency (FNSB, FMATS, and DOT&PF) to provide a detailed breakdown of actual costs occurred for FMATS-related tasks. The subcommittee will reconvene on December 10, 2012 in the FMATS Conference Room. Mr. Titus asked when a report will be brought back to the Policy Committee. Ms. Gardino said it should be during January's meeting, after the Technical Committee has had a chance to discuss the recommendations of the subcommittee.

7. Old Business

a. Illinois Reconstruction Update

Ms. Gardino provided an update of the project, noting the dedication of the Veteran's Memorial Bridge. Ms. Gardino was unable to attend, but Mr. Titus provided a description of the ribbon-cutting and dedication ceremony, followed by a reception at the Morris Thompson Center. DOT&PF is excited the facility is open to traffic. Next summer the Noyes Slough Bridge and the intersection at College Road & Illinois Street will be completed. This year a significant part of the project has been completed!

Mr. Sattley asked how far ahead the project schedule is towards completion. Mr. Titus said the bridge is 2-3 months ahead of schedule. Mr. Sattley asked if there was incentive for acceleration; Mr. Titus said yes, there was an acceleration contract with the contractors, which was negotiated as well as a design-build proposal for the bridge.

Mayor Hopkins noted his appreciate for the facility being open, and the view of the greenspace will be important for the sculpture.

8. New Business

a. Election of Chair and Vice-Chair (Action Item)

Mr. Titus opened the floor for nominations for the positions of Chair and Vice Chair on the committee. Motions were made as follows:

- **Motion:** To nominate Steve Titus as the FMATS Policy Committee Chair. (Hopkins/Sattley).
- **Vote on the Motion:** None opposed. Approved.

- **Motion:** To nominate Guy Sattley as the FMATS Vice-Chair. (Walley/Cleworth).
- **Vote on the Motion:** None opposed. Approved.

b. Limited Maintenance Plan for Carbon Monoxide (Action Item)

- **Motion:** To approve the draft Limited Maintenance Plan (LMP) for Carbon Monoxide (CO) for public comment, as presented. (Hopkins/Heil).
- **Discussion:** Ms. Gardino pointed the committee to the latest draft of the LMP revision. After interagency consultation, the EPA recommended a Limited Maintenance Plan, which allows

FMATS to not have to consider a MOVES-based budget for CO conformity. Ms. Heil explained that in 2004, Fairbanks became a Maintenance Area for CO. This enters the area into two, ten-year periods of maintenance. At the end of 20 years, the area is no longer a maintenance area. After 8 years, the Clean Air Act requires that the area submits the second 10-year plan. This LMP is the 2nd 10-year plan for Fairbanks, and because the CO measures so low and consistent, there is no need for an additional conformity measure on all of the FMATS plans (LRTP, etc.). This helps to stream-line the reports. The issue is that the LMP must be approved by the EPA, and until it is improved, the area is still under a previous model. It is required to use an updated model, MOVES, and if the report is not approved by the time the grace period has ended in March 2013, FMATS is unable to do any amendments to the TIP or LRTP until the EPA has done an adequacy determination on the submitted plan. The public comment period will begin as soon as the Policy Committee approves this plan for comment. The DEC will then be able to do their own public process, and is hoping to have this completed and submitted to the EPA by March or shortly thereafter. Ms. Heil noted that the LMP changes are small; the new chapter for the LMP is an 8-page chapter.

Ms. Gardino added that the reason the conformity analysis cannot be done based on the MOVES model is because there is no accounting for the specific conditions in Fairbanks. The EPA is aware of this anomaly, but cannot fix this problem as fast as the plan needs to be submitted. As seen on the monitor, the emissions are not increasing, but the MOVES model would show otherwise. After approval from this body, the plan will be carried to the Assembly for approval.

Mayor Cleworth asked how many monitors Fairbanks has for CO. Ms. Heil said she did not know.

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

c. Household Travel Survey

Ms. Gardino briefly described the use of the Household Travel Study within the FMATS travel model, which needs updating for the new Long-Range Plan, due in August 2014. The DOT&PF is funding the survey out of the STIP. The survey will allow FMATS to utilize local data instead of national data for the model.

Mayor Hopkins asked what area will be included for the survey. Ms. Gardino said the survey will include the PM_{2.5} non-attainment area at a minimum.

d. Dennis Road Extension

Ms. Gardino said the design team came to the DOT and FMATS to ask if this project should be a priority. Part of this project is in the FMATS area. The DOT prefers to continue with the project and proceed with the purchase of ROW. This project already has ROW funding allocated. Russ Johnson from the DOT provided a presentation to the committee, which is included in the meeting packet.

Mayor Hopkins asked if there was an opportunity for cost savings on an extended shoulder along the extension, versus the proposed separated path. Mr. Johnson explained that the cost savings would be minimal. Mr. Titus asked how the decision of a separated path was reached. Mr. Johnsons said he did not know; it was a decision reached in the environmental process.

Mr. Sattley asked if the earmarked funding is still available. Mr. Johnson clarified that the \$518,000 for design and approximately \$250,000 for ROW was allocated and is able to be used. The other funding was lost. Mr. Johnson also noted that if the project was stopped and there was no reasonable explanation, there is a situation where the design costs may have to be repaid. Mr. Titus clarified that if the FHWA agreed with the reasoning for not completing a project, they will allow for the funding to remain. However, the expiration of an earmark fund is likely not a qualifying reason.

9. Public Comment

June Rogers: Ms. Rogers applauded the committee for all of their efforts in allowing the FMATS Art Selection Advisory Committee to make their recommendation today and to move forward with the project. She believes the Art Selection Advisory Committee has broken a lot of ground to help communicate with the arts community, the historians, and other entities. Ms. Rogers urged the committee to remember the Art Selection Advisory Committee; the committee is there as a resource and would love to work with the FMATS committees on future projects.

10. Other Issues

a. Railroad Crossings

Mayor Hopkins requested that FMATS Technical Committee address the orphan railroad crossings, particularly on South Lathrop. The crossing and the railroad serves a number of businesses and needs to be addressed in the issues of maintenance. Mayor Hopkins reminded the committee that the Borough cannot sign any sort of agreement for maintenance, as the crossing is not in a Borough Road Service Area. Mayor Hopkins asked that this issue be discussed in a future meeting and hopes that the Policy Committee concurs with weighing in on this issue. Mr. Titus noted the DOT's involvement with these crossings as well. He directed the issue to Ms. Carpenter, in addition to the crossings in North Pole that need to be addressed. Mr. Titus noted that the DOT will get the request of Mayor Hopkins' started. The issue will be brought forth at the next Technical Committee meeting. Ms. Gardino suggested a map of the railroad crossings be supplied for the next Technical Committee meeting.

11. Informational Items.

a. Obligations/Offset List

Ms. Gardino directed the committee to the Offset List in the meeting packet. She noted the \$1.5 million currently available in offset funding.

Mayor Hopkins asked why the current offset listing is larger than last month. Ms. Gardino said the additional funds seen are funds that were not known to be available until recently. Currently the

region is reviewing FMATS' comments and conducting a reconciliation of available funds. Mr. Titus added that the closing out of projects also adds to the offset list.

b. Response from Governor Parnell's Office regarding FMATS Request

Mr. Titus noted the letter from the Director of the Office of Management and Budget at Governor Parnell's office. The letter states that the office is in the process of reviewing requests and establishing a budget. The budget is due to be completed by December 15th.

c. North Pole Road/Rail Crossing Reduction Project Quarterly Report

Mr. Titus directed the committee to the Quarterly Report supplied by the railroad in the meeting materials. The Environmental Assessment (EA) is a current project. Mayor Hopkins asked if there will be a need for more funding to keep this process going. Mr. Titus said there was \$1 million allocated for this project, and there is no additional funding to his knowledge.

d. UAF Complete Trails Committee

Ms. Gardino informed the committee that UAF has formed a "Complete Trails" Committee and has asked her to participate. The committee will look for opportunities for improvements to connectivity in the trail system. There has been one meeting to date.

12. Policy Committee Comments

Guy Sattley: Mr. Sattley commented that Ms. Gardino may be working too hard, as she is dreaming about funding. He shared an account about his days with firefighting with the BLM, after long days he would lay in bed, thinking he had heard the helicopter's radio calling! The message is Ms. Gardino may be working too hard. Ms. Gardino responded that she leaves late tonight for vacation in Southern California.

Luke Hopkins: Mayor Hopkins was wondering how the selection committee would deal with five submittals, but now we know. He is interested to see how the apex and historical plaques will be addressed. He also asked that a reminder be sent out for the Interior Delegation meeting in December.

Bryce Ward: Mayor Ward said he is looking forward to participating in the public comment session for the MPA, and possibly re-include some areas of North Pole that he believes will be beneficial to the community, particularly when thinking in terms of long-term growth. He is also looking forward to cleaning up some areas of North Pole, the railroad's alignment along the levee being one of the areas. He is also looking forward to the bike path projects that are slated to be completed this next year. Mayor Ward mentioned the bike path along St. Nicholas; he saw some documents come through the office this past week that noted 2014, but he is hoping for sooner as it has been a multi-year project. Mayor Ward noted the 8th and 7th Streets were slotted for offset funds from 5th Avenue, and he is hoping those funds can move forward and seeing progress on that project.

Cindy Heil (for Alice Edwards): No comment.

Jerry Cleworth: Mayor Cleworth welcomed Mr. Sattley back, and thanked Mr. Walley for agreeing to serve on the committee. He also thanked the Art Selection Advisory Committee for all of their time and effort for a good project that he believes the community will enjoy. Mayor Cleworth noted that the chain link fence that has been removed along Airport Way looks good. He encourages additional improvements and replacement of this chain link fence, as there is now a process in place for the removal/replacement.

Mayor Cleworth noted the City's conversations with the Governor to consider funding the South Cushman Street project. The City leveraged the \$5 million set aside by FMATS for the project. He noted the two options, the first of which includes burying all utilities resulting in a project cost of approximately \$20 million. The other option, without utilities and ROW, costs approximately \$9 million. It is a much more doable project at \$9 million, even though the utilities underground would be ideal. He noted that the City does not wish to hold up the project if the utilities cannot be buried, and wishes to finish the project as quickly as possible. Mayor Cleworth wished everyone a Happy Thanksgiving.

Perry Walley: Mr. Walley thanked Mayor Cleworth for the opportunity to serve on this committee. He also thanked Ms. Gardino for spending time to bring him up-to-date with FMATS. He noted his thanks to the Art Selection Advisory Committee, and was excited to see the finalist was the artwork that he was initially drawn to when viewing the five finalists.

Steve Titus: Mr. Titus thanked the Art Selection Committee, noting that he had to be somewhat cajoled into the idea in the beginning. Seeing George Lounsbury join the committee helped convince him the committee would be beneficial, as well as others that began to work on the process. The committee has done a fabulous job; the process was very good, interesting, and Ms. Gardino deserves more kudos for her efforts than he could ever could – he did not know what all this would entail. He believes the “proof is in the pudding,” and believes it is amazing how the quartz crystal is represented, and believes the committee has done the right thing. He thinks it will look great downtown. Mr. Titus asked everyone to drive carefully and wished all a Happy Thanksgiving.

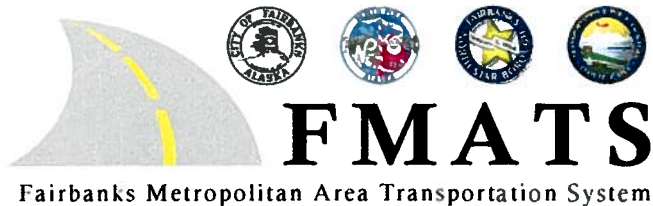
13. Adjourn

- **Motion to adjourn.** (Hopkins/Walley).
- **Vote on the motion.** None opposed. Approved.

Meeting adjourned at 12:05 pm. Next Scheduled Policy Committee Meeting, 10:00 am, Wednesday, December 19, 2012 at the DOT & PF Main Conference Room.

Approved: _____
Steve Titus, P.E., Chair
FMATS Policy Committee

Date: _____



December 2012 FMATS Staff Report

Meetings

- ✦ Attended the Technical Committee Meeting and the Policy Committee Meeting, reviewed meeting minutes
- ✦ Prepared all meeting packets for Technical/Policy/Art Selection Advisory Committee Meetings
- ✦ Attended pre-Policy committee meetings with the City of Fairbanks, FNSB and State
- ✦ Prepared all meeting backup documentation for the December meetings
- ✦ Posted ads on the State's online public notice system, the Fairbanks North Star Borough's online Public notice system, requested newspaper advertisements, and placed Public Service Announcements on the radio for both the routine Policy and Technical Committee meetings, as well as UPWP Subcommittee meeting
- ✦ Prepared all Title VI reports for the December meetings
- ✦ Attended the Transportation Committee weekly meeting
- ✦ Attended the MPA Boundary Open House
- ✦ Attended the monthly Chena Riverfront Commission meeting
- ✦ Worked with DOT & PF on the contract with the artists for the greenspace public art and discussed maintenance of the greenspace with the DOT&PF, the FNSB and the City of Fairbanks and requested a meeting of the three organizations regarding such maintenance
- ✦ Facilitated the UPWP Subcommittee meeting
- ✦ Attended the UAF Complete Trails Committee meeting
- ✦ Facilitated a meeting regarding FMATS with the Interior Delegation
- ✦ Began discussions with the selected consultant regarding a refined scope for the College Road Corridor Study

Correspondence and Communication

- ✦ Developed an informational booklet for the meeting with the Interior Delegation

Filing

- ✦ Filed meeting items and correspondence

Organization

- ✦ Conducted three interviews for an administrative assistant, checked references and made a recommendation to hire

Public Outreach

- ✦ Issued the fall newsletter
- ✦ Interviewed by KUAC regarding the modification of the MPO boundaries

Agency Relationships

- ✚ Contacted the FNSB and Fairbanks/North Pole Mayors regarding FMATS presentations to their respective assembly and councils

Strategic Planning

Short-Range and Tactical Planning

- ✚ Continued work on the UPWP annual report
- ✚ Met with the Historical Preservation Committee regarding the plaques for the greenspace

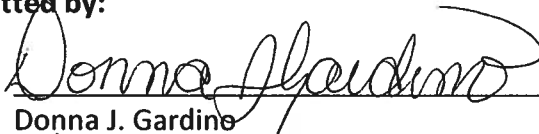
Funding

- ✚ Held a subcommittee meeting to review the distribution of Planning funds for the agencies
- ✚ Reviewed the reconciliation draft memo to DOT & PF Headquarters regarding their obligation reconciliation spreadsheet

Legislation

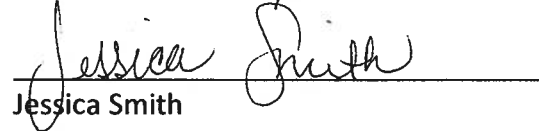
Training

Submitted by:



Donna J. Gardino

12.12.12
Date



Jessica Smith

12-12-2012
Date

**Illinois Street Reconstruction PDA Summary
December 11, 2012**

Approved PDAs DATE	Total Amount	Approved by MPO Coordinator	Approved by TC	Approved by PC	Approved by DOT	Comments
5.30.12	\$491,358	\$266,358		\$225,000		Includes consulting agreements for Nortech, PDC (2), Bennet and Mid-State as well as Change Orders 1 - 9
7.31.12	\$469,280	\$469,280				Change Orders 10 - 17
8.18.12	\$736,674	\$715,000			\$21,674	Acceleration PDA - approved up to \$715,000; Change Orders 18 - 19
8.31.12	\$485,909				\$485,909	Noyes Slough Bridge - Approved by DOT&PF; Change Order 20
Total	\$2,183,221.00	\$1,450,638.00	\$0.00	\$225,000.00	\$507,583.00	

Fairbanks Limited CO Maintenance Plan

**A plan addressing the second 10 years of the 2004 -2024 CO
maintenance planning period**

Vol. II: Analysis of Problems, Control Actions
Section III.C: Fairbanks Transportation Control Program

Prepared by the
Fairbanks North Star Borough

for submission to the
Alaska Department of Environmental Conservation
for inclusion in the
State Implementation Plan for Air Quality

Preliminary Draft

October 2012

(This page serves as a placeholder for two-sided copying)

A note on the format and organization of this document.

This document is organized and formatted to be consistent with the State of Alaska Air Quality Control Plan or SIP. The previously adopted Fairbanks CO Maintenance Plan encompassed Sections III.C.1 – C.11 of the SIP. A new Section III.C.12, entitled *Limited Maintenance Plan for 2014-2024*, has been added to the original document and Section III.C.10, which addresses air quality conformity procedures for CO, has been revised. Other sections of the document (III.C.1 – III.C.9 and III.C.11) have been changed as needed to provide consistency with the information presented. Revisions to those sections are included in this document.

(This page serves as a placeholder for two-sided copying)

Introductory Note: In this document each reference to “CAAA” means the Clean Air Act Amendments of 1990, P.L. 101-549.

SECTION III.B FAIRBANKS CARBON MONOXIDE CONTROL PROGRAM

III.C.12. Limited Maintenance Plan for 2014-2024

Note: This is a new section added to the CO Maintenance Plan. It was submitted to EPA on . Section III.C.3, which addresses the emissions inventory, was modified to reflect the calculation of MOVES based on-road vehicle emissions. Section III.C.10, which addresses CO conformity, was revised and submitted at the same time as Section III.C.12 to reflect the simplified conformity process required for limited maintenance areas.

Background

When the EPA first approved the Fairbanks CO Maintenance Plan, effective September 27, 2004, it initiated a 20-year maintenance planning period as defined in the CAA. The CAA requires the submission of a second maintenance plan eight years after the redesignation that covers the second ten years of the maintenance planning period. Thus, an updated “second 10-year maintenance plan” for Fairbanks is required for the period September 27, 2014, through September 27, 2024.

The EPA provides areas with design values less than 7.65 ppm the option of preparing their second 10-year maintenance plan using the limited maintenance plan (LMP) procedure. The basic elements of the LMP procedure for CO are described in a guidance memorandum, referred to as the Paisie memo.* Fairbanks has decided to use the LMP option for this second 10-year maintenance plan update.

The Paisie memo identifies five core provisions that should be included in the LMP: (1) an attainment inventory; (2) a maintenance demonstration, (3) monitoring to verify continued attainment of the CO NAAQS; (4) a contingency plan; and (5) conformity determination requirements under an LMP. These are discussed in more detail below.

Discussion of Core LMP Provisions

1. Attainment Inventory

The Paisie memo states that “the State should develop an attainment emissions inventory to identify the level of emission in the area which is sufficient to attain the NAAQS.” A comprehensive inventory was prepared for base year 2005 that showed that motor vehicle emissions were responsible for approximately 87% of all CO emissions in the Fairbanks nonattainment area. The emission inventory was prepared for a “CO design day” when CO concentrations are the highest. In Fairbanks, the highest CO concentrations tend to occur on mid-winter weekdays when temperatures are well below zero. The assumptions and computations involved in producing this inventory are described in detail in Section III.C.3 and its appendix.

* Memorandum “Limited Maintenance Plan Option for Nonclassifiable CO Nonattainment Areas,” Joseph W. Paisie, EPA, Oct 6, 1995

Results of 2005 emission inventory are re-summarized in Table III.C.12-1.

Source Category	CO Emitted	% of Total
Motor Vehicle – starting	11.39	22.8
Motor Vehicle – running	31.81	63.7
Motor Vehicle – extended idle by combination trucks	0.02	0.0
Motor Vehicle -Total	43.22	86.6
Point	3.08	6.2
Area	0.58	1.2
Non-road	3.04	6.1
Subtotal – Other Sources	6.70	13.4
Total	49.92	100.0

2. Maintenance Demonstration

According to the Paisie memo, the maintenance demonstration requirement is considered to be satisfied “if the monitoring data show that the area is meeting the air quality criteria for limited maintenance areas.” Areas with design values of 7.65 ppm (85% of the CO NAAQS) or less qualify for the LMP option.[†]

Unlike previous CO attainment and maintenance plans prepared for Fairbanks, when an LMP is prepared there is no requirement to forecast CO emissions or concentrations to demonstrate compliance with the NAAQS. When EPA approves an LMP, it concludes that it is unreasonable to expect that emission growth during the maintenance period would result in a violation of the NAAQS.

Table III.C.12.2 shows that design value as defined in the Paisie memo (DV_{Paisie}) has consistently met the 7.65 ppm criteria since 2006. The DV_{Paisie} in base year 2010 was 4.9 ppm. In 2011, the value was 4.0 ppm. The Post Office monitor has consistently

[†] It should be noted that the Paisie memo definition of design value is different than the design value defined earlier in Section III.C.6. In Section III.C.6, the design value is the upper-bound 90th percentile prediction interval value for the winter 2005/2006 computed from second 8-hour maximum values measured at the Post Office between 1990 and 2006. The design value as defined in the Paisie memo is determined by examining the second maximum 8-hour concentration recorded each year at each monitoring site in the area over a two-year period. For each site, the higher of the two values is the design value for that site for that two-year period. To determine the design value for an area for that two-year period, all monitors in the area are reviewed and the highest design value among the individual sites is the design value for the area as a whole. Because the Paisie definition of the design value is different than the design value referred to in Section III.C.6, it is referred to as DV_{Paisie} in this section.

measured the highest CO concentrations in the network and thus has been the controlling site in the determination of the design value.

III.C.12.2 Fairbanks CO Design Value Highest 2nd Max 8-hr Concentration 2002 – 2011 (ppm)					
Year	State Office Building	High School	Post Office	Armory	Design Value
2002	4.6	5.7	5.6	2.8	5.7
2003	-	5.2	5.2	3.5	5.2
2004	-	4.8	5.4	2.7	5.4
2005	-	4.3	4.5	2.4	4.5
2006	-	3.5	3.7	2.6	3.7
2007	-	3.1	3.2	2.1	3.2
2008	-	3.3	3.6	-	3.6
2009	-	2.8	2.9	-	2.9
2010	-	-	4.9	-	4.9
2011	-	-	4.0	-	4.0

The Paisie memo also notes that, as part of the maintenance demonstration, any control measures in the SIP must be continued. Current CO control measures for Fairbanks are described in Section III.C.5. These primary control measures include (1) expanded availability of plug-ins to promote use of engine block heaters to reduce CO cold start emissions; (2) a consumer-based oxygen sensor replacement program; (3) an episodic woodstove burn ban; and (4) voluntary programs that promote public awareness on actions to reduce CO, and transit system improvements.

3. Monitoring Network/Verification of Continued Attainment

The Paisie memo states that the LMP should provide for continued operation of a CO monitoring network consistent with requirements outlined in 40 CFR 58. Fairbanks is committed to maintaining a CO monitoring network to verify continued attainment of the NAAQS. The specifics of this monitoring network are discussed in Section III.C.4. Commitments to continue monitoring as described in that section remain in force with this LMP.

4. Contingency Plan

The Paisie memo notes that Section 175A of the CAA requires that a maintenance plan include contingency provisions. Section III.C.7 of this Plan provides a menu of six possible contingency measures that could be implemented if Fairbanks failed to attain the CO NAAQS:

- Increased public awareness;
- Enhanced public transit;
- Expansion of the supply of plug-ins;
- Altered signal timing;
- Roadway improvements; and
- Reintroduction of the I/M Program.

In the event monitoring data indicate that a violation of the ambient CO standard has occurred, the Borough would examine the data to assess the spatial extent (i.e., hot spot versus region) and severity of the episode as well as trends over time. Based on this information, Borough staff in consultation with ADEC would determine which of the above measures to implement.

The contingency provisions discussed in Section III.C.7 remain unchanged. This LMP does not alter the commitments or the timelines for implementing contingency measures described in that section.

5. Conformity Determinations under LMPs

When the LMP is approved or found adequate by the EPA, a regional emissions analysis will no longer be required as part of the regional transportation conformity determination process that must accompany the adoption of all metropolitan transportation plans and improvement programs adopted by FMATS. The conformity requirements and procedures that will be employed by FMATS after this LMP has been approved or found adequate by the EPA are discussed in Section III.C.10. This section was revised as part of the preparation of the LMP. Prior to revision, this section set forth a CO emission budget for use in the conformity determination process. As noted earlier, a regional emissions analysis is not required in limited maintenance areas, so a CO emissions budget is no longer needed. Section III.C.10, as revised, describes the simplified conformity process that will be utilized when this LMP is approved or found adequate for conformity purposes by the EPA.

Planning Process Used to Develop the Fairbanks CO LMP[‡]

The local planning process used to develop air quality plans in Fairbanks is described in detail in Section III.C.1. This same process was used to develop this LMP. The first draft of this LMP was prepared in October 2012. After initial review by ADEC and EPA staff, a preliminary draft was presented for review and comment by the FMATS Air Quality Advisory Committee (AAQAC) on [REDACTED]. A public review draft was released for 30-day public review by the FMATS Policy Committee on [REDACTED]. The AAQAC met again on [REDACTED] to consider public comments and they forwarded their

[‡] This section will be completed when the public review and approval process is completed. The narrative in this paragraph will likely be revised.

recommendations on the LMP to the FMATS Technical and Policy Committees. After consideration of comments from the public and from the AAQAC, the FMATS Policy Committee recommended that the Fairbanks Assembly adopt the LMP on [REDACTED]. The Assembly adopted the LMP and associated amendments to Section III.C.10 on [REDACTED].

ADEC held a public hearing on the LMP on [REDACTED]. After review and consideration of the comments received, the LMP was forwarded to the EPA by the Lieutenant Governor on [REDACTED].

As part of this LMP, the emission inventory portions of Section III.C.3 have been revised to replace the previously adopted subsections entitled “2005 Base Year Inventory,” “Base 2006-2015 Modeling Inventories,” and “Additional 2005 – 2016 Reductions.”

III.C.3 Air Quality Emissions Data

2005 Base Year Inventory

The 2005 inventory prepared for the Fairbanks nonattainment area provides estimates of daily emissions calculated for a typical winter weekday during calendar year 2005. A copy of this emission inventory is included in Appendix III.C.3. Total CO emissions are estimated to be 52.55 tons per day (tpd) prior to the implementation of additional local control measures, which are addressed separately below. Roadway emissions produce the bulk (43.54 tpd or 83%) of the total CO emitted per day in the nonattainment area, based on a travel estimate of 877,664 (Tom the document says 816,616, so it looks like the VMT estimates were updated) vehicle miles traveled (VMT) per winter weekday provided by the ADOT&PF.¹⁶ In addition, point sources (primarily power plants) account for about 6%, residential wood combustion for about 5%, aircraft operations for about 3%, airport ground support equipment for about 2%, and locomotives for about 1% of total daily CO emissions. Emissions from all other sources are under 1% for any single source type.

Base 2006-2015 Modeling Inventories

The base 2006-2015 modeling inventories account for the elimination of the inspection and maintenance (I/M) program after 2009. This results in a slight increase in on-road mobile emissions as the analysis assumes no residual benefits remain after the program is ended.

The base modeling inventories decline between 2005 and 2010, increase slightly starting in 2010 due to the loss of the emission benefits from the I/M program, and increase slowly by about 0.7% per year through 2015.

Overall, base emissions (i.e., those that do not account for the implementation of additional local control measures) are projected to increase by 1.51 tpd (3%) between the 2005 attainment year and the 2015 horizon planning year. This is because motor vehicle emissions are forecast to increase 0.6% and do not offset the growth in emissions from other sources (19% for nonroad, 12% for area, and 12% for point) estimated for the same period. Traditionally, motor vehicle CO rates have been forecast to decline over time and those reductions have offset growth in other source categories. The current version of MOVES, however, projects starting CO emission rates to increase through 2015. Reductions in projecting running emissions are insufficient to offset the growth in running emissions, which leads to a small growth in overall motor vehicle CO emissions.

Table III.C.3-1 summarizes both the 2005 attainment inventory and the base 2006-2015 modeling inventories for the Fairbanks nonattainment area.

Table III.C.3-1
Base Fairbanks CO Emissions Inventory: Nonattainment Area Totals by Year

	CO (tpd)					
	2005	2006	2007	2008	2009	2010
Nonroad Sources						
Agricultural Equipment	-	-	-	-	-	-
Aircraft Total	1.32	1.38	1.44	1.46	1.47	1.49
Airport Ground Support Equipment Total	1.05	1.10	1.13	1.15	1.18	1.20
Commercial Equipment Total	-	-	-	-	-	-
Construction and Mining Equipment Total	-	-	-	-	-	-
Industrial Equipment Total	-	-	-	-	-	-
Lawn and Garden Equipment Total	0.02	0.02	0.02	0.02	0.02	0.02
Logging Equipment Total	0.07	0.07	0.07	0.08	0.08	0.08
Pleasure Craft Total	-	-	-	-	-	-
Railroad Operations (Locomotives)	0.44	0.45	0.45	0.45	0.46	0.46
Railroad Equipment Total*	0.00	0.00	0.00	0.00	0.00	0.00
Recreational Equipment Total	0.14	0.14	0.14	0.14	0.14	0.15
Underground Mining Equipment Total	-	-	-	-	-	-
TOTAL Nonroad Sources	3.04	3.16	3.26	3.30	3.35	3.40
Area Sources						
Residential Wood Burning	2.57	2.65	2.67	2.69	2.72	2.74
Fuel Oil	0.15	0.15	0.16	0.16	0.16	0.16
Propane	0.002	0.002	0.002	0.002	0.002	0.002
Coal	0.003	0.003	0.003	0.003	0.003	0.003
Natural Gas	0.09	0.09	0.09	0.09	0.10	0.10
Structural Fires	0.08	0.08	0.08	0.08	0.08	0.09
TOTAL Area Sources	2.89	2.98	3.01	3.03	3.06	3.09
Point Sources						
MAPCO (Williams/Flint Hills)	0.08	0.08	0.08	0.08	0.08	0.08
Eielson	0.00	0.00	0.00	0.00	0.00	0.00
Fort Wainwright	1.45	1.50	1.51	1.52	1.54	1.55
GVEA/North Pole	0.03	0.03	0.03	0.03	0.03	0.03
Alaska RR Heating Plant	0.01	0.01	0.01	0.01	0.01	0.01
University of Alaska-Fairbanks	0.50	0.51	0.52	0.52	0.53	0.53
Petro – Star	0.003	0.003	0.003	0.003	0.003	0.003
Fairbanks MUS (Aurora)	1.02	1.05	1.06	1.07	1.08	1.09
Alyeska Pump Station #8	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL Point Sources	3.08	3.18	3.21	3.23	3.26	3.29
On-Road Mobile Sources						
Running Emissions	11.48	10.83	9.43	8.35	7.96	8.69
Starting Emissions	32.04	33.68	33.50	32.23	32.47	33.84
Extended Idle Combination Truck Emissions	0.02	0.02	0.02	0.02	0.02	0.02
Total On-Road Mobile Sources	43.54	44.52	42.95	40.61	40.45	42.56
GRAND TOTAL	52.55	53.84	52.41	50.18	50.13	52.33

* Does not include emissions from locomotive engines.

Table III.C.3-1 (cont.)
Base Fairbanks CO Emissions Inventory: Nonattainment Area Totals by Year

	CO (tpd)				
	2011	2012	2013	2014	2015
Nonroad Sources					
Agricultural Equipment	-	-	-	-	-
Aircraft Total	1.51	1.53	1.54	1.56	1.58
Airport Ground Support Equipment Total	1.22	1.24	1.26	1.28	1.30
Commercial Equipment Total	-	-	-	-	-
Construction and Mining Equipment Total	-	-	-	-	-
Industrial Equipment Total	-	-	-	-	-
Lawn and Garden Equipment Total	0.02	0.02	0.02	0.02	0.02
Logging Equipment Total	0.08	0.08	0.09	0.09	0.09
Pleasure Craft Total	-	-	-	-	-
Railroad Operations (Locomotives)	0.46	0.47	0.47	0.48	0.48
Railroad Equipment Total*	0.00	0.00	0.00	0.00	0.00
Recreational Equipment Total	0.15	0.15	0.15	0.15	0.15
Underground Mining Equipment Total	-	-	-	-	-
TOTAL Nonroad Sources	3.44	3.49	3.53	3.58	3.62
Area Sources					
Residential Wood Burning	2.76	2.79	2.81	2.84	2.86
Fuel Oil	0.16	0.16	0.16	0.17	0.17
Propane	0.002	0.002	0.002	0.002	0.002
Coal	0.003	0.003	0.003	0.003	0.003
Natural Gas	0.10	0.10	0.10	0.10	0.10
Structural Fires	0.09	0.09	0.09	0.09	0.09
TOTAL Area Sources	3.11	3.14	3.17	3.20	3.23
Point Sources					
MAPCO (Williams/Flint Hills)	0.08	0.08	0.08	0.08	0.08
Eielson	0.00	0.00	0.00	0.00	0.00
Fort Wainwright	1.56	1.58	1.59	1.61	1.62
GVEA/North Pole	0.03	0.03	0.03	0.03	0.03
Alaska RR Heating Plant	0.01	0.01	0.01	0.01	0.01
University of Alaska-Fairbanks	0.54	0.54	0.55	0.55	0.56
Petro – Star	0.003	0.003	0.003	0.003	0.003
Fairbanks MUS (Aurora)	1.10	1.11	1.12	1.13	1.14
Alyeska Pump Station #8	0.00	0.00	0.00	0.00	0.00
TOTAL Point Sources	3.32	3.35	3.38	3.41	3.44
On-Road Mobile Sources					
Running Emissions	8.36	7.85	7.56	7.32	6.74
Starting Emissions	34.46	34.92	35.76	36.37	37.02
Extended Idle Combination Truck Emissions	0.02	0.02	0.02	0.02	0.02
Total On-Road Mobile Sources	42.84	42.79	43.34	43.71	43.78
GRAND TOTAL	52.72	52.77	53.42	53.89	54.07

* Does not include emissions from locomotive engines.

Additional 2005-2015 Reductions

Additional CO emissions reductions beyond those incorporated into the base 2005-2015 modeling inventories shown in Table III.C.3-1 are also projected to occur due to the implementation of additional local control measures. These measures, which are described in detail in Section III.C.5, include the following:

- Episodic woodstove burning ban;
- Oxygen sensor replacement program;
- OBD-I/M inspections of heavy-duty gas vehicles (HDGVs) until 2009; and
- Other measures (e.g., transit).

Table III.C.3-2 shows the additional emissions reductions projected for these measures, as well as the adjusted CO emissions totals estimated for each of the inventory years.

Table III.C.3-2
Adjusted Fairbanks CO Emissions Inventory:
Nonattainment Area Totals*

	CO (tpd)					
	2005	2006	2007	2008	2009	2010
Baseline Inventory	52.55	53.84	52.41	50.18	50.13	52.33
Wood Burning Ban	2.31	2.38	2.40	2.42	2.44	2.47
Oxygen Sensor Replacement	0.28	0.50	0.46	0.29	0.13	0.03
HDGV OBD-I/M	0.00	0.01	0.01	0.01	0.01	0.00
Other	0.03	0.03	0.03	0.03	0.03	0.03
Total Reduction	2.62	2.92	2.90	2.75	2.61	2.53
Adjusted Inventory	49.92	50.92	49.51	47.43	47.52	49.80

	CO (tpd)				
	2011	2012	2013	2014	2015
Baseline Inventory	52.72	52.77	53.42	53.89	54.07
Wood Burning Ban	2.49	2.51	2.53	2.55	2.58
Oxygen Sensor Replacement	0.00	0.00	0.00	0.00	0.00
HDGV OBD-I/M	0.00	0.00	0.00	0.00	0.00
Other	0.03	0.03	0.03	0.03	0.03
Total Reduction	2.52	2.54	2.56	2.58	2.61
Adjusted Inventory	50.20	50.23	50.86	51.31	51.46

*See the Sierra Research memorandum, "Fairbanks Carbon Monoxide Maintenance Plan Emission Inventory Control Measure Adjustments," dated October 25, 2007, in Appendix III.C.3-2 for emission calculations of control strategy benefits.

The impact of these reductions on the continued probability of attainment in Fairbanks is discussed in Section III.C.8.

As part of this LMP, Section III.C.10 below is re-titled and will replace the previously adopted section entitled “Motor Vehicle Emissions Budget.”

III.C.10 Air Quality Conformity Procedures

Note: This section of the maintenance plan was revised in October 2012 as part of the preparation of a limited maintenance plan for CO. At the same time Section III.C.10 was revised, a new section (Section III.C.12) was added. Together Section III.C.10 and Section III.C.12 constitute the Fairbanks CO Limited Maintenance Plan.

Regional Conformity Determination Methodology

Before any regional transportation plan can be adopted or amended, the metropolitan planning organization is required to make an affirmative determination that it meets conformity requirements outlined in 40 CFR 93. Although EPA policy does not exempt CO LMP areas from the need to demonstrate conformity, it allows the area to do so without completing a regional emissions analysis. EPA guidance states that “emissions budgets in limited maintenance plan areas may be treated as essentially not constraining.”[§] The EPA has concluded that for transportation purposes, the emissions in a qualifying LMP area need not be capped for the maintenance period and thus no emissions budget is required in the maintenance plan. A regional emissions analysis and associated regional conformity requirements (40 CFR 93.118 and 93.119) are no longer applicable. Similarly, federal actions subject to the general conformity rule would automatically satisfy the “budget test” specified in Section 93.158(a)(5)(i)(A) for the same reasons.

When a regional conformity determination is made for a transportation plan or improvement program, it should state that a regional emission analysis is not required because the area has an approved LMP for CO. The Plan and the TIP must still be made available for public review. The interagency consultation requirements specified in 40 CFR 93.112 and under state regulation 18 AAC 50 .715 and 50.720 still apply. To meet requirements outlined in 40 CFR 93.113, the conformity determination must also address whether the transportation control measures in the SIP are being implemented in a timely manner.

Project-Level Conformity Methodology

CO LMP areas are not exempt from project-level or “hot spot” analysis requirements outlined in 40 CFR 93.116 & 123. A project-level hot-spot analysis consists of performing dispersion modeling to determine whether a project will cause or contribute to any new violations of ambient standards or increase the frequency or severity of existing violations. This hot-spot modeling requirement applies to certain types of projects in all nonattainment and maintenance areas. Thus, in Fairbanks, hot-spot CO modeling must be performed in project-level conformity determinations for these types of projects (spelled out in 40 CFR 93.123(a)).

[§] Memorandum “Limited Maintenance Plan Option for Nonclassifiable CO Nonattainment Areas,” Joseph W. Paisie, EPA, Oct 6, 1995

The EPA has released guidance on how the MOVES model should be used to prepare project level conformity analyses.** Inputs to the hot-spot modeling include link-specific vehicle emission factors for roadway segments in the project vicinity. For project-level analyses, these emission factors will be developed in one of two ways, depending on the type of project. Through the interagency consultation process, a project will be put into one of two tracks, as described below.

1. Projects that do not significantly impact off-network emissions (e.g., projects that are not likely to affect the amount of initial idling and/or engine block heater use in the project area) will follow a more routine approach to computing emission impacts using MOVES. Off-network emissions will not be directly modeled in the analyses of these projects, as they do not change as a result of the project. For these types of projects, off-network emissions are accounted for in the background concentration input in CAL3QHC. The interagency consultation team should determine the appropriate CO background concentration used to model the project.††
2. Those projects that do significantly impact off-network emissions (e.g., construction of facilities like parking lots that add substantially to start emissions in the project area, or projects that are likely to affect the amount of initial idling and/or engine block heater use in the area) will follow a process that incorporates off-network emissions, roadway link emissions, and background concentration. The EPA MOVES guidance for project-level analyses describes how off-network emissions should be modeled. The interagency consultation team should review and approve the assumptions that are used in this modeling. The consultation team should also evaluate and determine the appropriate dispersion model used to model the ambient CO impacts expected from these off-network emissions.

The interagency consultation process will be the key means of ensuring that projects are placed in the correct track for calculation of emission impacts. The interagency consultation process will also be important in ensuring that appropriate analyses of project emission impacts are conducted under the two scenarios listed above. Moreover, it is important that the interagency process be used to develop guidance so that consistent methodologies are utilized in project-level analyses. Hot spot modeling is often required in project-level conformity determinations. When possible, the interagency consultation process should be used to develop written guidance regarding modeling inputs and assumptions, and these assumptions should be consistent with those employed in the maintenance demonstration in this Plan. As always, conformity determinations will be subject to the applicable public review requirements. This provides the public an opportunity to comment on the approach that is taken for the conformity determination for each plan, program, and project.

General Conformity

For projects requiring general conformity determinations, it is also important to consider the impacts of off-network motor vehicle emissions (e.g., idle emissions). Interagency

** “Using MOVES in Project Level Carbon Monoxide Analyses,” EPA-420-B-10-041, December 2010

†† Typically, background CO is estimated from background or neighborhood-scale monitors in the vicinity.

consultation shall be used to determine whether off-network mobile source emissions are significant and what analysis of these emissions is appropriate for determining general conformity. An example of a project of this type is an airport expansion.

¹⁶. Vehicle miles traveled data supplied by Paul Pruzak, Alaska Department of Transportation and Public Facilities, Northern Regional Office, November 2003.

Northern Region Projects

Listing of STIP projects located in Northern Region sorted by place name.

Need ID: 12419 Name: Sewage Lagoon Access Road							Ph	Fund	FFY13	FFY14	FFY15	After 2015			
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s	4	SM	0	225,750	0				
CTP	N	40	Ambler		New Construction		4	STP	0	2,274,250	0				
Description: Construct a 3/4 mile sewage lagoon access road.							Totals:		0	2,500,000	0	0			
Need ID: 16177 Name: Ahkovak Street Upgrade							Ph	Fund	FFY13	FFY14	FFY15	After 2015			
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s	2	3PF	22,575	0	0				
CTP	N	40	Barrow		System Preservation		2	STP	227,425	0	0				
Description: Rehabilitate and pave approximately 0.625 mi. of Ahkovak Street, from Okpik Street to Kiogak Street, including drainage improvements.							3	3PF	4,515	0	0				
							3	STP	45,485	0	0				
							4	3PF	0	0	808,185				
							4	ILLU	0	0	8,141,815				
							7	3PF	121,905	0	0				
							7	STP	1,228,095	0	0				
							Totals:		1,650,000	0	8,950,000	0			
Need ID: 18772 Name: North Slope Borough Road Improvements							Ph	Fund	FFY13	FFY14	FFY15	After 2015			
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s	9	E115	2,940,000	0	0				
CTP	N	40	Barrow		System Preservation		Totals:					2,940,000	0	0	0
Description: Extend the existing Laura Madison Road to Cake Eater Road. Repair and upgrade the existing road to the new landfill. Rehabilitate and repair damage to the Dam Road caused by weather erosion.															
Need ID: 18902 Name: Access Road for the Barrow Arctic Research Center							Ph	Fund	FFY13	FFY14	FFY15	After 2015			
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s	4	3PF	14,176,742	0	0				
							4	HPRL	2,533,208	0	0				

CTP	N	40	Barrow		New Construction		Totals:	16,709,950	0	0	0	
Description: Construct a new road connecting Cake Easter Road to the New Barrow Arctic Research Center.												

Need ID: 6617 Name: Shepard Point Road							Ph	Fund	FFY13	FFY14	FFY15	After 2015
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s	4	SM	451,500	0	0	
CTP	N	35	Cordova		New Construction		4	STP	4,548,500	0	0	
							Totals:		5,000,000	0	0	0
Description: Construct approximately 4 miles of road from Orca Cannery to the deep water port site at Shepard Point. The State of Alaska's contribution of federal-aid funds to the Native Village of Eyak's Shepard Point Road project will be transferred to FHWA-Western Federal Lands Highway Division, pursuant to 23 USC 104(k), as a contribution to this IRR Program project. (TTIP Project #: NVE 0601).												

Need ID: 26829 Name: MP 36 Copper Delta Bridge Replacement							Ph	Fund	FFY13	FFY14	FFY15	After 2015			
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s	4	PSF	0	29,000,000	0				
AHS	N	35	Cordova	Copper River Highway	Bridge Replacement	0339	Totals:					0	29,000,000	0	0
Description: Evaluation and preliminary design of alternatives for replacement of Copper River Bridge #0339, on the Copper River Highway. Scour has compromised the structural capacity and safety of the structure, necessitating closure of the bridge indefinitely.															

Need ID: 27049 Name: Whitshed Road Bike and Pedestrian Path							Ph	Fund	FFY13	FFY14	FFY15	After 2015
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s	2	3PF	24,833	0	22,575	
CTP	N	35	Cordova		New Construction		2	ILLU	500,335	0	454,850	
Description: Realign Whitshed Road to accomodate non-motorized traffic from the Copper River Highway intersection approximately .75 miles to the Orca Inlet Drive intersection.												
							2	SM	24,832	0	22,575	
							3	3PF	0	0	27,768	
							3	ILLU	0	0	559,465	
							3	SM	0	0	27,767	
							7	3PF	0	0	4,515	
							7	ILLU	0	0	90,970	
							7	SM	0	0	4,515	

							Totals:	550,000	0	1,215,000	7,382,000	
Need ID: 25476 Name: Riley Creek Bridge Replacement and Access Improvements							Ph	Fund	FFY13	FFY14	FFY15	After 2015
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s	4	AC	0	6,822,750	0	
NHS	N	38	Denali National Park	Parks Highway	Bridge Replacement	0695	4	ACC	0	0	-6,822,750	
Description: Replace the Riley Creek Bridge #0695 located on the Parks Highway MP 237. Construct auxilliary lane(s) for Denali National Park entrance at MP 237, a parking area accessible to Riley Creek, and bicycle and pedestrian facilities crossing Riley Creek.							4	NHPP	0	6,822,750	6,822,750	
							4	SM	0	1,354,500	0	
							Totals:		0	15,000,000	0	0
Need ID: 2130 Name: MP 353 to 357 Access/Safety Improvements							Ph	Fund	FFY13	FFY14	FFY15	After 2015
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s	3	NHPP	636,790	0	0	
NHS	N	3	Fairbanks	Richardson Highway	System Preservation		3	SM	63,210	0	0	
Description: Improve access control on the Richardson Highway between approximate mileposts 353-357. This project will upgrade and extend the existing frontage road system, construct improved at-grade intersections, and eliminate a number of existing access approaches onto the Richardson Highway.							4	NHPP	0	0	9,858,370	
							4	SM	0	0	696,630	
							7	NHPP	90,970	0	0	
							7	SM	9,030	0	0	
							Totals:		800,000	0	10,555,000	0
Need ID: 3843 Name: South Cushman Widening - PH I							Ph	Fund	FFY13	FFY14	FFY15	After 2015
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s	2	NHPP	0	545,820	0	
NHS	N	4	Fairbanks		Reconstruction		2	SM	0	54,180	0	
Description: Reconstruct and widen South Cushman Street from 17th Avenue to Gaffney Road and associated utility relocations.							3	NHPP	0	0	1,364,550	
							3	SM	0	0	135,450	
							Totals:		0	600,000	1,500,000	10,503,350
Need ID: 7371 Name: New Weigh Station							Ph	Fund	FFY13	FFY14	FFY15	After 2015
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s	2	SFGL	0	200,000	0	
NHS	N	3	Fairbanks	Richardson Highway	Gasline	1959	4	SFGL	0	15,575,000	0	
							7	SFGL	0	100,000	0	
							Totals:		0	15,875,000	0	0

Description: New weighing system facility to facilitate simultaneous axle group and gross weight indications for truck weight enforcement. Project is an essential highway improvement for general mobility, and will facilitate the construction logistics of the Alaska Natural Gas Pipeline. Includes Bridge No. 1959 Badger Loop Undercrossing.

Need ID: 7461 **Name:** Old Nenana/Ester Hill Rehabilitation

Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s
CTP	N	38	Fairbanks		System Preservation	

Description: Rehabilitate and repave approximately 11 miles of road. Work includes ditch cleaning, culvert replacement, signing, and shoulder widening.

Ph	Fund	FFY13	FFY14	FFY15	After 2015
2	SM	0	18,060	0	
2	STP	0	181,940	0	
3	SM	0	9,030	0	
3	STP	0	90,970	0	
Totals:		0	300,000	0	18,000,000

Need ID: 15685 **Name:** Airport Way (West) Improvements

Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s
NHS	N	5	Fairbanks		Traffic Management Operations	

Description: Construct intersection improvements along Airport Way between Dale Road and the Parks Hwy. Project includes bicycle/pedestrian facilities along Hoselton Road to the Boat Street path.

Ph	Fund	FFY13	FFY14	FFY15	After 2015
3	SM	54,180	0	0	
3	STP	545,820	0	0	
4	ILLU	0	0	5,003,350	
4	SM	0	0	496,650	
7	SM	90,300	0	0	
7	STP	909,700	0	0	
Totals:		1,600,000	0	5,500,000	0

Need ID: 17662 **Name:** FMATS CTP Program Allocation

Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s
CTP	N	60	Fairbanks		Other	

Description: FMATS CTP Program Allocation.

Ph	Fund	FFY13	FFY14	FFY15	After 2015
9	3PF	394,296	394,296	394,296	
9	SM	394,297	394,297	394,297	
9	STP	7,944,442	7,944,442	7,944,442	
Totals:		8,733,035	8,733,035	8,733,035	0

Need ID: 17663 **Name:** FMATS CMAQ Allocation

Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s
REQD	N	60	Fairbanks		Other	

Ph	Fund	FFY13	FFY14	FFY15	After 2015
8	CMAQ-M	909,700	727,760	727,760	
8	SM	90,300	72,240	72,240	

Description: This project is additional allocation for qualifying projects utilizing federal Congestion Mitigation and Air Quality Improvement (CMAQ) funding.	Totals: 1,000,000 800,000 800,000 0				

Need ID: 18005 Name: FMATS Allocation for grandfathered projects							Ph	Fund	FFY13	FFY14	FFY15	After 2015
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s	9	SM	0	33,210	0	
CTP	N	60	Fairbanks		Other		9	STP	0	334,560	0	
							Totals:		0	367,770	0	0
Description: During FMATS transition to a metropolitan planning organization, the State agreed to fund 75% of the November 12, 2003 cost estimates for 2 projects. These funds are in addition to the FMATS calculated allocation. These projects, Illinois/Barnette Street & Bridge and Univeristy Avenue Widening, were underway prior to the Fairbanks/North Pole area becoming urban.												

Need ID: 21140 Name: Potter Road Surfacing							Ph	Fund	FFY13	FFY14	FFY15	After 2015
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s	3	3PF	9,030	0	0	
CTP	N	5	Fairbanks				3	STP	90,970	0	0	
Description: Surface Potter Road from Rosie Creek Road to Cripple Creek Road.							4	3PF	0	99,330	0	
							4	STP	0	1,000,670	0	
							7	3PF	18,060	0	0	
							7	STP	181,940	0	0	
							Totals:		300,000	1,100,000	0	0

Need ID: 22364 Name: MP 345 Moose Creek RR Overpass							Ph	Fund	FFY13	FFY14	FFY15	After 2015
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s	4	ILLU	14,010,000	0	0	
NHS	N	1	Fairbanks	Richardson Highway	New Construction		4	SM	990,000	0	0	
Description: Construct a grade separated railroad crossing on the Richardson Highway at MP 345 (between North Pole and Eielson) to support the construction of a natural gas pipeline.							Totals:		15,000,000	0	0	0

Need ID: 22401 Name: Goldstream Road Rehabilitation							Ph	Fund	FFY13	FFY14	FFY15	After 2015
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s	4	AC	11,280,280	0	0	
							4	ACC	0	-11,280,280	0	

CTP	N	38	Fairbanks		Reconstruction		4	SM	1,896,300	0	0	
Description: Rehabilitate Goldstream Road to accommodate increased truck traffic associated with the construction of a natural gas pipeline. This route is considered an alternate bypass around the Fairbanks core area.							4	STP	7,823,420	11,280,280	0	
							Totals:		21,000,000	0	0	0

Need ID: 22441 Name: Steese Highway and 3rd Street Widening							Ph	Fund	FFY13	FFY14	FFY15	After 2015
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s	2	NHPP	545,820	0	0	
NHS	N	3	Fairbanks		Traffic Management Operations	0295	2	SM	54,180	0	0	
Description: Reconstruct and widen 3rd Street between Hamilton/Farewell and the Minnie Street Bridge (#0295). Work will include turn lanes and signalization improvements at the New Steese Expressway intersection.							4	NHPP	0	0	11,707,150	
							4	SM	0	0	1,157,850	
							7	NHPP	454,850	0	0	
							7	SM	45,150	0	0	
							Totals:		1,100,000	0	12,865,000	0

Need ID: 24756 Name: Fairbanks Fine Particulate Matter Planning and Control							Ph	Fund	FFY13	FFY14	FFY15	After 2015
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s	8	CMAQ-M	1,699,594	1,699,594	1,091,640	
REQD	N	60	Fairbanks		Other		8	SM	168,708	168,708	108,360	
Description: A portion of the Fairbanks North Star Borough has been designated as a non-attainment area for fine particulate matter (PM2.5). The goal of this project is twofold: to develop relevant technical information for the Fairbanks area PM2.5 attainment plan with a goal of determining the relative impact of transportation sources and to design and implement effective control programs to mitigate PM2.5 concentrations in the community.							Totals:					
									1,868,302	1,868,302	1,200,000	0

Need ID: 25596 Name: Rosie Creek Road Improvements							Ph	Fund	FFY13	FFY14	FFY15	After 2015
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s	2	3PF	0	28,896	43,344	
CTP	N		Fairbanks				2	ILLU	0	291,104	436,656	
Description: Improve Rosie Creek Road from Chena Ridge to Becker Ridge, to include alignment, shoulder work, repair and overlay of pavement, and improving the intersection at Chena Ridge.							3	3PF	0	0	903	
							3	ILLU	0	0	9,097	
							Totals:		0	320,000	490,000	4,300,000

Need ID: 26080 Name: Gold Mine Trail Road Upgrade							Ph	Fund	FFY13	FFY14	FFY15	After 2015
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Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s						
CTP	N	2	Fairbanks				2	3PF	0	26,043	0	
							2	STP	0	262,375	0	
							Totals:		0	288,418	0	2,322,600
Description: Upgrade and pave approximately 4,750 feet of Gold Mine Trail and replace guardrail. Realign two 90 degree turns as it approaches the Steese Highway with possible realignment of the intersection with the Steese.												

Need ID: 26082 Name: Old Steese to McGrath Road Connector							Ph	Fund	FFY13	FFY14	FFY15	After 2015
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s						
CTP	N	2	Fairbanks				9	PSF	2,242,500	12,707,500	0	
							Totals:		2,242,500	12,707,500	0	0
Description: Construct a new road segment and a separated bike / pedestrian path from the intersection of the Johansen Expressway and Old Steese Highway to the intersection of McGrath Road and Farmers Loop; approximately 2 miles.												

Need ID: 26161 Name: Fairbanks Air Quality Planning Project							Ph	Fund	FFY13	FFY14	FFY15	After 2015
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s						
REQD	N	60	Fairbanks				8	CMAQ-M	90,970	90,970	72,776	
							8	SM	9,030	9,030	7,224	
							Totals:		100,000	100,000	80,000	0
Description: The goal of this project is to update the local transportation model and EPA mobile source emission model. Fairbanks is a newly designated PM 2.5 non-attainment area and also a CO Maintenance area. An up to date transportation model and EPA mobile source emission model are needed for on-going transportation and air quality planning activities in the community. This project will provide funding to conduct federally mandated Air Quality Conformity Analysis for all long range and short term planning documentation.												

Need ID: 3794 Name: Access to Gravel Source							Ph	Fund	FFY13	FFY14	FFY15	After 2015
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s						
CTP	N	40	Kiana		New Construction		2	3PF	0	45,150	0	
							2	ILLU	0	454,850	0	
							4	3PF	0	0	799,155	
							4	ILLU	0	0	8,050,845	
							Totals:		0	500,000	8,850,000	0
Description: Construct approximately 3 miles of road from the end of the existing landfill road to gravel source.												

Need ID: 18634 Name: Cape Blossom Road							Ph	Fund	FFY13	FFY14	FFY15	After 2015
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s						
CTP	N	40	Kotzebue		New Construction		2	3PF	45,150	0	0	
Description: Construct a new all season road from Kotzebue to a port site near Cape Blossom.							2	HPRL	454,850	0	0	
							4	3PF	0	376,732	0	
							4	HPRL	0	3,795,268	0	
							4	OSF	0	4,600,000	0	
							4	PSF	0	10,000,000	0	
							Totals:					

Need ID: 26058 Name: Ted Stevens Way - Pedestrian and Bike Trail							Ph	Fund	FFY13	FFY14	FFY15	After 2015
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s						
TRAAK	N	40	Kotzebue				2	3PF	0	13,545	0	
Description: Construct a pedestrian and bike trail along the north side of Ted Stevens Way from the Fairgrounds located near Swan Lake towards Nanuaq Way. To include signage depicting Kotzebue's history and other significant events.							2	ILLU	0	136,455	0	
							4	3PF	0	0	111,520	
							4	ILLU	0	0	1,123,480	
							Totals:					

Need ID: 23636 Name: Livengood Creek Bridge Replacement							Ph	Fund	FFY13	FFY14	FFY15	After 2015
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s						
CTP	N	39	Livengood	Elliott Highway	Bridge Replacement	0229	4	SM	0	252,840	0	
Description: Raise grade and replace Livengood Creek Bridge (#0229) with culvert. Old Elliott Highway.							4	STP	0	2,547,160	0	
							Totals:					

Need ID: 23656 Name: St. Mary's/ Mountain Village Road Rehabilitation							Ph	Fund	FFY13	FFY14	FFY15	After 2015
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s						
CTP	N	38	Mountain Village		System Preservation		4	SM	0	957,180	0	
Description: Rehabilitate the road between St. Mary's and Mountain Village, approximately 16.5 miles in length. Improve drainage, raise grade and replace damaged culverts.							4	STP	0	9,642,820	0	
							Totals:					

Need ID: 24519 Name: Little Goldstream Creek Bridge Replacement							Ph	Fund	FFY13	FFY14	FFY15	After 2015
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s						
CTP	N	38	Nenana		Bridge Replacement	2080	4	SM	0	0	415,380	
							4	STP	0	0	4,184,620	
							Totals:		0	0	4,600,000	0
Description: Remove and replace the Little Goldstream Creek Bridge #2080 near Nenana. The existing timber structure at Little Goldstream Creek is experiencing abutment erosion and settlement.												

Need ID: 26057 Name: Port Road Improvements							Ph	Fund	FFY13	FFY14	FFY15	After 2015
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s						
CTP	N	39	Nome				2	ACC	-272,900	0	0	
							2	STP	272,900	0	0	
							3	3PF	13,545	0	0	
							3	ILLU	136,455	0	0	
							4	3PF	0	406,350	0	
							4	ILLU	0	4,093,650	0	
							7	3PF	4,515	0	0	
							7	ILLU	45,485	0	0	
							Totals:		200,000	4,500,000	0	0
Description: Widened and resurface the existing Port Road, including but not limited to: drainage improvements, safety improvements and sidewalks as funding allows.												

Need ID: 26085 Name: Seppala Drive Rehabilitation							Ph	Fund	FFY13	FFY14	FFY15	After 2015
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s						
CTP	N	39	Nome				2	ILLU	136,455	0	0	
							2	SM	13,545	0	0	
							3	SM	0	18,060	0	
							3	STP	0	181,940	0	
							7	SM	0	13,545	0	
							7	STP	0	136,455	0	
							Totals:		150,000	350,000	0	11,140,000
Description: Rehabilitate Seppala Drive in Nome from the intersection of Bering Street to the intersection of Airport Terminal Road. Including but not limited to drainage improvements, safety improvements, asphalt rehabilitation and bringing sidewalks to current ADA standards.												

Need ID: 26155 Name: Bering Street Rehabilitation							Ph	Fund	FFY13	FFY14	FFY15	After 2015
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s						
							2	SM	0	40,635	0	
							2	STP	0	409,365	0	

CTP	N	39	Nome				3	SM	0	0	4,515		
Description: Rehabilitate and repave Bering Street beginning at MP 0 at Front Street and end at MP 0.332 near Norton Sound Hospital. Work to include subsurface improvements, drainage upgrades, asphalt rehabilitation and bringing sidewalk to current ADA standards.							3	STP	0	0	45,485		
							7	SM	0	0	9,030		
							7	STP	0	0	90,970		
							Totals:		0	450,000	150,000	3,250,000	

Need ID: 26156 Name: Center Creek Road Rehabilitation							Ph	Fund	FFY13	FFY14	FFY15	After 2015	
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s	2	ILLU	0	454,850	227,425		
CTP	N	39	Nome				2	SM	0	45,150	22,575		
Description: Rehabilitate Center Creek Road in Nome from Seppala Drive to Nome-Teller Hwy. Rehabilitation includes resurfacing, drainage improvements, re-shape, pave, install signage and road markers.							3	ILLU	0	0	136,455		
							3	SM	0	0	13,545		
							7	ILLU	0	0	90,970		
							7	SM	0	0	9,030		
							Totals:		0	500,000	500,000	11,850,000	

Need ID: 26650 Name: Doyle Road Improvements							Ph	Fund	FFY13	FFY14	FFY15	After 2015
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s	4	HPRM	0	0	639,494	
CTP	N	39	Nome				4	SM	0	0	180,600	
Description: Resurface Doyle Road in Nome with chip seal, and recondition and shape the exiting ditches and shoulders.							4	STP	0	0	1,179,906	
							Totals:		0	0	2,000,000	0

Need ID: 2118 Name: MP 159 to167 Reconstruction							Ph	Fund	FFY13	FFY14	FFY15	After 2015
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s	4	ILLU	0	0	26,756,096	
NHS	N	6	Northern Region	Richardson Highway	Reconstruction		4	SM	0	0	2,655,904	
Description: Widen and reconstruct to current standards.							7	NHPP	454,850	0	0	
							7	SM	45,150	0	0	
							Totals:		500,000	0	29,412,000	0

Need ID: 3640 Name: Rehabilitation MP 82-96							Ph	Fund	FFY13	FFY14	FFY15	After 2015
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s	3	SM	58,695	0	0	

AHS	N	39	Northern Region	Taylor Highway	Reconstruction		3	STP	591,305	0	0	
Description: Rehabilitate, restore, and resurface approximately 14 miles of the Taylor Highway. This project includes, widening, minor realignments, installation of culverts and wayside construction at Fort Walker.							4	ILLU	0	0	12,099,010	
							4	SM	0	0	1,200,990	
							Totals:		650,000	0	13,300,000	0

Need ID: 3887 Name: MP 107.7-120.5 Rehabilitation (Minto Jct. Area)							Ph	Fund	FFY13	FFY14	FFY15	After 2015
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s	3	ILLU	272,910	0	0	
AHS	N	38	Northern Region	Elliott Highway	System Preservation		3	SM	27,090	0	0	
Description: Reconstruct approximately 12 miles of the Elliott Highway from MP 108 and ending at MP 120 including realignment of 2.7 miles of the highway, grade raises, culvert replacement, minor realignment to improve sight distance, and paving.							4	ILLU	0	0	13,008,710	
							4	PSF	0	0	6,500,000	
							4	SM	0	0	2,122,050	
							4	STP	0	0	8,369,240	
							Totals:		300,000	0	30,000,000	0

Need ID: 6173 Name: MP 64-82 Reconstruction: Mosquito Fork to Walker Fork							Ph	Fund	FFY13	FFY14	FFY15	After 2015
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s	3	ILLU	320,215	0	0	
AHS	N	39	Northern Region	Taylor Highway	Reconstruction	0839 1140	3	SM	31,785	0	0	
Description: Rehabilitate, restore, and resurface approximately 18 miles of the Taylor Highway. This project includes minor realignment, widening, sight distance improvements and hard surface with high float on pavement. The Chicken Bridge will be replaced and safety pullouts will be constructed.							4	AC	0	0	12,500,000	
							4	ILLU	0	0	4,693,300	
							4	SM	0	0	1,706,670	
							Totals:		352,000	0	18,899,970	12,500,000

Need ID: 6462 Name: Highway Safety Improvement Program/Safety Management							Ph	Fund	FFY13	FFY14	FFY15	After 2015
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s	2	SA	214,234	214,234	214,234	
REQD	N	93	Northern Region		Safety		2	SM	21,266	21,266	21,266	
Description: Program management for support of HSIP activities.							Totals:		235,500	235,500	235,500	0

Need ID: 7640 Name: Tok River Bridge Replacement							Ph	Fund	FFY13	FFY14	FFY15	After 2015
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s	2	NHPP	363,880	0	0	
							2	SM	36,120	0	0	

NHS	N	39	Northern Region	Tok Cutoff	Bridge Replacement	0663	4	NHPP	0	11,894,490	0		
Description: Replace Tok River bridge (#0663) at MP 104 of Tok Cutoff Highway. the new bridge will address the current height restrictions. Additionally, it will address the cracking bridge deck, rusted beams, 2 ft. fill settlement under the abutments, substantial spalling, cracking and rotten concrete on the abutments, bearings and other design aspects as necessary.							4	SM	0	840,510	0		
							7	NHPP	68,227	0	0		
							7	SM	6,773	0	0		
							Totals:		475,000	12,735,000	0	0	

Need ID: 10555 Name: MP 257-265 Reconstruction & Jarvis Creek Bridge							Ph	Fund	FFY13	FFY14	FFY15	After 2015	
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s	3	NHPP	181,940	0	0		
NHS	N	6	Northern Region	Richardson Highway	Reconstruction	0595	3	SM	18,060	0	0		
Description: Reconstruct and widen the Richardson Highway between MP 257 and MP 265 to 40 feet, replace the Jarvis Creek Bridge (#0595) at MP 264.8, construct left turn lanes at Fort Greely main and mid gates (MP 261 and MP 262.2) and resurface the existing turnout at MP 262.6.							4	AC	0	11,280,280	0		
							4	ACC	0	0	11,280,280	-	
							4	NHPP	0	0	11,280,280		
							4	SM	0	1,119,720	0		
							7	AC	484,580	0	0		
							7	ACC	0	-454,850	0		
							7	NHPP	0	454,850	0		
							7	SM	45,150	0	0		
							Totals:		729,730	12,400,000	0	0	

Need ID: 16556 Name: Winter Trail Marking							Ph	Fund	FFY13	FFY14	FFY15	After 2015
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s	2	SM	0	4,515	0	
TRAAK	N	93	Northern Region		Other		2	STP	0	45,485	0	
Description: Mark overland winter trails in Northern Region with permanent trail markers. Trail markers will ensure winter travelers can safely journey between communities in the area.							4	SM	18,060	18,060	0	
							4	STP	181,940	181,940	0	
							Totals:		200,000	250,000	0	0

Need ID: 18923 Name: Pavement and Bridge Rehabilitation							Ph	Fund	FFY13	FFY14	FFY15	After 2015
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s	9	AC	7,500,000	7,500,000	7,500,000	

REQD	N	93	Northern Region		System Preservation		9	ACC	0	-7,500,000	-7,500,000	
Description: Crack sealing, surface treatment drainage, signage, guardrail, illumination and other refurbishments to prolong the life of road pavement and bridges and their safety related structures. Project includes NHS Lane Delineators, Destination & Distance Signing, Pavement Markings and Signalization, Abandoned Vehicle Program, Road Surfacing and Transfer and Road Surface Treatments.							9	NHPP	15,750,000	18,648,850	15,692,325	
							9	SM	1,750,000	1,851,150	1,557,675	
							Totals:		25,000,000	20,500,000	17,250,000	0

Need ID: 22298 Name: MP 1309 Tok River Bridge Replacement							Ph	Fund	FFY13	FFY14	FFY15	After 2015
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s	2	NHPP	350,250	0	0	
NHS	N	39	Northern Region	Alaska Highway	Bridge Replacement	0506	2	SM	24,750	0	0	
Description: Replace the Tok River Bridge #0506 at MP 1309 on the Alaska Highway. The new bridge will have additional width and eliminate vertical clearance restrictions.							4	NHPP	0	10,825,430	0	
							4	SM	0	1,074,570	0	
							Totals:		375,000	11,900,000	0	0

Need ID: 22300 Name: MP 1354-1364 Rehabilitation (Jan Lake Road to Dot Lake)							Ph	Fund	FFY13	FFY14	FFY15	After 2015
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s	2	NHPP	0	363,880	0	
NHS	N	39	Northern Region	Alaska Highway	Gasline		2	SM	0	36,120	0	
Description: Rehabilitation, resurfacing and wayside improvements from Jan Lake Road to Dot Lake.							4	SFGL	0	0	6,500,000	
							Totals:		0	400,000	6,500,000	0

Need ID: 22331 Name: MP 163-185 Rehabilitation (NR Boundary to East Fork Chulitina)							Ph	Fund	FFY13	FFY14	FFY15	After 2015
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s	2	PSF	1,000,000	0	0	
NHS	N	6	Northern Region	Parks Highway	System Preservation		7	PSF	0	300,000	0	
Description: Rehabilitate the Parks Hwy between MP 163 and 186 to accommodate heavy truck loads associated with the construction of a natural gas pipeline.							Totals:		1,000,000	300,000	0	0

Need ID: 22333 Name: MP 239-263 Reconstruction (Nenana Canyon to Bear Creek)							Ph	Fund	FFY13	FFY14	FFY15	After 2015
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge						

		District				#s						
NHS	N	38	Northern Region	Parks Highway	Reconstruction		4	AC	11,483,143	0	0	
Description: Reconstruct the Parks Hwy between MP 239 and 263 to improve overall safety and to support the construction of a natural gas pipeline. This project will also construct passing and turn lanes where applicable.							4	ACC	0	11,483,143	-	0
							4	NHPP	11,483,143	11,483,143		0
							4	OSF	1,254,000		0	0
							4	SM	2,279,714		0	0
							Totals:		26,500,000		0	0

Need ID: 22355 Name: MP 194 Broad Pass RR Overcrossing							Ph	Fund	FFY13	FFY14	FFY15	After 2015	
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s							
NHS	N	7	Northern Region	Parks Highway	Gasline		4	ILLU	19,103,700	0	0		
Description: Reconstruct approximately 1 mile of the Parks Highway at its intersection with the Alaska Railroad at MP 194. Work includes construction of a highway overpass over the Alaska Railroad. The project will require construction of a new bridge crossing of the Middle Fork of the Chulitna River and grade raises.							4	SM	1,896,300		0	0	
							7	ILLU	373,600		0	0	
							7	SM	26,400		0	0	
							Totals:		21,400,000		0	0	0

Need ID: 22360 Name: MP 163-305 Passing Lanes							Ph	Fund	FFY13	FFY14	FFY15	After 2015	
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s							
NHS	N	93	Northern Region	Parks Highway	Safety		2	NHPP	0	545,820		0	
Description: Construct passing lanes at approximately 6 locations between MP 163 and 305 along the Parks Highway to improve safety and accommodate increased truck traffic associated with the construction of a natural gas pipeline.							2	SM	0	54,180		0	
							4	ILLU	0		0	12,955,947	
							4	SM	0		0	1,286,053	
							7	NHPP	0	1,364,550		0	
							7	SM	0	135,450		0	
							Totals:		0	2,100,000	14,242,000		0

Need ID: 22371 Name: MP 1264 Northway Maintenance Station Replacement							Ph	Fund	FFY13	FFY14	FFY15	After 2015	
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s							
NHS	N	39	Northern Region	Alaska Highway	Gasline		9	SFGL	0	7,500,000	7,500,000		
Totals:								0	7,500,000	7,500,000		0	
Description: This project will construct new shop facilities and warm storage to accommodate													

snow plows and other maintenance equipment.

Need ID: 22454 Name: ALMR Communications System

Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s
NHS	N	93	Northern Region	Dalton Highway	Gasline	

Description: Provide an essential communication link using an Alaska Land Mobile Radio communication system along the Dalton Highway Corridor. The ALMR System will provide a reliable and secure emergency communication system for multi-agency to respond to emergency and critical situations.

Ph	Fund	FFY13	FFY14	FFY15	After 2015
9	SFGL	0	8,000,000	8,000,000	
Totals:		0	8,000,000	8,000,000	0

Need ID: 22476 Name: MP 209-235 Reconstruction (Dietrich to Chandalar Shelf)

Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s
NHS	N	39	Northern Region	Dalton Highway	Reconstruction	

Description: Reconstruction, including widening, spot repairs and resurfacing to support the construction of a natural gas pipeline.

Ph	Fund	FFY13	FFY14	FFY15	After 2015
2	NHPP	1,491,907	0	0	
2	SM	148,093	0	0	
Totals:		1,640,000	0	0	0

Need ID: 22480 Name: MP 289-305 Reconstruction (Kuparuk to Sag Camp)

Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s
NHS	N	40	Northern Region	Dalton Highway	Reconstruction	

Description: Reconstruction, including widening, spot repairs and resurfacing to support the construction of a natural gas pipeline.

Ph	Fund	FFY13	FFY14	FFY15	After 2015
2	NHPP	1,373,556	0	0	
2	SM	136,344	0	0	
Totals:		1,509,900	0	0	0

Need ID: 22481 Name: MP 362-414 Reconstruction (Pump 2 to Deadhorse)

Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s
NHS	N	40	Northern Region	Dalton Highway	Reconstruction	

Ph	Fund	FFY13	FFY14	FFY15	After 2015
4	NHPP	0	20,548,000	35,959,000	
4	SM	0	1,452,000	2,541,000	
Totals:		0	22,000,000	38,500,000	29,500,000

Description: Reconstruct 52 miles of the Dalton Highway from approximately MP 362 to MP 414. Project will be designed and constructed in three segments. Project improvements include grade raises, widening, minor vertical and horizontal realignments, culvert repair or replacement, slope protection, and consider paving.

Need ID: 22482 **Name:** Coldfoot Field Station Improvements

Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s
NHS	N	39	Northern Region	Dalton Highway	Gasline	

Description: Upgrade the field maintenance station at MP 175 of the Dalton Hwy. This project will support the construction of a natural gas pipeline.

Ph	Fund	FFY13	FFY14	FFY15	After 2015
9	SFGL	0	500,000	500,000	
Totals:		0	500,000	500,000	0

Need ID: 22485 **Name:** Deadhorse Field Maintenance Station Improvements

Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s
NHS	N	40	Northern Region	Dalton Highway	Gasline	

Description: Upgrade the field maintenance station at MP 419 of the Dalton Hwy. This project will support the construction of a natural gas pipeline.

Ph	Fund	FFY13	FFY14	FFY15	After 2015
9	SFGL	0	5,700,000	5,700,000	
Totals:		0	5,700,000	5,700,000	0

Need ID: 23795 **Name:** Rest Areas

Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s
TRAAK	N	93	Northern Region	Parks Highway	New Construction	

Description: Construct new rest areas between Fairbanks (MP 360) and Bear Creek (MP 262) and Nenana Canyon (MP 239) and the East Fork of the Chulitna River (MP 185). The project will also include toilet facilities and interpretive displays.

Ph	Fund	FFY13	FFY14	FFY15	After 2015
2	SM	45,150	0	0	
2	STP	454,850	0	0	
4	ILLU	0	0	3,820,740	
4	SM	0	0	379,260	
Totals:		500,000	0	4,200,000	0

Need ID: 24196 **Name:** Phelan Creek Bridge Replacement

Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s
NHS	N	6	Northern	Richardson	Bridge	0579

Ph	Fund	FFY13	FFY14	FFY15	After 2015
4	NHPP	5,440,916	0	0	
4	SM	540,084	0	0	

			Region	Highway	Replacement		Totals:	5,981,000	0	0	0
Description: Replace the Phelan Creek Bridge #0579 at MP 201 of the Richardson Highway. Current structure experiencing significant spalling, cracked abutments, fill settlement, rusting, erosion, and exposed pilings. A grade raise will be considered to improve hydraulic capacity.											

Need ID: 24257 Name: Slana River Bridge Replacement							Ph	Fund	FFY13	FFY14	FFY15	After 2015
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s	4	ILLU	0	0	11,675,000	
NHS	N	39	Northern Region	Tok Cutoff	Bridge Replacement	0654	4	SM	0	0	825,000	
							Totals:		0	0	12,500,000	0
Description: Replace the Slana River Bridge #0654 on the Tok Cutoff at MP 75.6. The bridge has noted deficiencies including transverse cracks, abutment settlement and cracks, compression joint seal is crushed and covered with asphalt and the far end right (NE) terminal end is damaged.												

Need ID: 24515 Name: Top of the World Hwy MP 0-13							Ph	Fund	FFY13	FFY14	FFY15	After 2015
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s	4	ACC	-5,303,030	0	0	
AHS	N	39	Northern Region	Taylor Highway	System Preservation		4	STP	5,303,030	0	0	
							Totals:		0	0	0	0
Description: Rehabilitation, restoration and resurfacing of Talor Highway MP 0-13.												

Need ID: 24518 Name: MP 0-12 Rehabilitation (Fox to Haystack)							Ph	Fund	FFY13	FFY14	FFY15	After 2015
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s	2	NHPP	0	909,700	0	
NHS	N	2	Northern Region	Elliott Highway	System Preservation		2	SM	0	90,300	0	
							Totals:		0	1,000,000	0	26,500,000
Description: Rehabilitation, restoration and resurfacing. Also includes shoulder widening in selected areas.												

Need ID: 24574 Name: Ruby Creek Bridge Replacement							Ph	Fund	FFY13	FFY14	FFY15	After 2015
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s	9	PSF	0	350,000	11,292,000	
							Totals:		0	350,000	11,292,000	0

NHS	N	6	Northern Region	Richardson Highway	Bridge Replacement	0594
Description: Replace the Ruby Creek Bridge #0594 at MP 234. New bridge grade and minor road realignment will address current flooding and sediment deposition problems.						

Need ID: 25598 Name: MP 356-362 Bicycle/Pedestrian Path							Ph	Fund	FFY13	FFY14	FFY15	After 2015
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s	2	ILLU	0	122,810	0	
TRAAK	N	3	Northern Region	Richardson Highway	New Construction		2	SM	0	12,190	0	
							4	ILLU	0	0	2,274,250	
							4	SM	0	0	225,750	
Description: Construct a paved bicycle/pedestrian path from the intersection of the Richardson Highway and Airport Way to the first Badger Road exit. Richardson Highway MP 356 - MP 362.							Totals:		0	135,000	2,500,000	0

Need ID: 25756 Name: Lakina River Bridge Replacement							Ph	Fund	FFY13	FFY14	FFY15	After 2015
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s	2	SM	36,120	0	0	
AHS	N	39	Northern Region	Edgerton Highway	Bridge Replacement	1195	2	STP	363,880	0	0	
							3	ILLU	0	272,910	0	
							3	SM	0	27,090	0	
Description: Replace the Lakina River Bridge #1195 at MP 44.3 on the Edgerton Highway.							4	ILLU	0	0	6,367,900	
							4	SM	0	0	632,100	
							Totals:		400,000	300,000	7,000,000	0

Need ID: 26157 Name: MP 231-234 Enhancements							Ph	Fund	FFY13	FFY14	FFY15	After 2015
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s	2	NHPP	500,335	0	0	
TRAAK	N	38	Northern Region	Parks Highway	Transportation Enhancements		2	SM	49,665	0	0	
							4	ILLU	0	0	8,642,150	
							4	SM	0	0	857,850	
Description: Install a pedestrian tunnel under the Parks Highway at McKinley Village and a pedestrian bridge across the Nenana River. Other improvements include intersection improvements at MP 231, a parking area near the bridge, trail and pedestrian facility connections and a public restroom facility at the pullout at MP 234.							7	NHPP	0	90,970	0	
							7	SM	0	9,030	0	
							Totals:		550,000	100,000	9,500,000	0

Need ID: 26749 Name: Dalton Corridor Surface Repairs							Ph	Fund	FFY13	FFY14	FFY15	After 2015				
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s	9	SFGL	0	20,000,000	20,000,000					
NHS	N	93	Northern Region	Dalton Highway	Gasline		Totals:						0	20,000,000	20,000,000	60,000,000
<p>Description: The Dalton Highway is a heavily used highway running adjacent to the northern half of Alyeska Pipeline. This corridor is imperative to pipeline and oil field operations for continued revenue to the State and funding is needed to maintain this important state asset. This project is to provide funding for heavy maintenance for the highway and aviation facilities in the Dalton Corridor. The continued surface maintenance needs on the Dalton Highway include resurfacing and raising grades, dust palliative, drainage repairs, guardrail repair/replacement, and stockpiling material.</p>																

Need ID: 27009 Name: Banner Creek Bridge Replacement							Ph	Fund	FFY13	FFY14	FFY15	After 2015	
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s	2	NHPP	0	370,248	0		
NHS	N	5	Northern Region	Richardson Highway	Bridge Replacement	0526	2	SM	0	36,752	0		
<p>Description: Replace Banner Creek Bridge #0526 at MP 295.</p>							3	NHPP	0	136,455	0		
							3	SM	0	13,545	0		
							4	NHPP	0	0	8,060,852		
							4	SM	0	0	800,148		
							7	NHPP	0	272,910	0		
							7	SM	0	27,090	0		
							Totals:		0	857,000	8,861,000	0	

Need ID: 27010 Name: Northern Region Signal Interconnect							Ph	Fund	FFY13	FFY14	FFY15	After 2015	
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s	2	SM	29,347	0	0		
CTP	N	93	Northern Region		ITS		2	STP	295,653	0	0		
<p>Description: Improve capabilities of the Northern Region to communicate with signals, allowing for troubleshooting, signal timing modifications, and monitoring at single/multiple location(s). Project will include upgrades at NR Headquarters and incorporate improvements to interconnecting communication systems (for security and reliability), controller upgrades, signal timing plans, and other related items. Provide any related items and Training, Maintenance, and</p>							4	SM	90,300	180,600	180,600		
							4	STP	909,700	1,819,400	1,819,400		
							Totals:		1,325,000	2,000,000	2,000,000	0	

Operational funding as allowed by ITS.

Need ID: 23657 Name: Airport Road Improvements

Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s
CTP	N	39	Nulato		Bridge Replacement	1382

Description: Raise the grade, replace the existing bridge (#1382), and resurface the lower portion of the airport access road (1500 feet).

Ph	Fund	FFY13	FFY14	FFY15	After 2015
3	ILLU	272,910	0	0	
3	SM	27,090	0	0	
4	SM	0	415,380	0	
4	STP	0	4,184,620	0	
Totals:		300,000	4,600,000	0	0

Need ID: 18637 Name: Evacuation Road

Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s
CTP	N	40	Point Hope		System Preservation	

Description: Extend the evacuation road to a point above flood stage elevation

Ph	Fund	FFY13	FFY14	FFY15	After 2015
4	3PF	263,018	0	0	
4	HPRL	2,649,670	0	0	
Totals:		2,912,688	0	0	0

Need ID: 23675 Name: Barge Landing Access Road and Boardwalk Improvements

Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s
CTP	N	40	Selawik			

Description: Rehabilitate the existing barge landing access road, construct a new gravel barge staging pad, install lighting, and replace sections of existing boardwalk. Will also include rehabilitation of the utility crossing at the land fill.

Ph	Fund	FFY13	FFY14	FFY15	After 2015
2	3PF	0	36,120	23,478	
2	STP	0	363,880	236,522	
3	3PF	0	0	18,060	
3	ILLU	0	0	181,940	
Totals:		0	400,000	460,000	3,925,000

Need ID: 26081 Name: Footbridge Rehabilitation

Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s
CTP	N	40	Selawik		Bridge Rehabilitation	1292 1401

Description: Rehabilitate East Fork Footbridge #1292 and West Fork Footbridge #1401. Work will include repair or replacement of surface boards, install a traction system, repair railing on the access ramps, repair steel cross bracing, and foundation repairs.

Ph	Fund	FFY13	FFY14	FFY15	After 2015
2	SM	9,030	0	0	
2	STP	90,970	0	0	
4	SM	0	99,330	0	
4	STP	0	1,000,670	0	
Totals:		100,000	1,100,000	0	0

Need ID: 3687 Name: Airport Access Road Improvements

Ph	Fund	FFY13	FFY14	FFY15	After 2015
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Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s	4	SM	0	559,860	0	
CTP	N	36	Shageluk		System Preservation		4	STP	0	5,640,140	0	
							Totals:		0	6,200,000	0	0
Description: Reconstruct the 4 mile airport access road. Work will include embankment stabilization, minor realignment and resurfacing.												

Need ID: 20014 Name: Relocation Road							Ph	Fund	FFY13	FFY14	FFY15	After 2015
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s	2	3PF	159,533	0	0	
CTP	N	39	Shishmaref				2	HPRL	1,607,371	0	0	
							Totals:		1,766,904	0	0	0
Description: Perform a reconnaissance study for a local road from Nunataq to Ear Mountain. Conduct preliminary engineering as funding allows.												

Need ID: 27930 Name: Road to Tanana							Ph	Fund	FFY13	FFY14	FFY15	After 2015
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s	4	OSF	10,000,000	0	0	
CTP	N	38	Tanana	N/A	New Construction		Totals: 10,000,000 0 0 0					
Description: Provide minor spot improvements to the existing 15 miles of Tofty Road, moderate upgrades to the subsequent 24 miles of existing trails in order to conform to the pioneer road standards, and will construct 15 miles of new road; totaling 54 miles between the junction of the Elliott Highway at Manley and the Tanana River in Tanana.												

Need ID: 23815 Name: MP 110 - Tazlina Wayside Improvements							Ph	Fund	FFY13	FFY14	FFY15	After 2015	
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s	2	ILLU	0	213,780	0		
TRAAC	N	39	Tazlina	Richardson Highway			2	SM	0	21,220	0		
							4	ILLU	0	0	1,364,550		
							4	SM	0	0	135,450		
Description: Improve the Tazlina Wayside including river bank stabilization.							Totals:		0	235,000	1,500,000	0	

Need ID: 18377 Name: MP 2-3: Valdez Container Terminal Turn Lanes							Ph	Fund	FFY13	FFY14	FFY15	After 2015
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s	2	NHPP	0	426,838	0	
							2	SM	0	30,162	0	

NHS	N	6	Valdez	Richardson Highway	New Construction		4	NHPP	0	0	3,455,800	
Description: Construct intersection improvements to accommodate truck traffic at both Richardson Highway intersections of Mineral Creek Loop Road.							4	SM	0	0	244,200	
							7	NHPP	0	272,910	0	
							7	SM	0	27,090	0	
							Totals:		0	757,000	3,700,000	0

Need ID: 27889 Name: Fairbanks Regional Household Travel Survey							Ph	Fund	FFY13	FFY14	FFY15	After 2015
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s	8	CMAQ-M	181,940	0	0	
REQD	N	60	Various	N/A	Planning		8	SM	18,060	0	0	
							Totals:		200,000	0	0	0
Description: This project will fund the planning, design, execution and data reporting for a Household Travel Survey (HTS) in the greater Fairbanks area. A local travel survey is a critical first step in developing a quality travel demand model. Travel behavior data derived from the HTS is incorporated into the model inputs for more accurate modeling result to assist in long range planning efforts. HTS data is also used in air quality conformity analysis and will be used to improve estimates of VMT for the Highway Performance Monitoring System (HPMS) reporting in the PM2.5 non-attainment area.												

Need ID: 2119 Name: MP 167 to173 Reconstruction							Ph	Fund	FFY13	FFY14	FFY15	After 2015
Program	Region	2012 Election District	Place Name	Highway	Primary Work	Bridge #s	3	NHPP	0	0	454,850	
NHS	N	6		Richardson Highway	Reconstruction		3	SM	0	0	45,150	
							Totals:		0	0	500,000	29,207,000
Description: Widen and reconstruct to current standards.												

Calculation of Fairbanks Allocation

Fairbanks			
<u>Basis of Funding w/Allocations & Flex CMAQ Adjustment</u>			
	FED Share	Non Fed Share	Total
Mandatory CMAQ	\$909,700		
STP	\$5,649,295		
Flexible CMAQ sub-allocation by Pop.	\$695,147		
Flexible CMAQ	\$1,600,000	*(Added to lessen the pain of transition)	
Total Allocation:	\$8,854,142	\$878,893	\$9,733,035

* Note: Since AMATS is getting ~79% of previous levels of funding, this # represents increasing our allocation to a similar level of decrease (79% of prior funding levels)

STIP Allocations FED Share Only

NID 17662 CTP Allocation= \$ 7,944,442 STP (instead of using Flexible CMAQ used all STP)
 NID 17663 Mandatory CMAQ = \$ 909,700 CMAQ-M

Fairbanks Portion of 5K - 200K Pop Funding

Assumptions:

Fairbanks population =	31,535 2010 Census
FMATS urban population =	70,000 Initial estimate of Fairbanks Urban Plus Rural
10 Cities population =	117,882 2010 Census
Urban population (other than ANC) calculated by FHWA percentages =	195,094 Population number back calculated from Feds sub
FMATS percentage of 5k - 200K Funding = 70,000/195,094 =	0.3588

	89%	
2013 CMAQ after Takedowns	\$24,696,791	Ob Limit
Mandatory:	\$8,847,652	\$7,874,410
Flexible:	\$15,849,139	\$14,105,734 1/2 to anywhere in State

The following apportionment levels are from the FHWA:

		89%
<u>STP Sub-Allocations by Population</u>		<u>Ob Lim</u>
50% Anywhere in State =	\$59,006,890	\$52,516,132
Other areas of the State =	\$26,338,444	\$23,441,215
(Anchorage) Urban > 200,000 =	\$25,075,787	\$22,317,451
5,000 < urban areas < 200,000 =	\$17,690,984	\$15,744,976
	\$128,112,105	\$114,019,773

Fairbanks portion of STP is .3588 * \$15,744,976 = \$5,649,295

		Ob Lim
<u>CMAQ Sub-allocated by Population</u>		<u>Applied</u>
50% Anywhere in State =	\$7,052,867	
Other areas of the State @ 37.16% =	\$2,620,845	
(Anchorage) Urban Area > 200,000 @ 35.37% =	\$2,494,599	
5,000 < urban areas < 200,000 @ 27.47% =	\$1,937,423	

Fairbanks portion of CMAQ is .3588 * \$1,937,423 = \$695,147

**FMATS' FFY 13 Offset List
December 12, 2012**

PROJECT	FEDERAL	TOTAL	
Available Offset Funding (does not include earmarks)			
FMATS Sign Replacement	\$68,658.00	\$75,473.0	
FMATS LED Streetlight Conversion	\$400,062.00	\$439,773.0	Reduce to award
North Pole Bike Trail Rehab and Connections	\$127,513.00	\$140,170.0	Reduce to award
2nd Avenue/Wilbur Widening	\$165,338.00	\$181,750.0	PH3 closure
Nordale Road Pavement Rehabilitation	\$335,190.00	\$368,462.0	PH4 closure
FMATS Surface and Approach Upgrades	\$230,483.00	\$253,361.0	Reduce to award
South Cushman Mitchell to Sanduri	\$16,676.00	\$18,331.0	PH2 closure
Total Offset Funding to Date	\$1,343,920.00	\$1,477,320.00	Available for other uses
Committed Offsets:			
FMATS ADA Curb Corner Project PH4	\$163,682.3	\$179,930.0	Approved by PC 10.17.12 - bring up to low bid amount
College Road Rehabilitation PH2	\$119,625.6	\$131,500.0	Approved by PC 10.17.12
LED Streetlight Stage II PH4 increase	\$52,430.6	\$57,635.0	CENG increase for COF/WHPacific; approved by Coordinator 10.19.12
FMATS Sign Replacement Stage II	\$26,274.9	\$28,883.0	Approved by Coordinator 11.26.12
Total Committed Offsets	\$362,013.3	\$397,948.0	
Remaining Funds to be Obligated	\$981,906.70	\$1,079,372.0	
Pending Offsets			
North Pole Citywide Pavement Rehabilitation	\$57,215.00	\$62,895.0	PH4 closure - not processed by HQ to date
FMATS Area Signal Upgrades	\$33,156.00	\$36,445.0	PH4 closure - not processed by HQ to date
FMATS ADA Curb Corner and Sidewalk Upgrades	\$43,320.00	\$47,620.0	PH4 closure - not processed by HQ to date
Wendell Avenue ADA Improvements	\$19,800.00	\$21,766.0	PH4 closure - not processed by HQ to date
FMATS Area Crack Sealing	\$82,153.00	\$90,307.0	PH4 closure - not processed by HQ to date
FMATS Non-Motorized Transportation Plan	\$7,784.00	\$8,557.0	PH8 closure - not processed by HQ to date
	\$243,428.00	\$267,590.00	



Alaska Railroad Corporation

News Release

DATE: December 12, 2012
FOR IMMEDIATE RELEASE

CONTACT:
Tim Sullivan, 265-2357

Federal Railroad Administration releases FONSI for North Pole Road/Rail Crossing Reduction Project EA

Finding of No Significant Impact (FONSI) paves way to move project forward

ANCHORAGE, Alaska – On Friday, December 7, the Federal Railroad Administration (FRA) issued a Finding of No Significant Impact (FONSI) for the Environmental Assessment (EA) of the North Pole Road/Rail Crossing Reduction project. This allows the project to move forward into the next phases — including land acquisition, final design and permitting — as funding is identified.

The project proposes to reduce the number of at-grade (same level) crossings along the Alaska Railroad (ARRC) Eielson Branch track from Richardson Highway Milepost 9 to the Chena River Floodway. The FRA issued the FONSI after considering the potential impacts of several alternatives in the EA and reviewing public comments solicited through public meetings and other outreach. The approved project would realign the track on the landward side of the Tanana River Flood Control Levee, close nine at-grade crossings through the City of North Pole, and relocate the existing crossing over the Richardson Highway, replacing it with a grade-separated crossing.

The EA was financed by \$1 million in Federal Highway Administration funds that were reallocated by the Fairbanks Metropolitan Area Transportation System (FMATS) and the Alaska Department of Transportation & Public Facilities. Funding for next phases has not been identified; however, the Alaska Railroad is seeking funding sources.

“This finding will allow us to work to secure funding for an important project not just for the people of North Pole and Interior Alaska but also for the state as a whole,” said Representative-Elect Doug Isaacson, who also served as North Pole mayor through the EA process, until October 2012. “This is one of several key projects that will further the economic development of the state of which the Alaska Railroad plays a significant part. I look forward to working with my new colleagues in Juneau to provide the funding we’ll need to make the realignment a reality.”

-more-



Alaska Railroad Corporation *News Release*

FRA issues FONSI for North Pole Project – December 12, 2012

Page 2 of 2

The project represents the first phase of a larger proposed project to realign the railroad tracks outside of the more urban areas of Fairbanks and North Pole.

The FONSI documents and attachments are available on the Alaska Railroad web site at www.AlaskaRailroad.com > Capital Projects > Fairbanks / Interior Projects.

- end -

The ARRC is an Equal Opportunity Corporation. If you need special assistance in order to participate in any ARRC service, program, or activity, please contact the Alaska Railroad Corporation; P.O. Box 107500; Anchorage, AK 99510; Attention: Legal Department, zappasi@akrr.com, (907) 265-2461; via Alaska Relay Service for hearing impaired – dial 7 11 anywhere inside Alaska, OR dial toll-free from anywhere outside the state 1-800-770-8255 (voice); 1-800 770-8973 (TTY). Upon request, printed materials can be made available in alternate formats. The POP meets public participation requirements of Section 5307 of the Urbanized Area Formula Program (49 U.S.C. 5307)