



August 26, 2014
Ms. Margaret Carpenter
State of Alaska Department of Transportation and Public Facilities
2301 Peger Road
Fairbanks, AK 99709

RE: FMATS FFY15 – FFY16 Unified Planning Work Program (UPWP)

Dear Ms. Carpenter:

Attached is FMATS' UPWP for transmittal to DOT & PF Headquarters. The UPWP fulfills the planning requirements of the national surface transportation law and regulations, 23 USC 134 and 23 CFR Part 420 and 450. It has been reformatted to be based on task rather than each entity's responsibility per the preference of the Alaska Department of Transportation and Public Facilities (ADOT&PF). FMATS has also addressed the Planning Emphasis Areas, as applicable, and as outlined in the letter from the U.S. Department of Transportation to Executive Directors of Metropolitan Planning Organizations, dated April 23, 2014.

This UPWP was reviewed by the Technical and Policy Committees on July 2 and 16, 2014, respectively. It was out for public review until August 15, 2012. No comments were received. This UPWP was approved by the Policy Committee on August 20, 2014 for submission to and approval by FHWA and FTA. Please let me know if you have any questions.

Thank you.

Sincerely,

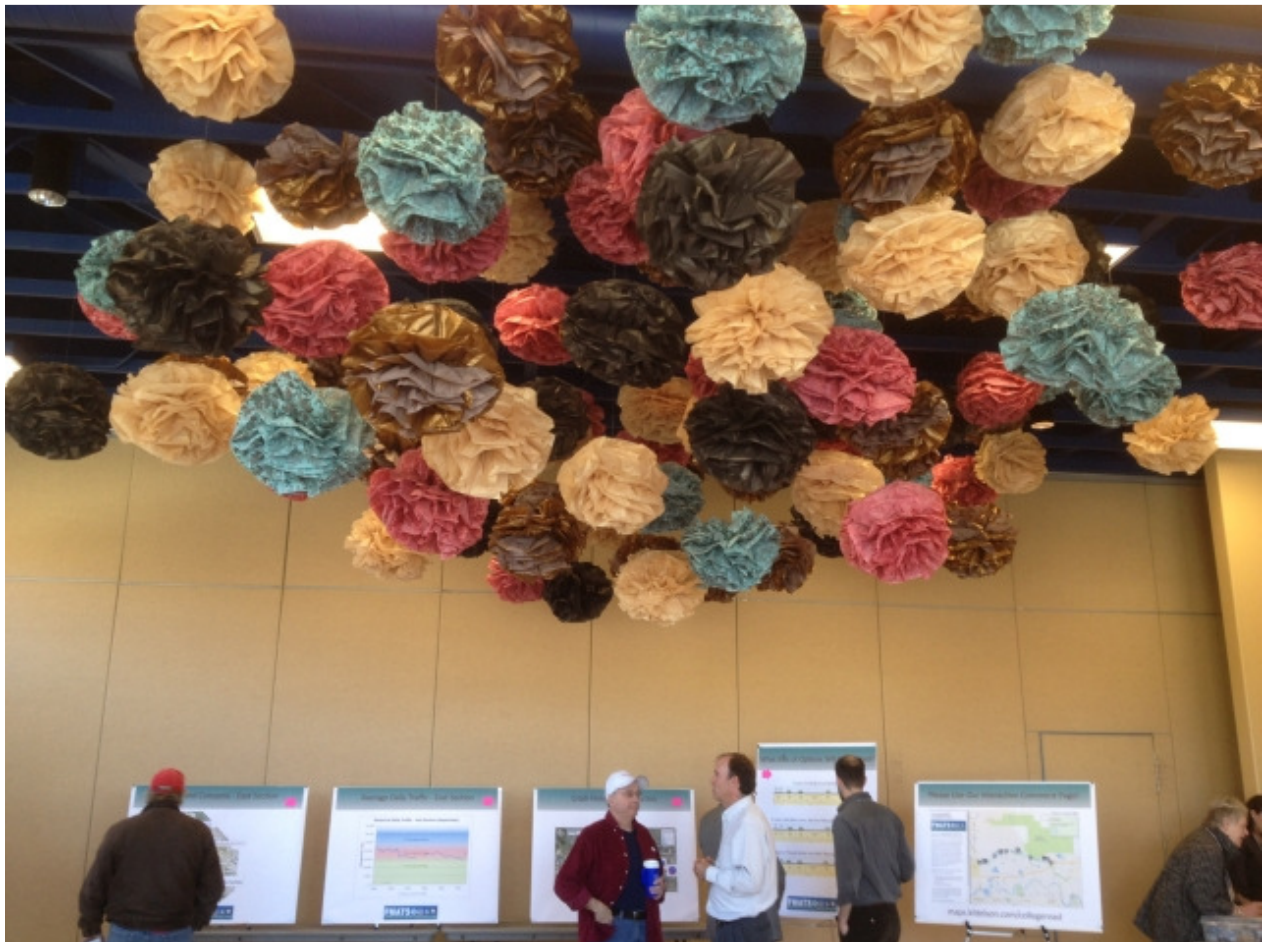
Donna J. Gardino
MPO Coordinator

CC: Policy Committee
Technical Committee

FAIRBANKS METROPOLITAN AREA TRANSPORTATION SYSTEM (FMATS)

Unified Planning Work Program (UPWP)

PL-1260(7)
Federal Fiscal Years 2015/2016



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PURPOSE AND SCOPE OF THE UPWP

The Unified Planning Work Program (UPWP) identifies all Fairbanks Metropolitan Area Transportation System (FMATS) transportation planning, air quality planning, and programming activities. It specifies which tasks will be done with financial support from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) of the U.S. Department of Transportation.

The purpose of this document is two-fold. First, it is a management tool that identifies the nature, timeline, staffing needs, cost, and funding sources of all the planning activities of FMATS during federal fiscal years 2015 and 2016. Second, it fulfills the planning requirements of the national surface transportation law and regulations (23 USC 134 and 23CFR Part 420 and 450), including Moving Ahead for Progress in the 21st Century (MAP-21).

REGULATORY REQUIREMENTS

All urbanized areas over 50,000 in population must have a metropolitan planning organization (MPO) to carry out a continuing, comprehensive and cooperative (3-C) intermodal surface transportation planning process, as stipulated in the Federal Highway Act of 1962. On May 1, 2002 the U.S. Census Bureau published a notice in the Federal Register identifying an area surrounding Fairbanks and North Pole as a Qualifying Urban Area for Census 2000. This announcement triggered the following requirements:

CREATE A METROPOLITAN PLANNING ORGANIZATION

An MPO means the policy board of an organization established as a result of the designation process under subsection (d) of 23 U.S.C. 134.

ESTABLISH A METROPOLITAN PLANNING AREA

A Metropolitan Planning Area means the geographic area determined by agreement between the metropolitan planning organization for the area and the Governor under subsection (e) of 23 U.S.C. 134.

IMPLEMENT A UNIFIED PLANNING WORK PROGRAM

A Unified Planning Work Program (UPWP) means a statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work and the source(s) of funds. (23 CFR 450.104)

PREPARE A METROPOLITAN TRANSPORTATION PLAN

A Metropolitan Transportation Plan (MTP) means the official multimodal transportation plan addressing no less than a 20-year planning horizon that is developed, adopted, and updated by the MPO through the metropolitan transportation planning process as required under subsection (i) 23 U.S.C. 134.

PREPARE AND IMPLEMENT A TRANSPORTATION IMPROVEMENT PROGRAM

The Transportation Improvement Program (TIP) means a transportation improvement program developed by a metropolitan planning organization under subsection (j) of 23 U.S.C. 134. It means a prioritized listing/program of transportation projects covering a period of four years that is developed and formally adopted by an MPO as part of the metropolitan planning process, consistent with the metropolitan transportation plan, and required for project to be eligible for funding under 23 U.S.C. and title 49 U.S.C. Chapter 53.

ADOPT AND IMPLEMENT A PUBLIC PARTICIPATION PLAN

A Public Participation Plan (PPP) must be developed in consultation with all interested parties and shall provide that all interested parties have reasonable opportunities to comment on the contents of the transportation plan in accordance with 23 U.S.C. 134(i)(6).

AIR QUALITY CONFORMITY

Conformity means a Clean Air Act (42 U.S.C. 7506(c)) requirement that ensures that Federal funding and approval are given to transportation plans, programs and projects that are consistent with the air quality goals established by a State Implementation Plan (SIP). Conformity, to the purpose of the SIP, means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the national ambient air quality standards (NAAQS). The transportation conformity rule (40 CFR part 93) sets forth policy, criteria, and procedures for demonstrating and assuring conformity of transportation activities.

Carbon Monoxide

The 1977 Clean Air Act (CAA) mandated an air quality planning process be established and closely coordinated with the existing transportation planning process in areas of non-attainment NAAQS. President George H. Bush signed the 1990 Clean Air Act Amendment in 1990 whose purpose is to protect and enhance the Nations' air resources and requires States to submit plans for attaining and maintaining ambient air quality standards. The Administrator of the U.S. Environmental Protection Agency (EPA) originally designated Fairbanks and North Pole as non-attainment areas for carbon monoxide in 1981.

In 1998, Fairbanks was reclassified as a "serious" nonattainment area for failing to attain the ambient eight-hour CO health standard by the December 1995 deadline. As a serious nonattainment area, Fairbanks was required to prepare a state implementation plan (SIP) revision that demonstrated attainment by December 31, 2000. Since violations of the ambient CO standard were recorded in calendar year 1999 and 24 months of clean data are required to demonstrate attainment, it was not possible for Fairbanks to prepare a SIP revision that satisfied this requirement. Therefore in March 2001, Fairbanks and the Department of Environmental Conservation submitted a formal request to the Environmental Protection Agency (EPA) for an extension of the attainment date to December 31, 2001, as allowed under Section 186(a)(4) of the Clean Air Act, 42 U.S.C. 7512(a)(4). On July 5, 2002 EPA announced in a Federal Register Notice that the Fairbanks serious CO nonattainment area attained the National Ambient Air Quality Standard (NAAQS) for CO by its attainment date of December 31, 2001. On June 21, 2004, the State of Alaska submitted a CO maintenance plan for the Fairbanks nonattainment area to EPA for approval. On July 27, 2004, EPA announced in a Federal Register Notice that it was approving the maintenance plan and redesignating the Fairbanks CO nonattainment area to attainment with an effective date of September 27, 2004.

When EPA approved the Fairbanks CO Maintenance Plan, it initiated a 20-year maintenance planning period as defined in the CAA. The CAA requires a submission of a second maintenance plan eight years after the redesignation that covers the second ten years of the maintenance planning period, from 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 State of Alaska submitted a CO LMP SIP revision on April 22, 2013 that is designed to keep the Fairbanks area in attainment for a second 10-year period beyond redesignation. The EPA approved the Fairbanks CO LMP effective October 8, 2013. While the LMP option does not

exempt an area from the need to affirm conformity, it explains that the area may demonstrate conformity without submitting an emissions budget. However, the Fairbanks Area must still work toward:

- timely implementation of SIP transportation control measures;
- compliance with the fiscal constraint element per 49 CFR 93.105;
- ensure the MPO's interagency consultation procedures meet applicable requirements of 40 CFR 93.108;
- use the latest planning assumptions and emissions model as set forth in 40 CFR 93.110 and 40 CFR 93.11;
- ensure that projects do not cause or contribute to any new localized carbon monoxide or particulate matter violations in accordance with procedures specified in 40 CFR 93.123; and
- written commitments as specified in 40 CFR 93.125 are provided by project sponsors and/or operators.

Particulate Matter_{2.5} (PM_{2.5})

A portion of the Fairbanks North Star Borough, including the entire MPA, was designated as a non-attainment area for the 24-Hour PM_{2.5} NAAQS. PM_{2.5} is fine particulate matter less than 2.5 micrometers in diameter and is a product of combustion primarily caused by burning fuels. Sources of PM_{2.5} include power plants, vehicles, wood burning stoves and wildland fires. Surrounded by hills on three sides, Fairbanks is susceptible to temperature inversions which can trap a layer of cold for days, even weeks at a time. This leads to episodes of poor air quality. These very small particles can cause health problems when inhaled. Numerous scientific studies have linked fine particulate pollution exposure to a variety of problems including: increased respiratory symptoms, decreased lung function, aggravated asthma, development of chronic bronchitis, irregular heartbeat, nonfatal heart attacks and premature death in people with heart or lung disease.

EPA signed the final rule designating areas for the 2006 PM_{2.5} NAAQS on October 8, 2009. This final rule was published in the Federal Register on November 13, 2009 and became effective on December 14, 2009. FMATS demonstrated Transportation Conformity for PM_{2.5} on its 2012 – 2015 Transportation Improvement Program using EPA's MOVES model in August 2011. On November 15, 2013, EPA proposed a new rule, effective July 2, 2014, that identified those States in nonattainment for PM_{2.5} as 'moderate' areas and proposed a new due date for submittal of moderate nonattainment area Subpart 4 State Implementation Plans (SIP) to EPA. Therefore, the PM_{2.5} SIP for the nonattainment of Fairbanks North Star Borough is due to the EPA by December 31, 2014. The Department of Environmental Conservation along with the Fairbanks North Star Borough are currently developing the State Implementation Plan and associated PM_{2.5} emissions budgets to be used after the SIP is submitted for future transportation conformity analysis.

The designated non-attainment area is greater than the area of the MPO as evidenced by the map found in Appendix A. 23 CFR 450.314(b) states that if the metropolitan planning area does not include the entire nonattainment or maintenance area, there shall be an agreement among the state department of transportation, state air quality agency, affected local agencies and the metropolitan planning organizations describing the process for cooperative planning and analysis of all projects outside the metropolitan planning area but within the nonattainment or maintenance area. The agreement also must indicate how the total transportation-related emissions for the nonattainment or maintenance area, including areas both within and outside the metropolitan planning area, will be treated for the

purposes of determining conformity in accordance with the U.S. Environmental Protection Agency (EPA) conformity regulation. The agreement shall address policy mechanisms for resolving conflicts concerning transportation-related emissions that may arise between the metropolitan planning area and the portion of the nonattainment or maintenance area outside the metropolitan planning area. Such an agreement was executed in May 2010 and created the Fairbanks CMAQ Project Evaluation Board, consisting of seven members, that develops evaluation criteria to use in evaluating projects submitted to the board for funding CMAQ proposals. The board then recommends projects to the FNSB mayor for approval and then to the Northern Region DOT&PF for inclusion into the STIP.

FMATS PROGRAM HISTORY

Although it was not formally recognized as an urbanized area until 2000, the Fairbanks Metropolitan Area Transportation System (FMATS) originated in 1969 in recognition of the multi-jurisdictional responsibilities relating to transportation issues. FMATS has provided an important mechanism to identify transportation issues and problems common to the local and State governments in the Fairbanks area and to suggest solutions.

The U.S. Census determined that an area including the City of Fairbanks, City of North Pole and a part of the Fairbanks North Star Borough had more than 50,000 in population in close proximity and therefore qualified as an “urbanized area”. Federal regulations state that areas with a population over 50,000 (urbanized area) must develop an MPO to perform all regional transportation planning. The MPO was designated by the Governor of the State of Alaska in 2003 and is governed by the FMATS Inter-Governmental Operating Agreement and Memorandum of Understanding for Transportation and Air Quality Planning. This agreement established the Policy Committee, the decision-making body of the MPO. It is made up of the Mayors of the local governments, a member of the FNSB Assembly, a City Council representative, the DOT&PF Northern Region Director and the Director of Air Quality at the State’s Department of Environmental Conservation. In 2013, FMATS conducted the process of revising the metropolitan planning area boundaries to encompass the existing urbanized area as defined by the 2010 U.S. Census and the contiguous area expected to become urbanized within a 20-year forecast period. The Operating Agreement was amended to include the new boundary on December 16, 2013.

The FMATS Technical Committee also includes representation from FNSB Transit, FNSB Planning Commission, Fairbanks International Airport, Alaska Railroad Corporation, Fort Wainwright, University of Alaska Fairbanks, Tanana Chiefs Conference and freight carriers.

In 2007, the Fairbanks North Star Borough, City of Fairbanks, City of North Pole and the State of Alaska entered into the FMATS Memorandum of Understanding for the Implementation of a Fairbanks Metropolitan Area Transportation System Coordinator’s Office. The MPO Coordinator began work in April 2008 and is established at the City of Fairbanks but reports directly to the Policy Committee. Staff at the MPO office also includes a Transportation Planner and a half-time Administrative Assistant.

In 2013, FMATS conducted the process of revising the metropolitan planning area boundaries to encompass the existing urbanized area as defined by the 2010 U.S. Census and the contiguous area expected to become urbanized within a 20-year forecast period.

HISTORICAL PLANNING EFFORTS IN THE MPO

The following illustrates efforts to date that have addressed transportation planning within the MPO:

1971 – Original FMATS Plan

1983 - Richardson Highway Corridor Study

1984 – FNSB Comprehensive Plan (Last Updated 2005)

1985 – FNSB Comprehensive Recreational Trail Plan (Last Updated 2006)

1985 – The FMATS Update Report re-evaluated area forecasts through the year 2005 and developed a list of project recommendations to be implemented over the next 20 years. Area wide growth was

slower during the late 1980's and early 1990's than projected. Although population growth rate has increased recently, FMATS projections are now expected to reflect growth through the year 2025.

1986 - Southwest Neighborhood Transportation Study

1989 - FNSB Bike Plan

1991 - Fairbanks North Star Borough Comprehensive Road Plan

1994 - North Pole Area Supplement to the FNSB Bike Plan

2001 - Downtown Transportation Study for the City of Fairbanks

2005 - FMATS Long Range Transportation Plan

2006 – FNSB/City of Fairbanks – The Historic Preservation Plan

2007 - Airport Way Improvements Reconnaissance Study

2008 - Vision Fairbanks Downtown Plan

2010 - North Pole Land Use Plan 2010 – Governor's Coordinated Transportation Task Force Recommendations Report

2010 – Seasonal Mobility Task Force Recommendations Report

2010 – Updated FMATS Metropolitan Transportation Plan including a Freight Element

2010 – Updated Public Participation Plan

2010 - Update of the BIKEWAYS Map

2010 – Steese Highway/Johansen Expressway Area Traffic Improvements

2012 – Planning documents for the FMATS Safe Routes to School Program

2012 - FMATS Non-Motorized Transportation Plan

2012 – FMATS Art Selection Advisory Committee formed

2012 - Richardson Highway/Steese Expressway Corridor Study Initiated (DOT&PF)

2014 – College Road Corridor Study Completed

2013 – Initiated the update of the Metropolitan Transportation Plan

2013 – Conducted a Household Travel Survey and update of the TransCad Travel Model (DOT&PF)

2014 – Update of the FMATS Bikeways Map

FMATS ISSUES AND GOALS

METROPOLITAN TRANSPORTATION PLAN

The urbanized area designation came with the requirement for a long-range 20-year transportation plan. This was a two year effort which resulted in adoption of the final plan in August 2005. A conformity lapse occurred when the long range transportation plan expired on December 31, 2008. FHWA and FTA concurred with FMATS' decision to submit the 2005 LRTP as the interim long range transportation plan effective through June 30, 2010. Subsequently, the FHWA and FTA approved the extension of the interim plan through August 31, 2010. This plan was updated in FFY10 and includes goals, objectives and performance measures. SAFETEA-LU required the inclusion of new planning factors in the MTP such as safety, environmental mitigation, public transit, operations and management. The plan also must be consistent with the State's newly documented Strategic Highway Safety Plan and other comprehensive and regional plans adopted since the 2005 LRTP. Regulations require that the MPO provide citizens, affected public agencies, representatives of public and private transportation employees, freight shippers, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled and other interested parties' reasonable opportunity to comment on the MTP. This plan is fiscally constrained.

This plan must be updated with consideration of the 2010 Census data and new MPO boundaries by August 2014. The new boundaries were developed in April 2013 and approved by the Governor on December 16, 2013 in Amendment No. 1 of the FMATS Intergovernmental Operating Agreement and Memorandum of Understanding for Transportation and Air Quality Planning.

FMATS initiated the update of the MTP in August 2013 and plans to complete this update by December 2014. Thus, FMATS has requested the current MTP serve as the Interim MTP and trigger the grace period for a conformity lapse as the update was due in August 2014.

The U.S.DOT has requested, due to the emphasis on performance based planning in MAP-21, MPOs develop and identify work tasks in the UPWP to address a performance management approach to transportation planning and programming that supports the achievement of transportation system performance outcomes. FMATS had example performance measures in its 2010 MTP and will address the national performance goals in the 2040 update. FMATS reviewed its MTP performance measures for FFY11 and included this analysis in its year-end UPWP report as a first attempt at performance based planning. FMATS anticipates that it will have to amend the MTP when the state sets its performance targets so they are in alignment with the state's targets. FMATS is reviewing and commenting on the rule makings issued in regard to the performance measures and changes in metropolitan planning.

TRANSPORTATION IMPROVEMENT PROGRAM

In 2006, FMATS MPO developed and adopted its first official Transportation Improvement Program (TIP) for inclusion in the State Transportation Improvement Program (STIP). Since that time there have been a number of minor and major revisions. The MPO approved its 2010 – 2013 TIP in August 2009 which was incorporated into the STIP in December 2009. The MPO approved its new 2012 – 2015 TIP in August 2011 which was incorporated into the STIP in September 2011. SAFETEA-LU requires the TIP be a four-year, fiscally constrained document and may include, for illustrative purposes, additional projects that would be included in the approved TIP if reasonable additional resources beyond those identified in

the financial plan were available. The TIP also includes any regionally significant projects funded by others.

FMATS had intended on developing a 2014 – 2017 TIP in August 2013 but has deferred that TIP to FFY 2015 due to several factors. The boundary changes were approved in April 2013 but were not incorporated in the Operating Agreement until December 2013. The DOT&PF conducted a household travel survey in 2013 and is working to update the travel model. FMATS must use the latest planning assumptions so it was best to delay the new TIP. The planning assumptions were finalized in the spring of 2014 and incorporated into the travel model update for use in the MTP development. FMATS will work on updating the evaluation criteria based on the SAFETEA-LU planning factors and the new performance measures areas and develop a new 2015 – 2018 TIP by mid-August 2015.

COORDINATION BETWEEN AGENCIES

The FMATS urban transportation planning process requires ongoing support from DOT&PF, Federal Highway Administration, Federal Transit Administration, Fairbanks North Star Borough, the City of Fairbanks and the City of North Pole. Implementation of adopted plans requires a high degree of local coordination between land use activities and transportation improvement projects. Coordination with other transportation issues is met through the development of memorandums of understanding (MOUs) like the FMATS Inter-Governmental Operating Agreement and Memorandum of Understanding for Transportation and Air Quality Planning. To assist in this effort, FMATS hired an MPO Coordinator in April 2008. The Coordinator's Office operates under the Memorandum of Understanding for the Implementation of a FMATS Coordinator Office between the Cities of Fairbanks and North Pole, Fairbanks North Star Borough and the State of Alaska executed in November 2007.

Another cooperative agreement was executed as a result of the PM_{2.5} non-attainment area being larger than the MPO boundary. Title 23 requires that if the metropolitan planning area does not include the entire nonattainment or maintenance area, there shall be an agreement among the state department of transportation, state air quality agency, affected local agencies and the metropolitan planning organizations describing the process for cooperative planning and analysis of all projects outside the metropolitan planning area but within the nonattainment or maintenance area. The Memorandum of Agreement for the Development of Transportation Conformity Determinations within the Fairbanks PM_{2.5} Non-Attainment Area was executed in June 2010.

Another agreement, The Memorandum of Agreement for the Selection and Funding of Projects Funded by CMAQ within the Fairbanks Non-attainment Area for PM_{2.5}, was executed in September 2010. This agreement is between the DOT & PF, DEC, FMATS, the FNSB and determines the methodology for funding CMAQ funded projects within the non-attainment area.

FMATS plans to review and update these agreements in FFY15 to remove any discrepancies and bring them current with the requirements of federal law.

PUBLIC PARTICIPATION PLAN

Policies and recommendations developed through the FMATS planning process will continue to be formally reported and presented for public review. SAFETEA-LU established additional requirements for proactive public participation. The public participation process must provide timely public notice, complete information, and opportunities for early and continuing involvement. Employing visualization techniques and making information available in an electronically accessible format is also required.

Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority Populations, requires achieving environmental justice as part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority and low-income populations. To this end, FMATS developed its updated Public Participation Plan in 2010 and again in 2013. This document also contains Goals, associated Key Participation Tools and Performance Measures to be periodically reviewed by FMATS' staff to monitor the success of our outreach. Results are documented in the quarterly and annual UPWP reports.

TRANSIT

The Fairbanks North Star Borough Transportation Department has developed and started implementation of the Transit Plan. This includes further construction of bus stop shelters, and modification of bus routes to make them simple and easy to understand. The Borough would like to continue improving the routes by making them more frequent in the urban area. Other projects nearing completion include a bus tracking project to allow customers a way to locate their bus and a new video surveillance system. The Borough will begin operating a vanpool system in July 2014, to give residents in rural areas a public transportation option. In addition to these projects, the Borough has continuing concerns over the future funding of buses and paratransit vans and how to fund routes once current CMAQ funding expires.

TRANSPORTATION MAPPING

The Fairbanks North Star Borough has developed a database that is tied to computerized basemaps. This system has enabled FNSB to take a more active role in the provision of land use, population and employment data, and forecasts for FMATS. The FNSB has also taken over responsibility for providing mailing addresses for project/plan notifications associated with city and state highway projects.

P.M_{2.5} NON-ATTAINMENT

The FNSB and the Department of Environmental Conservation (DEC) entered into a Memorandum of Understanding to clarify the joint responsibilities for air pollution control and monitoring within the FNSB with respect to PM_{2.5}. DEC retains responsibility for permitting, inspection, surveillance and enforcement for all currently permitted stationary sources under DEC authority and for any new sources that require DEC approval under AS 46.14. The FNSB will take the lead in developing and implementing local control programs to address pollution from area sources and will consult with DEC in regards to these programs. Jointly, they have developed a Fairbanks Fine Particulate Matter Planning and Control Program which contains the work plan necessary for PM_{2.5} SIP development. Task elements include: emission inventory development, receptor modeling, analysis of meteorological conditions on PM_{2.5} concentrations, regulatory modeling, monitoring data collection and laboratory analysis, data analysis, public education technical assistance, MOVES model revisions, control strategy analysis and development, vehicle emissions studies, and documentation.

CONFORMITY AND MOVES

In March, 2010, the EPA announced the availability of the Motor Vehicle Emissions Simulation model (MOVES2010) for estimating emissions from cars, trucks, motorcycles and buses based on analysis of millions of emission test results and considerable advances in the Agency's understanding of vehicle emissions. MOVES2010 is required to be used for new regional emissions analyses for transportation

conformity by March 2, 2012. However, an issue FMATS is facing is that this model does not currently adequately characterize Fairbanks' area emissions since it does not take into account plug-ins. In effect, it overestimates particulate matter coming from vehicles. To this end, FMATS has a term contract with an air quality consultant to assist in the development of required program conformity determinations and associated project-level conformity requirements. They have developed a mechanism that has been approved by EPA to simulate the effect of plug-ins by modifying one of the inputs of the model. A new version of MOVES will become available in July 2014 and FMATS will utilize that version in its analysis of the MTP and the approved strategy will be employed in this version, as well.

TRANSPORTATION MODELING

A database of traffic and land use for transportation forecasting, environmental analysis, and community planning is maintained under the FMATS program. FMATS converted the QRS Traffic Model to TransCAD in 2009-2010, updated population, employment, and household data and has expanded the model to cover the entire PM_{2.5} non-attainment area. Expanded traffic counts and vehicle type are also being obtained for areas within the non-attainment area but outside of the MPO. The new 2010 Census data has been incorporated into the travel model. Under the Memorandum of Agreement for the Development of Transportation Conformity Determinations within the Fairbanks PM_{2.5} Non-Attainment Area, the DOT&PF has the responsibility of taking the lead in coordinating the development of the transportation conformity analysis, which includes providing for updates of the travel model.

The DOT&PF conducted a Household Travel Survey in 2013 and the results of that survey have been incorporated into the TransCAD model making the model more robust by capturing interim trips. The FNSB led the effort to update the population and employment forecasts and allocations that were used to inform the model for the 2040 MTP analysis.

SMART GROWTH

One of the goals of the FMATS planning process is to support the concepts of "Smart Growth". These concepts include encouraging compact development and mixed use as well as multimodal transportation options. Connecting transportation programs and projects to land use is critical to planning effective and efficient growth patterns, particularly in light of decreasing transportation dollars and increasing fuel costs.

CONTEXT SENSITIVE SOLUTIONS

Context Sensitive Solutions (CSS) is a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility. A CSS approach considers the total context within which a transportation project will exist. It fully evaluates the "context" of an area under consideration for a transportation action, assess impacts to evaluate the effects of a transportation action on a community, exploits flexibility in engineering and policy principles and collaborates internally and externally in problem identification and problem solving.

LIVABILITY AND COMPLETE STREETS

The U.S. Department of Transportation has made "livability" one of the U.S. DOT's top priorities. Road related investments can play a critical role in improving community livability. Road projects offer a

multitude of opportunities to improve the quality of life in their communities and must be tailored to the environments they pass through. Livability principles include providing more transportation choices, promote equitable and affordable housing, enhance economic competitiveness, support existing communities, coordinate policies and leverage investment and value communities and neighborhoods. The U.S. Department of Housing and Urban Development (HUD), U.S. DOT and U.S. EPA have formed a partnership to help American families in all communities gain better access to affordable housing, more transportation options and lower transportation costs. To this end, the U.S. DOT announced, in April 2010, National Infrastructure Investment Grants using a multi-agency approach for evaluating projects consistent with their “Partnership for Sustainable Communities.

FMATS is currently planning a Complete Streets Project for downtown Fairbanks. FMATS will be developing a Complete Streets Policy in FFY14 and FFY15, partly in combination with the development of the MTP. Complete Streets are designed and operated to enable safe access for all users. Each complete street is unique and responds to its community context.

FINANCING

Moving Ahead for Progress in the 21st Century, or MAP-21, expires on September 30, 2014. Obviously, this is of great concern to FMATS. Under MAP-21, FMATS realized a 29% decrease in federal funding. Innovative financing, alternative financing and state funds will continue to be pursued to continue the transportation improvements in the MPO. FMATS continues to monitor the federal highway bill authorization process. Without a solution (a new authorization bill or an extension) before August, USDOT will likely have to implement cash management strategies to pay incoming bills from the states.

The State of Alaska has, in recent years, contributed substantial funding to FMATS’ projects that have made a significant impact on improving the transportation infrastructure in the Fairbanks urban area. FMATS received \$5 million in FFY11 and FFY12 and \$7.5 million in FFY13 for use on any TIP project. In addition, appropriations have been made for College Road, Birch Hill and Chena Small Tracts projects. General obligation bonds have been received for the Plack Road Bicycle and Pedestrian Facility and the Wendell Avenue Bridge, enabling both projects to move forward to construction.

Budget

The budget for the FMATS UPWP can be found in Appendix A.

PROGRAM ELEMENTS

TASK 100: PLANNING PROCESS

Prepare and Implement a Unified Planning Work Program (UPWP)

The Alaska Department of Transportation and Public Facilities (DOT&PF) is the agency responsible for providing management oversight of the UPWP. DOT&PF will review the FFY2014 fourth quarter reports and compile the 2014 Annual Report to submit to DOT&PF Headquarters and FHWA by the end of the 2nd Quarter of 2015. DOT&PF will provide requested information for project closeout of the FFY2013/2014 UPWP.

DOT&PF will continue management oversight of the FFY2015/2016 UPWP. DOT&PF will review all quarterly reports submitted by recipients of PL funding and process all payments as required. Recipients will process reimbursements associated with eligible UPWP tasks. DOT&PF will participate in any necessary amendment(s) or review of the UPWP. DOT&PF will compile all FFY2015 and FFY2016 quarterly reports and submit an annual report for each federal fiscal year in a timely manner.

DOT&PF, the MPO Coordinator (Coordinator) and the FNSB Transportation Planner will participate in developing tasks for the FFY2017/2018 UPWP Planning Process Element as well as FMATS' priorities and contingency projects. The FNSB will develop the Transit System Planning and Air Quality Process as it relates to the Transportation Department of the FNSB.

DOT&PF will provide contract management for planning projects within the UPWP as requested and funding allows. The Coordinator, in most cases, will be responsible for the project management and associated public involvement of most planning efforts associated with the UPWP. DOT&PF may provide project management in cases where the DOT&PF is the lead agency such as the Travel Demand Model. The FNSB may manage projects that emphasize a transportation/land use connection.

TASK MILESTONES AND ANTICIPATED COMPLETION DATES

TASK	ANTICIPATED COMPLETION
FFY2014 UPWP Annual Report	April 2015
FFY2015 UPWP Annual Report	April 2016
Approved FFY2017/2018 UPWP	August 2016

MILESTONES, STATUS WITH FUNCTIONAL RESPONSIBILITIES

MILESTONES	DATE	FUNCTIONAL RESPONSIBILITY
Prepare FFY2014 4 th Quarter/Year End Report	December 31, 2014	Coordinator, FNSB Transportation Planner
Review FFY2014 4 th Quarter Reports	January 2015	DOT&PF
Prepare FFY2014 Quarterly Reports	January 31, 2015, April 30 2015, July 31, 2015, January 31, 2016, April 30, 2016, July 31, 2016	Coordinator, FNSB Transportation Planner
Review FFY2015/FFY2016 Quarterly Reports	Quarterly	DOT&PF
Process Payments Quarterly	Quarterly	DOT&PF
Compile FFY2014 Annual Report and Submit for Approval	April 2015	DOT&PF
Compile FFY2015 Annual Report and Submit for Approval	April 2016	DOT&PF
Participate in the Task Development for the FFY2017/2018 UPWP	April 2016	DOT&PF, Coordinator, FNSB Transportation Planner
Contract Management for Planning Projects within the FFY2015/FFY2016 UPWP	As Requested	DOT&PF
Project Management for Planning Projects within the FFY2015/2016 UPWP	As Requested	Coordinator, FNSB Transportation Planner

Prepare and Implement a Metropolitan Transportation Plan (MTP)

The DOT&PF is the contracting agency for the 2040 FMATS Metropolitan Transportation Plan. Staff (includes the Coordinator, Transportation Planner and Administrative Assistant, FNSB Transportation Planner and DOT&PF Planners) will review final deliverables and the DOT&PF will process payments and complete project closeout. DOT&PF anticipates contract closeout for the 2040 MTP in FFY15. DOT&PF is also the contracting agency for the 2040 MTP Air Quality Conformity Analysis while the Coordinator will manage the conformity analysis and associated interagency consultation.

FMATS may update the FMATS MTP during the FFY2015/2016 UPWP to incorporate the new performance measures. MAP-21 identified national performance goals that integrate performance into many federal transportation programs. During FFY2014, the USDOT began establishing performance measures with input through rule making. The timeline for the update is dependent upon the finalization of the USDOT rules and the State establishing measures and targets. Once the State finalizes established targets, FMATS is required to also establish targets in coordination with the State and with the providers of public transportation within 180 days. The DOT&PF and Coordinator will continue to review draft rule making and provide comments as necessary. Staff anticipates many work sessions and consultation with local governments, state agencies and the public in the development of these targets. The DOT&PF will have primary responsibility to provide the data, as available, and with the assistance of others, to develop the required reports to demonstrate progress toward achieving the performance targets. Staff will provide information as requested and review all draft documents. The FNSB will ensure consistency with the FNSB Regional Comprehensive Plan and provide GIS support in the evaluation of performance targets. The Coordinator will develop the performance report and submit it to the DOT&PF.

DOT&PF will provide contract management services for the FMATS MTP Update (to include the performance targets), if necessary, including review of invoices and processing payments. The Coordinator will provide the project management for the FMATS MTP Update. The Coordinator will arrange meetings and provide meeting agendas and information and conduct the appropriate public involvement effort as defined in the Public Participation Plan. Staff will attend all meetings and provide information as requested. Staff will review and comment on all deliverables as necessary. The FNSB will provide GIS support, as requested.

The DOT&PF will provide contract services and Project Management for any travel model updates. Staff will provide information (research, data, project information, etc.) as requested. This includes the FNSB's research on various roadways within the FMATS area. The FNSB will collect, review and analyze US Census data and data available from the 1-year, 3-year, and 5-year American Community Survey to better predict where people are living and how they are traveling.

The DOT&PF will provide contract services for Air Quality Conformity Determinations, as requested. The Coordinator will provide project management as necessary, and will facilitate interagency consultation. Staff will provide information (research, data, project information, etc.) as requested.

FMATS does not anticipate an update to the MPA Boundary during the FFY2015/2016 UPWP. Staff will continue to monitor changes that may impact the MPA Boundary and if necessary, recommend changes.

Staff will participate in meetings for transportation planning efforts in the FMATS area and review and provide comments on other local, regional, and/or statewide plans that may impact the FMATS Metropolitan Transportation Plan, such as the Alaska State Rail Plan, State Asset Management Plan and the Strategic Highway Safety Plan. The Coordinator will represent FMATS on other plan developments, as requested or required.

The Coordinator will work to develop project nominations based on the priorities outlined in the MTP along with project sponsors. The Coordinator will work with the DOT&PF, the City of Fairbanks and the City of North Pole and the FNSB to implement the low cost strategies and operational recommendations, if any, outlined within the MTP.

The DOT&PF and the Coordinator’s office may plan and manage transportation improvement projects including grant-funded projects, such as the Safe Routes to School program and CMAQ projects.

The Coordinator will work to advance policy development for a Complete Streets program, an art policy and a Title VI Implementation plan.

TASK MILESTONES AND ANTICIPATED COMPLETION DATES

TASK	ANTICIPATED COMPLETION
FMATS MTP Update (to include Performance Targets)	FFY2016
Air Quality Conformity Analysis	FFY2016 and as needed
Travel Demand Model Update	FFY2016 and as needed

MILESTONES, STATUS WITH FUNCTIONAL RESPONSIBILITIES

MILESTONES	DATE	FUNCTIONAL RESPONSIBILITY
2040 MTP Air Quality Conformity Project Closeout	March 2015	DOT&PF
2040 MTP Project Closeout	March 2015	DOT&PF
MTP Update (to include Performance Measures)	FFY2015/2016	Staff
MTP Update Contract Management	FFY2015/2016	DOT&PF
MTP Update Project Management	FFY2015/2016	Coordinator
Performance Target Development	TBD	Coordinator
Performance Measures Monitoring and Reporting	TBD	Staff
MTP Information Requests	As needed	Coordinator and DOT&PF
MTP Air Quality Conformity Contract Management	As needed	DOT&PF
MTP Air Quality Conformity Project Management	As needed	Coordinator
MTP Air Quality Conformity Information Requests	As needed	DOT&PF and Coordinator

MILESTONES	DATE	FUNCTIONAL RESPONSIBILITY
Travel Demand Model Update	As needed	DOT&PF
Travel Demand Model Contract Management	As needed	DOT&PF
Travel Demand Model Project Management	As needed	DOT&PF
Travel Demand Model Information Requests	As needed	DOT&PF
Implement the elements of the MTP and the Non-Motorized Transportation Plan	Ongoing	DOT&PF, Coordinator, FNSB Transportation Planner
Develop associated policy documents such as a Complete Streets and an Art Policy	Ongoing	Coordinator
MPA Boundary Changes	As needed	Staff
Safe Routes to School Planning and Implementation	Ongoing	DOT&PF, Coordinator, FNSB Transportation Planner, City of Fairbanks, City of North Pole
Update Road Centerlines Feature Class	2015	FNSB
Review Plats for Consistency with Plans	As needed	DOT&PF, FNSB Transportation Planner
Revise and adopt a new version of the FNSB Comprehensive Roads Plan	October 2016	FNSB Transportation Planner
Complete Ladders of Opportunity Plan	September 2016	DOT&PF, Coordinator, FNSB

Develop and Implement the Transportation Improvement Program (TIP)

The Coordinator will work with project sponsors in developing nominations for the new 2015 – 2018 TIP using the TIP Tool. Evaluation criteria will be developed by the Coordinator based on the goals and objectives and performance measures in the MTP. These performance measures will reflect the national performance goals and the planning factors found in MAP-21. These will be reviewed and approved by the Technical and Policy Committees. The Coordinator will review and revise the prioritization procedure, if necessary, after the State releases their performance targets. These procedures will be reviewed by Staff and the Technical Committee and approved by the Policy Committee.

The Coordinator will have the responsibility to develop the draft TIP and conduct the appropriate public involvement process associated with the TIP as defined in the Public Participation Plan. The Coordinator will lead the interagency consultation associated with the conformity analysis and in accordance with DEC regulations. The DOT&PF will provide contract services and Project Management for any travel model updates necessary for TIP approval. Staff will provide information (research, data, project information, etc.) as requested, for updates, as required. The FNSB will collect, review and analyze US Census data and data available from the 1-year, 3-year, and 5-year American Community Survey to better predict where people are living and how they are traveling. The FNSB may use geographic and tabular data to track the performance of the transportation system, as requested.

The DOT&PF will provide contract services for any conformity analysis required for the new TIP. The Coordinator will provide Project Management for the conformity analysis and interagency consultation process. The Coordinator will document the process for future use.

The Coordinator will forward all TIP nominations to the DOT&PF for current estimates. Road safety audits may be used to identify potential projects or solutions to safety related projects. Additional Advance Project Definition funding for DOT&PF may be necessary to develop the estimates. The FNSB will provide GIS related support for all project nominations. After the Technical Committee scores the projects, the Coordinator will work on developing the draft TIP which will be fiscally constrained. DOT&PF will provide an estimate of the federal funding that FMATS can anticipate receiving for the TIP's four-year period and will ensure the TIP is fiscally constrained.

Continued implementation of the TIP Tool will occur this period. The DOT&PF, with the assistance of the Coordinator, will develop unique Need IDs for all projects. The Coordinator is the primary contact with the TIP-tool developer. The FNSB will provide support in digitizing projects in the FMATS area and providing the proper attributes in the attribute table. The road centerline attributes table and address points will be updated on an ongoing basis to reflect more accurate data, changes to roadways, changes in maintenance, and other physical features. This data will be made available to the State of Alaska DOT&PF and FMATS.

The DOT&PF, the FNSB and the City of Fairbanks and City of North Pole will complete match, maintenance and project agreements for TIP projects.

The Coordinator will manage the TIP by monitoring obligations of all projects and the project development process to ensure necessary funding is available as needed, through construction of the project. The TIP will be revised to reflect changes in scopes, schedules and estimates, either through an Amendment process or through an Administrative Modification.

The Coordinator will review transportation projects within the STIP and provide comments, through the Policy Committee, as needed. The Coordinator will also track regionally significant projects in the area and include those in the TIP.

The Coordinator is also responsible for tracking the development of all projects and modifying the TIP, as necessary, as projects move forward or are delayed. Additionally, during construction, the Coordinator will monitor construction progress to ensure changes are handled and authorized in a timely manner.

TASK MILESTONES AND ANTICIPATED COMPLETION DATES

TASK	ANTICIPATED COMPLETION
Project Evaluation Criteria Complete	December 2014
FFY2015 -2018 FMATS TIP	August 2015
Interagency Consultation Complete	May/June 2015
Air Quality Conformity Analysis	FFY2015 and as needed
Travel Demand Model	FFY2015 and as needed

MILESTONES, STATUS WITH FUNCTIONAL RESPONSIBILITIES

MILESTONES	DATE	FUNCTIONAL RESPONSIBILITY
Develop Evaluation Criteria	December 2014	DOT&PF, Coordinator, FNSB Transportation
Develop Project Nominations	February 2015	Coordinator and Project Sponsors
Develop the 2015 – 2018 TIP	March - August 2015	Coordinator
TIP Self-Certification	August 2015	Coordinator
Develop the Conformity Analysis	August 2015 and as needed	Coordinator
Develop updated project estimates	April 2015	DOT&PF
Contract Services for the Conformity Analysis	March 2015	DOT&PF
Public Involvement	Ongoing	Coordinator
Interagency Consultation for Air Quality Conformity	May/June 2015	Coordinator
Performance Measures Reporting	TBD	DOT&PF, Coordinator, FNSB Transportation Planner
TIP Information Requests	As needed	DOT&PF, Coordinator
TIP Management, Amendments and Administrative Modifications	As needed	Coordinator
Monitoring obligation status, offsets and project development	Ongoing	Coordinator
Update criteria based on new performance targets	TBD	Coordinator
Review and comment on highway, transit, pedestrian, rail and other planning projects as well as the STIP and its amendments	Ongoing	DOT&PF, Coordinator, FNSB Transportation Planner
Draft and Execute Match and Maintenance Agreements	As needed	DOT&PF
Prepare and submit Project Starts, Scope Changes and Project Development Authorizations	As needed	DOT&PF
Digitize Projects in the TIP	Ongoing	FNSB
GIS Support for Open Houses, TIP Nominations, and Presentations	As needed	FNSB

Public Participation Plan

FMATS does not anticipate updating the Public Participation Plan (PPP) this period. It was updated in October 2013 in preparation of the Metropolitan Transportation Plan Update. However, FMATS will continue to implement the PPP which is primarily the responsibility of the Coordinator with assistance from the DOT&PF, the FNSB and the City of North Pole and City of Fairbanks. The purpose of the PPP is

to set procedures that FMATS will use to engage residents of the MPO in long range transportation planning in a meaningful way and in compliance with the important federal public participation requirements outlined in the PPP and to achieve federal public participation goals.

FMATS has a wealth of strategies that it will implement such as publication of a quarterly newsletter, local, radio, television and newspaper publication of meeting notices, timely website updates, continually updated email list, twice monthly meetings, visually rich presentations, interactive public participation tools, well rounded stakeholder involvement and other proactive public outreach. Meeting notices are posted at the offices of the DOT&PF, the City of Fairbanks, the City of North Pole and the FNSB. Online notices are placed on the FMATS Website as well as on the DOT&PF and the FNSB online public notice systems. Public Service Announcements are aired for meeting notices as well. The FNSB will provide mailing labels, as requested, in the direct proximity of projects and corridor specific plans to assist in accomplishing the objectives of the PPP.

The Coordinator will conduct the business of the MPO in accordance with its mission, goals and objectives and to that end, will daily respond to requests and inquiries from the public, stakeholders, legislators, and community organizations. FMATS will participate in other planning related activities as requested by the Policy Committee and by other organizations who desire to link their plans with the transportation planning efforts of the community. This will also provide for continuity amongst the plans. FMATS will participate, as requested, in various planning efforts that are directly or tangentially related to transportation so others may consider FMATS' plans and projects in their planning efforts. This also allows for FMATS to be aware of other groups and organizations' plans and how it may impact and assist in FMATS' transportation planning efforts.

The FMATS Coordinator will facilitate monthly Technical Committee Meetings and monthly Policy Committee Meetings. Sub-committee meetings will also be arranged when required. Staff will attend monthly Technical Committee Meetings, monthly Policy Committee Meetings and Sub-committee meetings.

The FMATS Coordinator will prepare Title VI Public Meeting demographic information and submit it to the DOT&PF for each public meeting held. The DOT&PF will compile and summarize Title VI Public Meeting demographic information and submit the Title VI report to the Civil Rights Office quarterly.

Staff will receive legislative information requests, research projects, potential projects and new project areas, gather data and report information to legislators as requested. Staff will track legislative requests. The Coordinator will monitor legislation on the state and federal level that may impact FMATS.

Staff will respond to requests from the public and civic groups regarding transportation planning, plans, programs and projects. Staff will research projects, potential projects and new project areas, gather data and report information to members of the public and civic groups as requested. Staff will track public information requests. FMATS and staff will participate in the development of projects by attending the various open house and work sessions on locally and statewide project efforts.

The FNSB will provide GIS support. The will research and geographically quantify the locations of current housing, employment, healthcare, schools/education, recreation and the traditionally underserved populations. This effort will assist in identifying gaps in the transportation system.

TASK MILESTONES AND ANTICIPATED COMPLETION DATES

TASK	ANTICIPATED COMPLETION
Implement the Public Participation Plan	Ongoing

MILESTONES, STATUS WITH FUNCTIONAL RESPONSIBILITIES

MILESTONES	DATE	FUNCTIONAL RESPONSIBILITY
Maintain the FMATS website and post social media updates	Ongoing	Coordinator
Facilitate Technical Committee Meetings	Monthly	Coordinator
Facilitate Policy Committee Meetings	Monthly	Coordinator
Facilitate Sub-committee Meetings As Required	As needed	Coordinator
Attend Technical Committee Meetings	Monthly	DOT&PF, Coordinator, FNSB
Attend Policy Committee Meetings	Monthly	DOT&PF, Coordinator, FNSB
Attend Sub-committee Meetings As Required	As necessary	DOT&PF, Coordinator, FNSB
Prepare Title VI Public Meeting Demographic Information	Ongoing	DOT&PF, Coordinator
Compile and Submit Title VI Public Meeting Demographic Information	Quarterly	DOT&PF
Respond to Interior Delegation Requests for Project Status Updates	As needed	DOT&PF, Coordinator
Advertise meetings using a multi-media approach	Ongoing	Coordinator
Address inquiries and requests from the public, legislators, stakeholders and civic organizations	Ongoing	DOT&PF, Coordinator , FNSB Transportation Planner
Participate in non-MPO led planning efforts	Ongoing and as requested	DOT&PF, Coordinator, FNSB Transportation Planner
Conduct the business of the MPO in accordance with its mission, goals, objectives and agreements	Ongoing	Coordinator
Implement the elements of the PPP	Ongoing	Coordinator
Develop a Title VI Implementation Plan	March 2015	Coordinator
Provide mailing labels for planning projects	As Requested	FNSB
GIS and Mapping Support	As Requested	FNSB
Identify essential services and the disadvantaged areas within MPO	Ongoing	Coordinator, FNSB Transportation Planner

Air Quality

The U. S. Environmental Protection Agency (EPA) has designated a portion of the Fairbanks North Star Borough as a non-attainment area for Fine Particulate Matter less than 2.5 micrometers (PM_{2.5}). This non-attainment area is larger than the FMATS Metropolitan Planning Area. 23 CFR 450.314(b) states that if the metropolitan planning area does not include the entire nonattainment or maintenance area, there shall be an agreement among the state department of transportation, state air quality agency, affected local agencies and the metropolitan planning organizations describing the process for cooperative planning and analysis of all projects outside the metropolitan planning area but within the nonattainment or maintenance area. 23 CFR 450.314(c) states that in the non-attainment area or maintenance areas, if the MPO is not the designated agency for air quality planning under section 174 of the Clean Air Act (42 USC 7504), there shall be a written agreement between the MPO and the designated air quality planning agency describing their perspective roles and responsibilities for air quality related transportation planning. As required, the DOT&PF, ADEC, FNSB and FMATS entered into a Memorandum of Agreement for the Selection and Funding of Projects Funded by CMAQ within the Fairbanks Non-attainment Area for PM_{2.5} in May 2010.

The ADEC and the FNSB have joint responsibility for air pollution control in the FNSB. The FNSB is the lead air quality planning agency for the Fairbanks area and determines the priorities for the CMAQ funding provided to the PM_{2.5} nonattainment area. The FNSB chairs the CMAQ Project Evaluation Board. The FMATS Coordinator, FNSB and DOT&PF will participate as members of the CMAQ board. As members of the CMAQ board, staff develops scoring criteria and project nominations. The CMAQ board then provides a prioritized list of projects which subsequently are approved by the FNSB Mayor.

The DOT&PF will provide technical assistance in the development of the CMAQ transportation project listings. DOT&PF will prepare and submit Project Starts and Project Development Authorizations (PDA) to fund the selected projects, administer project funds to the appropriate implementing agency, provide project management as necessary, and assist in the project development of selected projects as required.

FMATS will include all CMAQ projects approved by the FNSB as informational items in the FMATS TIP. FMATS will work with local agencies in developing and submitting projects to the CMAQ board. The FNSB may consider the implementation of the TransCAD transportation planning software to model all projects for inclusion in the FMATS TIP to quantify the congestion improvement benefits.

Staff will review and provide comments as requested for the Fairbanks area Statewide Implementation Plan (SIP) development.

The DOT&PF is the lead agency on the Travel Demand and Air Quality Emissions modeling. The DOT&PF will provide contract management and project management as needed. FMATS will coordinate the Interagency Consultation for Air Quality Conformity. The FNSB will provide input into the travel model, as needed. It is not expected that additional planning assumptions will be needed this grant period.

FMATS will continue to support active transportation modes in line with its goals and in support of a reduction in emissions and improvement of air quality. This includes supporting programs such as the Bike to Work program, Safe Routes to School, the Non-Motorized Transportation Plan and the Don't Be Fuelish program.

TASK MILESTONES AND ANTICIPATED COMPLETION DATES

TASK	ANTICIPATED COMPLETION
Air Quality Modeling	As needed
Travel Demand Modeling	As needed
Interagency Coordination	As needed

MILESTONES, STATUS WITH FUNCTIONAL RESPONSIBILITIES

MILESTONES	DATE	FUNCTIONAL RESPONSIBILITY
FNSB Chair of the CMAQ Board	On-going	FNSB Transportation Director
Participates as Member of CMAQ Board	As necessary	DOT&PF, Coordinator, FNSB Transportation Director
30 Day Call for Nominations	As necessary	DOT&PF, FNSB Transportation Director
Review / Amend CMAQ Scoring Criteria	As necessary	DOT&PF, Coordinator, FNSB Director
Develop CMAQ Project Nominations	As necessary	DOT&PF, Coordinator, FNSB
Prepare and Submit Project Starts and Project Development Authorizations	As requested	DOT&PF
Project Management	As required	DOT&PF
Update TIP to Include CMAQ Projects	As required	Coordinator
Local Agency Coordination	As needed	DOT&PF, Coordinator, FNSB
Review and Provide Comments for SIP	On-going	DOT&PF, Coordinator, FNSB
Travel Demand and Air Quality Emission Modeling Contract Management	As necessary	DOT&PF
Travel Demand and Air Quality Emission Modeling Project Management	As required	DOT&PF
Provide Modeling Information	As requested	DOT&PF, Coordinator, FNSB Transportation Planner
Interagency Coordination for Program and Project-level Conformity	As needed	Coordinator

Support Services

Subtasks

Staff will participate in the development of a policy and procedures manual and will follow approved policy and procedures in the performance of all planning tasks. Staff will assist in the review and update of any outdated or inconsistent policies or procedures. Staff will update the FMATS' related agreements on a periodic basis.

Staff will attend in-state and out-of state FHWA/FTA sponsored seminars, and training and workshops related to program needs such as modeling, GIS, Smart Growth, Livability, Complete Streets, performance based planning, highway capacity, parking, other Transportation related conferences and other relevant training as it becomes available. Staff will attend the Annual FTA Conference, AMPO Conference, APA National and Alaska Conference, TRB National Transportation Planning Applications Conference or Annual Conference and Tools of the Trade Conference as funding allows.

TASK MILESTONES AND ANTICIPATED COMPLETION DATES

TASK	ANTICIPATED COMPLETION
Develop Policy and Procedures Manual	March 2015
Review FMATS' agreements and update accordingly	March 2015
Attended Training	Ongoing

TASK 200 FNSB TRANSIT SYSTEM PLANNING AND AIR QUALITY

The Fairbanks North Star Borough (FNSB) Transportation Department anticipates funding from the Federal Transit Administration (FTA) Section 5303 program to continue transit and MPO planning activities. These funds are passed from the FTA through the State of Alaska Department of Transportation and Public Facilities (DOT&PF). FNSB receives these funds from DOT&PF through a FTA Section 5303 Metropolitan Planning Grant Agreement. Funding from FTA is used to conduct planning activities related to the operation and improvement of Fairbanks mass public transportation services. The program supports long-range transportation planning for the urbanized area, including capital planning, financial planning, and operations-related planning essential to FNSB transit service.

Planning

Transit related planning tasks include the Borough's fixed route and demand response systems. The planning tasks include but are not limited to:

- Collecting and reviewing data on key performance indicators
- Compiling reports and plans, attending meetings
- Attending events to gather information on transit activities from the public.
- Participation in the MPO Technical and Policy committees.
- Studies and work relating to management, planning, operations, capital requirements and economic feasibility
- Evaluation of previously funded projects
- Peer reviews and exchanges of technical data, information, assistance and related activities in support of planning and environmental analysis
- Work elements and related activities preliminary to and in preparation for constructing, acquiring or improving the operation of facilities and equipment. This includes improvements that improve the usability and community friendliness of the transit system environment.
- Systems planning and corridor-level alternatives analysis
- Development of short and long range transit plans
- Safety, security and emergency transportation and evacuation planning.
- Coordinated transportation planning
- Transportation and air quality planning and conformity analysis
- Public participation in transportation planning
- Plan, engineer, design and evaluate and public transportation project
- Participation in educational programs for staff

Costs will include wages, benefits, consulting, computer hardware and software, event fees, and event materials.

Air Quality related planning tasks include the Borough's air quality program. This includes interagency consultation on the TIP and MTP.

MILESTONES	DATE
Collect transit, demand response and vanpool data	On-going
Review data on the transit, demand response and vanpool systems	On-going
Compile reports from transit, demand response and vanpool data	On-going
Develop plans for transit, demand response and vanpool systems	On-going
Attend various public meetings on public transportation topics and issues	As necessary
Attend various events to gather data on the transit systems	As necessary
Participate on the FMATS Technical and Policy committees	On-going
Studies and work relating to management, planning, operations, capital requirements and economic feasibility	On-going
Evaluation of previously funded projects	As necessary
Peer reviews and exchanges of technical data, information, assistance and related activities in support of planning and environmental analysis	On-going
Work elements and related activities preliminary to and in preparation for constructing, acquiring or improving the operation of facilities and equipment. This includes improvements that improve the usability and community friendliness of the transit system environment.	As necessary
Systems planning and corridor-level alternatives analysis	On-going
Safety, security and emergency transportation and evacuation planning.	As necessary
Coordinated transportation planning	On-going
Public participation in transportation planning	On-going
Plan, engineer, design and evaluate and public transportation project	As necessary
Participation in educational programs for staff	On-going
Develop CMAQ Project Nominations	As necessary
Prepare and Submit Project Starts and Project Development Authorizations	As requested
Project Management	As required

Training and Technical Assistance

Continue the training program for planning, grant and program management and professional development. Training costs will include salary, benefits, travel, per diem, and registration fees.

- a. Training and Technical Assistance – to include, but not limited to, the following:
 - i. Federal/State Agency Transit Seminars and Workshops
 - ii. ITS Training
 - iii. ADA – Eligibility Assessment Process
 - iv. National Transit Institute Seminars
 - v. Community Transportation Association of America National Conference
 - vi. Annual Alaska Community Transportation Conference
 - vii. Triennial American Public Transit Administration Exposition and other Bus and Paratransit conferences
 - viii. Community and Public Transportation Advisory Board meetings
 - ix. Alaska Mobility Coalition meetings
 - x. Other Professional Development

Functional Responsibility: Transportation Director, Fairbanks North Star Borough, Transportation Department

TASK 300 FMATS PRIORITIES

Task 300(a) FMATS Freight Mobility Plan

Purpose: FMATS is seeking to characterize the movement of freight within the Metropolitan Planning Area, identify deficiencies and make recommendations for future freight investments. It will:

- Study the physical and regulatory constraints of the freight industry to promote reliable and cost effective means to circulate freight within the area and to other destinations served by the hub,
- Guide the orderly growth, improvement and future development of safe freight corridors routes, access and intermodal/distribution facilities,
- Provide recommendations for development and strategies for implementing freight projects that can be reasonably funded and will offer improved freight connectivity and access throughout the region, and
- Establish ITS planning, performance measures and data management tools that will guide future freight infrastructure while recognizing community values.

The topic areas to be addressed in the planning process will include, but not be limited to: freight trends and forecasting, regional freight assessment and current deficiencies, emerging issues, economic structure, industry logistic patterns, land use, innovative funding strategies for freight infrastructure, local and regional traffic and transportation, intermodal freight patterns (rail, truck, air), data collection, freight performance measures, intelligent transportation systems, economic vitality, private/public partnerships, external factors, environmental impacts and policy recommendations.

It will identify the deficiencies existing in the transportation system that impede the efficient flow of goods and make recommendations for improvements and possible modifications in maintenance, facility design, regulations and capital projects to resolve constraints to freight mobility. The study should promote consistency between freight transportation investments and applicable land use planning and development policies. It is required by federal mandate that the transportation planning process consider and implement projects that further the following eight planning factors:

1. Economic vitality
2. Safety
3. Security
4. Accessibility and mobility
5. Environment, energy and quality of life
6. Integration and connectivity
7. Efficient system management
8. System preservation

Development of the plan will meet the requirements of MAP-21 (Public Law 109-59; 23 USC, Title 49 CFR) and facilitate the implementation of policies and strategies outlined in all relevant regional and statewide plans. Relate the development of the National Freight Network to the FMATS planning area.

Goals:

- Integrate transportation and land use planning and provide for freight while minimizing impact on neighborhoods;

- Develop sustainable processes to effectively consider the needs of freight transportation into the long-range planning priorities, goals, implementation strategies and performance targets;
- Improve safety, security and efficiency;
- Engage the private sector as mandated;
- Efficient matching of land uses and access corridors for freight distribution;
- Improved environmental quality – air, water and noise;
- Corridor specific project recommendations.

Goals will be refined in the freight planning effort.

Methodology: Literature search, data collection from DOT&PF on traffic counts and vehicle classification, contacts with the Alaska Trucking Association, Alaska Department of Environmental Conservation (ADEC), City of Fairbanks, City of North Pole, Fairbanks North Star Borough, State Highway Safety Office, Division of Measurement Standards and Commercial Vehicle Enforcement (DMSCVE), freight carriers, discussions with major freight-generating land uses and activities in the region, review of zoned industrial areas and commercial areas as identified in the FNSB Zoning Code and planned industrial areas/preferred commercial areas as identified in the FNSB Regional Comprehensive Plan, review of the North Pole Land Use Plan with specific attention to the recommended circulation network and assess key transportation issues for freight users. The consultant, with FMATS, will be responsible for organizing a Freight Advisory Committee (FAC) comprised of industry, utility, military, university and public agency representative to provide a forum for freight industry interaction and communication and discussion of transportation deficiencies, projects, policies and issues in the development of this plan.

The consultant will pay special attention to the emerging freight issue directly related to the development of trucking of natural gas to the Fairbanks North Star Borough (FNSB) as part of the effort to bring low-cost natural gas to the Interior – a priority initiative embraced by the Cities of Fairbanks and North Pole and the FNSB. Within the FMATS planning area, increased truck traffic is anticipated along the Steese and Richardson Highways corridor terminating at the proposed site of the natural gas storage and regasification facility in the City of North Pole. Initial projections range from 20 to as many as 100 natural gas hauling tractor-trailers per day along this corridor. The timeline for the beginning of the natural gas tractor-trailers traffic is late 2015 with steadily increasing deliveries that are projected to peak in 2021.

Functional Responsibility: FMATS Coordinator’s Office, DOT&PF, FNSB

Task 300(b) **Bicycle and Pedestrian Count Methodology**

Purpose: To seek professional engineering services to provide a statistically correct Bicycle and Pedestrian Count Methodology. The goal is to create a comprehensive methodology to gather bicycle and pedestrian usage data within the FMATS Metropolitan Planning Area. Proper use of this methodology should provide FMATS staff with adequate data to fully inform a travel model and to identify the most frequented non-motorized transportation routes. The methodology should provide effective count locations at varying levels of support. Guidelines for practical, consistent count methods and means should be identified. A prioritized list of count locations and count timing in the FMATS Metropolitan Planning Area should be provided in the final report.

The study will involve review of the existing FMATS Metropolitan Transportation Plan, the Non-Motorized Transportation Plan, pavement data, traffic data, and accident data. The study will take into account the current and future traffic demands/forecasts, land use planning and accepted Federal Highway design standards and state policies. Deliverables will include a draft report and a final report outlining the bicycle and pedestrian count methodology including scheduling and equipment, given varying levels of resources.

Functional Responsibility: FMATS Coordinator's Office and the DOT&PF

TASK 400 CONTINGENCY PROJECTS

Task 400 (a): TransCAD modeling projects prior to inclusion in the TIP

Purpose: To model all proposed projects prior to scoring by the Technical Committee and inclusion in the FMATS TIP.

Objective: To quantify the benefits, for both congestion reduction and emissions reduction, and provide the Technical Committee with the most accurate information possible when scoring projects. The scoring criteria for projects to be included in the FMATS TIP includes reduction of congestion and improving level-of-service. Without modeling these projects it is not possible to quantify the congestion benefits and level of service benefits, of these potential projects.

Methodology/Products: Each nominated project will be input into the FMATS TransCAD model with an output of the LOS before the nominated project and after the nominated project has been included in the model. These before and after outputs will provide the FMATS Technical Committee with more in-depth quantifiable information when scoring each project for inclusion in the FMATS TIP.

Functional Responsibility: FNSB

Task 400 (b): Fairbanks Railroad Industrial Area Relocation Study

Purpose: This study would evaluate potential sites for the relocation of the railroad industrial area, located off of Phillips Field Road, to other areas in the FNSB more suitable for industrial development.

Objective: Presently, the Alaska Railroad (ARRC) owns and operates a large railroad yard immediately northwest of the city center of Fairbanks. From this yard, the ARRC distributes freight throughout the area, with routes that go through relatively dense commercial and residential development. The community of Fairbanks has been considering the relocation of the Alaska Railroad and the yard facilities out of the middle of town, and re-route the train traffic to areas with more congruent industrial use. This would provide the city with large tract of land available for re-development, relocate rail lines out of densely developed areas, improve the efficiency of the roadway network, and reduce the number of at-grade road crossings throughout the community.

Although several studies of this project have been completed over the past two decades, none of them have been complete or comprehensive enough to start the environmental process, develop a credible cost estimate, or to begin to protect potential corridors and other lands from development that are consistent with the potential relocation of ARRC. The magnitude of this project throughout the community has stymied other major transportation infrastructure investments due to the uncertainty of potential relocation of the ARRC. This study is intended to develop a final plan such that steps can be taken towards implementation, and other critical infrastructure projects may proceed without delay.

Products: The final report would weigh the costs of the potential project, environmental impacts, transportation benefits, and community impacts to recommend the best feasible project, balancing possible relocation with other infrastructure improvements.

Functional Responsibility: FNSB, FMATS Coordinators Office, DOT&PF

Task 400(c) Badger Road Corridor Study

Purpose: To seek engineering services provide a Corridor Study for Badger Road for its entire length between both interchanges with the Richardson Highway (approximately 11 miles). The objective of the study is primarily to establish a long-range plan for Badger Road through the identification of safety improvements that will consider access and mobility for all transportation modes (vehicles, pedestrians,

bicycles and transit). The plan will establish a model for which future projects (and priority order of projects) can be initiated.

Methodology: The consultant will:

- Provide an evaluation of segments within the corridor that exhibit specific trends in terms of crash history and driver behavior, to include bicycles and pedestrians and what engineering mitigating solutions may exist. This analysis will be used to support the long-range plan developed and may also point to non-engineering mitigation for any identified or potential safety or operational concerns
- Conduct an analysis for signal warrants at major unsignalized intersections, and prepare a conceptual roundabout layout and analysis for intersections meeting or approaching thresholds for one or more warrants. Explore safety or operational enhancements to all major intersections that balance the primary need of mobility with the secondary need for access.
- Conduct a speed study of the corridor
- Conduct a robust public involvement process

The study will involve review of the existing FMATS Metropolitan Transportation Plan, the Non-Motorized Transportation Plan, the Fairbanks North Star Borough Plans, pavement data, traffic data, crash data, as well as historic and forecasted land use and development trends to develop alternatives of potential projects that will improve safety for all users. The study will take into account the current and future traffic demands/forecasts, land use planning and accepted Federal Highway design standards and state policies for minor arterial high speed routes.

Functional Responsibility: FMATS Coordinator's Office, DOT & PF

APPENDIX A - FMATS 2015-2016 UPWP BUDGET

FMATS 2015-2016 UPWP REVENUES & EXPENDITURES

FFY 2015		REVENUES (funding by source)				EXPENDITURES (spending by agency)			
TASK 100	DESCRIPTION	PRELIM ESTIMATE OF FMATS PL FUNDING (FED ONLY)	FEDSTP FUNDING	STATE FUNDING-381 & NP CONTRIBUTION	TOTAL REVENUES	FUNDING TO COORDINATOR'S OFFICE (ALL FUNDING SOURCES & MATCH)	FNSB FUNDING ONLY (PL & MATCH)	DOT&PF FUNDING ONLY (PL & MATCH)	TOTAL EXPENDITURES
Sub-Task 100 A	UPWP Development & Implementation	17,910	5,115	0	23,025	16,088	3,441	5,781	25,310
Sub-Task 100 B	MTP Development & Implementation	49,769	15,167	0	64,936	46,844	13,681	10,857	71,382
Sub-Task 100 C	TIP Development & Implementation	81,310	15,167	0	96,476	45,800	36,510	23,743	106,053
Sub-Task 100 D	Public Participation Plan	155,474	57,633	8,720	221,827	190,265	36,741	15,976	242,981
Sub-Task 100 E	Air Quality	9,842	2,084	0	11,926	6,836	3,384	2,891	13,110
Sub-Task 100 F	Support Services	16,222	7,178	98,180	121,580	113,225	3,970	6,708	123,903
TASK 100	FUNDING SUBTOTAL	330,527	102,344	106,900	539,771	419,058	97,725	65,956	582,739
TASK 100	STATE MATCH	5,956			5,956				0
TASK 100	STATE FUNDS -381 (\$99,400)				0				0
TASK 100	NORTH POLE CONTRIBUTION (\$7,500)				0				0
TASK 100	FNSB CASH MATCH	8,825			8,825				0
TASK 100	STATE FUNDS MATCH - M381	18,029	10,159		28,188				0
	SUBTOTAL	363,336	112,503	106,900	582,739	419,058	97,725	65,956	582,739
FFY 2016									
TASK 100	DESCRIPTION	PRELIM ESTIMATE OF FMATS PL FUNDING	FEDSTP FUNDING	STATE FUNDING-381 & NP CONTRIBUTION	TOTAL REVENUES	FUNDING TO COORDINATOR'S OFFICE	FUNDING TO FNSB (PL & MATCH ONLY)	FUNDING TO DOT&PF (PL & MATCH ONLY)	TOTAL EXPENDITURES
Sub-Task 100 A	UPWP Development & Implementation	26,839	8,058	591	35,488	27,673	4,897	7,901	40,471
Sub-Task 100 B	MTP Development & Implementation	47,942	14,009	1,027	62,978	60,785	15,162	9,657	85,604
Sub-Task 100 C	TIP Development & Implementation	75,375	12,967	951	89,292	58,227	33,554	23,980	115,760
Sub-Task 100 D	Public Participation Plan	157,179	58,467	9,256	224,903	243,898	34,996	16,726	295,620
Sub-Task 100 E	Air Quality	10,391	2,084	153	12,628	8,961	3,406	3,442	15,809
Sub-Task 100 F	Support Services	12,801	6,715	94,922	114,438	22,104	3,072	4,251	29,427
TASK 100	FUNDING SUBTOTAL	330,527	102,300	106,900	539,727	421,648	95,086	65,956	582,690
TASK 100	STATE MATCH	5,956			5,956				0
TASK 100	STATE FUNDS -381 (\$99,400)				0				0
TASK 100	NORTH POLE CONTRIBUTION (\$7,500)				0				0
TASK 100	FNSB CASH MATCH	8,586			8,586				0
TASK 100	STATE FUNDS MATCH - M381	18,267	10,155		28,422				0
	SUBTOTAL	363,336	112,455	106,900	582,691	421,648	95,086	65,956	582,690
TASK 100	GRAND TOTAL ALL FUNDING	726,673	224,958	213,800	1,165,430	840,707	192,811	131,912	1,165,429

FFY 2015	2015	REVENUES (funding by source)				EXPENDITURES (spending by agency)			
	Sub-Task 100A: UPWP Development & Implementation 2015								
TASK 100	DESCRIPTION	PRELIM ESTIMATE OF FMATS PL FUNDING	FEDSTP FUNDING	STATE FUNDING- 381 & NP CONTRIBUTION	TOTAL REVENUES	FUNDING TO COORDINATOR'S OFFICE	FUNDING TO FNSB (PL & MATCH ONLY)	FUNDING TO DOT&PF (PL & MATCH ONLY)	TOTAL EXPENDITURES
	PL FUNDING	17,910		-----	17,910	9,520	3,130	5,259	17,910
	FEDSTP	-----	5,115	-----	5,115	5,115	-----	-----	5,115
	<i>(only applies to DOT fed \$)</i> STATE MATCH	522	-----	-----	522	-----	-----	522	522
	STATE FUNDS -381 (\$99,400)	-----	-----	0	0	0	-----	-----	0
	NORTH POLE CONTRIBUTION (\$7,500)	-----	-----	0	0	0	-----	-----	0
	<i>(only applies to FNSB fed \$)</i> FNSB CASH MATCH	311	-----	-----	311	-----	311	-----	311
	<i>(only applies to Coord PL & FEDSTP \$)</i> STATE FUNDS MATCH - M381	945	508	-----	1,453	1,453	-----	-----	1,453
Sub-Task 100 A	UPWP Development & Implementation TOTAL	19,687	5,623	0	25,310	16,088	3,441	5,781	25,310
FFY 2016	2016	REVENUES				EXPENDITURES			
	Sub-Task 100A: UPWP Development & Implementation 2016								
TASK 100	DESCRIPTION	PRELIM ESTIMATE OF FMATS PL FUNDING	FEDSTP FUNDING	STATE FUNDING- 381 & NP CONTRIBUTION	TOTAL REVENUES	FUNDING TO COORDINATOR'S OFFICE	FUNDING TO FNSB (PL & MATCH ONLY)	FUNDING TO DOT&PF (PL & MATCH ONLY)	TOTAL EXPENDITURES
	PL FUNDING	26,839	-----	-----	26,839	15,197	4,454	7,187	26,839
	FEDSTP	-----	8,058	-----	8,058	8,058	-----	-----	8,058
	<i>(only applies to DOT fed \$)</i> STATE MATCH	713	-----	-----	713	-----	-----	713	713
	STATE FUNDS -381 (\$99,400)	-----	-----	0	0	0	-----	-----	0
	NORTH POLE CONTRIBUTION (\$7,500)	-----	-----	591	591	591	-----	-----	591
	<i>(only applies to FNSB fed \$)</i> FNSB CASH MATCH	442	-----	-----	442	-----	442	-----	442
	<i>(only applies to Coord PL & FEDSTP \$)</i> STATE FUNDS MATCH - M381	1,509	800	-----	2,308	2,308	-----	-----	2,308
Sub-Task 100 A	UPWP Development & Implementation TOTAL	29,503	8,858	591	38,952	26,155	4,897	7,901	38,952

2015		REVENUES (funding by source)			EXPENDITURES (spending by agency)			
Sub-Task 100B: MTP Development & Implementation 2015								
DESCRIPTION	PRELIM ESTIMATE OF FMATS PL FUNDING	FEDSTP FUNDING	STATE FUNDING-381 & NP CONTRIBUTION	TOTAL REVENUES	FUNDING TO COORDINATOR'S OFFICE	FUNDING TO FNSB (PL & MATCH ONLY)	FUNDING TO DOT&PF (PL & MATCH ONLY)	TOTAL EXPENDITURES
PL FUNDING	49,769	-----	-----	49,769	27,447	12,446	9,876	49,769
FEDSTP	-----	15,167	-----	15,167	15,167	-----	-----	15,167
<i>(only applies to DOT fed \$)</i> STATE MATCH	980	-----	-----	980	-----	-----	980	980
STATE FUNDS -381 (\$99,400)	-----	-----	0	0	0	-----	-----	0
NORTH POLE CONTRIBUTION (\$7,500)	-----	-----	0	0	0	-----	-----	0
<i>(only applies to FNSB fed \$)</i> FNSB CASH MATCH	1,235	-----	-----	1,235	-----	1,235	-----	1,235
<i>(only applies to Coord PL & FEDSTP \$)</i> STATE FUNDS MATCH - M381	2,725	1,506	-----	4,230	4,230	-----	-----	4,230
MTP Development & Implementation TOTAL	54,710	16,672	0	71,382	46,844	13,681	10,857	71,382
2016		REVENUES			EXPENDITURES			
Sub-Task 100B: MTP Development & Implementation 2016								
DESCRIPTION	PRELIM ESTIMATE OF FMATS PL FUNDING	FEDSTP FUNDING	STATE FUNDING-381 & NP CONTRIBUTION	TOTAL REVENUES	FUNDING TO COORDINATOR'S OFFICE	FUNDING TO FNSB (PL & MATCH ONLY)	FUNDING TO DOT&PF (PL & MATCH ONLY)	TOTAL EXPENDITURES
PL FUNDING	47,942	-----	-----	47,942	25,364	13,793	8,785	47,942
FEDSTP	-----	14,009	-----	14,009	14,009	-----	-----	14,009
<i>(only applies to DOT fed \$)</i> STATE MATCH	872	-----	-----	872	-----	-----	872	872
STATE FUNDS -381 (\$99,400)	-----	-----	0	0	0	-----	-----	0
NORTH POLE CONTRIBUTION (\$7,500)	-----	-----	1,027	1,027	1,027	-----	-----	1,027
<i>(only applies to FNSB fed \$)</i> FNSB CASH MATCH	1,369	-----	-----	1,369	-----	1,369	-----	1,369
<i>(only applies to Coord PL & FEDSTP \$)</i> STATE FUNDS MATCH - M381	2,518	1,391	-----	3,908	3,908	-----	-----	3,908
MTP Development & Implementation TOTAL	52,701	15,400	1,027	69,127	44,309	15,162	9,657	69,127

2015	REVENUES (funding by source)				EXPENDITURES (spending by agency)			
Sub-Task 100C: TIP Development & Implementation 2015								
DESCRIPTION	PRELIM ESTIMATE OF FMATS PL FUNDING	FEDSTP FUNDING	STATE FUNDING-381 & NP CONTRIBUTION	TOTAL REVENUES	FUNDING TO COORDINATOR'S OFFICE	FUNDING TO FNSB (PL & MATCH ONLY)	FUNDING TO DOT&PF (PL & MATCH ONLY)	TOTAL EXPENDITURES
PL FUNDING	81,310	-----	-----	81,310	26,498	33,213	21,599	81,310
FEDSTP	-----	15,167	-----	15,167	15,167	-----	-----	15,167
<i>(only applies to DOT fed \$)</i> STATE MATCH	2,144	-----	-----	2,144	-----	-----	2,144	2,144
STATE FUNDS -381 (\$99,400)	-----	-----	0	0	0	-----	-----	0
NORTH POLE CONTRIBUTION (\$7,500)	-----	-----	0	0	0	-----	-----	0
<i>(only applies to FNSB fed \$)</i> FNSB CASH MATCH	3,297	-----	-----	3,297	-----	3,297	-----	3,297
<i>(only applies to Coord PL & FEDSTP \$)</i> STATE FUNDS MATCH - M381	2,630	1,506	-----	4,136	4,136	-----	-----	4,136
TIP Development & Implementation TOTAL	89,381	16,672	0	106,053	45,800	36,510	23,743	106,053

2016	REVENUES				EXPENDITURES			
Sub-Task 100C: TIP Development & Implementation 2016								
DESCRIPTION	PRELIM ESTIMATE OF FMATS PL FUNDING	FEDSTP FUNDING	STATE FUNDING-381 & NP CONTRIBUTION	TOTAL REVENUES	FUNDING TO COORDINATOR'S OFFICE	FUNDING TO FNSB (PL & MATCH ONLY)	FUNDING TO DOT&PF (PL & MATCH ONLY)	TOTAL EXPENDITURES
PL FUNDING	75,375	-----	-----	75,375	23,037	30,524	21,814	75,375
FEDSTP	-----	12,967	-----	12,967	12,967	-----	-----	12,967
<i>(only applies to DOT fed \$)</i> STATE MATCH	2,165	-----	-----	2,165	-----	-----	2,165	2,165
STATE FUNDS -381 (\$99,400)	-----	-----	0	0	0	-----	-----	0
NORTH POLE CONTRIBUTION (\$7,500)	-----	-----	951	951	951	-----	-----	951
<i>(only applies to FNSB fed \$)</i> FNSB CASH MATCH	3,030	-----	-----	3,030	-----	3,030	-----	3,030
<i>(only applies to Coord PL & FEDSTP \$)</i> STATE FUNDS MATCH - M381	2,287	1,287	-----	3,574	3,574	-----	-----	3,574
TIP Development & Implementation TOTAL	82,857	14,254	951	98,062	40,528	33,554	23,980	98,062

2015		REVENUES (funding by source)			EXPENDITURES (spending by agency)			
Sub-Task 100D: Public Participation Plan 2015								
DESCRIPTION	PRELIM ESTIMATE OF FMATS PL FUNDING	FEDSTP FUNDING	STATE FUNDING-381 & NP CONTRIBUTION	TOTAL REVENUES	FUNDING TO COORDINATOR'S OFFICE	FUNDING TO FNSB (PL & MATCH ONLY)	FUNDING TO DOT&PF (PL & MATCH ONLY)	TOTAL EXPENDITURES
PL FUNDING	155,474	-----	-----	155,474	107,518	33,423	14,533	155,474
FEDSTP	-----	57,633	-----	57,633	57,633	-----	-----	57,633
<i>(only applies to DOT fed \$)</i> STATE MATCH	1,443	-----	-----	1,443	-----	-----	1,443	1,443
STATE FUNDS -381 (\$99,400)	-----	-----	4,970	4,970	4,970	-----	-----	4,970
NORTH POLE CONTRIBUTION (\$7,500)	-----	-----	3,750	3,750	3,750	-----	-----	3,750
<i>(only applies to FNSB fed \$)</i> FNSB CASH MATCH	3,318	-----	-----	3,318	-----	3,318	-----	3,318
<i>(only applies to Coord PL & FEDSTP \$)</i> STATE FUNDS MATCH - M381	10,673	5,721	-----	16,393	16,393	-----	-----	16,393
Public Participation Plan TOTAL	170,907	63,354	8,720	242,981	190,265	36,741	15,976	242,981

2016		REVENUES			EXPENDITURES			
Sub-Task 100D: Public Participation Plan 2016								
DESCRIPTION	PRELIM ESTIMATE OF FMATS PL FUNDING	FEDSTP FUNDING	STATE FUNDING-381 & NP CONTRIBUTION	TOTAL REVENUES	FUNDING TO COORDINATOR'S OFFICE	FUNDING TO FNSB (PL & MATCH ONLY)	FUNDING TO DOT&PF (PL & MATCH ONLY)	TOTAL EXPENDITURES
PL FUNDING	157,179	-----	-----	157,179	110,128	31,836	15,215	157,179
FEDSTP	-----	58,467	-----	58,467	58,467	-----	-----	58,467
<i>(only applies to DOT fed \$)</i> STATE MATCH	1,510	-----	-----	1,510	-----	-----	1,510	1,510
STATE FUNDS -381 (\$99,400)	-----	-----	4,970	4,970	4,970	-----	-----	4,970
NORTH POLE CONTRIBUTION (\$7,500)	-----	-----	4,286	4,286	4,286	-----	-----	4,286
<i>(only applies to FNSB fed \$)</i> FNSB CASH MATCH	3,160	-----	-----	3,160	-----	3,160	-----	3,160
<i>(only applies to Coord PL & FEDSTP \$)</i> STATE FUNDS MATCH - M381	10,932	5,804	-----	16,735	16,735	-----	-----	16,735
Public Participation Plan TOTAL	172,781	64,271	9,256	246,308	194,587	34,996	16,726	246,308

2015	REVENUES (funding by source)				EXPENDITURES (spending by agency)			
Sub-Task 100E: Air Quality 2015								
DESCRIPTION	PRELIM ESTIMATE OF FMATS PL FUNDING	FEDSTP FUNDING	STATE FUNDING- 381 & NP CONTRIBUTION	TOTAL REVENUES	FUNDING TO COORDINATOR'S OFFICE	FUNDING TO FNSB (PL & MATCH ONLY)	FUNDING TO DOT&PF (PL & MATCH ONLY)	TOTAL EXPENDITURES
PL FUNDING	9,842	-----	-----	9,842	4,135	3,078	2,630	9,842
FEDSTP	-----	2,084	-----	2,084	2,084	-----	-----	2,084
<i>(only applies to DOT fed \$)</i> STATE MATCH	261	-----	-----	261	-----	-----	261	261
STATE FUNDS -381 (\$99,400)	-----	-----	0	0	0	-----	-----	0
NORTH POLE CONTRIBUTION (\$7,500)	-----	-----	0	0	0	-----	-----	0
<i>(only applies to FNSB fed \$)</i> FNSB CASH MATCH	306	-----	-----	306	-----	306	-----	306
<i>(only applies to Coord PL & FEDSTP \$)</i> STATE FUNDS MATCH - M381	410	207	-----	617	617	-----	-----	617
AIR QUALITY TOTAL	10,819	2,291	0	13,110	6,836	3,384	2,891	13,110

2016	REVENUES				EXPENDITURES			
Sub-Task 100E: Air Quality 2016								
DESCRIPTION	PRELIM ESTIMATE OF FMATS PL FUNDING	FEDSTP FUNDING	STATE FUNDING- 381 & NP CONTRIBUTION	TOTAL REVENUES	FUNDING TO COORDINATOR'S OFFICE	FUNDING TO FNSB (PL & MATCH ONLY)	FUNDING TO DOT&PF (PL & MATCH ONLY)	TOTAL EXPENDITURES
PL FUNDING	10,391	-----	-----	10,391	4,161	3,098	3,131	10,391
FEDSTP	-----	2,084	-----	2,084	2,084	-----	-----	2,084
<i>(only applies to DOT fed \$)</i> STATE MATCH	311	-----	-----	311	-----	-----	311	311
STATE FUNDS -381 (\$99,400)	-----	-----	0	0	0	-----	-----	0
NORTH POLE CONTRIBUTION (\$7,500)	-----	-----	153	153	153	-----	-----	153
<i>(only applies to FNSB fed \$)</i> FNSB CASH MATCH	308	-----	-----	308	-----	308	-----	308
<i>(only applies to Coord PL & FEDSTP \$)</i> STATE FUNDS MATCH - M381	413	207	-----	620	620	-----	-----	620
AIR QUALITY TOTAL	11,422	2,291	153	13,866	7,018	3,406	3,442	13,866

2015		REVENUES (funding by source)			EXPENDITURES (spending by agency)			
Sub-Task 100F: Support Services 2015								
DESCRIPTION	PRELIM ESTIMATE OF FMATS PL FUNDING	FEDSTP FUNDING	STATE FUNDING- 381 & NP CONTRIBUTION	TOTAL REVENUES	FUNDING TO COORDINATOR'S OFFICE	FUNDING TO FNSB (PL & MATCH ONLY)	FUNDING TO DOT&PF (PL & MATCH ONLY)	TOTAL EXPENDITURES
PL FUNDING	16,222	-----	-----	16,222	6,509	3,611	6,102	16,222
FEDSTP	-----	7,178	-----	7,178	7,178	-----	-----	7,178
<i>(only applies to DOT fed \$)</i> STATE MATCH	606	-----	-----	606	-----	-----	606	606
STATE FUNDS -381 (\$99,400)	-----	-----	94,430	94,430	94,430	-----	-----	94,430
NORTH POLE CONTRIBUTION (\$7,500)	-----	-----	3,750	3,750	3,750	-----	-----	3,750
<i>(only applies to FNSB fed \$)</i> FNSB CASH MATCH	358	-----	-----	358	-----	358	-----	358
<i>(only applies to Coord PL & FEDSTP \$)</i> STATE FUNDS MATCH - M381	646	713	-----	1,359	1,359	-----	-----	1,359
Support Services TOTAL	17,832	7,891	98,180	123,903	113,225	3,970	6,708	123,903

2016		REVENUES			EXPENDITURES			
Sub-Task 100F: Support Services 2016								
DESCRIPTION	PRELIM ESTIMATE OF FMATS PL FUNDING	FEDSTP FUNDING	STATE FUNDING- 381 & NP CONTRIBUTION	TOTAL REVENUES	FUNDING TO COORDINATOR'S OFFICE	FUNDING TO FNSB (PL & MATCH ONLY)	FUNDING TO DOT&PF (PL & MATCH ONLY)	TOTAL EXPENDITURES
PL FUNDING	12,801	-----	-----	12,801	6,140	2,795	3,867	12,801
FEDSTP	-----	6,715	-----	6,715	6,715	-----	-----	6,715
<i>(only applies to DOT fed \$)</i> STATE MATCH	384	-----	-----	384	-----	-----	384	384
STATE FUNDS -381 (\$99,400)	-----	-----	94,430	94,430	94,430	-----	-----	94,430
NORTH POLE CONTRIBUTION (\$7,500)	-----	-----	492	492	492	-----	-----	492
<i>(only applies to FNSB fed \$)</i> FNSB CASH MATCH	277	-----	-----	277	-----	277	-----	277
<i>(only applies to Coord PL & FEDSTP \$)</i> STATE FUNDS MATCH - M381	609	667	-----	1,276	1,276	-----	-----	1,276
Support Services TOTAL	14,072	7,382	94,922	116,376	109,053	3,072	4,251	116,376

FMATS 2015-2016 UPWP REVENUES - TASK 200

FFY 2015

TASK 200	DESCRIPTION	PRELIM ESTIMATE OF FTA - SEC. 5305(d) FUNDING	FTA SEC. 5305(d) FUNDING TO FNSB	TOTAL FUNDING
TASK 200	FNSB TRANSIT SYSTEM PLANNING	87,109	87,109	87,109
TASK 200	FTA-SEC. 5305(d) FUNDING TOTAL	87,109	87,109	87,109
TASK 200	FNSB CASH MATCH	17,028	17,028	17,028
TASK 200	FNSB IN-KIND MATCH	4,749	4,779	4,779
	FTA-SEC. 5305(d) & MATCH TOTAL	108,886	108,916	108,916

FFY 2016

TASK 200	DESCRIPTION	PRELIM ESTIMATE OF FTA - SEC. 5305(d) FUNDING	FTA SEC. 5305(d) FUNDING TO FNSB	TOTAL FUNDING
TASK 200	FNSB TRANSIT SYSTEM PLANNING	87,109	87,109	87,109
TASK 200	FTA-SEC. 5305(d) FUNDING TOTAL	87,109	87,109	87,109
TASK 200	FNSB CASH MATCH	17,029	17,029	17,029
TASK 200	FNSB IN-KIND MATCH	4,749	4,779	4,779
	FTA-SEC. 5305(d) & MATCH TOTAL	108,887	108,917	108,917

FMATS 2015-2016 UPWP REVENUES - TASK 300

FFY 2015

TASK 300	DESCRIPTION	PRELIM ESTIMATE OF FMATS PL FUNDING	TOTAL FUNDING
Sub-Task 300 A	FREIGHT PLAN	166,400	166,400
TASK 300 A	PL FUNDING TOTAL	166,400	166,400
TASK 300 A	STATE FUNDS MATCH - M381	16,517	16,517
	PL FUNDING & MATCH SUBTOTAL	182,917	182,917
Sub-Task 300 B	COUNT METHODOLOGY	20,000	20,000
TASK 300 B	PL FUNDING TOTAL	20,000	20,000
TASK 300 B	STATE FUNDS MATCH - M381	1,985	1,985
	PL FUNDING & MATCH SUBTOTAL	21,985	21,985
	GRAND TOTAL ALL FUNDING		204,903

FMATS 2015-2016 UPWP REVENUES - TASK 400

FFY 2015

TASK 300	DESCRIPTION	PRELIM ESTIMATE OF FMATS PL FUNDING	TOTAL FUNDING
Sub-Task 400 (a)	TransCAD Modeling	30,000	30,000
TASK 400(a)	FUNDING TOTAL	30,000	30,000
	STATE FUNDS MATCH - M381	2,978	2,978
	FUNDING & MATCH SUBTOTAL	32,978	32,978
Sub-Task 400 (b)	Fairbanks Railroad Industrial Area Relocation Study	1,200,000	1,200,000
TASK 400(b)	FUNDING TOTAL	1,200,000	1,200,000
	STATE FUNDS MATCH - M381	119,116	119,116
	FUNDING & MATCH SUBTOTAL	1,319,116	1,319,116
Sub-Task 400 (c)	Badger Road Corridor Study	230,000	230,000
TASK 400(c)	PL FUNDING TOTAL	122,192	122,192
	OTHER FUNDING (TBD)	95,690	95,690
	STATE FUNDS MATCH - M381	12,118	12,118
	PL FUNDING & MATCH SUBTOTAL	230,000	230,000
	GRAND TOTAL ALL FUNDING		1,582,094