AMENDMENT NO. 1 – FMATS UNIFIED PLANNING WORK PROGRAM PL – 1260(3)

Delete Page 16 and replace it with the following new Page 16:

Task 400 FMATS Priorities

Long Range Transportation Plan Update

Purpose: The Fairbanks Metropolitan Area Transportation System (FMATS) Long Range Transportation Plan (LRTP) was fully updated in 2005. The 2005 FMATS LRTP is an effective guide for implementing roadway transportation improvements in the Fairbanks area. With the recent passage of SAFETEA-LU, new regulations require additional planning analyses for LRTPs to comply with federal rules and guidelines. These planning considerations are mandatory and will require an update of the LRTP. At the same time, this update will allow FMATS to continue to effectively address transportation issues within the Metropolitan Planning Area.

Objective: This update will include a comprehensive review of SAFETEA-LU regulations while applying them to the current FMATS LRTP and conversion of the travel demand forecasting model. DOT&PF will oversee this study in coordination with other FMATS members.

Previous Work: The original FMATS plan, completed in 1971, provided for implementation of a sequence of major transportation projects to meet projected traffic demands through the year 1990. Nearly all of the projects initially proposed have either been completed or are programmed for construction. This accelerated scheduling was in response to rapid urban growth that occurred between 1974 and 1985.

The FMATS Update Report, completed in 1985, 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 has increased recently, FMATS projections are now expected to reflect growth through the year 2025. The final LRTP was approved and finalized in August of 2005. This document currently serves as the guiding force for FMATS planning.

Methodology: The FMATS LRTP Update will be funded over a two year period with the Public Participation Plan (PPP), LRTP requirements analysis, and the model conversion in FFY 08.

The DOT&PF Fairbanks Area Transportation Planner will oversee this project. The FMATS Policy Committee will present the completed PPP and LRTP Update Report for approval.

Products and Milestones:

1. FMATS Public Participation Plan (September 2008)
2. LRTP Requirements Analysis (September 2008)
3. Travel Demand Forecasting Model Conversion (September 2008)
4. LRTP SAFETEA-LU Analysis and Update Report (August 2009)

Functional Responsibilities: Jeff Roach, Fairbanks Area Transportation Planner, State of Alaska DOT&PF, Northern Region Planning.

Delete Page 22 and replace it with the following new Page 22:

Task 400 Funding Detail

FFY07		Task 400 Planning Priorities
FHWA - PL	MPO	
FHWA - PL	DOT&PF	$37,500
FHWA - SPR	DOT&PF	
FTA - Sec. 5303	MPO	
FRA	ARRC	
	Total Federal Funds	**$37,500**
Match - Cash	MPO	$1,861
Match - Cash	DOT&PF	$1,861
	Total Match Funds	$3,722
	Total FFY07	**$41,222**
FFY08		
FHWA - PL	MPO	**$50,000**
FHWA - PL	DOT&PF	**$40,000**
FHWA - SPR	DOT&PF	
FTA - Sec. 5303	MPO	
FRA	ARRC	
	Total Federal Funds	$90,000
Match - Cash	MPO	$6949
Match - Cash	DOT&PF	$1,985
	Total Match Funds	$8,934
	Total FFY08	**$98,934**
Total 2 year Programmed Funds:		**$140,156**

Note: Match for $50,000 FHWA - PL funding from FMATS TIP State (381) funds.

(Contingency projects not shown)

Delete Page 23 and replace it with this new Page 23:

FMATS Funding Overview

FMATS Budget by Task

	% Match	Total FFY08	Federal	Match
Task 100 Planning Process	9.03%	$120,000	$109,164	$10,836
Task 200 Database/Mapping	9.03%	$25,000	$22,743	$2,258
Task 300 Fairbanks Transit System Planning				
FHWA PL Funds	9.03%	$8,836	$8,038	$798
*FTA Section 5303 Funds	20%	$74,136	$59,309	$14,827
Total Task 300		$82,972		
Task 400 FMATS Priorities	9.03%	$98,934	$90,000	$8,934
Program Total		**$326,906**	**$289,254**	**$37,652**

Revenue by Fund Source

FHWA Metropolitan Planning Funds (9.03% Match)	$229,945		
FTA Section 5303 Metropolitan Planning Funds (20% Match)	$59,309		
Total Federal Participating			$289,254
Local Cash Match	$19,768		
Local In-Kind Match	$17,885		
Total Local and State Match			$37,652
Program Total			**$326,906**

Delete Page 24 and 25 and replace it with this new Page 24 and 25:

FMATS Funding Detail
Revenues and Expenditures by Agency

FFY07

		Task 100 Planning Process	Task 200 Database/ Mapping	Task 300 Transit System Planning	Task 300 Contingency Projects	Task 400 FMATS Priorities	Task 400 Contingency Projects	Appendix A Other Studies	*State FMATS Support	Total Area Planning Efforts
FHWA - PL	MPO	$109,164	$22,743	$6,823						**$138,730**
*FHWA - PL	ADOT&PF					$37,500			$48,950	**$86,450**
**FTA - Sec. 5303	MPO			$55,735						**$55,735**
***35 SLA 06 - non-fede	ADOT&PF							$250,000		**$250,000**
****FHWA Sec. 1702	ARRC							$200,000		**$200,000**
Contingency #2	TBD						$20,000			**$20,000**
Contingency #3	TBD						$75,000			**$75,000**
Total Federal Funds		**$109,164**	**$22,743**	**$62,558**	**$0**	**$37,500**	**$95,000**	**$450,000**	**$48,950**	**$825,915**
Match - Cash	MPO			$9,820		$1,861				**$11,681**
Match - In-Kind	MPO	$10,836	$2,258	$4,791						**$17,885**
Match - Cash	ADOT&PF					$1,861			$4,859	**$6,720**
Match: Contingencies	MPO						$9,430			**$9,430**
Match: Other Studies	ARRC							$19,853		**$19,853**
Total Match Funds		**$10,836**	**$2,258**	**$14,611**	**$0**	**$3,722**	**$9,430**	**$0**	**$4,859**	**$45,716**
Total FFY07		**$120,000**	**$25,000**	**$77,169**	**$0**	**$41,222**	**$104,430**	**$469,853**	**$53,809**	**$787,053**
FFY07 Total with Contingencies										**$891,483**

FFY08

FHWA - PL	MPO	$109,164	$22,743	$8,038		$50,000				**$189,945**
FHWA - PL	ADOT&PF					$ 40,000			$48,950	**$88,950**
FTA-Sec. 5303	MPO			$59,309						**$59,309**
FHWA Sec. 1702	ARRC							$0		**$0**
Contingency #1	TBD				$75,000					**$75,000**
Contingency #2	TBD						$20,000			**$20,000**
Total Federal Funds		**$109,164**	**$22,743**	**$67,347**	**$75,000**	**$90,000**	**$20,000**	**$0**	**$48,950**	**$433,204**
Match - Cash	MPO			$10,834		$6,949				**$17,783**
Match - In-Kind	MPO	$10,836	$2,258	$4,791						**$17,885**
Match - Cash	ADOT&PF					$1,985			$4,859	**$6,844**
Match: Contingencies	MPO				$7,445					**$7,445**
Match: Other Studies	ARRC							$0		**$0**
Total Match Funds		**$10,836**	**$2,258**	**$15,625**	**$7,445**	**$8,934**		**$0**	**$4,859**	**$49,957**
Total FFY08		**$120,000**	**$25,000**	**$82,972**	**$82,445**	**$98,934**	**$0**	**$0**	**$53,809**	**$380,715**
FFY 08 Total with Contingencies										**$463,160**

Delete Page 24 and 25 and replace it with this new Page 24 and 25:

FMATS Funding Detail
Revenues and Expenditures by Agency

FFY07	Task 100 Planning Process	Task 200 Database/ Mapping	Task 300 Transit System Planning	Task 300 Contingency Projects	Task 400 FMATS Priorities	Task 400 Contingency Projects	Appendix A Other Studies	*State FMATS Support	Total Area Planning Efforts
Total 2 year Programmed Funds:	**$240,000**	**$50,000**	**$160,141**	**$82,445**	**$140,156**	**$124,430**	**$469,853**	**$107,618**	**$1,167,768**

* Programmed in the ADOT&PF Annual Work Program
** FTA Section 5303 allocation formula as defined.
*** State funds programmed per 35 SLA 06 (Tobacco Tax funding).
**** Funds provided directly to Alaska Railroad Corporation.

Fairbanks Metropolitan Area Transportation System

FMATS

Unified Planning Work Program

PL-1260(3)

Federal Fiscal Years 2007/2008

April 4, 2007 Revision

FMATS

Unified Planning Work Program

PL-1260(3)

Federal Fiscal Years 2007/2008

CONTENTS

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 year 2007 and 2008. Second, it fulfills the planning requirements of the national surface transportation law and regulations (23USC 134 and 23CFR Part 420 and 450).

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:

Creation of a Metropolitan Planning Organization (MPO) – a transportation policy-making organization made up of representatives from local government and transportation authorities.

Establishment of a Metropolitan Planning Area (MPA) – boundaries of the planning area must include the urbanized area and be designated by the Governor.

Implementation of a Unified Planning Work Program (UPWP) – this one or two-year planning document must include: 1) discussion of the area's important transportation issues; 2) description of all proposed transportation and transportation- related planning activities, including corridor planning activities, regardless of funding source; 3) description of transportation-related air quality planning activities, regardless of funding source or which agency conducts such activities; and 4) documentation of all work to be performed with planning assistance under various Federal programs.

Preparation of a Long Range Transportation Plan (LRTP) – a long-range transportation plan for the metropolitan area covering a planning horizon of at least twenty years.

Preparation of a Transportation Improvement Program (TIP) – a program based on the long-range transportation plan and designed to serve the area's goals, using spending, regulating, operating, management, and financial tools.

Adoption of a Public Involvement Process (PIP) – to involve the general public and all the significantly affected sub-groups in the essential functions listed above.

Conformity Determination – The Administrator of the U.S. Environmental Protection Agency (EPA) originally designated Fairbanks and North Pole as non-attainment areas for carbon monoxide. This designation of Serious CO Non-Attainment Area was reiterated in 1998. In 2004 it became a formal "CO Maintenance Area." The Fairbanks Area MPO must produce a Memorandum of Understanding for Air Quality with the State. Projects listed in the TIP must conform to the State Implementation Plan (SIP) for air quality.

FMATS Program History

Although it was not formally recognized as an urbanized area, 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. Representation on FMATS has included DOT&PF, Fairbanks North Star Borough (FNSB), the City of Fairbanks, and the City of North Pole. In the intervening years, for air quality issues, the Department of Environmental Conservation has also been a voting member. 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.

Plans produced by FMATS include:

1971 – The original FMATS Plan provided for implementation of a sequence of major transportation projects to meet projected traffic demands through the year 1990. Nearly all of the projects initially proposed have either been completed or are programmed for construction. This accelerated scheduling was in response to rapid urban growth that occurred between 1974 and 1985.

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.

Fairbanks North Star Borough Comprehensive Road Plan

Downtown Transportation Study for the City of Fairbanks

FNSB Bike Plan

North Pole Area Supplement to the FNSB Bike Plan

Southwest Neighborhood Transportation Study

1983 Richardson Highway Corridor Study

Steese Expressway Study

FMATS Long Range Transportation Plan (August 2005)

FMATS Issues and Goals

Urbanized Area Designation – The 2000 Census designation of an area surrounding Fairbanks and North Pole as urbanized brought the requirement of developing a Metropolitan Planning Organization (MPO) and Metropolitan Planning Area (MPA). Success in these efforts has required additional coordination, public involvement efforts and staff training.

Long Range 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.

Transportation Improvement Program – This past fiscal year the 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.

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. Local government approval of State projects is required under Alaska Statute 35.30.010. This mandate as well as other transportation issues will be met through the development of memorandums of understandings (MOUs) like the FMATS operating agreement.

Public Involvement – Policies and recommendations developed through the FMATS planning process will continue to be formally reported and presented for public review.

Air Quality – Parts of the Fairbanks North Star Borough are currently classified as a "Carbon Monoxide Maintenance Area". Air quality in these areas has met the EPA standard for air quality for five years and the FNSB is implementing an air quality maintenance plan.

Transit – An update of the FNSB Transit Plan is underway. The Transit Plan is being refined for implementation. Alaska Railroad transit operations are reflected in this document under Appendix A – Other Local Transportation Plans.

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 notifications associated with city and state road projects.

Transportation Modeling – A database of traffic and land use for transportation forecasting, environmental analysis, and community planning is maintained under the FMATS program.

Program Elements

Task 100 Planning Process

Purpose: Provide a coordinated review of transportation issues associated with land use planning and land development. Provide a local review process for highway projects and coordination between the Metropolitan Planning Organization, and other agencies involved in the transportation planning process. Provide overall program direction in accordance with the MPO planning process, local plans, and policies.

Objectives:

- Meet the requirements of 23 CFR 450, 23 U.S.C. 134, and Section 8 of the Federal Transit Act by participating in the establishment of a Metropolitan Planning Organization and Metropolitan Planning Area
- Meet the requirements of Alaska Statutes 35.30.010 by reviewing all DOT&PF construction projects within the Metropolitan Planning Area
- Promote coordination of transportation projects
- Protect the integrity of the transportation system through review of subdivisions, rezones, zoning permits and other land use issues
- Coordinate with DOT&PF in transportation planning and modeling
- Identify and recommend "highway enhancements" for future projects
- Manage the MPO's Unified Planning Work Program in a manner consistent with Federal regulations, local and State laws, and plans
- Ensure program consistency and continuity through on-going coordination.

Ongoing Work: This program provides the on-going review of all highway projects within the Fairbanks North Star Borough and coordination with DOT&PF in the review of subdivision and land use proposals, capital projects, and FMATS traffic model assumptions. Also represents FNSB on the Alaska Railroad Diagnostic Team.

Other work involves the completion of quarterly and annual reports, attendance at FMATS Technical, Policy, and Working Group Committee meetings, and supervision of staff involved with transportation planning.

Methodology: Transportation projects and programs are reviewed for compliance with local policies, regulations, and guidelines. This process provides a forum for citizen input and facilitates communication with all parties involved in the local transportation planning process.

Fairbanks North Star Borough coordinates with DOT&PF and city staff in the review of proposed land development actions for their impact on the road network. These reviews include:

- subdivisions
- rezones
- commercial development
- industrial development
- residential development

The FNSB Director of Community Planning will oversee the program to assure adherence to governing policies, regulations, and guidelines. Accounting services will be provided through the FNSB Department of Financial and Computer Services. Support will include submittal of financial reports, secretarial service, and general office overhead.

Products and Milestones:

1. Staff will continue to conduct a public input process to solicit comments from persons affected by highway projects and land development activities.

2. Staff will continue to review and comment on transportation project proposals, plans, reports, and project priorities. The comments are kept on file and are available to the public.

3. Several DOT&PF major design projects have been completed or are in the works, which require FNSB involvement. The Chena River Bicycle Path project which passes through several FNSB parcels required coordination to merge state and FNSB design elements. During fall of 2005 the final section was completed, forming a continuous route along the Chena River from downtown to Ft. Wainwright.

   The development of a new North Pole Interchange will substantially change access for a large residential area and a number of commercial businesses. The FNSB has participated in the design and review phases of this project, which has received local approval. The upgrade of Illinois Street and the 3rd Street widening projects are both anticipated to be submitted for local review in 2007.

4. Review of transportation and public facilities construction projects as required by Alaska Statues 35.30.010. Staff reports will be provided to DOT&PF and submitted to the FNSB Planning Commission and/or Assembly.

5. Process special exceptions and variances associated with highway projects.

6. Serve as staff to the MPO in the maintenance of required MPO documents: These include the Public Involvement Plan, Project Ranking Criteria, and the Transportation Improvement Program.

7. Accurate, timely quarterly and annual reports and development of the Unified Planning Work Program.

8. Provide a representative to the FMATS Technical Committee and specialized Working Groups.

9. Products from the FY 2007-08 Unified Planning Work Program tasks will be provided to DOT&PF for submittal to FHWA and FTA and made available to the public.

10. Maintain files on all FMATS UPWP tasks including final products.

Functional Responsibility: Todd Boyce, Transportation Planner, Fairbanks North Star Borough, Dept. of Community Planning will serve as staff, with Bernardo Hernandez, Planning Director, as representative on the FMATS Technical Committee.

Task 100 Funding Detail

FFY07		**Task 100 Planning Process**
FHWA - PL	MPO	$109,164
FHWA - PL	DOT&PF	
FHWA - SPR	DOT&PF	
FTA - Sec. 5303	MPO	
FRA	ARRC	
	Total Federal Funds	**$109,164**
Match - Cash	MPO	
Match - In-Kind	MPO	$10,836
Match - Cash	DOT&PF	
	Total Match Funds	**$10,836**
	Total FFY07	**$120,000**
FFY08		
FHWA - PL	MPO	$109,164
FHWA - PL	DOT&PF	
	DOT&PF	
	MPO	
FRA	ARRC	
	Total Federal Funds	**$109,164**
Match - Cash	MPO	
Match - In-Kind	MPO	$10,836
Match - Cash	DOT&PF	
	Total Match Funds	**$10,836**
	Total FFY08	**$120,000**
Total 2 year Programmed Funds:		**$240,000**

Task 200 Database / Mapping

Purpose: Continue to upgrade the database for the FMATS area including modifications to the existing ArcView Geographic Information Systems (GIS) mapping. Additional layers of information have been added to the maps for the new Metropolitan Planning Area (MPA) and the system will be made more accessible to the public.

Objective: Maintain a versatile database and basemap for the MPA development, traffic modeling, right-of-way research, and notification of residents. This information will be made available to the State and general public.

Previous Work: Provided data for the 1985 FMATS Update and the 1988 Land Use/Demographic Data Needs of FMATS. The 1988 study identified deficiencies in the database capabilities of the FNSB, most of which have been addressed in subsequent years. Substantial research was done using the GIS mapping in developing land use and employment projections for the Long Range Transportation Plan update completed in August 2005.

FNSB has a central database that is networked between various departments. Standards for computer software and hardware have been adopted to ensure compatibility. This system allows information being gathered by the Assessing, Engineering, and Planning departments to be merged into a common database. This centralized database system brings graphic and tabular information together for easier access. All mapped parcels within the FNSB are assigned parcel account numbers, linking them to tabular databases. This GIS has been expanded to provide a wide range of information on parcels within the FNSB.

All of the FNSB basemaps are available in AutoCAD and ArcView format. Complete sets of the maps have been made available to the public on CD-ROM, and are available on the Internet. They can be located through the FNSB homepage at **http://www.co.fairbanks.ak.us**.

The basemap set has been provided to DOT&PF on CD-ROM. The Right-of-Way and Design sections are presently utilizing the maps. FNSB staff regularly uses the database to provide DOT&PF with mailing labels for project notifications.

2000 Census block and track boundaries have been incorporated as a theme in the FNSB GIS. These shapefiles are tied to tables allowing query to determine population, number of households, and other information useful to FMATS.

Methodology: The FNSB basemaps have been compiled with the standards of accuracy and consistent entry that are necessary for a geographic information system. They are tied to state plane coordinates and use standard layering procedures.

FNSB is the land use regulatory authority for the entire FNSB, including the cities of Fairbanks and North Pole. All subdivision plats, right-of-way vacations and acquisitions are processed and recorded through the FNSB. AutoCAD and ArcView basemaps are updated on an ongoing basis to reflect these platting actions. When new parcels are created by subdivision of land, new identifier numbers are assigned, tying them into the database. Zoning actions are also included as a layer in the maps and entered into the database. Assessing files are used to obtain information on existing land use and the type and size of structures on individual properties.

Maintenance of a multi-departmental unified database is now a borough-wide priority. A committee now meets monthly to work on solving remaining database problems.

The ArcView database contains multiple themes (layers) that can be added in conjunction with the parcel lines. Aerial imagery is available for the majority of the FNSB, with one-foot resolution within the City of Fairbanks. Other available themes include: City boundaries, census

zones, fire and ambulance service areas, zoning, road service areas, U.S.G.S. maps, airport noise zones, and more.

Products and Milestones:

1. The database can be accessed graphically from base maps or by written data query. This system allows compilation of information by any number of geographic areas, including traffic analysis zones.

2. Current ArcView base maps are available to DOT&PF and the general public. Map/data sets are provided to DOT&PF on CD-ROM.

3. Centerline mapping has been completed for existing roads and right-of-ways. Each road is linked to an attribute table, where a variety of information on the road can be stored. The FNSB started with street names, maintenance authority, and public or private status. Incrementally we will add functional classification, surface type, and other information. It anticipates working closely with DOT&PF to utilize already existing information on state maintained roads.

4. FNSB's GIS database is available over the Internet. Users are able to search for information by parcel description, subdivision, street address, neighborhood, and other variables. The current version lacks adequate labeling. A revised site is in the final stages of development which will expand the capabilities of the site including labeling. This effort will not directly be a part of the UPWP, but elements of this task will contribute towards achieving this goal.

5. Landuse information is currently available for all of the FMATS area, but additional work is necessary to improve the dependability of the data. FNSB will continue to work on resolving internal data entry problems.

6. ArcView basemaps are updated on an ongoing basis to reflect subdivision and zoning and right-of-way modifications. FNSB will continue to provide DOT&PF with the most current versions of the basemaps.

Functional Responsibility: Todd Boyce, Transportation Planner, Fairbanks North Star Borough, Dept. of Community Planning

Task 200 Funding Detail

FFY07		**Task 200 Database/ Mapping**
FHWA - PL	MPO	$22,743
FHWA - PL	DOT&PF	
FHWA - SPR	DOT&PF	
FTA - Sec. 5303	MPO	
FRA	ARRC	
	Total Federal Funds	**$22,743**
Match - Cash	MPO	
Match - In-Kind	MPO	$2,258
Match - Cash	DOT&PF	
	Total Match Funds	**$2,258**
	Total FFY07	**$25,000**
FFY08		
FHWA - PL	MPO	$22,743
FHWA - PL	DOT&PF	
FHWA - SPR	DOT&PF	
FTA-Sec. 5303	MPO	
FRA	ARRC	
	Total Federal Funds	**$22,743**
Match - Cash	MPO	
Match - In-Kind	MPO	$2,258
Match - Cash	DOT&PF	
	Total Match Funds	**$2,258**
	Total FFY08	**$25,000**
Total 2 year Programmed Funds:		**$50,000**

Task 300 Fairbanks Transit System Planning

Purpose: 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 Transfer of Responsibility Agreement (TORA). Funding from FTA is used to conduct planning activities related to the operation and improvement of Fairbanks mass 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. Additional funds from the Federal Highway Administration (FHWA) Metropolitan Planning funds (PL) have been added to this task as well.

Objectives:
Coordination – Provide coordination to accomplish transit planning, execute program grants, encourage public participation in transit planning, develop the transit portion of the FMATS Unified Planning Work Program, provide interagency participation on the FMATS Policy and/or Technical Committee.

FNSB Transit Plan – Refine FNSB Transit Plan and ensure its incorporation into the area wide long-range transportation plan (LRTP).

Transportation Improvement Program (TIP) – Conduct a system assessment and develop a transportation improvements list.

Training and Technical Assistance **–** Initiate a training program for planning, grant and program management and professional development. Training costs will include salary, travel, per diem, and registration fees.

Previous and Ongoing Work:
The FNSB has completed a draft transit plan. Along with population growth, this plan takes into account current issues including commercial and residential development, population distribution, commuter habits, and new capital resources. Projects and procurements in progress offer a unique opportunity to improve the efficiency of the FNSB's overall transit system. Significant public input has been solicited regarding implementation of new projects, proposed transit improvements, and the use of new capital assets. Specifically:

- Completion of the FNSB's replacement Transit Park
- Implementation and integration of a new ITS
- A new FNSB Coordinated Transportation Plan
- A JARC program to North Pole
- A replacement paratransit van fleet

- A replacement fixed route bus fleet
- Disposition of our retired fleets
- New and replacement bus shelters

Additionally, Fairbanks continues to experience revitalization of its downtown area that is expected to increase the demand on the transit system. This transit plan is considered a living document that will continue to evolve with changing customer needs and available capital resources. Significant planning resources and public input will be needed to integrate all of these changing factors in order to maximize the FNSB's opportunities to serve its constituents.

Methodology:
Coordination – Produce quarterly and annual progress reports, submit input to the UPWP; solicit public participation for the transit plans, programs, and services (especially in affected areas); provide staff support and training for the development of the Metropolitan Planning Organization (MPO) and Metropolitan Planning Area (MPA).

FNSB Transit Plan – Continue to collect and refine data via public forums to best assess overall transit demand by area and route.

Training and Technical Assistance **–** to include the following:

- Federal/State Agency Transit Seminars
- ITS Training
- NEPA Seminar
- National Transit Database Seminar
- Community Transportation Association of America National Conference
- Annual Alaska Community Transportation Conference (AACTC)
- Triennial American Public Transit Administration Exposition
- Professional Development

Products and Milestones:
1. Refine the FNSB Transit Plan and begin implementation (December 30, 2006).
2. Provide a list of transit projects and detailed project information to be included in the TIP (December 31, 2008).
3. Participate as a member of the FMATS Policy and/or Technical Committees.
4. Revitalization of the FNSB Transportation Coalition (September 2007)
5. Develop a marketing plan for FNSB Transit (May 2007)
6. Attend AACTC (October 2006)

Functional Responsibility: Glenn Miller, Transit Director, Fairbanks North Star Borough, Transportation Department

Additional SAFETEA-LU Transit Planning Mandates
Contingency Project #1

Purpose: The NPRM on MPO and Statewide Planning Requirements would amend 23 CFR Parts 450 and 500, and 49 CFR Part 613 to address new SAFETEA-LU Planning requirements. Although the NPRM is not yet final, it's "phase in" date of July 1, 2007 for new planning requirements is fast approaching. Transit related requirements are significant and are being included as a contingency project to supplement Task 300.

Objectives:
Coordinated Public Transit: Incorporate new SAFETEA-LU requirements (e.g.,Human Services Transportation Plans, regional transit security planning, etc.) into transit planning. Additionally, fund some advance transit air quality planning based on probable PM 2.5 non-attainment status. Integrating various new SAFETEA-LU transit requirements is a prerequisite for receiving FTA grants after July 1, 2007.

Previous and Ongoing Work:
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 (See Task 300 section). 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 Transfer of Responsibility Agreement (TORA). Funding from FTA is used to conduct planning activities related to the operation and improvement of Fairbanks mass 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.

The FNSB has completed a draft transit plan. Along with population growth, this plan takes into account current issues including commercial and residential development, population distribution, commuter habits, and new capital resources. Significant public input has been solicited regarding implementation of new projects, proposed transit improvements, and the use of new capital assets. Specifically:

- Completion of the FNSB's replacement Transit Park
- Implementation and integration of a new ITS
- A new FNSB Coordinated Transportation Plan
- A JARC program to North Pole
- A replacement paratransit van fleet
- A replacement fixed route bus fleet
- Disposition of our retired fleets
- New and replacement bus shelters

Additionally, Fairbanks continues to experience revitalization of its downtown area that is expected to increase the demand on the transit system. The transit plan is considered a living document that will continue to evolve with changing customer needs and available capital resources. Significant planning resources and public input will be needed to integrate all of these changing factors in order to maximize the FNSB's opportunities to serve its constituents.

Methodology: Coordination – Produce quarterly and annual progress reports, submit input to the UPWP; solicit public participation for the transit plan, prepare additional Human Services Coordinated Transit planning work, work on transit security strategy, various transit programs and transit services within the MPO.

Products and Milestones: Refine the FNSB Transit Plan by including SAFETEA-LU Transit requirements (including Coordinated Transit-Human Services Transportation Plans and incorporation of the Regional Transit Security Strategy) and begin implementation (December 30, 2007).

Functional Responsibility: Glenn Miller, Transit Director, Fairbanks North Star Borough, Transportation Department

Anticipated Cost: $75,000

Task 300 Funding Detail

FFY07		**Task 300 Transit System Planning**
FHWA - PL	MPO	$6,823
FHWA - PL	DOT&PF	
FHWA - SPR	DOT&PF	
FTA - Sec. 5303	MPO	$55,735
FRA	ARRC	
	Total Federal Funds	**62,558**
Match - Cash	MPO	$9,820
Match - In-Kind	MPO	$4,791
Match - Cash	DOT&PF	
	Total Match Funds	**$14,611**
	Total FFY07	**$77,169**
FFY08		
FHWA - PL	MPO	$6,823
FHWA - PL	DOT&PF	
FHWA - SPR	DOT&PF	
FTA-Sec. 5303	MPO	$55,735
FRA	ARRC	
	Total Federal Funds	**$62,558**
Match - Cash	MPO	$9,820
Match - In-Kind	MPO	$4,791
Match - Cash	DOT&PF	
	Total Match Funds	**$14,611**
	Total FFY08	**$77,169**
Total 2 year Programmed Funds:		**$154,338**

(Contingency project not shown)

Task 400 FMATS Priorities

LRTP Update

Purpose: The Fairbanks Metropolitan Area Transportation System (FMATS) Long Range Transportation Plan (LRTP) was fully updated in 2005. The 2005 FMATS LRTP is an effective guide for implementing roadway transportation improvements in the Fairbanks area including new corridors, major transportation system upgrades, safety improvements and transportation system management improvements (TSMs). With the recent passage of SAFETEA-LU, new regulations require additional planning analyses for LRTPs to comply with federal rules and guidelines. These planning considerations are mandatory and will require an update of the LRTP. At the same time, this update will allow FMATS to continue to effectively address transportation issues within the Metropolitan Planning Area.

Objective: This update will include a comprehensive review of SAFETEA-LU regulations while applying them to the current FMATS LRTP. DOT&PF will oversee this study in coordination with other FMATS members.

Previous Work: The original FMATS plan, completed in 1971, provided for implementation of a sequence of major transportation projects to meet projected traffic demands through the year 1990. Nearly all of the projects initially proposed have either been completed or are programmed for construction. This accelerated scheduling was in response to rapid urban growth that occurred between 1974 and 1985.

The FMATS Update Report, completed in 1985, 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 has increased recently, FMATS projections are now expected to reflect growth through the year 2025. The final LRTP was approved and finalized in August of 2005. This document currently serves as the guiding force for FMATS planning.

Methodology: The DOT&PF Fairbanks Area Transportation Planner will oversee this project. The FMATS Policy Committee will present the completed plan for approval.

Products and Milestones:

1. Final LRTP approved (August 2005)
2. SAFETEA-LU enacted (August 10, 2005)
3. LRTP Analysis and update (August 2007)

Functional Responsibilities: Judy Chapman, Fairbanks Area Transportation Planner, State of Alaska DOT&PF Northern Region Planning

Air Quality/Conformity Study

Background: Monitoring data indicates that Fairbanks will violate the recently promulgated 24-hour standard for fine particulates ($PM_{2.5}$) unless significant reductions are achieved in sources impacting the downtown monitoring site.

Purpose: This study will define Borough responsibilities for controlling fine particulate emissions contributing to concentrations recorded at the downtown monitoring site.

Objective: The plan will identify responsibilities and goals for the following activities:

- Informing the public when $PM_{2.5}$ violations are expected to occur;
- Establishing public information programs on $PM_{2.5}$ health effects and activities that contribute to $PM_{2.5}$ violations;
- Assessing the spatial extent of the $PM_{2.5}$ concentrations throughout the Borough with the potential to exceed the ambient air quality standards;
- Coordinating with State and Federal agencies on information, studies and funds needed to identify significant sources and develop control programs;
- Coordinating with State and Federal legislators on securing public funds for implementing needed control programs;
- Reviewing available options to produce short-term reductions in $PM_{2.5}$ emissions and avoiding a nonattainment designation; and
- Establishing Borough staff responsibilities and funding needed to develop a plan for attaining the ambient $PM_{2.5}$ standard.

The plan should identify the priority of steps to be included in the implementation phase of the project.

The Alaska Department of Transportation and Public Facilities (DOT&PF) will oversee this study in cooperation with the Fairbanks North Star Borough, the Alaska Department of Environmental Conservation (DEC) and other FMATS members.

Methodology: Conduct a review of relevant studies of Borough activities that generate $PM_{2.5}$ emissions (e.g., home heating surveys, analysis of speciated monitoring data, etc.) and define the spatial extent of the problem (i.e., planned saturation monitoring studies, etc.). Contact state and local agencies in current $PM_{2.5}$ nonattainment areas to assess their air quality planning efforts. Issues to be considered include: public information procedures, identification of significant sources, control programs, funding sources, staff responsibilities, etc. Hold discussions with relevant Borough, DEC and EPA staff on how to allocate responsibilities for implementing a $PM_{2.5}$ control program in Fairbanks.

Products and Milestones:

1. Summary of ongoing $PM_{2.5}$ studies and other control programs (May 2007)
2. Summary of discussions with DEC and EPA on options to allocate $PM_{2.5}$ planning responsibilities (July 2007)
3. Draft report defining Borough $PM_{2.5}$ planning responsibilities (Phase 1 report); (August 2007)
4. Draft report articulating implementation strategies to be used during the subsequent year/phase II of the project (August 2007)
5. Final project report detailing implementation strategies that were used in Phase II of the project (August 2008)

Functional Responsibilities: Joan Hardesty, Environmental Program Specialist, Alaska Department of Transportation and Public Facilities.

Advanced Project Definition
Contingency Project #2

Purpose: This FMATS priority will provide funding for advanced project definition items, such as project identification, project estimate generation, and preparation of project management plans. In the past there has not been funding for such efforts, although they often require considerable time and work. These tasks comprise a necessary early phase of project development. Funding for advanced project definition would be available for use by the appropriate local governments within the MPO and the Department of Transportation & Public Facilities.

Objective: This funding will allow ongoing project definition activities. DOT&PF will oversee this funding and will coordinate payment to the appropriate entities as needed. Project definition activities will be recorded and compiled into an end of the year report.

Previous Work: Advance project definition is an ongoing important component of project development. This work begins with project identification, and may include a detailed cost estimate and sometimes a more comprehensive project management plan to refine the costs and the project schedule, and identify environmental issues and permitting agencies.

Methodology: The DOT&PF Fairbanks Area Transportation Planner will oversee this project.

Products and Milestones: Final Report (August 2007)

Functional Responsibilities: Judy Chapman, Fairbanks Area Planner, State of Alaska DOT&PF Northern Region Planning

Anticipated Cost: $20,000 per year, $40,000 total

SAFETEA-LU Planning Regulation Mandates
Contingency Project #3

Purpose: The NPRM on MPO and Statewide Planning Requirements would amend 23 CFR Parts 450 and 500, and 49 CFR Part 613 to address new SAFETEA-LU Planning requirements. Although the NPRM is not yet final, it's "phase in" date of July 1, 2007 for new planning requirements is fast approaching. The requirements amount to a significant mandate and this task is being included as a contingency project to address these requirements.

Major Elements include:
Participation Plan: the NPRM mandates a detailed "Participation Plan" to include visualization techniques and much more detailed and extensive public involvement processes for all phases of project, TIP, and Long Range Transportation Plan development.

Consultantion: The NPRM places additional emphasis on interagency and tribal consultation will be required in all MPO planning efforts. The NPRM mandates coordination with federal agencies in particular when affected by MPO planning activities.

Financial Plans: The NPRM requires financial plans to be included in the Long-Range Transportation Plan and Transportation Improvement Program that would account for the continued operation/maintenance of the "entire transportation system." This requires obtaining and analyzing financial information from local governments, tribes and private entities with transportation responsibilities such as building or operating/maintaining transportation infrastructure.

Additional Planning Requirements: Operation & Maintenance strategies must be addressed in Long Range Transportation Plans as must Emergency Relief and Disaster Preparedness Planning. Environmental mitigation measures must also be addressed in MPO plans, including mitigation activities most likely to restore and maintain environmental functions affected by an MPO transportation plan. MPOs also must review and consider impacts of projects to the newly required statewide "Strategic Highway Safety Plan."

Objective: This funding will allow ongoing SAFETEA-LU compliance activities to attempt to phase them in by the July 1, 2007 "phase-in". SAFETEA-LU mandated planning activities will be recorded and compiled into an end of the year report. The cumulative impacts of these probable new requirements far exceed the limited funding FMATS has.

Previous Work: The FMATS MPO's Transportation Improvement Program is continuously updated with new project information and estimates as they are vetted and approved. Additionally, planning activities already completed by the MPO include its Long-Range Transportation Plan (2005) and Public Participation Plan (2005). These plans, along with more general FMATS project planning activities, will need to incorporate the requirements of the draft NPRM on Statewide and MPO Planning.

Methodology: The DOT&PF Fairbanks Area Transportation Planner will oversee this project.

Products and Milestones: Final Report on MPO Planning Activities (August 2007)

Functional Responsibilities: Judy Chapman, Fairbanks Area Planner, State of Alaska DOT&PF Northern Region Planning

Anticipated Cost: $75,000

Task 400 Funding Detail

FFY07		Task 400 Planning Priorities
FHWA - PL	MPO	
FHWA - PL	DOT&PF	$37,500
FHWA - SPR	DOT&PF	
FTA - Sec. 5303	MPO	
FRA	ARRC	
	Total Federal Funds	**$37,500**
Match - Cash	MPO	$1,861
Match - Cash	DOT&PF	$1,861
	Total Match Funds	$3,722
	Total FFY07	**$41,222**
FFY08		
FHWA - PL	MPO	
FHWA - PL	DOT&PF	**$40,000**
FHWA - SPR	DOT&PF	
FTA - Sec. 5303	MPO	
FRA	ARRC	
	Total Federal Funds	$40,000
Match - Cash	MPO	$1,985
Match - Cash	DOT&PF	$1,985
	Total Match Funds	$3,971
	Total FFY08	**$43,971**
Total 2 year Programmed Funds:		**$85,193**

(Contingency projects not shown)

FMATS Funding Overview

FMATS Budget by Task

	% Match	Total FFY08	Federal	Match
Task 100 Planning Process	9.03%	$120,000	$109,164	$10,836
Task 200 Database/Mapping	9.03%	$25,000	$22,743	$2,258
Task 300 Fairbanks Transit System Planning				
FHWA PL Funds	9.03%	$8,836	$8,038	$798
*FTA Section 5303 Funds	20%	$74,136	$59,309	$14,827
Total Task 300		$82,972		
Task 400 FMATS Priorities	9.03%	$43,971	$40,000	$3,971
Program Total		**$271,943**	**$239,254**	**$32,689**

Revenue by Fund Source

FHWA Metropolitan Planning Funds (9.03% Match)	$179,945		
FTA Section 5303 Metropolitan Planning Funds (20% Match)	$59,309		
Total Federal Participating			$239,254
Local Cash Match	$14,804		
Local In-Kind Match	$17,885		
Total Local and State Match			$32,690
Program Total			**$271,943**

FMATS Funding Detail
Revenues and Expenditures by Agency

FFY07		Task 100 Planning Process	Task 200 Database/ Mapping	Task 300 Transit System Planning	Task 300 Contingency Projects	Task 400 FMATS Priorities	Task 400 Contingency Projects	Appendix A Other Studies	*State FMATS Support	Total Area Planning Efforts
FHWA - PL	MPO	$109,164	$22,743	$6,823						**$138,730**
*FHWA - PL	ADOT&PF					$37,500			$48,950	**$86,450**
**FTA - Sec. 5303	MPO			$55,735						**$55,735**
***35 SLA 06 - non-fed	ADOT&PF							$250,000		**$250,000**
****FHWA Sec. 1702	ARRC							$200,000		**$200,000**
Contingency #2	TBD						$20,000			**$20,000**
Contingency #3	TBD						$75,000			**$75,000**
Total Federal Funds		**$109,164**	**$22,743**	**$62,558**	**$0**	**$37,500**	**$95,000**	**$450,000**	**$48,950**	**$825,915**
Match - Cash	MPO			$9,820		$1,861				**$11,681**
Match - In-Kind	MPO	$10,836	$2,258	$4,791						**$17,885**
Match - Cash	ADOT&PF					$1,861			$4,859	**$6,720**
Match: Contingencies	MPO						$9,430			**$9,430**
Match: Other Studies	ARRC							$19,853		**$19,853**
Total Match Funds		**$10,836**	**$2,258**	**$14,611**	**$0**	**$3,722**	**$9,430**	**$0**	**$4,859**	**$45,716**
Total FFY07		**$120,000**	**$25,000**	**$77,169**	**$0**	**$41,222**	**$104,430**	**$469,853**	**$53,809**	**$787,053**
FFY07 Total with Contingencies										**$891,483**

FFY08

FHWA - PL	MPO	$109,164	$22,743	$8,038						**$139,945**
FHWA - PL	ADOT&PF					$ 40,000			$48,950	**$88,950**
FTA-Sec. 5303	MPO			$59,309						**$59,309**
FHWA Sec. 1702	ARRC							$0		**$0**
Contingency #1	TBD				$75,000					**$75,000**
Contingency #2	TBD						$20,000			**$20,000**
Total Federal Funds		**$109,164**	**$22,743**	**$67,347**	**$75,000**	**$40,000**	**$20,000**	**$0**	**$48,950**	**$383,204**
Match - Cash	MPO			$10,834		$1,985				**$12,819**
Match - In-Kind	MPO	$10,836	$2,258	$4,791						**$17,885**
Match - Cash	ADOT&PF					$1,985			$4,859	**$6,844**
Match: Contingencies	MPO				$7,445					**$7,445**
Match: Other Studies	ARRC							$0		**$0**
Total Match Funds		**$10,836**	**$2,258**	**$15,625**	**$7,445**	**$3,971**		**$0**	**$4,859**	**$44,994**
Total FFY08		**$120,000**	**$25,000**	**$82,972**	**$82,445**	**$43,971**	**$0**	**$0**	**$53,809**	**$325,752**
FFY 08 Total with Contingencies										**$408,197**

FMATS Funding Detail
Revenues and Expenditures by Agency

Total 2 year Programmed Funds:	**$240,000**	**$50,000**	**$160,141**	**$82,445**	**$85,193**	**$124,430**	**$469,853**	**$107,618**	**$1,112,805**

* Programmed in the ADOT&PF Annual Work Program
** FTA Section 5303 allocation formula as defined.
**** Funds provided directly to Alaska Railroad Corporation.

*** State funds programmed per 35 SLA 06 (Tobacco Tax funding).

In-Kind Match

Personal services of staff directly contributing to the FMATS UPWP PL-1260(3) will be provided by the following local government, general funded, positions as in-kind match. The following projections are an approximation of how the required in-kind match would be met. Actual number of hours allocated for individual staff may vary and hourly rates may change based on actual salary and benefit changes. Actual in-kind match contribution will meet the required local match requirement.

Fairbanks North Star Borough

Director of Community Planning (29.4 hours at $68.51) $2,017.60
This position is the task manager for Task 100, Program Administration. The position is also a member of the MPO Working Group formed to provide technical analysis and recommendations for meeting the federal requirements regarding the Fairbanks urbanized area designation.

Transit Director (60 hours at $62.63) $3,757.80
This position is the task manager for Task 300, Fairbanks Transit System Planning. The position is also a member of the MPT Working Group formed to provide technical analysis and recommendations for meeting the federal requirements regarding the Fairbanks urbanized area designation.

GIS Coordinator (47.3 hours at $47.77) $2,258.10
This position is the task manager for Task 200, Database / Mapping and is expected to contribute significant amounts of time directly working on this task.

City of Fairbanks

Director of Public Works (20 hours at $118.11) $2,362.20
The position is a member of the MPO Working Group formed to provide technical analysis and recommendations for meeting the federal requirements regarding the Fairbanks urbanized area designation.

City of Fairbanks Engineer (25 hours at $115.14) $2,878.50
The position is a member of the MPO Working Group formed to provide technical analysis and recommendations for meeting the federal requirements regarding the Fairbanks urbanized area designation.

Engineer III (25 hours at $93.95) $2,348.75
This position provides technical analysis and recommendations for meeting the Federal requirements regarding the Fairbanks urbanized area designation.

City of North Pole

City of North Pole Engineer (25 hours at $49.17) $1,229.25
The position is a member of the MPO Working Group formed to provide technical analysis and recommendations for meeting the federal requirements regarding the Fairbanks urbanized area designation.

Total In-Kind Match $17,885.60

Note: Time records for the above listed individuals will be submitted by MPO staff to ADOT&PF with each request for reimbursement.

Glossary of Terms

Access, Accessibility – The opportunity to reach a given end use within a certain time frame, or without being impeded by physical, social or economical barriers. Enhancing mobility is one way of providing improved access.

Access Management – A policy that addresses the design and frequency of approaches to public roadways. For example a future impacts may be fewer access points off of arterial and collector streets than exist at the present time. The purpose would be to increase safety and decrease congestion.

Arterial Street – A class of street that links communities and urban centers, and serves longer trips at higher speeds and heavy traffic volumes. Major arterials are intended to move through traffic and accommodate major access points, while limiting access from residential streets and driveways.

Attainment Area – An area considered to have air quality that meets or exceeds EPA health standards used in the Clean Air Act. An area may be an attainment area for one pollutant and a non-attainment area for others.

Average Daily Traffic (ADT) – The average number of vehicles passing a fixed point in a 24-hour time frame. Used for measuring traffic volume.

Bikeway – A facility designed to accommodate bicycle travel for recreational or commuting purposes. Not always a separate facility. They can be designed to be compatible with other travel modes.

Collector Street – These streets collect traffic from local neighborhood roads and distribute it to the arterial streets. Collector streets are designed to carry traffic within neighborhoods, but generally not between neighborhoods.

Conformity – Process to assess the compliance of any transportation plan, program, or project with air quality control plans. This process is defined by the Clean Air Act.

Congestion Management and Air Quality Improvement Program (CMAQ) – A categorical funding program created with the ISTEA. Directs funding to projects that contribute to meeting national standards on air quality.

Emissions Budget – Part of the State Implementation Plan (SIP) that identifies allowable emission levels for certain pollutants emitted from mobile, stationary and area sources. The emissions levels are used for meeting emission reduction milestones, attainment, or maintenance demonstrations.

Enhancement Activities – Activity is related to a particular transportation project that will "enhance" or contribute to the existing or proposed project. Examples include provisions of

facilities for pedestrians or cyclists, landscaping or other beautification projects (greenways), historic preservation, mitigation of water pollution due to highway runoff.

Environmental Protection Agency (EPA) – EPA is the federal source agency of air quality control regulations affecting transportation.

Expressway – A controlled access divided arterial highway for through traffic, the intersection of which are usually separated from other roadways by differing grades.

Fairbanks Metropolitan Area Transportation Study (FMATS) – originated in 1969 in recognition of the multi-jurisdictional responsibilities relating to transportation issues established a transportation planning process for the Fairbanks North Star Borough area. Now renamed Fairbanks Metropolitan Area Transportation System.

Federal Highway Administration (FHWA) – Division of the U.S. Department of Transportation that funds highway planning and programs.

Federal Fiscal Year (FFY) – Federal budget year. Beginning October 1 and ending September 30 of the next year.

Fixed-Route – Applies to transit service that is regularly scheduled and on a set route.

Federal Transit Administration (FTA) – Division of the U.S. Department of Transportation that funds transit planning and programs.

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) – 1991 transportation authorization act by the U.S. Congress that restructured funding for transportation programs. ISTEA authorized increased levels of highway and transportation funding and an enlarged role for MPOs. The Act also requires long-range transportation plans and places an increased emphasis on public participation and transportation alternatives. It was followed by TEA-21 in 1998.

Job Access and Reverse Commute (JARC) – Grant program intended to establish a coordinated regional approach to job access challenges. Projects must result from a collaborative planning process. The program is expected to leverage other funds that can be used for transportation and to encourage a coordinated approach to transportation services.

Land Use – Determines how land is used for commercial, residential, retail, industrial purposes, etc.

Local Street – A street intended solely for access to adjacent properties.

Long Range Transportation Plan (LRTP) – a long-range transportation plan for the metropolitan area covering a planning horizon of at least twenty years.

Metropolitan Planning Area (MPA) – boundaries of the planning area must include the urbanized area and be designated by the Governor.

Metropolitan Planning Organization (MPO) – a transportation policy-making organization made up of representatives from local government and transportation authorities responsible for transportation planning for communities with populations of 50,000 or more.

Mobility – The ability to move or be moved from place to place.

Mode, Intermodal, Multimodal – A mode is a form of transportation, such as automobile, transit, airplane, boat, bicycle, and walking. Intermodal is a connection between modes. Multimodal is transportation options within a system or corridor.

Model – A mathematical and geometric projection of activity and the interactions in the transportation system in an area. This projection must be able to be evaluated according to a given set of criteria, which typically include criteria pertaining to land use, economics, social values, and travel patterns.

Network – A graphic and/or mathematical representation of multimodal paths in a transportation system.

Public Involvement Process (PIP) – to involve the general public and all the significantly affected sub-groups in the essential functions listed above.

Region – An entire metropolitan area including designated urban and rural subregions.

Right-of-Way (ROW) – Priority paths for the construction and operation of highways, light and heavy rail, railroads, etc.

SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) - Six-year Federal Highway legislation that authorize 286 billion in spending for the six-year period of 2004-09 for numerous surface transportation programs, such as highways, transit, freight, highways, and research. This transportation authorization was authorized after TEA-21 expired.

State Implementation Plan (SIP) – Required documents prepared by States and submitted to EPA for approval. Identifies State actions to implement designated responsibilities under the Clean Air Act.

State Transportation Improvement Program (STIP) – a State program based on the Statewide long-range transportation plan and designed to serve the State's goals, using spending, regulating, operating, management, and financial tools. This document cites projects to be funded under federal transportation programs for a three-year period. Without STIP inclusion, a project is ineligible for federal funding.

TEA-21 (Transportation Efficiency Act for the 21st Century) – Federal Highway legislation enacted July 22, 1998 authorizing the Federal surface transportation programs for highways, highway safety, and transit for the 6-year period 1998-2003. This tranportation authorization Act was replaced by SAFETEA-LU after it expired in 2003.

Transit – Refers to passenger service provided to the general public along established routes with fixed or variable schedules at published fares.

Transportation Control Measures (TMCs) – Local action to adjust traffic patterns or reduce vehicle use to reduce air pollutant emissions. These may include HOV lanes, provision of bicycle facilities, ridesharing, telecommuting, etc.

Transportation Improvement Program (TIP) – A local program based on the long-range transportation plan and designed to serve the area's goals, using spending, regulating, operating, management, and financial tools. This document cites projects to be funded under federal transportation programs for a three-year period. Without TIP inclusion, a project is ineligible for federal funding.

Travel Time – Calculates the time it takes to travel from "door-to-door." Forecasting the demand for transit services, measures of travel time, accessing, waiting and transferring between vehicles.

Unified Planning Work Program (UPWP) – a one or two-year planning document that identifies all transportation and/or air quality planning or programming activities in a metropolitan area. 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.

U.S. Department of Transportation (DOT) – The principal direct federal funding and regulating agency for transportation facilities and programs. Contains FHWA and FTA.

Urbanized Area – Areas that contains a population density of 50,000 or more.

Vehicle Miles of Travel (VMT) – A standard area wide measure of travel activity. The most conventional VMT calculation is to multiply average length of trip by the total number of trips.

Zone – The smallest geographically designated area for analysis of transportation activity. A zone can be from one to 10 square miles in area. Average zone size depends on total size of study area.

Appendix A

Other Local Transportation Plans

Southern Bypass Rail Realignment - Fairbanks

Purpose: As proposed, this study would examine realigning the railroad just east of the ARRC's mainline tracks at Sheep Creek Road Connector and follow the Parks Highway median southward to where the Parks Highway intersects with University Avenue South, then maintain a southerly alignment until it intersects with the US Army Corps of Engineers Tanana River Flood Levee. This alignment was conceptually studied in 2000 by the Alaska Railroad. These funds will advance this study to a design study stage, developing additional alternatives as necessary, and hold public meetings to identify community interests and concerns.

Objectives: Increase public safety by eliminating at-grade road/rail crossings and tracks currently located in populated neighborhoods. Improve local rail freight traffic efficiency and service to the local refinery and increase speed of service through Fairbanks on to Ft Wainwright and Eielson Air Force Base. Provide for safer, more efficient levee maintenance. A railroad allows fill materials and riprap to be moved inexpensively to maintain the levee.

Previous Work: Conceptual planning study completed by ARRC in 2000. Ongoing public meetings throughout to develop consensus for project/segments. Evaluating options and coordinating projects with Alaska Department of Transportation and Public Facilities Northern Region to maximize federal funding.

Methodology: ARRC will continue to utilize the public involvement process to gain local commitment and approval for project objectives. ARRC will continue to coordinate with statewide planning officials as well as local and national military commanders. ARRC will continue to work with local businesses.

Product: ARRC published design study that will be the initial input into a preliminary engineering effort.

Functional Responsibility: The Alaska Railroad Corporation, Strategic Planning Office

Note: Funding Source: SAFETEA-LU FY05 Sec 1702 High Priority Project #2263

Bentley Trust Traffic Circulation Study

Purpose: This study will examine traffic circulation issues surrounding the Bentley Trust commercial property, bounded by the Old Steese Highway, Johansen Expressway, and College Road.

Background: The Johannsen Expressway, College Road, and the Old Steese have developed traffic congestion problems and added travel demands due to the recent retail and commercial development in the area. These problems have begun to impact the adjacent transportation facilities. Completed and committed retail in the Bentley Trust development area include Home Depot, Wal-Mart, Lowes, Fred Meyer, Barnes and Noble, Best Buy, Sportsman's Warehouse, chain restaurants, several banks and other small businesses.

Existing and Future Average Daily Traffic and Level of Service

Roadway	**Segment**	**# of Through Lanes**	**2002 ADT**	**2025 ADT**	**% Change**	**2002 LOS**	**2025 LOS**
Old Steese	3rd St/Minnie St to College Rd	4	8,500	16,000	88%	C	C
Steese	3rd to Johansen	4	24,500	35,000	33%	C/D	D/F
College Road	Johansen to Steese	4	TBD	TBD	TBD	TBD	TBD

Objectives: A corridor study is needed to consider alternatives for improvement of the area, which must include future traffic demands, roadway safety, pedestrian impacts, and access to local businesses, residential neighborhoods, and schools. Broad objectives of this study are to increase safety and capacity improvements for this congested part of Fairbanks.

Alternatives for the Old Steese Highway portion of the Study include:
A complete realignment of the Old Steese north of College Road to improve intersection spacing between the Old Steese and the Steese Expressway. This would improve signal spacing and provide better access to existing and new retail developments in the area.
Closing the Old Steese at the railroad tracks south of Trainor Gate Road. Major reconstruction and extension of Trainor Gate Road to the west of the Steese Expressway would provide a primary access into the new retail development area. A new road connection and railroad crossing would link the new retail development area to the existing Bentley Mall retail area.
Conduct an interim upgrade and signalization of the Old Steese/Trainor Gate Road intersection. Work would include construction of a one-way two-lane entrance from this intersection with a connection to the private road network that links to new retail and commercial developments in the Bentley Trust property. Special attention to signal timing is critical to avoid traffic queuing back into the Steese Expressway.

Alternatives for the Johannsen/College Road intersection have yet to be developed.

Previous Work: The FMATS Long Range Transportation Plan (2005) looked at traffic patterns and forecasts throughout the Fairbanks area. Additionally, traffic Impact Analyses have been completed for the various retail providers in the Bentley Trust area, but no cumulative study has been completed specifically for this congested area.

Methodology: Each of the alternatives outlined above would result in substantially different impacts, costs and benefits to the Old Steese vicinity. Additionally, successful implementation of any improvements to safety and operations in the Old Steese area hinge on the cooperative partnership with affected businesses and property owners especially where future right-of-way is concerned. Meetings with various affected property owners and the public will be an essential part of the project development process.

Product: Traffic Circulation Study for Bentley Trust Circulation Study, including future project recommendations with timelines to alleviate congestion and improve traffic movement and safety.

Functional Responsibility: Dave Bloom, Preconstruction Engineer, State of Alaska DOT&PF Northern Region Planning