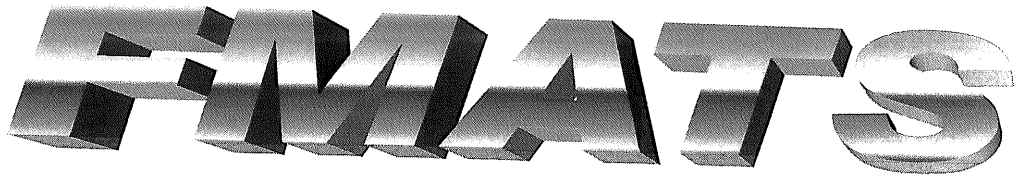


**FAIRBANKS
METROPOLITAN
AREA
TRANSPORTATION
SYSTEM**



POLICY COMMITTEE MEMBERS

Steve Titus, P.E.
Chair

Dept. of Transportation & Public Facilities
Regional Director, Northern Region
2301 Peger Road
Fairbanks, Alaska 99709
(907) 451-2210

Mayor Jim Whitaker
Fairbanks North Star Borough
P.O. Box 71267
Fairbanks, Alaska 99707
(907) 459-1300

Mayor Terry Strle
City of Fairbanks
800 Cushman Street
Fairbanks, Alaska 99701
(907) 459-6793

Mayor Doug Isaacson
City of North Pole
125 Snowman Lane
North Pole, Alaska 99705
(907) 488-2281

Luke Hopkins
Fairbanks North Star Borough
Borough Assembly Representative
P.O. Box 71267
Fairbanks, Alaska 99707
(907) 455-6805

Chad Roberts
City of Fairbanks
Fairbanks City Council Representative
P.O. Box 71819
Fairbanks, Alaska 99707
(907) 452-2435

Alice Edwards
Dept. of Environmental Conservation
Acting Director, Air Quality Division
410 Willoughby Ave., Suite 303
Juneau, Alaska 99811-1800
(907)465-5109

March 19, 2009

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

Dear Ms. Carpenter:

Attached is Amendment No. 1 of the FMATS' Unified Planning Work Program (UPWP) for transmittal to DOT & PF Headquarters. This Amendment No. 1 was approved by the Policy Committee on March 18, 2009 for submission to FHWA and FTA.

This amendment changes the Task 300-A description and funding. The Long Range Transportation Plan (LRTP) update will span from FFY08 -FFY10 and will include the creation of a Freight Plan, revised Public Participation Plan, and conformity (and associated modeling development) determination. Additional Planning, CMAQ and associated matching funds are also included in this amendment.

Please let me know if you have any questions. We look forward to the approval of this amendment to our program. 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(4)**

Federal Fiscal Years 2009/2010



AMENDMENT NO. 1 APPROVED MARCH 18, 2009

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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 year 2009 and 2010. Second, it fulfills the planning requirements of the national surface transportation law and regulations (23USC 134 and 23CFR Part 420 and 450), including the Safe, Accountable, Flexible and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU).

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

Establish a Metropolitan Planning Area (MPA) – boundaries of the planning area must include the urbanized area and be designated by the Governor. A map is attached as Appendix A.

Implement 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.

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

Prepare 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.

Adopt a Public Involvement Process (PIP) and in accordance with SAFETEA LU, a Public Participation Plan – Defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers and transportation services, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

Conformity Determination – The 1977 Clean Air Act mandated an air quality planning process be established and closely coordinated with the existing transportation planning process in areas of non-attainment with national ambient air quality standards (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.

FMATS PROGRAM HISTORY

Although it was not formally recognized as an urbanized area until 2000, 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 “urban area”. Federal regulations state that areas with a population over 50,000 (urban 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, an Assembly person, City Council representative, DOT&PF Northern Region Director and the Director of Air Quality at the State’s Department of Environmental Conservation.

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.

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
- 2008 - North Pole Land Use Plan (Draft)

FMATS ISSUES AND GOALS

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. This plan will be updated in FFY08/09. SAFETEA-LU requires the inclusion of new planning factors in the LRTP 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. 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 LRTP.

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. An effort is underway to create the new 2009 – 2012 TIP. 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.

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 is met through the development of memorandums of understanding (MOUs) like the FMATS operating agreement. 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.

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.

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 five years and the FNSB is implementing an air quality maintenance plan. However, the area is likely to be designated a non-attainment area for fine Particulate Matter 2.5 (PM 2.5). FMATS is currently using CMAQ funds to quantify the problem of PM 2.5 as it relates to mobile sources.

Transit – Incorporate the FNSB Transit Plan for implementation.

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. Currently, FMATS is in the process of converting the QRS Traffic Model to TransCad and updating certain demographic areas.

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 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.

Financing – The MPO is concerned about the rising construction costs and the insufficient funding available to move projects to construction. Innovative financing and alternative financing need to be pursued to continue the transportation improvements in the MPO. The state of the Highway Trust Fund is of great concern as well. Also, the reauthorization of the Federal Highway Bill is most likely to take place midway through the FMATS FFY09 – 10 UPWP cycle. At this time, there is no way of knowing what funding Congress may provide to MPOs like FMATS in FFY10 and beyond. It is very likely no resolution will be reached when SAFETEA-LU expires on September 30, 2009 and if the past is any guide, Congress will adopt one or more short-term extensions of the provisions of SAFETEA-LU until a new reauthorization bill is approved. Therefore the federal funding allocations in the FMATS FFY10 UPWP budget is conservatively based on FFY09 numbers.

PROGRAM ELEMENTS

TASK 100 PLANNING PROCESS

Purpose: The Memorandum of Understanding for the Implementation of an FMATS Coordinator's Office provides the structure to each entity as to their responsibilities and duties as pertaining to the UPWP. Much of the funding of this element is directed to the support of department staff authorized by the Coordinator's office, the State's and FNSB operating budgets.

The FMATS Coordinator's Office, besides being responsible for the day-to-day operations of the MPO, will work with all entities to develop a clear mission, vision, values and goals to guide FMATS. The Office will also implement the short-term goals and the strategic plan of the MPO and be the entity primarily responsible for the preparation of all planning documents under this element.

The Fairbanks North Star Borough (FNSB) is the land use regulatory authority for the entire Metropolitan Planning Area, including the Cities of Fairbanks and North Pole. This allows the ability to provide a coordinated review of transportation issues associated with land use planning and land development. It also provides a local review process for highway projects and coordination between the Metropolitan Planning Organization, and other agencies involved in the transportation planning process. The FNSB provides overall program direction in accordance with the MPO planning process, local plans, and policies. They will also continue to maintain and upgrade the database for the FMATS area including modifications to the existing ArcView Geographic Information Systems (GIS) mapping.

The State of Alaska Department of Transportation and Public Facilities (DOT&PF) will provide technical support, structure and process for the consideration, development and implementation of transportation and air quality plans and programs for intermodal transportation within the FMATS Metropolitan Planning Area. They are the primary liaison between FMATS and DOT&PF Headquarters and the federal agencies.

Federal funds in this program may support task related charges for travel, per diem, conferences, registration fees, training, tuition and materials, supplies, publications, printing, computer hardware and software, equipment, legal fees, telephone and other services uses in direct support of tasks within this program.

Objectives: The objective of the Planning Process is to:

- Maintain the interrelated planning documents necessary to sustain a comprehensive, continuing and cooperative multi-modal transportation planning process for the Fairbanks/North Pole urbanized area (FMATS area) in cooperation with the State of Alaska and transit operators
-

- 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 within the MPA boundaries.
- Coordinate transportation planning and modeling
- Identify and develop additional planning documents as required
- Identify and recommend "highway enhancements" for future projects
- Abide by and amend the Inter-Governmental Operating Agreement and Memorandum of Understanding for Transportation and Air Quality Planning and bylaws, as required
- Ensure program consistency and continuity through on-going coordination
- Consider the principles of Smart Growth and Context Sensitive Solutions in project development
- Maintain an accurate and versatile database and basemap for the MPA. These products will be utilized for the review of developments, traffic modeling, right-of-way research, and notification of residents. This information will be made available to the State and general public. Future efforts may include an expanded role in providing mapping for MPO operations.
- Keep informed of up-to-date technologies, techniques and latest policies relevant to MPO transportation planning processes

Methodology:

Ongoing Work: The tasks of the UPWP provide the overall plans and programs for the FMATS area. Under this element, the FMATS Unified Planning Work Program and Transportation Improvement Program are prepared, monitored and administered. Special studies and plans, such as a Freight Plan, if appropriate, will also be developed under this element to meet special transportation challenges that may arise.

The MPO office, FNSB and the DOT & PF staff are required to perform functions that relate to local transportation planning issues. Staff interprets plans and traffic models, reviews transportation projects, analyzes zoning, rezones and platting (subdivision cases), driveway permits, other potential developments (commercial, industrial and residential) and ordinance amendments within the MPA. 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. Staff also represents FNSB on the Alaska Railroad Diagnostic Team and the UAF Parking and Circulation Committee within the MPA boundaries.

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.

Significant coordination and cooperative effort is required to ensure FMATS staff is able to meet the community needs while fulfilling the federal requirements of the planning process. This element provides the administrative tools for the organizational structure of FMATS and provides the means by which all parties can continue their efforts to meet the goals stated in the Long Range Transportation Plan, a significant and separate element in this two-year planning cycle. Request for information from legislators are fulfilled and capital budget bills are analyzed for consistency with the adopted FMATS Plans and Programs.

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

Additional layers of information have been added to the maps for the MPA. 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.

AutoCAD and ArcView basemaps are updated on an ongoing basis to reflect 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.

PRODUCTS AND MILESTONES LISTED BY ENTITY OF PRIMARY RESPONSIBILITY

FMATS COORDINATOR'S OFFICE

1. Revise, as necessary, the current biennial Unified Planning Work Program (UPWP) and timely prepare and submit to DOT & PF and FHWA all FMATS Fiscal Progress Reports (ongoing).
 2. Review and revise, as necessary, the prioritization procedure for projects to be included in the Transportation Improvement Program (TIP); monitor the obligation status of all projects (ongoing).
-

3. Review/revise the TIP as necessary, to meet project development scheduling and funding. Prepare any major amendments or administrative modifications to the plan. Review and compare highway, transit, pedestrian and other projects in the TIP and STIP.
 4. Hold Strategic Workshop with the Policy Committee to clearly define a mission, vision, short-term objectives and long-term goals for the MPO in October 2008.
 5. Develop the new 2009 – 2012 TIP by December 2008. Organize documentation from the State of Alaska and acquire organized FMATS files.
 6. Monitor and refine the MOU, Operating Agreement and Bylaws to reflect the changes in FMATS operations due to the implementation of the Coordinator's office and SAFETEA-LU. Coordinate this update with the State and AMATS; (December 2008); prepare amendments to ensure compliance with regulations.
 7. Conduct business of the MPO in accordance with the newly defined mission, goals and objectives (ongoing).
 8. Chair monthly Technical Committee meetings and organize monthly Policy Committee Meetings (ongoing).
 9. Obtain GIS Support services on an as-needed basis.
 10. Begin work on the development of a Freight Mobility Study and associated visual documentation to increase understanding of the needs of the FMATS area, particularly in light of the development of a gas pipeline(s) by March 2009.
 11. Implement the appropriate portions of the FMATS Long Range Transportation Plan.
 12. Represent the MPO as a primary stakeholder in the development of the update of the FMATS Long Range Transportation Plan.
 13. Monitor the Operating Agreement and bylaws and prepare amendments, as necessary to ensure compliance with regulations. Develop a brochure of proposed projects and needs to illustrate FMATS' priorities to potential funding alternatives.
 14. Monitor legislation, particularly relative to the new highway bill re-authorization and its impact on the operations of the MPO (2009 – 2010).
 15. Respond to requests from the public, civic groups, legislators and press concerning FMATS transportation planning process, plans, programs, and projects.
 16. Keep municipal councils, assemblies, civic groups, local and state legislators and the public informed regarding the FMATS transportation planning process, plans, programs, projects, and funding needs.
-

17. Prepare and adopt the 2011 – 2012 UPWP; prepare the draft for review and comments in mid-June 2010 for adoption by mid-August 2010.
18. Attend in-state and out-of state FHWA/FTA sponsored seminars and workshops related to program needs
19. Attend the Annual FTA Conference, AMPO Conference and APA Conference.

Functional Responsibility: Coordination and document preparation by the MPO Coordinator, FMATS Coordinator's Office

FNSB PLANNING STAFF

1. Process variances associated with highway projects, and help resolve parking issues associated with right-of-way acquisitions.
 2. Process and record subdivision plats, right-of-way vacations and acquisitions. The Borough coordinates with DOT&PF and City staff in the review of proposed land development actions for their impact on the road network.
 3. Serve as staff to the MPO in the maintenance of required MPO documents: These include the Public Participation Plan, Project Ranking Criteria, and the Transportation Improvement Program.
 4. Provide accurate, timely quarterly and annual reports and development of the Unified Planning Work Program.
 5. Provide a representative to the FMATS Technical Committee and specialized Working Groups.
 6. Products from the FY 2008-09 Unified Planning Work Program tasks will be provided to DOT&PF for submittal to FHWA and FTA and made available to the public.
 7. Review of transportation and public facilities construction projects as required by Alaska Statutes 35.30.010. Staff reports will be provided to DOT&PF and submitted to the FNSB Planning Commission and/or Assembly.
 8. Maintain files on all FMATS UPWP tasks including final products.
 9. ArcView basemaps are updated on an ongoing basis to reflect subdivision and zoning and right-of-way modifications. The basemap set has been provided to DOT&PF on CD-ROM
-

and is available through the FNSB website. FNSB GIS staff has also visited DOT to copy a large amount of image and geodatabase data via portable hard drive. The Right-of-Way and Design sections are presently utilizing the maps. FNSB staff regularly uses the database to provide DOT&PF and both cities with mailing labels for project notifications.

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

ADOT & PF PLANNING STAFF

1. Provide information to FMATS staff regarding the status of projects in the development process.
2. Initiate projects and prepare all necessary agreements such as match and maintenance agreements.
3. Review capital budget bills for consistency with FMATS Plans.
4. Respond to legislative requests regarding FMATS projects.
5. Participate in the development of the 2009 – 2012 TIP and any amendment thereafter.
6. Assist in the development of the 2009 – 2010 UPWP.
7. Conduct Road Safety Audits within the MPO on an as needed basis.
8. Perform Air Quality Conformity Analysis, as needed.
9. Update the FMATS Area Needs list on an ongoing basis.
10. Compile quarterly reports from the Coordinator's Office and the Fairbanks North Star Borough and forward to DOT & PF HQs as required.

Full detail of the DOT&PF's responsibilities are outlined in the FY08/09 Annual Work Program SPR-2000(29) Task N-2.

Functional Responsibility: Fairbanks Area Transportation Planner, State of Alaska DOT & PF as staff, with the Planning Manager, as representative on the FMATS Technical Committee.

TASK 100 PLANNING PROCESS FUNDING SUMMARY

FFY09

<i>Source of Funds</i>		<i>Amount</i>
FHWA – PL - UPWP		\$232,534
FHWA – STP - TIP		\$149,373
Total Federal Funds		\$381,907
State Funds – HB 381		\$90,693
City of North Pole		\$7,500
State Match		\$4,859
In-Kind Match – FNSB		\$13,093
State Funds – Match – HB 381		\$19,957
Total Funding		\$518,009

FFY10

<i>Source of Funds</i>		<i>Amount</i>
FHWA – PL - UPWP		\$232,534
FHWA – STP - TIP		\$149,373
Total Federal Funds		\$381,907
State Funds – HB 381		\$90,693
City of North Pole		\$7,500
State Match		\$4,859
In-Kind Match – FNSB		\$13,093
State Funds – Match – HB 381		\$19,957
Total Funding		\$518,009

FMATS COORDINATOR'S OFFICE PLANNING PROCESS BUDGET DETAIL

FFY09

<i>Source of Funds</i>		<i>Amount</i>
FHWA – PL - UPWP		\$51,677
FHWA – STP - TIP		\$149,373
Total Federal Funds		\$201,050
State Funds – HB 381		\$90,693
City of North Pole		\$7,500
State Funds – Match – HB 381		\$19,957
Total Funding		\$319,200

FFY10

<i>Source of Funds</i>		<i>Amount</i>
FHWA – PL - UPWP		\$51,677
FHWA – STP - TIP		\$149,373
Total Federal Funds		\$201,050
State Funds – HB 381		\$90,693
City of North Pole		\$7,500
State Funds – Match – HB 381		\$19,957
Total Funding		\$319,200
TWO-YEAR PROGRAMMED FUNDS		\$638,400

FNSB PLANNING PROCESS BUDGET DETAIL

FFY09

<i>Source of Funds</i>		<i>Amount</i>
FHWA – PL - UPWP		\$131,907
In-Kind Match - FNSB		\$13,093
Total Funding		\$145,000

FFY10

<i>Source of Funds</i>		<i>Amount</i>
FHWA – PL - UPWP		\$131,907
Cash or In-Kind Match - FNSB		\$13,093
Total Funding		\$145,000
TWO-YEAR PROGRAMMED FUNDS		\$290,000

IN-KIND MATCH FOR FNSB PLANNING PROCESS

Personal services of staff directly contributing to the FMATS FFY 2009 - 2010 UPWP will be provided by the following local government, general funded, positions as in-kind match. The hourly rates shown below reflect current salaries plus benefits. Hourly rates will be adjusted over the time period of the UPWP to reflect actual costs:

Fairbanks North Star Borough

Director of Community Planning \$75.23

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.

GIS Coordinator \$52.55

This position is the task manager Database / Mapping and is expected to contribute significant amounts of time directly working on this task.

City of Fairbanks

Director of Public Works \$127.41

This position is also a member of the FMATS Technical Committee, which provides technical analysis and recommendations for meeting the federal MPO requirements.

City of Fairbanks Engineer \$112.43

This position is also a member of the FMATS Technical Committee, which provides technical analysis and recommendations for meeting the federal MPO requirements.

City of Fairbanks Engineer III \$111.77

This position supports the FMATS Technical Committee with project estimates and participates on subcommittee projects.

City of North Pole

Director of City Services \$51.86

The position is also a member of the FMATS Technical Committee, which provides technical analysis and recommendations for meeting the federal MPO requirements.

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

STATE OF ALASKA DOT & PF PLANNING PROCESS FUNDING DETAIL

FFY09

<i>Source of Funds</i>		<i>Amount</i>
FHWA – PL – UPWP*		\$48,950
State Match		\$4,859
Total Funding		\$53,809

FFY10

<i>Source of Funds</i>		<i>Amount</i>
FHWA – PL – UPWP*		\$48,950
State Match		\$4,859
Total Funding		\$53,809

*These funds are illustrated in Task N-2 of the State DOT & PF 2008/2009 Annual Work Program.



TASK 200 FNSB 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 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 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.

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, and provide interagency participation on the FMATS Policy and/or Technical Committee.
- FNSB Transit Plan – Refine FNSB Transit Plan, drafted in 2006, and ensure its incorporation into the area wide long-range transportation plan (LRTP). This document will be finalized in FFY09.
- 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:

- Design and implement, where necessary, reduced headway on applicable routes
 - Obtain additional transit vehicles to match specific transit needs
 - Update the FNSB Coordinated Transportation Plan in accordance with the United We Ride
 - A replacement paratransit van fleet beginning at the end of FFY 09
 - New and replacement bus shelters
-

- Design and begin implementation of eligibility assessment process
- Implement Large Employer Subsidized Transit (LEST) pilot program with the University of Alaska, Fairbanks

The Federal Transit Administration (FTA) and the Internal Revenue Service (IRS) allow employer paid transit fees to encourage employees to utilize alternative transportation means, including mass transit. Approximately twenty-five percent of MACS passengers embark or disembark at the University of Alaska Fairbanks campus. FNSB is working with the University of Alaska Fairbanks and Tanana Valley campus in establishing a trial, large employer subsidized transit program whereby all faculty, staff and students will ride the transit system for free.

Additionally, Fairbanks continues to experience revitalization of its downtown area that is expected to increase the demand on the transit system. Access to the urban center from the rural communities, especially as energy costs increase, places new demands to provide additional transit services. 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
 - ADA – Eligibility Assessment Process
 - 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 and finalize the FNSB Transit Plan and begin implementation (November 2008)
2. Provide a list of transit projects and detailed project information to be included in the TIP (ongoing)
3. Participate as a member of the FMATS Policy and/or Technical Committees
4. Expand involvement in the FNSB Transportation Coalition (ongoing)
5. Develop a marketing plan for FNSB Transit
6. Attend the Annual Alaska Community Transportation Conference (October 2008, 2009)
7. Initiate the Large Employer Subsidized Transportation (LEST) program with the University of Alaska and monitor results (Fall 2008)
8. Continue to explore other potential large employers to participate in the LEST program (September 2009)
9. Develop and implement a major transit ad campaign for 2009.

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

TASK 200 FNSB TRANSIT SYSTEM PLANNING FUNDING DETAIL

FFY09

<i>Source of Funds</i>	<i>Amount</i>
FTA –SEC.5303	\$59,309
Cash Match - FNSB	\$9,782
In-Kind Match - FNSB	\$5,045
Total Funding	\$74,136

FFY10

<i>Source of Funds</i>	<i>Amount</i>
FTA –SEC.5303	\$59,309
Cash Match - FNSB	\$9,782
In-Kind Match - FNSB	\$5,045
Total Funding	\$74,136
TWO-YEAR PROGRAMMED FUNDS	\$148,272

IN-KIND MATCH FOR TASK 200

Personal services of staff directly contributing to the FMATS FFY 2009 - 2010 UPWP will be provided by the following local government, general funded, positions as in-kind match. The hourly rates shown below reflect current salaries plus benefits. Hourly rates will be adjusted over the time period of the UPWP to reflect actual costs:

Fairbanks North Star Borough**Transit Director**

\$70.07

This position is the task manager for Task 200, Fairbanks Transit System Planning. The position is also a member of the FMATS Technical Committee, which provides technical analysis and recommendations for meeting the federal MPO requirements.

TASK 300 FMATS PRIORITIES

TASK 300-A: LONG RANGE TRANSPORTATION PLAN UPDATE

AMENDMENT NO. 1- APPROVED MARCH 18, 2009

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 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 and incorporate the results of recent transportation planning activities.

Objective: This update will include a comprehensive review of recently revised Federal 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 2035. The final LRTP was approved and finalized in August of 2005. This document currently serves as the guiding force for FMATS planning. Revision of this document commenced in late FFY08 and will be completed in FFY09 - 10.

Methodology: The FMATS LRTP Update will be funded over a two - three year period. The model conversion started in FFY08 and will be completed in FFY09. The Public Participation Plan (PPP), the Freight Plan, the LRTP Conformity Analysis and the LRTP requirements analysis will begin in FFY09 and completed in FFY10.

The FMATS Area Transportation Planner will oversee this project in cooperation with the FMATS MPO Coordinator. The update will be performed by a consultant. The RFP was issued in June 2008 and consultant selection is underway. Major work elements include the development of a revised Public Participation Plan, a review of the existing LRTP to determine transportation planning factors not addressed, a Freight Plan, development and analysis of alternatives, and additions to the existing implementation plan. The revised PPP will define the

AMENDMENT NO. 1- APPROVED MARCH 18, 2009

public participation methods for the LRTP update and ensure the new plan complies with SAFETEA-LU provisions. The FMATS Policy Committee will present the MPO-approved PPP and LRTP Update Report to the Governor for informational purposes.

Products and Milestones:

1. Develop the Public Participation Plan (FFY09) and develop enhanced GIS and visualization techniques for the MPO in the presentation of proposed plans, polices, projects and programs.
2. LRTP Gap Analysis (FFY09)
3. Freight Plan (FFY09)
4. LRTP Conformity Analysis (FFY09-10)
5. Develop SAFETEA-LU compliant LRTP Plan and Final Report (December 2009)

Functional Responsibilities: FMATS Area Transportation Planner, State of Alaska Department of Transportation and Public Facilities

TASK 300-A FUNDING DETAIL FOR THE LRTP UPDATE

FFY09

<i>Source of Funds</i>	<i>Amount</i>
FHWA – PL - STIP	\$100,000
FHWA – PL - STIP	\$78,766
HB 381 – MPO (FFY08)	\$26,576
HB 381 – MPO (Match for \$178,766)	\$17,745
CMAQ	\$70,000
HB 381 - MPO	\$137.70
Total Funding	\$293,224.70

FMATS FFY 09-10 UPWP FUNDING SUMMARY

AMENDMENT NO. 1- APPROVED MARCH 18, 2009

FFY 09 - UPWP BUDGET BY TASK

TASK	% Match	Total FFY 09	Federal Funds	State and Local Funds	Match Fund or Inkind
Task 100 Planning Process	9.03%	\$518,009	\$381,907	\$98,193	\$37,909
Task 200 FNSB Transit System Planning	20.0%	\$74,136	\$59,309		\$14,827
Task 300 FMATS Priorities					
300-A LRTP Update	9.03%	\$266,648.7	\$248,766	\$137.7	\$17,745
PROGRAM TOTAL		\$858,793.7	\$689,982	\$98,330.7	\$70,481

AMENDMENT NO. 1- APPROVED MARCH 18, 2009**FFY 09 - REVENUE BY FUND SOURCE**

	TOTAL	Federal Funds	State	Local Funds	Match Fund or Inkind
FHWA METROPOLITAN PL FUNDS		\$183,584			
FHWA METROPOLITAN PL FUNDS - AWP		\$48,950			
FHWA PL FUNDS FROM STIP		\$178,766			
FHWA STP FUNDS FROM TIP		\$149,373			
FHWA CMAQ FUNDS FROM TIP		\$70,000			
FTA 5303 FUNDS		\$59,309			
<i>TOTAL FEDERAL PARTICIPATING</i>		\$689,982			
STATE FUNDS HB 381			\$90,830.7		
<i>TOTAL STATE PROGRAM FUNDS</i>			\$90,830.7		
CITY OF NORTH POLE				\$7,500	
<i>TOTAL NORTH POLE FUNDS</i>				\$7,500	
STATE MATCH FUNDS – (381)					\$37,702
FNSB CASH MATCH					\$9,782
STATE MATCH					\$4,859
LOCAL IN-KIND MATCH					\$18,138
<i>TOTAL LOCAL AND STATE MATCH</i>					\$70,481
PROGRAM TOTAL	\$858,793.7	\$689,982	\$90,830.7	\$7,500	\$70,481

FFY 10 - UPWP BUDGET BY TASK

TASK	% Match	Total FFY 09	Federal Funds	State and Local Funds	Match Fund or Inkind
Task 100 Planning Process	9.03%	\$518,009	\$381,907	\$98,193	\$37,909
Task 200 FNSB Transit System Planning	20.0%	\$74,136	\$59,309		\$14,827
Task 300 FMATS Priorites					
PROGRAM TOTAL		\$592,145	\$441,216	\$98,193	\$52,736

FFY 10 - REVENUE BY FUND SOURCE

	TOTAL	Federal Funds	State	Local Funds	Match Fund or Inkind
FHWA METROPOLITAN PL FUNDS		\$183,584			
FHWA METROPOLITAN PL FUNDS-AWP		\$48,950			
FHWA STP FUNDS FROM TIP		\$149,373			
FTA 5303 FUNDS		\$59,309			
<i>TOTAL FEDERAL PARTICIPATING</i>		\$441,216			
STATE FUNDS HB 381			\$90,693		
<i>TOTAL STATE PROGRAM FUNDS</i>			\$90,693		
CITY OF NORTH POLE				\$7,500	
<i>TOTAL NORTH POLE FUNDS</i>				\$7,500	
STATE MATCH FUNDS – (381)					\$19,957
FNSB CASH MATCH					\$9,782
STATE MATCH					\$4,859
LOCAL IN-KIND MATCH					\$18,138
<i>TOTAL LOCAL AND STATE MATCH</i>					\$52,736
PROGRAM TOTAL	\$592,145	\$441,216	\$90,693	\$7,500	\$52,736

AMENDMENT NO. 1- APPROVED MARCH 18, 2009**FMATS FUNDING DETAIL REVENUES & EXPENDITURES BY AGENCY**

FFY09		TASK 100	TASK 200	TASK 300	TOTAL
		Planning	Transit	FMATS	PLANNING
		Process	System Planning	Priorities	EFFORTS
FHWA - PL	MPO	\$ 183,584			\$ 183,584
FHWA - PL - AWP*	MPO	\$ 48,950			\$ 48,950
FHWA - PL - STIP	DOT & PF			\$ 178,766	\$ 178,766
FHWA - STP - TIP	MPO	\$ 149,373			\$ 149,373
CMAQ	MPO			\$ 70,000	\$ 70,000
FTA SEC 5303	MPO		\$ 59,309		\$ 59,309
TOTAL FEDERAL FUNDS		\$ 381,907	\$ 59,309	\$ 248,766	\$ 689,982
STATE FUNDS - HB 381	MPO	\$ 90,693		\$ 138	\$ 90,831
TOTAL STATE FUNDS		\$ 90,693		\$ 138	\$ 90,831
MATCH CONTRIBUTION					
NORTH POLE	NP	\$ 7,500			\$ 7,500
FNSB	FNSB		\$ 9,782		\$ 9,782
STATE HB 381	MPO	\$ 19,957		\$ 17,745	\$ 37,702
STATE DOT & PF	DOT&PF	\$ 4,859			\$ 4,859
MATCH - IN KIND		\$ 13,093	\$ 5,045		\$ 18,138
TOTAL MATCH		\$ 45,409	\$ 14,827	\$ 17,745	\$ 77,981
TOTAL FFY09		\$ 518,009	\$ 74,136	\$ 266,649	\$ 858,794
FFY10		TASK 100	TASK 200	TASK 300	TOTAL
		FNSB Planning	Transit	FMATS	PLANNING
		Process	System Planning	Priorities	EFFORTS
FHWA - PL	MPO	\$ 183,584			\$ 183,584
FHWA - PL - AWP*		\$ 48,950			\$ 48,950
FHWA - STP - TIP	MPO	\$ 149,373			\$ 149,373
FTA SEC 5303	MPO		\$ 59,309		\$ 59,309
TOTAL FEDERAL FUNDS		\$ 381,907	\$ 59,309		\$ 441,216
STATE FUNDS - HB 381	MPO	\$ 90,693			\$ 90,693
TOTAL STATE FUNDS		\$ 90,693			\$ 90,693
MATCH CONTRIBUTION					
NORTH POLE	NP	\$ 7,500			\$ 7,500
FNSB	FNSB		\$ 9,782		\$ 9,782
STATE HB 381	MPO	\$ 19,957			\$ 19,957
STATE DOT & PF	DOT&PF	\$ 4,859			\$ 4,859
MATCH - IN KIND		\$ 13,093	\$ 5,045		\$ 18,138
TOTAL MATCH		\$ 45,409	\$ 14,827		\$ 60,236
TOTAL FFY10		\$ 518,009	\$ 74,136		\$ 592,145

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 impact 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 intersections 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.

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 of the MPO.

Public Participation Plan (PPP) - 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.

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) - Five-year Federal Highway legislation that authorizes \$286 billion in spending for the six-year period of 2005 - 2009 for numerous surface transportation programs, such as highways, transit, freight, highways, and research.

State Implementation Plan (SIP) – Required documents prepared by States and submitted to EPA for approval that identify 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 four-year period. Without STIP inclusion, a project is ineligible for federal funding.

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

Transportation Control Measures (TCMs) – 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. Includes 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 ten square miles in area. Average zone size depends on the total size of the study area.



APPENDIX A – FMATS BOUNDARY MAP



APPENDIX B - OTHER LOCAL TRANSPORTATION PLANS

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 Johansen 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	3 rd 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 Johansen/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 to be completed in FFY09.

Funding: This project is funded with State HB 381 funds (\$250,000).

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

AIRPORT WAY IMPROVEMENTS & FAIRBANKS TRAFFIC SIGNAL TIMING RECONNAISSANCE PROJECT

Purpose: This project developed a vision for the Airport Way corridor and evaluated the feasibility of potential corridor solutions.

Background: Airport Way is a major transportation corridor in Fairbanks, Alaska. However, its function has changed as the transportation system and the built environment of the Fairbanks region has developed and evolved over the past 40 years. Once the only east-west arterial for both local and regional travel through the city, the road now serves predominantly local traffic. Ultimately, Airport Way must continue to provide access to adjacent land uses while experiencing a reduced need for end-to-end mobility along the corridor.

Objective: Analysis of projected year 2030 traffic conditions shows that seven study intersections on Airport Way are forecast to operate at unacceptable levels during the weekday p.m. peak hour. In addition, eleven unsignalized intersections in the study area will have movements on one or more minor approaches that operate unacceptably. Many of the existing left- and right-turn lane lengths are inadequate for the projected 2030 design year traffic volumes. In addition, queues at several of the Airport Way intersections will extend beyond the adjacent frontage road intersections and will adversely affect traffic flow and may increase conflicts at the frontage road intersections.

Previous Work: Under existing (2004) traffic conditions, all intersections are operating acceptably during the weekday a.m. peak hour. Two signalized intersections on Airport Way are operating unacceptably and three unsignalized intersections have movements on one or more minor approaches that operate unacceptably during the weekday p.m. peak hour. The intersections on the study corridor demonstrate crash rates consistent with the performance of comparable facilities in Alaska. Rear-end and angle crashes account for 88 percent of all intersection crashes (515). Between 2000 and 2002 there were two fatal crashes on the corridor, both at the Market Street/Airport Way intersection. From a corridor perspective there are no particular trends evident with respect to time of day, alcohol/drugs, or surface conditions.

Seventeen percent of all crashes were due to motorists failing to yield the right-of-way or disregarding traffic control devices. The intersections of Cushman Street/Airport Way, Peger Road/Airport Way, and University Avenue/Airport Way exhibit the highest crash rates out of all the intersections on the corridor. In addition, the intersections of Airport Way and Sportsman Way, Cowles Street, and Gillam Way-Barnette Street have been identified as high crash locations during the yearly Highway Safety Improvements Program screening analysis by DOT&PF Northern Region.

Methodology: Integral to the entire process was a comprehensive public involvement program that helped shape the vision, goals, evaluation criteria, and recommendations of the project. The team conducted stakeholder interviews, public open house meetings, and various meetings

with city and bureau officials to present finding and solicit input. A project web site was also created as a means of making information available to the public.

Product: The outcome of this work yielded functional layouts of three promising alternatives for the corridor, which attempt to balance the competing demands of local access and through trips along and across Airport Way for all modes of transportation. The project also developed and implemented signal timing plans for the Airport Way and Steese Expressway corridors. The Final Reconnaissance Report can be found at:

http://www.dot.state.ak.us/stwdplng/projectinfo/project_pages/airportway/documents.shtml

Project Vicinity: The study area for the Airport Way Improvements project included the Airport Way corridor between Sportsman's Way and Steese Expressway. The study area for the Fairbanks Traffic Signal Timing Reconnaissance project included the Airport Way corridor between Sportsman's Way and Steese Expressway, and the Steese Expressway corridor between Airport Way and Farmers Loop Road.

Funding: This project was funded with NHS funds (\$1,840,000).

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