

FMATS

Unified Planning Work Program

PL-1260(2)

Federal Fiscal Years 2005/2006

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Purpose and Scope of the UPWP

The Unified Planning Work Program (UPWP) identifies all transportation and/or air quality planning or 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 Fairbanks Metropolitan Area Transportation Study (FMATS) staff during Federal fiscal year 2006. Second, it fulfills the planning requirements of the national surface transportation law and regulations (23USC 134 and 23CFR Section 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:

Create a 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.

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) – to involve the general public and all the significantly affected sub-groups in the essential functions listed above. Before adoption the process must be made available for public input for 45 days.

Conformity Determination – The Administrator of the U.S. Environmental Protection Agency (EPA) designated Fairbanks and North Pole as non-attainment areas for carbon monoxide. The Fairbanks Area MPO is 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 Study (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, 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 2020.

Fairbanks North Star Borough Comprehensive Road Plan promotes the accommodation of future traffic demands in an efficient and organized manner.

A Downtown Transportation Study for the City of Fairbanks was completed four years ago that recommends changes to traffic and pedestrian patterns.

FNSB Bike Plan

North Pole Area Supplement to the FNSB Bike Plan

Southwest Neighborhood Transportation Study

1983 Richardson Highway Corridor Study

Steese Expressway Study

An update of the FMATS Transportation Plan is presently underway.

FMATS Issues and Goals

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

Long Range Transportation Plan – With the urbanized area designation comes a requirement for a long-range 20-year transportation plan. Efforts towards developing this plan are under way and will be modified to include any additional requirements. Due by October 1, 2005.

Transportation Improvement Program – Currently projects in the Fairbanks metropolitan area are selected by the State and programmed in the State Transportation Improvement Program (STIP) based on Statewide criteria. By October 1, 2005 the newly designated MPO will need to establish local criteria for selecting projects to be included in a local Transportation Improvement Program. In the interim the State will list the projects within the urbanized area in a separate part of the STIP.

Coordination Between Agencies – The FMATS urban transportation planning process requires ongoing administrative support from the Alaska Department of Transportation, Federal Highways 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 “Serious Carbon Monoxide Non-Attainment Areas”. Air quality in these areas has met the EPA standard for air quality for four years and the Borough is implementing an air quality maintenance plan to address the change in status to “Maintenance.” The EPA has issued a draft finding that will establish the maintenance designation by the beginning of FY 05.

Transit – An update of the FNSB Transit Plan for the Borough 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 - Fairbanks North Star Borough has developed a database that is tied to computerized basemaps. This system will enable the Borough to take a more active role in the provision of land use, population and employment data, and forecasts for FMATS

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

Program Elements

Task 100 Program Administration

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. To provide overall program direction and administration 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 A.S. 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
- Administer the MPO's FMATS 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 administrative activities

Previous Work: This program has provided the on-going review of all highway projects within the Fairbanks North Star Borough (FNSB). Participation as a member of FMATS Technical Committee. Coordination with DOT&PF in the review of subdivision and land use proposals, capital projects, and FMATS traffic model assumptions. Represented FNSB on the Alaska Railroad Diagnostic Team.

Previous work involved 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 will be reviewed for compliance with local policies, regulations, and guidelines. This process will provide a forum for citizen input and facilitate communication with all parties involved in the local transportation planning process.

Fairbanks North Star Borough will coordinate the review of proposed land development actions for their impact on the road network with DOT&PF. These reviews will 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. Administrative support will include submittal of financial reports, secretarial service, and general office overhead.

Products and Milestones:

1. Staff will conduct a public input process to solicit comments from persons affected by highway projects and land development activity.
2. 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 will be coming on line this year that will require Borough involvement. The Chena River Bicycle Path project will pass through several Borough parcels and will require coordination to merge state and borough design elements . The end product is intended to be a riverfront path that will extend through downtown and connect to Ft. Wainwright. The upgrade of Illinois Street will also hopefully come in for local review (June 30, 2005). This long awaited project will generate a lot of interest in the community.
4. Review of transportation and public facilities construction projects as required by A.S. 35.30.010. Staff reports will be provided to DOT&PF and submitted to the Borough Planning Commission and/or Borough Assembly.
5. Process special exceptions and variances associated with highway projects.
6. Serve as staff to the MPO in the development of required MPO documents: These include the Public Involvement Plan, Project Ranking Criteria, and the Transportation Improvement Program (September 30, 2005).
7. Accurate, timely quarterly and annual reports (September 30, 2005) and development of the Unified Planning Work Program (September 30, 2006).
8. Provide a representative to the FMATS Technical Committee and specialized Working Groups.
9. Products from the FY 2004 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

FFY05		Task 100 Program Administration
FHWA - PL	MPO	\$109,164
FHWA - PL	ADOT&PF	
FHWA - SPR	ADOT&PF	
FTA - Sec. 5303	MPO	
FRA	ARRC	
Total Federal Funds		\$109,164
Match - Cash	MPO	
Match - In-Kind	MPO	\$10,836
Match - Cash	ADOT&PF	
Total Match Funds		\$10,836
Total FFY05		\$120,000
FFY06		
FHWA - PL	MPO	\$109,164
FHWA - PL	ADOT&PF	
FHWA - SPR	ADOT&PF	
***FTA-Sec. 5303	MPO	
FRA	ARRC	
Total Federal Funds		\$109,164
Match - Cash	MPO	
Match - In-Kind	MPO	\$10,836
Match - Cash	ADOT&PF	
Total Match Funds		\$10,836
Total FFY06		\$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 GIS mapping. Additional layers of information will be 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 borough.

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 Borough are assigned parcel account numbers, linking them to tabular databases. This geographic information system (GIS) has been expanded to provide a wide range of information on parcels within the Borough.

All of the borough basemaps are available in AutoCAD 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. Borough staff regularly uses the database to provide DOT&PF with mailing labels for project notifications. This alone saves many hours of DOT&PF staff time.

AutoCAD maps have been converted to an ArcView format. This allowed development of the “smart maps” that are now the framework of our geographic information system (GIS). Tabular summaries have been provided to DOT&PF staff for the number of residences by traffic analysis zone (TAZ). Square footage of commercial and industrial structures has also been compiled to help estimate employment. A simplified version of the FNSB GIS is also available on the Internet.

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 Borough 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 landuse regulatory authority for the entire borough, including the cities of Fairbanks and North Pole. All subdivision plats, right-of-way vacations and acquisitions are processed and recorded through the borough. 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 landuse and the type and size of structures on individual properties.

Development of a unified database was made a borough-wide priority, rather than just an effort by the Planning Department. An interdepartmental committee now meets monthly to work on solving remaining problems with the database.

We anticipate adding additional information to the ArcView database this coming year. We are already using imagery provided at no cost by the Division of Forestry. Satellite imagery (one meter resolution) is already available for much of the Borough. This imagery is available to DOT&PF, the Cities of North Pole and Fairbanks, and other agencies through the Borough homepage.

A road centerline theme with an attached attribute table has been developed. We have begun to enter attributes such as functional classification, and maintenance authority for individual road segments

Products and Milestones:

1. User-friendly database that can be accessed graphically from base maps or by written data query. This system will allow compilation of information by any number of geographic areas, including traffic analysis zones.
2. Current ArcView base maps will be available to DOT&PF and the general public. Map/data sets will be provided to DOT&PF on CD-ROM.
3. Continue centerline mapping of existing roads and right-of-ways. Each road will be linked to an attribute table, where a variety of information on the road can be stored. We will start with street names, maintenance authority, and public or private status (September 30, 2005). Incrementally we will add functional classification, surface type, and other information (September 30, 2006). We anticipate working closely with DOT&PF to utilize already existing information on state maintained roads. These maps will be very useful for emergency services and a variety of other needs. This task would fund a part-time employee dedicated to this effort.
4. This past year a major goal was accomplished in making our mapping and database available over the Internet. Users are already able to search for information by owner, parcel description, subdivision, street address, neighborhood, and other variables. However, the current version has a major limitation, in that it lacks adequate labeling. This coming year we will expand the capabilities of the site including labeling (September 30, 2004). 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. We will continue to work on resolving internal data entry problems.
6. ArcView basemaps will be updated on an ongoing basis to reflect subdivision and zoning and right-of-way modifications. We 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

FFY05		Task 200 Database/ Mapping
FHWA - PL	MPO	\$22,743
FHWA - PL	ADOT&PF	
FHWA - SPR	ADOT&PF	
FTA - Sec. 5303	MPO	
FRA	ARRC	
Total Federal Funds		\$22,743
Match - Cash	MPO	
Match - In-Kind	MPO	\$2,258
Match - Cash	ADOT&PF	
Total Match Funds		\$2,258
Total FFY05		\$25,000
FFY06		
FHWA - PL	MPO	\$22,743
FHWA - PL	ADOT&PF	
FHWA - SPR	ADOT&PF	
***FTA-Sec. 5303	MPO	
FRA	ARRC	
Total Federal Funds		\$22,743
Match - Cash	MPO	
Match - In-Kind	MPO	\$2,258
Match - Cash	ADOT&PF	
Total Match Funds		\$2,258
Total FFY06		\$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 (ADOT&PF). FNSB receives these funds from ADOT&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 Highways Administration (FHWA) Metropolitan Planning funds (PL) have been added to this task as well.

Objectives:

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

FNSB Transit Plan – Develop 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. Include in the Transit Plan.

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

Previous Work:

The Borough continued to work on an update of its transit plan, which has not been updated since the mid-1980's. Along with population growth, this plan will take into account other current issues including commercial and residential development, population distribution, and commuter habits. Fairbanks continues to experience revitalization of its downtown area, which is expected to increase the demand on the transit system.

Methodology:

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

FNSB Transit Plan – Continue to collect and refine data, hold public forums to construct the plan’s scope and assess overall transit demand by area and route. Once completed, the plan will be presented for approval to the Borough Assembly and FMATS Policy Committee. Primary elements in the plan include:

- Review of Existing Services, Routes, Fares, Transit Fleet, Support Facilities, Staffing and the Annual Budget.
- New Route Concepts.
- Demographics (population distribution – travel demand).
- Community Development (commercial and residential development).
- Paratransit Services.
- Coordinated Transportation.
- Revenue Strategies.
- Implementation Guidance.

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
- Triennial APTA Exposition
- Professional Development

Products and Milestones:

1. Complete the FNSB Transit Plan and begin implementation of plan (September 30, 2005).
2. Provide a list of transit projects and detailed project information to be included in the TIP (December 31, 2004).
3. Participate as a member of the FMATS Policy and/or Technical Committee.

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

Task 300 Funding Detail

FFY05		Task 300 Transit System Planning
FHWA - PL	MPO	\$18,194
FHWA - PL	ADOT&PF	
FHWA - SPR	ADOT&PF	
FTA - Sec. 5303	MPO	\$40,000
FRA	ARRC	
Total Federal Funds		\$58,194
Match - Cash	MPO	\$9,063
Match - In-Kind	MPO	\$2,743
Match - Cash	ADOT&PF	
Total Match Funds		\$11,806
Total FFY05		\$70,000
FFY06		
FHWA - PL	MPO	\$18,194
FHWA - PL	ADOT&PF	
FHWA - SPR	ADOT&PF	
***FTA-Sec. 5303	MPO	\$40,000
FRA	ARRC	
Total Federal Funds		\$58,194
Match - Cash	MPO	\$9,063
Match - In-Kind	MPO	\$2,743
Match - Cash	ADOT&PF	
Total Match Funds		\$11,806
Total FFY06		\$70,000
Total 2 year Programmed Funds:		\$140,000

Task 400 Long Range Transportation Plan

Purpose: The Fairbanks Metropolitan Area Transportation System (FMATS) Plan was last updated in 1985. The 1985 FMATS Update was an effective guide for implementing roadway transportation improvements in the Fairbanks area including new corridors, major upgrades, safety improvements and transportation system management improvements (TSM's). With the urbanized area designation came the requirement for a long-range transportation plan to be updated every 3 years. This update will provide guidance for the next 20 years within the Fairbanks North Star Borough (FNSB) urbanized area to effectively address issues confronting the FNSB and the Alaska Department of Transportation & Public Facilities (DOT&PF).

Objective: This study includes a comprehensive review of current socioeconomic data and roadway travel demands; development of community and transportation forecasts; and completion of a transportation plan for improving the roadway network in the FNSB and especially the urbanized area through the year 2025.

DOT&PF is overseeing this study in coordination with other FMATS members. FMATS members presently include DOT&PF, the FNSB, the City of Fairbanks, and the City of North Pole. The Alaska Department of Environmental Conservation is also a participating member on air quality issues.

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.

Methodology: The ADOT&PF Fairbanks Area Transportation Planner will oversee this project. The FMATS Policy Committee will present the completed plan for approval. The findings of the study will then begin to be implemented through the Transportation Improvement Program (TIP).

The following 7 metropolitan planning factors will be consider in the plan development:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety and security of the transportation system for motorized and nonmotorized users;

3. Increase the accessibility and mobility options available to people and for freight;
4. Protect and enhance the environment, promote energy conservation, and improve quality of life;
5. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
6. Promote efficient system management and operation; and
7. Emphasize the preservation of the existing transportation system.

Primary elements in the plan include:

- Project Management / Project Startup
- Inventories and Existing Conditions Analysis
- Community Forecasts & Analysis
- Urban Travel Demand Model Update
- Rural Travel Demands Forecasts
- Identification of Deficiencies
- Identification & Analysis of Special Corridor Challenges
- Identification & Analysis of Alternatives
- Implementation Plan and Recommendations
- Reports and Documentation

Products and Milestones:

1. Technical Working Papers
2. Draft Reports
3. Executive Summary (August 30, 2005)
4. Study Report (August 30, 2005)

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

Task 400 Funding Detail

FFY05		Task 400 Long Range Transportation Plan
FHWA - PL	MPO	
FHWA - PL	ADOT&PF	\$86,422
FHWA - SPR	ADOT&PF	
FTA - Sec. 5303	MPO	
FRA	ARRC	
	Total Federal Funds	\$86,422
Match - Cash	MPO	\$3,046
Match - In-Kind	MPO	\$1,244
Match - Cash	ADOT&PF	\$4,288
	Total Match Funds	\$8,578
	Total FFY05	\$95,000
FFY06		
FHWA - PL	MPO	
FHWA - PL	ADOT&PF	\$0
FHWA - SPR	ADOT&PF	
***FTA-Sec. 5303	MPO	
FRA	ARRC	
	Total Federal Funds	\$0
Match - Cash	MPO	\$0
Match - In-Kind	MPO	\$0
Match - Cash	ADOT&PF	\$0
	Total Match Funds	\$0
	Total FFY06	\$0
Total 2 year Programmed Funds:		\$0

FMATS Funding Overview

FMATS Budget by Task					FFY06 Estimate
	% Match	Total FFY05	Federal	Match	
Task 100 Program Administration	9.03%	\$120,000	\$109,164	\$10,836	\$120,000
Task 200 Database/Mapping	9.03%	\$25,000	\$22,743	\$2,258	\$25,000
Task 300 Fairbanks Transit System Planning					
FHWA PL Funds	9.03%		\$6,823	\$677	
*FTA Section 5303 Funds	20%		\$50,000	\$10,000	
Total Task 300		\$70,000			\$70,000
**Task 400 Long Range Transportation Plan	9.03%	\$95,000	\$86,422	\$8,579	
Program Total		\$310,000	\$275,151	\$32,349	\$215,000

Revenue by Fund Source			
FHWA H45 Metropolitan Planning Funds (9.03% Match)	\$225,151		\$138,730
FTA Section 5303 Metropolitan Planning Funds (20% Match)	\$50,000		\$50,000
Total Federal Participating		\$275,151	\$188,730
Local Cash Match	\$10,095		\$5,806
Local In-Kind Match	\$18,191		\$18,191
**State Match (One Time Only)	\$4,289		
Total Local and State Match		\$32,575	\$23,997
Program Total		\$307,726	\$212,726

* FTA Section 5303 disbursement formula was decided and a lump sum of \$50,000 is allocated to FMATS.

** To help with the formation of the newly designated MPO, the State will provide 50% of the match requirement for the LRTP.

***Subject to change when FTA Section 5303 allocation formula is defined.

FMATS Funding Detail

Revenues and Expenditures by Agency

FFY05		Task 100 Program Administration	Task 200 Database/ Mapping	Task 300 Transit System Planning	Task 400 Long Range Transportation Plan	*Appendix A Other Studies	**State FMATS Administration & Support	Total Area Planning Efforts
FHWA - PL	MPO	\$109,164	\$22,743	\$6,823				\$138,730
FHWA - PL	ADOT&PF				\$86,422		\$36,000	\$122,422
FHWA - SPR	ADOT&PF						\$50,422	\$50,422
FTA - Sec. 5303	MPO			\$50,000				\$50,000
DoD/FRA	ARRC					\$500,000		\$500,000
Total Federal Funds		\$109,164	\$22,743	\$56,823	\$86,422	\$500,000	\$86,422	\$861,574
Match - Cash	MPO			\$8,160	\$1,935			\$10,095
Match - In-Kind	MPO	\$10,836	\$2,258	\$5,017	\$2,354			\$20,465
Match - Cash	ADOT&PF				\$4,289		\$8,578	\$12,867
Total Match Funds		\$10,836	\$2,258	\$13,177	\$8,578	\$0	\$8,578	\$43,427
Total FFY05		\$120,000	\$25,000	\$70,000	\$95,000	\$500,000	\$95,000	\$905,000

FFY06

FHWA - PL	MPO	\$109,164	\$22,743	\$6,823				\$138,730
FHWA - PL	ADOT&PF						\$36,000	\$36,000
FHWA - SPR	ADOT&PF						\$50,422	\$50,422
***FTA-Sec. 5303	MPO			\$50,000				\$50,000
DoD/FRA	ARRC					\$500,000		\$500,000
Total Federal Funds		\$109,164	\$22,743	\$56,823	\$0	\$500,000	\$86,422	\$775,152
Match - Cash	MPO			\$8,160				\$8,160
Match - In-Kind	MPO	\$10,836	\$2,258	\$5,017				\$18,111
Match - Cash	ADOT&PF						\$8,578	\$8,578
Total Match Funds		\$10,836	\$2,258	\$13,177	\$0	\$0	\$8,578	\$34,849
Total FFY06		\$120,000	\$25,000	\$70,000	\$0	\$500,000	\$95,000	\$810,000

Total 2 year

Programmed Funds:	\$240,000	\$50,000	\$140,000	\$95,000	\$1,000,000	\$190,000	\$1,715,000
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* Funds provided directly to Alaska Railroad Corporation.

** Programmed in the ADOT&PF Annual Work Program, SPR-PL-2000(24).

*** FTA Section 5303 allocation formula as defined.

In-Kind Match

Personal services of staff directly contributing to the FMATS UPWP PL-1260(1) will be provided by the following local government, general funded, positions as in-kind match:

Fairbanks North Star Borough

Director of Community Planning (50 hours at \$54.85) \$2,743

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 (50 hours at \$54.85) \$2,743

This position is the task manager for Task 300, Fairbanks Transit System Planning. 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 (200 hours at \$32.41) \$6,482

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 (50 hours at \$48.46) \$2,423

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 (50 hours at \$48.46) \$2,423

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 North Pole

City of North Pole Engineer (30 hours at \$45.40) \$1,377

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 \$18,191

Note: Timesheets 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. 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 “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.

Federal Highways Administration (FHWA) – Division of the U.S. Department 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 that funds transit planning and programs.

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) – Legislative initiative 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.

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.

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.

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 BMT 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

Alaska Railroad Fairbanks to Fort Greely Alaska Extension

Purpose: The Alaska Railroad Corporation (ARRC) proposes to relocate its mainline track around the more urbanized areas of Fairbanks and North Pole and extend its tracks to Delta Junction and Fort Greely. Current alignment parallels the four-lane Richardson Highway and crosses it twice. Other crossings include a main gate to Ft. Wainwright, and several main downtown roads in the City of North Pole. Due to the project's size, ARRC seeks to break it into manageable, fundable segments.

Segment One

ARRC proposes to construct a grade-separated crossing over Richardson Highway near 3-Mile Gate (just west of Fort Wainwright) and move onto the Tanana River Levee from there. This eliminates 28 rail/road crossings.

Segment Two

Includes Segment One, plus realignment around Fairbanks. One alternative starts from Sheep Creek Road, down the median of the Parks Highway and continues down the median until just East of the University Avenue/Parks Highway Interchange. Segment Two eliminates 20 rail/road crossings and tracks adjacent to schools. The entire project eliminates 48 at-grade road/rail crossings.

Segment Three

Extend the mainline tracks from Moose Creek (near Moose Creek crossing on the Richardson Highway) 80 miles to Delta Junction. Proposal also includes a 15-mile extension to Blair Lakes Training Area to support US Army training needs for its Stryker Brigade Combat Teams stationed at Fort Wainwright and Fort Richardson. This segment also allows access to the Donnelly Training areas also serving US Army training needs.

Objectives: Increase public safety by eliminating at-grade road/rail crossings and tracks currently located near schools. Improve the City of North Pole transportation system by removing the railroad from downtown, resolving conflicts with noise, pedestrian and school foot traffic, and emergency response vehicles. Improve local rail freight traffic efficiency and service to the local refinery and increase speed of service to Ft Wainwright and Eielson Air Force Base, both served by ARRC. Provide for safer more efficient levee maintenance. A railroad allows fill materials and riprap to be moved inexpensively to maintain the levee. The extension will serve the Delta Junction community, surrounding agricultural areas and Fort

Greely, while enhancing other economic development opportunities along the new rail line. Commuter rail from the Fairbanks area to Delta Junction becomes an immediate benefit to the community.

Previous Work: Reconnaissance completed by local Fairbanks firms in March 2002. 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.

Products:

1. ARRC published a reconnaissance study that will be the initial input into a preliminary engineering effort.
2. ARRC is proceeding with a preliminary engineering study to support environmental findings and enter final engineering phases.

Functional Responsibility: The Alaska Railroad Corporation, Strategic Planning Office

Note: The Department of Defense FY2005 appropriation bill provides \$14,000,000 for the preliminary engineering, environmental studies and final engineering phase of the Fort Wainwright to Fort Greely segment.