



POLICY COMMITTEE MEETING

Wednesday, August 18, 2010 10:00 A.M. – 12:00 P.M.

State of Alaska DOT & PF, 2301 Peger Road, Main Conference Room

1. Call to Order
2. Introduction of Members and Attendees
3. Public Comment Period (3 minute limit)
4. Approval of the August 18, 2010 Agenda
5. Approval of the July 21, 2010 Minutes
6. Committee Reports
 - a. FMATS' Coordinator's Report with Action Items
 - b. Preventive Maintenance Subcommittee Report
7. Old Business
 - a. Status of the North Pole Road-Rail Crossing Project Funding
 - b. 2011 – 2012 UPWP (Action Item)
8. New Business
 - a. Tanana Loop/Alumni Drive Roundabout-North Tanana Drive Extension (Chancellor Rogers)
 - b. PM_{2.5} Transportation Conformity Determination Status Update
 - c. 23rd Avenue Improvements Change Order (Action Item)
 - d. LED Street-light Conversion Project (Action Item)
 - e. North Pole Interchange Pedestrian Facilities
 - f. Coordinator's Office FFY11 Budget Approval (Action Item)
 - g. STIP Nominations
9. Public Comment Period (3 minute limit)
10. Other Issues
11. Informational Items
 - a. Obligation Plan Update
12. Adjourn

Next Scheduled Policy/Technical Committee Meeting, 10:00 a.m., Wednesday, September 15, 2010 at the DOT&PF Main Conference Room

Fairbanks Metropolitan Area Transportation System
POLICY COMMITTEE
State of Alaska, DOT&PF, Main Conference Room
2301 Peger Road Fairbanks, Alaska 99701
Meeting Minutes – July 21, 2010

1. Call to Order

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

2. Introduction of Members and Attendees

The following were present:

- * FMATS Policy Committee members
- ** FMATS Staff members
- *** FMATS Technical Committee members

Name	Representing
* Steve Titus, P.E.	DOT&PF, Regional Director
* Mike Schmetzer for Mayor Terry Strle (absent)	City of Fairbanks
* Mayor Luke Hopkins (10:06am)	Fairbanks North Star Borough
* Mayor Doug Isaacson	City of North Pole
* Guy Sattley	Fairbanks North Star Borough Assembly
* Chad Roberts	Fairbanks City Council
* Alice Edwards	ADEC, Air Quality Division
** Margaret Carpenter	DOT&PF, Transportation Planner
** Todd Boyce	FNSB Planning
*** Donna Gardino	FMATS, Coordinator
*** Joan Hardesty	ADEC, Air Quality Division
*** Mike Schmetzer (for Mayor Strle)	City of Fairbanks, Public Works
Adam Barth	FNSB Transportation
Jerry Colp	City of Fairbanks, Engineering
David van den Berg	Fairbanks Downtown Association
Janet Brown	DOT&F Regional Pre-Const. Engineer
Scott Leigh	DOT&PF, Construction Group Chief
Dave Arvey	DOT&PF Project Engineer
Andrew Schultz	DOT&PF Project Engineer
Don Callahan	
Jo Schlotfeldt	DOT&PF

3. Public Comments: None

4. Approval of the July 21, 2010 Agenda

- **MOTION:** To approve the July 21, 2010 agenda. (Roberts/Edwards) No opposition. Approved.

Comments: None

5. Approval of June 16, 2010 Minutes

- **MOTION:** To approve the June 16, 2010 minutes (Edwards/Roberts). No opposition. Approved.

Comments: None

6. Committee Reports

a) FMATS Staff Report / Technical Committee Action Items

Ms. Gardino referenced the complete report in the packet and discussed the highlights.

- Interagency consultation for the PM 2.5 conformity held Monday, July 19. Another consultation August 2, 2010, progressing to the December 14, 2010 deadline.
- Presentation made on the long range plan made to the Chamber Transportation Committee. Dave Fisher of DOT&PF Design presented information on the College Road Rehabilitation project.
- Ms. Gardino will post a job opening for the position held by Tara Callear as Ms. Callear resigned.
- Ms. Gardino met with a Chena Small Tracts neighbor who will advocate for SRTS for Woodriver School. \$150,000 is in general fund capital budget for initiation of a project there.
- Mike Schmetzer and Ms. Gardino presented the different pedestrian projects in the downtown area at a meeting with the Wallbusters, an advocacy group for the disabled.
- Worked on the Long Range Plan and the TIP Amendment # 2, conformity determination and plans for public comment period ending July 16.
- Began negotiations with the consultant on the Safe Routes to Schools grant.
- Finalized the draft of the UPWP for public comment.
- Finalizing TIP Amendment today.

Mayor Isaacson asked how long the position vacancy would last. Ms Gardino noted it would last until applications were received, interviews scheduled and the committee chose a person to fill the position.

Steve Titus said DOT&PF would step up and provide assistance. Jo Schlotfeldt with DOT&PF will help Ms. Gardino with the minutes.

7. Old Business

a) Status of North Pole Road-Rail Crossing Project Funding

This Memorandum of Agreement is to move the \$1 million to the railroad for the Environmental Assessment in the North Pole area. There are two agreements, the 132 transfer agreement between the state and Federal Railroad Administration (FRA) to transfer the \$1million to the FRA. That agreement has been reviewed by both parties and transmitted for signatures. The second agreement is between FMATS and DOT&PF and Alaska Railroad Corp. It outlines the terms by which the money transfer will take place, such as who will pay if it costs more than the \$1 million. The Railroad has agreed to provide the match and repay the funding if the project does not move into the next phase for ROW or Const. The only thing FMATS is required to do is authorize the transfer, which has been done by the Policy Committee. The recommendation is to approve the North Pole Road-Rail Crossing Project Memorandum of Agreement.

- **Motion:** To approve the North Pole Road-Rail Crossing Project Memorandum of Agreement. (Isaacson/Hopkins) None opposed. Approved.

Comments: Mayor Hopkins asked if it is an NHS or FMATS project and are there are agreements as to who pays when the time trap timeline gets going and issues about repayment of project costs.

Ms Gardino said it is FMATS funded, but the project as being constructed is not an FMATS project. Mr. Titus said this is about the environmental document, not the construction of the rail itself.

Mayor Hopkins asked if there is a time period certain on this project that could become a time trap. Mr. Titus said once the environmental document is approved, the clock starts ticking. Ms. Gardino said the Railroad will be responsible for reimbursing to FHWA the federal portion spent should this project become a time trap per 23USC, Section 102(b).

Mayor Isaacson asked if the time trap was 10 years. Ethan Birkholz said when the Railroad receives the grant from the FRA the clock starts ticking. When FMATS transfers the money to FRA, then they in turn give the Railroad the grant, then the grant finishes the environmental document, it is 10 years.

Mr. Titus said the Railroad agrees with this memorandum as written after discussions with DOT&PF. DOT&PF is moving quickly so money is obligated this year and it does not go into the next federal fiscal year.

8. New Business

a) Conformity Determination for the MTP and the TIP

Ms. Gardino said the Conformity Determination for CO was included in the packet in Chapter 9 of the Metropolitan Transportation Plan. This conformity analysis was previously reviewed by the Policy Committee. The public comment period closed on July 16, 2010 and no public comments were received. It was amended and another consultation was done based on a comment received on the TIP from the Borough. The Alaska Transit Purposes project was added to the TIP so the agencies were asked if that project was exempt from the conformity analysis. They did agree and sent the email included in the packet. It is recommended the Policy Committee approve this determination.

- **Motion:** To approve the MTP and TIP Conformity Determination. (Hopkins/Edwards). None opposed. Approved.
Comments: Guy Sattley asked for clarification on the vote to approve.

b) Fairbanks Metro 2035: A Plan to Keep You Moving

Ms. Gardino said this plan was out for public comment which closed on July 16, 2010. There were no public comments. It is recommended the Policy Committee approve this plan.

- **Motion:** To approve the Fairbanks Metro 2035 Metropolitan Transportation Plan. (Hopkins/Schmetzer) Roll call vote: Isaacson, Hopkins, Roberts, Schmetzer, Titus, Edwards - yes. Mr. Sattley - no. Motion approved.

Comments: Mr. Sattley asked how much was done by FMATS staff and how much was done by consultants. Ms. Gardino said a consultant was under contract to draft the work product. All the work products were reviewed by staff and by the Technical Committee. The consultant put together the final work product. Mr. Sattley said there is lot in the work, i.e. smart growth, urban sprawl, etc. that doesn't seem to apply to Fairbanks. Mr. Sattley asked about the Technical Appendix referred to in this goal section. Ms. Gardino said this appendix was an additional 350 pages, which she felt was not necessary for this meeting. All the goals listed were approved by the Policy Committee. The presentation was given by the consultant to the Policy Committee. Ms. Gardino noted the four goals were approved by the Policy Committee. Mr. Sattley asked who approved the objectives and performance measures. Ms. Gardino said the Policy Committee wanted a performance based plan, for which objectives and performance measures were necessary to monitor the success of the implementation. The goals were approved by the Policy Committee, not the objectives and performance measures. Mr. Sattley asked if the consultant

wrote the verbiage in the objectives. Ms. Gardino said yes and they were reviewed by the Technical Committee and staff. They are example performance measures.

Mr. Sattley asked about the wording “incorporate smart growth and sensitive solution principles for planned development process”. Ms. Gardino said she would be happy to make a presentation on the principles of smart growth, context sensitive solutions and livability. Mr. Sattley said urban sprawl was referenced on page 80. He asked re: page 5.1 Vision Fairbanks Downtown Plan (VFP), if there is any reference to the fact that when VFP came to the Borough Assembly for approval it was only approved conceptually, the specifics were not approved and it was amended before approval by the Assembly. Ms. Gardino said it also reads “some of the concepts of the VFP are in conflict with other planning documents and more planning efforts need to be done in order to implement those phases of the plan.” Mr. Sattley said if someone just read this, they would not pick up on the fact that it got the approval after it was changed. There may be a good bureaucratic reason why it has to be produced, but he didn’t think it is quite the reality and he was not going to vote for it.

Mayor Hopkins said context sensitive solutions and smart growth principles were voted on a year ago by this committee. On page 5-11 where Mr. Sattley commented on VFP, are bullets and it discusses how the downtown plan is intended as a guide. There are possible conflicts with the previous planning efforts on the transportation aspects. The projects noted on page 2-12 that meet the objectives, for clarification, the Technical Committee reviewed and accepted them. Ms. Gardino said the consultant presented them to the Technical Committee.

Chad Roberts said the VFP is intended as a guide and the actions taken may evolve and change based on conditions.

Mayor Isaacson said during the 2.10 smart growth principles presentation, there was a lot of discussion regarding context sensitive solutions which meant that green principles were not going to overpower our economy. We wanted to make sure that, where practical, some of these ideas of smart growth were applied. Ms. Gardino said the Technical Committee had a long discussion regarding green infrastructure and the goals.

Mayor Isaacson asked what would happen if voting was deferred on this until the next meeting. Ms. Gardino said we would be in a lapse on August 31. FHWA and FTA require a 30 day window to approve our document. If it is not approved by this committee until August 18, it will be in a lapse and we will not be able to fund any of our projects.

Mayor Isaacson asked for a summary of the changes made. On Monday, July 19, Ms. Gardino emailed to the committee a PDF with pop-ups to explain comments and what changes were made. The only comments were from staff and the Technical Committee. Mayor Isaacson asked if there was anything germane or was it generally administrative. Ms. Gardino then listed and discussed each comment and change made on the document.

Chad Roberts asked about DOT&PF maintaining the railroad crossing at Helmericks Avenue. Mr. Titus said the State DOT has committed to maintaining that at-grade crossing and it will be reflected in the document.

Ms. Gardino will send the edited plans to members.

c) Barnette Street Bridge PH4 Increase

Dave Arvey, DOT&PF, discussed the change orders, PDA request of \$236,297 for geotech, webcam and maintenance, traffic control, erosion, sediment, pollution control and contamination removal, upsizing/additional conduit and signal pole base modifications.

- **Motion:** To approve the change orders totaling \$236,297 for the Barnette Street Bridge Project, using grandfathered funding. (Hopkins/Schmetzer) None opposed. Approved.

Comments: Mr. Sattley asked about the traffic control amount. Mr. Arvey and Mr. Titus said traffic control was in the budget, but it was a contingent sum which was not enough to cover the traffic control plan necessary. Mr. Sattley asked if any costs in this change order were from the crane collapse. The answer was no.

Mayor Isaacson asked about traffic control devices; why didn't the state buy them outright. Ms. Gardino said there is a traffic control plan which delineates what devices need to be put up every day and some of those devices are paid for by the day, some are paid for by lump sum, some are by the each, and someone moves the cones, depending on the project.

Scott Leigh, DOT&PF Construction Group Chief explained there is a contingent sum contract for traffic control. It is lined out in the contract how much will be paid for each device. Federal Highways does not allow the State to buy the devices. It would have to be State dollars to buy and the contractor would have to be paid to clean, maintain retro-reflectivity, replace those devices. A cone will usually not last a contractor a full year. The contractor also has to pay people to move or replace them when they are damaged. This contract did not have a specific plan on how the contractor was supposed to do this job. The project had a contingent sum for these items.

Mayor Isaacson said from the contractor's point of view it is good but not from a taxpayer's point of view. Do we own the fence barricade? Mr. Leigh said FHWA does not pay for anything the contractor has to do that is temporary in nature. Mr. Titus said if we had to buy cones, etc. for every contract, we'd have a yard full to maintain. The rate for each device is already fixed for everyone.

Mr. Roberts asked if \$50,000 was already put in for traffic control, yet they are asking three times that amount. Can we say that is not part of the crane collapse? There is cost to the city with the police and the traffic issues and time overrun.

Mr. Leigh said 10% for traffic control is a reasonable amount and we are spending half of that here. Mr. Roberts asked if most of the cost was in renting equipment to divert traffic. Mr. Leigh said renting and maintaining equipment. The amount in the contingent sum item, the \$1.50 per day is not just the cone. The contractor knows the tape will be gone, the cone dented or broken in traffic; a person is out there daily to maintain the equipment, making Bacon-Davis wages. The rates have been negotiated with AGC to try to compensate the contractor when he has to put the devices out and it takes risk off the state to buy, maintain and store them.

Mr. Titus said if we had put more money into the bid, we would not be discussing this today. We try to put in adequate estimates to obligate the money prior to advertising. If we do a better job estimating, when the traffic control item is produced, it will be adequate. We haven't had any accidents and it has served us well when we had the situation with the boom. It is part of the cost of doing business, controlling the traffic on projects. Mr. Arvey said there are other things like for flaggers, message boards, girders coming in, it is not just cones.

Mayor Hopkins said the discussion of the issue includes labor of the cost to put them down and pick them up. The overall project is about a \$10 million dollar bridge construction. Ms. Gardino

said there was \$5.1 million obligated and we had \$5.5 million in the TIP so if this is funded, it will use grandfathered money left over from the lower bid amount.

Mayor Hopkins asked about a possible cost to the city because of the crane. It is not known. Mr. Titus said this is not the environment to discuss that issue.

Mr. Schmetzer has been intimately involved with this issue as the project has closed city streets and said DOT has done an excellent job. There have been several changes, they have adapted and responded to complaints.

Mayor Hopkins asked regarding the \$8,000 MOA with the City of Fairbanks, is the city going to get that? Mr. Schmetzer said Bob Pristash is doing the design for the storm drain system.

d) Phillips Field Road Phase 4 Increase

The PDA request detail for \$455,192 is included in the packet. The estimate for the railroad work was previously approved at \$315,600. The preliminary estimate was provided for comparison.

Andrew Schultz, DOT&PF Project Engineer said the contractor completed the Phillips Field Road Upgrade Project. Due to the time it takes to get together the design for the railroad crossing upgrade, negotiating utility agreements and the HC portion of the work, it has pushed that 400 ft extension (200 ft on either side of the rail track) out of sequence to where they could not continue down the road. The contractor will have to take their equipment away and bring it back when the rail material arrives. Some of the extra costs are also for geo-textile required to strengthen the road, culvert replacement, asphalt patches found during excavation, removing organic rich soils to avoid future patches and additional storm water conditions. Mr. Schultz said signs and striping are left.

- **Motion:** To approve the Phillips Field Road Upgrades PH4 Increase in the amount of \$139,600 using de-ob funding. (Schmetzer/Hopkins) None opposed. Approved.

Comments: Mayor Isaacson asked where the funding comes from and the balance. Ms. Gardino said it is coming from de-obligated funds, the balance of which is \$705,000, less \$139,600. Whatever is left in the de-obligated balance will go toward Phase 7 of the University Avenue project. The shortfall in the Phase 7 funds will be made up from the GO bond funds.

e) Crack Sealing Project PH4 Increase and Match

The Crack Sealing Project is part of the existing work program and serves both cities and the borough. It is recommended to approve \$80,100 using de-obligated funding to cover the higher than expected low bid amount.

- **Motion:** To approve the Crack Sealing Project PH4 increase in the amount of \$80,100 using de-ob funding with the match to be funded with 381 funds. (Isaacson/Hopkins). None opposed. Approved.

Comments: There is a second request for this project and there are match requirements. The prorated funding total need for this PDA is \$80,000. Part of that is non-federal share, which is match. All three entities would give some portion of that match COF \$11,488, FNSB \$234.18, and City of North Pole \$4,380.

Mayor Isaacson said he just signed the PO for \$51,000, which was approved by the City Council. He asked how that \$51,000 payment affects this project. Ms. Gardino said his payment was for

the North Pole Citywide Pavement Rehabilitation Project, a surface treatment project with some new pavement.

Ms. Gardino said there is a line item titled Preventive Maintenance in the TIP. This year, the crack sealing project, surface treatment for the borough, video detection for the state, and the bike rehabilitation project on the Steese used preventive maintenance funding.

Mr. Titus said this is a situation where the responsible agencies funded the match, but usually when a project is awarded which is higher than the estimate, each match deal stands on its own. This is an example of good use of 381 money to pay the match for the different municipalities so as not to slow the project.

f) Safe Routes to School Grant

Ms. Gardino said staff reviewed the proposals and selected the most qualified consultant, whose budget was higher than the budget allows. Ms. Gardino was successful in decreasing the amount proposed, by deleting one charter school without walkers or buses and by demonstrating the amount of infrastructure already gathered, such as sidewalks, sign projects, lighting, and the imagery available to the consultant who can gather data from the office. Ms. Gardino is proposing approval of no more than \$25,000 to fund the additional needs for the Safe Routes to School Grant. Currently SRTS is 100% federal funding and FMATS has not contributed anything to this project. She proposes FMATS spearhead this project by initiating within the school district and providing all the schools with a tool kit and the infrastructure improvements they need so they can go out and try to get that funding from the SRTS program to implement the recommendations of the plan. There will be significant public education and outreach by the sub-consultant, meeting with each PTA three times and trying to get the kids, parents and school district onboard with this program.

- **Motion:** To approve additional funds for the Safe Routes to School Project not to exceed \$25,000 using de-ob funding with the match to be funded with 381 funds. (Isaacson/Roberts). None opposed. Approved.

g) 2010-2013 TIP Amendment #2

Ms. Gardino said there were only a few public comments received when the comment period closed on July 16. One was to get a better path through the Graehl Park area. Another comment was from the Borough requesting adding the Alaska Transit Purposes Project into the TIP, which was done previously in this meeting. They could not obligate their funding until it was included in the TIP. The third comment was a thank you for including Birch Hill Bike Path in the plan. It is recommended to approve the TIP Amendment #2 as presented, incorporating the last four actions approved at this meeting. Ms. Gardino will finalize and decrease the amount of de-ob funding and for University Avenue - offset that with state funding as approved to ensure the obligations are done in a timely manner.

- **Motion:** To approve the 2010-2013 TIP Amendment # 2 as amended by the four recently approved action items. (Hopkins/Sattley). None opposed. Approved.

Comments: Mayor Hopkins asked about the Graehl Park path. Ms. Gardino said a project nomination was already in the works when the comment was received. It has not gone to the Technical Committee yet, but Dave Bloom, recently retired from DOT&PF, had said it was a great need. She and Mr. Bloom had discussed whether it could be done with the Wendell Street Bridge Project in Design, but he suggested it could take longer than if the project was done on its own.

Mayor Hopkins said there was some discussion about the possibility of some added Wendell Street improvements with the utilities. He asked whether there would be a potential role in this project or whether it would be a separate project because of the utilities, environmental, etc.

Ms. Gardino said at one time, the committee was discussing moving utilities underground on Wendell. That project is now opening on July 27. She asked if Mayor Hopkins was asking if there is an opportunity now to address that environmental document and move those utilities underground. Mayor Hopkins said yes or move the poles back. He described watching a tour bus turn right off Wendell, turning east, trying to avoid the utility pole. He asked if there was any possibility of action at this time.

Janet Brown, Regional Pre-Construction Engineer said if the bids are opening next week, it was awfully late.

Mayor Hopkins said the city was looking at the utilities as a project and asked would it best be another project at some point. It could be looked at again.

Mr. Schmetzer asked if this is something that would be a change order. It may make more sense. Ms. Brown said it would need ROW, unless perhaps, it is something that can be done within the right of way.

Mayor Isaacson wanted to let the Policy Committee know the North Pole Interchange and Pedestrian Facility is a very important project. The Garvee project is completed which redirected a lot of traffic along St. Nicholas Drive. That is where this money is to be spent. Those sidewalks are needed; it is very dangerous with a much higher volume of traffic along St. Nicholas now. There is Santa Claus House and Santa Land RV and several other businesses are there as the pathway. There are a lot of people trying to walk or ride their bikes, often times with strollers. It is hugely dangerous. It is very disturbing to see construction is moving to the out years when the construction was supposed to be done by 2012. He asked the committee to find some way to help keep this on track. When the Garvee project went in, North Pole was assured there would be sidewalks no more than two years after the Garvee project was completed. They are still waiting. Guarantees can be verbal or written and that is what our perception is – that it would be done. He said he is not keying in on the guarantee, but the high risk area, pedestrians and traffic on the same road without any separation or adequate shoulder, it is very dangerous.

Ms. Brown said ROW needs to be acquired, utilities, etc., so it is not as simple. Her office will keep him posted on progress. Mayor Isaacson said the right of way is already taken care of because the state owns that whole strip with the bridge and Saint Nicholas.

Ms. Brown said it is pretty close on the side by the churches and dentist's office with quite a few utilities there. The street lights would need to be replaced or relocated. It would need to be widened. Mr. Titus asked if it would be a viable project. Ms. Brown said yes it is a viable project. The schedule is for 2014.

Mayor Isaacson said it says "move construction to the out years". Ms. Gardino said it is because the TIP only goes to 2013. Mayor Isaacson said 2014 is a long time from now and there is a lot of traffic now. Mr. Titus said things can change.

Ms. Gardino said she purposely moved it out because they said they couldn't get it ready. But the funding to continue on with the ROW acquisition is in the TIP. The \$100,000 in PH4 should actually be moved to PH7. If they get ahead of the game, it can be addressed when it is ready. She hesitated to move it back into the fiscally constrained part of the TIP into 2013 or sooner when

they are saying it is not going to get done. She can fund something else that is more likely to be accomplished in that time frame.

Mayor Isaacson asked if there is a way if FMATS provided the funding that it could be done faster; why it would take four years for a consultant.

Ms. Gardino said there was funding in 2011, but there is no way FMATS can spend the money because they will not have the right of way acquired by 2011. It will have to move out or that money will be lost. She said it has to be used somewhere else.

Mayor Isaacson said that is the aspect he is wondering about: why can't the ROW be acquired now and negotiations begun or is it because we have so many other projects that we just don't have the staff to allocate to it.

Ms. Brown said there is an environmental process every single project has to go through. Once Environmental gives approval and Design gives approval, then acquisition of ROW can be done. It has got to go in that sequence. The environmental document is not done yet, it has to be identified. There will be a meeting with the people involved in North Pole and then go on to the next step.

h) 2011-2012 Unified Planning Work Program (UPWP)

Ms. Gardino said this is the two year planning document, using the same funding level as the previous one. The Technical Committee looked at this document in June and July and staff has contributed to this document. The changes are illustrated and included in the packet. Public comment began this week as it needed 30 days for comment before the next Policy Committee meeting. Any changes made can be added to the web page for the public to see. FTA and FHWA need their 30 days to approve this document.

Mr. Titus said the decision was made to advertise it to gain those two days as opposed to juggling with the meeting schedules.

- **Motion:** To approve the 2011-2012 Unified Planning Work Program for Public Comment. (Hopkins/Isaacson). None opposed. Approved.

Comments: Mayor Isaacson asked Ms. Gardino to review the relationship between the UPWP and the Fairbanks Metropolitan Transportation Plan. Ms. Gardino explained the FMTP is a long range view of projects we hope to construct in the short term, medium and long term. The UPWP basically defines what planning tasks staff will accomplish in the next two years. There is a description of those staff responsibilities in this plan. What was accomplished of that list is reported to the DOT&PF quarterly as well as through an annual report. Also included in Task 300 is a list of contingency projects that if additional funding was received, those other planning studies would be implemented. Development of the FMTP was in the previous UPWP. The development of an amendment of this plan is suggested as a contingency project in the event the census data comes back and it is necessary to realign the boundaries, and then the long range plan would be amended.

Ms. Gardino said it has to go to FHWA by September 1st. This document is more of an internal planning document. Mr. Titus said there is budget information in this plan with opportunity to comment over the next month.

Mr. Sattley asked regarding the track changes format of the draft plan and asked why some of the language is included. Ms. Gardino answered FMATS issues and goals are cited because we want all planning documents to be consistent, in the long range plan and the UPWP that same type of

language is cited. When those projects go into design, it is hoped the designers use those types of concepts when developing FMATS' projects. This language is found in FMATS Issues and Goals. It was added to the next two year period because the draft Highway bill includes a large section on livability. Right now if you can demonstrate the projects you are developing complete the goals of what livability is there are funding opportunities. She received a press release that discusses the HUD / USDOT / EPA partnership on livability. One of the primary goals of livability is to have multi-modes of transportation, redefine housing to make it affordable and make the transportation choices affordable. If more transportation choices are provided and we can show that is what we are doing, we will have more access to grants. That is why we need to include livability concepts which basically develop safe, reliable, economic transportation choices to decrease household transportation costs, reduce dependence on foreign oil, improve air quality, reduce greenhouse gas emissions and promote public health.

Mr. Sattley said he does not deny there is a lot of really good, specific information and as a candidate he would use it as a source of specifics when people ask why we don't have new roads. But it has been augmented with language that doesn't belong in a planning document.

Mayor Hopkins asked if the City of Fairbanks had discussions on HUD.

Ms. Gardino said FMATS already has a HUD / DOT / FMATS partnership. 23rd Avenue is a partnership between FMATS and the City of Fairbanks. The City received a HUD grant used partly to build the new sidewalks in a low income area on 23rd Avenue. The rest of the project improvements are going to be paid with FMATS/ FHWA funding. This is the kind of partnership this initiative is trying to promote - using HUD funds to improve the livability in a low income area by improving the sidewalks so people can walk to the transit station. FHWA is thrilled FMATS has figured out a way to implement this livability concept when others haven't even touched it yet.

Mayor Hopkins asked if we previously took advantage of HUD money.

Mr. Schmetzer said two years ago, the sidewalks east of Dunkle Street were rebuilt in a low income area near Morris Thompson Center with about \$300,000 of HUD money. So this is the second time HUD money has been used since he has been with the City of Fairbanks.

Ms. Gardino said the livability grant opportunities just recently released and discussed in the press are not part of the grant money for 23rd Avenue. She attended a meeting regarding the new HUD funding, looking for grant opportunities. HUD is extremely cumbersome in the grant administration area.

9. Public Comments None

10. Other Issues None

11. Informational Items

a) Obligation Plan Update

Ms. Gardino reported FMATS funding is currently 67% obligated. There are no foreseeable hang-ups now for obligating the funds. Mayor Hopkins thanked Ms. Gardino for her hard work to get all this done.

b) STIP Call for Nominations

Ms. Gardino said there is a call for nominations for the STIP. If there are any non-FMATS projects to nominate, these are due September 13. She would be happy to help with the nomination

process. Resolutions of support from organizations, or if a project is in the long range plan can both help improve the score. Mayor Hopkins asked if the resolutions have to be in by the deadline or can they come later. Mr. Titus said it is best to have them in as soon as possible. However, resolutions received even as late as the Project Evaluation Board scoring could be accepted and the score possibly modified.

Mayor Hopkins said he knows the state has some needs lists and the Borough may weigh in on that with the FMATS Coordinator and DOT&PF Planning staff.

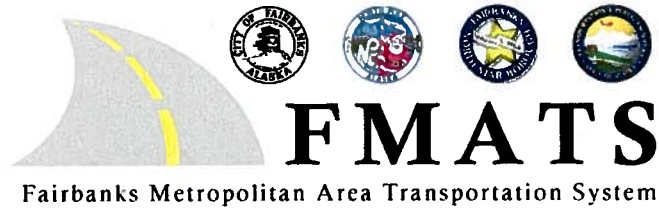
12. Adjourn

- **Motion to Adjourn** (Hopkins/Sattley) Approved. Adjourned at 11:50 a.m.

Next Scheduled Policy Committee Meeting, 10:00 a.m., Wednesday, August 18, 2010 at DOT&PF Main Conference Room.

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

Date: _____



August 2010 FMATS Staff Report

Meetings

- ✚ Attended the Technical Committee Meeting and Policy Committee Meeting, prepared and reviewed meeting minutes
- ✚ Prepared all meeting packets for Technical/Policy Committee Meetings
- ✚ Attended pre-Policy committee meetings with the City of Fairbanks, FNSB and State
- ✚ Prepared all meeting backup documentation for the August meetings
- ✚ Posted ads on the State's online public notice system, the Fairbanks North Star Borough's online Public notice system, requested newspaper advertisements, and placed Public Service Announcements on the radio for both the routine Policy and Technical Committee meetings
- ✚ Prepared all Title VI reports for July
- ✚ Attended the Transportation Subcommittee weekly meeting: topics included the Chamber's Legislative Priorities, the FNSB Economic Development effort, the Dalton Highway and the Fairbanks International Airport
- ✚ Conducted a second Interagency Consultation for the Conformity Determination on the TIP and the Metropolitan Transportation Plan (PM_{2.5}) and coordinated with the consultant on a follow-up meeting
- ✚ Conducted several negotiations with the consultant on the Safe Routes To School Grant
- ✚ Attended training on Transportation Asset Management, Pedestrian Safety and Design and Communications Planning and Measuring
- ✚ Attended the Intergovernmental Affairs committee meeting of the Greater Fairbanks Chamber of Commerce to present the Transportation Committee's legislative priorities
- ✚ Met with the FNSB staff to discuss their STIP nomination priorities
- ✚ Attended the Design to Construction transfer of project meeting for three FMATS projects

Correspondence and Communication

- ✚ Received FHWA/FTA TIP Amendment #2 Conformity Approval
- ✚ Provided clarification on TIP Amendment #2 to FHWA and DOT & PF Headquarters

Filing

- ✚ Filed all meeting items and correspondence

Organization

- ✚ Updated Transportation Planner/Assistant job description and interview questions and conducted several interviews

Public Outreach

- ✚ Presented FMATS' MTP to the Transportation Committee of the Greater Fairbanks Chamber of Commerce
- ✚ Discussed the results of the Cushman/Barnette study and Policy actions on the radio

- Discussed the TIP and MTP public comment period for a television interview
- Met with Chena Small Tracts/Woodriver School advocate regarding upcoming projects
- Presented FMATS pedestrian related projects to Wallbusters group
- Issued the MTP and TIP Amendment and associated Conformity Determination for public review

Agency Relationships

- Worked with DOT on finalizing the Section 132 agreement and the associated MOA
- Worked with DOT to fund pending change orders

Strategic Planning

- Began negotiations with the selected consultant on the Safe Routes to School Grant
- Forwarded comments received on the MTP to the consultant for inclusion in the document
- Finalized the draft 2011-2012 UPWP for Policy Committee approval
- Finalized the draft MTP and TIP amendment for Policy Committee approval

Short-Range and Tactical Planning

- Staff reviewed the Bikeways Map and provided comments to the consultant
- Finalized the 2011 – 2012 UPWP for Policy Committee action
- Conducted the FFY11 FMATS Preventive Maintenance planning meeting

Funding

- Obligation report is up to date and all projects are on track to be obligated
- Funding transfer for the North Pole Road-Rail Crossing is complete
- Obtained additional funding from the Safe Routes To School Program for shortfall

Legislation

Finance

- Completed the third quarter UPWP report complete with updated expenditures to date
- Developed the FFY11 Coordinator’s Budget for Policy Committee action

Submitted by:

Donna J. Gardino
Donna J. Gardino

8/10/10
Date



FMATS

**FMATS Technical Committee
Action Items
08.04.10 Meeting**

Motion: To recommend approval of the PH4 increase of \$229,500 for the Wendell Street ADA project, using de-obligated funding currently under University Avenue. (Colp/Carr). None opposed. Approved.

Donna J. Gardino/
Chair, FMATS Technical Committee

8.4.10

Date



**FMATS COORDINATOR'S OFFICE
ACTUAL EXPENDITURES BY FUND SOURCE
FFY 2009**

October 1, 2009 - September 30, 2010

	FUND SOURCE					
	381 FUNDS	PL FUNDS	NP FUNDS	FED-CTP	TOTAL	
Total Funds Available	\$110,600.0	\$51,677.0	\$8,109.7	\$149,400.0	\$319,786.7	
Less Expenditures:						
	Budgeted Amt.					
Personnel Services	\$239,600.0		\$51,677.0	\$108,310.8	\$159,987.8	
Materials and Supplies	\$15,000.0	\$822.5		\$275.2	\$5,469.7	\$6,567.4
Utilities	\$2,000.0	\$461.5	\$0.0	\$0.0	\$925.1	\$1,386.6
Meetings	\$11,000.0	\$1,223.9	\$0.0	\$905.6	\$0.0	\$2,129.5
Training	\$12,000.0	\$1,762.4		\$3,012.3	\$200.0	\$4,974.7
Advertising	\$24,400.0	\$3,367.6		\$0.0	\$10,257.0	\$13,624.6
ICAP	\$15,200.0	\$2,474.0		\$363.1	\$3,909.9	\$6,747.0
Total Expenditures	\$10,111.9	\$51,677.0	\$4,556.1	\$129,072.4	\$195,417.4	
	\$319,200.0					
Unexpended Funds	\$100,488.1	\$0.0	\$3,553.6	\$20,327.6	\$124,369.3	

**FAIRBANKS METROPOLITAN AREA TRANSPORTATION
SYSTEM
(FMATS)**

**Unified Planning Work Program
(UPWP)
PL-1260(5)**

Federal Fiscal Years 2011/2012

Final Draft 8.18.10

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TABLE OF CONTENTS

Purpose and Scope of the UPWP	5
Regulatory Requirements	5
FMATS Program History.....	8
FMATS Issues and Goals.....	9
Program Elements.....	13
Task 100 Planning PROCESS.....	13
Products and Milestones Listed by Entity of Primary Responsibility	16
FMATS Coordinator’s Office	16
FNSB Planning Staff	17
ADOT & PF Planning Staff	18
Task 100 Planning Process Funding Summary.....	20
FMATS Coordinator’s Office Planning Process Budget Detail	21
FNSB Planning Process Budget Detail.....	22
State of Alaska DOT & PF planning process funding detail	24
Task 200 FNSB Transit System Planning	25
Task 200 FNSB Transit System Planning Funding Detail.....	28
Task 300 Contingency Projects	30
Task 300-a: Metropolitan Transportation Plan Update	30
Task 300-B: Bicycle and Pedestrian Traffic Counts.....	31
Task 300-C: Traffic Model Update to include Bicycle and Pedestrian Forecasts	32
Task 300 – D: Modeling of Mode shift/emission Reduction Potential of Bicycle and Pedestrian Facilities.....	34
Task 300-a Funding Detail for the MTP Update	35
Task 300-B Funding Detail for the Bicycle and Pedestrian Traffic Counts	35

Task 300-C Funding Detail for the Traffic Model Update to include Bicycle and Pedestrian Forecasts..... 36

Task 300-D Funding Detail for the Modeling of mode shift/emission Reduction Potential of Bicycle and Pedestrian Facilities..... 36

FMATS ffy 11-12 UPWP Funding Summary 37

FFY 11- UPWP Budget by Task 37

FFY 11 – Revenue by Fund Source 38

FFY 12 - UPWP Budget by Task..... 39

FFY 12 – Revenue by Fund Source 40

FMATS Funding Detail Revenues & Expenditures by Agency 41

Glossary of Terms 42

APPENDIX A – Fairbanks Urban Area Boundary Map..... 46

APPENDIX B - OTHER LOCAL TRANSPORTATION PLANS..... 47

Steese Highway/Johansen Expressway Area Traffic Improvements 47

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 2011 and 2012. 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 a Metropolitan Planning Organization (MPO) – a transportation policy-making organization made up of representative 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 a: 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 Metropolitan Transportation Plan (MTP) – 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. It is a prioritized listing of transportation projects covering a period of four years that is developed and formally adopted by an MPO as part of the metropolitan planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.

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.

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 10years and the FNSB has implemented an air quality maintenance plan. The FNSB ended the IM testing program as of January 2010. However, the area is now a designated non-attainment area for fine Particulate Matter _{2.5} (PM_{2.5}). The Fairbanks North Star Borough (FNSB) is currently using CMAQ funds to quantify the problem of PM_{2.5} as it relates to mobile sources.

Conformity Determination

Carbon Monoxide (CO)

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.

Particulate Matter_{2.5} (PM_{2.5})

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

EPA signed the final rule designating areas for the 2006 PM_{2.5} NAAQS on October 8, 2009. This final rule was published in the Federal Register on November 13, 2009 and became effective on December 14, 2009. Transportation conformity does not apply until December 14, 2010, which is one year after the effective date of nonattainment designations for this NAAQS. Thus, within one year after the effective date of the initial nonattainment designation for the 2006 PM_{2.5} NAAQS, a conformity determination for this NAAQS must be made by the MPO and the DOT for the MPO's transportation plan and TIP.

The designated non-attainment area is greater than the area of the MPO as evidenced by the map found in Appendix A. 23 CFR 450.314(b) states that if the metropolitan planning area does not include the entire nonattainment or maintenance area, there shall be an agreement among the state department of transportation, state air quality agency, affected local agencies and the metropolitan planning organizations describing the process for cooperative planning and analysis of all projects outside the metropolitan planning area but within the nonattainment or maintenance area. The agreement also must indicate how the total transportation-related emissions for the nonattainment or maintenance area, including areas both within and outside the metropolitan planning area, will be treated for the purposes of determining conformity in accordance with the US Environmental Protection Agency (EPA) conformity regulation. The agreement shall address policy mechanisms for resolving conflicts concerning transportation-related emissions that may arise between the metropolitan planning area and the portion of the nonattainment or maintenance area outside the metropolitan planning area. Such an agreement was executed in May 2010.

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. Staff at the MPO office also includes a Planner.

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

2009 – Seasonal Mobility Task Force Recommendations Report

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

2010 – Seasonal Mobility Task Force Recommendations Report

2010 – Updated FMATS Metropolitan Transportation Plan including a Freight Element

2010 – Updated Public Participation Plan

2010 - Update of the BIKEWAYS Map

2010 – Steese Highway/Johansen Expressway Area Traffic Improvements

2010 – Initiated a Safe Routes to School Program

2010 - Initiated a Non-Motorized Transportation Plan

FMATS ISSUES AND GOALS

Metropolitan Transportation Plan – The urbanized area designation came with the requirement for a long-range 20-year transportation plan. This was a two year effort which resulted in adoption of the final plan in August 2005. A conformity lapse occurred when the long range transportation plan expired on December 31, 2008. FHWA and FTA concurred with FMATS’ decision to submit the 2005 LRTP as the interim long range transportation plan effective through June 30, 2010. Subsequently, the FHWA and FTA approved the extension of the interim plan through August 31, 2010. This plan was updated in FFY10 and includes goals, objectives and performance measures. SAFETEA-LU required the inclusion of new planning factors in the MTP such as safety, environmental mitigation, public transit, operations and management. The plan also must be consistent with the State’s newly documented Strategic

Highway Safety Plan and other comprehensive and regional plans adopted since the 2005 LRTP. Regulations require that the MPO provide citizens, affected public agencies, representatives of public and private transportation employees, freight shippers, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled and other interested parties reasonable opportunity to comment on the MTP. This plan is fiscally constrained.

Transportation Improvement Program – In 2006, FMATS MPO developed and adopted its first official Transportation Improvement Program (TIP) for inclusion in the State Transportation Improvement Program (STIP). Since that time there have been a number of minor and major revisions. The MPO approved its new 2010 – 2013 TIP in August 2009 which was incorporated into the STIP in December 2009. 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. In FFY10, FMATS amended the TIP on two occasions.

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. To this end, FMATS developed its new Public Participation Plan in 2010. This document also contains Goals, associated Key Participation Tools and Performance Measures to be periodically reviewed by FMATS staff to monitor the success of our outreach.

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.

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

Conformity and MOVES - In March, 2010, the EPA announced the availability of the Motor Vehicle Emissions Simulation model (MOVES2010) for estimating emissions from cars, trucks, motorcycles and buses based on analysis of millions of emission test results and considerable advances in the Agency's understanding of vehicle emissions. MOVES2010 is required to be used for new regional emissions analyses for transportation conformity by March 2, 2012. However, an issue FMATS is facing is that this model does not currently do a good job of characterizing Fairbanks area emissions since it does not take into account plug-ins or extended cold starts. In effect, it overestimates PM coming from vehicles. To this end, FMATS has a term contract with an air quality consultant to assist in the development of required program conformity determinations and associated project-level conformity requirements.

Transportation Modeling – A database of traffic and land use for transportation forecasting, environmental analysis, and community planning is maintained under the FMATS program. FMATS converted the QRS Traffic Model to TransCad in 2009-2010, updated population, employment, and household data and is currently expanding the model to cover the entire PM_{2.5} non-attainment area. Expanded traffic counts and vehicle type are also being obtained.

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.

Livability and Complete Streets – Transportation Secretary Ray LaHood has made “livability” one of the the U.S. DOT’s top priorities. Road related investments can play a critical role in improving community livability. Road projects offer a multitude of opportunities to improve the quality of life in their communities and must be tailored to the environments they pass through. Livability principles include providing more transportation choices, promote equitable and affordable housing, enhance economic competitiveness, support existing communities, coordinate policies and leverage investment and value communities and neighborhoods. The U.S. Department of Housing and Urban Development (HUD), U.S. DOT and U.S. EPA have formed a new partnership to help American families in all communities gain better access to affordable housing, more transportation options and lower transportation costs. To this end, the U.S. DOT announced, in April 2010, National Infrastructure Investment Grants using a multi-agency approach for evaluating projects consistent with their “Partnership for Sustainable Communities.” In FFY10, FMATS constructed its first project with funding from both the FHWA and HUD to illustrate this partnership on the ground; funding for new sidewalks in a low and middle-income neighborhood are being funded by HUD and the remaining road improvements by FHWA with the City providing the non-federal share of the project costs.

Financing – The MPO is concerned about securing sufficient funding to move projects to construction. FFY09 and FFY10 broke the trend of rising construction costs and saw lower construction costs principally due to the state of the nation’s economy, but it is uncertain how long that trend will continue. Innovative financing, alternative financing and state funds 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 has been delayed until at least the end of the 2010 calendar year. Draft re-authorization bills appear to be urban-centric and not favorable to a small urban area such as FMATS. At this time, there is no way of knowing what funding Congress may provide to MPOs like FMATS in FFY11 and beyond. Congress has already adopted several short-term extensions of the provisions of SAFETEA-LU until a new reauthorization bill is approved. Therefore, the federal funding allocations in the FMATS FFY11 UPWP budget is conservatively based on FFY10 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 FNSB is also the lead agency for Air Quality issues within the MPO.

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 to ensure emissions are within approved SIP budgets
- Identify and develop additional planning documents as required
- Identify and recommend multi-modal surface transportation 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 Livability, Complete Streets, Smart Growth and Context Sensitive Solutions in all project development phases
- 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 Non-Motorized Transportation Plan, if appropriate, will also be developed under this element to meet special transportation challenges that may arise. The Public Participation Plan will also be implemented and success will be monitored against the performance measures contained therein.

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 Metropolitan Transportation Plan. Requests 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 queries to determine population, number of households, and other information useful to FMATS. When 2010 Census maps become available, new boundaries will be added to the GIS to access the new data.

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 all FMATS Fiscal Progress Reports (ongoing).
 2. Review and revise, as necessary, the prioritization procedure (criteria) 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. Develop the new 2012 - 2015 TIP by September 1, 2011. 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, SAFETEA-LU and the next transportation authorization. Coordinate this update with the State and AMATS, as necessary. Prepare amendments to ensure compliance with regulations.
 5. Conduct business of the MPO in accordance with the newly defined mission, goals and objectives (ongoing).
 6. Chair monthly Technical Committee meetings and organize monthly Policy Committee Meetings (ongoing).
 7. Obtain GIS Support services on an as-needed basis.
 8. Continue work on the development of a freight study and continue efforts to obtain support of the freight community in participation in the FMATS process. Implement the appropriate portions of the FMATS Metropolitan Transportation Plan and Public Participation Plan and monitor progress via analysis of the review of the performance measures
 9. Represent the MPO as a primary stakeholder in the development of the update of the FMATS Metropolitan Transportation Plan.
 10. Monitor legislation, particularly relative to the new highway bill re-authorization and climate change legislation and their impact on the operations of the MPO (2011 - 2012).
 11. Respond to requests from the public, civic groups, legislators and press concerning FMATS transportation planning process, plans, programs, and projects.
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12. 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.
13. Prepare and adopt the 2013 – 2014 UPWP; prepare the draft for review and comments in mid-June 2012 for adoption by mid-August 2012.
14. Attend in-state and out-of state FHWA/FTA sponsored seminars, and training and workshops related to program needs such as modeling, GIS, Smart Growth, Livability and Complete Streets.
15. Attend the Annual FTA Conference, AMPO Conference and APA Conference. Attend TRB National Transportation Planning Applications Conference and Tools of the Trade Conference as funding allows.
16. Develop a Non-motorized Transportation Plan (funded in FFY10 with offset funding and 381 match).

Functional Responsibility: Coordination and document preparation by the MPO Coordinator, FMATS Coordinator's Office with support of the MPO Planner.

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, the Metropolitan Transportation Plan 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. Attend Open House events for FMATS related programs and projects.
 6. Perform site reviews at potential project locations to develop project scopes consistent with land use plans.
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7. Products from the FY 2011 - 2012 Unified Planning Work Program tasks will be provided to DOT&PF for submittal to FHWA and FTA and made available to the public.
8. 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.
9. Provide updated planning assumptions for travel models, as requested.
10. 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 visited DOT&PF on a regular basis to update their image and geodatabase data. 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.
11. Represent the FNSB on the Alaska Railroad Diagnostic Team and the UAF Parking and Circulation Committee within the MPA boundaries.

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.

DOT & PF PLANNING STAFF

1. Provide information to FMATS staff regarding the status of projects in the development process.
 2. Attend Technical and Policy Committee meeting as staff of the MPO.
 3. Initiate projects and prepare all necessary agreements such as match and maintenance agreements.
 4. Review capital budget bills for consistency with FMATS Plans.
 5. Respond to legislative requests regarding FMATS projects.
 6. Participate in the development of the TIP and any amendment thereafter. Review the TIP against the STIP to ensure fiscal constraint prior to the Public Comment period and as necessary.
 7. Assist in the development of the UPWP and any amendment thereafter.
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8. Conduct Road Safety Audits within the MPO on an as needed basis.
9. Perform Air Quality Conformity Analysis, as needed.
10. Provide a list of Short, Medium and Long Range Projects for the donut area for consideration in the travel demand model and the emissions analysis. Perform the conformity determination on the MTP and TIP by December 14, 2010 for PM 2.5.
11. Update the FMATS Area Needs list on an ongoing basis.
12. Perform contract management services, as requested, on behalf of the MPO.
13. Compile quarterly and annual reports from the Coordinator's Office and the Fairbanks North Star Borough and forward to DOT & PF HQs as required.

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

TASK 100 PLANNING PROCESS FUNDING SUMMARY

FFY11

<i>Source of Funds</i>		<i>Amount</i>
FHWA – PL - UPWP		\$232,534
FHWA – STP - TIP		\$161,600
Total Federal Funds		\$394,134
State Funds – HB 381		\$98,100
City of North Pole		\$7,500
State Match		\$4,859
In-Kind Match – FNSB		\$13,093
State Funds – Match – HB 381		\$21,500
Total Funding		\$539,186

FFY12

<i>Source of Funds</i>		<i>Amount</i>
FHWA – PL - UPWP		\$232,534
FHWA – STP - TIP		\$168,100
Total Federal Funds		\$400,634
State Funds – HB 381		\$102,000
City of North Pole		\$7,500
State Match		\$4,859
In-Kind Match – FNSB		\$13,093
State Funds – Match – HB 381		\$22,400
Total Funding		\$550,486

FMATS COORDINATOR'S OFFICE PLANNING PROCESS BUDGET DETAIL

FFY11

<i>Source of Funds</i>		<i>Amount</i>
FHWA – PL - UPWP		\$51,677
FHWA – STP - TIP		\$161,600
Total Federal Funds		<u>\$213,277</u>
State Funds – HB 381		\$98,100
City of North Pole		\$7,500
State Funds – Match – HB 381		\$21,500
Total Funding		<u>\$340,377</u>

FFY12

<i>Source of Funds</i>		<i>Amount</i>
FHWA – PL - UPWP		\$51,677
FHWA – STP - TIP		\$168,100
Total Federal Funds		<u>\$219,777</u>
State Funds – HB 381		\$102,000
City of North Pole		\$7,500
State Funds – Match – HB 381		\$22,400
Total Funding		<u>\$351,677</u>
TWO-YEAR PROGRAMMED FUNDS		<u><u>\$692,054</u></u>

FNSB PLANNING PROCESS BUDGET DETAIL

FFY11

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

FFY12

<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 –2011 – 2012 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 \$83.89

This position is the task manager for Task 100, Planning Process. 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 \$58.70

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 \$55.76

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 IV \$50.67

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 \$50.45

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

FFY11

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

FFY12

<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 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 – Ensure the plan is incorporated into the area wide long-range transportation plan (MTP). This document was finalized in FY09.
- FNSB Coordinated Transportation Plan – Continue reviewing and implementing identified projects to fill gaps in transportation service to the population where improvement is needed through the completion of a Mobility Management plan.
- Transportation Improvement Program (TIP) – Conduct a system assessment and develop a transportation improvements list.
- Training and Technical Assistance – Continue the 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 transit plan and coordinated transportation plan. Along with population growth, these plans take into account current issues including commercial and residential development, population distribution, commuter habits, ridership needs, current transportation providers 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 FFY11
- New and replacement bus shelters
- Design and begin implementation of eligibility assessment process
- Expand the Large Employer Subsidized Transit (LEST) program based on the success of the University of Alaska, Fairbanks
- Development of a Mobility Management Plan

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. The success of the pilot program with the University of Alaska, Fairbanks has seen an increase of 100,000 riders per year. Expansion of the program will focus on other large employers.

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.
 - Coordinated Transportation Plan – Continue development of the Mobility Management Plan to identify gaps in service and identify methods to coordinate transportation service between possible providers, especially focusing on the population demographic that need public transportation.
 - 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 the FNSB Transit Plan and continue implementation (ongoing)
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 2011, 2012)
7. Extend the Large Employer Subsidized Transportation (LEST) program with the University of Alaska and monitor results (September 2011)
8. Continue to explore other potential large employers to participate in the LEST program (September 2011)
9. Develop and implement a major transit ad campaign for 2011.
10. Continue work on the Mobility Management Plan with RLS & Associates, Inc (Winter 2010-11) which include:
 - a. Conduct one-on-one meetings with transportation providers in the FNSB.
 - b. Create an inventory of transportation resources from all providers in the FNSB.
 - c. Conduct a thorough Gap Analysis on transportation services.
 - d. Develop a Moobility Management Plan, including development of a one-stop mobility management center.

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

TASK 200 FNSB TRANSIT SYSTEM PLANNING FUNDING DETAIL

FFY11

<i>Source of Funds</i>		<i>Amount</i>
FTA –SEC.5303		\$82,391
Cash Match - FNSB		\$15,041.
In-Kind Match - FNSB		\$5,556
Total Funding		\$102,988

FFY12

<i>Source of Funds</i>		<i>Amount</i>
FTA –SEC.5303		\$82,391
Cash Match - FNSB		\$15,041
In-Kind Match - FNSB		\$5556
Total Funding		\$102,988
TWO-YEAR PROGRAMMED FUNDS		\$205,976

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

\$77.17

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 CONTINGENCY PROJECTS

TASK 300-A: METROPOLITAN TRANSPORTATION PLAN UPDATE

Purpose: The Fairbanks Metropolitan Area Transportation System (FMATS) Metropolitan Transportation Plan (MTP) was fully updated in 2010. The 2010 FMATS MTP is an effective guide for implementing multi-modal transportation improvements in the Fairbanks area. With the passage of SAFETEA-LU, new regulations require additional planning analyses for MTPs to comply with federal rules and guidelines. These planning considerations were mandatory and required an update of the MTP. The next update of the MTP may occur when the 2010 Census Data becomes available and changes to the current MPO are considered, currently estimated in 2012.

Objective: This update will include a comprehensive review of recently revised Federal regulations and new guidance, if applicable, as well as incorporation of any pertinent census information that may affect the current MPO, particularly in regards to the release of the 2010 census data and any new urban area boundary changes.

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

The FMATS Update Report, completed in 1985, re-evaluated area forecasts through the year 2005 and developed a list of project recommendations to be implemented over the next 20 years. Area wide growth was slower during the late 1980's and early 1990's than projected. Although population growth has increased recently, FMATS projections are now expected to reflect growth through the year 2025. The final LRTP was approved and finalized in August of 2005. This document served as the guiding force for FMATS planning. Revision of this document commenced in FFY08. The Fairbanks Metro 2035: A Plan to Keep You Moving, the FMATS Metropolitan Transportation Plan Update, was approved by the Policy Committee in August 2010.

Methodology: The FMATS MTP Update will be funded over a two year period, FFY 12 and FFY13. A traffic model update is currently underway to incorporate the entire PM 2.5 non-attainment area and the DOT & PF are currently drafting an addendum to the Fairbanks Metro 2035 Plan to incorporate projects within the donut area into the MTP. The FMATS Area Transportation Planner will oversee the Contract Management of this project while the FMATS MPO Coordinator will provide the Project Management function. The update will be performed by a consultant. The DOT & PF has also retained a consultant on a term basis to handle the conformity analysis for the MTP and on a project level basis. The DOT & PF has the responsibility for taking the lead in coordinating the development of the transportation

conformity analysis per the Memorandum of Agreement for the Development of Transportation Conformity Determinations within the Fairbanks PM_{2.5} Non-attainment Area.

Products and Milestones:

1. Update planning assumptions for the traffic model, as required, led by the FNSB Transportation Planner (September 2011 – January 2012).
2. Update the Traffic Model according to the new planning assumptions.
3. Begin work on the MTP update by August 2012.

Functional Responsibilities: FMATS Area Transportation Planner, State of Alaska Department of Transportation and Public Facilities for Contract Management Responsibilities and the FMATS MPO Coordinator for Project Management Responsibilities with the FNSB Transportation Planner responsible for new planning assumptions to be incorporated into the travel model.

TASK 300-B: BICYCLE AND PEDESTRIAN TRAFFIC COUNTS

Purpose: The Fairbanks Metropolitan Area Transportation System (FMATS) Metropolitan Transportation Plan (MTP) has obtained funding to develop a Non-motorized Transportation Plan through the use of funding from FMATS' regular annual allocation of federal funding. Obtaining baseline non-motorized counts will assist in developing forecasts of non-motorized traffic would better FMATS' ability to establish priorities in developing new non-motorized projects.

Objective: FMATS desires to serve all modes of transportation, including non-motorized. While the current traffic model address vehicular traffic and its class, it does not accommodate the forecasts for non-motorized traffic. The Federal Highway Administration released a new policy statement in 2010 on Bicycle and Pedestrian Accommodation. While based on previously existing law and regulation, it is the strongest statement of support for prioritizing bicycling and walking from a sitting Secretary of Transportation. The policy statement reads: "The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide — including health, safety, environmental, transportation, and quality of life — transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes."

Methodology: Currently these non-motorized counts are not collected as part of the traditional traffic data programs. FHWA is now strongly suggesting the collection of this information. Establishing a bicycle and pedestrian counting program is important for city, regional and statewide planners to make informed decisions on non-motorized facilities. To implement such a program the traffic data and forecasting section would need funding to purchase equipment, staff to analyze data, and study how to integrate the data into the statewide traffic data system.

Products and Milestones:

1. Review non-motorized traffic count equipment types and availability.
2. Work with Statewide Traffic Data to develop a standardized method for collecting, storing and analyzing the data.
3. Collect and analyze non-motorized counts within the FMATS area and input into the traffic model. This will require an expansion of the model and to what degree is yet to be determined.

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

TASK 300-C: TRAFFIC MODEL UPDATE TO INCLUDE BICYCLE AND PEDESTRIAN FORECASTS

Purpose: The Fairbanks Metropolitan Area Transportation System (FMATS) Metropolitan Transportation Plan (MTP) has obtained funding to develop a Non-motorized Transportation Plan. Developing forecasts of non-motorized traffic would better FMATS' ability to establish priorities in developing new non-motorized projects.

Objective: FMATS desires to serve all modes of transportation, including non-motorized. While the current traffic model address vehicular traffic and its class, it does not accommodate the forecasts for non-motorized traffic.

Methodology: FMATS, through the DOT & PF, will enter discussions with the consultant who is performing model updates as to the feasibility of incorporating bicycle and pedestrian data and forecasts. Coordination between the Traffic Data Manager and the FMATS Transportation Planner will be essential to ensure any data collected can be easily input into the traffic model. Once a plan is developed, a consultant contract will be let to incorporate the data into the model.

Products and Milestones:

1. Discuss the feasibility of including non-motorized counts in the traffic model. Determine the level of expansion desired.
-

2. Determine when counts will become available and arrange for a consultant to update the model to include the counts.
3. Develop bicycle and pedestrian forecasts.

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



TASK 300 – D: MODELING OF MODE SHIFT/EMISSION REDUCTION POTENTIAL OF BICYCLE AND PEDESTRIAN FACILITIES

Purpose: To forecast the shift from motorized to non-motorized modes of transportation that result from newly linked bicycle and pedestrian facilities.

Objective: To quantify the economic and community health benefits, such as fuel savings, emissions reductions and energy conservation potential that result from the transportation mode shift; thereby diversifying the future funding options available for bicycle or pedestrian facility projects.

Previous Work: In the past, CMAQ funds have been used to fund bicycle and pedestrian improvements because of their inherent ability to reduce emissions. Qualitatively, the better these types of facilities are, the more mode choices the public has at their disposal. If they choose to bike or walk instead of drive, emissions will be reduced. However, this has not been quantitatively measured.

Methodology: This methodology allows for the quantification of the livability benefits applicable to the provision of new non-motorized facilities. It will help make the case for multi-modal corridor improvements, and provide definitive metrics to help decision makers confidently select alternatives and options of bicycle, pedestrian and linked transit features.

The corridor-based approach examines facility alternatives such as bike lanes, adjoining cycle tracks or parallel multi-use pathways or wide sidewalks. The method then incorporates larger corridor conditions, the new *Highway Capacity Manual*-based bicycle, pedestrian, transit and motor vehicle level of service performance measures, surrounding TAZ based demographics, and corridor travelers' characteristics as factors to predict, employing logit- and regression modeling, the number of people who will use the planned active transportation corridor. Benefits to the transportation users of the corridor and the community (fuel savings, greenhouse gas reduction and health benefits) are also calculated. The final result clearly shows the alternatives' expected benefits for infrastructure investment decision making.

This methodology is based upon a number of the reliable methods and tools that have been adopted and/or developed by the Transportation Research Board's *Highway Capacity & Quality of Service Committee*, the National Cooperative Highway Research Program's 3-70 & 3-92 projects and the Florida DOT's multi-year *Conserve By Bike* and *Corridor-Level Mode Shift and Induced Recreational Travel Activity Model* studies.

Products and Milestones:

Products and Milestones:

1. Collection of user intercept data on select high priority bicycle and pedestrian corridors identified in the FMATS Non-Motorized Transportation Plan
2. Based on existing conditions data, produce a calibrated mathematical model that generates the desired economic and community health benefit data

Functional Responsibilities: FMATS MPO Coordinator and staff

TASK 300-A FUNDING DETAIL FOR THE MTP UPDATE

Please note the funding listed in Task 300 is illustrative and an estimate only at this time. No funding has currently been identified for these planning projects.

FFY12

<i>Source of Funds</i>		<i>Amount</i>
Illustrative		\$45,485
Cash Match – MPO HB 381		\$4,515
Total Funding		\$50,000

TASK 300-B FUNDING DETAIL FOR THE BICYCLE AND PEDESTRIAN TRAFFIC COUNTS

FFY12

<i>Source of Funds</i>		<i>Amount</i>
Illustrative		\$45,485
Cash Match – MPO HB 381		\$4,515
Total Funding		\$50,000

TASK 300-C FUNDING DETAIL FOR THE TRAFFIC MODEL UPDATE TO INCLUDE BICYCLE AND PEDESTRIAN FORECASTS

FFY12

<i>Source of Funds</i>		<i>Amount</i>
Illustrative		\$45,485
Cash Match – MPO HB 381		\$4,515
Total Funding		\$50,000

TASK 300-D FUNDING DETAIL FOR THE MODELING OF MODE SHIFT/EMISSION REDUCTION POTENTIAL OF BICYCLE AND PEDESTRIAN FACILITIES

FFY12

<i>Source of Funds</i>		<i>Amount</i>
Illustrative		\$45,485
Cash Match – MPO HB 381		\$4,515
Total Funding		\$50,000

FMATS FFY 11-12 UPWP FUNDING SUMMARY

FFY 11- UPWP BUDGET BY TASK

TASK	% Match	Total FFY 11	Federal Funds	State and Local Funds	Match Fund or Inkind
Task 100 Planning Process	9.03%	\$539,186	\$394,134	\$105,600	\$39,452
Task 200 FNSB Transit System Planning	20.0%	\$102,988	\$82,391		\$20,597
Task 300 FMATS Priorites					
PROGRAM TOTAL		\$642,174	\$476,525	\$105,600	\$60,049

FFY 11 - REVENUE BY FUND SOURCE

	Total FFY11	Subtotals
FHWA METROPOLITAN PL FUNDS	\$183,584	
FHWA METROPOLITAN PL FUNDS - AWP	\$48,950	
FHWA STP FUNDS FROM TIP	\$161,600	
FTA 5303 FUNDS	\$82,391	
TOTAL FEDERAL PARTICIPATING		\$476,525
STATE FUNDS HB 381	\$98,100	
TOTAL STATE PROGRAM FUNDS		\$98,100
CITY OF NORTH POLE	\$7,500	
TOTAL NORTH POLE FUNDS		\$7,500
STATE MATCH FUNDS – (381)	\$21,500	
FNSB CASH MATCH	\$15,041	
STATE MATCH	\$4,859	
LOCAL IN-KIND MATCH	\$18,649	
TOTAL LOCAL AND STATE MATCH		\$60,049
PROGRAM TOTAL	\$642,174	\$642,174

FFY 12 - UPWP BUDGET BY TASK

TASK	% Match	Total FFY 12	Federal Funds	State and Local Funds	Match Fund or Inkind
Task 100 Planning Process	9.03%	\$550,486	\$400,634	\$109,500	\$40,352
Task 200 FNSB Transit System Planning	20.0%	\$102,988	\$82,391		\$20,597
Task 300 FMATS Priorities					
PROGRAM TOTAL		\$653,474	\$483,025	\$109,500	\$60,949

FFY 12 - REVENUE BY FUND SOURCE

		Total FFY12		Subtotals	
FHWA METROPOLITAN PL FUNDS		\$183,584			
FHWA METROPOLITAN PL FUNDS- AWP		\$48,950			
FHWA STP FUNDS FROM TIP		\$168,100			
FTA 5303 FUNDS		\$82,391			
TOTAL FEDERAL PARTICIPATING				\$483,025	
STATE FUNDS HB 381		\$102,000			
TOTAL STATE PROGRAM FUNDS				\$102,000	
CITY OF NORTH POLE		\$7,500			
TOTAL NORTH POLE FUNDS				\$7,500	
STATE MATCH FUNDS – (381)		\$22,400			
FNSB CASH MATCH		\$15,041			
STATE MATCH		\$4,859			
LOCAL IN-KIND MATCH		\$18,649			
TOTAL LOCAL AND STATE MATCH				\$60,949	
PROGRAM TOTAL		\$653,474		\$653,474	

FMATS FUNDING DETAIL REVENUES & EXPENDITURES BY AGENCY

FFY11		TASK 100	TASK 200	TASK 300	TOTAL
		Planning	Transit	FMATS	PLANNING
		Process	System Planning	Contingency	EFFORTS
FHWA - PL	MPO	\$ 183,584			\$ 183,584
FHWA - PL - AWP*	MPO	\$ 48,950			\$ 48,950
FHWA - PL - STIP	DOT & PF				\$ -
FHWA - STP - TIP	MPO	\$ 161,600			\$ 161,600
FTA SEC 5303	MPO		\$ 82,391		\$ 82,391
TOTAL FEDERAL FUNDS		\$ 394,134	\$ 82,391	\$ -	\$ 476,525
STATE FUNDS - HB 381	MPO	\$ 98,100			\$ 98,100
TOTAL STATE FUNDS		\$ 98,100			\$ 98,100
MATCH CONTRIBUTION					
NORTH POLE	NP	\$ 7,500			\$ 7,500
FNSB	FNSB		\$ 15,041		\$ 15,041
STATE HB 381	MPO	\$ 21,500			\$ 21,500
STATE DOT & PF	DOT&PF	\$ 4,859			\$ 4,859
MATCH - IN KIND		\$ 13,093	\$ 5,556		\$ 18,649
TOTAL MATCH		\$ 46,952	\$ 20,597	\$ -	\$ 67,549
TOTAL FFY11		\$ 539,186	\$ 102,988	\$ -	\$ 642,174

FFY12		TASK 100	TASK 200	TASK 300	TOTAL
		FNSB Planning	Transit	FMATS	PLANNING
		Process	System Planning	Contingency	EFFORTS
FHWA - PL	MPO	\$ 183,584			\$ 183,584
FHWA - PL - AWP*		\$ 48,950			\$ 48,950
FHWA - STP - TIP	MPO	\$ 168,100			\$ 168,100
FTA SEC 5303	MPO		\$ 82,391		\$ 82,391
TOTAL FEDERAL FUNDS		\$ 400,634	\$ 82,391		\$ 483,025
STATE FUNDS - HB 381	MPO	\$ 102,000			\$ 102,000
TOTAL STATE FUNDS		\$ 102,000			\$ 102,000
MATCH CONTRIBUTION					
NORTH POLE	NP	\$ 7,500			\$ 7,500
FNSB	FNSB		\$ 15,041		\$ 15,041
STATE HB 381	MPO	\$ 22,400			\$ 22,400
STATE DOT & PF	DOT&PF	\$ 4,859			\$ 4,859
MATCH - IN KIND		\$ 13,093	\$ 5,556		\$ 18,649
TOTAL MATCH		\$ 47,852	\$ 20,597		\$ 68,449
TOTAL FFY12		\$ 550,486	\$ 102,988		\$ 653,474

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.

Donut Area - A donut area is defined in 40 CFR 93.101 as a geographic area outside a metropolitan planning area boundary, but inside a designated nonattainment or maintenance area boundary that includes an MPO.

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) – Modal agency 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) – Modal agency 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.

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

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 – FAIRBANKS URBAN AREA BOUNDARY MAP

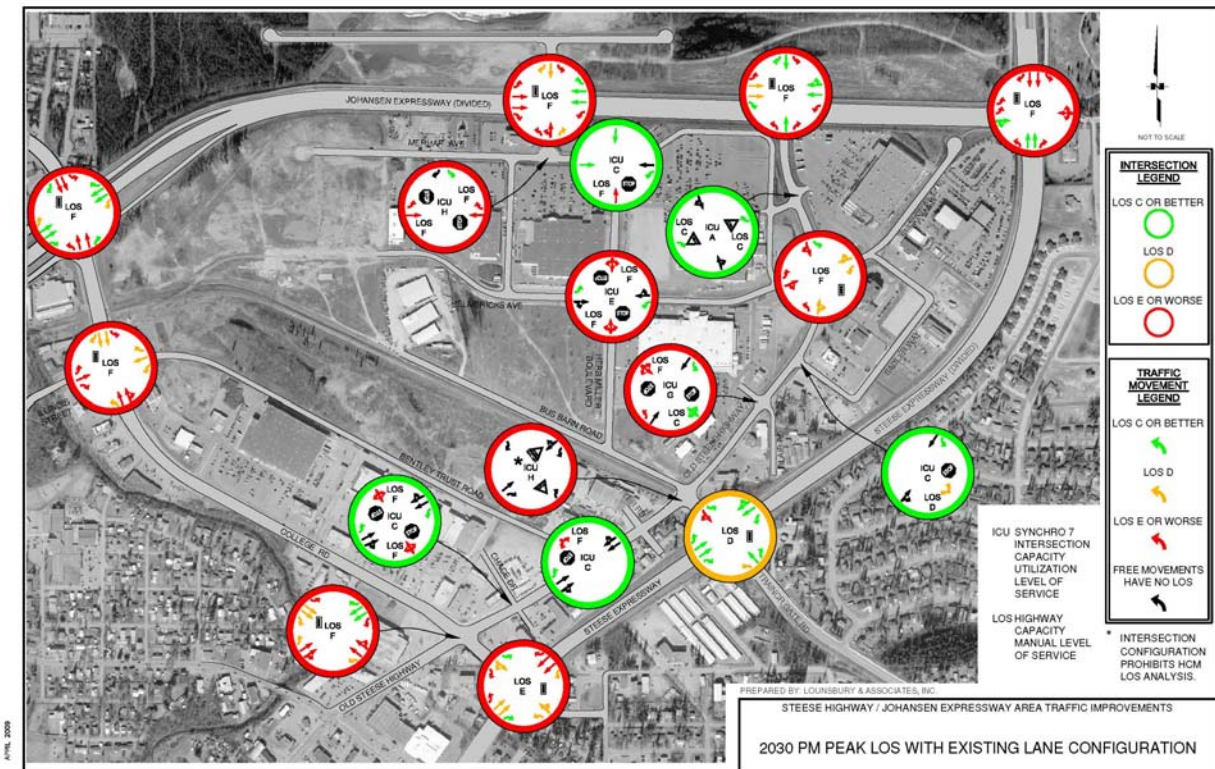


APPENDIX B - OTHER LOCAL TRANSPORTATION PLANS

STEESE HIGHWAY/JOHANSEN EXPRESSWAY AREA TRAFFIC IMPROVEMENTS

Purpose: This study examined traffic circulation issues surrounding the Bentley Trust commercial property, bounded by the Old Steese Highway, Johansen Expressway, and College Road. It will develop alternatives to relieve congestion and improve safety for all transportation modes. **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.

Rapid commercial development in the area has overwhelmed the existing roads and intersections. Limited access to the area contributes to the congestion. Lack of sidewalks is a safety concern and limits pedestrian movements. As development continues, congestion and delay will worsen.



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.
- Roundabout options at College-Steese and Old Steese Highway, Helmericks-Old Steese, Helmericks and Herb Miller, and College-Illinois
- Steese-Johansen Roundabout Interchange, Directional Interchange, roundabout, Continuous Flow Intersection, Flyover
- Helmericks Extension RR Crossing and upgrade of the Bentley Trust Road

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: Steese Highway/Johansen Expressway Area Traffic Improvement Study, including future project recommendations with timelines to alleviate congestion and improve traffic movement and safety **Funding:** This project is funded with State GO Bond Funding.

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

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 (LRTPMTP). This document will be finalized in FY09. FFY09 FFY11.
- FNSB Coordinated Transportation Plan – Continue reviewing and implementing identified projects to fill gaps in transportation service to the population where improvement is needed through the completion of a Mobility Management plan.
- 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.

Comment [r14]: This does not compute. The FFY09 annual report said this was completed and posted? Please explain. Are you starting a new plan?

Comment [r15]: The previous UPWP said you were going to initiate a training program.. The 2009 annual report lists some training. Please clarify.

Previous and Ongoing Work: The FNSB has completed a draft transit plan and coordinated transportation plan. Along with population growth, these plans takes into account current issues including commercial and residential development, population distribution, commuter habits, ridership needs, current transportation providers 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:

Comment [r16]: See earlier comment r14.



- 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-FFY11~~
- New and replacement bus shelters
- Design and begin implementation of eligibility assessment process
- ~~Implement~~ Expand the Large Employer Subsidized Transit (LEST) ~~pilot~~ program ~~with~~ based on the success the University of Alaska, Fairbanks
- Development of a Mobility Management Plan

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. The success of the pilot program with the University of Alaska, Fairbanks has seen an increase of 100,000 riders per year. Expansion of the program will focus on other large employers.~~

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.
 - Coordinated Transportation Plan – Continue development of the Mobility Management Plan to identify gaps in service and identify methods to coordinate transportation service between possible providers, especially focusing on the population demographic that need public transportation.
 - 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~~ continue implementation (ongoing) (~~November 2008~~ Fall 2011)
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~~ 2011, 2012)
7. ~~initiate~~ Extend the Large Employer Subsidized Transportation (LEST) program with the University of Alaska and monitor results (~~Fall 2008~~ September 2011)
8. Continue to explore other potential large employers to participate in the LEST program (September ~~2009~~ 2011)
9. Develop and implement a major transit ad campaign for ~~2009~~ 2011.
10. Continue work on the Mobility Management Plan with RLS & Associates, Inc (Winter 2010-11) which include:
 - a. Conduct one-on-one meetings with transportation providers in the FNSB.
 - b. Create an inventory of transportation resources from all providers in the FNSB.

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- c. Conduct a thorough Gap Analysis on transportation services.
- 9.d. Develop a Moobility Management Plan, including development of a one-stop mobility management center.

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

TASK 200 FNSB TRANSIT SYSTEM PLANNING FUNDING DETAIL

FFY1109

Source of Funds		Amount
FTA –SEC.5303		\$ 59,309 82,391
Cash Match - FNSB		\$ 20,598 915,040.76, 782
In Kind Match – FNSB In Kind Match – FNSB		\$5556.24\$ 5,045
Total Funding		\$74,136102,989

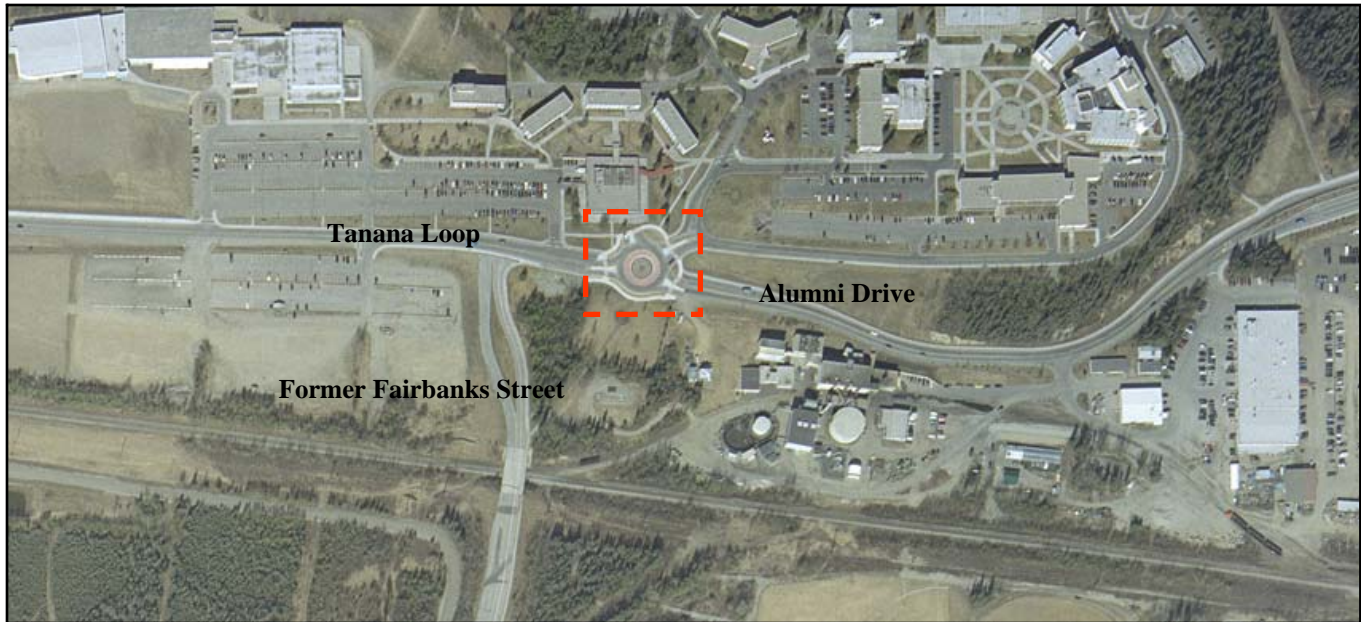
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FFY120

Source of Funds		Amount
FTA –SEC.5303		\$ 59,309 82,391
Cash Match - FNSB		\$ 20,598 915,040.76, 782
In Kind Match – FNSB In Kind Match – FNSB		\$5556.24\$ 5,045

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Roundabout at Tanana Loop and Alumni Drive



Background

Since the reopening of Alumni Drive and completion of Thompson Drive, the intersection of Tanana Loop and Alumni Drive is the busiest intersection on UAF's Fairbanks Campus. The intersection serves as the junction between off-campus access points from the east and west to all points on the UAF campus to the north.

The existing intersection consists of a three-way stop intersection with multiple yield-only pocket turns and a yield-only merge lane, making it essentially a five-way intersection. Stop and yield signs control the existing intersection.

Approximately 8,000 vehicles travel through this intersection each day. During the summer season, a majority of the use is pass-through traffic linking the west side of Fairbanks (Ester, Goldstream Valley) to the central part of town. During the academic school year, traffic through the intersection accesses drop-off zones and parking lots associated with the academic core facilities of campus. Queuing times during peak traffic flow and pedestrian/vehicular interaction give the intersection a D grade.

Safety Issues

UAF Police Department traffic data shows that there have been five recorded accidents from the beginning of 2002 through 2007. Installation of a roundabout will alleviate congestion, making the intersection safe for both pedestrians and vehicles.

Roundabouts are safer than signalized intersections because there are fewer opportunities for vehicles paths to cross, thereby greatly reducing the potential for accidents. Modern roundabouts are not the same as traffic circles that were built in Europe and some east coast cities during the early 1900's. Instead, roundabouts work much more like a "right on red" intersection on a one-way street.

Project Scope

The proposed project will install a single lane roundabout to reduce the number of intersection incidents, increase cross campus traffic flow efficiency, decrease queuing time, provide increased vehicle capacity, and provide safer pedestrian crossings.

Estimated Project Cost: \$2.5M



Background

Vehicular motions on the UAF campus are limited by a few minor collector roads and streets. Traversing campus from east to west is the most common trip route. One route east to west (Yukon Drive) provide a high opportunity for pedestrian interactions and thus the route's speed is greatly reduced.

The 2003 Parking and Circulation study and subsequent 2010 UAF Campus Master Plan recommended an alternate route be provided for east to west traffic. The route would essentially replace the Yukon Drive collector. The most logical new route would be the completion of Tanana Loop on the north side of campus. The completion of that loop would improve circulation, increase accessibility to the West Ridge research facilities, provide a multi-modal connection to future campus growth, and reroute traffic from high pedestrian walkways along Yukon. The new east-west route would also provide better access to the UAF ski and walking trails and include at least one trail head directly off of the new road onto the Skarland trail system.

Safety Issues

The UAF Fairbanks Campus is a walking campus with two distinct research and teaching zones; lower campus and the West Ridge. Hourly, hundreds of students traverse the Yukon Drive corridor. Yukon Drive though is the main vehicular access route from the east wide of campus to the west side, especially for employees and students whom reside in the Farmers Loop and College Road areas.

Project Scope

Funding would allow for the completion of the approximately one mile North Tanana Loop Road, provide access roads to the Reichardt Facility, the Museum of the North, parking lots North of West Ridge Research Complex, bike trail access and access to the campus trail system. The scope of the work will include removal of silt and organics, construction of a stable road bed, installation of storm water systems, installation of pedestrian facilities, and paving of the road bed.

Estimated Project Cost: \$2.25M

Proposed Additional Work: Storm Drain Mainline Replacement

23rd Avenue Improvements

HPRM-0608(11)/60745

Existing Project Scope: Reconstruct 23rd Avenue (Lathrop to Cushman Street), which includes grading, storm drain improvements, curbing, sidewalks, paving and signal upgrades.

Proposed Storm drain change order. As recommended by City of Fairbanks Utility Engineer, Robert Pristash, P.E., this proposal is an option to upgrade the existing 24" and 18" corrugated-steel pipe storm drain mainline on 23rd Avenue from Wilson Street to Bjerremark Street. The proposed new storm drain mainline will be an 18" polyethylene pipe with a smooth interior. The curb inlets into the storm drain system will be new installations as well.

During the previous project on 23rd Avenue, the existing 30-year old steel pipe system was uncovered and found to be corroded with a high expectation of failure. If not replaced, this could cause failures in the new road, curb and gutter, and sidewalk facilities constructed under the improvements project.

Benefits of the Proposal:

- Polyethylene pipe has a smooth interior, which is less costly to clean, greatly improves flow characteristics.
- Polyethylene pipe is not subject to corrosion and less likely to freeze when water is introduced into the system during winter storms, waterline leaks, etc. If it does freeze, it is easier to thaw than steel pipe.
- The pipe is air-tested to assure water-tightness.

This change would reduce maintenance costs, add capacity for future expansion, and provide a water tight, more manageable system to the City of Fairbanks.

Proposed Storm drain change order (final negotiated amount)

\$246,520

Total Original Contract Amount =	\$2,405,270
New Contract Amount if CO approved =	\$2,651,790

COST COMPARISON OF OVERALL PROJECT PH 4 Orig vs with this Change		
	Original Construction Contract Amount (not including CO)	New Construction Contract Amount (including this CO)
Construction Contract Amount	\$2,405,270	\$2,651,790
City CENG (MOA w City)	\$85,000	\$99,900
DOT/PF CENG	\$481,054	\$530,358
SUBTOTAL	\$2,971,324	\$3,282,048
ICAP 4.79%	\$142,326	\$157,210
TOTAL PH 4 Funding required	\$3,113,650	\$3,439,258
OVERALL PROJECT CURRENT FHWA FUNDING	\$2,940,459	\$2,940,459
CURRENT FUNDING FROM CITY HUD GRANT	\$500,000	\$500,000
SUBTOTAL AVAILABLE FUNDING	\$3,440,459	\$3,440,459
REMAINING BALANCE	\$326,809	\$1,201

Budget October 2010 - September 2011
Fairbanks Metropolitan Area Transportation System
Coordinator's Office

DRAFT

Budget Item	Proposed Amount	Description
Personnel Services		
Salaries, Full-time (2 positions)	\$ 226,000.00	Coordinator's and Assistant's Salary loaded at 1.37;
Contractual Services	\$ 20,000.00	mapping and GIS Support; logo creation, other consultant services
Materials and Supplies	\$ 25,000.00	Conference table; mailings, copies, supplies, toner, presentation materials, meeting supplies; maps
Utilities		
Telephones and Facsimilie	\$ 3,150.00	cell
Meetings	\$ 10,000.00	Meet with AMATS and State HQ to discuss issues affecting MPOs (ANC), Juneau, DC
Training	\$ 10,000.00	NHI Courses, AMPO Conference, APA Conference, Transit Conference
Advertising	\$ 30,000.00	Twice monthly for meetings plus adds for special meetings
	<hr/>	
	\$ 324,150.00	
ICAP estimated at 5%	\$ 16,207.50	
Total Budget	<u><u>\$ 340,357.50</u></u>	

FUNDING BY SOURCE
AS SHOWN IN THE TIP

381	\$ 98.1
PL	\$ 51.7
FEDCTP	\$ 161.6
M381	\$ 21.5
NP	\$ 7.5
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	\$340.4

FMATS TIP OBLIGATION STATUS REPORT - FFY10

8.11.10

FMATS ALLOCATION TOTALS

FMATS ALLOCATIONS	PHASE	AMOUNT	FFY10 OBLIGATIONS	PERCENT OBLIGATED
FMATS CTP & TRAAK ALLOCATION	All	\$9,682.9	\$5,252.0	54%
FMATS CMAQ ALLOCATION	All	\$6,685.0	\$6,685.0	100%
FMATS GRANDFATHER STIP ALLOCATION	All	\$5,500.0	\$5,101.1	93%
DEOBLIGATIONS	All	\$5,435.6	\$2,912.4	54%
TOTAL		\$27,303.5	\$19,950.5	73%

CTP/TRAAK FUNDING

AKSAS	CTP/TRAAK	PHASE	OBLIGATION DATE ESTIMATE	TIP AMOUNT	FFY10 OBLIGATIONS	PERCENT OBLIGATED	COMMENTS
62164	College Road Rehabilitation	2	08.01.10	\$400.0	\$25.5	6%	Design to submit
63784	Gillam Way Upgrades	2	08.01.10	\$300.0	\$0.0	0%	to HQ 8.4.10
62317	Illinois Street Reconstruction (Grandfather)	4	8.1.10	\$5,337.5	\$5,101.1	96%	Sent to HQ 7.27.10
62317	Illinois Street Reconstruction	2	08.01.10	\$337.5	\$0.0	0%	to HQ 8.11.10
62317	Illinois Street Reconstruction	7	08.01.10	\$559.3	\$0.0	0%	to HQ 8.11.10
63158	Nordale Road Pavement Rehabilitation	4	04.19.10	\$2,909.0	\$2,909.0	100%	
65199	Phillips Field Road Upgrade	4	08.01.10	\$315.6	\$0.0	0%	Sent to HQ 7.28.10
76717	Preventive Maintenance Program	2	12.21.09	\$55.0	\$55.0	100%	
76717	Preventive Maintenance Program	4	8.1.10	\$1,795.3	\$1,795.3	100%	obligated 4.19.10 for \$261.9; obligated 443.9 5.24.10; obligated \$522.9 on 5.24.10; 63.9 on 7.1.10; signal project 8.4.10
63289	South Cushman: Mitchell to Sanduri	2	12.21.09	\$43.0	\$43.0	100%	
63768	Birch Hill Bicycle Path	2	08.01.10	\$400.0	\$0.0	0%	sent 7.22.10
60745	23rd Avenue Improvements	4	6.7.10	\$260.0	\$260.0	100%	
60747	Leasure Subdivision	4	8.1.10	\$500.0	\$0.0	0%	Sent 8.2.10
63213	University Avenue Widening	7	8.1.10	\$1,521.3	\$0.0	0%	Holding until 8.18.10
				\$64.3			
77198	FMATS Coordinator's Office	8	12.17.09	\$164.2	\$164.2	100%	includes M381
	TOTALS			\$14,962.0	\$10,353.1	69%	
	Less Grandfathered Funding			5,337.5	5,101.1		
	CTP/TRAAK TOTALS			\$9,624.5	\$5,252.0		

DEOBLIGATED FUNDING

AKSAS	DEOBLIGATIONS	PHASE	OBLIGATION DATE STATUS	TIP AMOUNT	FFY10 OBLIGATIONS	Percent Obligated	COMMENTS
60434	Cowles Street Upgrades	4	02.02.10	\$82.0	\$81.4	99%	
25556	North Pole Road/Rail Crossing Reduction		8.1.10	\$1,000.0	\$1,000.0	100%	Transfer complete 8.10.10
63745	FMATS Non-Motorized Transportation Plan	8	8.1.10	\$100.0		0%	Sent to HQ 7.14.10
63135	LED Street Light Conversion	2	1.26.10	\$25.0	\$25.0	100%	
63135	LED Street Light Conversion	4	7.1.10	\$215.4	\$215.4	100%	
63559	LED Street Light Conversion	2	7.2.10	\$150.0	\$150.0	100%	
63559	LED Street Light Conversion	4	8.18.10	\$332.1			Potential request
63102	Illinois Street Reconstruction	7	8.1.10	\$1,092.7		0%	Holding until 8.18.10
65199	Phillips Field Road Upgrades	4	5.17.10	\$130.0	\$129.7	100%	
65199	Phillips Field Road Upgrades	4	7.25.10	\$139.6		0%	Sent to HQ 7.28.10
76717	Preventive Maintenance	2	12.21.09	\$105.0	\$105.0	100%	
76717	Preventive Maintenance Program	4	8.15.10	\$80.0	\$0.0	0%	sent 7.26.10
76717	Preventive Maintenance	4	7.20.10	\$64.0	\$42.8	67%	
63727	South Cushman: 15th to Mitchell	2	7.7.10	\$700.0	\$700.0	100%	
63289	South Cushman: Mitchell to Sanduri	2	6.15.10	\$248.0	\$248.0	100%	Request sent 6.8.10
63213	University Avenue Widening	7	8.1.10	\$146.4		0%	Sent 8.10.10
61175	Van Horn Road Rehabilitation	4	3.16.10	\$107.1	\$107.1	100%	
63158	Nordale Road Pavement Rehabilitation	4	4.19.10	\$2.9	\$2.9	100%	
62023	North Pole Citywide Pavement Rehabilitation	4	7.21.10	\$215.8		0%	Sent to HQ 7.20.10
60827	Wendell ADA Improvements	2	4.28.10	\$90.1	\$90.1	100%	
60827	Wendell ADA Improvements	4	7.31.10	\$229.5			Sent to HQ 8.6.10
60669	North Pole Bike Path and Rehab Connections	2	04.28.10	\$15.0	\$15.0	100%	
60747	Leasure Subdivision	7	8.1.10	\$165.0		0%	Sent 8.2.10
	DEOBLIGATION TOTALS			\$5,435.6	\$2,912.4	54%	

FMATS TIP OBLIGATION STATUS REPORT - FFY10

8.11.10

CMAQ FUNDING

AKSAS	CMAQ	PHASE	OBLIGATION DATE STATUS	TIP AMOUNT	FFY10 OBLIGATIONS	PERCENT OBLIGATED	COMMENTS
63494	L RTP Conformity/Modeling Analysis	8	2.3.10	\$160.0	\$160.0	100%	
63151	Curb Corner Upgrades	2	6.2.10	\$35.0	\$35.0	100%	
24756	Bus Shelters	all		\$400.0	\$400.0	100%	DOT completing transfer
62094	Low Sulfur Fuels Impacts Study	2		\$90.0	\$90.0	100%	
63720	Fairbanks Fine Particulate Matter Planning and Control	all	7.1.20	\$6,000.0	\$6,000.0	100%	
CMAQ TOTALS					\$6,685.0	100%	

EARMARK FUNDING

AKSAS	EARMARKS	PHASE	OBLIGATION DATE STATUS	TIP AMOUNT	FFY10 OBLIGATIONS	PERCENT OBLIGATED	COMMENTS
60745	23rd Avenue Improvements	4	5.15.10	2,681.4	2,681.4	100%	did not use 1702 funding
60747	Leasure Subdivision	2	12.29.09	\$90.0	\$90.0	100%	
62023	North Pole Citywide Pavement Rehabilitation	2	7.31.10	\$769.2	\$0.0	0%	
63282	FMATS Sign Replacement Project	4	7.30.10	\$973.6	\$0.0	0%	Sent to HQ 8.10.10
EARMARK TOTALS					\$3,570.6	78%	

End of FFY10 Status

August 11, 2010

PROJECT	PAGE	CHANGE						REASON FOR PROPOSED CHANGE
		AMOUNT	FROM	TO	Funding Code	Year	Phase	
De-Ob Funding to Date								
Phillips Field Road Upgrades		\$1,459,521.0	deobligated					
Fairbanks Load Centers		\$18,362.0	deobligated					
Holmes Road Reconstruction		\$94,860.0	deobligated					
FNSB Surface Treatments		\$107,294.0	deobligated					
North Pole Signing		\$6,539.0	deobligated					
Load Centers		\$251,549.0	deobligated					
Chena Pump/Chena Small Tracts		\$404,931.0	deobligated					
Nordale Road Rehabilitation		\$883,668.0	deobligated					
23rd Avenue Improvements			hold to FY11	\$364,188.0				
Surface Upgrades			hold to FY11	\$155,867.0				
LED Street Light Conversion		\$2,208,897.0	deobligated					
Total De-Ob Funding to Date		\$5,435,621.0	Available for other uses					
Committed De-Ob Uses:								
Cowles Street Upgrades		\$82,000.0	obligated					
FMATS LED Lights		\$25,000.0	obligated					
Nordale Road Rehabilitation		\$2,918.0	obligated					
Preventive Maintenance-PH2		\$105,000.0	obligated					
Van Horn Road		\$107,100.0	obligated					
FMATS LED Lights-PH2-Stage		\$150,000.0	obligated					
Fairbanks-NP Rail Real. PH1		\$1,000,000.0	Approved by PC					
South Cushman: 15-Mitchell		\$700,000.0	obligated					
South Cushman Mitchell to Sanduri		\$248,000.0	\$248.0 obligated					
Leasure Subdivision PH7		\$165,000.0	Approved Amd 1 and PC 5.19.10					
Wendell ADA PH2		\$90,000.0	obligated					
FMATS Non-Motorized Plan		\$100,000.0	Approved by PC					

End of FFY10 Status

August 11, 2010

PROJECT	PAGE	CHANGE					REASON FOR PROPOSED CHANGE
		AMOUNT	FROM	TO	Funding Code	Year	
North Pole Citywide Pavement Rehabilitation		\$215,800.0	Approved by PC				
North Pole Bike Trail Rehab		\$15,000.0	\$15,000 obligated				
Phillips Field Road Upgrades PH4		\$130,000.0	obligated				
LED Street Light Conversion PH4		\$215,400.0	\$215.4 obligated				
Wendell ADA		\$229,500.0					
Preventive Maintenance -Bike Path Rehab		\$63,959.0	obligated				
Preventive Maintenance -Crack Sealing		\$80,100.0	obligated				
Phillips Field Road Upgrades PH4		\$139,600.0	request 7.12.10				
Illinois PH7		\$1,092,700.0	Approved by PC				
University Avenue		<u>\$146,400.0</u>	Approved by PC				
Total Committed De-Obligations		\$5,103,477.0					
Remaining Funds to be Obligated		\$332,144.0					