



POLICY COMMITTEE MEETING

Wednesday, October 15, 2008, 10:00 AM – 12:00 AM
State of Alaska, DOT&PF, 2301 Peger Rd, Main Conference Room

1. Call to Order
2. Introduction of Members and Attendees
3. Public Comment Period (3 minute limit)
4. Approval of the October 15, 2008 Agenda
5. Approval of the September 17, 2008 Minutes
6. Committee Reports
 - a. FMATS Coordinator Report
 - b. Technical Committee Report (Todd Boyce)
 - Action Items from 10/1/08 Meeting
7. Old Business
8. New Business
 - a. Fairbanks Area AGIA Project List Update
 - b. FNSB Coordinated Transportation Plan 2009 – 2010 and the short term Coordinated Transportation Prioritized Proposals (Action Item)
 - c. Election of Policy Committee Chair for 2009 (Action Item)
 - d. FMATS Policy Committee Meetings for 2009 (Action Item)
9. Public Comment Period (3 minute limit)
10. Other Issues
11. Informational Items
 - a. Approved 2009 – 2010 UPWP
 - b. Approved 2009 – 2012 TIP Development Timeline
12. Adjourn

Next Scheduled Policy Committee Meeting 10:00 a.m., November 19, 2008 at 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 – September 17, 2008

1. Call to Order

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

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, Northern Region
* Mayor Terry Strle	City of Fairbanks
* Mayor Jim Whitaker	Fairbanks North Star Borough
* Mayor Doug Isaacson	City of North Pole
* Luke Hopkins	FNSB Assembly Representative
* Chad Roberts	Fairbanks City Council Rep.
* Alice Edwards	ADEC Director, Air Quality Division
*** Donna Gardino	FMATS Coordinator <i>by teleconference</i>
*** Joan Hardesty	DEC, Air Quality
*** Glenn Miller	FNSB Transit
** Todd Boyce	absent - FNSB, Planning
** Mike Schmetzer	City of Fairbanks
Jennifer Yuhas	FNSB Mayor's office
Jerry Colp	City of Fairbanks
Bob Pristash	City of Fairbanks
Guy Sattley	FNSB Assembly
Gerald Rafson	DOT&PF Planning Chief
Ethan Birkholz	DOT&PF, Planning Manager
Margaret Carpenter	DOT&PF, Transportation Planner
Alexa Greene	DOT&PF, Assistant Transportation Planner
Jo Schlotfeldt	DOT&PF
Bob Tilly	URS Alaska
Marie Pagel	URS Alaska
John Phillips	
Mr. & Mrs. Bill Zito	

3. Public Comments

Guy Sattley spoke on the issue of PM2.5 non-attainment area boundaries. He hoped when the boundaries are set, they are much smaller than the Borough boundaries. The IM boundaries were set at the Borough boundaries because of the automobile registrations, etc., not because of pollution in outlying areas. He encouraged the Policy Committee to do whatever it could to have the smallest possible boundaries on the map, because that area is where the problem exists, if there is a problem.

4. Approval of the September 17, 2008 Agenda

- **MOTION** to approve the September 17, 2008 agenda with addition of November Ballot Bond Proposition and Northern Region AGIA Project List under Informational Items. (Strle/Whitaker). No opposition. Approved.

5. Approval of August 20, 2008 Policy Committee minutes

- **MOTION** to approve the August 20, 2008 minutes as written. (Isaacson/Strle) No opposition. Approved.

6. Committee Reports

a. Technical Committee report.

Ethan Birkholz reported the Technical Committee discussed the obligation status. The North Pole to Fairbanks Bike Path Project was scored, summaries of that scoring were sent to members. Glenn Miller reported the PM 2.5 issues to the Technical Committee. The Fairbanks AGIA list was deferred, it will be recommended at the next Policy Committee. The only action item recommended for approval was the TIP Timeline Extension.

7. Old Business None.

8. New Business

a. Obligation Plan Status

Ethan Birkholz presented information included in the meeting packet which shows the projects obligated @ 100%, though some are at FHWA for expected final approval. The program is fully obligated this year.

b. TIP Timeline Extension

Ethan Birkholz noted an aggressive timeline for the 2009-2012 Draft TIP was proposed at the last meeting for the Technical Committee to develop. Many projects needed better estimates confirmed by DOT Design, therefore the Technical Committee decided to move the timeline back two months.

Luke Hopkins suggested dates be extended to cover the holiday period, when many people travel, to have a true 30 day comment period. Ethan Birkholz noted there would be minimal impact to move everything back three months instead of two. Design would need the time. Doug Isaacson asked questions regarding moving the timeline sooner, rather than later. Steve Titus said the timeline extension would give citizens time to comment and Design the time to give more adequate estimates.

- **MOTION** to amend the motion to dates as described in the packet: #12 revised to December 17, 2008; #13 revised to January 1-30, 2009; #14 for Technical Committee revised to February 4, 2009 and for Policy Committee revised to February 18, 2009; #15 revised to February 25, 2009; #16 revised to March 4, 2009. (Hopkins/Isaacson) None opposed. Approved.
- **MOTION** to approve the revised schedule of the 2009-2012 TIP Development Timeline as amended. (Edwards/Strle) None opposed. Approved.

c. Proposed use of Grandfathered funds for Railroad

Steve Titus spoke regarding the letter included in the meeting packet from DOT Headquarters, Deputy Commissioner Frank Richards that discusses the use of the

grandfathered funds for University Avenue and Illinois Street. This letter says the grandfathered funds can only be used for those two projects. Mayor Whitaker disagreed with Frank Richards. Mr. Richards wasn't here or part of the discussions and Mayor Whitaker was part of the discussions. It brings significant tension to the local consideration and the need for a forward movement on the railroad relocation. There are several components to the letter that are subject to question. He suggested leaving the previous action as it is and ask Mr. Richards to come to Fairbanks and make his case. At the same time, the committee should look for other funding sources that may be available for the EIS and EA for the railroad. It brings into focus the potential for an ongoing conflict between the state and the local effort to control the direction of funds for projects and the priorities those projects are given. Mayor Whitaker was fearful that the time would come when the FMATS Chair and his predecessor would be put into a conflicted position; that time has come. He did not recommend there be a change in regard to the chairman, but to ask the committee to think about that potential to avoid as FMATS has become more stable and roles defined. He suggested the action be left in place until there is clarification or until the matter is resolved.

Mayor Whitaker had discussions a couple years ago directly with the Governor and his Chief of Staff on this issue. It filtered down that these funds would be made available.

Steve Titus had discussed the grandfathered funds issue with the Project Control group at DOT Headquarters, directed by Jeff Ottesen who reports to Frank Richards. They did visit with the governor's office to check on this issue but they did not find any verbal or written records. Mr. Titus said he did not feel that he was conflicted, as he was taking direction from Headquarters on how they view this funding.

Luke Hopkins said Peter Serrano gave an initial answer about the definition of the project and asked if there was any further clarification. Mr. Serrano was deferring to the funding issue, which is a separate issue from the definition.

Steve Titus said FHWA declined to answer about the definition until the grandfathered funding was resolved, then they would be willing to comment on that.

Mayor Strle said if there was a deal made, there is no paper trail. Until someone is found that says we can do this, we have to rescind the motion the committee made. She said she is willing to invite Mr. Richards to come talk to the committee. Even though the governor may be tied up with other things, we still need to move forward.

Mayor Isaacson said action should be deferred. He questioned the extent to which Mr. Titus has gone to bat for this issue. He suggested the question be asked of Headquarters about why this shifted in the middle where we were under one operating consideration and we act upon it, then find out we cannot do it. He would like to hear from Mr. Richards and wants a second opinion.

Steve Titus said the motion reflected the wishes of the committee and, as the records show, he voted against it. He said he went to bat for obtaining a determination, but had no influence over the determination. The Deputy Commissioner and the Director of Project Control spent a lot of time researching this and came back with a decision. FMATS should be careful should we continue down the track using this money for the railroad EA and EIS, we run the risk of losing it out of the TIP because it looks like we are saying we don't need it for the other projects, when in fact we do need it for the other

projects. Steve Titus would have liked to hear from the railroad representative today to hear the railroad's efforts in pursuing funding for the EA and EIS.

Chad Roberts read a section of the letter regarding a consequence of pursuing this course of action would be a regulatory need to evaluate new proposed use of funds against the full universe of non-metro project needs. He asked if that would mean another state level above the committee would oversee what FMATS decides to do.

Steve Titus said it has been his understanding that the grandfathered funds for University Avenue and Illinois Street were a fund source dedicated towards those projects only. This group had said to take some of that funding for another project. If that is done, obviously University Avenue and Illinois Street projects don't need that money. He thinks they do need that money. According to Mr. Richards, that money can't move. There may be other information that says it is not a restricted fund source.

Chad Roberts said there was a set of criteria that Mayor Whitaker's office investigated and showed that money was allocated. There are two different, opposing sets of criteria.

Mayor Whitaker said under FHWA guidelines, it was concluded the funding was applicable to the railroad project. The DOT headquarters decision is subjective. It would be appropriate to get the objective decision from FHWA regarding the utilization of these funds. The subjectivity of the state's decision could be some consideration.

Luke Hopkins said the action voted on was to put these projects into the TIP and make the allocations in the TIP from the grandfathered funds. That document is the committee's document until it is submitted to the approval process that moves forward through headquarters and on to FHWA. He said this committee should keep that action going. This committee can put what we want into the 2009-2012 TIP for the fund source for the projects and if we approve that, that would be occurring at the same time. If we want to hear from Frank Richards, we can and we can have other actions going on in the meantime to define this. We wait to hear from FHWA on the project definition. What we are trying to do is move these railroad crossings away from major roadways. This committee should just continue on advancing these new projects into the TIP.

Alice Edwards said the grandfathered funds predate the MPO, a specific allocation is given for FMATS, and these two grandfathered funds are sitting on top of a normal formula allocation that comes to the MPO. These funds have been handled as these two projects in context, perhaps, of the STIP as opposed to the FMATS TIP. If we start to move these around, it looks like they are suggesting these projects would then compete with all the other projects in the state that are using the community transportation program because it is above and beyond our normal allocation.

Steve Titus said these funds were there before the MPO and these two projects were so big that our allocation would never allow us to deal with them. Headquarters is telling us this allocation is on top of the normal allocation.

Mayor Whitaker said the consideration is the grandfathered funds, the rationale for the establishment of the grandfathered funds was as discussed, which was commemorated in a letter from Commissioner Barton that said yes, these funds were grandfathered for University Avenue and Illinois Street project. The rationale was precisely to set some state funds aside that can be utilized for this - state funds that are FHWA funds, but the state had purview over them. That was the given, then the acting DOT Commissioner,

John MacKinnon, agreed that there was the availability of the transfer of funds not only for Illinois project for the University Avenue, but that FMATS would have purview over those. That is really the discussion point. There is no proof of that, but it is the issue of who said what when. That shouldn't really be the issue. The issue should be what this group wants to do versus what Frank Richards says this group can do. The consideration given that - if you don't use them, we will put them back in the pot and you will have to compete for them - is a real threat. It would be most unfortunate if that does come forward; and put us in a very conflicting position with DOT. It is a subjective decision that somebody is making someplace that relates to \$2 million. This group said the highest priority was that the railroad relocation project move forward. At this time there is tension and disagreement and we need to have a meaningful discussion with Mr. Richards to see if we can work things out. If we cannot, then we can agree to disagree and move on. There are other sources, earmarks from the legislature and strictly state funds for re-appropriation.

Discussion: when a potential meeting with Mr. Richards could take place. There would be no harm waiting for a time.

Steve Titus spoke about getting FHWA's approval to use these funds. They do not want to give an approval until the grandfathered issue is resolved. He said the railroad project to eliminate at-grade crossings is a noble project and should be done, but has grave concerns about using TIP money in this amount to get that project moving forward. If the committee decides to add a project to the TIP to add monies from the FMATS allocation to the railroad project, that is a possibility.

Mayor Strle asked if there was anyone else to bring into this discussion. She appreciated that Mayor Whitaker has been working on this for a long time.

Mayor Whitaker said that to some significant degree this is a political decision and does not think recent political events have shaped it. In that environment, he does not want to try to exercise political influence as it would be poor timing for that.

The consensus of the committee was to wait for a meeting with Mr. Richards on October 15. (Later determined Mr. Richards was not available in October and possibly not in November. Members will be contacted for schedules at a later date.)

d. EPA Proposal on Non-attainment Boundaries for PM2.5.

Alice Edwards, Acting Director of Environmental Conservation, Air Quality Division, presented a draft letter and a map presentation regarding the PM2.5 non-attainment area. DEC has been monitoring the Fairbanks area for a number of years. The EPA recommended non-attainment status for Fairbanks in December of 2007. DEC provided a boundary analysis to EPA at that time. EPA responded with a letter to the state including a proposed boundary, which is much larger than the boundary the state had proposed. They have issued a federal register notice and have a 30 day public comment period that is open through October 2. EPA has asked the state to provide any additional information by October 20. The state does intend to submit comments and additional information. EPA plans to finalize these non-attainment areas by December with the potential effective date in April of 2009. The Clean Air Act does allow EPA to extend the designation decision by one year if they determine they need additional information.

This letter and other letters from the borough and DEC are trying to highlight all the work being done here now and over this winter to collect data to form the boundaries. The boundary proposed by the EPA is quite large, about half the borough. EPA wanted to

capture all the potential sources of particulate matter that could be contributing to the problem. Hopefully we will be able to make some good arguments to make the area smaller, though it may not get back to the smallest one proposed, primarily because some of the data collected over the past winter suggests that North Pole should probably be included in the boundary.

Once the boundaries are in place, once the non-attainment area is established, the planning process is started for the air quality plan. The attainment plans will be due around 2012 and an attainment date will be around 2014. Implications for this group include having to look at conformity requirements for federally funded projects about a year after the designations. A year from April 2009, when FMATS does the TIP for projects in this boundary, analyses will be done showing the projects are not causing or contributing to the problem. It is to our benefit to have a boundary based on sound data that captures the sources needed, but not a really large area which would just increase our regulatory burden.

In order for projects to proceed, conformity must be demonstrated. Transportation projects usually improve congestion, reducing emissions. Other federally funded projects are federally approved through a process of general conformity which would start to apply. Natural gas would be an important part of the solution. One of the gas line concerns is the growth and construction activity. The pipeline will eventually have to go through the process of the National Environmental Protection Act (NEPA) requirement, as well as the PM2.5 and CO issues.

Doug Isaacson said FMATS is spending \$2.5 million to determine the accuracy of the boundaries. EPA is saying this is what you have to do, comply. He asked about the amount of money it will add to projects in the borough, and if it will shut down projects.

Alice Edwards said this issue is more about combustion than about dust. This may add to the cost but transportation emission budgets will be worked out through agency consultation at places like FMATS. Prior to that, the test will be if emissions get better or that emissions are better than 2002. Cars have become cleaner and usually our projects are making things better, not worse. There are numerous sources of particulates: home heating, space heaters, wood stoves, cars, trucks, trains, planes – anything that burns fuel is putting out fine particles. Dust is usually a coarser particle.

Doug Isaacson is concerned with the refineries in North Pole and frustrated with EPA telling us to arbitrarily accept and comply with their boundaries. He asked if FMATS has a legal fund to fight compliance.

Alice Edwards said EPA is working on a schedule and a timeline on a national basis. More information from this area is going into that process. The work done now and over this winter may allow us to use that information to better form the boundary and it will help us better understand the problem areas and sources. This will also help us make decisions on where we may need to make some emission control decisions.

Chad Roberts asked about the Tanana Flats inclusion in the boundary.

Since it is a military reservation and activities there may be contributing to the problem. The military has been contacted and has been involved in information to add to the DEC proposal to EPA.

Mayor Whitaker appreciated the good effort Alice Edwards and Glenn Miller have done with this issue. He said the borough sent a letter and believes other letters should be sent. An example of the seriousness of the issue: Because of Ft. Wainwright's PM 2.5 issues and being in non-attainment, it was determined to be a place of stationing for roughly 600 troops. There are 15,000 to 25,000 troops being brought back and put in Alaska and Hawaii areas. Specifically because of the PM 2.5 issue, we were not approved for additional troop redeployments. The borough has given the EPA issue extensive review; it is the law and this is not the time to say we will not comply as the ramifications are overwhelming.

Alice Edwards said the timeline could be extended but it would put this area on a different schedule than the rest of the country. She asked EPA to set a smaller boundary and make it larger if the data warrants.

Doug Isaacson asked if the recent successful car racing events in North Pole and other community events like snow machine races would be affected by this issue.

Alice Edwards said the cold weather testing days are in the winter, usually when there is severe inversion and very cold temperatures.

Chad Roberts asked about wood stove/ furnace smoke during the testing days.

Alice Edwards said specification monitors will look at the monitoring data to determine different components for sources of particulates. There will be pressure to look at all the sources and what controls may be put in place. Different options will be developed, some regulatory, some incentive.

Doug Isaacson asked to have EPA understand natural gas would not be a solution in a diesel infrastructure for at least another generation after gas gets here.

- **MOTION:** to amend motion to underline "FMATS is highly concerned". (Isaacson) No second.
- **MOTION:** to approve signing and sending the letter to EPA, to be dated September 17. (Hopkins/Isaacson) None opposed. Approved.

9. Public Comments

Bob Tilly from URS said there are only 2 to 3 weeks a year of inversions. Glenn Miller has more information on the dates.

Bill Zito commented as a private citizen with a vested interest in grandfathered money. As he understands it, there is a difference of opinion that makes the conclusion for or against arbitrary. He thinks the grandfathered money was put out there by general obligation bonds and to change that, goes back to the source, which is the general public. If they want to change it and give it to FMATS, they can do that. In the meantime, he doesn't think it is up to FMATS or anybody else to go in there and change the will of the people without their consent. If FMATS needs to get some money, go to those alternate sources. Money was allocated; the people wanted it that way. Go back to the people or drop it to avoid conflict. Go to a legal authority, we have to accept it - that is the rule of law. The EPA never qualifies their position on forest fires. He asked what the EPA requirements are to keep our lungs healthy, during their season which is all summer.

10. Other Issues

11. Informational Items

a. November 4, 2008 Bonds

Luke Hopkins asked about any public information in place concerning the two major projects that are in the bond proposition for the FMATS area to inform voters. He felt voters should have information because these are important projects for the FMATS area. Steve Titus said he will follow up on it.

b. Northern Region AGIA List

Luke Hopkins would like the Northern Region project seeded list being sent forward for capital consideration and the governor's budget distributed to FMATS members.

Steve Titus said the gas line project information would be distributed. DOT has been lobbying the legislature in special session for gas line infrastructure money, which is the AGIA list. DOT will again be active during the regular session. The study area with a list of projects did not exclude Fairbanks with the Haul Road and the corridor from Fairbanks to Deadhorse and Fairbanks to the border. The MPO area projects and capital projects DOT is submitting in the "Big Picture" perspective will be listed.

Jerry Rafson said the AGIA list has gone out and was submitted in a bill. In the "Big Picture" list, the Northern Region wish list generally gets vetted by quite a process before it becomes public. The Northern Region list which, over and above, encompasses gas line impacts will be distributed. FMATS has annually submitted a list of capital projects which have not been directly related to the gas line. It is time to think about the capital project list for submission.

Mayor Isaacson asked about the signage for the Dawson Highway interchange to indicate business district exits. He also asked about the progress regarding the small white signs attached to the directional signs saying "Yield to traffic in circle."

12. Adjourn

- **Motion** to Adjourn. (Isaacson/Hopkins) No opposition. Approved.
Adjourned at 11:51am.

Next Scheduled Policy Committee Meeting is November 19, 2008 at 10:00 am.

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

Date: _____

**FMATS Technical Committee
Action Items
October 1, 2008
Meeting**

Motion: To recommend to the FMATS Policy Committee the approval of the Development Impacts on Transportation Infrastructure letter.

(Schmetzer / Pristash). None opposed. Approved.

Motion: To recommend to the FMATS Policy Committee the approval of the Fairbanks North Star Borough Coordinated Transportation Plan 2008 – 2010.

(Bratcher / Birkholz). None opposed. Approved.





Todd Boyce, Acting Chair, FMATS Technical Committee

Date:

Fairbanks Area projects for AGIA					
Area	Project Location	Cost Estimates (\$) Millions			
		Prelim. Engr.	ROW Utilities	Const	Total Cost
Fairbanks	Johansen Expressway Interchange (Bentley/ Steese Area)	\$5.0	\$3.0	\$30.0	\$38.0
Fairbanks	Mitchell Expressway Interchange at Peger Road	\$2.0	\$1.0	\$15.0	\$18.0
Fairbanks	Mitchell Expressway Interchange at University Ave.	\$2.0	\$1.0	\$15.0	\$18.0
Fairbanks	Michell Expressway Interchange at Lathrop Street.	\$2.0	\$1.0	\$15.0	\$18.0
Fairbanks	Steese Expressway/ Airport Way Interchange	\$10.0	\$35.0	\$60.0	\$105.0
Fairbanks	Goldstream Road				\$10.0
Fairbanks	Phillips Field Road Upgrade			\$2.1	\$2.1
Fairbanks	Steese Highway / 3rd Street Intersection	\$0.9	\$8.4	\$12.9	\$22.2
North Pole	Nordale Road Pavement Rehabilitation				\$10.0
Fairbanks	S. Cushman (17th - Mitchell)	\$0.7	\$5.6	\$4.8	\$11.1
Fairbanks	S. Cushman (Mitchell - Van Horn)	\$0.2	\$0.4	\$3.5	\$4.1
Fairbanks	University Avenue Railroad Grade Separation				\$25.0
Fairbanks	S. Cushman - Airport Way to 17th Avenue	\$2.2	\$3.4	\$4.2	\$9.8
Fairbanks	Old Richardson at Badger				\$9.2
Fairbanks	Moose Creek Railroad Overcrossing		\$0.4	\$11.7	\$12.1
Fairbanks	Chena Hot Springs Road MP 0 - 6	\$2.3		\$15.0	\$17.3
Fairbanks	Richardson Highway MP 353 - 357 Access Improvements	\$0.4	\$0.2	\$3.5	\$4.1
Fairbanks	Richardson Highway Weigh Station	\$0.7	\$0.4	\$10.0	\$11.1
Fairbanks	Airport Way West	\$6.0	\$1.4	\$4.6	\$12.0
Fairbanks	Johansen at Danby Interchange				
ARRC	Fairbanks Area Rail Line Relocation (Phase 1 Moose Creek to Rich Hwy MP 9)		unknown	unknown	
ARRC	Fairbanks Area Rail Line Relocation (Phase 2 Rich Hwy MP 9 to 3-Mile Gate)		unknown	unknown	
ARRC	Fairbanks Area Rail Line Relocation (Phase 3 3-Mile Gate to beyond (NW of) Chena River)		unknown	unknown	

Fairbanks North Star Borough Coordinated Transportation Plan

2008 - 2010



September 2008

"The vision for the transportation system of the Fairbanks North Star Borough is transportation for all throughout the Borough by the enhancement of a coordinated, multi-modal system."

INTRODUCTION

In 1999 the United Way of the Tanana Valley studied the transportation services provided by non-profit agencies and the Borough. The study had two goals identified. First, to identify agencies and/or providers of transportation services in the City of Fairbanks. Second, to recommend a plan to develop a coordinated transportation system that would allow cooperating agencies to share and improve their current service levels at a reduced cost assuring equal access by enhancing mobility opportunity. The result of that study concluded the need for coordinated services to meet the growing transportation demand by seniors, disabled riders and the population involved in Welfare to Work.

In 2004, over 50 individuals representing non-profit agencies, businesses, local and state governments, faith community, military, and citizens met to discuss coordinated transportation. Community transportation providers and users were asked to define what coordinated transportation was. The responses included:

- Local agencies combine dollars and resources for transportation.
- Using all available resources.
- Awareness of services available.
- Safe, well maintained and clean.
- Courteous and well-trained drivers.
- Equal transportation standards.
- Service to and connecting with mass transit through hub locations.
- Faith-based partnership.
- Coordinated administration.
- Versatile – based on clients.
- Knowledge of clients served.
- Partnerships for funding.
- Sustainable.
- Pay where rider is able.
- Getting to the people year round.
- Getting them where they need to go.
- 24 x 7 services.
- Convenient, easy to use and affordable.
- Agencies gain – not lose – in services.

The outcome of these discussions was the formation of the Fairbanks North Star Borough Coordinated Transportation Advisory Group (refer to Appendix A). Their focus is to assure equal access to everyone by enhancing mobility opportunities through cooperation, the sharing of existing transportation resources, and pursuit of additional funding sources.

FEDERAL TRANSPORTATION LEGISLATION

On August 10, 2005 the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into federal law. This act authorized guaranteed funding for federal surface transportation programs over six years through Federal Fiscal Year 2009, including \$52.6 billion for federal transit programs.

Three programs are identified in SAFETEA-LU to address transportation needs of lower income persons, the elderly, and individuals with disabilities. These programs focus on the needs of transportation for disadvantaged persons and those with special transportation needs that cannot be met through traditional personal automobile or public transportation means. Funding for these services is handled through the following sources:

- Formula Program for Elderly Individuals and Individuals with Disabilities (Section 5310)
- Job Access and Reverse Commute Program (JARC, Section 5316)
- New Freedom Initiative (Section 5317)

SAFETEA-LU guidance issued by the Federal Transportation Administration (FTA) indicates that the public transit-human services plan should be a “***unified, comprehensive strategy for public transportation service delivery that identifies the transportation needs of individuals with disabilities, older adults, and individuals with limited income laying out strategies for meeting these needs, and prioritizing services.***”

ASSESSMENT OF NEEDS

POPULATION ANALYSIS¹

The Fairbanks North Star Borough continues to see an average 3.0% population growth from 1990 to estimates for 2018 (Chart 1). While this continued growth appears manageable from a community planning perspective, it contains population sectors that stress the current availability of transportation services.

The long-range projections used within The FMATS Long Range Transportation Plan² show less capacity for new residential development and larger retail employment in the core urban area. However, the projections for the outlying urban areas show greater capacity for both residential and employment development. This will require greater emphasis in the long-term transportation support for outlying urban areas.

The first service group SAFETEA-LU looks at is low-income individuals and individuals moving off unemployment. These individuals generally do not have transportation alternatives.

The annual unemployment levels remain between 5.8% to 7.0%, averaging around 6.2% of the population. However, this group (averaging around 3,200 individuals of working age) requires transportation to access job training or new employment opportunities.

Chart 2 shows the increase in population of individuals with income below the federal poverty level. This group has increased by almost 22% between 2000 and 2006. Low-income individuals that live long distances from fixed routes become dependent on more expensive, private transportation services paid for through local and state social service agencies. These paid services, such as through Medicaid and Unemployment Benefits, are subject to annual state or federal budgets and are limited in amount and time.



¹ Population information derived from the following sources:
U.S. Department of Commerce. United States Census. U. S. Census Bureau.
Alaska Dept. of Labor and Workforce Development, Research & Analysis Section
2005 American Community Survey (ACS) - Fairbanks North Star Borough

² Kittelson & Associates. Fairbanks Metropolitan Area Transportation System Plan. Boise, Idaho, July 2005.

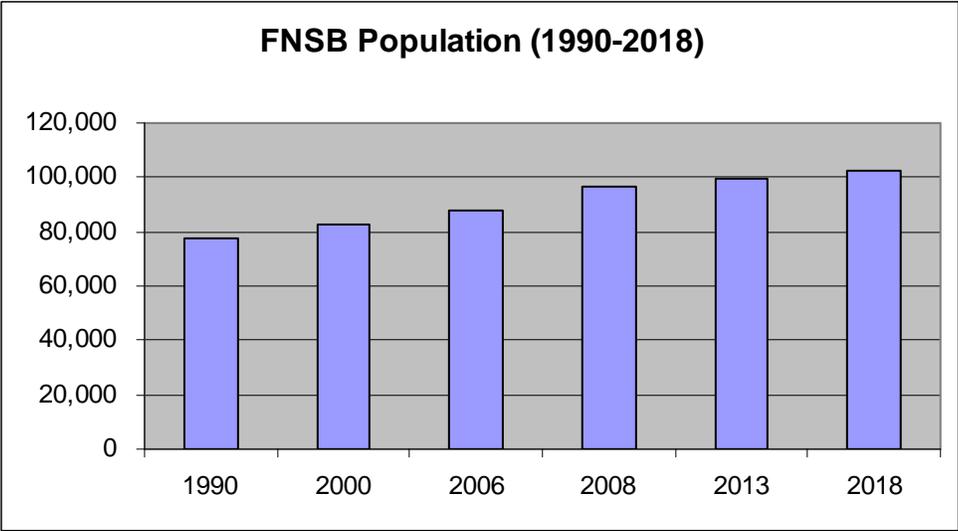


Chart 1.

Population figures for senior and disabled citizens in the Fairbanks North Star Borough have greatly increased since 1990 (Chart 3). The population of seniors age 60 and older has increased over 41% between 1990 and 2000, while the population of disabled citizens has more than doubled during this same period. Drivers age 75 and older are more likely to require alternative transportation due to loss of driving ability than any other age group. This age population also runs a higher risk of becoming disabled due to aging and a stronger dependency on other sources of transportation.

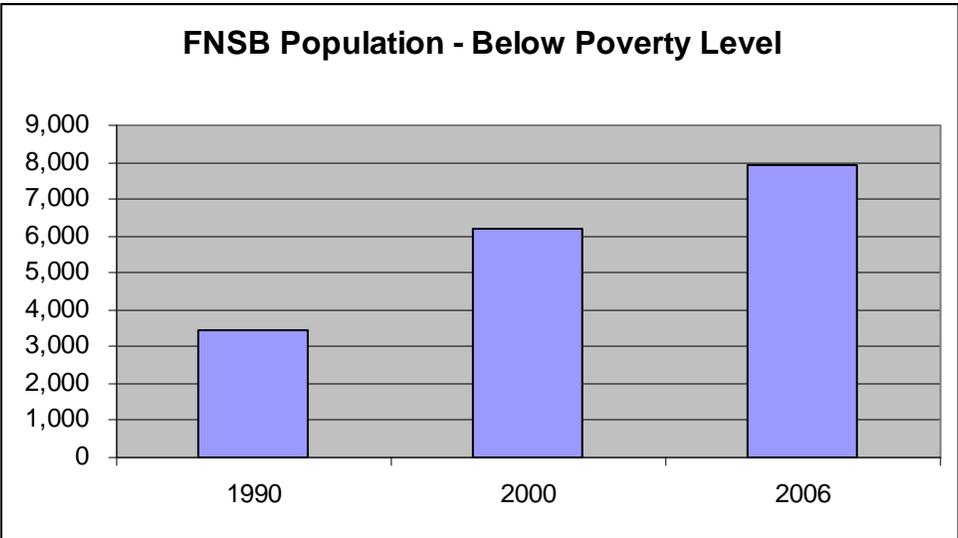


Chart 2.

In a 2000 study by the McDowell Group, Inc.³, several significant conclusions were reached:

1. While the population of Alaska is projected to increase by one-third between 2000 and 2025, the number of Alaskans over age 60 will more than triple in that time. Seniors as a percent of the Alaska population will grow from 8% to 20% in the next 25 years.
2. The markets for services to seniors will similarly increase. Seniors will need three times or more the current levels of social and recreational opportunities, medical and personal care, appropriate housing, transportation, nutrition and other services.
3. Nine of ten seniors (92%) would like to remain in Alaska indefinitely.

The growth in the senior population is similar for the Fairbanks North Star Borough. The project growth of seniors, age 65 and older, will approach 10% of the Borough population by 2018. Likewise, the markets for services to seniors will increase to meet this growing population.

This population increase in older age groups will intensify the elder driver issue. It is projected that, between 2000 and 2018, seniors age 75 and older will increase by 100% and seniors age 85 and older will increase by over 300%. With that growth in elder population numbers, an increase is expected in those with disabilities related to aging and a change in the life-needs of a new generation of seniors. The demand for alternative transportation will be that much more critical.

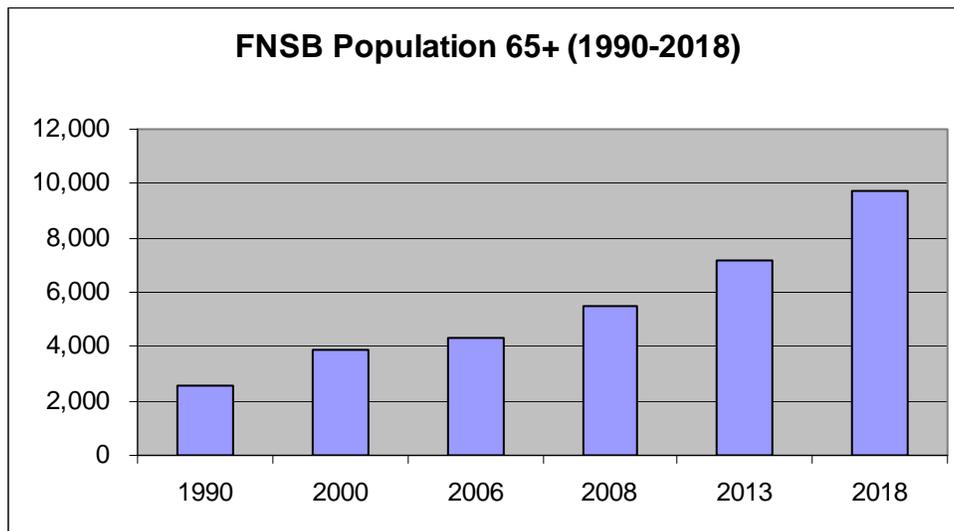


Chart 3.

³ McDowell Group. Issues Affecting the Economic Well-being of Alaska Seniors. Juneau, Alaska, December 2000.

INVENTORY OF AVAILABLE RESOURCES AND SERVICES

Forty-six agencies in the urbanized borough area provide service to clients with low income, seniors and people with disabilities. These agencies provide a variety of services to their clients, including providing or arranging transportation. In meeting the needs of these individuals, 45% of the agencies have their own transportation resources representing 70 of vehicles in varying configurations and age (refer to Appendix B). These include:

Public Transportation

MACS (providing mass transit services)
Van Tran (providing paratransit services)
Parks & Recreation (providing transit/paratransit services for activities)

Other Service Providers – potentially able to coordinated resources

Boys and Girls Club
Salvation Army
National Senior Service Corps (Alaska Community Services)
Fairbanks North Star Borough – MACS (fixed route)
Fairbanks North Star Borough – Van Tran (paratransit)
Fairbanks North Star Borough – Parks & Recreation
Fairbanks Resource Agency
North Star Council on Aging
Armed Services YMCA
Love, INC
University of Alaska Fairbanks

Other Service Providers – unable to coordinate resources at this time

Denali Center
Fairbanks Community Behavioral Health Center
Laidlaw
Local taxicab companies

Other Funders - provides funding for clients to obtain transportation services

Access Alaska
Fairbanks Counseling and Adoption
Health and Social Services – Public Assistance
Health and Social Services – Public Health
Health and Social Services – Office of Children’s Services
Interior Center for Non-Violent Living
Interior Community Health Center
Adult Learning Programs of Alaska

Other agencies either do not have a vehicle, do not provide funding for transportation or agency staff use their personal vehicle for clients.

RESOURCE AND NEEDS SURVEY

In 2004, the Coordinated Transportation Advisory Group developed a Transportation Resource and Needs Survey (refer to Appendix C). Of the 46 agencies dealing with lower income persons, the elderly, and individuals with disabilities, 33 agencies (72%) responded to the survey. Updates to the results were made in fall 2006. The significant findings showed the following information:

Ages of individuals being served:

18% 0 – 6 years
25% 7 – 17 years
31% 18-59 years
26% 60+ years

Number of clients needing transportation (monthly): 6,600⁴

61% of the clients live within the FNSB urbanized zone areas

69% of riders need assistance in using transportation, e.g. wheelchair lifts, PCA

46% of transportation service providers supply demand responsive service

53% indicate they would not be able to transport non-clients

70% rely on state and/or federal funding to provide transportation

88% do no charge for transportation

66% of clients have unmet transportation needs; 77% of these need transportation to utilize the services of the agency

GOVERNOR'S COMMISSION ON AGING: THE FUTURE OF AGING IN ALASKA

In mid 2005, the Governor's Commission on Aging established a report to be presented to the White House Conference on Aging on the needs of seniors in the coming decade. In the Fairbanks North Star Borough, a series of meetings were held to gather public input to this report. This report covered health and long term care, financial security, community resources, and social well-being. Within the topic of community resources was a concern for better transportation

⁴ These numbers do not reflect student transportation services provided by Laidlaw, and passengers carried by taxi services and faith-based organizations.

within the Fairbanks community including more flexibility and a wider range of area coverage. The primary complaint was transportation for seniors is fragmented and overly restricted. The recommendations for improving this service were two-fold:

1. Better cooperation between Van Tran (Fairbanks North Star Borough) and FNA (Fairbanks Native Association) and other transportation services, including a central dispatch point.
2. Transportation as a priority issue here – expand transportation opportunities beyond just the city limits.

PUBLIC HEARINGS ON TRANSPORTATION NEEDS

In December 2006 a public hearing was held to discuss the transportation service gaps in the Fairbanks North Star Borough and what strategies could be implemented to address those gaps. Representatives of 12 different agencies and the public attended to discuss their concerns and ideas on transportation. Discussions about service gaps included:

- Education of critical government offices (e.g. courts) to help them understand transit service availability when mandating court orders
- New routes to serve Sheep Creek, Goldstream, Farmer's Loop Road
- Need central resource for transportation information including how to use transportation and where transportation is available
- Better spots where the bus comes
- Better markings for bus stops
- Eliminate schedule gaps during lunch (90 minute)

In June 2007 representatives from Fairbanks North Star Borough Transportation, Fairbanks North Star Borough Community Planning, Fairbanks North Star Borough Assembly, Alaska Department of Transportation/Public Facilities, Alaska Community Services, Cold Climate Housing Research Center, Access Alaska, Love, INC, State of Alaska Legislative Office, Alaska Division of Vocational Rehabilitation, and Fairbanks Resource Agency met to discuss issues and potential solutions on improved transportation services. Eight main concerns or outcomes were raised:

- Need for 2-3 projects to be completed in 1-2 years
- How to use 5311 funds and how to implement these projects
- Bus shelters and transit waiting areas
- Park N Ride
- Expansion of operating days and hours
- Reduced headway (waiting time between buses)
- Accessibility to bus stops especially during winter
- Improved senior transportation
- Help riders know where they are and what the next stop is

- Rider training and awareness is needed
- Funding for bus/vehicle replacement

In September 2008 a public meeting was held to discuss short term and long term efforts to improve transportation services. Twenty-five members from urban and rural communities discussed where transportation expansion was needed, what was working well and what can be better, what was missing from the plan, what would be important community transportation issues five years from now, and to review two proposals for short term improvements. Results from this meeting included:

- Transportation to outlying areas, such as Chena Hot Springs Road, Ester, Salcha and Goldstream Valley
- Bus service later in the evening to address late shift workers
- Less travel time on buses
- Implement mobility management to coordinate more transportation services

IDENTIFYING GAPS IN SERVICE

From the survey results, public meetings, and report on senior needs the following general gaps in service were identified:

- Additional transportation services are needed for the 39% of clients living in the non-urbanized area through inclusion of taxi companies and expansion of bus service
- Greater effort to train individuals to use less expensive transit services such as fixed route systems
- Increase outreach to businesses, agencies, and other organizations to raise awareness about transportation needs and available services
- Investigate options for increased transportation services from consultants
- Greater coordination of existing transportation services

STRATEGIES TO FILL GAPS IN SERVICE

Long-term and short-term strategies have been identified to fill gaps in service and expand current services. The long-term efforts are defined by a series of goals and objectives describing the complete coordinated transportation effort that meets the requirements set by FTA.

Short-term efforts are those intended to meet gaps in service over the next two years (2008 to 2010).

SHORT-TERM

1. Complete the implementation of mobility management through the development of a one-call center and expand access to transportation services for all citizens.
 - a. Update resource inventory
 - b. Establish one-call center for transportation services
 - c. Educate and inform communities about transportation services
2. Acquire an ADA compliant vehicle for use by individuals with developmental disabilities and elderly with Alzheimer's disease. This vehicle will replace an aging vehicle and will facilitate the implementation of a flexible and efficient shuttle service for clients and expanded transportation opportunities in areas currently not being served.
3. Acquire an accessible van for use by local taxi companies. The purpose of this strategy is to begin inclusion of local taxi companies in the coordinated transportation effort and to expand the accessible transportation service into outlying areas.
4. Hold regular meetings with key stakeholders to continue the discussion and planning towards improving community transportation services and expand on community outreach efforts to educate and share community transportation opportunities.

LONG-TERM

GOAL 1 To maximize transportation resources within the Fairbanks North Star Borough that meet the specific needs of all riders.

Objective 1.1: Annually identify transportation resources and rider needs.

The purpose of this objective is to gather resource information, cost options, government restrictions and rider needs that will allow a

maximization of transportation options. This will be accomplished through several annual survey instruments.

Objective 1.2: Implement centralized scheduling and dispatch.

The purpose of this objective is to implement the essential elements of scheduling and dispatching of all participating coordinated transportation vehicles. This will be accomplished through automated software and electronics on-board all participating vehicles.

Objective 1.3: Develop and implement process to assist riders in identifying their specific transport options.

The purpose of this objective is to provide all relevant information to current and future riders on the varied transportation options available to them. This will be accomplished through rider friendly information, direct education on using transportation, and identifying varied methods of payments.

Objective 1.4: Ensure that passengers are transported on safe vehicles.

The purpose of this objective is to provide standards, which all participating vehicles and drivers will adhere to, ensuring the safety and comfort of all riders.

Objective 1.5: Develop and implement centralized data collection of performance measurements.

The purpose of this objective is to identify and track the appropriate data to measure how well the goals are met.

GOAL 2 To ensure providers can participate to a level that complements their agency's services.

Objective 2.1: Establish requirements of participation.

The purpose of this objective is to develop the contracts, agreements and requirements for each participating agency.

Objective 2.2: Identify role of individual transit providers.

The purpose of this objective is to ensure the participation by each agency complements their individual missions.

GOAL 3 To leverage funding opportunities that maximizes transportation resource utilization.

Objective 3.1: Establish reimbursable agreements for fixed and demand service.

The purpose of this objective is to define the cost per ride, reimbursement process and transportation revenue sources for all participating agencies.

Objective 3.2: Assist in obtaining funds for wheelchair accessible vehicles for private transportation businesses.

The purpose of this objective is to increase the wheelchair accessible vehicles operated by private transportation providers. This will be accomplished by seeking capital funds that will assist in the acquisition of wheelchair accessible vehicles.

Objective 3.3: Utilize coordinated transportation partnerships for vehicle replacement funding.

The purpose of this objective is to ensure the coordinated transportation fleet is replaced as needed to meet the safety of all riders.

GOAL 4 To increase awareness and support of transportation services to all community sectors.

Objective 4.1: Inform community on opportunities created by coordinated transportation.

The purpose of this objective is to address the public awareness of transportation including:

- Public understanding of transportation issues in the Fairbanks North Star Borough;
- The relationship between economic, health, social, and government sectors and transportation, especially as it relates to seniors, disabled citizens and any “mobility challenged” citizen;
- Coordinated transportation efforts taking the role of mobility management within the Borough.

Objective 4.2: Identify increased economic benefits.

The purpose of this objective is to identify and track data that demonstrates the relationship between transportation and the local economy.

Objective 4.3: Identify increased quality of life benefits.

The purpose of this objective is to identify and track data that demonstrates the relationship between transportation and quality of life.

Objective 4.4: Encourage innovative public/private/individual partnerships.

The purpose of this objective is to identify and promote any opportunity to expand transportation services through involving new partners and local, state and national transportation organizations.

Objective 4.5: Provide service information onboard all vehicles pertinent to rider needs.

The purpose of this objective is to identify and create information flyers that are of interest to the rider and have them available on all transportation vehicles.

Objective 4.6: Recruit active participation from people with special transportation needs in coordination efforts and planning.

The purpose of this objective is to ensure the rider's needs are reflected in planning for transportation services.

Objective 4.7: Establish public relations and media campaign to educate the community.

The purpose of this objective is to expand community awareness and ridership within the Borough.

Objective 4.8: Develop strategic issues requiring legislative effort.

The purpose of this objective is to improve coordinated transportation efforts through cooperation between state government departments and legislative means to support non-profit transportation providers.

Appendix A - Coordinated Transportation Participants

AARP
Access Alaska
Alaska Housing Finance Corporation
Alaska Department of Labor – Job Service
Alaska Department of Transportation/Public Facilities
Adult Learning Program of Alaska (ALPA)
Arctic Alliance for People
Armed Services YMCA
Boys & Girls Club
Chief Andrew Isaac
City of North Pole
Denali Center
Fairbanks Community Behavioral Health Center
Fairbanks Memorial Hospital
Fairbanks Native Association
Fairbanks Native Association - Elders Program
Fairbanks Rescue Mission
Fairbanks Resource Agency
FNSB Assembly
FNSB Community Planning Department
FNSB Parks & Recreation Department
FNSB Public Transportation Advisory Commission
FNSB School District
FNSB School District H.I.R.E Program
FNSB Senior Advisory Commission
FNSB Transportation Department
FT. Wainwright Public Affairs
Governor's Committee on Employment & Rehabilitation of People with Disabilities
Health & Social Services – Division of Public Assistance
Health & Social Services – Division of Vocational Rehabilitation
Homeless Education Liaison
Interior Community Health Center
Jane Parrish Mediation Services
Laidlaw
Love, INC
Main Street Fairbanks
Morning Star Ranch
National Senior Service Corps – Alaska Community Services
North Star Council on Aging
Northern Region Geriatric Education Center
Parents, Inc.
Pioneer Home
Salcha Senior Center
Salvation Army
Santa Seniors Citizens
United Way of the Tanana Valley
University of Alaska Fairbanks - Center for Health & Counseling
University of Alaska Fairbanks – Transportation

Appendix B – Inventory of Vehicles

Agency	Make and Model	Year	Current Mileage	Diesel or Gasoline (D / G)	Seating Capacity	Wheelchair Accessible (Y / N)	# Wheelchairs
FNSB	Ford Collins	2005	97,554	D	9	Y	2
FNSB	Ford Collins	2005	92,060	D	9	Y	2
FNSB	Ford Collins	2005	81,457	D	9	Y	2
FNSB	Ford Collins	2005	80,369	D	9	Y	2
FNSB	Ford Collins	2005	86,159	D	9	Y	2
FNSB	Ford Collins	2005	88,757	D	9	Y	2
FNSB P&R	Ford E350	2000	58,000	G	12	Y	3
FNSB P&R	Ford E450	2001	25,000	G	14	Y	2
Denali Cntr	Dodge	1998		G	6	Y	2
Denali Cntr	Ford	2002		G	9	Y	4
IACNVL	Dodge Caravan	1999	12,000	G	7	Y	2
Boys & Girls	Chevy Van	1996		G	15	N	0
Salvation Army	Chevy Van	2000	71,000	G	15	N	0
Salvation Army	Toyota	2004	9,000	G	8	N	0
NSSC	Ford Eldorado - E Series	2003	39,940	G	7	Y	2
FRA	Chevy Lumina	1992	115,300	G	7	N	0
FRA	Chevy Truck	1992	116,250	G	2	N	0
FRA	Chevy Beauville	1993	127,280	G	12	Y	2
FRA	GMC Vandura	1994	65,000	G	12	Y	2
FRA	Chevy Rally Van	1995	91,594	G	7	N	0
FRA	Chevy 1 ton truck	1999	63,009	G	2	N	0
FRA	Ford Club Wagon	1999	85,249	G	12	Y	2
FRA	Dodge Maxiwagon	1999	50,795	G	12	Y	2
FRA	Toyota Camry	2000	66,281	G	5	N	0
FRA	Ford Taurus	2000	47,768	G	5	N	0
FRA	Ford Taurus	2001	49,134	G	5	N	0
FRA	GMC Crew Cab Pickup	2001	45,892	G	4	N	0
FRA	Dodge Caravan	2001	51,250	G	5	N	0
FRA	Ford Truck	2002	35,212	G	12	Y	2
FRA	Chrysler Voyager	2002	33,919	G	12	Y	2
FRA	Dodge Caravan	2002	46,012	G	9	Y	2
FRA	Ford F350	2003	15,764	G	12	Y	2
FCBH	Dodge Van	1990	94,000	G	14	N	0
FCBH	Ford Explorer	1992	74,000	G	5	N	0
FCBH	Chevy Blazer	1993	75,000	G	5	N	0
FCBH	Chevy Blazer	1994	70,000	G	5	N	0
FCBH	Ford Sport Van	1994	83,000	G	14	N	0
FCBH	Ford Aerostar	1995	13,000	G	2	N	0
FCBH	Ford Explorer	1997	60,000	G	5	N	0
FCBH	Toyota Corolla	1997	45,000	G	4	N	0
FCBH	Ford Explorer	1997	47,000	G	5	N	0
FCBH	Chevy Blazer	1998	55,000	G	5	N	0
FCBH	Chevy Van	2002	15,000	G	14	N	0

Agency	Make and Model	Year	Current Mileage	Diesel or Gasoline (D / G)	Seating Capacity	Wheelchair Accessible (Y / N)	# Wheelchairs
FCBH	Toyota Matrix	2003	24,000	G	4	N	0
NSCoA	Ford Eldorado - E Series	2003	50,000	D	7	Y	2
NSCoA	GMC Safari Van	1992	250,000	G		N	0
NSCoA	Dodge Grand Caravan	2006	3,000	G	5	Y	2
AFYMCA	Dodge Sprinter	2004	37,000	D	10	N	0
AFYMCA	Ford Expedition	2001	72,000	G	8	N	0
AFYMCA	Ford Taurus	1987	96,000	G	7	N	0
UAF	Thomas Transit Liner	1992	78,590	D	33	N	0
UAF	Ford Champion	2000	124,121	D	18	Y	1
UAF	Ford Collins	1994	278,246	D	11	Y	1
UAF	International Eldorado	2006	13,596	D	21	Y	2
UAF	International Eldorado	2006	14,537	D	21	Y	2
UAF	International Eldorado	2006	9,231	D	21	Y	2
UAF	Ford Eldorado	2006	27,761	D	13	Y	1
UAF	Ford Eldorado	2006	29,454	D	13	Y	1
Totals					552		57
Number of wheelchair lift equipped						29	
Number of non-wheelchair lift equipped						29	

Appendix C



Transportation Resource and Needs Survey FNSB Coordinated Transportation Advisory Group *A project of FNSB Department of Transportation – Coordinated Transportation*

Instructions: Please fill in the information below as best you can. If there are any answers that are not applicable to your agency, mark **N/A** beside the answer space. If you just don't know, mark your answer **D/K**. A surveyor will contact you regarding unanswered questions so that the survey is as complete as possible.

1. Indicate the type of services your agency provides your clients:

- | | |
|--|---|
| <input type="checkbox"/> Transportation Services | <input type="checkbox"/> Foster Care |
| <input type="checkbox"/> Shelter/Housing | <input type="checkbox"/> Drug/Alcohol Rehabilitation Services |
| <input type="checkbox"/> Health Care | <input type="checkbox"/> Child Care |
| <input type="checkbox"/> Counseling/Mental Health Services | <input type="checkbox"/> Adult Day Care/Day Hab/Respite care |
| <input type="checkbox"/> Case Management | <input type="checkbox"/> Employment Services |
| <input type="checkbox"/> Education/training | <input type="checkbox"/> Advocacy Services |
| <input type="checkbox"/> Emergency Care/Relief | <input type="checkbox"/> Income support/subsidies |
| <input type="checkbox"/> Utilities/rental assistance | <input type="checkbox"/> Food/meals |
| <input type="checkbox"/> Information & Referral Services | <input type="checkbox"/> Financial management |
- Other: _____

2. Approximately how many clients served by your agency need transportation services? (Give us whichever number you know)

Daily? _____ Monthly? _____ Annually? _____

What are the age groups of those clients needing transportation?

- | | |
|-------------------------------------|--------------------------------------|
| <input type="checkbox"/> 0-6 years | <input type="checkbox"/> 18-59 years |
| <input type="checkbox"/> 7-17 years | <input type="checkbox"/> 60 years + |

3. In which general areas do your agency's clients who need transportation services reside?

- | | |
|--|---|
| <input type="checkbox"/> Fairbanks (city wide) | <input type="checkbox"/> Chena Ridge Road |
| <input type="checkbox"/> Fairbanks downtown | <input type="checkbox"/> Chena Pump Road |
| <input type="checkbox"/> South Fairbanks | <input type="checkbox"/> Chena Hot Springs Road |
| <input type="checkbox"/> North Pole area | <input type="checkbox"/> Farmer's Loop Road |
| <input type="checkbox"/> Ester | <input type="checkbox"/> Goldstream Road |
| <input type="checkbox"/> Fox | <input type="checkbox"/> Goldstream Valley |
| <input type="checkbox"/> Moose Creek | <input type="checkbox"/> Badger Road area |
| <input type="checkbox"/> Salcha | Other: _____
_____ |

8. What days and hours would your vehicles be available to participate in coordinated transportation?

DAY	START TIME	END TIME
<input type="checkbox"/> Sunday	_____ AM / PM	_____ AM / PM
<input type="checkbox"/> Monday	_____ AM / PM	_____ AM / PM
<input type="checkbox"/> Tuesday	_____ AM / PM	_____ AM / PM
<input type="checkbox"/> Wednesday	_____ AM / PM	_____ AM / PM
<input type="checkbox"/> Thursday	_____ AM / PM	_____ AM / PM
<input type="checkbox"/> Friday	_____ AM / PM	_____ AM / PM
<input type="checkbox"/> Saturday	_____ AM / PM	_____ AM / PM

9. What types of services do you offer?

- Demand response** - the type of transit service where individual passengers can request transportation from a specific location to another specific location at a certain time.
 Curb to curb Door to door
- Fixed route** - transit services where vehicles run on regular, pre-designated, pre-scheduled routes, with no deviation.
- Deviated fixed route** - this type of transit is a hybrid of fixed-route and demand-response services.

10. Who trains your drivers?

- In House training program FNSB training program State of Alaska
 Other (explain): _____

11. Would your drivers also be available to transport non-client passengers?

- Yes No

12. How do you maintain your vehicles?

- In-house maintenance Contract maintenance services Use local mechanics

13. What are the funding sources for the transportation services you provide your clients?

- Collected fares from users
- | | | | |
|--|---|---|--|
| <input type="checkbox"/> Local contributions | <input type="checkbox"/> Private donors | <input type="checkbox"/> Corporate donations | <input type="checkbox"/> Special Events |
| <input type="checkbox"/> United Way | <input type="checkbox"/> UW agency | <input type="checkbox"/> Special UW grant | |
| <input type="checkbox"/> Local government | <input type="checkbox"/> City | <input type="checkbox"/> Fairbanks North Star Borough | |
| <input type="checkbox"/> State government | <input type="checkbox"/> DOT funding | <input type="checkbox"/> DHSS | <input type="checkbox"/> Other |
| <input type="checkbox"/> Federal funding | <input type="checkbox"/> FTA/DOT | <input type="checkbox"/> DOL | <input type="checkbox"/> HHS <input type="checkbox"/> USDE |
- Other: _____

14. Do you charge your clients for transportation services? Yes No

If yes, how do you charge clients?

At time of transportation

Monthly or annual passes

Membership

Part of package of services

Other: _____

15. Do you pay your clients or other service providers to provide transportation for your clients?

Yes No

If yes, how do you pay?

Provide tokens to clients

Pay family members to transport

Buy or help buy vehicles for clients

Give cash or vouchers to clients

Contract for rides w/ other agencies

Other: _____

16. Do your clients require special equipment to use transportation? Yes No

What types?

Wheelchair lifts

On-board medical equipment

Child seats

Special safety or restraint equipment

Personal care attendant

Other: _____

17. Do your clients routinely have transportation needs your agency can't meet? Yes No

18. Do the clients your agency serves need transportation services in order to participate in your

program? Yes No

If yes, what kind of services?

From home to day programs

From home to training

From home to agency based employment

From home to community based jobs

From home to health care / counseling appt.

From home to recreational activities

From agency to health care /counseling appointments

From agency to recreational activities

From agency to training

From agency to community based jobs

From agency to other essential human services

Other: _____

19. What are the hours and days of the week your agency's clients need transportation?

DAY	START TIME	END TIME
___ Sunday	_____ AM / PM	_____ AM / PM
___ Monday	_____ AM / PM	_____ AM / PM
___ Tuesday	_____ AM / PM	_____ AM / PM
___ Wednesday	_____ AM / PM	_____ AM / PM
___ Thursday	_____ AM / PM	_____ AM / PM
___ Friday	_____ AM / PM	_____ AM / PM
___ Saturday	_____ AM / PM	_____ AM / PM

General information:

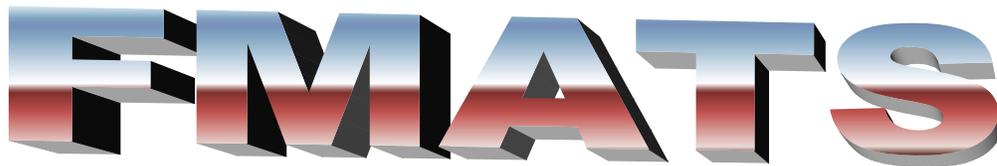
Name _____ Title _____
Agency _____
Phone _____ Email _____

Please fax your survey to 459-1004 c/o David Leone or mail to:

David Leone
FNSB Transportation Department
P. O. Box 71267
Fairbanks, AK 99707

Thank you for taking the time to assist the development of coordinated transportation in the Fairbanks North Star Borough.

**FAIRBANKS
METROPOLITAN
AREA
TRANSPORTATION
SYSTEM**



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(907) 459-4041

Alice Edwards

Dept. of Environmental Conservation
Acting Director, Air Quality Division
P.O. Box 111800
Juneau, Alaska 99811-1800
(907) 465-5109

To All Concerned,

The following FMATS meeting dates for 2009 were approved by the Policy Committee on October 15, 2008:

2009 FMATS Meetings

<u>Month</u>	<u>Technical (1st Wednesday)</u>	<u>Policy (3rd Wednesday)</u>
January	7	21
February	4	18
March	4	18
April	1	15
May	6	20
June	3	17
July	1	15
August	5	19
September	2	16
October	7	21
November	4	18
December	2	16

Steve Titus, P.E., Chair
FMATS Policy Committee

Date

REVISED FMATS 2009 - 2012 TIP Development Timeline

1. **Development of Draft Public Participation Plan by Technical Committee** - April 2
2. **Development of Draft Project Selection Criteria by Technical Committee** - April 2
3. **Preliminary Approval of Draft Public Participation Plan by Policy Committee** - April 16
4. **Preliminary Approval of Draft Project Selection Criteria by Policy Committee** - April 16
5. **Public Review of Draft Public Participation Plan** - April 20-June 3
 - 45 - day Comment Period
6. **Public Review of Draft Project Selection Criteria** - April 20-June 3
 - 45 - day Comment Period
7. **Opportunity for Project Nominations** - April 20- June 3
 - FMATS Policy & Technical Meetings
 - Public Notice/ Open House (2)
8. **Finalize Document Recommendations - Technical Committee** - June 4
 - Participation Plan
 - Nomination Criteria
 - Revised TIP Development Timeline
9. **Policy Committee Approves Document Recommendations** - June 18
10. **Project Scoring / Preliminary Recommendations to Coordinator by Technical Committee** - July 2
11. **Technical Committee Recommends Draft Project Scores and TIP to Policy Committee** - September 3
12. **Policy Committee Approves Draft TIP** - December 17
13. **Public Review / 30-day Public Comment Period** - January 1 - 30, 2009
 - Public Notice/ Meetings/ Mailing
14. **Final Review and Prioritization**
 - Technical Committee Recommendations - February 4, 2009
 - Policy Committee Review / Approval - February 18, 2009
15. **Final TIP Submitted to DOT&PF Headquarters** - February 25, 2009
 - Public Review of Major STIP Amendment - 30 days (another 30 day review is not required; can incorporate into STIP by an Administrative Modification)
16. **Final TIP Submitted to FHWA** - March 4, 2009