

FMATS 2015 – 2018 Transportation Improvement Program Project Nomination Form

Project nominations are accepted from the public and are scored based on the adopted Project Scoring Criteria. These criteria assign weight based on the project's impact on the following:

1. Health and Quality of Life
2. Safety Improvements
3. Public Support
4. Project Cost/ Project Length (\$/miles)
5. Road Functional Class
6. Road Maintenance and Condition
7. Other Considerations (economic development, security, utility conflict resolution, etc.)

The score the project receives will be used to determine the project's eligibility for funding in the Transportation Improvement Program, or TIP. The TIP identifies, prioritizes and allocates anticipated funding for transportation improvements over a 4 year period.

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Name of Proposed Project: Paratransit Van Replacement

Project Scope/ Description: Purchase nine paratransit vans to replace vans that are currently 5 to 13 years old. The useful life of a paratransit van is 5 years.

Is there a commitment from a public organization to maintain this project if built? If so please identify that organization below.

Fairbanks North Star Borough Transportation Department

Has an organization agreed to pay the non-federal funding match for this project? If so please identify the organization that has committed to pay the non-federal share.

If funded, the match funds will be requested through the FNSB assembly.

Does this project support all or some of the four goals of FMATS? The four goals are listed below please explain the relationship between these goals and this project.

1. Coordinate planning efforts to provide an integrated transportation and land use system that embodies smart growth principles and stimulates the economy to grow.

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2. Provide a safe, efficient, secure, and interconnected multi-modal transportation system for all users.
3. Protect the environment, improve air quality, promote energy efficiency, and enhance regional quality of life.
4. Optimize the utility and lifespan of the existing transportation system.

1) The FNSB Van Tran system provides about 20,000 rides annually to those using the system for work, shopping, medical appointments, school and recreational purposes within the FMATS area. These riders use the Van Tran system as their disability prevents them from being able to use the MACS fixed route bus system.

2) The FNSB Van Tran system provides transportation to any location within $\frac{3}{4}$ of a mile from a MACS fixed bus route. The FNSB Van Tran system complies with all Federal Transit Administration guidelines regarding safety and security.

3) The Van Tran system, as a required extension to the MACS fixed route system is an integral component of both the air quality planning for the carbon monoxide maintenance plan and the PM2.5 attainment plan. As Van Tran users typically have little or no other transportation options it plays an important role in improving quality of life through providing transportation services to work, medical appointments, shopping and other vital functions.

4) Having a separate paratransit system allows the MACS fixed routes to operate in a more efficient fashion. Combining fixed route operations with a demand response system would result in an inefficient bus system and long travel times for riders.

1) Does this project improve community health and/or quality of life? For example: improve air and water quality, enhance intermodal connectedness, reduce congestion, etc.

Providing a paratransit system has a significant positive effect on those individuals who cannot use the fixed route bus system due to a disability and therefore improves both health and quality of life for those individuals.

2) Is safety a factor? For example, is there a history of accidents or safety complaints?

Current van fleet is aging reducing reliability and increasing maintenance costs. Paratransit vans that fail when transporting passengers with disabilities and or to critical medical appointments presents significant challenges and safety concerns.

3) Would you describe the public support for this project as broad-based, localized, or limited? Please provide a justification for this level of public support.

The FNSB MACS system has been operating since 1977 and the Van Tran system being in operation since 1984. Voters in the FNSB have approved the existence and operation of a public transportation system twice confirming public support. A separate ballot question on Van Tran showed overwhelming public support for system operation.

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4) Please provide a cost estimate for each phase of this project if available. For example: design, right-of-way, utilities, and construction

The estimated cost per van is \$60,000 for a total of \$540,000 to replace all 9 vans. Normal delivery time is 1 year from the time a van is ordered.

5) If this is a road project please provide the functional classification of the road or roads. For example: *arterial, urban collector, or local road.*

N/A

6) Will this project improve drainage, decrease operating cost, promote efficient system management or improve overall facility condition? *Please explain:*

A significant savings in annual maintenance costs should be realized.

7) Are there other benefits of this project? *For example: national security, community development or otherwise economic benefits.*

Currently, Alaska has the fastest growing senior population per capita in the nation. With senior citizen population on the rise it will increase the number of those with disabilities that will rely on the paratransit system to provide vital transportation services. Being able to meet this demand is critical to those that wish to remain in Fairbanks and age at home.

8) Please address other issues that have not been addressed concerning this project. *(Attach additional pages and/or photos as necessary)*

This project addresses the following performance measures: safety, congestion mitigation and air quality.

While new buses are found in the MTP Implementation Plan, paratransit vehicles were not specifically identified.

For more information, please contact:

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Please submit completed form and attachments to the MPO Coordinator via mail, fax or email.