



TECHNICAL COMMITTEE MEETING

Wednesday, February 2, 2022, 12:00 – 2:00 P.M.

To join the Zoom Meeting via computer, go to: www.fastplanning.us/keepup/zoom
Zoom Meeting Phone Number: 1 (253) 215-8782, enter Meeting ID 857-4462-2181

1. Call to Order
2. Introduction of Members and Attendees
3. Approval of the February 2, 2022 Agenda
4. Approval of the January 5, 2022 Meeting Minutes Pg 2-5
5. Committee/Working Group Reports (including the Chair's Report) Pg 6
6. Public Comment Period (Non-Action Items)
7. Old Business
 - a. FFY19-23 Transportation Improvement Program (TIP) Amendment #5 (Action Item) Pg 7-25
 - Consideration of options for funding Cushman Street Bridge Rehabilitation increase, and recommendation to Policy Board for adoption of TIP Amendment #5
8. New Business
 - a. 2045 Metropolitan Transportation Plan (MTP) Update (Action Item) Pg 26-30
 - Consideration of approving Draft Goals & Objectives for 2045 MTP Update and notification of Open House #1 for public input on the Plan
<https://fastplanning.us/mtpupdate/>
 - b. Draft Public Participation Plan (PPP) Update (Action Item) Pg 31-66
 - Consideration of releasing Draft PPP Update for a 45-day public comment period
 - c. Proposed Revision to FAST Planning Fiscal Policy (Action Item) Pg 67-69
 - Consideration of adding language to Fiscal Policy regarding use of designated and undesignated fund balances in FAST Planning's bank account
 - d. FAST Planning FFY2022 Office Budget Amendment (Action Item) Pg 70-71
 - Consideration of authorizing an appropriation of undesignated funds
9. Other Issues
10. Informational Items
 - a. Infrastructure Investment & Jobs Act (IIJA) Update Pg 72-94
 - b. Obligations and Offsets Pg 95-98
11. Committee Member Comments
12. Adjournment

Next Scheduled Technical Committee Meeting – Wednesday, March 2, 2022



TECHNICAL COMMITTEE

Meeting Minutes – January 5, 2022

Zoom Meeting URL: <https://fastplanning.us/keepup/zoom/>

Telephone Number: 1 (253) 215-8782, Meeting ID: 870-4948-7228

1. Call to Order

Jackson Fox, Chair, called the meeting to order at 12:00 p.m.

2. Introduction of Members and Attendee

The following were present:

Name

*Jackson Fox, Chair
 *Olivia Lunsford, Vice Chair
 **Andrew Ackerman
 **Bob Pristash
 **Bill Butler
 **Steven Hoke (absent)
 **Kate Dueber
 **Judy Chapman
 **Sarah Schacher
 **Jason McComas-Roe
 **Kellen Spillman
 **Michelle Denton (absent)
 **David Sanches
 **Justin Burgess (absent)
 **Jakob Theurich
 **Lt. Mike Roberts
 **RJ Stumpf
 *Deborah Todd
 *Don Galligan
 *Randi Bailey
 Ethan Graetz
 Jackie Barnwell
 Peter Stern

Representing

FAST Planning
 FAST Planning
 City of Fairbanks Engineering
 City of Fairbanks Engineering
 City of North Pole
 ADEC Air Quality
 Alaska Railroad Corporation
 DOT&PF Planning
 DOT&PF Preconstruction
 FNSB Planning Commission
 FNSB Community Planning
 FNSB Transportation
 Fort Wainwright Planning
 AES Transportation
 UAF
 AK State Troopers
 Fairbanks International Airport
 FAST Planning
 FNSB Community Planning
 DOT&PF Planning
 DOT&PF
 Fairbanks Daily News-Miner
 Bicycle/Pedestrian Advisory Committee

* **FAST PLANNING Staff members**

** **FAST PLANNING Technical Committee members**

3. Approval of the January 5, 2022 Agenda

Motion: To approve the January 5, 2022 Technical Committee Agenda.
 (Sanches/Chapman).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

4. Approval of the December 1, 2021 Meeting Minutes

Motion: To approve the December 1, 2021 Meeting Minutes as presented.
 (Ackerman/Pristash).

Discussion: No discussion.

Vote on Motion: None opposed. Approved.

5. Committee/Working Group Reports (including the Chair's Report)

Mr. Fox noted the following updates:

- The Policy Board supported the 2022 Safety Performance Measure Targets proposed by the State at their December 2021 meeting.
- The Policy Board authorized the release of Transportation Improvement Program (TIP) Amendment #5 for 30-day public review from December 19, 2021 to January 9, 2022. After the public review, it will be brought back for final approval in February.
- The December 30, 2021 Bicycle/Pedestrian Advisory Committee Meeting was cancelled due to weather.
- The Project Enhancement Committee Meeting will be from Thursday, January 6, 2022 from 11 a.m.-1 p.m.

6. Public Comment Period (Non-Action Items)

No public comments.

7. Old Business**a. FFY19-23 Transportation Improvement Program (TIP) Amendment #5**

- ***Open for Public Comment December 19, 2021 to January 21, 2022***

Mr. Fox explained that TIP Amendment #5 was out for public comment and a copy of the amended TIP with a summary of all the changes as well as the notes from the December 9, 2021 Interagency Consultation for Air Quality Conformity Meeting were included in the meeting packet.

8. New Business**a. North Pole Streetlight Standardization Project**

- ***Project Update by Ethan Graetz (DOT&PF)***

Mr. Fox introduced Ethan Graetz of DOT&PF who provided a presentation about the North Pole Streetlight Standardization Project.

b. Cushman Street Bridge Rehabilitation – Construction Increase (Action Item)

- ***Consideration of Approving Increase of \$1,373,783 to Award Low Bid***

Mr. Fox explained that an email was included in the meeting packet from DOT Project Control explaining that the low bid amount received for the Cushman Street Bridge Rehabilitation Project came in just over \$5.3M and they had programmed \$4.2M in the TIP. Mr. Fox explained that as we put projects out to bid this year and in future years, they would see increases in bids. Mr. Fox stated that they needed to find a funding source to cover the additional \$1.3M. Mr. Fox explained that his thought was that they would pay for the increase with Advance Construction Funds and raising our Advance Construction amount in 2023 and possibly delaying projects in the TIP from 2023 to 2024. Mr. Fox explained that he and DOT had tried to find other sources of funding to use to cover that amount such as CMAQ funds for the signal interconnect portion of the project.

Ms. Schacher added that it was an unfortunate situation and might be the start of a trend. Ms. Schacher explained that the big things they missed that caused this increase were the bid for installation of polyester bridge deck, removal of the concrete bridge deck, and the highway lighting price escalation. Ms. Schacher explained that she came up with approximately \$114k that qualified for CMAQ funding for the interconnect signal installation that would somewhat alleviate the problem.

Public Comment: No public comment.

Motion: To recommend to the Policy Board to approve an increase of \$1,373,873 for the Cushman Street Bridge Rehabilitation Project to award the low bid using 2023 Advance Construction Funding. (Sanches/Chapman).

Discussion: Mr. Spillman asked Mr. Fox if the motion included having it come back to the Technical Committee for approval of where the funds would come from.

Mr. Fox explained that the motion did not specifically say that, but he would work on finding some options for where the funding would come from TIP Amendment #5.

Mr. Ackerman stated that he would encourage them to revisit this in a month or so and he thought it was likely that FAST Planning would get some additional funds through the Infrastructure Bill and at that time, they could make a more informed decision. Mr. Ackerman stated that the project that was most concerning and did not meet any type of funding budget would be the Chena Riverwalk.

Mr. Ackerman explained that he would be in favor of delaying it because he thought the delay would give them time to better figure out where that project was going.

Mr. Pristash stated that with the North Pole Streetlight Project being so close and the probability of costs going up in the future, he thought it was a good idea to proceed with that. Mr. Pristash stated that they needed to move forward with that since costs were only going to go up. Mr. Pristash stated that the Cushman Street Bridge was an example of that, and he was in support of the motion.

Ms. Schacher commented that she agreed with Mr. Pristash and did not think delaying Minnie Street would be a good idea since it was in the final stages of the environmental document, and she thought they should continue that.

Ms. Schacher stated that she agreed that the Chena Riverwalk Project was an obvious target due to the supply shortages and right-of-way discussions.

Vote on Motion: Ten in favor. One opposed. (McComas-Roe). Approved.

9. Other Issues

No other issues.

10. Informational Items

a. Obligations and Offsets

Mr. Fox explained the obligations and offsets included in the meeting packet.

11. Technical Committee Member Comments

- Mr. Spillman requested that for the next couple meetings under Informational Items they got updates on the Transportation Bill.
- Ms. Schacher commented that they had Old Richardson Highway should be advertising in the next couple months. Ms. Schacher commented that she also wanted to acknowledge all the hard work and fast response times from Public Works, Maintenance & Operations, Golden Valley Electric, and the first responders during the past week's snow events and wanted to say thank you.

12. Adjournment

Motion to Adjourn: (Ackerman/Sanches). The meeting adjourned at 12:54 p.m. The next Technical Committee meeting is Wednesday, February 2, 2022.

Approved: _____ **Date:** _____
Jackson Fox, Chair
FAST Planning Technical Committee



**Policy Board
Action Items
January 19, 2022**

Motion: To increase the construction dollars for the Cushman Street Bridge Rehabilitation project by \$1,373,783 using Advance Construction as the funding source. (Matherly/Welch).
None opposed. Approved.

Mayor Bryce Ward
Chair, Policy Board

1-20-22
Date

Options for FFY19-23 Transportation Improvement Program (TIP) Amendment #5

January 28, 2022

OVERVIEW

- Funding needed for Cushman Street Bridge Project Increase (FFY22): \$1.374 million
- Policy Board approved Project Increase on January 19th directing use of FFY23 funds to not impact current year (FFY22) projects
- Use of FFY23 Advance Construction funds triggers moving a project phase (preferably construction) from FFY23 to FFY24 to maintain fiscal constraint

OPTIONS

A	Delay construction of Chena Riverwalk (\$1.739 million) from FFY23 to FFY24
B	Delay construction of Yankovich/Miller Hill (\$4.572 million) from FFY23 to FFY24 <u>and</u> convert Chena Riverwalk to FFY24 Advance Construction to remain in FFY23
C	Delay construction of 5th Avenue (\$1.651 million) from FFY23 to FFY24 (supplemental TAP funds [\$500k] would also have to be delayed)
D	Delay final design of Minnie Street (\$1.125 million) from FFY23 to FFY24 <u>and</u> utilities phase for Cowles Street (\$209k) <u><or></u> Woll Road (\$203k) from FFY23 to FFY24

FAST Planning FFY19-23 Transportation Improvement Program (TIP) Amendment #5 - Summary of Changes

DRAFT - January 28, 2022

Project	Description
1 Advanced Project Definition	Updated Project Number
2 Airport West Bicycle & Pedestrian Facility	Reduced construction phase funding from \$1.1 million to \$827.9k per final estimate and obligation by DOT&PF; funding reduction applied as AC paypack to the Sign Replacement Stage III project
3 Chena Riverwalk	Added \$204.2k STP/CMAQ funding to right-of-way phase based on latest estimate from DOT&PF (Policy Board approved 10.20.2021); moved utilities and construction phase from FFY22 to FFY23
4 College Road Bus Pullouts	Removed utilities phase placeholder
5 Coordinators Office	Added new Need ID and Project Number
6 Cushman Street Bridge Rehabilitation	Removed design phase placeholder; reduced construction phase funding from \$5.3 to \$4.2 million per final estimate from DOT&PF
7 Fairbanks Road/Rail Crossing Reduction Plan	Increased offset funding from \$47.6k to \$51.9 for planning phase to add ICAP and DOT&PF oversight costs for consultant contract amendment (Policy Board approved 06.16.2021)
8 FAST Improvement Program	Added \$40.0k offset funding to FFY21 construction phase for FFY20 construction overruns, change orders, and CENG (Executive Director approved 07.09.2021); added \$104.6 offset funding to FFY22 construction phase per request from City of Fairbanks and DOT&PF (Policy Board approved 10.20.2021); updated project scope to match Policy Revision approved by Policy Board 08.18.2021; deleted old Need ID (32818) and Project Number (NFHWY00434); increased FFY22 construction phase STP funding \$8k (supplemental funds from various project phase placeholder removals)
9 Metropolitan Transportation Plan Update	Added \$32.3 offset funding to planning phase to fully fund consultant contract and supplement DOT oversight costs (Executive Director approved 08.11.2021)
10 Non-motorized Plan Update	Added \$15.5k offset funding to planning phase for consultant contract amendment (Executive Director approved 05.28.2021)
11 North Pole Streetlight Standardization	Advanced construction year from FFY23 to FFY22 and increased construction phase funding from \$1.286 to \$1.6 million; removed right-of-way phase placeholder; reduced utilities phase to be a placeholder; updated project title and scope
12 Old Rich Hwy Intersection Improvements	Added \$272.9k STP funding to utilities phase per request from DOT&PF (Policy Board approved 10.20.2021); removed right-of-way phase placeholder
13 Sign Replacement Stage III	Reduced AC using AC payback from Airport West Bicycle & Pedestrian Facility project (\$257.5k) and remaining FFY21 offset balance (\$60.9k; Policy Board approved 08.18.2021)
14 Woll Road Resurfacing & Widening	Increased design phase funding from \$250k to \$300k per request from DOT&PF; moved right-of-way phase placeholder from FFY22 to FFY23; moved utilities phase funding from Beyond to FFY23; updated construction phase funding to \$2.2 million per latest estimate from DOT&PF
15 Informational Tables	Updated information tables to match project details from FNSB Transit, ARRC, and FFY20-23 STIP Amendment #3

FAST Planning 2019 - 2023 TRANSPORTATION IMPROVEMENT PROGRAM
Amendment #5, DRAFT 01.28.2022

NID	IRIS	Project Description	Fund Code	Phase	FFY19	FFY20	FFY21	FFY22	FFY23	Beyond
32119	NFHWY00445	5th Avenue Reconstruction	STP	Design	218.8		109.8			
		Reconstruct 5th Avenue from Barnette to Noble Street to provide improved facilities for all users. Reconstruction includes ADA-compliant sidewalks and shoulders to accommodate bicyclists, wayfinding and bicycle route signs, and landscaping in accordance with FAST Planning's "Complete Streets" Policy.	TAP		77.3					
		FAF				205.9				
		3PF	29.4		31.3					
		STP	Right-of-Way				121.8			
		3PF					12.1			
		STP	Utilities						409.4	
		3PF							40.6	
		STP	Construction						1,092.8	
		TAP							454.9	
		3PF							153.6	
Project Total					325.5	0.0	347.1	133.9	2,151.3	0.0
32279	NFHWY00447	Airport West Bicycle & Pedestrian Facility	STP	Design	300.2	154.6				
		Construct bicycle and pedestrian connection from the Fairbanks International Airport terminal to the neighborhoods west of the Airport and planned non-motorized facilities along Dale Road.	SM		29.8	15.4				
		STP	Construction				753.1			
		SM					74.8			
Project Total					330.0	170.0	827.9	0.0	0.0	0.0
21934	NFHWY00648	Advanced Project Definition	STP	Planning	91.0			91.0		
		Provide funding to the State and City to develop new estimates for TIP projects.	FAM		9.0			9.0		
Project Total					100.0	0.0	0.0	100.0	0.0	0.0
30011	TBD	Barnette Street Reconstruction	ILLU/3PF	Design						2,250.0
		Right-of-Way								100.0
		Utilities								1,000.0
		Construction								12,100.0
Project Total					0.0	0.0	0.0	0.0	0.0	15,450.0
32278	TBD	Bike Lane Striping & Signing	ILLU	Design						356.0
		Right-of-Way								0.0
		Utilities								10.0
		Construction								1,733.0
Project Total					0.0	0.0	0.0	0.0	0.0	2,099.0

FAST Planning 2019 - 2023 TRANSPORTATION IMPROVEMENT PROGRAM
Amendment #5, DRAFT 01.28.2022

NID	IRIS	Project Description	Fund Code	Phase	FFY19	FFY20	FFY21	FFY22	FFY23	Beyond	
26078	NFHWY00280	Chena River Walk Stage III Construct an approximately 3,200' long segment, multi-use asphalt path that is 10 feet wide with 2-foot gravel shoulders. The proposed path would be constructed on the north side of the Chena River from the existing Chena River pedestrian bridge crossing near Pioneer Park to the east side of Peger Road where the new path turns to a north/south orientation along Peger Road until it terminates at the southeast corner of the Peger Road and Phillips Field Road controlled intersection. <i>Bicycle and pedestrian facilities that are not exclusively recreational and reduce vehicle trips are eligible under CMAQ.</i>	CMAQ	Design	277.5						
			FAM		27.5						
			STP	Right-of-Way				76.8			
			CMAQ					127.4			
			FAM					20.3			
			STP	Utilities						2.3	
			FAM							0.2	
			STP	Construction						1,580.2	
			FAM							156.9	
Project Total					305.0	0.0	0.0	224.5	1,739.5	0.0	
30099	NFHWY00290	College Road Bus Pullouts Construct new bus stop facilities along College Road. Work includes roadside hardware, drainage improvements, ADA improvements and utilities. <i>New pullouts may potentially increase transit ridership and reduce congestion since the enhanced facility may make transit safer for the rider. It will also reduce idling by moving the bus outside of the travel lane.</i>	STP	Design	181.9						
			FAF		45.5	45.5					
			SM		22.6	4.5					
			CMAQ	Right-of-Way		229.7					
			STP			6.8					
			SM			23.5					
			CMAQ	Construction				600.4			
			SM					59.6			
Project Total					250.0	310.0	0.0	660.0	0.0	0.0	
22765 6448	NFHWY00576 HFHWY00217	Coordinators Office Funding for the FAST Planning Coordinator's office which supports delivery of the FAST Planning's program.	STP	Planning	106.1	100.0	100.0	100.0	100.0		
			PL		274.6	304.6	321.2	321.2	321.2		
			FAM		37.8	40.2	41.8	41.8	41.8		
			FAF		10.0	10.0	10.0	10.0	10.0		
Project Total					428.5	454.8	473.1	473.1	473.1	0.0	

FAST Planning 2019 - 2023 TRANSPORTATION IMPROVEMENT PROGRAM
Amendment #5, DRAFT 01.28.2022

NID	IRIS	Project Description	Fund Code	Phase	FFY19	FFY20	FFY21	FFY22	FFY23	Beyond	
30012	NFHWY00126	Cowles Street Reconstruction Reconstruct Cowles Street from 1st Avenue through East Cowles Street. Project work will include roadside hardware, drainage improvements, intersection improvements, ADA improvements and utilities. <i>50% local match / 50% state match.</i> <i>Pedestrian facilities that are not exclusively recreational and reduce vehicle trips are eligible under CMAQ.</i>	STP	Design	136.5	52.6	50.5	341.1			
			FAF		325.7	28.8					
			AC			50.5	341.1				
			ACC				-50.5	-341.1			
			SM		22.9	6.5	16.9				
			3PF		22.9	6.5	16.9				
			STP	Right-of-Way			227.0				
			AC			227.0					
			ACC				-227.0				
			SM			11.3					
			3PF			11.3					
			STP	Utilities						190.4	
			SM						9.5		
			3PF						9.5		
			STP	Construction							7,227.5
			CMAQ							727.8	
			3PF							394.8	
			SM						394.8		
Project Total					508.0	394.5	375.0	0.0	209.4	8,745.0	
38471	Z622070000	Cushman Street Bridge Rehabilitation Rehabilitate the Cushman Street Bridge and Cushman Street between the First Avenue and Terminal Street intersections. Project work will include bridge work, roadside hardware, ADA sidewalk and curb ramp improvements.	STP	Construction					3,107.6		
			CMAQ						727.8		
			AC				3,835.4				
			ACC						-3,835.4		
			SM				380.7				
Project Total					0.0	0.0	0.0	4,216.1	0.0	0.0	
31516	NFHWY00425	Fairbanks Road/Rail Crossing Reduction/Realignment Plan The primary purpose of the PLAN is to serve as a long-range road/rail planning document. The PLAN will enable FAST Planning and its agency partners to implement a more efficient and effective approach to integrate passenger and freight rail elements into the larger multi-modal and intermodal transportation framework.	BANK	Planning	136.5						
			FAF		318.4		51.9				
			FAM		13.5		5.1				
			SM		31.6						
Project Total					500.0	0.0	57.0	0.0	0.0	0.0	

FAST Planning 2019 - 2023 TRANSPORTATION IMPROVEMENT PROGRAM
Amendment #5, DRAFT 01.28.2022

NID	IRIS	Project Description	Fund Code	Phase	FFY19	FFY20	FFY21	FFY22	FFY23	Beyond
19096	NFHWY00506 NFHWY00603	FAST Improvement Program	STP	Design				305.7		
		Perform gravel or asphalt surface maintenance and preservation activities on roads, sidewalks and pathways. Work may also include new or upgraded illumination, signing and striping, storm drains and intersection improvements including nonmotorized crossings, as well as ADA upgrades to sidewalks and curb ramps. State pays design match and local governments pay construction match, per agreement.	FAF			368.4				
		SM			36.6		30.3			
		FAF	Utilities		21.4					
		SM			2.1					
		AC	Construction	1,731.9						
		ACC			-1,731.9					
		STP			2,563.8		1,020.4			
		FAF		939.4	159.7	192.4	104.6			
		SM		86.1	15.9					
		3PF		186.7	86.6	19.1	111.7			
Project Total					2,944.1	1,522.6	211.5	1,572.7	0.0	0.0
30229	NFHWY00271 NFHWY00524	FAST Intersection Improvement Program	FAF	Design	341.1					
		Intersection enhancements related to capacity, safety, and/or multimodal accessibility within the FAST Planning boundary.	SM		33.9					
		STP	Utilities				4.5			
		SM					0.5			
		STP	Construction	132.3		268.4				
		FAF			220.9					
		3PF		13.1	21.7	26.6				
Project Total					520.4	242.5	300.0	0.0	0.0	0.0
TBD	TBD	FAST Safety and Efficiency Program	ILLU	All						
Low-cost improvements to enhance the safety and efficiency of the existing transportation system. Projects may include but are not limited to signing, striping, lighting upgrades, signal timing, signal controller upgrades and maintenance.										
Project Total					0.0	0.0	0.0	0.0	0.0	0.0

FAST Planning 2019 - 2023 TRANSPORTATION IMPROVEMENT PROGRAM
Amendment #5, DRAFT 01.28.2022

NID	IRIS	Project Description	Fund Code	Phase	FFY19	FFY20	FFY21	FFY22	FFY23	Beyond
30096 32078	NFHWY00282 NFHWY00454 NFHWY00559	FAST Sidewalk Improvement Program	BANK	Design	255.3					
		Fund projects that will improve connectivity, safety, mobility and access for pedestrians throughout the MPA. Includes "Growden Area Accessibility Improvements" ATAP project. <i>Pedestrian facilities that are not exclusively recreational and reduce vehicle trips are eligible under CMAQ.</i>	SM		25.3					
		TAP	111.0		80.1					
		3PF	11.0		7.9					
		STP	Utilities	9.1						
		SM		0.9						
		AC	Construction	1,074.7	94.7					
		TAP				694.1				
		FAF			146.5	30.0				
		3PF		221.4	23.9	155.2				
		ACC			-1,074.7	-94.7				
		CMAQ			313.8	727.8				
		STP		1,155.5	760.9	112.0				
Project Total					2,864.2	353.2	1,624.5	0.0	0.0	0.0
16104	Z637840000	Gillam Way Reconstruction	STP	Utilities	91.0					
		Reconstruct Gillam Way between Airport Way to 22nd Avenue including pedestrian and drainage improvements, utilities and traffic calming. <i>50% local match / 50% state match</i> <i>Pedestrian facilities that are not exclusively recreational and reduce vehicle trips are eligible under CMAQ.</i>	FAF		268.8					
		SM	17.9							
		3PF	17.9							
		STP	Construction	3,623.0	266.0					
		CMAQ		313.9						
		AC		111.3						
		ACC			-111.3					
		SM		304.0	10.1					
		3PF		304.0	10.1					
		FAF		2,077.1	48.0					
Project Total					7,128.8	222.8	0.0	0.0	0.0	0.0
32798	TBD	Holmes Road Reconstruction	ILLU	Design						1,228.0
		Right-of-Way							500.0	
		Utilities							100.0	
		Construction							10,213.0	
Project Total										12,041.0

FAST Planning 2019 - 2023 TRANSPORTATION IMPROVEMENT PROGRAM
Amendment #5, DRAFT 01.28.2022

NID	IRIS	Project Description	Fund Code	Phase	FFY19	FFY20	FFY21	FFY22	FFY23	Beyond
30029	TBD	Lacey Street Reconstruction	ILLU	Design						2,500.0
		Right-of-Way							700.0	
		Utilities							925.0	
		Construction							10,000.0	
Project Total					0.0	0.0	0.0	0.0	0.0	14,125.0
30105	TBD	Lathrop Street Extension	STP	Design		122.8				
		3PF			12.2					
		STP	Utilities				727.8			
		3PF					72.2			
		STP	Construction				467.6			
		3PF					46.4			
Project Total					0.0	135.0	0.0	1,314.0	0.0	0.0
6587	Z628380000	McGrath Rd Upgrade	STP	Utilities	527.6					
		FAF	108.8		136.3					
		SM	63.2		13.5					
		STP	Construction			5,127.7				
		AC			4,741.6					
		ACC				-4,741.6				
		SM			385.4	38.3				
Project Total					699.6	5,276.8	424.4	0.0	0.0	0.0
33138	NFHWY00596	Metropolitan Transportation Plan Update	STP	Planning			149.6			
		FAF				32.3				
		FAM				18.1				
Project Total					0.0	0.0	200.0	0.0	0.0	0.0

FAST Planning 2019 - 2023 TRANSPORTATION IMPROVEMENT PROGRAM
Amendment #5, DRAFT 01.28.2022

NID	IRIS	Project Description	Fund Code	Phase	FFY19	FFY20	FFY21	FFY22	FFY23	Beyond	
31389	NFHWY00509	Minnie Street Upgrade	STP	Design		727.8			1,023.4		
		Reconstruct Minnie Street between Illinois Street and Old Steese Highway. Project will include roadside hardware, drainage improvements, intersection improvements, ADA improvements, and utilities. 50% local match / 50% state match	SM			36.1			50.8		
		3PF			36.1			50.8			
				STP	Right-of-Way						1,364.6
			SM							67.7	
			3PF							67.7	
			STP	Utilities							909.7
			SM							45.2	
			3PF							45.2	
			STP	Construction							8,642.2
			SM							428.9	
			3PF							428.9	
Project Total					0.0	800.0	0.0	0.0	1,125.0	12,000.0	
24960	TBD	Nelson Road Bicycle & Pedestrian Facility	ILLU	Design						1,153.0	
		Right-of-Way							150.0		
		Utilities							770.0		
		Construction							5,919.0		
Project Total					0.0	0.0	0.0	0.0	0.0	7,992.0	
32398	NFHWY00446	Non-Motorized Plan Update	STP	Planning	136.5						
		Update FMATS Non-Motorized Plan (2012) to improve conditions for bicyclists and pedestrians with the Metropolitan Planning Area.	FAF			44.7	15.5				
		FAM	13.5		4.4	1.5					
Project Total					150.0	49.1	17.0	0.0	0.0	0.0	
30106	NFHWY00269	North Pole Streetlight Standardization - Phase I	BANK	Design	163.7						
		Upgrade the streetlights in older subdivisions and illuminate several areas in the city currently not illuminated. Consolidate the streetlights on to one or a few circuits. Phase I focuses on the city core. Future project phases include Highway Park, Ford, and Morning Star subdivisions.	STP					68.2			
		AC				68.2					
		ACC					-68.2				
			3PF	16.3	6.8						
			STP	Utilities				2.3			
			3PF					0.2			
			STP	Construction				1,455.5			
			3PF					144.5			
Project Total					180.0	0.0	75.0	1,602.5	0.0	0.0	

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NID	IRIS	Project Description	Fund Code	Phase	FFY19	FFY20	FFY21	FFY22	FFY23	Beyond	
30100	NFHWY00158	Old Richardson Highway Intersection Improvements Improve intersections in North Pole at Santa Claus Lane and East 5th Avenue and North Pole High School Boulevard at Old Richardson Highway and 8th Avenue. The railroad crossings will also be improved to current standards.	STP	Design	300.2						
			SM		29.8						
			STP	Utilities				545.8			
			SM					54.2			
			STP	Construction				818.7			
			SM					81.3			
Project Total					330.0	0.0	0.0	1,500.0	0.0	0.0	
32399	NFHWY00463	Road Service Area Expansion Plan Develop plan to expand existing Road Service Areas (RSAs) or create new RSAs to address "orphan roads," including funding to upgrade roads to current standards.	STP	Planning	100.0						
			BANK			100.0					
			FAF			18.2					
			FAM			1.8					
			3PF		50.0						
Project Total					150.0	120.0	0.0	0.0	0.0	0.0	
30093	NFHWY00246	Sign Replacement - Stage III Replace signs in accordance with each entity's established sign management plans to meet the requirements of the MUTCD.	STP	Construction			257.5	845.7			
			FAF				60.9				
			AC				845.7				
			ACC				-845.7				
			3PF				115.6				
Project Total					0.0	0.0	1,279.7	0.0	0.0	0.0	
26087	NFHWY00014	Tanana Loop and South Chandalar Drive Intersections Reconstruct the intersections of Tanana Loop/Alumni Drive, Tanana Loop/South Chandalar Drive, and Salcha Street/South Chandalar Drive including the portions of South Chandalar Drive between the intersections up to Amber Lane and any additional road construction required by intersection improvements. Reconstruct the existing pedestrian facilities and construct new pedestrian facilities on Alumni Drive, Tanana Loop, Salcha Street, and South Chandalar Drive. Project includes roadside hardware, utilities, drainage improvements, intersection improvements, and ADA improvements.	STP	Design	68.2						
			FAF		76.4	40.8					
			FAM		14.4	4.1					
			STP	Construction		2,961.0	207.5				
			CMAQ			184.3					
			AC			207.5					
			ACC				-207.5				
			FAF			137.5	82.2				
			FAM			346.5	8.2				
Project Total					159.0	3,881.6	90.3	0.0	0.0	0.0	

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NID	IRIS	Project Description	Fund Code	Phase	FFY19	FFY20	FFY21	FFY22	FFY23	Beyond
29969	NFHWY00137	Wembley Avenue Improvements	CMAQ	Construction	136.4					
		Reconstruct Wembley Avenue from Aurora Drive to Danby Street and construct a pedestrian facility. <i>Bicycle and pedestrian facilities that are not exclusively recreational and reduce vehicle trips are eligible under CMAQ.</i>	ACC		-136.4					
		FAF	40.9							
		SM	4.1							
		Project Total			40.9	0.0	0.0	0.0	0.0	0.0
32178	NFHWY00448	Woll Road Resurfacing & Widening	STP	Design	350.2			272.9		
		Resurface and widen Woll Road from Bradway Road to Ownby Road.	SM		34.8			27.1		
		STP	Right-of-Way					2.3		
		SM						0.2		
		STP	Utilities					181.9		
		SM						18.1		
		STP	Construction						2,001.3	
		SM							198.7	
		Project Total		385.0	0.0	0.0	300.0	202.5	2,200.0	
9939	NFHWY00139	Yankovich/Miller Hill Road Reconstruction	STP	Design			236.1			
		Reconstruct Miller Hill Road and Yankovich Road, and improve existing separated multi-use path as needed. Project work will include roadside hardware, drainage improvements, and utilities.	AC			236.1				
		ACC				-236.1				
		SM			23.4					
		STP	Right-of-Way			112.4				
		AC			112.4					
		ACC				-112.4				
		SM			11.2					
		STP	Utilities				454.9			
		SM					45.2			
		STP	Construction						4,159.1	
		AC						4,159.1		
		ACC							-4,159.1	
		SM						412.9		
		Project Total		0.0	383.1	0.0	500.0	4,572.0	0.0	

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NID	IRIS	Project Description	Fund Code	Phase	FFY19	FFY20	FFY21	FFY22	FFY23	Beyond
Funding (Revenue) Summary										
		Surface Transportation Program	STP		7,528.1	7,716.3	7,716.3	7,716.3	7,716.3	
		Congestion Mitigation/Air Quality	CMAQ		727.8	727.8	727.8	727.8	727.8	
		Planning	PL		274.6	304.6	321.2	321.2	321.2	
		Transportation Alternatives Program	TAP		188.3	80.1	694.1	0.0	0.0	
		Banking from Previous Year	BANK		555.5	100.0	0.0	0.0	0.0	
					9,274.3	8,928.7	9,459.4	8,765.3	8,765.3	
		<i>This shows the overall match required for the federal funds above.</i>								
		STP Match			747.3	765.9	765.9	765.9	765.9	
		CMAQ Match			72.2	72.2	72.2	72.2	72.2	
		Planning Match			27.3	30.2	31.9	31.9	31.9	
		TAP Match			18.7	7.9	68.9	0.0	0.0	
		Banking Match			55.1	9.9	0.0	0.0	0.0	
					920.6	886.3	938.9	870.1	870.1	
		Funding (Revenue) Total			10,194.8	9,815.0	10,398.3	9,635.4	9,635.4	
Projected Obligations Summary										
		Fund Code Description	Fund Code		2019	2020	2021	2022	2023	
Federal Summary										
		Surface Transportation Program	STP		7,528.1	7,716.3	7,716.3	7,716.3	7,690.3	
		Congestion Mitigation/Air Quality	CMAQ		727.8	727.8	727.8	727.8	727.8	
		Planning	PL		274.6	304.6	321.2	321.2	321.2	
		Transportation Alternatives Program	TAP		188.3	80.1	694.1	0.0	454.9	
		Banking from Previous Year	BANK		555.5	100.0	0.0	0.0	0.0	
				<i>Federal Subtotal</i>	9,274.2	8,928.8	9,459.4	8,765.3	9,194.2	
		Advanced Construction	AC		2,917.9	5,669.8	1,255.1	3,835.4	4,159.1	
		Advance Construction Conversion (Payback)	ACC		-136.4	-2,917.9	-5,669.8	-1,255.1	-3,835.4	
				<i>AC/ACC Subtotal</i>	2,781.5	2,752.0	-4,414.8	2,580.3	323.7	
Federal Match Summary										
		State Match	SM		706.8	595.4	130.5	678.3	491.4	
		Local Government Match	3PF		872.7	216.4	371.6	387.1	254.6	
		FAST Planning Match	FAM		115.8	396.9	74.7	71.1	198.9	
				<i>Match Subtotal</i>	1,695.4	1,208.7	576.8	1,136.6	944.9	
					10,969.6	10,137.5	10,036.2	9,901.9	10,139.1	
Illustrative Summary										
		Illustrative (Funding Placeholder)	ILLU		0.0	0.0	0.0	0.0	0.0	
					0.0	0.0	0.0	0.0	0.0	
Appropriation Fund Summary (State & Offset Funds)										
		FAST Planning Appropriation Funds	FAF		4,552.1	1,426.6	681.0	114.6	10.0	
				<i>TOTAL</i>	4,552.1	1,426.6	681.0	114.6	10.0	
		GRAND TOTAL			15,521.7	11,564.1	10,717.1	10,016.5	10,149.1	

STP: Surface Transp. Prog., SM: State Match, 3PF: 3rd Party Funding, CMAQ: Congestion Mitigation Air Quality, TAP: Transp. Alts Prog., ILLU: Illustrative, AC: Adv. Constr., ACC: Adv. Constr. Conversion, FAF/FAM: FAST Approp. Funds/Match

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FTA Projects within FAST Planning Boundary										
Need ID	Project Description		Fund Code	Fund Type	FFY19	FFY20	FFY21	FFY22	FFY23	Beyond
21018	Urbanized Area Formula Grant - FNSB		FTA	5307	1,325.3	1,325.3	1,372.7	1,042.1		
	Transit operating assistance, and purchase of a bus.		Match		1,123.3	331.3	1,157.9	1,042.1		
Project Total					2,448.7	1,656.7	2,530.6	2,084.2	0.0	
21314	Urbanized Area Formula - ARRC		FTA	5307	20.0	20.0				
	Associated transit improvements.		Match		5.0	5.0				
Project Total					25.0	25.0	0.0	0.0	0.0	
19634	Urbanized Area Formula - ARRC		FTA	5307	200.0	915.0				
	Track rehabilitation.		Match		50.0	50.0				
Project Total					250.0	965.0	0.0	0.0	0.0	
19658	Urbanized Area Formula - ARRC		FTA	5307	200.0	200.0	200.0	200.0	200.0	
	Preventive maintenance.		Match		50.0	50.0	50.0	50.0	50.0	
Project Total					250.0	250.0	250.0	250.0	250.0	
31091	Urbanized Area Formula - ARRC		FTA	5307	40.0	92.0				
	Replace and/or upgrade radio system equipment and communication components.		Match		10.0	23.0				
Project Total					50.0	115.0	0.0	0.0	0.0	
21314	Transit Security - ARRC		FTA	5307	40.0	40.0				
	Purchase and install surveillance equipment system-wide, and other security expenses as appropriate.		Match		10.0	10.0				
Project Total					50.0	50.0	0.0	0.0	0.0	
20028	MACS Fleet Transition to CNG		FTA	5307		1,754.9	1,340.2	1,364.6		
	Transition the MACS fleet to Compressed Natural Gas in accordance with MACS Recommended 10-year Bus Replacement Plan 2019-2028.		Match			438.7	335.0	341.2		
Project Total					0.0	2,193.6	1,675.2	1,705.8	0.0	
19120	Rural Transit - FNSB		ILLU	5311						
	Operational funding for the gray line.		Match							
Project Total					0.0	0.0	0.0	0.0	0.0	
19635	State of Good Repair - ARRC		FTA	5307		250.0				
	Bridge rehabilitation.		Match							
Project Total					0.0	250.0	0.0	0.0	0.0	
33245	State of Good Repair - ARRC		FTA	5307		25.0				
	Facility rehabilitation.		Match							
Project Total					0.0	25.0	0.0	0.0	0.0	
19635	State of Good Repair - ARRC		FTA	5337			720.0	6040.0	840.0	
	Bridge rehabilitation.		Match				180.0	1510.0	210.0	
Project Total					0.0	0.0	900.0	7550.0	1050.0	
19658	State of Good Repair - ARRC		FTA	5337	200.0	200.0	200.0	200.0	200.0	
	Preventive maintenance.		Match		50.0	50.0	50.0	50.0	50.0	
Project Total					250.0	250.0	250.0	250.0	250.0	
19634	State of Good Repair - ARRC		FTA	5337	200.0	200.0	160.0	160.0		
	Track rehabilitation.		Match		50.0	50.0	40.0	40.0		
Project Total					250.0	250.0	200.0	200.0	0.0	
31091	State of Good Repair - ARRC		FTA	5337	40.0	92.0				
	Replace and/or upgrade radio system equipment and communication components.		Match		10.0	23.0				
Project Total					50.0	115.0	0.0	0.0	0.0	

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NID	IRIS	Project Description	Fund Code	Phase	FFY19	FFY20	FFY21	FFY22	FFY23	Beyond
19119	Enhanced Mobility for Seniors & Individuals with Disabilities		FTA	5310	80.6	81.6				
	Funding for VanTran service.		Match		20.1	20.4				
	Project Total				100.7	102.0	0.0	0.0	0.0	
21028	Transit Administration & Maintenance Facility - Phase II		FTA	5339		10,403.3				
	Renovation and expansion of the transit maintenance facility, including utility connection and/or storage of CNG.		Match			2,600.8				
	Project Total				0.0	13,004.2	0.0	0.0	0.0	
21038	Van Tran Fleet Transition to CNG		FTA	5310	168.0	113.5	115.1	58.4		
	Transition the Van Tran fleet to CNG in accordance with Van Tran Recommended 10-year Bus Replacement Plan 2019-2028.		Match		42.0	28.4	28.8	14.6		
	Project Total				210.0	141.9	143.9	72.9	0.0	
21038	Bus and Bus Facility Allocations - FNSB		FTA	5339(a)	95.2	99.1	91.3			
	FFY18, 19, 20 & 21 Section 5339(a) CNG Fueled Bus		Match		19.0	19.8	18.3			
	Project Total				114.2	118.9	109.6	0.0	0.0	
21048	Urbanized Area Formula Grant - FNSB		FTA	5307				330.6		
	Purchase of a CNG fueled bus.		Match					115.8		
	Project Total				0.0	0.0	0.0	446.4	0.0	
27969	Buses and Bus Facility Competitive Grant		ILLU	5339(b)						
			Match							
	Project Total				0.0	0.0	0.0	0.0	0.0	

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NID	IRIS	Project Description	Fund Code	Phase	FFY19	FFY20	FFY21	FFY22	FFY23	Beyond
NHS Projects within FAST Planning Boundary										
Need ID	IRIS	Project Description / Funding Source	Fund Code	Phase	FFY19	FFY20	FFY21	FFY22	FFY23	Beyond
3843	Z640780000	Airport Way / Cushman Street Intersection Reconstruction	CMAQ	Design	1,637.5					
		Reconstruct the intersection at Airport Way and Cushman Street.	SM		162.5					
			CMAQ	Right-of-Way			4,275.6			
			SM				424.4			
			CMAQ	Utilities				1,091.6		
			SM				108.4			
			CMAQ	Construction					10,712.3	
			SM						1,063.3	
Project Total					1,800.0	0.0	4,700.0	1,200.0	11,775.6	
19217	NFHWY00245	Airport Way / Steese Expressway Reconstruction	HSIP	Design	1,100.0					
		Right-of-Way				50.0				
		Utilities				50.0				
		Construction					11,770.0			
Project Total					1,100.0	0.0	100.0	11,770.0	0.0	
15685	Z618720000	Airport Way (West) Improvements	NHPP	Construction				1,187.3	9,729.1	
		Construct intersection improvements along Airport Way between Dale Road and the Parks Highway. Project includes bicycle/pedestrian facilities along Hoselton Road to the Boat Street path.	AC				9,729.1			
			ACC					-9,729.1		
			SM				1,083.6			
Project Total					0.0	0.0	0.0	12,000.0	0.0	
25598	Z615970000	Richardson Highway MP 357 - 362 Bicycle/Pedestrian Path	NHPP	Design				467.0		
		Construct a paved bicycle/pedestrian path on the Richardson Highway between MP 357 - 362, starting from the Richardson Highway/Airport Way intersection, continuing along the Richardson Highway to the Badger Loop North Bound Ramp, and terminating at the Badger Road/Old Richardson Highway intersection.	SM					33.0		
Project Total					0.0	0.0	0.0	500.0	0.0	4,600.0
19217	NFHWY00097	Richardson Hwy MP 351 Interchange	HSIP	Design	615.0					
		Replace the existing at grade intersection with an interchange to reduce turning related crashes.		Right-of-Way	500.0		900.0			
				Utilities					700.0	
				Construction					19,150.0	
Project Total					1,115.0	0.0	900.0	0.0	19,850.0	
2130	Z661480000	Richardson Highway MP 353 - 357 Access/Safety Improvements	NHPP	Construction	3,910.4	13,266.8				
		Improve access control on the Richardson Highway between approximate mileposts 353-357. This project will upgrade and extend the existing frontage road system, construct improved at-grade intersections, and eliminate a number of existing access approaches onto the Richardson Highway.	AC		13,266.8					
			ACC			-13,266.8				
			SM		1,705.1					
Project Total					18,882.3	0.0	0.0	0.0	0.0	

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NID	IRIS	Project Description	Fund Code	Phase	FFY19	FFY20	FFY21	FFY22	FFY23	Beyond	
28069	Z607340000	Richardson Highway MP 360-361 (MP 359) Railroad Grade Seperated Facility Construct grade-separated facility on the Richardson Highway to improve operations and reduce railroad/vehicle conflicts. Work includes new railroad overpass bridges (#2366 and 2367).	NHPP	Design		1,333.8					
			SM			94.2					
			NHPP	Utilities				3638.8			
			SM					361.2			
Project Total					0.0	1,428.0	0.0	4,000.0	0.0	25,000.0	
22441	Z625410000	Steese Highway and 3rd Street Widening	AC	Construction			13,645.5				
		Reconstruct and widen 3rd Street between Hamilton/Farewell and the Minnie Street Bridge (#0295). Work will include turn lanes and signalization improvements at the New Steese Expressway intersection.	SM			1,354.5					
Project Total					0.0	0.0	15,000.0	0.0	0.0		
30150	NFHWY00020	Steese Highway MP 4.5 (CHSR) Off-Ramp Bypass Lane Conduct a bypass lane and retaining wall at the Steese Highway north bound ramp to Chena Hot Springs Road.	NHPP	Right-of-Way	136.5						
			SM		13.5						
			NHPP	Construction		363.9					
			SM			36.1					
Project Total					150.0	400.0	0.0	0.0	0.0		
29829	Z607320000	Steese Expressway / Johansen Expressway Interchange Construct a grade separated interchange at the intersection of Steese Expressway and Johansen Expressway. Realign adjacent access as necessary to accommodate the selected interchange configuration.	NHPP	Design	1,886.7		2,274.3				
			SM		187.3		225.8				
			NHPP	Right-of-Way				2,729.1			
			SM					270.9			
Project Total					2,074.0	0.0	2,500.0	3,000.0	0.0	51,000.0	
3821	Z632130000	University Avenue Widening Widen and reconstruct University Avenue to current standards.	NHPP	Right-of-Way			1,364.6				
			SM				135.5				
			NHPP	Utilities			1,364.6				
			SM				135.5				
			AC	Construction					6,549.8		
			SM						650.2		
Project Total					0.0	0.0	3,000.0	0.0	7,200.0	6,549.8	
29655	Z632130000	University Avenue Rehabilitation: Wolf Run to DNR BLM Access Widen and reconstruct University Avenue to current standards from Thomas Street to the Chena River, including replacement of University Ave Bridge #0263.	NHPP	Construction				14,555.2	14,555.2		
			AC				29,110.4				
			ACC					-14,555.2	-14,555.2		
			SM				2,889.6				
Project Total					0.0	0.0	32,000.0	0.0	0.0		
29656	Z632130000	University Avenue Rehabilitation: DNR BLM Access to Rewak Drive Widen and reconstruct University Avenue to current standards from the Chena River to the Parks Highway.	NHPP	Construction		9,343.9					
			SFF			8,850.1					
			SM			1,806.0					
Project Total					0.0	20,000.0	0.0	0.0	0.0		
33345	Z632130000	University Avenue Segment 2B Airport Way to Mitchell Expressway Phase 1	NHPP	Construction				9,551.9			
		Construct advanced utility relocations from Airport Way to the Mitchell Expressway. Reconstruct utility improvements on Davis Road. Work will include utilities, intersection improvements, road widening, sidewalks, lighting, and drainage improvements.	SM					948.2			
Project Total					0.0	0.0	0.0	10,500.0	0.0		

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Other Major Projects Within FAST Planning Boundary											
Need ID	IRIS	Project Description	Fund Code	Phase	FFY19	FFY20	FFY21	FFY22	FFY23	Beyond	
26076	NFHWY00124	Aurora Drive- Noyes Slough Bridge	STP	Right-of-Way		354.8					
		Replace the Noyes Slough bridge on Aurora Drive in Fairbanks	SM			35.2					
			STP	Utilities				272.9			
			SM					27.1			
Project Total					0.0	390.0	0.0	300.0	0.0	4,900.0	
19217	NFHWY00096	Badger Road Two Way Left Turn Lane	HSIP	Design	500.0						
		Utilities		150.0							
		Construction		19,130.0							
Project Total					19,780.0	0.0	0.0	0.0	0.0		
27542	NFHWY00289	Chena Hot Spring Road MP 0-6 Rehabilitate Chena Hot Spring Road.	STP	Design	1,071.6	545.8					
			AC		545.8						
			ACC			-545.8					
			SM		106.4						
			STP	Utilities		227.4					
			SM			22.6					
			STP	Construction		5,194.0		8,194.0	5,000.0		
			AC			13,194.0					
			ACC					-8,194.0	-5,000.0		
			SM			1,806.0					
Project Total					1,723.8	20,444.0	0.0	0.0	0.0		
31656	NFHWY00016	Chena Pump Road Bike & Pedestrian Facility Rehabilitation	CMAQ	Construction		1,455.5					
		Rehabilitate the existing Chena Pump Road bicycle path between Dartmouth Drive and the Pump House Restaurant. Improvements include widening Chena Pump Road shoulders between the Pump House Restaurant and Grebe Drive, bridge work onthe Cripple Creek pedestrian bridge, drainage and roadside hardware.	SM			144.5					
Project Total					0.0	1,600.0	0.0	0.0	0.0		
TBD	TBD	City of Fairbanks Systematic Signal Upgrades	HSIP	Design			300.0	500.0			
		Install overhead signal head for each lane of each approach at 11 intersections around City of Fairbanks. Install retroreflective backplates on all signal heads at 11 additional locations.		Right-of-Way					50.0		
Project Total					0.0	0.0	300.0	500.0	50.0	6,895.0	
19217	Z772770000	College Road Median Extension	HSIP	Construction	520.0						
		Install a separate right turn lane for westbound traffic at the intersection of College Road/Old Steese Highway, and a new right turn lane creating dual rights for eastbound traffic at the intersection of College Road/Steese Expressway.									
Project Total					520.0	0.0	0.0	0.0	0.0		
31878	NFHWY00424	Fairbanks North Pole Serious SIP	STP	Planning	946.1	946.1	946.1				
		Development of the Fairbanks/North Pole Serious SIP, including development of a mobile source emission budget for the nonattainment area and FAST Planning to ensure the area remains eligible for federal highway funds.	SM		93.9	93.9	93.9				
Project Total					1,040.0	1,040.0	1,040.0	0.0	0.0		

FAST Planning 2019 - 2023 TRANSPORTATION IMPROVEMENT PROGRAM
Amendment #5, DRAFT 01.28.2022

NID	IRIS	Project Description	Fund Code	Phase	FFY19	FFY20	FFY21	FFY22	FFY23	Beyond
33339	TBD	Interior Alaska Area Transportation Plan	PL	Planning				400.0		
		Update the Interior Alaska Area Transportation Plan.	SM					100.0		
Project Total					0.0	0.0	0.0	500.0	0.0	
30369	NFWHY00155	Northern Region ADA Reconnaissance & Improvements	STP	All	136.5	318.4	2,274.3	2,001.3	1,592.0	
		Design and Construct improvements recommended by the Northern Region ADA Reconnaissance Study.	SM		13.5	31.6	225.8	198.7	158.0	
Project Total					150.0	350.0	2,500.0	2,200.0	1,750.0	4,500.0
19217-4	Z634670000	Steese Hwy/Chena Hot Springs Rd Ramp Termini Roundabouts	HSIP	Utilities		150.0				
		Construct roundabouts at the interchange ramp termini for the Steese Highway at Chena Hot Springs Road.	HSIP	Construction		5,000.0				
Project Total					0.0	5,150.0	0.0	0.0	0.0	
26082	Z624870000	Old Steese Highway Reconstruction	STP	Design					909.7	
		Reconstruct the Old Steese Highway from Wendell Avenue Bridge to, and including, the intersenction at the Johansen Expressway.	SM					90.3		
Project Total					0.0	0.0	0.0	0.0	1,000.0	20,000.0
18923	Varies	Pavement and Bridge Preservation (DOT&PF Preventative Maintenance Program)	NHPP	All		16,829.5	24,561.9	24,561.9	24,561.9	
		Crack sealing, surface treatment drainage, signage, guardrail, illumination, and other refurbishments to prolong the life of road pavement and bridges and their safety related structures. Project includes NHS Lane Delineators, Destination & Distance Signing, Pavement Markings and Signalization, Abandoned Vehicle Program, Road Surfacing and Transfer, Road Surface Treatments, and improve curb ramps to meet ADA standards. Project also includes preservation planning and reconnaissance activities. The scope does not include landscaping or other elements inconsistent with a pavement preservation focus.	STP			27,291.0	27,291.0	27,291.0	27,291.0	
			SM			4,379.6	5,147.1	5,147.1	5,147.1	
Project Total					0.0	48,500.0	57,000.0	57,000.0	57,000.0	114,000.0
6359	Z632910000	Wendell Avenue Bridge Replacement	SFF	Utilities		91.0				
		Replace the Wendell Avenue Bridge and rehabilitate Wendell Avenue/Old Steese Highway between the Clay Street and 3rd Street intersections. In addition provide pedestrian and bicycle access from the Graehl and Chena Riverwalk Parks to the bridge. Project work will include roadside hardware, utilities, drainage and ADA improvements.	SM		9.0					
			SFF		17,698.4					
			SM		1,756.8					
Project Total					0.0	19,555.2	0.0	0.0	0.0	

**FAST Planning 2019 - 2023 TRANSPORTATION IMPROVEMENT PROGRAM
Amendment #5, DRAFT 01.28.2022**

NID	IRIS	Project Description	Fund Code	Phase	FFY19	FFY20	FFY21	FFY22	FFY23	Beyond
CMAQ PROJECTS										
Need ID	IRIS	Project Description / Funding Source	Phase	Fund Code	FFY19	FFY20	FFY21	FFY22	FFY23	
27010	Z617630000	Northern Region Signal Interconnect	ACC	Construction	-605.5					
		To fund vehicle volume, classification, speed counts, and traffic counting equipment within the PM2.5 non-attainment area. Conduct a baseline study of local road VMT, as well as data analysis and reporting.	CMAQ		4,548.5	4,623.5	4,548.5	4,473.5	4,548.5	
		SM	451.5		451.5	451.5	451.5	451.5		
Project Total					4,394.5	5,075.0	5,000.0	4,925.0	5,000.0	5,000.0
26161	Z605660000	Fairbanks Air Quality Planning Project	CMAQ	All	72.8	72.8	72.8	72.8	72.8	
		The goal of this project is to update the local transportation model and EPA mobile source emissions model. Fairbanks is a newly designated PM _{2.5} non-attainment area and also a CO Maintenance area. An up to date transportation model and EPA mobile source emission model are needed for on-going transportation and air quality planning activities in the community. This project will provide funding to conduct federally mandated Air Quality Conformity Analysis for all long and short term planning documentation.	SM		7.2	7.2	7.2	7.2	7.2	
Project Total					80.0	80.0	80.0	80.0	80.0	160.0
29232	NFHWY00141 NFHWY00142 NFHWY00407	Committed Measures for the Fairbanks SIP	CMAQ	All	1,728.4	1,728.4	1,728.4	1,728.4	1,728.4	
		Funding for transportation projects and programs that are committed and contingency measures listed in the State Implementation Plan (SIP) for the Fairbanks PM2.5 Non-attainment Area, and non-SIP projects that are evaluated and scored by the Fairbanks area CMAQ Project Evaluation Board.	SM		171.6	171.6	171.6	171.6	171.6	
Project Total					1,900.0	1,900.0	1,900.0	1,900.0	1,900.0	3,800.0
18791	Z633860000 Z607090000 Z607110000	Statewide Congestion and Mitigation Air Quality	CMAQ	All	3,211.2	3,211.2	3,211.2	3,211.2	3,211.2	
		The Department will work with DEC and appropriate local authorities to develop sub-allocations. Provide CMAQ funds to address non-attainment and maintenance measures in the Air Quality Statewide Improvement Program. [Fairbanks Area Signal Timing Upgrades, FNSB Air Quality Education Outreach, Statewide Implementation Plan]	SM		318.8	318.8	318.8	318.8	318.8	
Project Total					3,530.0	3,530.0	3,530.0	3,530.0	3,530.0	7,060.0



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Technical Memorandum

January 25, 2022

Project# 26291

To: Jackson Fox, Executive Director
FAST Planning
100 Cushman St, Ste 205
Fairbanks, AK 99701

From: Andrew Ooms P.E., Geoff Gibson AICP

RE: FAST Planning - 2045 In Motion Goals and Objectives

INTRODUCTION

This memorandum provides an update to the Envision 2045 Goals and Objectives for inclusion in the 2045 In Motion Metropolitan Transportation Plan (MTP). These draft goals and objectives were established based on the current FMATS Envision 2045 MTP goals and objectives, FAST Act performance goals, and State of Alaska requirements. To produce the updated 2045 goals, the current 2045 MTP goals and objectives were compared with the new federal and state policies, and where the current goals and objectives did not fully satisfy the new policy, goals and objectives were either added or modified. Objectives were clarified to not read as performance measures. These Goals and Objectives shall be reviewed and amended by the Technical Committee (TC) and Policy Board (PB) to best represent the priorities of FAST Planning.

UPDATED 2045 GOALS AND OBJECTIVES

Table 1 includes the updated 2045 goals and objectives. The objectives provided have been clarified from the original Envision 2045 MTP to remove all performance measure-like verbiage. Performance measures can be attached to each objective after final approval. The characteristics of the goals and objectives are to be strategic, measurable, agreed to by multiple agencies, and realistically achievable. The project team recommends the following updated Envision 2045 Goals and Objectives and invites the TC and FAST Planning team to provide comments.

Table 1 Updated Envision 2045 Goals and Objectives

Goal Number	Previous Goal	Previous Objective	Updated Goal	Updated Objective
1.	Coordinate planning efforts to provide an integrated transportation and land use system that embodies smart growth principles and stimulates the economy to grow	1.1 Ensure that comprehensive plans contain transportation land use elements that are consistent with the MTP.	<i>No updates to goal language</i>	1.1 Integrate land use and transportation plans to ensure proposed developments are consistent with regional goals.
		1.2 Ensure that local land use plans and proposed developments are consistent with local and regional transportation plans.		1.2 Ensure consistency between transportation agencies by applying a mutually agreed to project development and prioritization process.
		1.3 Ensure consistency between transportation agencies by applying a		1.3 Incorporate smart growth principles in local and regional plans.

Goal Number	Previous Goal	Previous Objective	Updated Goal	Updated Objective
		mutually agreed to project development and prioritization process.		
		1.4 Incorporate smart growth principles in local and regional plans.		1.4 Provide land use briefings annually to the FAST Planning Technical Committee to ensure consistency between transportation and land use planning efforts.
		1.5 Provide land use briefings per year to the FMATS Technical Committee to ensure consistency between transportation and land use planning efforts.		
2 (formerly goal 2a)	Provide a safe, efficient, and secure transportation system for all users.	2.1 Reduce the frequency and severity of crashes to 6.0 serious injury crashes by hundred-million vehicle miles traveled by year 2025.	No updates to goal language	No update to objective language
		2.2 Support the efforts to reduce serious and fatal crashes.		2.2 Support the state and local efforts to reduce serious and fatal crashes.
		2.3 Reduce the number of structurally deficient bridges by 3% every five years to 2045.		2.3 Reduce the number of structurally deficient bridges within the region to maintain critical infrastructure.
		2.4 Develop and maintain an inventory of critical infrastructure and regularly update the regional emergency response plan.		No update to objective language
		2.5 Reduce the number of gaps in the transportation system by X% in Y years.		2.5 Improve the connectivity of the transportation system by identifying and closing modal gaps.
3 (formerly goal 2b)	Equip, manage, and operate the transportation system to be multimodal and interconnected.	3.1 Increase the percentage of transportation system that is equipped with two or more modes by X% in Y years and three or more modes by y% in Z years.	No updates to goal language	3.1 Increase the percentage of transportation system that is equipped with two or more modes.
		3.2 Provide major destinations (as defined in the MTP) with at least two multimodal routes to the regional arterial network by year YYYY.		3.2 Maintain a current inventory of essential destinations along with what modes of transportation can access them.
		3.3 Increase the percentage of Title 6 and environmental justice populations with access to uninterrupted pedestrian and bicycle facilities and basic transit service. by X% in Y years.		3.3 Increase the percentage of Title 6 and environmental justice populations with access to uninterrupted pedestrian and bicycle facilities and basic transit service.

Goal Number	Previous Goal	Previous Objective	Updated Goal	Updated Objective
4 (formerly goal 3)	Protect the environment, improve air quality, and promote energy efficiency.	4.1 Achieve a no net loss of environmentally sensitive lands and improve the quality of impacted areas to better than pre-development standards.	<i>No updates to goal language</i>	4.1 Achieve a no net loss of environmentally sensitive lands and improve the quality of impacted areas to pre-development standards.
		4.2 Prepare a list of financially feasible projects and programs that reduces emissions by XX% by year YYYY.		4.2 Reduce emissions by preparing a list of financially feasible projects and programs that work toward restoration of environmental quality.
		4.3 Improve the energy efficiency of facilities and fleets.		4.3 Improve the energy efficiency of city-, borough- and state-owned facilities and fleets.
		4.4 Evaluate green infrastructure options with all new projects and resolve the most seriously impacted areas due to stormwater from transportation facilities by year XXXX.		4.4 Evaluate green infrastructure options with all new projects and resolve the most seriously impacted areas due to stormwater from transportation facilities.
		4.5 Develop a Green Streets Plan to identify and prioritize streets within the urbanized area in greatest needs of green infrastructure for the management of stormwater runoff.		4.5 Use the Green Streets Plan to identify and prioritize streets within the urbanized area in greatest needs of green infrastructure for the management of stormwater runoff.
5 (formerly goal 4)	Optimize the utility and lifespan of the existing transportation system.	5.1 Maintain XX% of constructed facilities to adopted standards through established maintenance programs.	<i>No updates to goal language</i>	5.1 Ensure redundancy in the transportation system by establishing maintenance programs that enable the system to last.
		5.2 Implement within X years YY% of all systems efficiency improvement projects.		5.2 Identify and implement systems efficiency improvement projects that have been identified through the MTP.
6 (formerly goal 5)	Ensure adequate transportation facilities to support economic development.	6.1 Reduce the number of identified major freight bottlenecks by X in Y years.	Support access to commercial and industrial centers to support freight movement throughout the region.	6.1 Work with the state to reduce the number of identified major freight bottlenecks.
		6.2 Reduce the number of at-grade rail crossings that significantly limit freight rail operations by X in Y years.		6.2 Work with the state to reduce the number of at-grade rail crossings that significantly limit freight rail operations.

METHODOLOGY

Most changes to the goals and objectives were high level changes to allow for easier reading and comprehension, including some numbering changes. For example, goals 2 and 3 were previously identified as goal 2a and 2b. However, there didn't appear to be much reasoning for this partial split as both goals stand well enough on their own.

Additionally, all performance measure-like verbiage was removed from the objectives language. An objective should be capable of standing on its own to identify what the goal is attempting to accomplish. Many of the previous objectives, however, read more like a performance measure in how the goal will be identified as successful or not within a variable time frame. As such performance measure language was removed. Performance measures can be added to the goals and objectives at a later stage of the project.

All goals but one have no recommended language changes as the current text still fit with the vision of the Envision 2045 plan. Goal 6 (formerly goal 5) was changed significantly, however. In researching like-MPO goals and objectives from recent years, many had goals dedicated to freight and goods movement. This goal's objectives previously and continue to read like it is freight focused, but the goal itself was a more open ended. Given the importance of freight to the Fairbanks region, it felt appropriate to dedicate this goal to freight and goods movement and bring the language into alignment with the objectives.

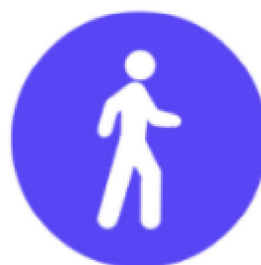
FAST PLANNING

MOVING & IMPROVING FAIRBANKS

[FAST PLANNING](#)[KEEP UP WITH US](#)[IMPORTANT DOCUMENTS](#)[MEETING MATERIALS](#)[GET IN TOUCH](#)[CIVIL RIGHTS](#)

METROPOLITAN TRANSPORTATION PLAN UPDATE

Over time, FAST Planning hopes to broaden transportation options for Fairbanksans. We've been working with Kittleson & Associates to update our Metropolitan Transportation Plan.



2045 in Motion

BUILDING A MORE RESILIENT FUTURE

Let us know what you'd like to build for.
TAKE THE SURVEY NOW!

Public Participation Plan

DRAFT

February 2022



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I. UNDERSTANDING THE MPO

All Urbanized Areas over 50,000 in population must have a Metropolitan Planning Organization (MPO) to carry out a 3C 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 Urbanized Area under the 2000 Census. The Metropolitan Planning Area (MPA) boundary (See Appendix A) was adjusted and finalized in December 2002, and the Fairbanks MPO was subsequently established in April 2003.

PURPOSE OF THIS PLAN

This Public Participation Plan (PPP) aims to serve as a procedural document for engaging residents in Fairbanks Area Surface Transportation (FAST) Planning processes for the MPA. By providing this plan, FAST Planning will comply with the federal public participation requirements that are listed in Section V of this document. In addition to compliance with these federal requirements, FAST Planning strives to incorporate consistent efforts for public participation that are outlined in the Fairbanks North Star Borough (FNSB) Regional Comprehensive Plan.

FAST PLANNING HISTORY

The MPO was originally operated in-house by Alaska Department of Transportation and Public Facilities (Alaska DOT&PF) and FNSB staff from 2003 to 2008. In 2008, the MPO hired a coordinator and opened an office in Fairbanks City Hall with continued planning support from Alaska DOT&PF and FNSB staff. The MPO was hosted by the City of Fairbanks from 2008 to 2018, at which time the MPO transitioned to an independent, non-profit organization. The MPO's new organization, FAST Planning, opened a new office in downtown Fairbanks on May 1, 2019, and currently has two full-time and one part-time staff members. FAST Planning continues to be supported by Alaska DOT&PF and FNSB staff and shares its allocation of Metropolitan Planning (PL) funds with these agencies for their respective planning activities.

CORE FUNCTIONS

As the MPO, FAST Planning is responsible for the development and implementation of federally required short and long-range plans. Each of these required plans are highlighted in *Section IV. Participating with the MPO* of this PPP. In brief, FAST Planning is primarily responsible for the planning and programming of transportation infrastructure projects within the MPA. Regular meetings and decision-making opportunities are key for the MPO to achieve such a level of coordination between community partners, stakeholders, and the public. Given the importance of said opportunities, the MPO relies heavily on both its required and supplemental plans and other documents to maintain strength in organization and function.

ORGANIZATIONAL STRUCTURE

As mentioned above, FAST Planning relies on what is required of it as an MPO which includes a balanced decision-making and planning process, that is open for the public to participate and engage in. FAST

Planning hosts several recurring meetings throughout the year to meet the federally mandated goals and objectives of transparency, community awareness, and opportunity for public testimony. Three of the meetings, which include the Policy Board (PB), Technical Committee (TC), and Bicycle and Pedestrian Advisory Committee (BPAC) meetings, are held monthly. The Project Enhancement Committee (PEC) meetings are held quarterly. In addition to these regularly scheduled meetings, FAST Planning hosts a suite of subcommittee, working group, special, and project-specific meetings throughout the year.

FAST Planning operates under hierarchical leadership through the direction of boards and committees. The top tier decision-makers are those who serve on the PB. This board is made up of the FNSB Mayor, the City of Fairbanks Mayor, and the City of North Pole Mayor, the Alaska DOT&PF Northern Region Director, the Director of the Department of Environmental Conservation (ADEC) Air Quality Division, and representatives from the FNSB Assembly and Fairbanks City Council. Policy Board Meetings are held on the 3rd Wednesday of each month, unless otherwise posted.

The second-tier decision-makers are those who make up the TC. This large committee is advisory to the Policy Board and enacts on matters related to policies, plans, and programs. It is made up of engineers, planners and other specialists from the Cities of Fairbanks and North Pole, the FNSB, ADEC Air Quality Division, Alaska DOT&PF, Fort Wainwright Military Base (FWW), University of Alaska Fairbanks (UAF), MACS Transit, Alaska Railroad Corporation, Fairbanks International Airport, Alaska Department of Public Safety, the local freight industry, and local tribal entities.

The third-tier decision-makers are those who make up the BPAC and PEC. These committees are advisory to the TC and have minimal decision-making power, but strong opportunity for influence over planning efforts and scenarios thanks to their popularity with the public and “boots on the ground” knowledge. Both committees seat citizen representatives for the Cities of Fairbanks and North Pole, the FNSB, the State of Alaska, and FAST Planning. The Seasonal Mobility Task Force is another committee that advises the Technical Committee, and it is made up of area maintenance managers who represent the Cities of Fairbanks and North Pole, the FNSB, the State of Alaska, UAF, and an organization for accessibility (i.e., Access Alaska). How and when each of these important decision-making bodies meet is discussed in *Section III. Public Involvement* of this document.



PLANNING AREA

The MPA designates the boundary within which FAST Planning can spend its federal funds. This boundary encompasses the cities of Fairbanks and North Pole, as well as the urbanized center of the FNSB. The MPA was updated recently to include the boundaries of two FNSB parks, and it is up for readjustment again sometime in 2022 with the 2020 Census (See Appendix A).

FEDERAL TRANSPORTATION LEGISLATION

As a recipient of funding from surface transportation programs, FAST Planning is subject to both the legislation and regulations outlined in the Infrastructure Investment and Jobs Act (IIJA), Fixing America's Surface Transportation (FAST) Act (Pub. L. 114-94, FAST) and 23 United States Code (USC) Section 134, 23 Code of Federal Regulations (CFR) Part 450, 49 U.S.C. Section 5303, and 49 CFR Part 613. To meet the requirements of these regulations, FAST Planning, like other MPOs, must develop this participation plan to define a process for providing the public, agencies, organizations, and other interested parties with the opportunity to be involved in its planning process.

FAST Planning will continue engage with the following stakeholders/stakeholder groups as a part of this effort for fair involvement opportunities, in no order:

- public agencies
- public transportation agencies
- freight shippers and transportation service providers
- private transportation providers
- public transportation users
- bicycle and pedestrian facility users
- disability community
- individuals and other parties

COMMUNITY PARTNERS

FAST Planning works to maintain a constructive and cooperative relationship with federal, state, and local agencies, as shown in *Section I. Understanding the MPO* of this PPP. FAST Planning coordinates with these community partners using various methods of communication including, but not limited to, email, conference calls, and virtual or in-person meetings. In addition, FAST Planning distributes information and materials related to its plans, programs, and activities to these community partners, as well as consultation agencies, digitally and by mail or hand-delivered promotional materials (i.e., flyers).

Federal Agencies

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are responsible for providing oversight to Alaska DOT&PF and FAST Planning processes. Particularly, FHWA provides oversight to all areas that relate to the financial integrity and project delivery of the MPO. FHWA also regularly reviews FAST Planning processes, programs, activities, and plans to ensure its compliance with the applicable federal laws and regulations.

State Agencies

Alaska DOT&PF and ADEC's Air Quality Division are responsible for providing oversight, technical assistance, and supporting the development and maintenance of FAST Planning's plans, programs, and activities.

FAST Planning will continue to involve and coordinate with these agencies in the development of its plans and programs. The input, feedback, and guidance FAST Planning receives from these agencies will be considered and implemented when and where appropriate.

Local Agencies

As previously mentioned, FAST Planning works closely with the many local agencies that operate within the MPA boundary. These agencies include the Cities of Fairbanks and North Pole, the University of Alaska Fairbanks, and the FNSB. The FNSB provides many services to the community as it operates local transit, parks and recreation, the school district, and planning and zoning. All these local agencies and community partners work to provide insight on infrastructure needs or desires and participate in the development of FAST Planning's required and supplemental plans and programs.

II. EVALUATING FORMER AND CURRENT METHODS

The PPP is updated on an as needed basis. FAST Planning staff take the time to evaluate existing outreach strategies for effectiveness and research new strategies that could maintain or enhance an inclusive and transparent metropolitan planning process. For the update of this plan, FAST Planning staff conducted a peer review of other PPPs across the country, focusing on smaller communities with similarities to Fairbanks, analyzed past and current meeting activity, and consulted with the various community partners outlined in the previous section.

WHAT WE KNOW

In July 2021, FAST Planning provided a Title VI Program Review to Alaska DOT&PF Civil Rights Office upon request. In the process of putting the materials together that were necessary for the review, FAST Planning staff identified where some improvements could be made to garner stronger public input, but that participation from community partners remains strong and is increasing, even in the times of Covid-19 and the challenges presented to MPO's nationwide.

SUMMARY OF CHANGES

Since the previous PPP update, FAST Planning has progressed toward boosting the public participation process with data visualization tactics such as graphics and mapping, as well as virtual engagement opportunities. With these themes as a key focus for this PPP review, FAST Planning intends to identify best practices and better understand different techniques and processes for outreach and public involvement.

Goals and Objectives

As shown in Section III of this plan, FAST Planning has updated its goals and objectives to reflect advances in technology, and changes in expectations from the public in terms of materials and meeting access, brand representation, and any regulations since the previous PPP update of January 2017.

Strategies

The types of public engagement tools that currently or possibly will help accomplish the goals and objectives that drive FAST Planning's outreach efforts are also updated in Section III this plan.

Socio-Demographic Analysis

As an MPO, FAST Planning is required by law to do its best to involve anyone and everyone in its planning processes. The socio-demographic analysis in the FAST Planning Title VI Plan (October 2020) outlines the demographics within the MPO's planning area. The Title VI plan analyzes these findings and highlights who the MPO reaches inherently, and who/where needs additional targeting and accommodation for lively public participation opportunities. The Title VI Plan is shown in Appendix B.

Measures of Effectiveness

The MPO should assess and evaluate public outreach efforts to ensure they not only meet federal and state requirements, but that they are also successful. The measures of effectiveness that are paired with the objectives outlined in *Section III. Public Involvement* of this PPP aim to provide a starting point for determining whether the MPO is succeeding at outreach and public involvement.

PLAN REVIEW & APPROVAL MILESTONES

Like the other required plans of the MPO, this PPP has undergone a robust process of review and comment. Comments have been documented and the plan revised accordingly. From review to adoption, the PPP approval process has adhered to the following key steps:

- Draft provided to FAST Planning decision-makers including the TC and PB
- Revised draft provided to the public for a 45-day review and public comment period
- Final revised plan approved by the TC and adopted by the PB
- Plan updated on the FAST Planning website and forwarded to FHWA and FTA for their records.

III. PUBLIC INVOLVEMENT

ACCESSIBLE INFORMATION AND MEETINGS

This section highlights the crucial role that FAST Planning’s open public meetings play in the planning process and overall success of the MPO. FAST Planning makes every effort to host open public meetings virtually and at convenient, accessible locations, taking into consideration the availability of ADA compliant facilities, relation to transit routes or bus stops, and proximity to general neighborhoods/areas within the MPA.

Regular Meetings

FAST Planning hosts several regular meetings throughout the year and builds on those meetings with additional working group, subcommittee, and other open public meetings. These meetings are held for the MPO’s timely implementation of the goals and objectives outlined in this chapter to meet the federal requirements for public participation and accomplish effective work for the community.

FAST Planning holds its regularly scheduled, open-public meetings to high standards that aim to ensure consistency, opportunity, and efficiency for public participation. The MPO’s regularly scheduled BPAC, TC, and PB meetings are held monthly, and the regularly scheduled PEC meetings are held quarterly. The following details show the times that these meetings are reliably held, unless otherwise posted:

- BPAC | Fourth Thursday, 5:00 - 7:00 PM
- TC | First Wednesday, 12:00 – 2:00 PM
- PB | Third Wednesday, 12:00 – 2:00 PM
- PEC | First Thursday of January, April, July, and October, 11:00-1:00 PM

Non-regular Meetings

In addition to regularly scheduled meetings, FAST Planning will oftentimes host working group meetings to familiarize any committee or board members with information-heavy agenda topics. Subcommittee meetings are also a regular occurrence for the MPO, as each of the committees works through a substantial amount of material monthly and sometimes needs the additional opportunity to digest it and determine solutions to then bring back to the whole committee.

FAST Planning also holds stakeholder group meetings for projects within the MPO that have yet to be designed. Some past examples of these stakeholder group meetings include those held for the 5th Avenue Reconstruction Project and Reimagining Lacey Street. The stakeholders who are present at these meetings vary by project. Otherwise, there is consistency in the stakeholder group process which ultimately results in providing engineers with the priorities of those directly impacted by or invested in a potential project. Stakeholder group style meetings are further described in the *Strategies* portion of this section.

Advertisement of Meetings

For all the above meetings (both regular and non-regular), FAST Planning utilizes the same outreach practices to both meet the federal requirements of the MPO and provide ample opportunity for the public to engage in the planning and programming processes.

To advertise the meetings, FAST Planning adheres to (at minimum) the following routine:

- post ads in the local newspaper with zoom and/or in-person meeting information for the Sunday-before and day-of papers for the meeting(s)
- request DOT&PF to post an online public notice to their website at <https://aws.state.ak.us/OnlinePublicNotices>
- request the FNSB to post an online public notice to their website at <https://www.fnsb.gov/calendar>
- post the event with zoom and/or in-person meeting information on the FAST Planning online calendar at <https://fastplanning.us/calendar/>
- make (at minimum) two social media posts prior to the meeting time on Facebook, Instagram, LinkedIn, and Twitter that contain engaging dialogue, with zoom and/or in-person meeting information, and a link to the meeting agenda and packet
- post meeting information to the local newspaper's online event calendar which is then featured on local television channels
- circulate calendar cards that feature regularly scheduled meeting dates and times, as well as how to access meeting materials and the meetings, for the whole calendar year

Refer to Appendix C for an example of a Title VI Report that is generated after every regularly scheduled meeting. It shows examples of social media posts, newspaper ads, online public notices, and calendar posts that are created for one meeting.

Public Process at Meetings

At each of the meetings outlined in this section, a variety of strategies are implemented to ensure that public participation is straightforward and easy. At in-person meetings, the physical arrangement of committee/board members will make it clear to the public who is representing what agency and if they are a member of said committee or board. When in a virtual meeting space, committee or board members are renamed by the virtual meeting host to reflect that they are in a decision-maker position (i.e., "PB | Bryce Ward" or "BPAC | Nathan Belz"). The public is encouraged to sign-in to any meeting using the MPO's sign-in sheet/form, which is made available at both in-person and virtual meetings.

Each of the regularly scheduled meetings follow the Robert’s Rules of Order structure. Therefore, each of these meetings operates within the following guidelines to allow for optimum public involvement opportunity:

- A public comment period for items not listed on the agenda as an action item will occur at the beginning of every meeting. The length of the comment period, per speaker, may be determined at the discretion of the Chair at the beginning of any public meeting. Members of the public shall not use this limited time forum to initiate debate or discussion with Committee/Board members, but rather to just provide public comment and subsequently, Committee/Board members can ask follow-up questions.
- Members of the public will also have secondary opportunity to provide concise comments during the meeting regarding specific agenda items listed as “Action Item” as they are introduced to the Committee/Board.
- Any groups or organizations that wish to address a Committee/Board should select a representative to present the group’s comments or position.
- Members of the public who wish to submit written comments for any of the public comment periods on the agenda are allowed to do so and should provide these to the Executive Director of the MPO prior to the meeting date to be read aloud into the record.

VALUES, GOALS AND OBJECTIVES

Values

Since transitioning to a non-profit MPO model in 2018, the outreach and planning of FAST Planning has shifted to be even more transparent, engaging, and enthusiastic about garnering public input and stakeholder involvement. Since the last PPP update, FAST Planning has begun to learn how quickly some projects can come to fruition with the aid of meaningful input from the public, stakeholders, and industry professionals. The MPO’s updated outreach process focuses heavily on doing *more* than the bare minimum by engaging as many individuals as possible. With the overarching goal to “become a household name” as the Fairbanks MPO, FAST Planning’s values have evolved to comprise of *transparency, creativity, and efficiency*. Keeping these values in mind, FAST Planning has identified the following goals and objectives to serve as an outline for all public involvement processes.

Goal 1

Provide the public and other interested parties with the opportunity to review and comment on the development of all MPO plans, programs, and activities.

Objective 1.1

Prioritize a transparency-based approach by providing stakeholders and the public with consistent opportunity for meaningful review, comment, and consideration at key decision points throughout plan and program development.

Objective 1.2

Provide timely, repetitive notice of, and well-rounded access to information regarding MPO issues, initiatives, projects, and programs.

Objective 1.3

Ensure accessibility of information for all interested, or potentially interested, parties in the community with special consideration for populations who are traditionally underserved by existing transportation systems including, but not limited to, low-income, minority, and limited English proficient households.

Objective 1.4

Hold in-person meetings at convenient and accessible locations for members of the public. Tailor the specific locations of certain project-specific meetings to venues that are central to the residents most impacted by said project. Re-evaluate regularly scheduled meeting locations annually and regularly scheduled meeting times bi-annually.

Objective 1.5

Provide a virtual/call-in option for all open, public meetings for the foreseeable future by utilizing Zoom.

Goal 2

Develop and implement outreach strategies that are effective for the whole community both within the MPA and beyond, including those who have been historically disenfranchised.

Objective 2.1

Circulate information to any interested, or potentially interested, party by utilizing various communication platforms including both digital and print media.

Objective 2.2

Use data visualization techniques (i.e., GIS, vimeo, etc.) where possible to describe project plans and transportation or MPO-related information.

Objective 2.3

Evaluate outreach strategy effectiveness per effort, at the time of the Title VI Annual Report, and during periodic review of the procedures and strategies contained in the PPP. Document outreach efforts, public comments, and MPO responses in all required MPO plans (see Section IV).

Goal 3

Coordinate public involvement efforts and consultation processes with federal, state, and local agencies where applicable.

Objective 3.1

Integrate other agency performance-based transportation plans and processes into the metropolitan planning process and coordinate with the statewide transportation planning public participation process.

Objective 3.2

Maintain compliance with federal and state regulations that pertain to public involvement.

Objective 3.3

Continue the promotion of all MPO open, public meetings and other significant public outreach efforts to the appropriate federal, state, and local agencies.

STRATEGIES

The strategies that are already implemented into the MPO's usual workings are broken into the two categories of "standard" and "robust" in this section. The idea behind separating these outreach efforts out is to show that the baseline efforts that go into the routine promotion of FAST Planning meetings, how to get in contact with the organization, and generally what the MPO does are strong and heavily relied upon. The more robust and costly outreach strategies apply to planning initiatives, project processes, and anything else that is longer-range and will directly impact the community. These efforts are executed in tandem with the standard practices to approach the public with opportunities for engagement from all angles. More information regarding these strategies is defined in this section.

Standard

The following strategies are implemented on a regular basis across various outreach efforts pertaining to routine MPO processes, including regularly scheduled, subcommittee, and working group meetings. These strategies serve as the baseline for outreach efforts of the MPO and are deployed on a near-weekly basis.

➤ logo and branding

- FAST Planning has worked to develop a recognizable and consistent brand identity to increase awareness of the MPO and its plans and processes. The longer the brand identity is maintained, the more the community will recognize the MPO as an organization that is involved in a myriad of local transportation-related projects.



➤ public meetings

- As addressed in *Section III. Public Involvement*, open, public meetings are crucial to the transparency and success of the MPO. While public meetings are advertised by way of the outreach strategies listed here, they also act as an advertisement on their own. Between all of the notices, ads, and general time that the MPO puts into facilitating these meetings, the meeting space itself serves as a place where the curious individual can attend to not only answer questions but determine questions they might not know they had about the transportation infrastructure planning process in their community.

➤ other community meetings

- Given that FAST Planning works closely with so many local, state, and federal agencies, there is always a meeting to attend, should the need arise for clarification on a program, project, or general MPO process.

➤ online public notices

- For every regularly scheduled meeting or additional open, public meeting, FAST Planning posts online public notices to local and state agency website the week before the meeting occurs (See Appendix C).

➤ newspaper advertisements

- For every regularly scheduled meeting or additional open, public meeting, FAST Planning posts two advertisements on the Sunday before the meeting, and the day of the meeting, in the local newspaper. These advertisements are distributed to thousands of subscribers by means of print or digital copies of the Fairbanks Daily News-Miner. These advertisements contain all the necessary information for an individual to understand what the meeting is about, how to access the meeting in-person or virtually, and how to access important meeting materials (See Appendix C).

➤ online calendars and calendar cards

- For every regularly scheduled meeting or additional open, public meeting, FAST Planning schedules calendar events on the local news community events calendar, as well as the FNSB events calendar and the MPO's own calendar. For each of these calendar events, the details list how to access the meeting in-person and virtually, and who to contact if there is any additional information needed. On the FAST Planning calendar, a link directly to the digital meeting materials is posted, as well as a link to the recurring Facebook event.

- Each year, FAST Planning prints 4X6 color, double-sided cards that show the regularly scheduled meeting calendar for the year, broken down by committee or board (See Appendix G). These calendar cards are distributed throughout town at popular locations and taken to all the local, state, and federal agencies that the MPO works with for distribution as well.

► social media

- Social media is a critical component to any outreach process. FAST Planning utilizes LinkedIn, Facebook, Twitter, and Instagram (coupled with Linktr.ee) to keep the public who is on social media informed about regularly scheduled meetings (See Appendix C), as well as any additional projects, programs, or general MPO happenings.
- For any prolonged outreach event such as a survey period, public comment period, or planning effort, FAST Planning will create an event and invite all its “followers” and encourage community partners and local agencies to do the same, to the event page for



more information. Staff will post event milestones in the discussion section and create engaging content for those interested in the event. These events provide a reference option to other agencies or groups for when they are hoping to share content about the planning event.

- On Facebook, at the start of each calendar year, FAST Planning creates a “recurring event” for each of the regularly scheduled meetings on the calendar. This allows Facebook users to keep tabs on when a meeting is coming up, or when one has passed. FAST Planning will post the meeting materials specific to each meeting date within the event page, to provide another easy way for the public to access meeting materials.
- When FAST Planning staff are distributing flyers for a specific planning effort or project, they will spend a portion of time on their route posting images and tagging businesses to the FAST Planning Instagram Story and sharing that story to Facebook. This heightens local business’ awareness of the MPO and lets the users on Instagram see that the MPO is familiar with ways to reach those who are not on social media. It also promotes local businesses.

► data visualization and mapping

- FAST Planning utilizes several tools to help translate messages from technical to digestible for the public. Such tools include the likes of Adobe Illustrator, NounProject.com, KineMaster, and ESRI GIS software such as ArcGIS Pro, StoryMaps, and Dashboards for various efforts. These tools help FAST Planning to brand graphics and create concise, articulate maps, dashboards, and more for the outreach process. By employing tools and visuals like these, the public begins to rely on this level of transparency, which has been shown to lead to maintained engagement throughout a planning process as a result.



► website

- FAST Planning maintains a simple, aesthetic website that aims to reduce information overload, increase navigability, and serve as a primary mode of communication with the public. The goal with the website is to promote FAST Planning's efforts and processes in a way that is digestible. The website is updated for every meeting, as all meeting materials including agendas/packets, minutes, and signed action items are stored there for public consumption. The website also houses all the web pages, or links to websites, for project and program efforts. The FAST Planning website is an integral part of all continuous outreach efforts for the MPO.
- 
- meeting-in-a-box (per request only)
 - To serve *any* member of the public, FAST Planning always notes in its advertisements that if someone does not have a phone, computer, or a way to digitally access a meeting or meeting materials, they can come by the office, and we can work to provide them with anything they might need to participate. All advertisements have the office address, so that anyone who does not have the means to call can still get in touch with the MPO.
 - sandwich boards
 - FAST Planning has four sandwich boards that are placed around the downtown core (near the office) for regular meetings, as well as large events like the Annual Winter Maintenance Forum (See Appendix F). This method of outreach only occurs from March-September because of the more intense, winter weather conditions in Fairbanks.

Robust

The following strategies are typically deployed *in addition to* those in the “standard” category. These more robust strategies apply to major projects and required plans that typically require longer public comment periods. These methods can add cost to the outreach process and therefore are not feasible as an option for baseline outreach for every effort of the MPO. The following methods are often deployed in a mix and match fashion, depending on the project, plan, or program.

- paid advertisements
 - FAST Planning will place color ads in the local paper known as the Fairbanks Daily News-Miner (FDNM) that are eye-catching and informative. On social media, the MPO will utilize “boosts” to reach a wider or targeted audience. These efforts typically see an increase in engagement in the form of interaction with a public comment period, a survey, or a comment section on a post. Paid advertisements could also be done across media such as TV, radio, or transit.
- television/radio
 - As of 2022, radio has proven to be a very useful tool for the MPO to reach a broader audience on significant planning matters and efforts. Local radio stations such as Magic 101.1 FM and KUAC 89.9 FM will at times host or interview MPO staff to discuss key points about a project or planning effort. Television is a less-frequently utilized option as the MPO is made up of a small staff and utilizing valuable staff time to create commercial

quality videos is not readily within the capabilities of the MPO during large scale planning efforts. Eventually, FAST Planning would like to fund a video public service announcement (PSA) for cycling safety or other important transportation-related issues. Though video production is not accessible to the MPO currently, FAST Planning calendar items are shared on the local news channel with other items, which does provide a form of television-related exposure and does not cost the MPO anything.

► featured stories

○ newspaper

- One of the best ways that FAST Planning can become a “household name” is through exposure. The FDNM local newspaper has become increasingly interested in running featured stories about the planning efforts of the MPO. This form of outreach is optimal as it does not cost the MPO anything and helps the public identify what the organization is about. FAST Planning maintains relationships with local media outlets and provides them with about planning efforts, important agenda items, and the likes.

○ local news stations

- Like how featured stories work with the newspaper, FAST Planning will reach out to the local news stations if there is a project or planning process that it thinks warrants television coverage. To date, FAST Planning has been featured on the local television news broadcast a handful of times and continues to work towards solidifying a relationship with broadcasters to increase mentions and story covers.

► surveys

- For almost all large-scale planning efforts or projects, FAST Planning will solicit feedback from the public via survey. In survey design, staff strive to be unbiased, and write for clarity and simplicity. The overall look and feel of the survey are important as well, and should be well-designed to evoke a sense of calm and understanding of where the respondent is in the surveying process. Surveys may be conducted online, in-person, or via hard copies at public facilities such as the local library. As of January 2022, FAST Planning has utilized Esri’s Survey123, MetroQuest, and SurveyMonkey for various outreach efforts.

► direct mailings

- For projects that require the input of specific stakeholders, in addition to the public, the MPO will at times utilize direct mailings in the form of a letter or postcard. These direct mailings are typically eye-catching and provide information about a planning timeline or process and where individuals can get more information. They are dispersed based on location/proximity to a potential project.



- contact lists
 - At times, FAST Planning will put together a contact list of relevant state, local, and federal agencies, and stakeholder groups/interested citizens for a specific plan, program, or process. This contact list is then used for email announcements such as project milestones or feedback requests.
- open houses
 - An open house is generally an informal option for spreading the word where the MPO pairs up with other local entities for projects or other efforts warranting an open house. Typically, open house events are designed to be more passive with opportunities for the public to provide comment on a series of large post-it notes, in a comment drop box, or in person with a staff member. Considering the Covid-19 pandemic, FAST Planning transitioned to virtual open house options for multiple projects and planning efforts. Transitioning to this form of engagement for a temporary fix brought attention to the need for a virtual open-house option in the planning process in general. As a result, FAST Planning will strive to host open houses both in-person and virtually as “hybrid events” that offer more than one way to participate. Appendix D shows a Title VI Report for all of the outreach done on a recent planning effort (Non-Motorized Plan Update) and an example of an open-house web page that is hosted on the FAST Planning website.
- flyers/handouts or other print materials
 - Flyers are used for all large planning efforts and some smaller, more routine efforts (such as meeting calendar distribution or general promotion of the MPO). FAST Planning utilizes a “flyer routes” list (See Appendix F) as a guide for distribution of materials around town and one staff member can oftentimes scatter 200+ flyers throughout Fairbanks, Fox, Ester, and North Pole in a couple of workdays. This is a more financially and energetically expensive outreach option but given that such a large portion of the Fairbanks area is still without internet, posting flyers in public places like local gas stations, grocery stores, and coffee shops is a crucial part of the planning process for the foreseeable future. All flyer materials should contain information about who to contact if any of the listed methods of engagement are not accessible for any individual. There are some examples of flyers from previous events in Appendix F as well.
 - FAST Planning will print a few copies of each of its draft plans for the public to have access to at the office and local libraries, should they have no other means to access the draft for review.
 - Other print materials might include banners for advertisement during large events or at booths, calendar cards, signs for the sandwich boards, printed maps for in-person interactive exercises.

- library packets
 - There are 3 public libraries within the MPA. When a final draft of a plan is ready for public comment, FAST Planning will distribute a printed and bound copy to the local libraries for the public to review in person. A way for the public to comment on the plan will be made possible in conjunction with this review option as well. Information about these items will be included in all digital and print advertisements.
- videos
 - Unlike a commercial quality video, FAST Planning does have the ability and allotted time to develop short 30-second to 1-minute videos that promote [open public comment periods](#), show new users how to access zoom meetings or how to participate in MPO activities like the [Annual Bicycle and Ped Count](#). Staff utilize the Kinemaster and GoRecord apps on their smartphone to effectively articulate navigation of a website or virtual open house page.
- stakeholder group/steering committee meetings
 - During a specific project, FAST Planning may coordinate stakeholder group meetings for decision-making efforts. Stakeholder groups and steering committees change from project to project, but typically include individuals who represent those who might be impacted by a project or plan (business owners, homeowners, network users, etc). Schedules for these meetings are typically identified within the first meeting and are dependent on the level of commitment a project or effort requires and what stakeholder group members can contribute. To continue towards the vision of transparency, as of 2020, FAST Planning will maintain a web page with recordings of any in-house stakeholder group meetings and accompanying materials for the public to reference at any time. Appendix E shows a Title VI Report and a screenshot of the webpage from a stakeholder group meeting/meeting process to highlight how this outreach strategy is supported.
- interactive mapping
 - This level of outreach and engagement is rapidly becoming an expectation for agencies like MPO's to provide. For transportation network specific planning efforts, comment maps are a standard and should be provided by the MPO or consultant for the project. Interactive mapping could be as simple as offering a space for individuals to place designated pins or categories on locations or as complex as offering a space for the public to learn about how the budget is allocated to certain projects. Interactive mapping relies on the power of GIS and FAST Planning will use ESRI mapping products for in-house efforts and defer to project consultants when applicable. Maps may be posted online, used in conjunction with a survey, or printed for use at public meetings.
- project briefings
 - FAST Planning may engage social organizations, attend civic club meetings, or speak at schools as an opportunity to engage with an existing audience. Print materials such as flyers, postcards, or trifold about the project at hand should always be brought to these briefings, as well as FAST Planning business cards and swag such as stickers.



- events and crowdsourcing opportunities
 - As of January 2022, the Annual Bicycle and Pedestrian Count and Annual Winter Maintenance Forum are two events hosted by FAST Planning that draw a dependable crowd. For the Bicycle and Pedestrian Count, individuals volunteer to collect data at intersections that help all agencies with their transportation planning efforts. For the Winter Maintenance Forum, citizens attend to hear local and state maintenance authorities present on their winter maintenance strategies and are provided with the opportunity to have their questions about transportation in the winter answered. See Appendix F for examples of the flyers that promote these events, as well as screenshot from a hosted Facebook event.

Strategies to Implement

There are a few strategies that are implemented by other MPOs nationwide that FAST Planning has yet to incorporate. This list will continue to grow as staff grow in their roles and obtain inspiration from trainings and other forms of education in the public outreach and involvement sector. The following strategies are ones that FAST Planning hopes to implement within 2 years of the adoption of this PPP (2022).

- MailChimp
 - MailChimp is an email marketing platform that aids business organizations in the distribution of newsletters and general updates. FAST Planning hopes to use MailChimp ideally upon implementation, FAST Planning would be able to send out a quarterly newsletter to any agency affiliates, community partners, stakeholders (both current and previous), and any other interested parties. The quarterly newsletter would ideally have, at minimum, the following:
 - Upcoming meeting dates
 - Status of various projects
 - Committee status and current vacancies
 - Exciting transportation/planning news (local, statewide, or national level)
 - Opportunity for some form of action (i.e., “sign up now!”)
 - Links to all social media content
 - Interesting graphics or a map
- public booths
 - Prior to the Covid-19 pandemic, FAST Planning hoped to incorporate this outreach strategy into its standard practices. The idea is to host a booth at large events like the Tanana Valley State Fair, the Interior Alaska Building Association’s Home Show, or any Alaska DOT&PF open houses, for example. At the booth, staff would provide various maps and digitally interactive activities such as virtual tours of completed projects, current surveys, and more. FAST Planning would offer swag such as stickers and reflective gear. The goal in hosting these booths would be to have citizens sign-up for the quarterly newsletter through MailChimp, as well as spread the word about the MPO and that there

are at least three opportunities for public comment on transportation issues every month (i.e., public meetings). This outreach strategy continues to be a priority for incorporation but is dependent on events and event venues returning to a place of “normalcy” in schedule, occupancy, and whether it is even occurring.

- PSA video(s)
 - The MPO’s BPAC had begun the process of creating a PSA video about bicyclist safety back in 2019, but soon realized that the quality of content needed to be stronger to present it to the public. FAST Planning hopes to eventually resurrect this effort and create a video for local television that is valuable and useful to the community and that will promote the MPO.
- pictures
 - FAST Planning will work to bolster its database of transportation network-related photographs for the promotion of the MPO across social media platforms. It has been observed by staff that social media posts with local photographs on them typically rank a little higher in the engagement category than those with only text and logos.
- sign-in sheet modification
 - Easily implementable, modifying the sign-in sheet to include questions like “how did you hear about this meeting” will help the MPO to further gauge how to best reach the public.

MEASURES OF EFFECTIVENESS

It is federally required that the MPO periodically reviews its public participation process. The FAST Planning PPP will be reviewed annually to ensure that the process provides full and open access to all members of the public, and meets federal and state requirements. Should something change that needs to be addressed in the PPP, FAST Planning will execute the standard review, draft, and approval process for all major plans and programs.

FAST Planning is aware that it is important to assess and evaluate public outreach efforts not only to meet federal and state requirements, but also to ensure that these outreach efforts are successful and are meeting the needs of the public. As this PPP is implemented and the various public participation strategies are utilized over the coming years, information concerning public comment patterns and trends will be collected.

The following chart highlights baseline options for the evaluation of outreach efforts and strategies. These parameters will help the MPO during periodic reviews to identify what is being done well and where improvements could be made.

METHODS	MEASURES OF EFFECTIVENESS
Meetings, workshops, forums (either verbal or written)	Total number per quarter of meetings, attendance numbers and demographics, comments received, nature of comments, number of community groups who are represented, meeting-in-a-box requests
Telephone comments	Total number received per quarter of calls, nature of calls (positive or negative), follow-up required
Letters and Emails	Total number received per quarter of letters and emails, nature of letters/emails (positive or negative), number of letters/emails needing translation, follow-up required
Website	Total number of website visits per quarter, comments received through website form, number of clicks on meeting packets per quarter
Social Media	Total number per quarter of post views or interactions, posts by FAST Planning, number of shares of FAST Planning original posts, number of comments or other important social media-related engagements
Active Public Outreach	Total number per year of radio or television interviews conducted, features in the newspaper, other community meetings attended, presentations given (schools, civic groups, conferences, etc.), flyers and info cards distributed throughout town
Surveys/Maps	Total number per survey/map of clicks on the link, engagements, responses

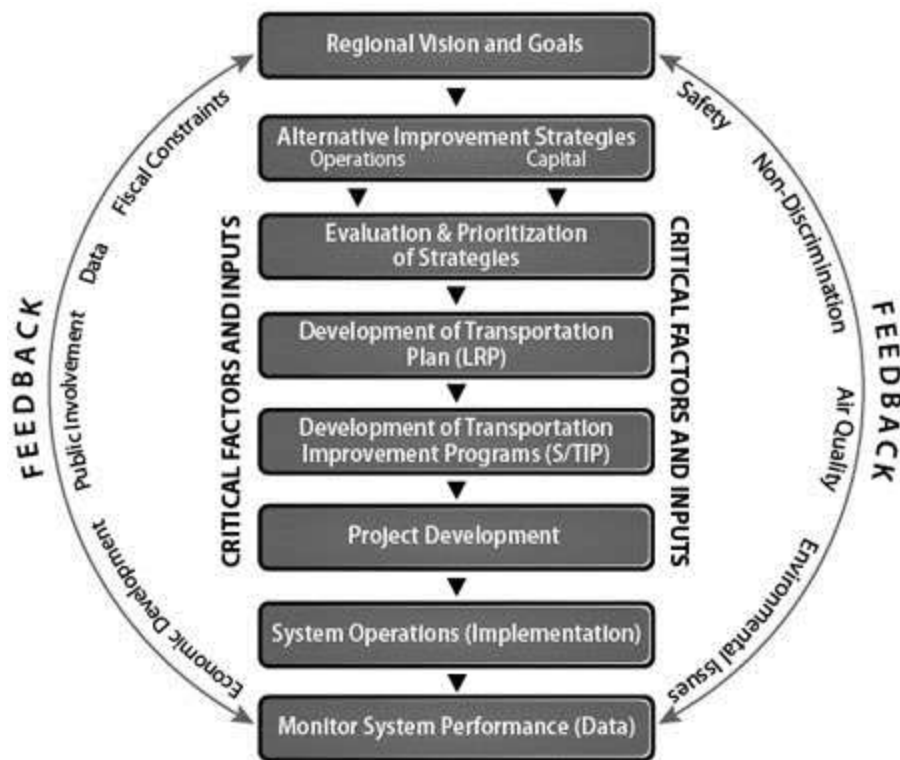


IV. PARTICIPATING WITH THE MPO

FAST Planning is responsible for producing four major transportation plans and programs which are outlined in this section. In addition to these required plans, FAST Planning conducts special transportation plans and studies (i.e., supplemental plans) as they are needed, usually in support of a required plan or program. Meeting these requirements keeps the MPO busy with engaging the public, local agencies, and other community partners. This section provides information about the public involvement process behind the major plans, which can be assumed to apply to supplemental plans and other plans and programs hosted by the MPO.

PUBLIC INVOLVEMENT PROCESS

From the local level to the federal level, the transportation planning process is a complex system that relies on continuous and meaningful public engagement. Each of the plans the MPO produces, whether required or supplemental, incorporates public input from various stages of each individual planning process. The diagram featured here, courtesy of FHWA, provides a summary of the complex planning process and procedures that help FAST Planning to produce high-quality planning documents that are representative of community needs.



REQUIRED PLANS

Federal regulations require that MPOs produce a set list of transportation plans and programs. The table below presents these plans and programs, all of which require public participation in their development. For each, FAST Planning has established a process by which the public can participate in meetings and provide input during public comment periods that range from 30- to 45-days. In addition to these required plans and programs, FAST Planning also develops supplemental plans that support specific transportation needs. *Supplemental plans are further detailed in the next section.

PLAN	UPDATE	PUBLIC MEETINGS	PUBLIC REVIEW PERIOD	ADOPTION/ APPROVAL
Unified Planning Work Program	Every 2 Years	TC & PB	30 Days	PB, Alaska DOT, FHWA, & FTA
MPA Boundary	Every 10 Years	2 Open House Events, TC, & PB	30 Days	PB & Governor
Intergovernmental Operating Agreement	As Needed	TC, PB, & City Councils & FNSB Assembly	30 Days	PB, City Councils, FNSB Assembly, Alaska DOT, ADEC, & Governor
PPP	As Needed	TC & PB	45 Days	PB
Metropolitan Transportation Plan	Every 4 Years	2 Open House Events, TC, & PB	30 Days	PB, FHWA, & FTA
Transportation Improvement Program	Every 4 Years	1 Open House Event, TC, & PB	30 Days	PB, Governor (through DOT Commissioner), FHWA, & FTA
Annual Listing of Obligated Projects	Annually	N/A (posted online when complete)	N/A	N/A
Self-Certification	Every 4 Years	N/A (done concurrently w/ TIP)	30 Days w/ TIP	PB & Alaska DOT
Supplemental Plans*	As Needed	BPAC, PEC, TC, & PB	30 Days	PB

Refer to the previous *Section III. Public Involvement* for the standard and robust strategies that are implemented for the major plans and programs shown above. As a community-oriented, non-profit organization, it is crucial to the success of the MPO that the availability of draft plans, comment periods, surveys, and more are made known to the public every step of the way. Therefore, these core documents and any supplemental plans are supported by the most rigorous outreach efforts possible for the MPO.

SUPPLEMENTAL PLANS

As previously noted, FAST Planning will conduct other multimodal plans and studies to supplement the required plans and programs. In coordination with local, state, and federal partners, these supplementary plans follow a similar outreach process to those outlined in the previous section. Any combination of outreach methods, engagement strategies, and public comment periods may be used in the development of these plans or studies. All of these plans or studies are hosted on the FAST Planning website and in the local office. Some examples of supplementary plans that FAST Planning has produced in the past include:

- Non-motorized Transportation Plan
- Freight Mobility Plan
- Safe Routes to School Plans
- Green Streets Plan
- Road Service Expansion Plan
- Road/Rail Reduction/Realignment Plan (FBXings)
- Corridor Studies

For more information on the MPO plans and studies, go FAST Planning's at <https://fastplanning.us/docs/plans/>.

V. INVOLVING EVERYONE

It is the policy of FAST Planning in accordance with Title VI of the Civil Rights Act of 1964 (42 USC 2000d *et seq.*, Non-Discrimination on Basis of Race, Color, or National Origin), and other related nondiscrimination



statutes and regulations listed below, that no person shall, solely on the grounds of race, color, national origin, or sex (gender), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any transportation planning program or activity regardless of whether or not FAST Planning receives federal assistance from the U. S. Department of Transportation (DOT), including the FHWA and the FTA.

POTENTIAL OBSTACLES TO PARTICIPATION

FAST Planning strives to consider historically disenfranchised communities in its outreach efforts for everything from regularly scheduled meetings to large-scale planning efforts. While accomplishing this mission with notable success can be difficult, staff are regularly attending trainings and taking advantage of other educational opportunities to remain creative and inspired to reach those they might not normally. Potential obstacles to participation in the community of Fairbanks could include factors like:

- lack of physical access to a location (non-ADA compliant, lack of a vehicle, transit operations closed, etc.)
- finding time to participate
- lack of internet or general inability to participate virtually or by telephone in pandemic-era meeting spaces
- a pre-existing level of distrust between citizens and decision-makers

These potential obstacles are just a few that have been observed by staff within the Fairbanks area MPO. Unfortunately, they do not fully describe what community members face when it comes to being involved with agencies like an MPO. This PPP has been updated to reflect the outreach strategies that as of 2022 are believed to have the most effective approach to reach citizens who might encounter obstacles like the ones listed above.

PROTECTED CLASSES & NON-DISCRIMINATION LEGISLATION

FAST Planning is actively engaged in applying all non-discrimination legislation to its planning efforts. Title VI of the Civil Rights Act of 1964 forbids discrimination against anyone in the United States because of race, color or national origin by any agency receiving Federal funds. The Federal-Aid Highway Act of 1973 added the requirement that there be no discrimination on the grounds of sex, and the Civil Rights Restoration Act of 1987 defined the word “program” to make it clear that discrimination is prohibited through an entire agency if any part of the agency receives federal financial assistance. FAST Planning’s Title VI Plan (See Appendix B) ensures that all races, income levels, ages, abilities, and genders have equal input in, and equally benefit from, the planning and project delivery processes of FAST Planning.



For more information about how FAST Planning addresses non-discrimination in its planning efforts and practices, view the Title VI Plan in Appendix B or at www.fastplanning.us/civilrights.

APPENDIX A – FAST PLANNING MPA

APPENDIX B – TITLE VI PLAN

APPENDIX C – REGULARLY SCHEDULED MEETING TITLE VI REPORT EXAMPLE

APPENDIX D – OPEN HOUSE MATERIALS

APPENDIX E – STAKEHOLDER MEETING MATERIALS

APPENDIX F – EVENT MATERIALS

APPENDIX G – CALENDAR CARD

FAIRBANKS AREA SURFACE TRANSPORTATION PLANNING
STATEMENTS OF FINANCIAL POSITION
September 30, 2021 and 2020

	<u>2021</u>	<u>2020</u>
<u>ASSETS</u>		
CURRENT ASSETS		
Cash	\$ 844,006	792,242
Accounts receivable, net of allowance for uncollectible accounts of \$-0- and \$-0-	44,349	33,969
Prepaid expenses	<u>6,891</u>	<u>5,653</u>
Total current assets	<u>895,246</u>	<u>831,864</u>
EQUIPMENT	4,578	3,378
Less accumulated depreciation	<u>2,834</u>	<u>1,407</u>
Total equipment	<u>1,744</u>	<u>1,971</u>
Total assets	<u>\$ 896,990</u>	<u>833,835</u>
<u>LIABILITIES AND NET ASSETS</u>		
CURRENT LIABILITIES		
Accounts payable	1,095	1,276
Payroll liabilities	<u>27,938</u>	<u>21,141</u>
Total current liabilities	<u>29,033</u>	<u>22,417</u>
NET ASSETS		
Net assets without donor restrictions		
Investment in equipment	1,744	1,971
Designated for Policy Board membership	696,600	696,600
Undesignated	<u>169,613</u>	<u>112,847</u>
Total net assets	<u>867,957</u>	<u>811,418</u>
Total liabilities and net assets	<u>\$ 896,990</u>	<u>833,835</u>

See notes to financial statements.



Proposed FISCAL POLICY Revision, 01/25/2022

Insert the following new subsections under the 'Bank Account' section:

Designated Fund Balance

The designated fund balance is the operating reserve for FAST Planning's Non-Profit Corporation. The fund balance is equivalent to one year's worth of annual operating expense budget and used for payment of operating expenses (payroll, insurance, office lease, contractual services, etc.) in advance of grant reimbursements. The fund balance is restricted for this exclusive use.

FAST Planning operates under a Memorandum of Understanding (MOU) with the Alaska Department of Transportation & Public Facilities, Alaska Department of Environmental Conservation, Fairbanks North Star Borough, City of Fairbanks, and City of North Pole. The parties listed made one-time membership fee payments to FAST Planning in Federal Fiscal Year 2019. The MOU states that in the case of dissolution of the Non-Profit Corporation, the membership fees will be reimbursed to each party within 60 days of the MOU's termination date. The membership fee amounts are considered designated net assets in the following amounts per party:

State of Alaska	\$348,300
Fairbanks North Star Borough	178,700
City of Fairbanks	158,800
City of North Pole	<u>10,800</u>
Total Designated Fund Balance	\$696,600

Undesignated Fund Balance

The undesignated fund balance is the residual classification of funds collected by FAST Planning that is not restricted or otherwise committed by its revenue source or the grantor or donor. Examples of undesignated funds may include, but are not limited to, annual dues from members, indirect cost reimbursements (by rate/percent) from grants in excess of operating expenses, and cash donations to the Non-Profit Corporation.

FAST Planning shall strive to maintain, to the extent practicable, a minimum undesignated fund balance equivalent to twenty percent (20%) of the annual operating budget for the following purposes:

1. Annual payment of match commitment for Federal Planning funds, which is the primary revenue source for operation of FAST Planning.
2. A net asset reserve in the event FAST Planning has expenses in excess of revenues in a given year to ensure the designated fund balance is protected and maintained.
3. In the event of dissolution of the Non-Profit Corporation all financial liabilities (i.e. personnel severance and leave accrual cash outs, insurance premiums, office lease and other contractual obligations, etc.) are adequately covered without diminishment of the designated fund balance.
4. Legal representation and fees in the event an issue arises that requires litigation.

The Policy Board, at their discretion, may also appropriate use of undesignated funds in FAST Planning's annual operating budget other purposes including, but not limited to:

1. Procurement of support services for grant writing assistance and project benefit-cost analyses.
2. Commitment of matching funds for small local/state/federal grants for transportation-related projects, programs, and activities that are consistent with FAST Planning's tax-exempt purposes.
3. Attorney consultation fees on an as-needed basis for contracts, agreements, and other legal issues related to the Non-Profit Corporation.
4. Charitable donations to local Non-profit Corporations, governmental units, and educational institutions for transportation-related projects, programs, and activities that are consistent with FAST Planning's tax-exempt purposes.
5. Incidental expenses that are determined not eligible for direct or indirect cost reimbursement under grant guidelines (i.e. food/refreshments for meetings, FAST Planning promotional materials, organization membership fees, etc.).

FAST Planning - FFY22 Office Budget

Personnel	\$	357,833
Office & Administrative	\$	61,350
Information Technology	\$	28,600
Meetings	\$	4,100
Training	\$	19,000
Advertising	\$	25,500
Supplies	\$	8,900
Undesignated Fund Appropriations	\$	70,000
TOTAL		\$ 575,283

Approved by Policy Board 08/18/2021

Proposed Amendment 01/25/2022

UNDESIGNATED FUND APPROPRIATIONS	FFY2022
Grant Writing Services (Contractual)	\$ 35,000
Match for Small Local/State/Federal Grants	\$ 20,000
Attorney Consultation Fees	\$ 5,000
Charitable Donations	\$ 5,000
Incidental Expenses not Eligible for Grant Reimbursement	\$ 5,000
TOTAL	\$ 70,000

BIPARTISAN INFRASTRUCTURE LAW

[FHWA Home](#) / [Bipartisan Infrastructure Law](#) / [Fact Sheets](#)[Home](#) | [Overview](#) | [Funding](#) | [Assistance / Local Support](#) | **[Fact Sheets](#)** | [Guidance](#)

Fact Sheets

The [Infrastructure Investment and Jobs Act \(IIJA\) \(Public Law 117-58, also known as the "Bipartisan Infrastructure Law"\)](#) is a once-in-a-generation investment in our infrastructure that will help grow the economy, enhance U.S. competitiveness, create good jobs, and build our safe, resilient, and equitable transportation future.

The FHWA is here to educate our stakeholders and the public on key information on the Bipartisan Infrastructure Law's highway provisions.

- [Apportionment](#) (PDF 172 kb)
- [Bridge Formula Program \(BFP\)](#) (PDF 132 kb)
- [Congestion Mitigation and Air Quality \(CMAQ\) Improvement Program](#) (PDF 139 kb)
- [Highway Safety Improvement Program \(HSIP\)](#) (PDF 190 kb)
- [Metropolitan Planning Program \(MPP\)](#) (PDF 170 kb)
- [National Highway Freight Program \(NHFP\)](#) (PDF 140 kb)
- [National Highway Performance Program \(NHPP\)](#) (PDF 136 kb)
- [Railway-Highway Crossings Program \(RHCP\)](#) (PDF 157 kb)
- [Surface Transportation Block Grant \(STBG\)](#) (PDF 169 kb)
- [Transportation Alternatives \(TA\)](#) (PDF 142 kb)

For additional information on State by State benefits, visit [USDOT Fact Sheets](#).

The FHWA will add summary materials (fact sheets) to this page over the weeks and months to come.

Subject: **ACTION:** Bridge Formula Program
(BFP) Implementation Guidance

Date: January 14, 2022

From: Hari Kalla *Hari Kalla*
Associate Administrator, Office of
Infrastructure

In Reply Refer To:
HIF-1

To: Division Administrators

EXAMPLE

Purpose

This memorandum provides background, guidance on Administration priorities and use of Federal-aid highway formula funding, eligibilities, fund information, and definitions for the implementation of the Bridge Replacement, Rehabilitation, Preservation, Protection, and Construction Program (hereafter, Bridge Formula Program (BFP)) as established in title VIII of division J of the Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act, Public. Law 117-58 (Nov. 15, 2021).

Background

The Bipartisan Infrastructure Law (BIL) appropriates \$5,500,000,000 for the BFP under the Highway Infrastructure Program for each of Fiscal Years (FY) 2022 through 2026. Funds are distributed to the States¹ by a statutory formula (after set-asides for Federal Highway Administration (FHWA) administration and operations and Tribal transportation facility bridges). The statute requires that the apportionments be adjusted so that each State receives no less than \$45,000,000 each fiscal year. Additionally, 15 percent of each State's distributed funds are set aside for use on off-system bridges.

Funds made available under the BFP, except as otherwise provided, are to be administered as if apportioned under chapter 1 of title 23, United States Code (U.S.C.). Further, since any project funded under the BFP is to be treated as a project on a Federal-aid highway, Davis-Bacon wage requirements apply to all projects funded with BFP funds.

The FHWA Notice N4510.861 (<https://www.fhwa.dot.gov/legisregs/directives/notices/>) provides more information on the distribution of FY 2022 funds and applicable statutory requirements. For FY 2023 through 2026 funds, please revisit FHWA's Notices website at the appropriate future time.

¹ Under the Highway Infrastructure Program heading in title VIII of division J of the Bipartisan Infrastructure Law, the term "State" is defined for the BFP as having the meaning in 23 U.S.C. 101(a)(28), any of the 50 States, the District of Columbia, or Puerto Rico.

Guidance on Administration Priorities and Use of Federal-aid Highway Formula Funding

On December 16, 2021, FHWA issued guidance (“Policy on Using Bipartisan Infrastructure Law Resources to Build a Better America”, hereafter “Policy”) that serves as an overarching framework to prioritize the use of BIL resources on projects that will Build A Better America. That Policy is available on FHWA’s BIL implementation website at the following URL: https://www.fhwa.dot.gov/bipartisan-infrastructure-law/building_a_better_america-policy_framework.cfm

Congress established the BFP to provide funding for highway bridge replacement, rehabilitation, preservation, protection, and construction projects on public roads. BFP funding is distributed by a statutory formula based on the relative costs of replacing all highway bridges classified in poor condition in a State and the relative costs of rehabilitating all highway bridges classified in fair condition in a State. This distribution formula illustrates the importance of focusing this funding on improving the condition of such bridges.

The construction of a new highway bridge on a new alignment is an eligible project under the BFP, but FHWA encourages States to first focus their BFP funding on projects that improve the condition of in-service highway bridges classified in poor condition and that preserve or improve the condition of in-service highway bridges classified in fair condition. Note that the FHWA considers the construction of a new highway bridge in a new location, in connection with replacement of an existing highway bridge in poor condition, to be improving the condition of an in-service highway bridge.

Furthermore, the FHWA encourages the use of BFP funds—including for projects that involve new highway bridge construction—for projects that address equity, barriers to opportunity, challenges faced by individuals and underserved communities in rural areas, or restoring community connectivity. The FHWA also encourages the use of this funding to address the needs of highway bridges that impede the mobility of goods (e.g. freight) or services (e.g. emergency response and school bus) due to load or other operational restrictions. The FHWA also encourages the use of this funding—including for projects that involve new highway bridge construction—for projects that are designed and implemented to be resilient to multiple hazards and risks, including climate change, and that reduce greenhouse gas emissions relative to baseline conditions, including through the use of lower carbon materials and reducing vehicular traffic by accommodating multimodal use.

Eligibilities

Consistent with the statutory formula provided in BIL which distributes BFP funding based on the relative cost of replacing and rehabilitating highway bridges in poor and fair condition in the National Bridge Inventory (NBI) and subject to the National Bridge Inspection Standards, BFP funding may be used on any highway bridge that is listed in the NBI or any new highway bridge that upon the completion of construction would meet the established definition of a highway bridge and would be required to be reported to the NBI, irrespective of whether the bridge is an on-system or off-system bridge and what public agency owns the bridge.

As provided in the Highway Infrastructure Program heading in title VIII of division J of the Bipartisan Infrastructure Law, BFP funds shall be used for highway bridge replacement, rehabilitation, preservation, protection, or construction projects on public roads. In authorizing

eligible projects, BFP funds shall be obligated with the following appropriate Fiscal Management Information System (FMIS) Improvement Type codes:

- 8 – New Bridge,
- 10 – Bridge Replacement,
- 13 – Bridge Rehabilitation,
- 47 – Bridge Preservation,
- 48 – Bridge Protection, and
- 59 – Bridge Resurfacing.

These FMIS Codes are defined in the March 16, 2017 FHWA memorandum Financial Management Information System (FMIS) New Improvement Type Code for Bridges: <https://www.fhwa.dot.gov/bridge/170316.cfm>

Both FHWA and the States share the priority of ensuring the safety of the Nation’s highway bridges. The inspection and load rating and posting of highway bridges are just a few of the requirements of FHWA’s National Bridge Inspection Program, and its standards to ensure this safety. The FHWA encourages the use of BFP funding to address safety issues and to replace or rehabilitate highway bridges that are posted or restricted.

Inspection and load rating and posting of highway bridges are not eligible projects under the BFP. However, these projects are eligible under other programs of the Federal-aid Highway Program. States may use their National Highway Performance Program (NHPP) and Surface Transportation Block Grant Program (STBG) apportionments and other bridge owners are encouraged to work with their States in possibly securing NHPP or STBG funds for conducting the inspection and load rating and posting of their highway bridges.² Also, Tribes may use Tribal Transportation Program funds for these purposes.³

Providing connectivity and accessibility for all users and removing barriers to opportunity are also priorities for the FHWA, and the construction of bicycle and pedestrian bridges are ways in which these community needs could be addressed. Although the accommodation of bicycle and pedestrian users on highway bridges is an eligible activity (see **Accommodation for Bicyclists and Pedestrians** below), bicycle and pedestrian only bridges are not eligible under the BFP because they are non-highway bridges⁴.

Off-System Bridges

To maximize the benefits of the program with respect to off-system bridges, the FHWA encourages States to use BFP funding on off-system bridges in proportion to the scale of each State’s off-system bridge needs—particularly in relation to localities that historically have lacked resources for such projects. For example, if 50 percent of highway bridges by count or deck area within a State are in poor condition and located on the off-system, then FHWA encourages the State to use 50 percent of its BFP funding to address those off-system bridge needs.

² 23 U.S.C. 144(k), 23 U.S.C. 133(b)(10), and 23 U.S.C. 119(d)(1)(D) for NHS bridges.

³ 23 U.S.C. 144(k).

⁴ States are encouraged to use the flexibility in other Federal-aid Highway Programs for constructing bicycle and pedestrian bridges. More information on possible sources of funds can be found on FHWA’s website at: https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.cfm.

Focusing on certain off-system bridges will help States accomplish more with this funding. Generally, the Federal share for costs reimbursed with BFP funds distributed to States is determined in accordance with 23 U.S.C. 120. However, the Federal share for costs reimbursed with BFP funds under this program for an off-system highway bridge owned by a county, town, township, city, municipality or other local agency, or federally-recognized Tribe⁵ shall be 100 percent. The FHWA encourages States to take advantage of this opportunity to use 100 percent Federal funds for off-system highway bridges.

States are required to set aside 15 percent of their BFP funding to address off-system bridge needs. There is no provision authorizing States to reduce the minimum 15 percent set-aside amount, and the 15 percent set-aside is a minimum, not a maximum.

Asset Management

Division Administrators should remind States of the requirement to develop a risk-based asset management plan for the National Highway System (NHS) to improve or preserve the condition of the assets and the performance of the system when determining the appropriate action to take to address their NHS bridge needs (23 U.S.C. 119(e)(1)). For all other infrastructure assets owned by States and other stakeholders, Division Administrations should also encourage States to include bridges not on the NHS and off-system bridges in their asset management plans.

Accommodation for Bicyclists and Pedestrians

BFP funding is subject to requirements for accommodations for bicycles and pedestrians pursuant to 23 U.S.C. 217(e). Under this provision, all projects with Federal financial participation (including under BFP) that replace or rehabilitate a highway bridge deck are required to provide safe accommodation of pedestrians or bicyclists, as applicable, on the bridge, when both of the following conditions are met: (1) the bridge is located on a highway on which pedestrians or bicyclists are allowed to operate at each end of the bridge, and (2) FHWA determines that safe accommodation can be provided at reasonable cost.

The first step in this process is to assess whether the bridge is located on a highway on which pedestrians or bicyclists are allowed to operate at each end of the bridge. If that is the case, in making a determination as to whether safe accommodation can be provided at a reasonable cost FHWA will rely on its bicycle and pedestrian travel accommodation policy (https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design.cfm); the FHWA will presume, that safe accommodation for bicyclists and pedestrians can be provided at reasonable cost for all BFP projects absent an affirmative showing by the project sponsor that the cost of such accommodation would exceed twenty percent of the cost of the larger transportation project. For instances where such accommodation exceeds twenty percent, the addition of bicyclist and pedestrian accommodation is not required, but FHWA encourages States to consider providing for such accommodation.

⁵ A State-by-State list of Federally-recognized Tribes is provided by the U.S. Department of Interior at: <https://www.bia.gov/service/tribal-leaders-directory/federally-recognized-tribes>. A U.S. Department of Interior Federal Register Notice also provides a list of Federally-recognized Tribes: <https://www.federalregister.gov/documents/2021/01/29/2021-01606/indian-entities-recognized-by-and-eligible-to-receive-services-from-the-united-states-bureau-of>.

Obligation Limitation

As a general fund appropriation, BFP funding is not subject to any obligation limitation that applies to Federal-aid contract authority. Specifically, the amounts made available shall not be subject to any limitations on obligations for Federal-aid highways or highway safety construction programs set forth in any Act making annual appropriations.

Period of Availability for Obligation and Expenditure

BFP funds remain available for obligation and expenditure as follows:



Fiscal Year of BFP Funds	Period of Availability for	
	Obligation and Expenditure	Expenditure ⁶
2022	Lapse on September 30, 2025	Cancel on September 30, 2030
2023	Lapse on September 30, 2026	Cancel on September 30, 2031
2024	Lapse on September 30, 2027	Cancel on September 30, 2032
2025	Lapse on September 30, 2028	Cancel on September 30, 2033
2026	Lapse on September 30, 2029	Cancel on September 30, 2034

Any such amounts not obligated within the period of availability for obligation shall lapse. Once the period of availability for obligation has expired, BFP funds will only remain available for adjusting and liquidating obligations as authorized in accordance with 31 U.S.C. 1553.

Obligated BFP balances are available for expenses properly charged to the account and incurred until the cancellation of the funds, which occurs five years after lapse as shown in the table above. After the dates of availability for expenditure, any unexpended balances of obligated BFP funds shall be de-obligated. Any such funds that have not been expended are then cancelled and returned to the U.S. Treasury in accordance with 31 U.S.C. 1552 and shall no longer be available for obligation or expenditure.

Definitions

For the BFP, the following definitions apply:

- “Bridge” is defined in 23 Code of Federal Regulations (CFR) 650.305.
- “Construction” is defined in 23 U.S.C. 101(a)(4).
- “Federal-aid highway” is defined in the Highway Infrastructure Program heading in title VIII of division J of the Bipartisan Infrastructure Law, for purposes of the BFP, as a public highway eligible for assistance under chapter 1 of title 23, U.S.C., other than a highway functionally classified as a local road or rural minor collector. This definition is the same as in 23 U.S.C. 101(a)(6).
- “Highway” is defined in 23 U.S.C. 101(a)(11).

⁶ During this period, there is also limited availability for upward adjustments to existing obligations of BFP funds. Obligations of General Fund appropriations, such as those for the BFP, that have expired can be made only for costs associated with timely obligations related to legitimate cost overruns within the scope of work and purpose associated with the original obligation.

- “Off-system bridge” is defined in the Highway Infrastructure Program heading in title VIII of division J of the Bipartisan Infrastructure Law, for purposes of the BFP, as a highway bridge located on a public road, other than a bridge on a Federal-aid highway.
- “Public road” is defined in 23 U.S.C. 101(a)(23).
- “State” is defined in 23 U.S.C. 101(a)(28).

Additional Information

For guidance on other Bipartisan Infrastructure Law and Federal-aid Highway Programs such as the set-aside for the Tribal transportation facility bridges, STBG, and NHPP, please see FHWA’s Bipartisan Infrastructure Law website at: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>.

If you have questions, please contact Everett Matias (202-366-1078 or everett.matias@dot.gov), Semme Yilma (202-366-6712 or semme.yilma@dot.gov) or Douglas Blades (202-366-4622 or douglas.blades@dot.gov).

cc:

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PRESIDENT JOE BIDEN

BUILDING A BETTER AMERICA

BUILD.GOV

FACT SHEET:

Competitive Infrastructure Funding Opportunities for Local Governments

The Bipartisan Infrastructure Law includes billions of dollars in competitive funding available to cities, towns, and municipalities across dozens of new and existing programs. As local governments begin to rebuild and reinvest in their communities, the Biden-Harris Administration stands ready to support local leaders as they combine funding streams, organize around their priorities, and build local support for long overdue infrastructure projects.

At the U.S. Conference of Mayors Winter Meeting, White House Infrastructure Implementation Coordinator and former New Orleans Mayor Mitch Landrieu will highlight 25 already available or soon-to-be-available sources of funding that local governments – particularly cities – can compete or apply for directly. Listed below is the latest available information on these key programs, including links to agency websites, application timing, and descriptions. Highlighted programs were selected based on their size and cross-cutting objectives. Using these available sources of funds, cities can begin to plan to build in-line with President Biden’s economic, equity, climate and resilience, Made in America, and labor goals. The White House will also be releasing a comprehensive guidebook of all available funding from the Bipartisan Infrastructure Law in the coming weeks.

The federal government cannot build a better America alone – it needs state and local leadership to act as coordinators and help prepare communities to benefit from transformative infrastructure funding. Outlined below is a short overview of how cities and towns can begin to prepare, as well as contact information for relevant federal agencies. The support of mayors is essential to fulfilling the Biden-Harris Administration’s goal of equitably rebuilding America on time, on task, and on budget. Building back better is going to be a multi-year effort, and we need the help of all local leaders to start building the foundation for years to come.

25 Competitive Infrastructure Funding Opportunities for Local Governments¹

Transportation

1. **[Rebuilding American Infrastructure Sustainably and Equitably \(RAISE\) Grants](#)**– This existing competitive grant program at the Department of Transportation provides \$7.5 billion with an additional \$7.5 billion subject to Congressional approval in funding for road, rail, transit, and other surface transportation of local and/or regional significance. Selection criteria safety, sustainability, equity, economic competitiveness, mobility, and community connectivity. **Applications will open in the first quarter of 2022.**
2. **[Port Infrastructure Development Program Grants](#)** – This existing \$2 billion Department of Transportation program funds investment in the modernization and expansion of U.S. ports to remove supply chain bottlenecks, ensure long-term competitiveness, resilience, and sustainability while reducing impacts to the environment and neighboring communities. The infrastructure law expanded the program’s eligibilities to include projects that improve goods movement, as well as port electrification projects, idling reduction solutions, equipment charging infrastructure and related worker training initiatives. **The Department of Transportation expects to open applications in February 2022.**
3. **[Bus & Bus Facilities Competitive Grants](#)** – This existing \$2 billion program at the Department of Transportation provides capital funding to replace, rehabilitate, purchase, or lease buses and bus related equipment and to rehabilitate, purchase, construct, or lease bus-related facilities – as well as capital funding for low or no emissions bus projects. Fiscal Year 2021 grant selections will be announced soon. **Applications are expected to open for the Fiscal Year 2022 grant program in the first quarter of 2022.**
4. **National Infrastructure Project Assistance (also known as “Megaprojects” or MEGA)**– This \$5 billion competitive grant program supports multi-modal, multi-jurisdictional projects of regional or national significance. Communities are eligible to apply for funding to complete critical large projects that would otherwise be unachievable without assistance. **Selection criteria for the program will be posted on the [Department of Transportation](#) website in February 2022.**
5. **[Infrastructure for Rebuilding America \(INFRA\) Grants](#)** – This Department of Transportation program supports highway and rail projects of regional and economic significance. **Applications will open in the first quarter of 2022. Learn more about how to apply [here](#).**

¹ Funding amounts includes programs’ contract authority, advanced appropriations and mandatory appropriations. Funding subject to appropriations not included.

6. **Safe Streets and Roads for All** – This new \$5 billion competitive grant program at the Department of Transportation will provide funding directly to and exclusively for local governments to support their efforts to advance “vision zero” plans and other complete street improvements to reduce crashes and fatalities, especially for cyclists and pedestrians. **Applications are expected to open in May 2022.**
7. **Charging and Fueling Infrastructure Grants** – In addition to the \$5 billion formula program distributed to states, this \$2.5 billion discretionary grant program at the Department of Transportation will fund the strategic deployment of publicly accessible electric vehicle charging infrastructure, as well as hydrogen, propane, and natural gas fueling infrastructure, along designated alternative fuel corridors and in communities. **The Department is seeking comments on program design by January 28th [here](#), and after January 28th [here](#).**
8. **Clean School Bus Program** – This new \$5 billion competitive grant program at the Environmental Protection Agency (EPA) will provide funding to replace existing school buses with low- or zero-emission school buses. **Applications for funding will be made available [here later this spring](#).**
9. **Reconnecting Communities** – The Bipartisan Infrastructure Law creates a first-ever \$1 billion program at the Department of Transportation to reconnect communities divided by transportation infrastructure – particularly historically disadvantaged communities too often nearly destroyed or cut in half by a highway. This new competitive program will provide dedicated funding to state, local, metropolitan planning organizations, and tribal governments for planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure to address these legacy impacts. **Applications will open in the second quarter of 2022.**
10. **Rural Surface Transportation Grant** - This new \$2 billion competitive grant program at the Department of Transportation will improve and expand surface transportation infrastructure in rural areas, increasing connectivity, improving safety and reliability of the movement of people and freight, and generate regional economic growth. This amount includes specific set asides for small projects (\$200 million), rural roadway lane departure improvements (\$300 million), and the Appalachian Development Highway System (\$500 million). **Applications will open in the first quarter of 2022.**

Climate, Energy & Environment

1. **[Building Resilient Infrastructure and Communities Program](#)** – This existing Federal Emergency Management Agency (FEMA) program will distribute \$1 billion to support communities undertaking hazard mitigation projects to reduce the risks they face from disasters and other natural hazards. FY21 applications are open until January 28th, 2022 and hundreds of millions of dollars in funding remains available. Communities will apply as sub-applicants

under their states. **Applications for FY22 are expected to open no later than September 30th, 2022.**

2. **Flood Mitigation Assistance** – \$3.5 billion from this existing FEMA program can be used for projects that reduce or eliminate the risk of repetitive flood damage to buildings insured by the National Flood Insurance Program. FY21 applications are open until January 28th, 2022. Communities will apply as sub-applicants under their states. **Applications for FY22 are expected to open no later than September 30th, 2022.**
3. **Brownfields Remediation Program** – This existing EPA program will provide \$1.2 billion in grants and technical assistance to communities to assess and safely clean-up contaminated properties and offer job training programs. Communities are currently able to request funding for Targeted Brownfields Assessments through their regional EPA office. **Additional competitive funding opportunities will be announced this spring.**
4. **Energy Efficiency and Conservation Block Grants** – This Department of Energy block grant program will provide \$550 million to states, local governments, and tribes for projects that reduce energy use, increase energy efficiency, and cut pollution. **The first funding opportunity is expected for release in the Fall of 2022.**
5. **Grants for Energy Efficiency and Renewable Energy Improvements in Schools** – This new Department of Energy Program will provide \$500 million for local government education agencies and nonprofit partners to make energy efficiency, renewable energy, and clean vehicle upgrades and improvements at public schools. **The opportunity to apply for funding is expected to be open in the Fall of 2022.**
6. **Energy Improvement in Rural or Remote Areas** – This new Department of Energy program will provide \$1 billion to entities in rural or remote areas (defined as cities, towns, or unincorporated areas with fewer than 10,000 inhabitants) to increase environmental protection from the impacts of energy use and improve resilience, reliability, safety, and availability of energy. **Applications for funding are expected to be open in the Fall of 2022.**
7. **Grants for Energy Efficiency and Resilience Code Adoption** – This Department of Energy program will provide \$225 million to state energy agencies, in partnership with local building code agencies, codes and standards developers, utilities, and other entities, to enable sustained, cost-effective implementation of updated building energy codes to save customers money on their energy bills. **Applications for funding are expected to be open by the end of 2022.**

8. **Regional Clean Hydrogen Hubs** – This new Department of Energy program will provide \$8 billion to support the development of at least four regional clean hydrogen hubs to improve clean hydrogen production, processing, delivery, storage, and end use. **Applications for funding will open in the Summer of 2022.**
9. **Community Wildfire Defense Grant Program** – This new \$1 billion program at the Department of Agriculture will provide grants to communities at risk from wildfire to develop or revise their community wildfire protection plans and carry out projects described within those plans. It will include a mix of formula and competitive funds. **Applications are expected to open early in 2023.**

Broadband, Cyber, and Other Programs

1. **ReConnect Program** – This existing Department of Agriculture program will provide almost \$2 billion in loans and grants for projects that provide broadband in rural areas. **Applications will likely open in the 3rd quarter of 2022 (and towns in rural areas can apply to the current \$1.15B in loans and grant funding, application deadline: February 22, 2022).**
2. **Middle Mile Grants Program** – This new \$1 billion program at the Department of Commerce provides grants for the construction, improvement or acquisition of middle mile broadband infrastructure. **Applications will likely open during the second quarter of 2022.**
3. **State and Local Cybersecurity Grant Program** – This new \$1 billion program at the Department of Homeland Security makes available federal funds to state, local, and tribal governments to address cybersecurity risks and cybersecurity threats to information systems that they own or operate. **Applications will likely open during the third quarter of 2022.**
4. **Smart Grid Investment Grant Program and Energy Sector Operational Support For Cyber Resilience Program** – These two Department of Energy programs will provide \$3 billion and \$50 million, respectively, for electric utilities, including municipal and co-operative utilities, to modernize the electricity grid and increase resilience to cybersecurity threats. **Applications for the Smart Grid program are expected to be open by the end of 2022, and applications for the Cyber Resilience program are expected to be open in the Summer of 2022.**
5. **Water & Groundwater Storage and Conveyance** – This existing \$1 billion program at the Department of Interior provides funding for water storage projects with capacity between 2,000 and 30,000 acre-feet – as well as projects

convey water to or from surface water or groundwater storage. **The Department will hold its final stakeholder sessions this month and open applications later this spring.**

6. **[Emergency Watershed Protection Program](#)** – This existing Department of Agriculture program will provide \$300 million in technical and financial assistance to project sponsors for the design and construction of measures to help repair damages from a recent disaster. **Applications open in February.**

Other Opportunities

The law further significantly increased the amount of non-competitive formula funding that will flow first to states and then on to cities and local governments. Examples include funding available through Surface Transportation Block Grant sub-allocations for local governments, which now include significantly expanded the flexibilities for cities to determine how these funds can be used, as well as increases for states' [Clean Water](#) and [Drinking Water](#) State Revolving Funds. We encourage cities to reach out to the state or regional offices for various federal agencies, as well as state governments' infrastructure coordinators, to better understand forthcoming increases in formula funding.

Getting Ready to Apply for and Receive Federal Infrastructure Funds

Building a better America is a shared endeavor no one can do alone, and investing federal infrastructure dollars will require significant coordination between cities, states, Tribal governments, community stakeholders, and other key partners.

Earlier this month, the White House Infrastructure Implementation Coordinator [sent a letter to Governors](#) recommending a series of preparatory actions, including appointing infrastructure coordinators to manage the flow of funds to their states. Cities can also begin to coordinate across their departments and with metropolitan planning organizations (MPO) to:

1. Prioritize your community's capital needs and develop a project pipeline – taking time to think about the projects previously considered impossible due to lack of funding or regional coordination. This is a once-in-a-generation funding opportunity that will require bold, inclusive thinking.
2. Use the forthcoming Bipartisan Infrastructure Law Guidebook to identify federal funding streams to target.
3. Ensure all transit, railway, road, highway, and bridge projects are a part of your MPO's Transportation Improvement Plan.
4. Begin mapping sites for electric vehicle and alternative fuel charging stations.
5. Inventory and map the lead pipes in your city. Read through the Biden-Harris Lead Pipe and Paint Action Plan [here](#) for additional federal resources for this effort.
6. Work with your state's broadband agency to ensure your city or region's needs are appropriately mapped and inventoried.

7. Establish relationships with the regional offices for key federal agencies, who can help direct you to resources and provide technical assistance.

The American Rescue Plan also provided over \$350 billion in critical resources to every state, county, city, and unit of local government to support their response to the COVID-19 public health emergency, including in making the investments needed to ensure a durable and equitable economic recovery. Cities should look to leverage those resources to help prepare for the transformative investments included in the Bipartisan Infrastructure Law including training the workers needed to build high quality infrastructure; hiring back the public sector workers needed to help manage potential federal investments; and getting a jump start on water, sewer, and broadband projects that could complement investments from the infrastructure law.

We recognize local capacity may be strained due to the pandemic, historic underinvestment, or just the challenges of day-to-day governance. A city's lack of capacity to apply for federal funds can create significant inequities – and for many communities, this will be their first time applying for funds from a suite of federal agencies. While many funding streams in the Bipartisan Infrastructure Law specifically set aside funds for disadvantaged communities, the White House Infrastructure Implementation Team will be engaging states, Tribal governments, territories, federal agencies, philanthropies, and others to leverage all available resources to quickly deliver the necessary technical assistance and capacity to underserved communities.

Agency Contact Information

Environmental Protection Agency: State&Local@epa.gov

Department of Transportation: intergov@dot.gov

Department of Interior: OIEA@ios.doi.gov

Department of Commerce: CommerceIGA@doc.gov

Department of Energy: DL-RegionalSpecialists@hq.doe.gov

Department of Agriculture: EIA@usda.gov

Department of Homeland Security: dhs.iga@hq.dhs.gov

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Ref.	Program	Process	Candidate Projects	Notes
Federal-Aid Highway Apportionments				
1	National Highway Performance Program (NHPP)	STIP Comment Letter to DOT&PF	To Be Determined (TBD); Alaska DOT&PF likely has best pulse on candidate "on system" projects for this funding, which will appear in the STIP development process	FAST Planning should consider supporting local "on system" projects and helping identify "off-system" projects that address melting permafrost (rebuilding/relocating roadways), roadway flooding (raising roadways or increasing size/number of drainage structures), undergrounding utilities, and expanding ROW space for snow storage for extreme weather events
	ADDED FOCUS/ELIGIBILITY: Measures that increase resiliency to the impacts of sea level rise, extreme weather events, flooding, wildfires, and other natural disasters, such as earthquakes and rockslides; State may use up to 15% of funding for such protective features for "off system" roads and bridges			
2	Surface Transportation Block Program (STP)	Project Nomination to FAST Planning	TBD; Candidate projects will be identified during the 2045 MTP Update and FFY23-27 TIP development process this year (2022)	FAST Planning will receive a direct allocation of this funding based on a new formula for the 50-200k population category; special consideration should be given in the MTP/TIP development process for the new eligible project types
	Most flexible funding for State and local transportation needs; NEW ELIBILITY added for wildlife crossings, protective features to enhance resilience, electric vehicle charging infrastructure, restoration of existing recreational trails, and projects that enhance travel and tourism			
3	Transportation Alternatives Program (TAP)	Project Nomination to DOT&PF	TBD; Candidate projects are identified in the 2021 Non-Motorized Plan Update	FAST Planning's Bicycle & Pedestrian Advisory Committee is actively working on prioritizing the collective list of short term projects in the Non-Motorized Plan and non-motorized project nominations to the FAST Improvement Program
	Pedestrian and bicycle facilities, recreational trails, and Safe Routes to School (SRTS) projects; Alaska DOT&PF will likely open a TAP application process this year or next; Small MPOs are now eligible applicants			

Ref.	Program	Process	Candidate Projects	Notes
4	Highway Safety Improvement Program (HSIP)	Coordination with DOT&PF	College Road Safety & Access Improvements	FAST Planning should consider assisting with the public outreach and planning efforts for these proposed projects which aim to address various local safety issues
	ADDED FOCUS/ELIGIBILITY: Allows State to use up to 10% of funding for public awareness/ educational campaigns about traffic safety and enforcement activities, infrastructure and equipment to support emergency services, and SRTS-related activities (High Schools now eligible); clarifies traffic control for pedestrians and bicyclists and roadway improvements that separate vehicles from pedestrians and bicyclists are eligible; requires State to complete a Vulnerable Road User Safety Assessment to mitigate risks for motorcyclists, bicyclists, and pedestrians		Richardson Highway / Peridot Street Intersection Improvements	
	Chena Pump Road / Chena Small Tracts / Old Chena Ridge Road Intersection Improvements			
	Trainor Gate Road / F Street Pedestrian Crossing Improvements			
	Leading Pedestrian Intervals Pilot Program			
	Grant Application to State Highway Safety Office	SRTS Assessment for West Valley High School	Lathrop High School already assessed under	
		SRTS Assessment for Hutchison High School	Ryan Middle and Hunter Elementary School assessments	
		SRTS Assessment for North Pole High School		
		Vulnerable Road User Safety Assessment	Local assessment; also eligible under TAP application process (see #3 above)	
		Driver's Education Program	Consider applying for multi-year funding to reinstitute student driver's education at High Schools and/or subsidize cost of local [private] driver's education programs	
		Bike Rodeos	Consider applying for funding for bike rodeos and helmet/reflective gear giveaways at local Elementary Schools	
	Television & Radio Public Service Announcements (PSAs)	Consider applying for funding for PSAs for winter biking safety, share the road, "know the law" for ATV/snowmachine operators, and texting while driving		
5	Railway-Highway Crossings Program	Coordination with DOT&PF	TBD; Candidate projects are identified in the 2021 Road/Rail Crossing Reduction/Realignment Plan	Consider looking at lower cost projects identified in this Plan
	Limited funding available; no match required; program focuses on safety improvements for roadway users, including pedestrians			
6	Congestion Mitigation & Air Quality Program (CMAQ)	Project Nomination to FAST Planning & Coordination with DOT&PF	TBD; Candidate projects will be identified during the next Call for Project Nominations to the CMAQ/PM2.5 Non-attainment Area Program	Call for Project Nominations will occur this year (2022); FAST Planning's Technical Committee and Policy Board serves as the Project Evaluation Board under an Agreement with the State
	Projects and programs that aime to reduce congestion and improve air quality; State required to set aside 15% of funds for PM2.5 Non-attainment Area; NEW ELIGIBILITY added for micromobility, including bike shares and shared scooters, and diesel replacements			

Ref.	Program	Process	Candidate Projects	Notes
7	Metropolitan Planning Program (PL)	In-house [FAST Planning] Effort	Development of a Complete Streets Prioritization Plan	Required
	Encourages MPOs to use social media and other web-based tools to further public participation and solicit public feedback during the transportation planning process; adds NEW REQUIREMENTS for MPOs to develop a Complete Streets Policy and Plan and better coordinate transportation planning with housing		Update Public Participation Plan	In process
			Update Metropolitan Planning Area Boundary	Required; U.S. Census Bureau will deliver base boundary, which FAST Planning will need to expand to what we predict will be urbanized in 20 years
			Consolidated Planning Grant (CGP) Agreement	CGP would combine Metropolitan Planning and Transit Planning (5303) funds for FAST Planning to perform Transit Planning activities on behalf of MACS Transit
		Hire Consultant	Development of a Housing Coordination Plan	Optional
8	National Highway Freight Program (NHFP)	Submit to FHWA & FTA	Designate additional mileage of Critical Urban Freight Corridors	Refer to recommendations in 2019 Freight Mobility Plan
	Increases maximum number of miles a State/MPO can designate for Critical Urban Freight Corridors from 75 to 150 miles; increases the percent of funds that can be used for multimodal projects from 10% to 30%	Add to FAST Planning UPWP	Traffic Impact Analysis for Kinross Trucking Plan	Consider funding a research study through UAF's Center for Safety Equity in Transportation
		Coordination with DOT&PF	TBD; Candidate projects are identified in the 2019 Freight Mobility Plan	Candidate projects need to be added to the State's Freight Plan (currently being updated) <or> our local Freight Plan adopted by reference into the State's Freight Plan <or> request DOT&PF open a Statewide project nomination process for this Program

Ref.	Program	Process	Candidate Projects	Notes
9	Carbon Reduction Program NEW PROGRAM to reduce transportation emissions; eligible projects include traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems; public transportation; construction, planning, and design of on-road and off-road trail facilities for pedestrians and bicyclists; advanced transportation and congestion management technologies; deployment of infrastructure-based intelligent transportation systems and vehicle to infrastructure communications equipment; replacing street lighting and traffic control devices with energy-efficient alternatives; and development of a Carbon Reduction Strategy; State must consult with MPOs to determine which activities/projects will be carried out	Project Nomination to FAST Planning & Coordination with DOT&PF	TBD; Candidate projects could be identified with a joint Call for Project Nominations for the Carbon Reduction Program and CMAQ/PM2.5 Non-attainment Area Program since the program eligibilities are similar	Call for Project Nominations will occur this year (2022); it is assumed FAST Planning's Technical Committee and Policy Board will serve as the Project Evaluation Board similar to the CMAQ Program
10	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program NEW PROGRAM; eligible projects include the use of natural infrastructure or construction or modification of storm surge, flood protection, or aquatic ecosystem restoration elements related to highway projects, public transportation facilities, intercity rail facilities or service, or port facilities	DOT&PF process for Formula funds not known at this time	TBD; candidate projects would be identified during development of a local Resilience Improvement Plan	See PROTECT Discretionary Grant below (#21); initial step would be for FAST Planning to develop a Resilience Improvement Plan to increase the resilience of surface transportation infrastructure from the impacts of changing conditions, such as sea level rise, flooding, extreme weather events, and other natural disasters, including strengthening and protecting evacuation routes

Ref.	Program	Process	Candidate Projects	Notes
General Fund Supplemental Appropriations				
11	Bridge Investment Program	Project Nomination to DOT&PF	Minnie Street Bridge Replacement	Identified by DOT&PF as structurally deficient; project included in 2045 MTP, but not currently included in the scope of the Minnie Street Upgrade project; not an "off system" bridge
	NEW PROGRAM: Bridge replacement, rehabilitation, preservation, protection, and resurfacing; State required to set aside 15% for "off system" bridges; no match required if owned by Borough or City		Airway Drive Bridge Replacement	Located within an RSA; previously nominated to FAST Planning for funding, but not funded; existing bridge and abutments are a "Hamiton E-Z" intended for temorary use only; relocated to Fairbanks from the bush and installed in 2002; bridge elevation is within flood hazard zone and not able to withstand minor flood event; recommended to be replaced with fish passage CMP/box culvert(s)
			Outside Hurst Boulevard Bridge Replacement	Publicly traveled Orphan bridge that has not been inspected by DOT&PF; likely another "Hamiton E-Z" intended for temorary use only and relocated to Fairbanks from the bush and installed in 2002; deck and guardrail is wood; likely a candidate for replacement with fish passage CMP/box culvert(s); good candidate to be annexed into adjacent RSA
			Spruce Branch Drive Bridge Replacement	Publicly traveled Orphan bridge that has not been inspected by DOT&PF; likely another "Hamiton E-Z" intended for temorary use only and relocated to Fairbanks from the bush and installed in 2002; deck and guardrail is wood; likely a candidate for replacement with fish passage CMP/box culvert(s); would need to be annexed into an RSA or North Pole City Limits

Ref.	Program	Process	Candidate Projects	Notes
			O'Connor Road Bridge Rehabilitation	City-owned bridge; DOT&PF inspection records indicate it's in "good" condition but appears asphalt needs to be resurfaced and guardrails and sidewalk are wood
12	National Electric Vehicle Program	Coordination with DOT&PF	Designate Alternative Fuel Corridors	This will be done on a Statewide level, but FAST Planning should assist DOT&PF with examining our local transportation network for opportunities and recommendations
	NEW PROGRAM to strategically deploy electric vehicle charging infrastructure; if actions are not taken, funds will be reallocated to other States		TBD; Candidate project locations will likely be identified through public-private partnership discussions	
Discretionary Grant Programs (Grant Applications to U.S. DOT)				
15	Rebuilding American Infrastructure with Sustainability & Equity (RAISE)	Grant Application	Cowles Street Reconstruction	Previously applied for under RAISE and scored well but didn't make funding list; FAST Planning encouraged to reapply next grant cycle
	Road, rail, transit, and port projects that have significant local or regional impact		Barnette Street Reconstruction	Cost estimate exceeds FAST Planning's ability to fund project with STP; consider applying under this grant opportunity
			North Pole Project Bundle	Bundle of projects (bridge replacement, culvert replacement, and reconstruction/widening of roadways) in North Pole to address the backlog of transportation needs for the fastest growing area of the Borough with the Eielson AFB F-35 expansion
16	Infrastructure for Rebuilding America (INFRA)	Grant Application	TBD	Have not yet identified any candidate projects that would have "national and regional significance"
	Highway, bridge, and multimodal freight projects of national and regional significance			
17	Federal Lands Access Program (FLAP)	Grant Application	Chena Lakes Recreation Area (CLRA) - Plack Road Bicycle & Pedestrian Connection	No match required; construct a new trailhead/parking area and non-motorized connection to CLRA trail system
	Transportation facilities that provide access to, are adjacent to, or are located within Federal lands with an emphasis on high-use recreation sites and economic generators			
18	Safe Streets for All	Grant Application	Development of a local Safety Action Plan	Involves various road users, including pedestrians, bicyclists, public transportation users, motorists, and commercial operators
	Initiatives to prevent fatalities and serious injuries on roadways; referred to as “Vision Zero”			

Ref.	Program	Process	Candidate Projects	Notes
19	National Culvert Removal/Replacement/Restoration	Grant Application	Peede Road culvert replacement	Original 1968 installation; high priority project for USFWS to address fish passage
	Removal, replacement, and restoration of culverts to address anadromous fish passage; only States and Local Governments eligible to apply		Repp Road culvert replacement	Installation year unknown; high priority project for USFWS to address fish passage
			Mission Road culvert replacement	On USFWS radar for fish passage concerns, but more investigation is needed
20	Bridge Investment	Grant Application	See item #11 above for candidate projects	Only States, MPOs >200k population, and Local Governments eligible to apply
	Grants to address the nationwide backlog of bridge repair and rehabilitation projects			
21	PROTECT	Grant Application	Development of a Resilience Improvement Plan	No match required; Plan to increase the resilience of surface transportation infrastructure from the impacts of changing conditions, such as sea level rise, flooding, extreme weather events, and other natural disasters, including strengthening and protecting evacuation routes
	Resilience planning and projects, evacuation routes, and at-risk coastal infrastructure		TBD; Candidate projects will be identified in the Resilience Improvement Plan	To reduce match requirement, project list in Plan needs to be prioritized and subsequently incorporated into the MTP
22	Electric Vehicle Charging & Fueling Infrastructure	Grant Application	See item #12 above for candidate projects	Discretionary use of this funding is a set aside for technical assistance grant; also, if the State DOT&PF does not plan to use some/all of their Formula funds they can award to Local Governments within the State
	Grants to build out alternative fuel corridors along the National Highway System and electric vehicle charging infrastructure and alternative (hydrogen/propane/ natural gas) fueling			
23	Healthy Streets	Grant Application	TBD	Candidate projects are identified in the 2019 Green Streets Plan
	Projects that mitigate urban heat islands, improve air quality, and reduce stormwater runoff			
24	Railroad Crossing Elimination	Grant Application	TBD	Candidate projects are identified in the 2021 Road/Rail Crossing Reduction/Realignment Plan
	Grants to improve safety at highway railway crossings including separation, closure, track relocation, installation of protective devices, and other safety improvements			

Ref.	Program	Process	Candidate Projects	Notes
25	Wildlife Crossings Pilot Program	Grant Application	Study to determine hot spots for wildlife-vehicle collisions and implementation plan for projects and/or maintenance activities	Study on methods to reduce moose-vehicle collisions already completed for Alaska (2017); consideration should be given for hot spot locations for DOT&PF maintenance activities (brush clearing/widening clear zones) and/or projects (fencing, lighting, etc.)
	Grants for projects that reduce wildlife-vehicle collisions			
26	Project Prioritization Pilot Program	Grant Application	N/A	Only States and MPOs >200k population eligible to apply
	Grants to develop/support transparent project prioritization processes for locally determined priorities			
27	Reconnecting Communities Pilot Program	Grant Application	Various Projects from Airport Way Functional Features Analysis	
	Grants for planning and projects to remove, retrofit, or mitigate existing roadways that were built through neighborhoods and created a barrier to mobility and economic development; downtown revitalization		Conversion of Downtown Streets from 1-way to 2-way traffic	Pursue planning grant first, then apply for capital construction grant if supported at local level; MPO is an eligible applicant

FAST Planning TIP Administrative Modification #4 - FFY22 OBLIGATION STATUS REPORT (as of January 26, 2022)
ALLOCATION TOTALS (Federal Share)

ALLOCATIONS	PHASE	AMOUNT	FFY22 OBLIGATIONS	PERCENT OBLIGATED
STP	All	\$5,177.2	\$1,940.4	37%
STP AC	All	\$3,835.4	\$3,835.4	100%
CMAQ	All	\$727.8	\$0.0	0%
CMAQ AC	All	\$727.8	\$727.8	100%
PL	All	\$321.2	\$321.2	100%
OFFSET	All	\$246.7	\$104.6	42%
TOTAL		\$11,036.2	\$6,929.4	63%

STP FUNDS (Federal Share)

IRIS	STP	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY22 OBLIGATIONS	PERCENT OBLIGATED	COMMENTS
NFHWY00445	5th Avenue Reconstruction	Right-of-Way		\$121.8		0%	
NFHWY00648	Advanced Project Definition	Planning	10/21/2021	\$91.0	\$91.0	100%	
NFHWY00280	Chena Riverwalk, Stage III	Right-of-Way	1/24/2022	\$204.2	\$204.2	100%	
NFHWY00576	Coordinator's Office	Planning		\$100.0		0%	
Z622070000	Cushman Street Bridge Rehabilitation	Design		\$2.3		0%	Phase Placeholder
		Construction	11/3/2021	\$3,835.4	\$3,835.4	100%	FFY23 AC
NFHWY00603	FAST Improvement Program	Design	1/18/2022	\$305.7	\$305.7	100%	
		Construction		\$1,012.1		0%	
TBD	Lathrop Street Extension	Utilities		\$727.8		0%	Transfer to FTA
		Construction		\$467.6		0%	Transfer to FTA
NFHWY00269	North Pole Streetlight Standardization	Right-of-Way		\$2.3		0%	Phase Placeholder
		Utilities		\$91.0		0%	
NFHWY00158	Old Richardson Highway Intersection Improvements	Right-of-Way		\$2.3		0%	Phase Placeholder
		Utilities	1/18/2022	\$545.8	\$545.8	100%	
		Construction	1/18/2022	\$818.7	\$793.6	97%	
NFHWY00014	Woll Road Resurfacing & Widening	Design		\$227.4		0%	
		Right-of-Way		\$2.3		0%	Phase Placeholder
NFHWY00139	Yankovich/Miller Hill Road Reconstruction	Utilities		\$454.9		0%	
	TOTAL			\$9,012.6	\$5,775.8	64%	

CMAQ FUNDS (Federal Share)

IRIS	CMAQ	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY22 OBLIGATIONS	Percent Obligated	COMMENTS
NFHWY00280	Chena Riverwalk, Stage III	Right-of-Way		\$2.3		0%	Phase Placeholder
NFHWY00280	Chena Riverwalk, Stage III	Utilities		\$2.3		0%	Phase Placeholder
NFHWY00280	Chena Riverwalk, Stage III	Construction		\$120.6		0%	
NFHWY00290	College Road Bus Pullouts	Utilities		\$2.3		0%	Phase Placeholder
NFHWY00290	College Road Bus Pullouts	Construction		\$600.4		0%	
Z622070000	Cushman Street Bridge Rehabilitation	Construction	11/3/2021	\$727.8	\$727.8	100%	FFY23 AC
	TOTAL			\$1,455.7	\$727.8	50%	

PL FUNDS (Federal Share)							
IRIS	PL	PHASE	OBLIGATION DATE	TIP AMOUNT	FFY22 OBLIGATIONS	Percent Obligated	COMMENTS
NFHWWY00576	FAST Coordinators Office	Planning	10/1/2021	\$321.2	\$321.2	100%	
	TOTAL			\$321.2	\$321.2	100%	
OFFSET FUNDS (Federal Share)							
IRIS	OFFSET	PHASE	AMOUNT		FFY22 OBLIGATIONS	OBLIGATION DATE	PROJECT
NFHWWY00138	FMATS Sidewalk Imp Program FFY16-18	Design	\$193.8		\$104.6	Pending	FAST Imp Pgrm FFY22 (6th/Lacey)
NFHWWY00137	Wembley Avenue Improvements	Design & Construction	\$45.4				
NFHWWY00463	Road Service Area Expansion Plan	Planning	\$0.1				
NFHWWY00446	Non-Motorized Plan Update	Planning	\$7.4				
	TOTAL		\$246.7		\$104.6	Percent Obligated	42%

FAST Planning FFY22 Offsets*January 26, 2022*

Project	Federal	Total w/ Match
FMATS Sidewalk Improvement Program FFY16-18 (Design)	\$193,786	\$213,022
Wembley Avenue Improvements	\$45,398	\$49,904
Road Service Area Expansion Plan	\$133	\$146
Non-Motorized Plan Update	\$7,398	\$8,133
Total Offset Funding to Date	\$246,715	\$271,205
COMMITTED FUNDS		
FAST Improvement Program FFY22 (6th & Lacey Intersection)	\$104,616	\$115,000
Total Committed Offsets	\$104,616	\$115,000
Remaining Funds to be Obligated	\$142,099	\$156,205

Pending Deobligations from Project Closures

January 26, 2022

IRIS	Project	Construction Year	Estimated Federal Deobligation	Notes
NFHWHY00170	FMATS Sidewalk Improvement Program FFY19	2019-20	TBD	Pending construction closeout
Z637840000	Gillam Way Rehabilitation	2019	TBD	Pending construction closeout
NFHWHY00434	FAST Improvement Program FFY20	2020	TBD	Pending construction closeout
NFHWHY00165	FAST Intersection Improvement Program FFY20	2020	TBD	Pending construction closeout
NFHWHY00014	Tanana Loop & South Chandalar Dr Intersections	2020	TBD	Pending construction closeout
NFHWHY00524	FAST Intersection Improvement Program FFY21	2021	TBD	Pending construction closeout
NFHWHY00559	FAST Sidewalk Improvement Program FFY21	2021	TBD	Pending construction closeout
NFHWHY00246	Sign Replacement, Stage III	2021	TBD	Pending construction closeout
		TOTAL	TBD	